

# Draft Greater Manchester Spatial Framework

Draft for consultation

October 2016

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# Introduction

# 1 Introduction

## 1.1 Why are we producing a Greater Manchester Spatial Framework?

**1.1.1** Greater Manchester is starting to show real and sustained growth in jobs and population but we still perform below the national average in terms of productivity and growth and there are still too many places within Greater Manchester which have weak economic performance. The Northern Powerhouse seeks to address this imbalance and Greater Manchester – as a leading City Region - is fundamental to its success.

**1.1.2** Greater Manchester is on a transformative journey – we are actively promoting a strategy for growth across the whole of Greater Manchester providing opportunities for investment in areas where we have genuine competitive advantages and for the acceleration of growth in those areas where economic activity is weakest. Even with the success of this strategy we will need to do a lot more to ensure that none of our residents are left behind.

**1.1.3** We need to manage growth so that Greater Manchester is a better place to live, work and visit. It is our aspiration that Greater Manchester becomes as well known for the quality of its environment as for its economic success. Our Green Belt plays a role in this but there are important green spaces, parks, rivers and canals in the heart of our urban communities which are equally valuable. The protection and enhancement of our blue and green infrastructure is a central theme of our strategy.

**1.1.4** We are preparing the Greater Manchester Spatial Framework (GMSF) to make sure that investment and growth in houses and jobs happens but also benefits our residents and makes Greater Manchester a better place to live and work. We need to be able to plan for schools, green spaces, roads and health facilities alongside new homes, offices and factories. If we don't do this, it won't happen.

**1.1.5** The GMSF is an important part of our tool-kit which is designed to facilitate Greater Manchester's capacity to deliver our full economic potential, and also to ensure that all parts of Greater Manchester and its residents fully share in that economic success. This means that those parts of Greater Manchester which are performing comparatively weakly should be supported to accelerate their growth so that none of our residents are left behind.

**1.1.6** The GMSF in itself does not deliver development, rather it defines what may or may not be developed in particular locations. Through our radical devolution agenda we are developing and delivering ambitious plans to enhance the skills base and transform the health and well being of our population to maximise our ability to promote inclusive growth. We will continue to drive that growth through targeted support for those key sectors that will underpin the economy of Greater Manchester in the future and develop new investment models to shape places where people want to live, invest and work. There is a particular need for significant transport infrastructure to access both housing and employment sites and we are committed to aligning our transport strategy and programmes to support the growth in GMSF.

## **1.2 What is the Greater Manchester Spatial Framework?**

**1.2.1** In August 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. This is known as the Greater Manchester Spatial Development Framework (GMSF).

**1.2.2** In November 2014 the first devolution agreement was agreed which provided for an elected Mayor with responsibility to produce a Spatial Strategy with the unanimous support of her/his Cabinet.

**1.2.3** Following election of the Mayor in May 2017 part of the GMSF may become the Spatial Strategy and part will remain a joint development plan document to be adopted by the resolution of the full Councils of all 10 authorities

## **1.3 This Consultation**

**1.3.1** Two informal consultations have already taken place. The first, in November 2014 was on the scope of the plan and our initial evidence base, and the second in November 2015, was on the vision, strategy and strategic growth options. We also undertook a 'Call for Sites' exercise in November 2015.

**1.3.2** Following the consultation in November 2015 we have taken all comments into account and reviewed our evidence, specifically challenges around our ambition for growth and what scale of growth we need to aim for to maximise our position as the engine of growth driving the Northern Powerhouse.

**1.3.3** The economic forecast was updated (Accelerated Growth Scenario (AGS) 2015) and tested against a range of factors including the Northern Powerhouse Independent Economic Review; forecasts produced by the leading forecasting houses as well as Oxford Economics (Cambridge Econometrics and Experian); our assumptions around resident employment rate and the potential impacts of Brexit. We also undertook further work on population and household growth taking into account the 2014 SNPP (released May 2016) and the Sub National household projections (released July 2016). In line with our previous reports we modelled various scenarios using different household representation rates and also modelled the impact of the Government's Local Plan Expert Group (LPEG) recommendations which were made in Spring 2016.

**1.3.4** Having completed this additional work it was concluded that the ambition set out in the AGS 2015 whilst challenging, is robust and necessary to demonstrate our continuing role in driving growth in the north of England. The AGS 2015 also delivers on Greater Manchester's ambition to increase the resident employment rate to ensure that more residents share in the benefits of economic growth.

**1.3.5** This work was discussed by the Joint GMCA/AGMA Executive on the 26th August 2016, who agreed that the level of growth we should be planning for and testing through the GMSF process is:

- GVA growth of 2.5% year on year, giving an uplift of £5bn above baseline conditions by 2035;
- Additional 199,700 jobs;
- Population growth of 294,800, which translates into 227,200 net new homes.

**1.3.6** On the basis of the evidence we have gathered and the responses to the consultations we are currently at the stage of preparing a draft plan and now want to consult with a wide range of stakeholders about the scope of the plan, our spatial strategy and our strategic policies and allocations.

**1.3.7** This consultation meets the requirements of Regulation 18 ('preparation of a local plan') of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## **1.4 What does it cover?**

**1.4.1** This is the first time that we have prepared an overarching spatial plan for Greater Manchester since the Greater Manchester Structure Plan in 1981 although we have prepared two joint Development Plan documents over recent years, the Waste Plan and the Minerals Plan. The only other area to produce something of comparable scope is London. The GMSF is a different type of plan to the London Plan in that it is being jointly prepared by all 10 councils and provides not only the strategic context but also more detail around housing and employment land and the associated infrastructure required. The GMSF also includes site 'allocations' for sites proposed to be released from the Green Belt and will define a 'new' Green Belt boundary for Greater Manchester. The GMSF will;

- set out how Greater Manchester should develop over the next two decades up to the year 2035;
- identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- support the delivery of key infrastructure, such as transport and utilities;
- protect the important environmental assets across the conurbation;
- allocate sites for employment and housing outside of the urban area;
- define a new Green Belt boundary for Greater Manchester.

**1.4.2** The GMSF comprises four sections. These are set out below.

### **Vision and strategy**

**1.4.3** The vision builds on the Greater Manchester Strategy (GMS) and sets out how Greater Manchester is planning to meet levels of growth well above baseline forecasts. The GMSF supports long term prosperity as well as meeting short term needs and seeks to ensure that all places and all residents share in the benefits of growth at the same time as building a resilient Greater Manchester, improving our green infrastructure network, reducing carbon emissions, addressing air quality and reducing flood risk.

**1.4.4** The GMSF is looking to accommodate land for 200,000 jobs and provide over 227,000 new homes. There is a strong and continuing emphasis on directing new development to brownfield land in urban locations however the scale of growth requires the release of land from the Green Belt. We have sought to minimise the release of Green Belt sites by exploiting the opportunities to increase development densities in well connected urban locations and will continue to explore this over the next 12 months. Our approach to Green Belt release is to maximise sustainability by focusing on a relatively small number of large sites allowing for the creation of new mixed use neighbourhoods supported by proper infrastructure and services.

### **Strategic locations for development**

**1.4.5** The aim of the GMSF is to provide opportunities for development across the whole of Greater Manchester. A small number of locations however will make a disproportionate contribution to economic growth. These include the City Centre, The Quays, Manchester Airport as well as our principal town centres.

**1.4.6** Whilst the majority of new jobs are forecast to be within these existing employment centres, the GMSF provides an opportunity to improve and modernise the Greater Manchester employment land offer particularly around industry, warehousing and logistics. Significant expansion of established locations such as the Northern Gateway (building on the Heywood/Pilsworth, Stakehill and Kingsway brands); Western Gateway (Port Salford, Carrington) and Eastern Gateway (Ashton Moss, M67) as well as the M61, M6 and East Lancs corridors will improve the competitive position of Greater Manchester and help to foster sustainable, inclusive growth across the conurbation. There will be a need for considerable investment in infrastructure to support the release of these sites.

### **Thematic policies**

**1.4.7** The draft GMSF contains a suite of policies addressing economic, social and environmental issues for example, housing distribution, green infrastructure, flooding, carbon reduction, resilience and air quality. These policies are high level and strategic and the detail of how they are applied at district level will be set out in local plans and strategies

### **Site allocations**

**1.4.8** Sites that are to be released from the Green Belt will be 'allocated' within the GMSF and there is a set of allocation policies setting out the approach to development of these sites.

## **1.5 Accommodating our development needs**

**1.5.1** We have looked very carefully at the land that is available to accommodate the development we need sustainably. There is a large supply of land within our towns which we have already identified for development and have looked at a range of ways in which we can 'optimise' this:

- Contribution of publically owned land – the Land Commission has been established to take forward this agenda;
- Opportunities to increase densities in well connected locations (town centres/public transport nodes);

- Contribution of small sites – some local plans have a size threshold (commonly 0.25 hectares) below which sites aren't picked up in the Strategic Housing Land Availability Assessment (SHLAA). We are looking at the contribution that such sites have historically made to our housing delivery and made an allowance for these (i.e. added to our baseline supply).

**1.5.2** We have explored whether we can 're-allocate' existing employment sites for housing.

**1.5.3** Despite the above, we had a land supply 'gap' for both housing and industry and warehousing land. Whilst we are committed to meeting the need for employment and housing land within Greater Manchester, in the light of the land supply gap, we have spoken to neighbouring authorities to discuss whether they would be willing to accommodate any of our housing requirement where appropriate. To date the answer to this question has been negative. It is concluded that we have to consider Green Belt release to meet this need and that exceptional circumstances exist to amend the existing Green Belt boundaries, as set out in the background evidence papers that support the GMSF. We are committed to release the minimum amount of Green Belt to meet our need sustainably and are seeking to minimise the impact of release by identifying a relatively small number of larger sites capable of supporting the range of infrastructure (particularly public transport) and facilities required.

## 1.6 Industry and Warehousing

**1.6.1** The preparation of the GMSF is an opportunity for us to modernise our employment supply particularly in relation to industry and warehousing land. Our evidence demonstrates that Greater Manchester has been constrained over recent years by the lack of large sites which are well connected, and have close proximity to the motorway network. Where such sites have been made available, for example, Kingsway and Logistics North, these have been very successful. We have identified a large supply of potential new industry and warehousing floorspace. The sites that have been identified are comprehensive, and even in the very long-term the opportunities for other sites in addition to them may be quite limited. We do not think that all of this land will come forward during the plan period (by 2035) and further work on the master-planning and feasibility is likely to result in a reduction in the overall supply. It is considered appropriate to identify these sites now, to ensure that they are protected for employment uses, even if it may be 40 years rather than 20 years before they are fully utilised. This would help to protect the long-term economic position of Greater Manchester and the newly defined Green Belt boundary.

**1.6.2** This is a different approach to that taken for other land uses such as offices and housing. The difficulties in finding very large sites that are attractive to the market justify this, and it helps to provide a new Green Belt boundary which will endure beyond the plan period. Office development will continue to be located primarily in the same areas as at present (through an ongoing process of redevelopment and increased densities, which is particularly seen in the prime location of the city centre) and residential development is both less constrained by site characteristics and supply beyond the plan period will be boosted by the re-purposing of some of the existing employment land which would become available for housing. In order to protect the identified sites from pressure for alternative uses such as housing, the GMSF will need to be very clear that it is planning for industrial and warehousing floor space well beyond 2035, and such sites need to be safeguarded accordingly. We want however to test this approach and take the views of residents, businesses



and the private sector as well as other stakeholders into account before proposals are finalised in our Publication plan. We will undertake a prioritisation exercise to inform phasing and prioritisation of infrastructure investment. As part of this consultation we are seeking views on the methodology for this work.

## 1.7 How can you get involved?

**1.7.1** This consultation is an opportunity for you to have your say on the way in which Greater Manchester will develop over the next 20 years. Your views made on the draft GMSF will be used to shape the ongoing development of the policies with a further consultation in the future.

**1.7.2** For further information on the consultation please visit: [www.greatermanchester-ca.gov.uk/GMSF](http://www.greatermanchester-ca.gov.uk/GMSF)

**1.7.3** Copies of the draft GMSF and Integrated Assessment Report can be viewed within each district. Please see individual district websites for further information.

**1.7.4** Responses to the consultation may be made:

- Online at <http://gmsf-consult.objective.co.uk> or
- By email to [gmsf@agma.gov.uk](mailto:gmsf@agma.gov.uk)
- By post: Greater Manchester Integrated Support Team, P O Box 532, Town Hall, Manchester, M60 2LA

**1.7.5** All comments must be received by **17:00 on 23rd December 2016**. If you don't have access to the internet please contact the number below and we will assist you with making comments online.

**1.7.6** A series of events are being hosted across Greater Manchester which you are welcome to attend to find out more about the draft GMSF and what it means for your neighbourhood. Details of these and other local events are listed on our webpage ([www.greatermanchester-ca.gov.uk/GMSF](http://www.greatermanchester-ca.gov.uk/GMSF)), please check for updates on upcoming events.

**1.7.7** If you require any further information on the consultation please do not hesitate to contact the Greater Manchester Planning Team on: 0161 237 4636.

**1.7.8** If you would like to discuss one of the individual allocations in detail please contact the relevant Local Planning Authority.

## 1.8 What happens next?

**1.8.1** Following this consultation we will review all of the responses we receive and consider how we need to review our strategy. It is our intention to consult on a 'Publication Plan' in Summer 2017, with Submission to the Secretary of State at the end of 2017. Following the submission, the Secretary of State will appoint an Inspector and the plan will be subject to further scrutiny through a Public Examination. We are hoping that the GMSF will be adopted in 2018.

# Vision and Strategy

## 2 Vision and Strategy

**2.0.1** Greater Manchester is already a thriving and vibrant city region, renowned across the world for its numerous technological advancements, sporting and artistic excellence, and a culture of innovation and enterprise. But the vision for the future is of an even more successful Greater Manchester, which can compete on the global stage to attract investment, businesses, workers and tourists. Central to this is a very strong emphasis on delivering major economic, social and environmental improvements simultaneously, in a way that supports Greater Manchester's prosperity in the long-term as well as meeting short-term needs, and ensures that all residents share in the benefits of growth. Achieving improvements in the health, skills and quality of life of residents, by securing urban regeneration, enhancing the green infrastructure network and combating climate change will be as important as delivering high levels of new development.

**2.0.2** Substantial investment in transport infrastructure and services will enable Greater Manchester to act as a strong focal point for the UK outside London. Through its central role in Transport for the North, Greater Manchester will benefit from fast and frequent rail services to other major cities, with HS2 reducing journey times to London to just over an hour and Birmingham to 40 minutes, and Northern Powerhouse Rail (NPR), (formerly known as HS3) bringing Liverpool within 20 minutes, and Leeds and Sheffield within 30 minutes, and improved motorway connectivity. The continued growth of Manchester Airport, providing the UK's principal international gateway outside London, will offer the type of global connections that will become increasingly important for a successful major city region. An extensive, integrated public transport network stretching across Greater Manchester and into surrounding areas will ensure that local residents can quickly access the enormous range of employment and leisure opportunities. Improvements to the capacity and reliability of the highway network will be delivered, particularly around the M60, with major improvements being considered to the M61-M62 corridor and the link to Sheffield, and strategic park and ride facilities helping to reduce the amount of traffic travelling into the core of the conurbation. Collectively, these measures will further enhance Greater Manchester as a business location, providing easy access to a vast skilled labour pool and key markets.

**2.0.3** A high level of economic growth is being planned for Greater Manchester, well above baseline forecasts, taking advantage of the proposed transport investments and the numerous high quality development opportunities. This will see Greater Manchester driving growth within the North of England and providing a counterbalance to the strength of London and the South East. A large and varied range of high quality sites will be made available across the sub-region, supporting the high levels of economic diversity that help to protect Greater Manchester from the ups and downs of the economic cycle and enabling the restructuring of industry, where this is appropriate. Around 2,450,000m<sup>2</sup> of new office floor space will be delivered over the period 2015-2035, much of which will be in the City Centre supporting its role as the primary office location outside London, complemented by growth at The Quays, Manchester Airport and the main town centres. Around 4,000,000m<sup>2</sup> of new industrial and warehousing floor space will be completed, with major opportunities across the sub-region including large high quality sites served by motorway, rail and/or water. Greater Manchester will also see a very significant expansion in tourism attractions, accommodation, facilities and events, supporting major growth in visitor numbers.

**2.0.4** Around 227,000 additional homes will be delivered across Greater Manchester over the period 2015-2035 to accommodate a growing population, which is equivalent to assimilating another city the size of Manchester. These new homes will provide a broad mix in terms of type, size, tenure, location and affordability so as to meet the needs of all households.

**2.0.5** There will be a very strong emphasis on directing new development towards locations that support urban regeneration minimise environmental impacts, reduce the need to travel, and are or can be made most accessible by public transport, cycling and walking. Development will be managed to ensure that it is both functional and architecturally inspiring and makes a positive contribution to the quality of places and the wellbeing of people securing the reuse of brownfield land, protecting open spaces within the urban area, and delivering genuinely sustainable neighbourhoods with supporting facilities and services.

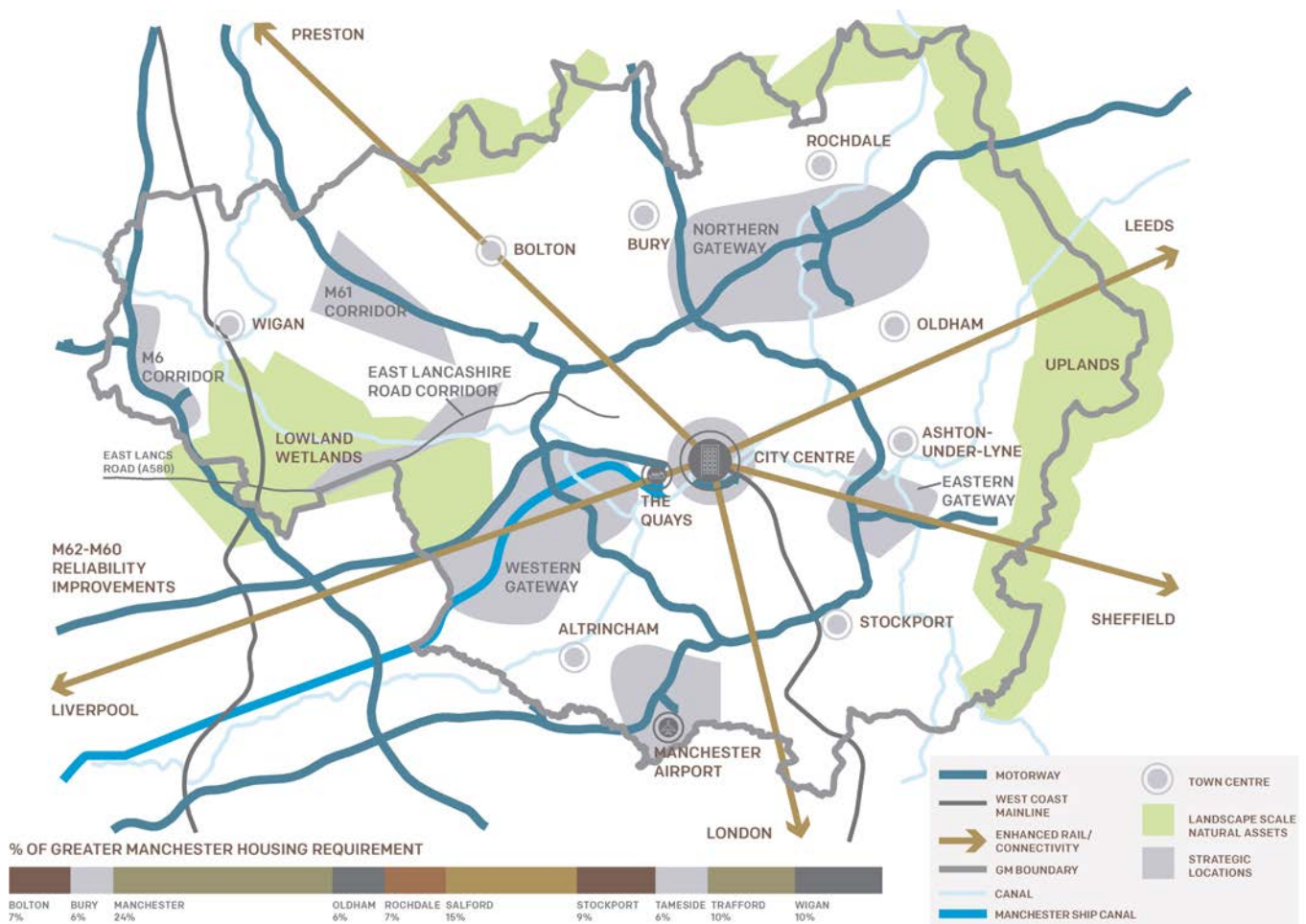
**2.0.6** To deliver the scale of growth required across Greater Manchester land needs to be released from the green belt. The release of such sites will be phased to ensure that new homes and employment floor space are accompanied by the necessary supporting infrastructure. These sites have been carefully selected so as to maximise their sustainability, with an emphasis on releasing a relatively small number of large sites rather than the widespread incremental development of smaller sites. Adopting this comprehensive development approach allows for the creation of new neighbourhoods, prevents piecemeal development and provides the critical mass to ensure that new development is supported by adequate infrastructure. The Mayor and GMCA will consider the use of the full range of powers devolved to Greater Manchester where needed to bring forward key sites.

**2.0.7** The distribution of development will ensure that all parts of Greater Manchester secure high levels of investment, helping to provide a balanced pattern of growth, but there will continue to be a very strong focus on the core of the conurbation. The role of the City Centre as the primary business location in the country outside London will be further strengthened, and The Quays nearby will continue to develop as a distinctive economic, tourist and residential location. The eight main town centres of Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan will enhance their roles as local economic drivers providing a strong focus for the surrounding areas. Manchester Airport will not only expand its role as a world class airport that makes a major contribution to the North and Midlands, but also its function as a major economic driver. These locations will be complemented by activity across Greater Manchester, but with three major areas of growth in the Northern Gateway, Western Gateway and Eastern Gateway, which will deliver high levels of new employment floor space and housing supported by major improvements in transport infrastructure.

**2.0.8** An integrated network of high quality green infrastructure will extend throughout Greater Manchester, providing a broad range of environmental services as well as contributing to the character and attractiveness of places, supporting good health, and boosting competitiveness. Key components of this network will include the river valleys, canals, trees, woodlands and parks that extend throughout Greater Manchester, as well as the major character areas of the uplands in the east and north and the lowland wetlands in the south-west where extensive areas of habitat will be restored. The design of new development will respond to this green infrastructure network and the rich historic environment to deliver a series of beautiful and varied places across Greater Manchester, each with its own distinctive identity.

**2.0.9** Greater Manchester will be a city region that respects its past but which has a very strong focus on its long-term future and that of the world more generally. It will seek to deliver a 65% reduction in carbon emissions by 2035, and will be highly resilient, able to cope with the challenges of a changing climate and economic shocks. Improving the health of Greater Manchester residents will be central to everything that is done, addressing problems such as air quality and flood risk, and providing opportunities for people to live healthy and fulfilling lives. A vital component of this will be to tackle socio-economic inequalities, and enable everyone to contribute to and benefit from the high levels of economic growth and investment that Greater Manchester will see over the next two decades. This will be the mark of success.

**Key Diagram**



# Strategic Locations

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

## 3 Strategic locations

**3.0.1** All parts of Greater Manchester will make a contribution towards growth and prosperity, but there is a small number of locations that will be strategically significant in terms of their economic importance and role in meeting future development needs.

### 3.1 City Centre

#### Policy SL1

The role of the City Centre as the most significant economic location in the country outside London will be further strengthened. It will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, and will be a priority for investment in development and infrastructure improvements. The City Centre has an important role in attracting highly productive economic activity to Greater Manchester. Development will support a significant increase in City Centre jobs, and it will be particularly important that a diverse range of commercial locations and space are provided that respond to the diverse needs of the different sectors.

The increasingly important residential role of the City Centre will be expanded considerably, in key locations, whilst maintaining the centre's economic base, with an enhanced mix and quality of accommodation, in a way that complements the other functions of the area rather than displaces them. This should be supported with access to key social infrastructure including schools and health facilities.

Over the period 2015-2035, around 1,250,000m<sup>2</sup> of new office floor space and around 40,000 net additional dwellings will be provided. Key locations for large scale development are:

- Piccadilly/Mayfield (including HS2 proposals);
- Spinningfields, St Johns and the Civic Quarter;
- Corridor Manchester;
- Salford Central and Greengate;
- Greater Jackson Street, NOMA/Ancoats, the Green Quarter and the Irk Valley, providing key residential-based development opportunities.

The important role of existing commercial assets in the City Centre will be maintained, and the change of use of existing offices will be carefully managed. Development and redevelopment will be supported on other sites where this results in a more efficient use of the land.

The role of the City Centre as a focus for tourism activity and leisure opportunities for Greater Manchester residents will be reinforced. Development that improves and diversifies the City Centre's visitor offer will be supported, where this complements its strategic economic role.

Developing fully integrated, high capacity, transport networks to support economic growth is a key priority. Major improvements in public transport accessibility, through high-speed inter-city connections such as HS2 and Northern Powerhouse Rail (NPR), as well as enhanced sustainable transport access from across Greater Manchester, will further increase the attractiveness of the City Centre as a business location and a place to work, live and visit. Such improvements will also be essential for ensuring that the traffic impacts of significant growth can be successfully managed and the carbon footprint can be minimised, albeit that capacity on all modes will need further investment. This will be complemented by an effective highway and parking strategy, seeking to minimise City Centre through-traffic, and investment in the walking and cycling environment on routes into and within the City Centre.

Within the City Centre, new development should:

1. Reinforce the city centre's economic strategic importance;
2. Support the provision of the highest quality environment and public realm, as this will be essential for ensuring that the City Centre can compete at the international level for investment, businesses, residents and tourists;
3. Reinforce the strong identities of individual parts of the City Centre and exploit valuable heritage assets;
4. Deliver the highest standards of sustainable design, incorporating green and blue infrastructure to address environmental challenges and create more liveable places;
5. Seek to make efficient and innovative use of existing infrastructure, such as car parking and build on the exceptional transport links to reduce reliance on the private car;
6. Be brought forward in accordance with the adopted local plans, strategies and regeneration frameworks covering the City Centre.

**Figure 3.1 City Centre**





## Reasoned justification

**3.1.1** The City Centre is already hugely important not just to the Greater Manchester economy but to the North of England more generally. It provides around 10% of all jobs in the sub-region, and the scale of opportunity within the City Centre means that this figure will increase significantly over the next few decades. Continued investment in the very good public transport accessibility of the City Centre will be needed so as to ensure that these employment opportunities are accessible to residents across Greater Manchester and beyond, and that growth can be accommodated without increased congestion. This will be essential in providing an enormous labour market that will help to attract businesses to the area.

**3.1.2** The City Centre is mainly contained within the inner relief road, but also extends along Oxford Road and including Manchester Metropolitan University's Birley Campus to the south, Chapel Street and the Crescent to the west and into Ancoats in the north. The boundaries of the City Centre may need to be further expanded to accommodate the scale of growth that is envisaged, but the existing core areas will continue to provide the focus for development.

**3.1.3** The continued growth of the City Centre will require a careful balancing of its various functions. The priority must be to protect its fundamentally important economic role, but there will still be scope for a very large increase in the resident population alongside this, taking advantage of the lifestyle opportunities that a City Centre location can offer. This will include creative and innovative design solutions to meet housing needs and choices. To accommodate the growing residential population, and to ensure that the City Centre community is sustainable, it will be important that there is access to a range of social infrastructure around the City Centre.

### 3.2 Main Town Centres

#### Policy SL2

The main town centres in Greater Manchester are:

- Altrincham
- Ashton-under-Lyne
- Bolton
- Bury
- Oldham
- Rochdale
- Stockport
- Wigan

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 in their surrounding areas. Residential development will be supported where it complements these functions.

For each of the main town centres, the following key objectives will be realised:

1. Ensure that the town centre is seen as a facility for all parts of the population, irrespective of age or prosperity;
2. Increase the density of uses and activity;
3. Expand and diversify the employment role of the town centre, with an improved supply of office floor space, greater opportunities for knowledge-based and creative businesses;
4. Optimise the scale and range of the retail offer within the primary shopping area, including through the provision of opportunities for independent retailers and the enhancement of indoor and outdoor markets;
5. Significantly increase the resident population of the town centre within a high quality living environment that capitalises on the very good public transport access;
6. Enhance the town centre as a visitor destination by encouraging both day and night time events, a significant increase in the provision of leisure facilities, cultural and community activities, bars, cafés and restaurants, and the development of hotels and other visitor facilities to enable the main town centres to act as a base for overnight stays to explore Greater Manchester and beyond;
7. Act as a focal point for the delivery of public services, and, with the exception of Altrincham, maintain and enhance the role of the town centre as a civic and administrative centre;

8. Support the education functions of the town centre, including the improvement of further and higher education facilities;
9. Develop the role of the town centre as a public transport hub, improving the interchange between different modes and providing a gateway for residents in the surrounding area to access their town centre and other parts of Greater Manchester including the City Centre;
10. Improve inclusive ease of access to the town centre through a comprehensive and coordinated approach to public transport routes, walking and cycling links, car parking, servicing and deliveries, traffic management and signage;
11. Protect and enhance the distinctiveness of the town centre and its contribution to local identity, with a strong emphasis on the role of heritage assets;
12. Improve the environmental quality of the town centre, through the incorporation of green infrastructure including significant enhancements to the public realm and the creation of places to dwell and the provision of other features and facilities for people to inclusively enjoy the town centre experience;
13. Ensure that the town centre functions as a whole, incorporating a good balance of uses, recognising and managing potential conflicts with attractive connections enabling people to easily navigate between different parts of the centre and promoting linked trips.

District local plans, masterplans and strategic frameworks will provide a more detailed strategy for each main town centre.

## **Reasoned justification**

**3.2.1** The eight main town centres are immensely important to their host districts, as a source of local identity and pride, the prime location for shops and services, and a major supply of employment opportunities. However, changes in the retail market in particular have placed pressure on the town centres, and they will need to adapt in order to ensure their long-term success and their ability to continue to make a significant contribution to the sub-regional economy.

**3.2.2** The future potential of the main town centres is based on maintaining and enhancing their varied functions, which helps to ensure that they are a significant and valued part of the lives of most local residents and businesses, as well as making them more robust to continued market changes. The good public transport accessibility of the centres makes them particularly suitable for additional office, retail, leisure and tourism development, and a location for public services and facilities, as well as providing a hub for journeys across Greater Manchester.

**3.2.3** It will be important that new residential development does not displace the employment, retail, leisure, cultural and community functions of the town centres, but equally that the other functions are planned and managed in such a way as to promote a high quality residential

environment. The town centres have the potential to provide a more cost-effective alternative to the City Centre and The Quays, both for businesses to locate and skilled workers to live, whilst providing excellent access to facilities and public transport.

**3.2.4** An increase in the number of people living and working in the town centres will help to generate the footfall and vibrancy over a longer period during the day that will help to support more retail, leisure and cultural activity, which in turn will help to further enhance the attractiveness of the town centres as a place to work, live, learn and visit. An increase and diversification of the leisure opportunities, particularly outside normal shopping hours, will also help this process, as will events that help to promote the town centres and familiarise people with them.

**3.2.5** All of the town centres are already seeing major investments in new retail and employment floor space, housing, leisure and other facilities, and it will be important to maintain this activity throughout the next few decades. This needs to be done in such a way as to enhance the local distinctiveness of each town centre, taking advantage of the particular opportunities that each presents, as this will be vital to their long-term competitiveness.

### 3.3 The Quays

#### Policy SL3

The Quays, consisting of Salford Quays and Trafford Wharfside, will continue to develop as one of the most important economic locations in the country, making a major contribution to prosperity across Greater Manchester. It will be characterised by a wide mix of uses, and its business, housing and tourism/leisure roles will all be significantly expanded in a mutually supportive way, reinforcing the area's interest, vibrancy and identity.

By 2035, The Quays will have developed in accordance with the following objectives:

1. Provide around 285,000 m<sup>2</sup> of new, high-quality business floor space, supporting a highly diverse economic area as well as the continued expansion of the internationally important cluster of digital and media industries;
2. Deliver around 6,000 new dwellings, primarily through a diverse range of apartments, with residential development complementing rather than being at the expense of the important business and tourism functions of the area;
3. Secure a significant increase in visitor accommodation and facilities, leisure uses and community facilities, and retail floors pace in Salford Quays, meeting the needs of the major increase in the number of people working, visiting and living in The Quays;
4. Carefully phase development with the provision of new and improved transport infrastructure, with a strong emphasis on significantly reducing the proportion of trips made by car, including through the provision of additional high frequency rapid transit services, improved bus services and pedestrian/cycle linkages to neighbouring areas;
5. Improve connections to the City Centre, including through Irwell River Park, to enable the two areas to function more effectively as a single major economic driver at the core of the conurbation;
6. Protect and enhance the high environmental quality of The Quays, which is central to its long-term competitiveness, including by increasing the level of greenery across the area and managing water quality in both the enclosed and open basins.

District local plans, masterplans and strategic frameworks will provide a more detailed strategy for Salford Quays and Trafford Wharfside.

**Figure 3.2 The Quays**



### **Reasoned Justification**

**3.3.1** Since the 1980s, Salford 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. Although the area has seen very significant levels of investment in recent years, there is still enormous development potential within the area.

**3.3.2** The development of MediaCityUK over the last decade has helped to establish a major cluster of digital and media uses, with potential for considerable further expansion in the future. However, the area has a wider business function and is one of the primary office locations in Greater Manchester. The Quays is one of the main tourism destinations in the sub-region, and there is potential both to expand this role and to improve integration with surrounding tourism locations such as the City Centre, Old Trafford and Trafford City in order to increase the attractiveness of Greater Manchester as a visitor destination.

**3.3.3** It will be essential that public transport improvements match the scale of activity within the area, helping to reduce private car use. Maximising connections to the new Trafford Park Metrolink line will be an important part of this, as will a wider range of bus routes and attractive travel infrastructure, but also additional high quality, high capacity links are needed to improve sustainable access from other parts of Greater Manchester.

**3.3.4** Appropriate levels of high quality amenity space will be provided, to support the needs of the new communities. These will include a variety of types of high quality spaces, including maximising the benefits of its position on the Ship Canal and Bridgewater Canal by preserving and enhancing canalside walkways.

### 3.4 Airport Gateway

#### Policy SL4

The Airport Gateway will provide a unique combination of outstanding international connections, excellent public transport access to the other major UK cities and the rest of Greater Manchester and growth opportunities. The Airport Gateway comprises a range of high quality development opportunities that will enable new businesses and residents to take advantage of this unrivalled accessibility, in an area of a very high market demand.

Manchester Airport will continue to be developed as a world class airport with high quality services and facilities, providing the UK's principal international gateway outside London. The introduction of services to a wide range of new destinations will enable a doubling of passenger numbers to around 45 million per annum. The airport and its surrounding locality will make a major contribution to the competitiveness of the North and Midlands by supporting inward investment, international trade and tourism and high quality new homes. It will be central to raising the global profile of Greater Manchester.

#### *Enterprise Zone Development Opportunity*

The benefits of these exceptional connections will be maximised through the development of the Enterprise Zone sites within the Airport Gateway, including:

1. Airport City North, providing around 200,000m<sup>2</sup> of predominantly new office and ancillary commercial development and 50,000m<sup>2</sup> of new industrial development immediately around the airport, helping to capture businesses that may otherwise locate outside the UK.
2. Airport City South/Global Logistics, providing around 190,000m<sup>2</sup> of aviation-focused logistics development. The demand for this opportunity has led to the approval of an extension to the Enterprise Zone.
3. Medipark, located around the University Hospital South Manchester, providing around 100,000m<sup>2</sup> of bio-technology and healthcare-related commercial development. This Enterprise Zone site has also been extended.
4. Wythenshawe Town Centre, which plays a strategic role in the City, and Atlas Business Park, providing associated commercial opportunities.

The expansion of the airport and the growth of the Enterprise Zone will be underpinned by improved local connectivity through improvements to the ground transport interchange, enhanced rail journey options through the Northern Hub investments and programmed highway investment. Further improvements through Northern Powerhouse Rail will also benefit this location.

#### *Further Growth Opportunities*

In addition to the Enterprise Zone development, the Airport Gateway Strategic Location offers the opportunity for the following further growth to be set within the high quality rural setting in the Timperley Wedge.



1. 50,000 sqm office at Davenport Green and
2. Approximately 3,300 high quality residential units, the majority of which will be suitable for families with complementary Green Infrastructure resources.

This additional growth would be dependent on the delivery of key infrastructure projects, including:

- A. Developing a new HS2 station immediately to the west of the airport;
- B. Providing a western extension of Metrolink via the HS2 station to connect back to the existing line near Wythenshawe Hospital;
- C. Improvements to rail, bus and rapid transit links;
- D. Improvements to local and strategic highway infrastructure;
- E. Improvements to local walking and cycling connectivity.

Delivering this level of transport infrastructure will ensure that the Airport Gateway becomes one of the most accessible locations by public transport in the country, helping to maximise its catchment area and securing a major increase in the use of public transport. A Growth Strategy for this additional phase of growth will be prepared by Manchester and Trafford councils, TfGM and Manchester Airports Group, in consultation with Government and key stakeholders. The Growth Strategy will detail the phasing of development and ensure that it is supported by the required levels of infrastructure and appropriate supporting traffic and parking management strategies.

Development throughout the Airport Gateway will be required to take full account of policies in local plans that set out Development Management considerations, and to ensure that the impacts of increased activity at and around the airport will be carefully managed, with a strong emphasis on minimising the effects of congestion, noise and air pollution.

Development will also be required to ensure that key local environmental assets are protected, including Cotterill Clough Site of Special Scientific Interest (SSSI) and local Sites of Biological Interest (SBIs).

The development of improved infrastructure, particularly the HS2 station, would significantly increase the economic potential of this area, and could influence the growth ambitions for Greater Manchester as a whole. It will also enable growth in the tourism role of the Airport Gateway. This will include an increase in the amount and range of hotel accommodation to enable the airport to function as a base for exploring Greater Manchester and beyond, and the expansion of the role of the airport as a visitor destination in its own right building on the success of the Ringway Visitor Centre.

**Figure 3.3 Airport Gateway**



### **Reasoned justification**

**3.4.1** Manchester Airport is already the third busiest passenger airport in the UK, and the largest outside London, handling over 23 million passengers in 2015. It is the only airport other than Heathrow to have two full length runways, but with the difference of benefiting from significant spare capacity, and is the only airport outside the South East that has the scale and critical mass necessary to serve key long haul markets.

**3.4.2** The airport has a vitally important role not just for Greater Manchester but 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 country. There is enormous potential to expand the key functions of the airport, providing a major boost to economic growth, including through the doubling of passenger numbers to around 45 million per annum, which could also help to reduce pressure on congested South East airports.

**3.4.3** The success of the airport, and its ability to support wider economic growth, will partly depend on the enhancement of the terminals and passenger facilities, helping to match the high quality passenger experience of newer airports across the globe. It has the potential to act as a base for exploring the wider area, as well as providing the main international gateway for the North,

and the provision of additional hotel accommodation will support this role. The Ringway Visitor Park is already one of the ten most visited attractions in Greater Manchester, and there is potential to further expand this tourism function.

**3.4.4** The central location of the airport within the UK coupled with excellent access by road and rail provides it with a very large catchment. Further investment in transport infrastructure, including the provision of a new HS2 station, will help to make the Airport Gateway one of the best-connected locations in the country. This accessibility 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 help to maximise the ability of local residents to share in the benefits of growth. The airport is a major employer in its own right, but there is scope for additional office, logistics, hotel and high quality residential development around the airport to further strengthen its role in the Greater Manchester economy. The development in this location will be complemented by major initiatives in the broader area, such as MediPark adjacent to Wythenshawe Hospital.

### 3.5 Western Gateway

#### Policy SL5

A nationally significant series of major development opportunities will be brought forward within the Western Gateway, extending westwards from the Quays along the Manchester Ship Canal and the M62 motorway, and forming part of a larger growth corridor stretching to Liverpool.

In the long-term, the Western Gateway will deliver around 1,400,000m<sup>2</sup> of industrial and warehousing floorspace, and over 20,000 dwellings, taking advantage of the high level of market interest in the area. Key projects include:

1. Delivering around 11,500 dwellings and 750,000m<sup>2</sup> of employment floorspace, around the existing communities of Carrington, Partington and Sale West whilst respecting the distinctive environmental character of the area;
2. Westward expansion of Cadishead and Irlam, providing around 2,250 dwellings;
3. Port Salford, delivering a major new port facility on the Manchester Ship Canal with direct connections to the Port of Liverpool, around 450,000m<sup>2</sup> of rail-served industrial and warehousing floorspace on land to the south, north and west of City Airport, and a major new park and ride facility;
4. The continued role of Trafford City as a major tourism, retail and leisure destination, complemented by the completion of up to 3,000 dwellings and 80,000m<sup>2</sup> of offices;
5. The continued renewal and enhancement of Trafford Park as one of the largest and most successful industrial areas in Europe;
6. The provision of up to 750 new homes of different types and tenures around Flixton rail station.

The scale of these projects, and the need for them to be phased with the delivery of associated infrastructure improvements, means that some of this development will be completed after 2035.

Significant investment in transport infrastructure will be required to support this level of development, and to provide wider network benefits. This could include:

- A. Major improvements to the reliability of the M62 and M60 motorways and local road network, extending around to the Northern Gateway, and taking into account recommendations emerging from the Highways England North West Quadrant Study;
- B. The provision of a new junction on the M62 just to the north-east of Irlam, together with a link road to the A57;
- C. The completion of the multi-modal infrastructure to serve Port Salford, including the wharves on the Manchester Ship Canal, a rail spur from the main Liverpool line, and local road improvements;
- D. The completion of the Trafford Park Metrolink line, and consideration of an extension across the Manchester Ship Canal via the Salford Community Stadium to Port Salford and a major new park and ride facility if feasible;

- E. The potential construction of a new link road from the Carrington Spur at junction 8 of the M60 around New Carrington and across a new high level bridge over the Manchester Ship Canal to junction 11 of the M62;
- F. Consideration of the reinstatement of the rail line through New Carrington for transport purposes, including investigation of the potential for a rail spur serving the new employment development;
- G. The provision of high frequency bus, and potentially rapid transit, routes through New Carrington, connecting to the existing rapid transit network including the local rail network;
- H. Increases in the capacity and frequency of services on the rail line through Irlam and Flixton.

The development of the Western Gateway should be carefully integrated into the wider landscape, and in particular should facilitate access to and restoration of the lowland wetlands to the north and be sensitive to Dunham Massey to the south.

**Figure 3.4 Western Gateway**



## Reasoned justification

**3.5.1** The Western Gateway includes some of Greater Manchester's most significant existing economic areas, such as Trafford Park and Trafford City, and lies just to the west of the main concentration of economic opportunities in the City Centre and The Quays. The exceptional transport infrastructure, including the main Manchester-Liverpool rail line, the M62, M60 and M602 motorways, and the Manchester Ship Canal, coupled with the existing Salford Quays Metrolink line and the proposed Trafford Park line, help to make this a very attractive location for further growth. This potential does not stop at Greater Manchester's boundary, with the Western Gateway forming a much large growth corridor extending westwards through Warrington to Liverpool.

**3.5.2** The scale of development across the area will make a considerable contribution to Greater Manchester's economic and residential growth, with a small collection of sites delivering substantial numbers of new jobs and homes, some of which will go well beyond the plan period and will therefore continue to support growth in Greater Manchester. This growth will require a coordinated approach to infrastructure investment across the area and beyond, helping to ensure that development is delivered in a way that provides wider network benefits and supports the sustainable movement of people and goods.

### 3.6 Northern Gateway

#### Policy SL6

The Northern Gateway provides a nationally significant growth area extending along the M62 motorway around its intersections with the M66 at Junction 18 and the A627 (M) motorways and at Junction 21 in the north-east of Greater Manchester. It offers an extensive range of high quality development opportunities in a strategically important location on the main route connecting Greater Manchester to Liverpool to the west, Leeds and Hull to the east and Lancashire to the north. The area also benefits from easy access to the City Centre, the main town centres of Bury, Rochdale and Oldham and the wider north Manchester area in general.

The Northern Gateway will see a substantial increase in employment opportunities building on the strong and established brands of Heywood, Pilsworth, Stakehill and Kingsway to attract a wider range of business sectors including logistics, industry and higher value/knowledge-based employment. With investment, much of the area is capable of being served by rail for freight as well as benefiting from the excellent road connections via the M62, M66 and M60 and there is potential to significantly improve connections via public transport.

The Northern Gateway has the potential to provide around 2,726,000m<sup>2</sup> of new business, industrial and warehousing floorspace and around 9,500 new homes. Together with the existing floorspace, this will provide significant new job opportunities for local residents, and enable the north and east of the conurbation to uplift its contribution to the wider Greater Manchester economy.

Key projects include:

- A. The development of land between Junction 3 (Pilsworth) of the M66 and Junctions 18 and 19 of the M62 providing around 1,580,000m<sup>2</sup> of new floorspace;
- B. The extension of Stakehill industrial estate to the north, east and south, providing around 480,000m<sup>2</sup> of employment floorspace;
- C. The completion of the Kingsway Business Park, providing around 220,000m<sup>2</sup> of new floorspace with a further extension to the south of the M62 delivering 446,000m<sup>2</sup> of employment floorspace;
- D. Major new residential areas in the following locations:
  - To the south of Heywood and south of the M62 between Whitefield and Middleton around M62 providing around 5,200 dwellings;
  - Land between Slattocks, Chadderton and Royton around Stakehill providing around 2,800 dwellings; and
  - Land between Crompton and Newhey providing around 1,500 dwellings.

Very significant investment in transport infrastructure and services will be required to support this level of development, and to provide wider network benefits. Delivery of the full potential of the Northern Gateway will require a number of essential transport components, with development phased accordingly with their implementation:

1. Improvements to the reliability of the M60/M62, and particularly of Simister Island at the junction of the M60, M62 and M66;
2. Improvements to Junction 3 of the M66 with improved linkages to Junction 19 of the M62, providing outstanding highway accessibility to employment development in this area as well as increasing route alternatives around Simister Island for local traffic;
3. The creation of new access points on the A627(M) to increase highway accessibility to the extended employment and housing areas;
4. A new access from the M62 (via Junction 21) to land to the south of the existing Kingsway Business Park and M62;
5. A rail freight spur from the East Lancashire rail line into the employment area to the south, providing access to the Calder Valley line and beyond, subject to feasibility, and investigating opportunities for freight around an expanded Stakehill employment area;
6. Improved public transport, 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;
7. Linked to rapid transport provision, identify opportunities for park and ride facilities at junction 19 of the M62 and junction 19 of the M60, to intercept traffic bound for the city centre; and
8. Extensive cycle and pedestrian networks linking to adjacent residential areas.

**Figure 3.5 Part of the Northern Gateway**





## Reasoned justification

**3.6.1** The Northern Gateway provides a unique opportunity to greatly enhance the economic role of the northern and eastern parts of Greater Manchester and to significantly increase the supply of new housing. It will support a more balanced pattern of growth and ensure that all parts of the sub-region share in its benefits.

**3.6.2** The area benefits from excellent connectivity to other major cities via the extensive motorway and rail, enabling businesses to access easily a very large market area. With improved access and orbital connectivity, the scale of the opportunity would result in an employment location that will be of national significance, offering job opportunities for residents of the wider Greater Manchester area as well as tackling local issues of worklessness and skills.

**3.6.3** The Northern Gateway also provides an attractive residential location, with opportunities across the area to deliver a more diverse range of housing that can help to significantly increase the number of highly skilled residents in the area whilst supporting existing regeneration work within the main centres and communities.

**3.6.4** The overall extent of proposed development across the Northern Gateway offers a scale of investment that could genuinely transform the economic prospects for this part of Greater Manchester. The delivery of these opportunities will need to be coordinated so as to maximise the overall benefits, particularly for the local area.

**3.6.5** Major improvements to transport infrastructure and services will be required, with a particular priority being the provision of rapid public transport services through the major new employment and housing areas, connecting residents to job opportunities.

**3.6.6** The type of public transport that can be provided will depend on the density and specific nature of development. Enhancement of the highway and motorway network, including better linkages between the M66 and M62 motorways, will not only support the delivery of key sites but also the better functioning of the wider network. Interventions identified in the North West Quadrant Study could also improve the operation of the M66/M62 in this area.

### 3.7 Eastern Gateway

#### Policy SL7

The Eastern Gateway represents a significant growth area for the east of the conurbation focused on existing employment land at Ashton Moss, new land to the north and west of Ashton Moss, a new Garden Village at Godley Green and expansion of the Bredbury Park Industrial Estate in Stockport.

In the short term, land at Ashton Moss has been identified as the outstanding opportunity site for a potential Manchester EXPO 2025. The site offers a strategic opportunity for direct access to the M60, Metrolink at Ashton Moss and a proposed new railway station which would provide heavy rail access to Manchester.

The expansion of Bredbury Park Industrial Estate will further improve the industrial and warehousing provision in this part of Greater Manchester, and the protection of existing employment sites within the Tame Valley will ensure an excellent range of floorspace. Significant improvements to public transport access to Stockport Town Centre and Manchester Airport will be sought, together with the planned completion of the Mottram-Tintwistle bypass helping to link the area more effectively to other key growth locations.

The delivery of such a significant quantity of industrial and manufacturing floorspace in the Eastern Gateway will underpin the future of key employment sectors in Tameside and the east of Greater Manchester playing a crucial role in increasing the opportunities for the employment of residents in this part of Greater Manchester. In addition, the gateway presents a major opportunity to deliver significant housing growth in Tameside, in areas with potentially excellent access to Manchester City Centre and Ashton-under-Lyne Town Centre.

Alongside over 2,300 dwellings and associated infrastructure in a garden village of outstanding quality at Godley Green, the residential component across the Little Moss area will deliver approximately 2,000 dwellings and existing facilities at Ashton Sports Park will be protected and enhanced. In addition to utilising the existing available land at Ashton Moss, further land will be made available on Ashton Moss West so as to enable the delivery of up to 200,000 m<sup>2</sup> of new B1(c) and B2 floorspace across the site within the plan period. To further boost economic growth in the east of the conurbation, additional employment and housing land will be allocated at the eastern end of the M67 at Mottram and Tameside council will look to support additional high quality employment led development on land to the west of the M60, which will be progressed separately as part of the Local Plan process.

Significant transport improvements will be essential to the delivery of the Eastern Gateway and to deliver benefits to the existing urban areas of Droylsden, Ashton-under-Lyne, Bredbury and surrounding localities. Key projects could include:

1. Provision of a new Droylsden railway station on the Manchester to Ashton-under-Lyne railway line with consideration given to a passing loop to enable through trains to avoid the station;

2. Improvements including cycle parking facilities and enhanced pedestrian access to Hattersley and Hyde Godley rail stations;
3. A link road connecting residential development on Little Moss via a new road bridge across the railway line to the A6140 Lord Sheldon Way;
4. Improvements to junctions 23, 24 and 25 of the M60 and surrounding road networks;
5. Provision of improvement works for the A57/A628 near Mottram and construction of the Mottram-Tintwistle Bypass;
6. New cycling and walking infrastructure linking to existing residential areas providing access to new employment opportunities and the wider cycling network.

**Figure 3.6 Eastern Gateway**



## Reasoned Justification

**3.7.1** The Eastern Gateway provides an excellent opportunity to enhance the economic role of the east of Greater Manchester. In the short term, the site has been identified as the outstanding opportunity site for a Manchester EXPO 2025 bid as a short term use of the site after which it would deliver major regeneration for Tameside and the east of the conurbation.

**3.7.2** The Eastern Gateway will complement the other gateway proposals and help to balance the spatial distribution of economic growth providing important employment opportunities. The area, with its excellent transport links and proposed public transport infrastructure improvements, will assist in supporting a sustainable pattern of development. The northern part of the Eastern Gateway, together with the sustainable garden village at Godley Green, will provide attractive and well connected residential locations that offer the opportunity to diversify the housing offer whilst also attracting residents with higher skills; the improvement to public transport to enable easy access to Manchester City Centre and Ashton-under-Lyne Town Centre supporting this.

**3.7.3** Ashton Moss is already an established employment location and the development of additional floorspace combined with proposed transport improvement will enhance the profile of the area. The gateway will be further supported by proposals for employment land on land west of the M60 to be considered through an updated Tameside Local Plan.

**3.7.4** The proposed extension of Bredbury Park Industrial Estate presents the only identified substantial opportunity to deliver land for identified general industrial, warehousing and distribution floorspace requirements in Stockport. The existing estate is constrained from meeting its full potential by access restrictions which the extension provides an opportunity to address. Its development would also allow provision of new cycling and walking linkages to alleviate existing traffic issues in the area and assist local residents in gaining access to new employment opportunities.

**3.7.5** The Eastern gateway could be further underpinned with additional opportunities that would be opened up at the end of the plan period by the potential delivery of a Trans-Pennine road tunnel.

## 3.8 Corridors

**3.8.1** The following corridors and clusters of activity will complement the other strategic locations, helping to deliver a more balanced pattern of growth across Greater Manchester:

### East Lancashire Road Corridor

#### Policy SL8

The East Lancashire Road will provide an important growth corridor on the western side of Greater Manchester, linking through to Merseyside. It offers several opportunities for major development, in two main phases. Overall it will deliver around 133,000m<sup>2</sup> of employment floorspace and up to 3,600 new homes by 2035 provided the necessary transport infrastructure is secured.

New residential neighbourhoods will be developed at the first phase sites to the north of the corridor, at North of Mosley Common and Cleworth Hall, Tyldesley. These sites will only be released for development if they contribute to the provision of major public transport improvements in the corridor necessary for delivery of the later phase sites to the south, as well as to their own immediate accessibility requirements.

In addition, a new high quality employment site will be developed at Pocket Nook, Lowton.

Two other sites to the south of the corridor, at South of Pennington and Astley and Boothstown, will deliver new residential neighbourhoods but will not be released for development until major improvements in public transport are secured along the corridor, including provision of rapid transit connections to the City Centre.

These development opportunities will be complemented by the delivery of the RHS Garden Bridgewater in Worsley, Salford, providing a nationally significant outdoor tourism facility. The developments must also ensure that the surrounding lowland wetlands are protected and enhanced, and that new and improved wildlife links are provided, as applicable, notably at and alongside the South of Pennington site.

#### Reasoned justification

**3.8.2** The East Lancashire Road Corridor is a key growth corridor to the west of Greater Manchester for residential development and employment. Part of it, to the north, is potentially well served by the Leigh Guided Bus way. Here, development will need to take advantage of the bus way, to provide improvements to it in terms of capacity and accessibility, but also contribute to wider public transport improvement.

**3.8.3** To the south, however, alongside the East Lancashire Road itself, it is remote from rail services and the guided bus way. As such, rapid transit connections will need to be designed and agreed with TfGM and the promoters of all of the sites, with funding and delivery mechanisms secured before the sites are released for development. It is likely that it will be bus based and could be integrated with the guided bus way services and other bus services, as well as rail services at Newton-le-Willows in Merseyside and Metrolink services at Eccles or Salford Quays. There may be opportunities for it to extend further westwards through St Helens to Liverpool.

**3.8.4** The site at Pocket Nook is not in the Green Belt and could come forward for employment development in advance of the rapid transit connections, although development contributions to them will be sought. It has a large frontage to the East Lancashire Road and is capable of meeting modern business needs for a combination of offices, manufacturing and logistics. It will be essential also to enhance connections for cyclists alongside the rapid transit connections, and local links for pedestrians.

**3.8.5** Further to the 3,600 homes on the sites designated that will be required to contribute to the delivery of a rapid transit system, there are existing permissions for around 1,200 additional homes in the corridor that will help support the business case.

**3.8.6** The corridor crosses the lowland wetlands. The mosslands are to the south, as far as the Western Gateway and Warrington. There are remnant pockets of lowland raised bog. To the north are the subsidence flashes, from Pennington at Leigh in the east to Wigan in the north-west. This area has open water, fen, swamp, woodland and grassland. It is essential that a Green Belt gap is retained between Leigh and Lowton to ensure that these areas remain connected and that this connection is improved through habitat creation and enhancement, to ensure an active wildlife corridor.

## M61 Corridor

### Policy SL9

The M61 Corridor provides a key economic and housing location extending through the north-west of Greater Manchester on the main route to Preston and Lancashire. There will be new strategic opportunities for development at Hulton Park and Chequerbent, west of Westhoughton, and to the south of junction 6 of the M61. Overall this corridor will deliver around 6,000 new homes by 2035, and has capacity for around 850,000m<sup>2</sup> of employment floorspace. The completion of Logistics North and its associated country park will take place early in the plan period. In the longer term, a substantial new employment development will be delivered to the west of the existing Wingates industrial estate. The sustainable growth of Westhoughton will be secured through the development of major new housing sites on the western and eastern sides of the town, complemented by the significant enhancement of Hulton Park as a strategic outdoor recreation and leisure area. Pedestrian and cycle links will connect new development with the town centre and Westhoughton and Daisy Hill rail stations. To the south of Westhoughton, a substantial housing and employment development will be delivered at Gibfield, Atherton along with new green infrastructure serving the existing communities of Atherton and Daisy Hill.

A new road link will provide direct connections from junction 5 of the M61, bypassing Westhoughton, through Wigan to the M6 and M58 motorways, helping to better integrate the M61 corridor with the rest of the western side of Greater Manchester.

### Reasoned Justification

**3.8.7** The M61 corridor already benefits from some major centres of employment such as the office, retail and leisure facilities at Middlebrook next to junction 6, and the ongoing development of new industrial and warehousing floorspace at Logistics North next to junction 4. The former Horwich Loco Works (Rivington Chase) development will provide a major mixed-use scheme taking advantage of the town's built and environmental heritage, and this already has planning permission. There is an existing commitment of 400,000m<sup>2</sup> of industrial and warehousing floorspace and over 2,000 new houses before 2035.

**3.8.8** The new development in the strategic development area will make the best use of the existing transport network and enable improvements to it. Together with the existing committed developments, they will provide a sustainable mixed use community in this location.

## M6 Motorway Corridor

### Policy SL10

The M6 Motorway is an important growth corridor on the western side of Greater Manchester, on what is the primary north-south road from the south of England and Midlands through the North West to Scotland. It offers two major opportunities for significant economic development: Land at Junction 25 for around 333,000m<sup>2</sup> of employment floorspace and Land at Junction 26 for around 150,000m<sup>2</sup> of employment floorspace. There will be a small amount of new housing at both sites associated with adjacent residential areas. The employment development will have extensive frontages to the M6 and will need to adopt high standards of design and landscaping. There will also need to be effective screening and landscaping to safeguard the amenity of nearby residential areas.

### Reasoned justification

**3.8.9** The M6 corridor is the major opportunity for manufacturing and distribution development in Wigan, and a significant strategic opportunity for Greater Manchester. The transport connections mean that the location is particularly attractive for logistics activities, but also for high quality manufacturing and other employment uses that would make a significant difference to the economy and diversity of the employment and investment opportunities in this corridor. The M58 connects to the M6 in this part of Greater Manchester and creates an important opportunity due to accessibility directly into Merseyside.

**3.8.10** Historically, Wigan has not taken full advantage of its motorway location, due to a lack of available sites close to the M6. This is no longer a sustainable position economically. Many neighbouring areas along the motorway network have released large sites for development successfully to help modernise their local economies and Wigan is not capturing investment opportunities which exist within the M6 corridor. Wigan needs to release these sites to compete as a locality, and help Greater Manchester and the wider north of England compete internationally for investment and job creation.



# Thematic policies

## 4 Delivering a successful Greater Manchester

### Policy GM1

There will be a very strong focus on the regeneration of urban areas across Greater Manchester. This will help to:

- Maximise the proportion of new development that is in the most sustainable locations;
- Secure the appropriate redevelopment and reuse of previously developed land and buildings; and
- Deliver improved infrastructure, facilities, services and environmental quality for existing neighbourhoods.

Where appropriate, the Greater Manchester Mayor and local authorities will use compulsory purchase orders and/or direct development in order to accelerate the development of previously-developed land within urban areas.

Public investment will be heavily targeted towards the existing urban areas. Delivering the scale of growth set out in GMSF will require a carefully prioritised programme of transport investment, supported by a new transport fund. This will build on the existing Greater Manchester Transport Fund, and transport commitments within the 2014 GM Devolution Agreement.

The density of development should reflect the relative accessibility of the site by walking, cycling and public transport, enabling more people to live and work in the most accessible locations. Opportunities should be taken to increase densities close to public transport stops with high frequency services, where this is consistent with the design context and the delivery of a broad mix of dwellings and employment space.

It will not be possible to accommodate all development needs within the existing urban areas, and some development of green field sites outside them will be required, but this must take place in such a way as to complement regeneration rather than drawing investment away from existing urban areas.

For each site allocated in this plan, it will be expected that the developments on it will collectively fund the infrastructure required to support its delivery. This will be reflected in any land value assumptions that are considered acceptable in viability assessments. It will be a requirement that all sites are delivered comprehensively, and no individual developments will be permitted on them without a commitment and proportionate contribution to the necessary supporting infrastructure. This may necessitate the pooling of land by developers and landowners. Where appropriate, Mayoral Development Corporations and compulsory purchase orders will be used to ensure the effective delivery of allocated sites. Planning obligations and/or the community infrastructure levy will be used to secure the required infrastructure.

## Reasoned justification

**4.0.1** Greater Manchester will only be successful in the long-term if all of its existing urban areas are flourishing, and a key part of the overall vision for the sub-region is that all residents are able to share in the benefits of economic growth. The continued regeneration of the existing urban areas must therefore be central to the strategy in this plan, and this will be reflected both in terms of the location of new development and in the use of public investment.

**4.0.2** Although the existing urban areas will be able to accommodate the majority of new development, some development will need to take place elsewhere including through the carefully targeted removal of some land from the green belt. It is essential to the overall strategy that this delivers additional development across Greater Manchester, and is not in any way at the expense of the redevelopment of sites within the urban areas. This will be vital not just for delivering a sustainable Greater Manchester, but also for securing public acceptance of major development outside existing urban areas. The allocation in this plan of a varied portfolio of industrial and warehousing sites outside the existing urban areas will not only help to maximise the potential levels of inward investment and economic growth across Greater Manchester, but should also assist in the continued renewal of the existing urban areas by enabling the relocation of 'bad neighbour' uses and the redevelopment of the poorest quality employment areas for alternative uses such as housing.

**4.0.3** This plan is very clear that the infrastructure needed to deliver the sites that it allocates should be funded wholly by the developments on those sites, and public subsidy should not be necessary except in the most exceptional circumstances. This must be factored into any land acquisitions that are made, and elevated land values that do not fully take into account the likely infrastructure requirements will not be accepted in any viability assessments submitted by developers. Any 'overpayment' for land given the infrastructure requirements will need to be reflected in a reduced profit margin for developers rather than reduced contributions to infrastructure provision. In order to ensure equity and the successful delivery of allocated sites in their entirety, there will be a strong emphasis on comprehensive development with individual schemes only coming forward if they make a full contribution to the infrastructure required to deliver the whole site. Land pooling is likely to be required on some sites, particularly the larger ones, to ensure that individual landowners are not adversely impacted by the need to set aside significant areas for open space and other infrastructure.

**4.0.4** Greater Manchester is committed to delivering economic growth, and not just planning for it. Mayoral Development Corporations will be used to coordinate and accelerate development where necessary, both on allocated sites and those within the existing urban areas. Compulsory purchase orders will be utilised to assemble the land, particularly where there is a risk that existing land ownership patterns will slow down the delivery of key sites. Planning obligations will be a key mechanism for securing the necessary infrastructure investment and affordable housing, and this may be complemented by a Greater Manchester community infrastructure levy as well as such levies in some individual districts.

## 5 Industrial and warehousing

### Policy GM2

A diverse portfolio of industrial and warehousing sites and premises will be available across Greater Manchester, meeting the full range of market requirements from business start-ups to major inward investments and relocations. This will involve the provision of large amounts of new, high quality floorspace, but also the protection and reuse of much of the existing accommodation,

Around 4,000,000 m<sup>2</sup> of industrial and warehousing floorspace will be delivered across Greater Manchester over the period 2015-2035.

This plan allocates several major sites across Greater Manchester for industry and warehousing, which will help to ensure a high quality supply well beyond 2035, as well as providing plenty of choice for developers before then and the ability to bring forward larger levels of new floorspace if there is sufficient demand. Identifying these sites in full now will ensure that they are protected for employment use, thereby supporting the sustainable long-term economic growth of Greater Manchester. The new sites will be important in modernising our employment sites offer, enabling the relocation and expansion of existing businesses, which will free up some poorer quality current employment sites for redevelopment, as well as attracting new investment into the sub-region.

Key locations for new industrial and warehousing in Greater Manchester will include:

- A. Western Gateway – taking advantage of the exceptional transport connections, including the Manchester Ship Canal, the two Manchester-Liverpool rail lines, the M62, M60 and M602 motorways, and City Airport and Heliport, this location offers major opportunities at:
  - Trafford Park, securing the continued renewal of one of the largest and most successful industrial areas in Europe;
  - Port Salford, providing unique multi-modal opportunities involving water, rail, road and air;
  - Carrington, offering a large flat site with the flexibility to accommodate a wide range of uses, forming part of a sustainable new settlement.
- B. Northern Gateway – maximising the benefits of the location on the main M62 corridor connecting Greater Manchester with Leeds and Hull to the east, and Liverpool to the west, as well as Lancashire to the north on the M66, this location offers major opportunities at:
  - Heywood/Pilsworth, delivering a large scale expansion of the existing industrial area, exploiting its location at the confluence of the M62, M60 and M66 motorways;

- Stakehill, extending the existing estate to the north, east and south;
  - Kingsway, completing the business park to the north of the M62 and delivering a major extension to the south of the motorway.
- C. Eastern Gateway – expanding the existing employment opportunities at Ashton Moss in Tameside and Bredbury Park Industrial Estate in Stockport, and retaining the vital employment function of the Tame Valley.
- D. M6 corridor in Wigan – developing land around junctions 25 and 26 of the M6 motorway, enabling businesses to capitalise on this key national north-south corridor and the easy access to the international connections of the Port of Liverpool via the M58 motorway.
- E. M61 Corridor in Bolton – completing the development of the major employment site and country park at Logistics North at junction 4, which is already being built out at a rapid rate, and delivering the strategic location to the west of Wingates near junction 6.
- F. East Lancashire Road Corridor- offering several opportunities for major development linked to major improvements in public transport along the corridor, including provision of rapid transit connections to the City Centre.
- G. Central Park in Manchester – offering a high quality location with easy access to the business opportunities of the City Centre, and excellent transport links including Metrolink and close connections to the M60.
- H. Manchester Airport – providing international air freight connections that are unrivalled outside London, with excellent public transport connections as well as direct access to the M56 motorway into Cheshire.

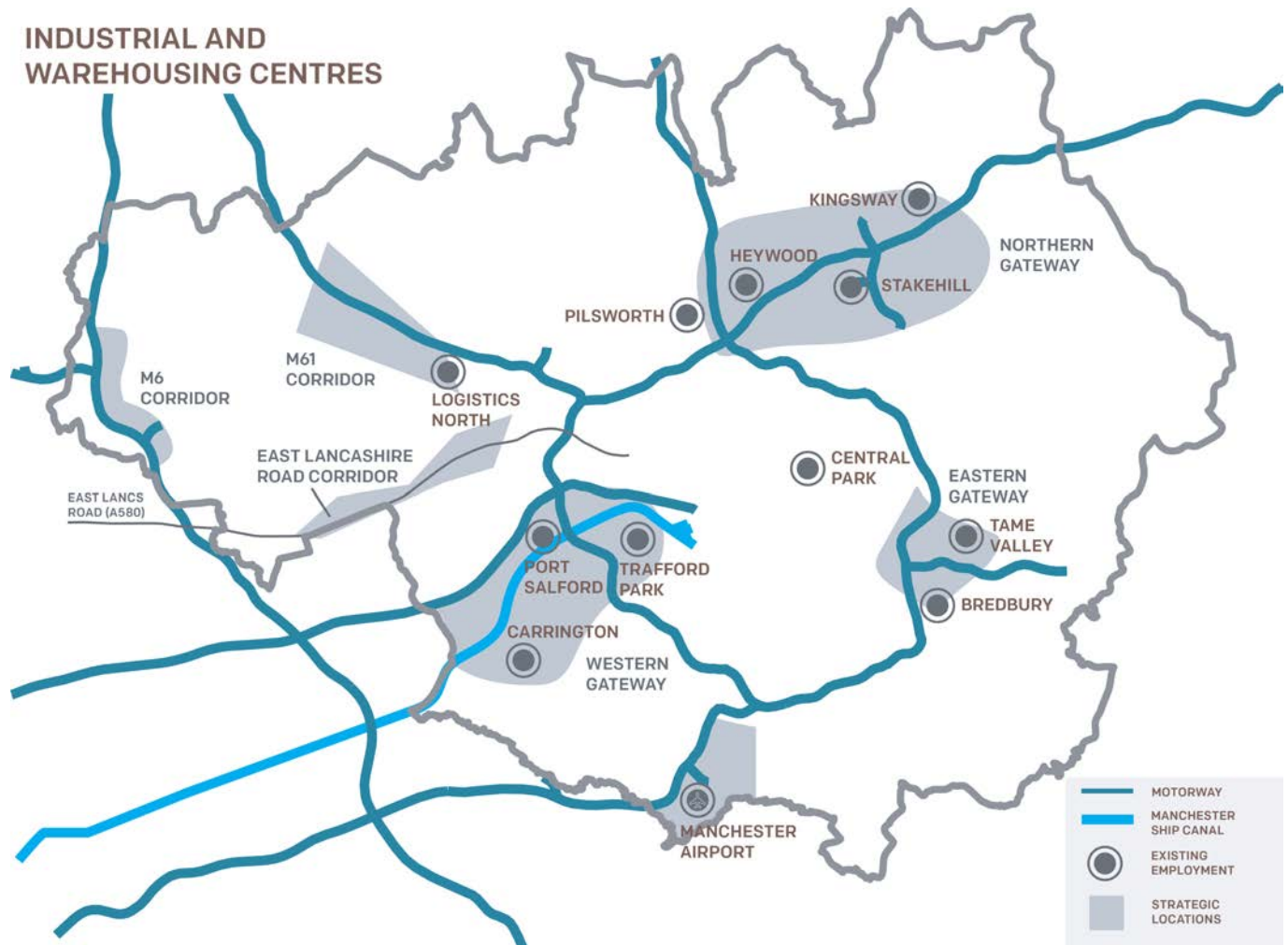
Opportunities to serve these sites by rail and water should be taken wherever practicable, to reduce the amount of freight moved by road.

The scale of these projects, and the need for them to be phased with the delivery of associated infrastructure improvements, means that some of this development is likely to be completed after 2035.

These locations will be complemented by a wide range of other sites for new industrial and warehousing premises across Greater Manchester, which will be identified in district local plans where appropriate.

Existing industrial and warehousing sites/premises will continue to play a vital role in providing business and employment opportunities, particularly in terms of offering lower cost accommodation and sites for businesses that need to be relocated. It will be especially important to protect the strategic employment role of major industrial and warehousing locations such as the Tame Valley and the core of Trafford Park, and associated transport infrastructure such as the Trafford Park Freight Terminal.

Figure 5.1 Industrial and Warehousing



## Reasoned justification

**5.0.1** Industrial and warehousing accommodation is vital to a wide range of businesses across many economic sectors. It will be essential for Greater Manchester's economic success that there is a diverse offer of such accommodation able to meet varied needs in terms of cost, quality, size and location, and to respond to the changing requirements of businesses. The excellent transport connections and skilled labour force puts Greater Manchester in a good position to attract and retain industrial and warehousing activity, and it has a combination of established employment locations with strong brand recognition such as Trafford Park, strategic opportunities for new and expanded areas in locations that are likely to be attractive to the market, and a diverse range of other sites.

**5.0.2** 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, and supporting the success of this sector will be important for the wider prosperity of the North of England. Logistics is a sector that is becoming increasingly central to the economy, enabling the efficient functioning of other sectors 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 together provide opportunities to significantly increase logistics activity within the sub-region. This not only has the potential to promote higher levels of economic growth, but also to support environmental objectives by reducing the number of HGV journeys from the ports and distribution parks across England.

**5.0.3** The scale of development proposed represents a 40% increase in development rates compared to the average for the period since 2004. The site allocations deliberately allow for a significant level of choice and flexibility, to ensure that businesses are able to find the right type of site in the right location, and to prevent the risk of an under supply of sites in the longer term. The indicative supply of the total capacity for industrial and warehousing floorspace, including the allocations, across Greater Manchester is set out in the table below.

**Table 5.1 Industrial and Warehousing Floorspace**

	Indicative capacity (m <sup>2</sup> )
Bolton	965,000
Bury	1,033,000
Manchester	341,000
Oldham	690,000
Rochdale	1,440,000
Salford	634,000
Stockport	189,000
Tameside	483,000
Trafford	1,090,000
Wigan	1,261,000
<b>Total for GM</b>	<b>8,126,000</b>

**5.0.4** Several key locations for major new industrial and warehousing floorspace are identified in the policy, and these will be important for providing a large supply of high quality accommodation that can help to attract new businesses to Greater Manchester and to enable the expansion of existing businesses. However, many businesses will require something cheaper and/or more local, and so existing accommodation will continue to play a very important role, particularly for supporting start-ups and smaller businesses. It is therefore essential that much of the existing industrial and warehousing accommodation is retained, and investment in its improvement is encouraged. This will be especially important in locations where the proposed supply of new floorspace is more limited, such as on the eastern side of Greater Manchester, or where local residents are more

reliant on industrial and warehousing sectors for employment. Nevertheless, the scale of new floorspace being proposed will support a major improvement in the quality of premises, which in turn should enable some poorer quality existing employment areas to be redeveloped for other uses such as housing.

**5.0.5** In order to ensure that all residents across Greater Manchester are able to access the jobs that are created, public transport improvements are likely to be a requirement for the development of many sites.

**5.0.6** The following sites are allocated, in part or whole, for industrial and warehousing in specific allocation policies:

- Hulton Park and Chequerbent;
- M61 Junction 6;
- Gin Hall and Baldingstone;
- North of M62 (Bury/Rochdale);
- J21 of M62 (Oldham/Rochdale);
- East and west of A627(M) (Oldham and Rochdale);
- Broadbent Moss;
- Airport City South Extension;
- Port Salford Expansion;
- Bredbury Park Extension;
- Mottram, M67 North and South;
- Little Moss;
- New Carrington;
- M6 Junction 25;
- M6 Junction 26;
- West of Gibfield;
- East Lancashire Road corridor.



## 6 Offices

### Policy GM3

A minimum of 2,450,000 m<sup>2</sup> of office floorspace will be delivered across Greater Manchester over the period 2015-2035, distributed in accordance with the table below.

**Table 6.1 Office requirements**

District	Gross new office floorspace requirement 2015-2035 (m <sup>2</sup> )
Bolton	100,000
Bury	90,000
Manchester	1,360,000
Oldham	80,000
Rochdale	75,000
Salford	415,000
Stockport	140,000
Tameside	35,000
Trafford	120,000
Wigan	35,000
<b>Total for GM</b>	<b>2,450,000</b>

New office floorspace will be focused in a small number of key locations:

1. City Centre – providing a wide range of high quality office development opportunities across the City Centre in both Manchester and Salford, which will help to further enhance its position as the premier office location outside London;
2. The Quays – significantly expanding this distinctive office location, and supporting the continued growth of the nationally significant MediaCityUK;

3. Airport Gateway– taking advantage of the extensive international connections, public transport accessibility and proposed High Speed 2 rail station;
4. Main town centres (Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport, Wigan) – offering a strong local profile with excellent public transport connections and access to services.

Figure 6.1 Offices

OFFICES



Reasoned justification

**6.0.1** Greater Manchester is generally acknowledged as having one of the strongest office markets in the country outside London. The existing scale of activity and profile of the City Centre in particular provides a robust basis on which to secure future investment, exploiting and reinforcing its pre-eminent position. 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.

**6.0.2** The City Centre is complemented by the distinctive and high profile locations of The Quays and Manchester Airport, which already have established high quality office markets with capacity for significant growth. The main town centres provide further opportunities for new office floorspace in accessible locations with high quality environments, abundant facilities, and a plentiful labour supply, and further office development within them will be an important component in securing their long-term success as local service centres. There are also opportunities for new office floorspace in other locations across Greater Manchester, focused within existing centres and areas with excellent public transport accessibility.

**6.0.3** The proposed scale of new office development will support high levels of economic growth. A varied range of sites will be provided that are capable of attracting a broad range of office-based businesses. It will be important to continue to renew and update the supply of office floorspace within the key office areas identified in the policy, so that they can successfully compete with other locations for occupiers. Although the loss of some office floorspace to other uses may be appropriate as part of the overall strategy for these areas, such losses will need to be managed so as to ensure that the vital office function is not compromised in any way.

**6.0.4** The following sites are allocated in specific allocation policies:

- Davenport Green;
- Airport City South;
- Stakehill;
- South of Kingsway.

## 7 Retail, leisure and tourism

### Policy GM4

Greater Manchester will continue to enhance its wide range of retail, leisure and tourism opportunities, helping to ensure that it is a hugely attractive and enjoyable place to live, work and visit.

The upper levels of the hierarchy of town centres in Greater Manchester are defined as:

- A. City Centre
- B. Main town centres:
  - Ashton-under-Lyne
  - Bolton
  - Bury
  - Oldham
  - Rochdale
  - Stockport
  - Wigan

These will be complemented by smaller centres across Greater Manchester, which will be identified in district local plans.

There will be a significant expansion in Greater Manchester's visitor attractions, accommodation, facilities and events, which will support major growth in the number and length of tourism visits. Major new tourism attractions that raise the national and international profile of the area will be particularly encouraged. Greater Manchester will increasingly be seen as a holiday destination in its own right, and the continued growth of Manchester Airport and the completion of HS2 and Northern Powerhouse Rail (NPR) will better enable the area to provide a base for tourists to explore the country as a whole.

Tourism and leisure activity will be encouraged across Greater Manchester, but the following locations will be especially important:

1. City Centre – providing an unrivalled combination of attractions, including the arts, museums, shopping, and food and drink, as well as being an internationally important centre for business tourism;
2. The Quays – taking advantage of the distinctive high quality waterside environment, with a range of cultural, retail and leisure opportunities;
3. Main town centres – building on the strong local cultural identity and history that makes Greater Manchester so uniquely interesting;
4. Manchester Airport – providing the country's most important international gateway outside London;

5. Trafford City – including one of the country’s largest indoor shopping centres, numerous leisure facilities, a major conference venue, stadium, and the City Airport and Heliport;
6. Sportcity and Old Trafford – exploiting the international brand recognition of Manchester United and Manchester City, and with a range of world-class sporting venues;
7. Middlebrook – offering the largest retail and leisure park in the country, together with a major stadium and arena;
8. The countryside – improving access to Greater Manchester’s distinctive landscapes such as the Pennines and lowland wetlands, with the Dovestone on the eastern edge of the area acting as a gateway to the Peak District National Park;
9. Major parks and gardens – including Heaton Park, historic sites such as Dunham Massey, and the proposed new RHS Garden Bridgewater at Worsley, whilst protecting them from built development that could detract from their attractiveness;
10. Canals and river valleys - Greater Manchester has nearly 200km of rivers and canals running across all ten districts and providing access to a rich and diverse mix of urban and rural settings, from the wild open moorland of the Pennines in Rochdale to the contemporary urban backdrop of Deansgate Locks in Manchester City Centre;
11. Heritage - including the East Lancashire Railway.

## Reasoned justification

**7.0.1** Varied and high quality retail, leisure and tourism opportunities are vital to providing the quality of life that will help to attract people to live in Greater Manchester, as well as supporting the growth of the visitor economy which will be an important component of the sub-region’s future prosperity.

**7.0.2** Greater Manchester is already the second most visited sub-region for both day and staying visits after Greater London, and is the third most visited UK destination for international visits after London and Edinburgh. <sup>(1)</sup>In 2014, Greater Manchester hosted 115 million visits, more than 90% of which were day visits, and tourism supported 92,000 full-time equivalent jobs and generated an economic impact of £7.5 billion. <sup>(2)</sup> There is potential to further improve this performance, taking advantage of the strong combination of attributes and the international reputation of Greater Manchester in a range of spheres including sports, performing arts and heritage.

**7.0.3** Greater Manchester not only has a key role as a destination in its own right, but also as a gateway to the rest of the United Kingdom. The continued expansion of routes to Manchester Airport will further open up Greater Manchester as an international leisure and business destination, and investments such as HS2 will enable it to act as a genuine alternative to London as a base for exploring the country.

**7.0.4** The Robert Fletchers site is allocated for tourism/leisure in the allocation policies.

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1 New Economy and Marketing Manchester (November 2015) Greater Manchester Tourism Economic Activity Monitor, p5  
 2 ibid p6 and p8

## 8 Housing

### Policy GM5

The table below sets out the required distribution of these additional homes across Greater Manchester, together with a broad indication of the balance of houses and apartments.

**Table 8.1 Housing requirement**

District	Total Requirement	Average Annual Requirement	Houses (%)	Apartments (%)
Bolton	16,800	840	85	15
Bury	12,500	625	85	15
Manchester	55,300	2,765	15	85
Oldham	13,700	685	85	15
Rochdale	15,500	775	90	10
Salford	34,900	1,745	30	70
Stockport	19,300	965	75	25
Tameside	13,600	680	80	20
Trafford	23,100	1,155	60	40
Wigan	22,500	1,125	90	10
<b>Total for GM</b>	<b>227,200</b>	<b>11,360</b>	<b>55-60</b>	<b>40-45</b>

In order to allow time for the masterplanning of major sites, the provision of essential infrastructure, and the development industry to build up sufficient capacity, the total requirement of around 227,200 net additional dwellings will be delivered in accordance with the following phasing:

- 6,100 in 2015/16
- 7,400 in 2016/17
- 8,700 in 2017/18
- 10,000 in 2018/19
- 11,000 in 2019/20
- 11,900 in 2020/21
- 12,200 in 2021/22
- 12,300 each year over the period 2022-2035

The phasing of housing delivery in each district should be consistent with the achievement of this phasing across Greater Manchester.

Provision for a wide range of housing types, sizes, tenure and values will be made across Greater Manchester reflecting the varied demands at local level.

Provision will be made across Greater Manchester for an increase in sites for gypsies, travellers and travelling showpeople, in accordance with 'need' figures from the latest Gypsy and Traveller Accommodation Assessment.

The density of residential development should reflect the relative accessibility of the site by walking, cycling and public transport, enabling more people to live in the most accessible locations. Opportunities should be taken to increase densities close to local centres and public transport stops with high frequency services, where this is consistent with the design context and the delivery of a broad mix of dwellings.

Figure 8.1 Proposed new housing

### PROPOSED NEW HOUSING DEVELOPMENTS



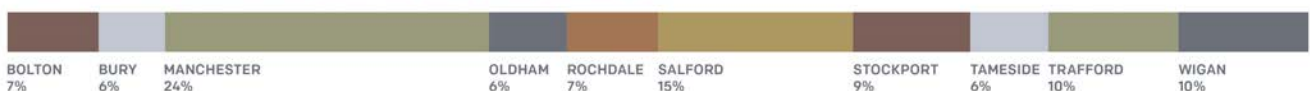
GREATER MANCHESTER TOTALS:  
72% EXISTING URBAN AREA ON BROWNFIELD LAND  
28% NEW ALLOCATIONS IN GREEN BELT



SUPPLY OF LAND:

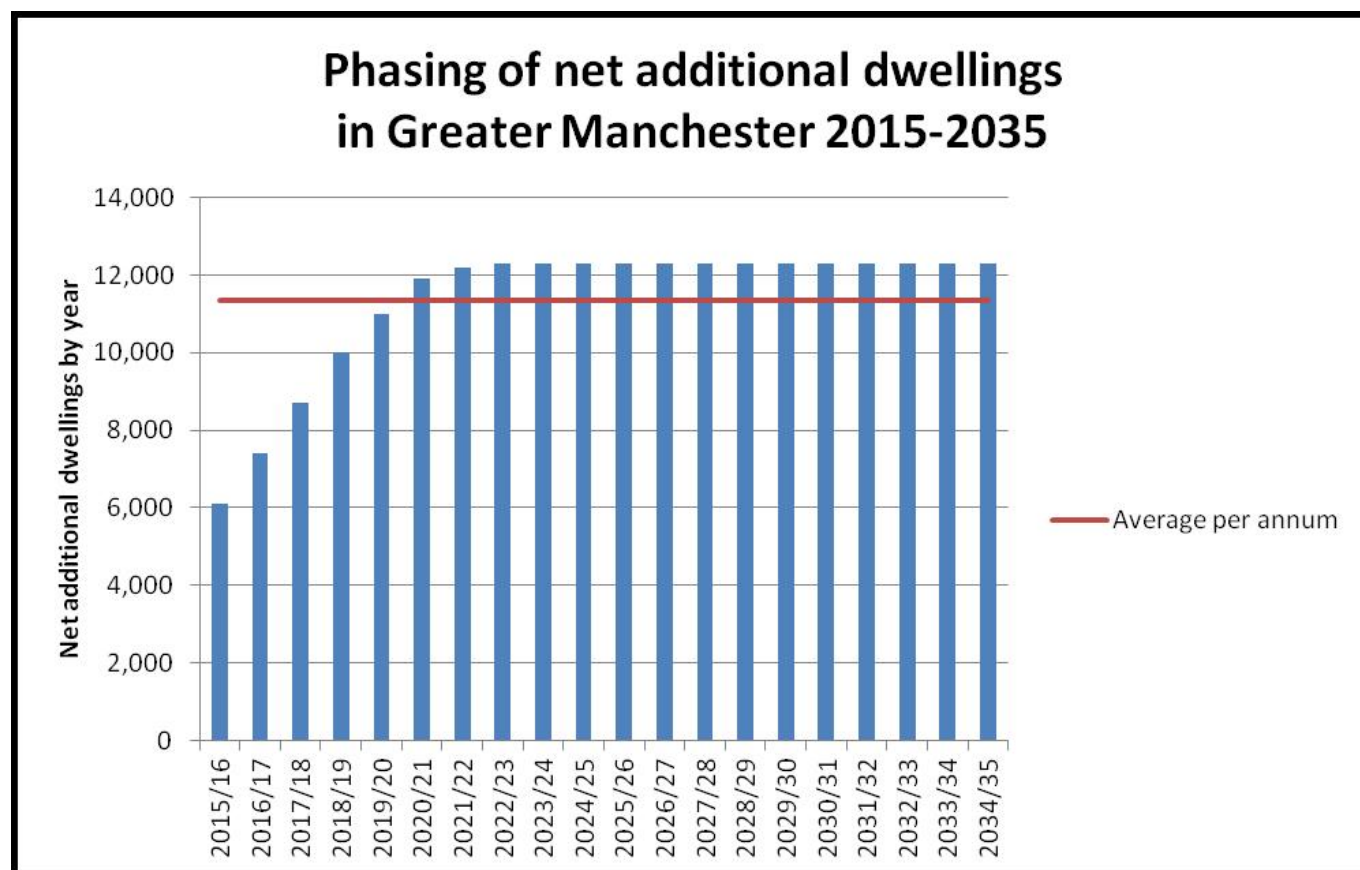


#### % OF GREATER MANCHESTER HOUSING REQUIREMENT



8.0.1

Figure 8.2 Phasing of additional dwellings



**Reasoned justification**

**8.0.2** Greater Manchester has seen significant population growth over recent years, and this is set to continue. There is some scope for a further reduction in the number of vacant dwellings, but the growth in the number of residents and households will necessitate a significant programme of home-building across the sub-region. This will help to ensure that everyone has a home that meets their needs, as well as providing a plentiful labour supply for businesses in Greater Manchester.

**8.0.3** The construction sector is continuing to recover from the recession, and the Brexit vote is likely to have some short-term impacts on housing delivery, but the long-term prospects are very positive. This means that the amount of residential development will need to gradually accelerate over the first few years of the plan period, before averaging around 12,300 net additional dwellings per annum from 2022 onwards. This will also allow time to conduct the masterplanning required for some of the major sites allocated in this plan, as well as programming and beginning the delivery of the supporting infrastructure.

**8.0.4** A wide range of housing will be required to meet the varied needs and aspirations of different types of households, including supported and specialist accommodation for gypsies, travellers and travelling showpeople as well as mainstream housing. Greater Manchester is a welcoming place, and the provision of new housing should reflect this, helping all types of residents to find suitable accommodation. Almost half of all household growth is forecast to be in the form



of single person households, which in part will drive the continued growth in demand for apartments. However, there is still expected to be a significant increase in the need for houses, and it will be important to ensure that new developments help to deliver a wide mix of dwelling types. Close to two-thirds of the population growth is expected to be aged 65 and over, and so delivering a significant increase in housing that is designed to meet the needs of older people will be an important priority.

**8.0.5** Opportunities will need to be taken to use land as efficiently as possible in the most accessible locations. This will help to maximise the use of more sustainable modes of transport, reduce increases in road traffic, and assist in reducing the need to develop green field sites. It will be important to ensure that the desire to increase densities does not result in a shortage of houses coming forward, and developers will need to embrace innovative approaches to delivering houses at higher densities on sites that are well-located in relation to public transport.

**8.0.6** The strategic allocations identify a portfolio of high quality housing sites that are outside the existing urban area, and these are augmented by sites in the local plans, brownfield registers and land availability assessments of individual districts.

## 9 Accessibility

### Policy GM6

The GMSF sets out the spatial pattern of development across Greater Manchester for the next 20 years. Delivering the scale of growth set out in GMSF will require a carefully prioritised programme of transport investment, incorporated into future Greater Manchester Transport Strategy delivery plans and supported by a new transport fund.

#### *International accessibility*

Greater Manchester will have outstanding global connectivity, making it an excellent business and tourism location. It will be one of the easiest locations to access from across the world, both for people and freight.

This global connectivity will be considerably enhanced through:

- A. The continued development of Manchester Airport as a world class airport, with a doubling of passenger numbers and excellent surface transport connections, particularly public transport, providing the UK's principal international gateway outside London and direct connections across the world; and
- B. The completion and expansion of Port Salford, providing direct shipping connections along the Manchester Ship Canal to the post-panamax facility at the Port of Liverpool (Liverpool 2), complemented by other wharves along the canal.

#### *National accessibility*

Major improvements in the quality, speed and reliability of transport connections between Greater Manchester and other cities and towns across the UK will be delivered. This will place Greater Manchester at the heart of a much larger integrated economic area, providing access to a huge labour market and network of suppliers and customers that will attract a wide range of businesses, as well as enabling residents to take advantage of employment and leisure opportunities elsewhere in the UK.

The following proposals will be fundamental to realising these improved city to city connections:

1. The early delivery of HS2, with stations at Manchester Piccadilly and Manchester Airport, and a connection through to the West Coast Main Line in Wigan, providing rapid high capacity links to Birmingham and London;
2. The provision of fast east-west rail connections across the North of England through delivery of Northern Powerhouse Rail (NPR), including significant sections of new line, bringing Liverpool, Leeds and Sheffield within 30 minutes travel time of the City Centre and/or Manchester Airport and releasing capacity for enhanced local services;
3. A long-term strategy for tackling congestion on the motorway network, improving resilience and reliability, particularly on the M62/M60 route connecting Greater Manchester to Leeds and Liverpool;

4. Measures to improve the reliability of trans-Pennine highway links (potentially including the construction of a trans-Pennine tunnel, providing direct road connections between Sheffield and the eastern side of Greater Manchester);
5. The continued development of Manchester Piccadilly station and Manchester Airport as nationally important public transport hubs, with enhancements at the significant stations at Stockport and Wigan.

*Sub-regional and local accessibility*

A highly coordinated approach will be taken to transport networks across Greater Manchester, in order to accommodate the high levels of economic growth and the associated increase in journeys whilst reducing the congestion and environmental impacts that could adversely affect growth. This will help to ensure that the whole of Greater Manchester benefits from the huge expansion of employment and leisure opportunities, and the enhanced city to city and global connectivity, in a sustainable way. Key elements of this coordinated approach will include:

- Designing development and neighbourhoods so as to encourage journeys to be made by walking, cycling and public transport;
- Locating development so as to reduce the need to travel by car and the distance travelled, and maximise accessibility by public transport;
- Developing an integrated public transport system, with easy movement between different modes and services, supported by:
  - A rapid transit network, comprising Metrolink, suburban rail, and bus rapid transit, that acts as the high-capacity core of the system;
  - A bus network that is high quality, reliable, simple to use, integrated with other modes and offers the flexibility to serve areas of new demand;
  - A network of high quality public transport interchanges, including in town centres, and
  - An integrated, simplified, smart and flexible fares and ticketing system.
- Delivering a substantial increase in the capacity of suburban rail networks, including through electrification, platform extensions and improved franchise specifications;
- From the mid-2030s, major new cross-city transit enhancements, potentially through tunnelled metro services in the City Centre;
- Modifying road layouts and junctions, and managing traffic signals, to free buses from congestion and support improvements in the speed, punctuality and reliability of their services;
- Significantly enhancing the attractiveness of public transport in terms of the quality of the passenger and waiting environments;
- Providing real-time travel information to enable people to make informed choices about their journeys, supported by comprehensive journey planning and wayfinding tools;

- Utilising innovative real-time traffic management and information systems to improve the reliability of roads;
- Reducing the impact of goods vehicles on the highway network, through measures such as consolidation centres, emissions reduction and encouraging the use of rail and water;
- Using demand management measures to make best use of our existing highways capacity;
- Increasing the uptake of ultra low-emission vehicles, including through a low emissions zone, the major expansion of electric vehicle charging infrastructure, and low emission car clubs that reduce the need for people to own a vehicle;
- Increasing the capacity of park and ride facilities served by high frequency rapid transit services where these can reduce the amount of traffic travelling inside the M60;
- Providing safe and convenient cycle routes that connect people to jobs, key services and recreation opportunities, supported by cycle hire and sharing schemes;
- Enhancing the capacity, safety and attractiveness of pedestrian routes, particularly to and within the city and town centres, to support a considerable increase in walking for local trips.

### *Infrastructure*

The proposed scale of growth will require considerable investment in transport infrastructure across Greater Manchester, in order to address congestion, support the delivery of major sites and ensure that residents and businesses are able to take full advantage of the excellent global and inter-city connectivity. Key interventions could include:

#### Active Travel

- a. The establishment of a comprehensive cycle network linking key centres of activity across Greater Manchester;
- b. The continued improvement in public realm in town centres and local neighbourhoods to support the maximum number of local journeys in those locations to be made on foot;

#### Public transport

- c. Deliver major improvements in public transport infrastructure to areas of significant growth such as the Northern Gateway, Western Gateway, Eastern Gateway, A580, including rapid transit where appropriate;
- d. The enhancement of Manchester Piccadilly, Manchester Victoria, Manchester Oxford Road and Salford Central as major interchanges and key gateways to the City Centre;
- e. Enhancement of other key public transport interchanges across Greater Manchester;
- f. Increased capacity for rapid transit in Manchester City Centre including exploring the feasibility of tunnelled metro services in the City Centre;
- g. Infrastructure, including electrification and platform lengthening, to facilitate faster rail journeys and increased capacity and frequency for local services
- h. The committed extension of Metrolink through Trafford Park to the Trafford Centre;
- i. Better public transport links to Port Salford, including a potential continuation of the Metrolink line from the Trafford Centre, across the Manchester Ship Canal to the Salford Community Stadium and Port Salford;

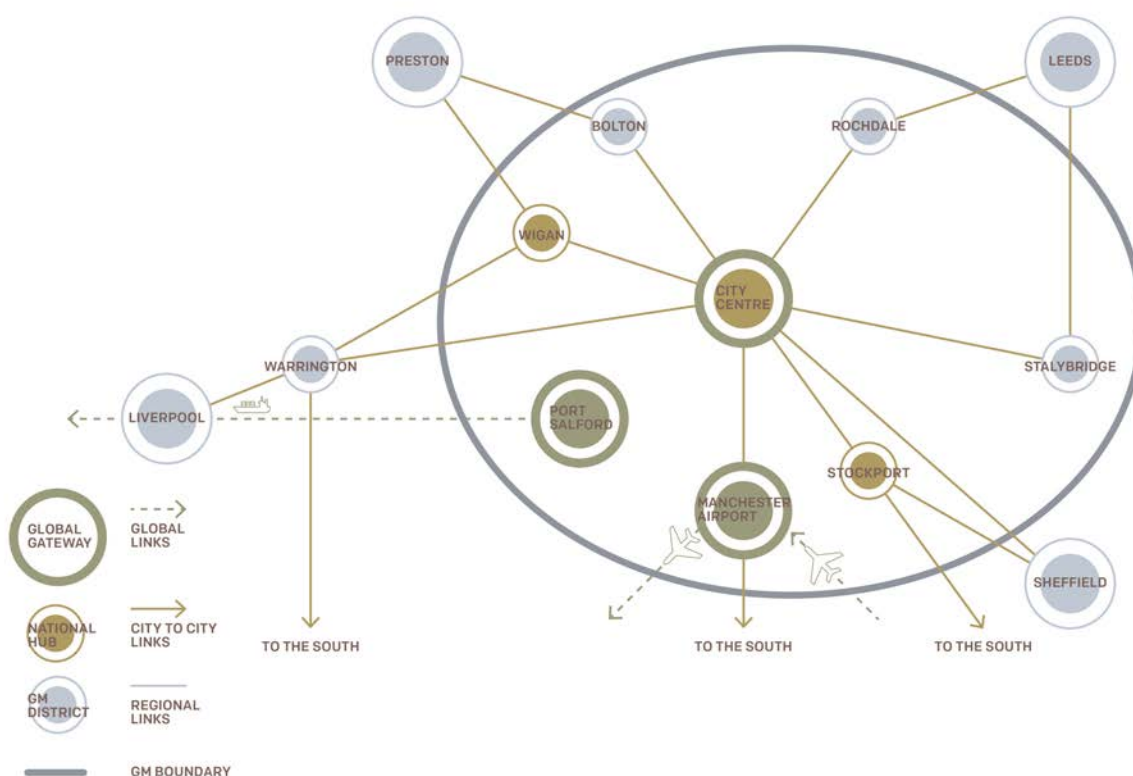
- j. The use of some existing rail lines for Metrolink services as well as trains (tram-train), potentially including the Rose Hill Marple line, the Wigan via Atherton line, and a South Manchester network focused on Stockport Town Centre and Manchester Airport;
- k. Bus Rapid Transit services to locations poorly served by rail-based rapid transit;
- l. Investigating opportunities to increase park and ride capacity;

#### Highways

- m. Make improvements to Junction 3 of the M66, with improved linkages through to Junction 19 of the M62, supporting the release of land between these two junctions whilst helping to divert traffic from Junction 18 of the M60;
- n. Highway infrastructure to support the delivery of Port Salford including consideration of a new junction on the M62 to the east of Irlam, and link road to the A57, supporting the expansion of Port Salford;
- o. Consider further highway improvements to be identified through the North West Quadrant Study, to support the development of the Northern and Western Gateways;
- p. Provision of improvement works for the A57/A628 near Mottram and construction of the Mottram-Tintwistle Bypass;
- q. Improved connections from the M60 to deliver development at Ashton Moss/Littlemoss;
- r. Improved east-west highway links between the M58 and the M61, in Wigan and Bolton;
- s. Measures to reduce congestion on the southern approaches to Greater Manchester;
- t. An increase in the number of all movement junctions on motorways within Greater Manchester, potentially including junction 25 on the M6 and junction 23 on the M60;

Figure 9.1 City to City connections

INTERNATIONAL CONNECTIVITY  
AND INTERCITY RAIL LINES



**Reasoned justification**

**9.0.1** Well-functioning transport networks will be the bedrock of Greater Manchester’s future success, enabling the effective and efficient movement of people and goods to, from and across the sub-region. This will be essential not only for supporting economic growth, but also for ensuring that all residents are able to share in its benefits, and transport must not be a barrier to people taking up work or moving to a better job.

**9.0.2** The scale of growth that is being planned for will significantly increase the demand for travel, and this could lead to congested highways and overcrowded public transport unless that demand can be managed, capacity increased and more people travel by public transport, cycling or walking. It has been estimated that the cost of congestion in Greater Manchester is already £1.3 billion per year <sup>(3)</sup> and a lack of connectivity in some locations has a further adverse impact on growth. A comprehensive and coordinated approach will be required to address these issues, building on the approach set out in the draft Greater Manchester Transport Strategy 2040.

3 Transport for Greater Manchester (July 2016) Greater Manchester Transport Strategy 2040: consultation draft, para 18

**9.0.3** Transport improvements will be required at all spatial levels, including global connections, links with other key city regions across the UK, enhanced accessibility across Greater Manchester, particularly in terms of accommodating a dramatic increase in commuter trips into and across the core of the conurbation, and targeted infrastructure investment to support growth opportunities, major developments and increases in public transport use. Improved city-to-city connectivity, particularly by rail, will support the growth of Greater Manchester's knowledge-based economy, enabling more rapid exchange of knowledge and ideas, improving access to skills and labour, and supporting greater levels of productivity and innovation in the North's towns and cities.

**9.0.4** Central to the overall approach must be the delivery of a major increase in the proportion of trips undertaken by walking, cycling and public transport, as expanding highway capacity to meet an ever growing demand for car travel is not sustainable, or physically or financially practical. Walking and cycling need to become the natural choice for shorter trips, and public transport for longer journeys. A comprehensive package of measures will be required to deliver this, and careful coordination will be vital to ensure that they all pull in the same direction. This will include controlling the location and design of new development, carefully managing car parking provision, investing in infrastructure improvements, reallocating road space to pedestrians, cyclists and public transport, redesigning services and routes, and using technology such as real-time information to influence the decisions of travellers and systems operators. Increasing the use of sustainable modes of travel will also have wider benefits in terms of reducing carbon emissions and pollution, and delivering health improvements through active travel.

## 10 Green Infrastructure

### Policy GM7

Green infrastructure describes the green and blue spaces that provide environmental and quality of life benefits, including parks, gardens, fields, hedges, trees, woodlands, green roofs, green walls, rivers, canals and ponds.

An integrated network of high quality green infrastructure will extend throughout Greater Manchester. This will be an essential component of boosting competitiveness, creating liveable places, improving health and adapting to and mitigating the impacts of climate change.

The green infrastructure network will consist of a diverse range of features, but will be anchored by five strategic elements:

- a. Trees and woodlands (see Policy GM 9);
- b. The uplands (see Policy GM 10);
- c. Lowland wetlands (see Policy GM 11);
- d. River valleys and canals (see Policy GM 12);
- e. Recreation areas including major parks and green spaces (see Policy GM 14)

The green infrastructure network will be designed, managed and protected so as to help deliver the following key priorities for Greater Manchester:

1. Improve public access to green infrastructure and provide a broad range of recreation opportunities;
2. Enable more trips to be made by walking and cycling, by providing green travel routes;
3. Enhance the sense of place, distinctiveness and visual interest of different areas, and provide a high quality setting for development;
4. Provide areas of relative tranquillity, enabling people to connect with nature at a local level;
5. Enhance air quality, by reducing emissions and removing pollutants from the air;
6. Reduce carbon emissions, by sequestering and storing carbon, particularly in peat and trees;
7. Adapt to warmer temperatures, by providing cooling and shade within urban areas;
8. Enhance biodiversity, by expanding, improving and connecting habitats;
9. Manage flood risk, by increasing infiltration and providing areas for water storage and inundation;
10. Improve water quality, by reducing soil erosion and capturing sediments and contaminants before they enter watercourses.

The multi-functionality of green infrastructure should be maximised, whilst recognising that certain primary functions may need to be prioritised.

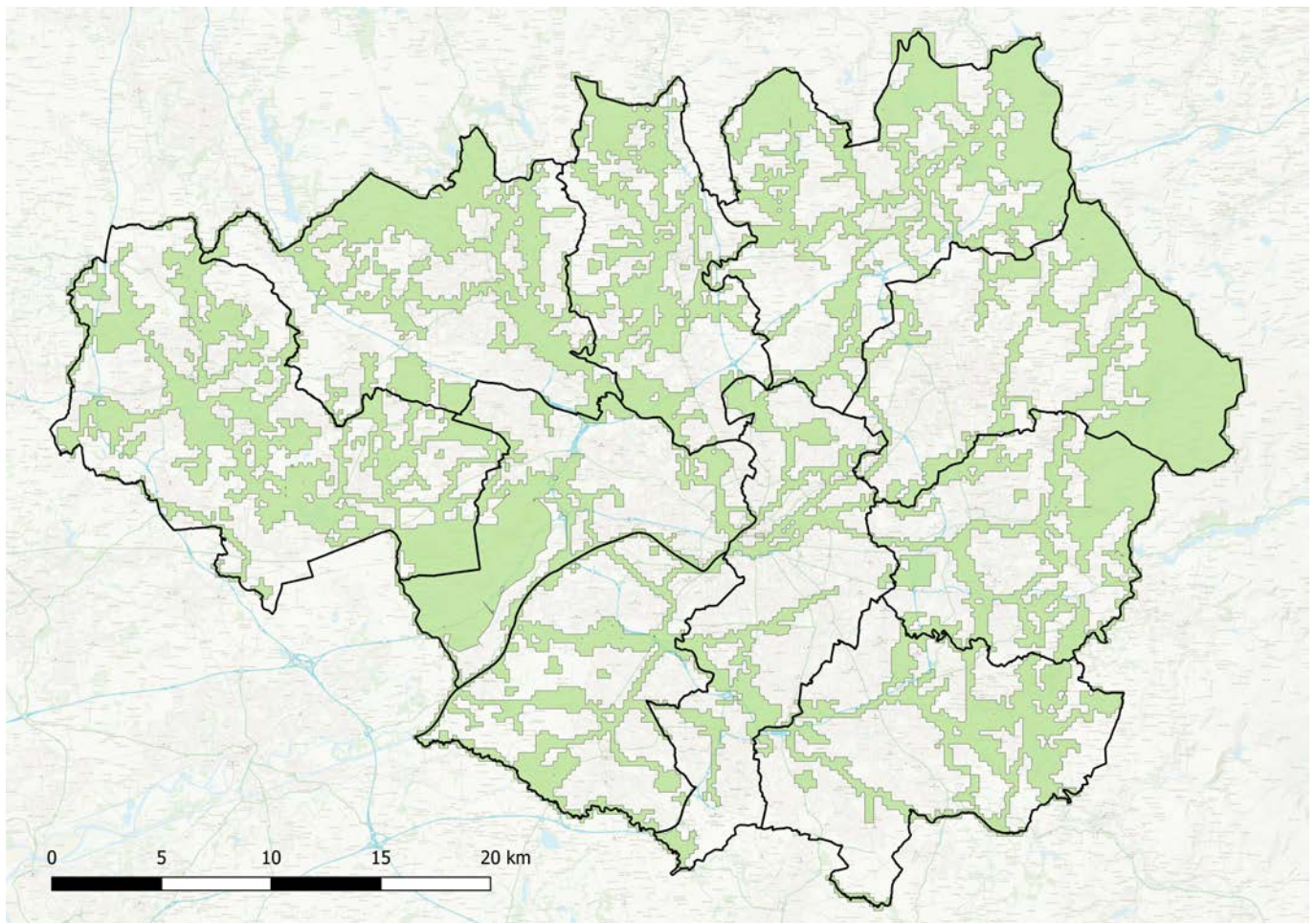


New development will be expected to take all practicable opportunities to enhance and protect the green infrastructure network by improving the quality, functionality and inter-connectedness of green infrastructure.

Increasing the quantity of green infrastructure will be a key priority in the denser urban areas, both as part of new developments and by retrofitting existing areas.

### 10.0.1

**Figure 10.1 Green Infrastructure**



#### **Reasoned justification**

**10.0.2** Green infrastructure is fundamental to the delivery of many of the priorities for Greater Manchester. It is not only essential for achieving environmental objectives, but is also vital for ensuring that growth can be sustained in the long-term. It must therefore be at the forefront when making decisions about the location and design of new development.

**10.0.3** It will be important to improve the multi-functionality of green infrastructure where possible, in order to maximise its benefits. However, there will be circumstances where certain functions need to be prioritised, as their effectiveness could be compromised by introducing other functions.

The greatest potential for conflict with other functions is from food production, and it may be appropriate to reduce the amount of agricultural activity, or mitigate its impacts, in some locations in order to deliver improvements in priorities such as nature conservation, carbon storage and flood risk management.

**10.0.4** New development has an important role in enhancing the green infrastructure network. In some locations it may result in a decrease in the quantity of green infrastructure, such as where green field sites are being developed, but this should be more than offset by improvements in the quality and effectiveness of the remaining green infrastructure. However, in the denser urban areas it will be important to increase the overall quantity as well as quality of green infrastructure, as such locations generally suffer from a deficiency of provision. This may require imaginative use of buildings and surfaces, such as green roofs and walls, and the planting of street trees. It is therefore essential that green infrastructure is central to the design of new developments.

**10.0.5** In implementing this and related policies, regard will be had to the Natural Character Area profiles published by Natural England and other evidence on green infrastructure.

## 11 Nature conservation

### Policy GM8

A high quality ecological network will be secured across Greater Manchester, providing a significant improvement in biodiversity and enhancing the ability of wildlife to cope with climate change.

Key elements in delivering this will include:

1. Increasing the quality, quantity and diversity of habitats, particularly priority habitats and those that support priority species;
2. Improving connections between habitats, to protect and improve the provision of corridors and stepping stones that enable the movement of species;
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 importance, including European protected sites.

All developments should provide a net improvement in biodiversity value wherever practicable, in accordance with the above priorities.

Development that would have a direct or indirect adverse impact on a site of biodiversity or geological value will only be permitted where:

- A. The social and economic benefits of the development outweigh the adverse impacts on biodiversity and geological value, having regard to the status of any designation and the contribution to wider ecological networks; and
- B. The adverse impacts have been minimised in accordance with the hierarchy of avoidance, mitigation or, as a last resort, compensation.

### Reasoned Justification

**11.0.1** Nature conservation is not only an important end in itself, but there are also proven benefits of access to nature for physical and mental health. Protecting and enhancing biodiversity and geological value across Greater Manchester is therefore a central component of the wider approach to green infrastructure. Greater Manchester contains a wide range of habitats, including the internationally designated South Pennine Moors, Rochdale Canal and the Manchester Mosses. A large area in the west of the sub-region extending into Warrington has been designated as the Greater Manchester Wetlands Nature Improvement Area (NIA). This area is dominated by the lowland wetlands (see Policy GM11), and seeks to take a landscape-scale approach to ecological enhancement, and there may be opportunities elsewhere in Greater Manchester for additional NIAs.

**11.0.2** An important aspect of delivering improvements in biodiversity will be to increase the ability of wildlife within and around Greater Manchester to adapt to the implications of a changing climate. It is anticipated that there will be an ecological drift northwards, and so a diverse network of corridors of movement, maximising habitat size and minimising fragmentation will be vital.

**11.0.3** New development has a central role in enhancing the ecological network across Greater Manchester, both in terms of protecting existing habitats, providing new ones and incorporating opportunities for nesting birds and roosting bats. The level of protection for habitats and species will be commensurate with statutory protections, the position in the hierarchy of international, national and locally designated sites, and the priority given in national and local biodiversity action plans.

**11.0.4** Many actions that impact on nature conservation lie outside the control of the statutory planning system, particularly as they relate to land management, but these will be very important to maximising the wildlife value of Greater Manchester. Everyone has a role to play in supporting improvements in biodiversity, for example with private gardens potentially being a major wildlife resource.

**11.0.5** Pressures on natural capital are already high and are set to intensify, with a growth in population projected for England over the next 25 years greater than any other time period. In addition the demand for new housing and other built development in Greater Manchester is acknowledged in this document. Given these increasing pressures, significant changes to past practises will be required if the Government's commitment to be the first generation to leave the natural environment in a better state is to be achieved.

**11.0.6** New development has an important role in enhancing the green infrastructure network. In some locations it may result in a decrease in the quantity of green infrastructure, such as where green field sites are being developed, but this should be more than offset by improvements in the quality and effectiveness of the remaining green infrastructure. However, in the denser urban areas it will be important to increase the overall quantity as well as quality of green infrastructure, as such locations generally suffer from a deficiency of provision. This may require imaginative use of buildings and surfaces, such as green roofs and walls, and the planting of street trees. It is therefore essential that green infrastructure is central to the design of new developments.

## 12 Trees and woodland

### Policy GM9

The City of Trees initiative has a target to plant a tree for every resident in Greater Manchester over the next 25 years, with an emphasis on supporting the key parts of the green infrastructure network.

In order for the GMSF to contribute to this, the achievement of the following priorities will be particularly important:

1. Protect and expand the mosaic of woodland habitats, linking fragmented areas of woodland;
2. Secure a diversification of broadleaved species, in order to increase biodiversity and disease resilience;
3. Improve public access to woodland and trees whilst managing the associated pressures;
4. Considerably increase the provision of street trees;
5. Conserve trees that are of heritage, cultural and/or aesthetic value;
6. Manage woodland to bring it into a more productive state.

### Reasoned justification

**12.0.1** Trees and woodland are extremely important components of Greater Manchester's green infrastructure network, fulfilling a very wide range of functions including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion, strengthening landscape character, and providing shade and cooling to combat high temperatures. For example, woodlands can slow the flow of water, increase infiltration, stabilise river beds and banks, and intercept pollutants, all of which will help to achieve Water Framework Directive objectives.

**12.0.2** Greater Manchester's woodlands vary in character, from upland oak woods to wet woodland, and from ancient broadleaved woodland to plantation and young woodland. Many important woodlands in Greater Manchester have been designated for their nature conservation interest.

**12.0.3** Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect. Maturing woodlands provide significant areas of Greater Manchester with a character that now appears much less grey and more green than in the past, but there is considerable scope to secure further improvements across a much wider area. The City of Trees initiative <sup>(4)</sup> identifies a target to plant one tree for every resident in Greater Manchester and this would have major environmental, social and economic benefits that would support the implementation of this spatial framework.

## 13 The uplands

### Policy GM10

The distinctive upland landscape, including large scale sweeping moorlands, pastures enclosed by dry stone walls, and gritstone settlements contained in narrow valleys, will be protected and enhanced as part of the wider Pennine area extending to the north and east of Greater Manchester.

The achievement of the following priorities will be particularly important:

1. Significantly extend the area of active blanket bog, both through the protection of existing sites and the restoration of degraded areas, thereby helping to retain and capture carbon, support priority species and habitats, improve water quality, retain water, manage run-off and reduce soil erosion;
2. Enhance the full range of moorland habitats as part of an ecologically connected network, including improving upland meadows, to support increased wildlife populations and enable them to adapt to climate change;
3. Maintain the sense of remoteness, protect historic landscape features, and enhance views of and from the area, as key aspects of local distinctiveness, tranquillity and identity;
4. Enhance public access and promote the enjoyment of the landscape, in a manner compatible with conserving the environmental and historic qualities, thereby supporting a high quality of life, healthy lifestyles and the attractiveness of Greater Manchester for visitors.

### Reasoned justification

**13.0.1** The uplands area extends around the northern and eastern edges of Greater Manchester, through Bolton, Bury, Rochdale, Oldham, Tameside and Stockport. It includes parts of the West and Southern Pennines, and sits within a much larger moorland landscape stretching eastwards into the Peak District National Park and northwards into Lancashire.

**13.0.2** The backdrop of the Pennines is a central component of Greater Manchester's sense of place, but this landscape also provides a vital range of environmental and cultural services. The continued strengthening of the landscape character of the uplands is therefore an important part of the overall strategy for Greater Manchester.

**13.0.3** The mosaic of moorland habitats supports breeding bird populations, including several rare species, and large areas of the uplands have been designated for their important wildlife value. The peat soils, including blanket bog, store significant volumes of carbon and active bogs that form new peat have the potential to sequester carbon from the atmosphere. However, extensive areas are degraded, for example where protective vegetation is damaged, which can result in rapid erosion. Habitat restoration will not only be central to wider efforts to moderating carbon

emissions, but also to reducing flood risk both within the area and downstream. Such restoration may have some implications for agricultural activity, for example by requiring the re-wetting of moorland, the blocking of drainage ditches and other land management practises.

**13.0.4** The uplands provide a sense of inspiration and escapism. This is complemented by the extensive industrial architecture and archaeology, including mill ponds, narrow winding lanes and drystone walls, as well as buildings. Enabling more people to enjoy this distinctive character could help to increase the attractiveness of Greater Manchester as a place to live and visit, but this will need to be balanced with the pressures that increased access brings.

## 14 The lowland wetlands

### Policy GM11

An integrated network of wetland habitats will be safeguarded and expanded, as part of the wider lowland landscape extending to the west of Greater Manchester, with a strong emphasis on reconnecting local communities to the natural and historic environments.

The achievement of the following priorities will be particularly important:

1. Manage and restore the remnant pockets of lowland raised bog, to ensure that they are actively sequestering and storing carbon and to protect their archaeological potential, and manage land adjacent to the bogs in a complementary manner;
2. Maintain and enhance the extensive and varied mosaic of habitats in the subsidence flashes in Wigan Greenheart, including open water, fen, swamp, woodland and grassland, and increase wetland habitats to support flood mitigation;
3. 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;
4. Safeguard the strong cultural identity and industrial/mining heritage of the area, contributing to a distinctive sense of place and history, with the restoration and enhancement of key features and sites;
5. Expand public access across the area considerably, supporting a higher quality of life for Greater Manchester residents and visitors, and enhancing access to recreation opportunities, with connections to adjoining attractions such as the proposed RHS Garden Bridgewater;
6. Retain the largely flat, open character, and areas of relative tranquillity.

### Reasoned Justification

**14.0.1** The lowland wetlands in Greater Manchester cover significant parts of Salford and Wigan, and form part of a larger network of wetland habitats extending into Warrington. An area of 40,000 hectares has been designated as the Greater Manchester Wetlands Nature Improvement Area. The internationally designated Manchester Mosses lies within both Wigan and Warrington, and there are many other important habitats across the area.

**14.0.2** There were originally some 2,650 hectares of lowland raised bog across Chat Moss, which is one of Western Europe's rarest and most threatened habitats with a unique range of wildlife, but there are now only around 310 hectares of relatively undamaged peat deposits primarily in Salford. The restoration of lowland raised bog can make a major contribution to carbon emission targets, both reducing a significant source of emissions and locking in carbon. Such restoration may require the use of hydrological buffer zones, and the careful management and restoration of water table levels, which has implications for surrounding habitats and land uses.



**14.0.3** Within Wigan in particular, extensive valuable wetland habitats have formed on many former industrial sites where undermining has resulted in the formation of many subsidence flashes and ponds. The flashes are especially significant for their variety and quality of habitats, and are important for overwintering wildfowl, water vole and several species of dragonfly, as well as for recreation.

**14.0.4** Although the area has a rich variety of habitats, they are often poorly connected, and there are large parts where the landscape is degraded. The restoration and creation of habitats, and enhancement of the ability for wildlife to move through the area, would not only have considerable ecological benefits and increase the capacity of the natural environment to adapt to climate change, but would also provide a huge recreation resource that could make a far more significant contribution to the health and quality of life of residents.

**14.0.5** In addition to the ecological, carbon storage and recreation benefits, landscape enhancements in the lowland wetlands will also support other objectives such as improving water quality, mitigating flood risk and reducing soil erosion.

## 15 River valleys and canals

### Policy GM12

The achievement of the following priorities will be particularly important:

1. Retain the open character of the river valleys outside the main urban centres and avoid their severance;
2. Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of river banks and flood plains;
3. Enhance and integrate green infrastructure along the rivers and canals, including through the protection and expansion of clough woodland;
4. Increase public access to and along the river valleys and canals, including through improved footpaths and cycleways, recognising the opportunities they provide for traffic-free access through the urban area;
5. Retain and enhance where possible the distinctive industrial heritage of the river valleys and canals;
6. Manage land to increase biodiversity, retain water, reduce run-off, mitigate climate change and improve water infiltration;
7. Ensure that the design of new developments maximises the benefits of locating close to waterways and provides high quality frontages to them;
8. Retain the ability of the canal network to carry freight traffic, alleviating some of the demand on the highway network;
9. Protect the line of the former Manchester, Bolton and Bury Canal from development that may prejudice its future restoration or its use as important green infrastructure;
10. Ensure that the design of new development maximises the benefits of locating close to waterways by:
  - providing high quality development with active frontages to the waterways and associated public realm,
  - maximising opportunities to access the waterway for active travel and recreation, and
  - exploring opportunities to use canals for sustainable and active travel, digital connectivity, urban cooling and sustainable heat source and water management.

### Reasoned justification

**15.0.1** River valleys and canals are a central component of the Greater Manchester landscape, making a major contribution to local identity, the sense of place and heritage. They form important corridors of semi-natural habitats and natural green space, with open grassland, woodland and wetland all being closely linked to the watercourses. They link urban centres with open countryside, and connect other strategically important areas such as the uplands and lowlands. The river valleys

and canals are vital components of the wider network of habitats, transport routes and recreation/tourism opportunities, and their management is essential to addressing issues such as flood risk, water quality and soil erosion.

**15.0.2** The rivers 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. Important river valleys include those of the Mersey, Irwell, Roch, Tame, Douglas and Bollin. The growth of the urban areas and their industrial legacy has resulted in many heavily modified watercourses, with a significant number of properties at risk of river flooding and multiple failures of Water Framework Directive objectives. Initiatives such as the Mersey Basin Campaign have been successful at increasing water quality and the ecological status of watercourses, but there is still considerable scope for further enhancements which will benefit both wildlife and people.

**15.0.3** The canals that weave across Greater Manchester, including through some of the most heavily urbanised areas, not only offer opportunities for recreation but also form a network of important wetland habitats in their own right. For example, sections of the Rochdale Canal have been designated as being of international importance for nature conservation as a Special Area of Conservation (SAC) and the Huddersfield Narrow Canal as a Site of Special Scientific Interest (SSSI). The Manchester Ship Canal follows the original route of the Mersey and Irwell rivers, and has an important role for drainage and flood alleviation, both for Greater Manchester and further downstream in locations such as Warrington. Initiatives such as Irwell River Park will be essential for providing the extent and quality of green spaces, walking/cycling routes and connections to the wider river valleys necessary to support the high levels of development proposed in and around the City Centre and The Quays.

## 16 Green Belt

### Policy GM13

A Green Belt within Greater Manchester will be retained. This Green Belt will be afforded strong protection in accordance with the National Planning Policy Framework.

In achieving this fundamental aim the Green Belt will serve the five purposes set out in national policy:

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

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

### Reasoned justification

**16.0.1** The Green Belt in Greater Manchester was originally designated in full in 1984. It has since seen a series of minor amendments through individual district plans so that by 2015 it totalled 59,350 hectares in size, equating to 47% of the total land area of Greater Manchester. The scale of development that needs to be accommodated within Greater Manchester over the next two decades means that some changes to the green belt boundaries within Greater Manchester are necessary, but these have been minimised as far as possible, having regard in particular to the need to promote sustainable patterns of development. This will result in a net reduction in the total area of designated green belt of 4,900 hectares (8.2%), ensuring that nearly 43% of Greater Manchester will be green belt.

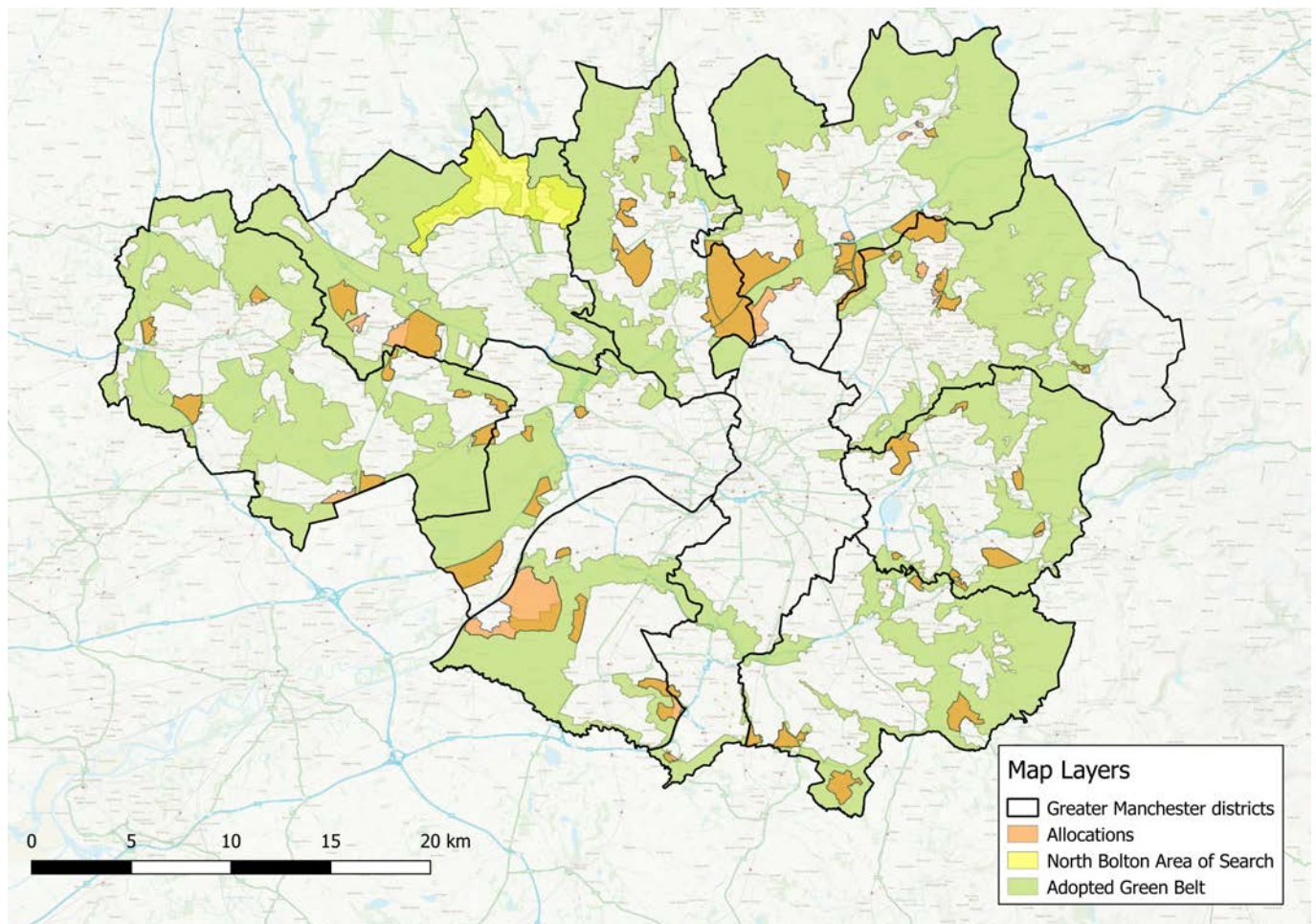
**16.0.2** As such, the Green Belt makes up a considerable proportion of Greater Manchester, and it is therefore vital that its various parts play a beneficial role that supports the environmental, social and economic well being of the sub-region's residents. The Greater Manchester Mayor and local authorities will plan, in particular, for the enhancement of its green infrastructure functions, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for the residents of Greater Manchester and providing the high quality green spaces that will support economic growth.

**16.0.3** The following sites will be added to the Green Belt:

- West Salford Greenway
- Rectory Lane, Standish in Wigan
- Land within the Roch Valley in Rochdale

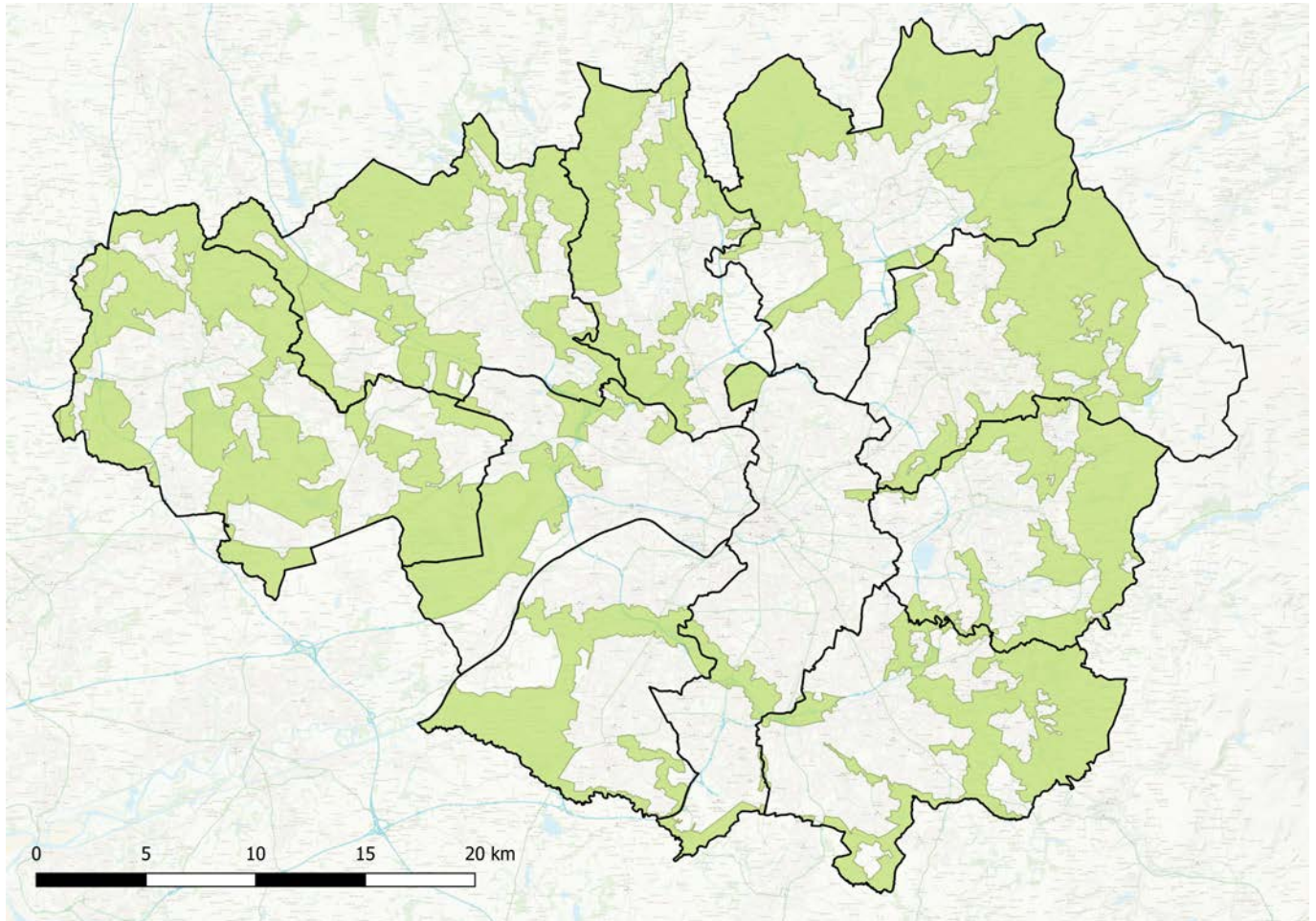
**16.0.4** The sites proposed for release from the Green Belt are identified in the map below, which shows the current adopted green belt with allocations proposed in the GMSF shaded in brown.

**Figure 16.1 Proposed Allocations and Green Belt**



16.0.5 The amended Green Belt boundary proposed by the GMSF is set out in the map below

**Figure 16.2 Proposed Amended Green Belt**



## 17 Recreation

### Policy GM14

A wide variety of outdoor and indoor recreation opportunities will be provided across Greater Manchester, supporting a high quality of life, promoting good health and increasing the attractiveness of the sub-region to visitors. This will be achieved by:

1. Setting out detailed recreation standards in district local plans, having regard to present and future needs;
2. Delivering an integrated network of high quality green infrastructure across Greater Manchester;
3. Significantly increasing access to the river valleys, canals, uplands, lowland wetlands and countryside;
4. Supporting proposals for the improvement and enhancement of existing recreational assets including major parks;
5. Protecting and enhancing strategic recreational routes which provide sub-regional links and opportunities for walking and cycling, and for tourism and culture as in the case of the Irwell Sculpture Trail.

It will be especially important to ensure that the provision of recreation opportunities increases to cope with growing demand. In particular, residential development should make appropriate provision for recreation in order to meet the needs of prospective residents in accordance with district policies.

### Reasoned justification

**17.0.1** A high quality range of recreation facilities will 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 depend on local circumstances such as the type and scale of demand, and the availability of suitable land. Consequently, standards for access to recreation facilities such as play areas, parks, sports pitches, allotments and natural green space will be set out in district local plans.

**17.0.2** 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 high quality recreational opportunities in a manner compatible with other green infrastructure functions. This will also help to reconnect people to nature and improve levels of health and wellbeing.

## 18 Carbon emissions

### Policy GM15

Greater Manchester will have seen a 60% reduction in carbon emissions compared to 1990 levels by 2035. The following measures will help to achieve this:

1. Direct development to locations that will minimise the need to travel and maximise the use of sustainable modes of transport for the movement of people and freight;
2. Secure major improvements to the walking, cycling, public transport and sustainable freight networks, including the use of integrated ticketing to promote the use of the public transport network;
3. Require new development to accord with the energy hierarchy, which in order of importance seeks to minimise energy demand, maximise energy efficiency, utilise renewable energy, utilise low carbon energy, and only then use other energy sources;
4. Require new developments to include a detailed carbon assessment to demonstrate how the design and layout of the development has sought to maximise reductions in carbon emissions, where appropriate;
5. Support the implementation of programmes and projects for retrofitting the existing building stock, especially in those areas where fuel poverty is a significant issue;
6. Increase the area of habitats that sequester and store carbon, including through a more than doubling of tree cover and the extensive restoration of blanket bog and lowland raised bog;
7. Support the delivery of renewable and low carbon energy schemes for all development but with particular opportunities for the use of decentralised heating and cooling networks in the strategic development locations.

### Reasoned justification

**18.0.1** The Greater Manchester Combined Authority (GMCA) has adopted a carbon target to deliver a 48% reduction, or 11 million tonnes by 2020 against a 1990 baseline and 41% by 2020 from 2005 levels. A 36% decrease was achieved between 1990 and 2014.

**18.0.2** The UK's long-term goal of a minimum 80% cut by 2050, and legally binding UK targets for cuts by 2030, mean that Greater Manchester will need to plan and act now for the longer term so it does not inadvertently lock itself into a medium level of emissions by only focusing on short-term gains.



**18.0.3** In addition to contributing towards UK carbon reduction targets, Greater Manchester has signed the Integrated Covenant of Mayors <sup>(5)</sup> memorandum of understanding (MOU). This commits each signatory to limit emissions to below 80 to 95 percent below 1990 levels, or below two metric tons per capita, by 2050 – the level of emission reduction believed necessary to limit global warming to less than 2°C by the end of this century. Although not legally binding, this MOU demonstrates clear and lasting commitment to reduce emissions in the decades to come and was noted by the GMCA in 2015. <sup>(6)</sup>

**18.0.4** Work undertaken for GMCA by Energy Systems Catapult suggests that Greater Manchester could achieve an 80% CO2 reduction target by 2050 with the right combination of drivers and action. If a linear trajectory was adopted, an 80% reduction by 2050 would equate to 59% (from 1990) or 66% (from 2005) by 2035 <sup>(7)</sup>. This will be very challenging to achieve.

**18.0.5** The Greater Manchester Low Carbon Hub will monitor and review the Climate Change Implementation Plan to deliver the wide range of actions that are required, to address major sources of carbon emissions such as, domestic heating, transport, development and degrading peat, as well as attempting to lock in larger quantities of carbon through habitat restoration and expansion. Such actions will have much wider value beyond reducing carbon emissions, including helping to address fuel poverty, protecting the key natural assets such as peatlands and improving access to jobs and facilities by improving public transport.

**18.0.6** The provision of decentralised energy infrastructure is critical to the delivery of Greater Manchester’s objectives for low carbon growth. New development will increase the demand for energy and could increase carbon emissions. However, growth and new development can also enable new public transport investment, support the establishment of new energy centres and decentralised heat infrastructure and is an opportunity to deliver high standards of energy efficiency through good design. Making this happen will require a co-ordinated approach to be taken towards carbon reductions through new and existing buildings and strategic energy infrastructure.

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5 See ([https://www.greatermanchester-ca.gov.uk/download/meetings/id/463/item\\_16](https://www.greatermanchester-ca.gov.uk/download/meetings/id/463/item_16) and <http://under2mou.org/wp-content/uploads/2015/05/Greater-Manchester-Signature-Page.pdf>)  
 6 [https://www.greatermanchester-ca.gov.uk/download/meetings/id/1245/4\\_minutes\\_-\\_25\\_september\\_2015](https://www.greatermanchester-ca.gov.uk/download/meetings/id/1245/4_minutes_-_25_september_2015)).  
 7 GMCA has agreed to adopt a 2005 baseline for all of its future reporting

## 19 Resilience

### Policy GM16

Greater Manchester will be highly resilient. Our citizens, communities, businesses and infrastructure will have the capacity to survive, adapt and grow in the face of challenges, including those of a changing climate, globalisation and acute shocks, such as natural hazards, together with other socio-economic stresses such as poverty and ill health. This will be achieved by:

- On an on-going basis, understanding, analysing and planning for the challenges that Greater Manchester may face in the future;
- Delivering quality places which reinforce local identity and a shared sense of place, promote quality of life and social connections, contribute to improved health and economic wellbeing and create and sustain places in which people wish to live and work;
- Taking an integrated catchment-based approach to managing flood risk, including understanding changing flood risks over time, creating urban spaces that are appropriate to this risk and supporting the relocation of local critical infrastructure at high risk if necessary;
- Opening up rivers and increasing levels of green infrastructure within urban areas, particularly trees, as part of an integrated strategy across green and blue infrastructure to help address urban flood risks, together with offering cooling and shading as temperatures increase;
- Restoring, expanding and connecting habitats as part of a high quality ecological network, enabling the movement of species to promote biodiversity and creation of valuable recreational spaces;
- Maximising the resilience of new development and infrastructure to address the changes modelled for Greater Manchester as part of a changing climate including flooding, increased wind and higher temperatures;
- Encouraging the retrofitting of existing buildings and their surroundings, including their infrastructure, to enhance resilience.

### Reasoned justification

**19.0.1** Resilience looks at two factors: the acute shocks such as floods, disease outbreaks or cyber attacks that threaten to take the city off track and away from its projected course of wellbeing and growth; together with chronic stresses that weaken the fabric of a city on a day to day or cyclical basis such as high unemployment or ageing infrastructure. Resilience is impacted by 21st

century worldwide trends including climate change, urbanisation, globalisation, energy supply, security issues and anti-microbial resistance. Resilience is therefore about how a city can meet its ambitions whilst ensuring it is safe and secure and is addressing key vulnerabilities.

**19.0.2** The Greater Manchester Community Risk Register <sup>(8)</sup> assesses many of the risks that may lead to civil emergencies in Greater Manchester including natural hazards, industrial and transport risks, and infectious diseases. Many, but not all risks, have a geographic footprint most notably: flooding, severe weather, transport and environmental pollution and industrial hazards. How Greater Manchester chooses to use its land to enable it to grow, the choice of future development locations, the design of its infrastructure and the protection of the built environment will all increase or decrease the vulnerability of communities to the impacts of future risks. Also, where these choices also help to address underlying stresses within the population (for example tackling poor health or deprivation problems), these communities are better placed to deal with and recover from acute shocks.

**19.0.3** The global climate is changing rapidly, with annual and monthly temperature records being broken. Extreme weather and climate change risks pose an increasing threat to quality of life and economic competitiveness in cities across the world. Greater Manchester is no different. Alongside other cities and urban areas across the world, Greater Manchester is experiencing changes in climate variables. Trends are being identified and models are being utilised to better understand how the climate may change moving forwards. Research undertaken by the University of Manchester has provided an insight into future projections for precipitation and temperature variables. By 2050, Greater Manchester’s annual mean temperature may have increased by as much as 3.6°C, with our winters 36% wetter and summers 36% drier <sup>(9)</sup>. Flooding stands out as one of the key weather and climate threats to the conurbation.

**19.0.4** Greater Manchester’s 10 local authorities are members of the United Nations Making Cities Resilient campaign and Greater Manchester has been recognised as a “role model for total resilience”. Greater Manchester is also one of 100 cities in the world to be part of the Rockefeller Foundation’s 100 Resilient Cities network which aims to help cities across the world prepare to meet the physical, social and economic challenges that exist as part of 21<sup>st</sup> century life.

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8 see [http://archive.agma.gov.uk/cms\\_media/files/gm\\_community\\_risk\\_register3.pdf](http://archive.agma.gov.uk/cms_media/files/gm_community_risk_register3.pdf)  
 9 [www.adaptingmanchester.co.uk](http://www.adaptingmanchester.co.uk)

## 20 Air Quality

### Policy GM17

Major improvements will be secured in air quality across Greater Manchester, helping to minimise the detrimental impacts on human health. There will be a particular focus on tackling air pollution in the locations where most people live.

The emission of air pollutants will be minimised by:

1. Locating and designing new development so as to minimise the need to travel and maximise the use of walking, cycling and public transport for any trips;
2. Influencing individual travel behaviour, including through personal travel planning, especially as part of major developments, improved travel information and implementing integrated and smart public transport fares and ticketing;
3. Identifying employment sites that enable the movement of a higher proportion of freight by rail and water;
4. Reducing the use of polluting vehicles, potentially through the introduction of Clean Air Zones in the areas with lowest air quality and travel demand management measures;
5. Stimulating the uptake of low-emission vehicles, including through a significant increase in the provision of electric vehicle charging points in new developments, the expansion of the public charging network and bus franchising contracts;
6. Managing the highway network so as to minimise congestion and smooth traffic flow;
7. Supporting the development of urban distribution centres and urban consolidation centres served by ultra-low-emission vehicles;
8. Delivering major investment in improvements to walking, cycling, public transport and sustainable freight infrastructure, including through the use of planning obligations and the community infrastructure levy;
9. Carefully controlling developments that would generate significant point source pollution such as some types of industrial activity and energy generation

The removal of pollutants from the air will be significantly increased by:

10. Enhancing the green infrastructure network across Greater Manchester, including through a major programme of tree planting and bog restoration.
11. Encouraging the use of building materials that capture pollutants from the air

Planning applications will be determined 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 subsequent updates.

## Reasoned justification

**20.0.1** Poor air quality has a real and significant effect on people's lives, contributing to bronchitis, asthma and other respiratory illness, as well as cardiovascular problems and cancer. Long-term exposure to air pollution is understood to be a contributory factor in deaths from respiratory and cardiovascular disease. It is likely that air pollution contributes a small amount to the deaths of a large number of people, rather than being the sole cause of the death of individuals, and it is estimated that 40,000 deaths a year in the UK are linked to air pollution <sup>(10)</sup>. In Greater Manchester 1,000 additional deaths each year are estimated to be due to air pollution <sup>(11)</sup>.

**20.0.2** Securing a major enhancement in air quality across Greater Manchester will not only be important for improving human health, but will also help to make it a more attractive place to visit and invest, and so is essential to long-term economic growth prospects. A wide range of actions will be required in order to deliver air quality improvements, including through controlling new development and driving a move to less-polluting forms of transport. These actions run through many other parts of this plan.

10 Royal College of Physicians and Royal College of Paediatricians and Child Health (2016) Every breath we take: the lifelong impact of air pollution

11 [www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/332854/PHE\\_CRCE\\_010.pdf](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf)

## 21 Flood risk and water quality

### Policy GM18

The achievement of the following priorities will be particularly important:

1. Manage land to improve infiltration, reduce soil erosion and capture sediment run-off, including by restoring blanket bogs and lowland raised bog, increasing tree cover and buffering watercourses with habitats such as grasslands and woodlands;
2. Maximise the use of sustainable drainage systems in new developments, and reduce areas of existing impermeable surfaces;
3. Achieve greenfield run off rates and ensure that surface water run off is managed as close to its source as possible;
4. Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of river banks and flood plains;
5. Increase flood water storage capacity, particularly further upstream and including outside Greater Manchester, designed so as to provide a range of wetland habitats;
6. Control the location of new development in order to minimise the number of properties at risk of flooding and the severity of that risk;
7. Enhance the resilience of areas at risk of flooding, particularly through the siting and design of new development, and the relocation of vulnerable uses;
8. Maintain river and canal channels, including through the removal of sediment and gravel.

All new development should maximise as far as practicable the use of sustainable drainage systems that increase the infiltration of water, reduce the speed of run-off and trap silts and pollution. Such systems should be designed as attractive landscape features that form part of Greater Manchester's green infrastructure network and provide amenity and biodiversity benefits.

Where attenuation is provided developers should demonstrate that flood volumes exceeding allowable design values are retained in areas which will not increase flood risk for adjacent land owners.

### Reasoned justification

**21.0.1** Greater Manchester is covered by a complex hydrological network extending into surrounding districts, which means that individual areas cannot be viewed in isolation as rainfall in one place can have significant impacts on other locations. The Irwell and Mersey catchments dominate Greater Manchester, covering around 78% of the total area, with the River Douglas and Glaze Brook being the other fluvial catchments. All of the catchments except for the River Douglas drain into the Manchester Ship Canal, which therefore has a very important drainage and flood management function.

**21.0.2** Over 50,000 properties in Greater Manchester are at risk of flooding from main rivers in a 1 in 100 year event, with the largest number in Salford, Manchester and Wigan, which include some of the most socially vulnerable areas but also economically important locations. Peak river flows are expected to increase significantly by the end of the century as a result of climate change, potentially placing many more properties at risk in the future. Climate change is also likely to lead to a considerable increase in the risk of surface water flooding, with a much wider distribution of areas being susceptible. It is therefore essential that a coordinated approach is taken to addressing flood risk, in order to protect human health and support economic growth. This will require a broad range of measures across Greater Manchester and beyond, including actions upstream in order to minimise flood risk further downstream. Many such actions also have the potential to improve water quality in rivers, enhancing their ecological status. For example, reducing the amount and speed of water entering combined sewers can help to minimise the risk of the hydrological capacity of sewage treatment works being exceeded.

**21.0.3** High levels of run-off are a particular problem, resulting both from poor land management in rural areas and the extensive use of impermeable surfaces in urban areas. Increasing infiltration through habitat restoration, sustainable drainage systems and the introduction of more permeable surfaces, coupled with more extensive areas of water storage, will be vital in reducing peak river flows and the risk of flash flooding. A key element of this will be the more widespread use of sustainable drainage systems, incorporating features such as green roofs, living walls, swales, filter strips and retention basins, which will help to intercept pollutants as well as reducing and managing flood risk. Some of the actions required to address flood risk may impact on agricultural activity, such as the restoration of bog habitats and re-naturalisation of flood plains.

**21.0.4** It is important to demonstrate that, even in the event of extreme weather events, new development will not increase flood risk for adjacent landowners.

**21.0.5** Targeted improvement of flood defences will be required. However, there is likely to be limited funding available for major flood alleviation schemes, which only increases the importance of other actions such as run-off management. Flood warning systems and evacuation procedures will be a necessary component of managing flood risk across Greater Manchester, but the emphasis must be on minimising risk as far as possible rather than relying on such systems to address the problem.

## 22 Design

### Policy GM19

Greater Manchester will become one of the most liveable city regions in the world, supporting a high quality of life and improving its competitiveness. It will consist of a series of beautiful and varied places, each with its own distinctive and positive identity.

Every element of the built environment should positively contribute to Greater Manchester's places and the communities which they serve. New development will be required to achieve an excellent standard of design, creating imaginative, safe, attractive and functional schemes which respond positively to their surroundings, the quality of an area, historic context and landscape character.

The design of development should specifically seek to:

1. Deliver inclusive places, which meet the needs of people irrespective of age, disability or gender;
2. Strengthen community spirit and integration, with opportunities for social interaction;
3. Promote walking and cycling, by prioritising pedestrians and cyclists, and by providing aesthetically attractive routes that connect to local facilities and to existing walking and cycling networks;
4. Secure high levels of amenity for residents, workers and visitors;
5. Integrate appropriate services and facilities;
6. Contribute to visually attractive places that raise the human spirit through exposure to greenery, wildlife, public art and quality design;
7. Incorporate significant elements of green infrastructure, completing gaps in the network wherever possible; and
8. Provide suitable living conditions, both indoors and outdoors, including high levels of energy efficiency and measures to control the microclimate.

All new dwellings in Greater Manchester should:

1. Comply with the nationally described space standard, unless there are specific standards set out in guidance adopted by the local planning authority; 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.



## Reasoned Justification

**22.0.1** High quality design will be fundamental to the future success of Greater Manchester, helping to ensure that it can deliver the quality of place that will enable it to compete successfully with other major cities across the world. The scale of development that is proposed across the sub-region makes it essential that all developments help to enhance local distinctiveness and identity, and avoid 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.

**22.0.2** The heritage of an area is an important component of this local identity. New development should seek to provide harmony between the old and the new, protecting and enhancing heritage assets and their settings, and enabling a clear understanding of how places have developed. The design of public realm is equally important, having the potential to offer considerable enhancement to the urban and rural environment. Another important aspect of local distinctiveness is the landscape and natural environment, which varies considerably across Greater Manchester. New development should respond positively to the wider landscape as well as individual landscape features, particularly the elements and opportunities that are identified in Natural England's National Character Area profiles. Introducing new development at the scale proposed by the GMSF provides an opportunity to address the gaps or discontinuity in Greater Manchester's green network, ensuring that all residents have access to quality green infrastructure for health and recreation as well as to enable greater levels of walking and cycling across the city region.

**22.0.3** It is also essential that residents have access to appropriate housing that can meet their needs and provide them with good living conditions. Ensuring that there is sufficient internal space for the intended number of occupants of a dwelling is an important component of this, and adopting the nationally described space standard will help to deliver it for all new dwellings. This will also enable increased levels of home-working, which will reduce the need to travel.

**22.0.4** It is through this combination of high quality design, at both a neighbourhood and household scale, that we will ensure we create the high quality, attractive places we need to ensure that Greater Manchester is both an appealing and healthy place to live and work.

## 23 Heritage

### Policy GM20

Greater Manchester will be a dynamic, forward-looking city region anchored by a deep respect for its heritage, particularly its leading role in the industrial revolution, social advancements and subsequent innovations.

The quality of Greater Manchester's heritage will be maximised by:

1. Preserving and enhancing heritage assets and their settings;
2. Ensuring that the design of new development fully responds to the historic context, reinforcing local character and identity;
3. Securing the sympathetic long-term reuse of heritage assets, helping to reduce the amount of heritage at risk;
4. Increasing the understanding and interpretation of the historic environment, including through archaeological works as part of new development and carefully recording lost heritage assets;
5. Maximising the positive contribution of Greater Manchester's industrial heritage, such as its canals and mills;
6. Protecting and restoring the area's natural heritage, such as ancient woodlands and peatlands.

### Reasoned justification

**23.0.1** Greater Manchester has a rich history, and has often been at the forefront of economic and social advancements of national and international significance, which has resulted in a diverse range of heritage assets. Many such assets relate to Greater Manchester's role in the industrial revolution and textiles industry, for example including the world's first passenger railway, a historically important canal network, mills and weaver's cottages, as well as the vast array of distinctive Victorian buildings. Greater Manchester has had an equally important role in social history, such as the co-operative movement and the political radicalism of the eighteenth century, reflected in features such as its historic public parks and museums. Parts of Greater Manchester are also notable for the remnants of past mining activity, and the use of local stone in the uplands.

**23.0.2** Heritage assets such as these, and the wider movements that they represent, are a fundamental part of the identity of Greater Manchester and its individual places, and a source of local pride. It is essential that this distinctiveness and connection to the past is protected and

enhanced as the sub-region continues to evolve. This will be important to differentiating Greater Manchester from other cities, increasing its attractiveness as a place to live and visit, and supporting economic growth.

## 24 Education, skills and knowledge

### Policy GM21

Greater Manchester will be distinguished by its high concentration of knowledge assets, its well-educated residents and its access to a very large pool of skilled labour capable of meeting the needs of all types of business. The following priorities will help to achieve this:

1. Support the provision of new and improved education and training facilities with good public transport access;
2. Ensure the delivery of sufficient school places in conjunction with new developments, with larger developments setting aside land and/or contributing to the cost of delivering land for new schools where required;
3. Provide high quality residential areas and living environments supported by high quality leisure and lifestyle amenities across Greater Manchester capable of attracting and retaining skilled workers;
4. Improve transport links to surrounding districts and other city regions across the North of England in order to maximise the ability to draw on skills from outside Greater Manchester;
5. Support the continued improvement of university facilities and accommodation, as part of a wider range of measures to make Greater Manchester one of the most attractive locations for students and researchers in the world;
6. Provide a wide range of sites and premises capable of attracting knowledge-intensive businesses, including those suitable for research activities and related spin-off businesses;
7. Secure local employment opportunities through local labour schemes and agreements.

### Reasoned justification

**24.0.1** Greater Manchester has a long history of being a forward-thinking city region, having been at the forefront of technological and transport innovations during the industrial revolution, as well as Alan Turing's work on the development of computers and more recently the discovery of graphene. Economic growth and the success of cities are increasingly reliant on knowledge creation and application, and Greater Manchester is an excellent position to take advantage of this. It is already the home of highly respected universities and has access to a large pool of skilled labour. However, there is significant potential for further improvements, particularly by increasing the educational attainment of residents, which would also have the advantage of improving social inclusion and helping to ensure that everyone shares in the benefits of economic growth. Education is a key determinant of life chances and the ability to access opportunities. Many parts of Greater Manchester have seen considerable growth in their school-aged population in recent years, which

has led to challenges in providing sufficient schools places, and it will be vital for additional school places to be delivered at an appropriate time and location able to cater for the demand from new housing developments.

**24.0.2** Increasing the knowledge base of Greater Manchester cannot be separated from enhancing its competitiveness more generally. For example, it will be essential that neighbourhoods across Greater Manchester are seen as attractive places to live, with a wide range of quality housing, high levels of green infrastructure and access to good facilities, so that they are locations where skilled workers want to live. However, there also needs to be the knowledge-based employment opportunities to attract such workers, which will depend on a vibrant economy and a good supply of sites and premises. The universities and hospitals have a central role to play, both in helping to generate Greater Manchester's knowledge intensity and selling it across the world. Continuing to improve the attractiveness of the area to study and conduct research will be an important element of this, for example by enhancing the facilities and sense of place within The Corridor along Oxford Road in Manchester.

## 25 Health

### Policy GM22

A significant improvement in the average health of Greater Manchester residents, and a reduction in health disparities, will be supported through a range of measures including the following priorities:

1. Require new development to maximise its positive contribution to healthy communities and minimise its negative health impacts, both by avoidance and mitigation, as far as practicable;
2. Support healthy lifestyles, including through the provision of a high quality green infrastructure network across Greater Manchester, supporting an increase in the proportion of trips that are made by walking and cycling, and the targeted control of premises that sell unhealthy food and alcohol;
3. Reduce the risks to human health, including by taking an integrated catchment-based approach to addressing flood risk, reducing levels of air pollution, providing cooling and shading to help combat high temperatures, and designing out crime;
4. Increase prosperity and social inclusion, including by making provision for new employment floorspace and supporting improvements to skills;
5. Increase the supply of high quality and affordable homes that meet minimum size and accessibility standards;
6. Enable better health care, including by requiring the provision of sufficient health facilities in conjunction with new developments and supporting the successful operation of Greater Manchester's hospitals.

### Reasoned justification

**25.0.1** The health outcomes for Greater Manchester residents are worse than those in other parts of the country and health inequalities are deep-rooted. Older women in Manchester have the worst life expectancy in England. The high prevalence of long term conditions such as cardiovascular and respiratory disease mean that Greater Manchester residents not only have a shorter life expectancy, but can expect to experience poor health at a younger age than in other parts of the country. An increase in the proportion of older people will increase the health pressures.

**25.0.2** Helping to address these problems is an important objective for the GMSF, and needs to be a key theme throughout. Better health will be important not only for the direct benefits for individuals and communities, but also the wider economic benefits by supporting an increase in labour market participation and reducing the costs associated with ill health. Conversely, prosperity

is one of the key determinants of health and so ensuring a successful economy for Greater Manchester, and that everyone shares in the benefits of growth, is very important. Many of the policies in this plan will help to support health improvements, such as the approach to enhancing the green infrastructure network, but it will be important for individual developments to maximise their contribution to good health wherever possible.

## 26 Social inclusion

### Policy GM23

The development of Greater Manchester will be managed so as to maximise the ability of all residents to share in the benefits of its economic growth and prosperity.

Key elements of this will include:

1. Improving the health and skills of residents, so as to better enable them to actively participate in society including the labour market;
2. Maximising access to employment, retail and leisure opportunities, and community facilities, including through improvements to transport networks and services, the location of development and the improvement of town centres;
3. Significantly increasing the supply of housing that people can afford, including through the planning system;
4. Securing the coordinated regeneration of deprived areas, including by prioritising the reuse of previously developed land and buildings;
5. Ensuring that new development is inclusive as possible, maximising its accessibility to all sections of society including through age-friendly design and by designing out crime;
6. Ensuring that all new dwellings are built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations, unless specific site conditions make this impracticable.

### Reasoned justification

**26.0.1** The success of this plan will ultimately depend not just on the levels of economic growth and development that are achieved but also on the extent to which all residents are able to share in Greater Manchester's prosperity. The sub-region currently has a large proportion of its population living in deprived areas with low educational attainment and poor health. As well as there being very important social reasons why such inequality needs to be addressed, it is also a major barrier to the long-term sustainability of cities. Consequently, all elements of this plan will should seek to enhance social inclusion, but there are certain measures, particularly around access to housing, employment, transport and facilities that will be vital to achieving an inclusive city region. The proposed distribution of development will ensure that all districts see significant levels of investment, which coupled with widespread improvements in transport networks should help to ensure that all residents are able to access the wide range of opportunities across Greater Manchester.



## 27 Infrastructure

### Policy GM24

A co-ordinated and integrated approach to infrastructure planning and delivery will be undertaken to ensure that the successful delivery of the GMSF is not limited by provision of transport, utilities, social and telecommunications infrastructure. To make this happen the Mayor / GMCA will implement the following approach:

1. Work directly with the infrastructure providers and regulators Ofcom, Ofwat and Ofgem Water Services Regulatory Authority known as Ofwat; Office of Gas and Electricity Markets known as Ofgem; and Ofcom is the communications regulator in the UK to ensure that future investment plans are consistent with the GMSF;
2. Promote collaboration and synchronisation of investments plans between the Mayor/GMCA and the main infrastructure providers: Highways England, United Utilities, the Environment Agency, National Grid, United Utilities and BT Open Reach;
3. Establish a new long-term funding mechanism for transport infrastructure to ensure timely delivery and capture of developer contributions;
4. Encouraging 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;
5. Ensure that a phasing and infrastructure ‘pooling’ strategy is in place for sites in multiple ownership and / or where build out will be delivered by different developers. This strategy should outline what needs to be provided by when and who will fund and deliver it;
6. Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring developers/site promoters to demonstrate, in conjunction with the utility providers that there will be adequate utility infrastructure capacity, both on and off the site to serve the development during its construction and completion. As a minimum, developers should identify and plan for:
  - 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;
  - 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;

- Telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
  - Separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and minimising discharge to the combined sewer network;
7. Enhancing the resilience of existing networks, assets and telecommunications infrastructure to accommodate growth and extreme weather events;
  8. Minimising the demand for power, water and utility services by requiring sustainable building design and the incorporation of demand management measures within all new development where practicable;
  9. Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider the Mayor/GMCA will require the developer to facilitate appropriate improvements which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades;
  10. Working with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction;
  11. Promoting 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.

## Reasoned justification

**27.0.1** Greater Manchester relies on a range of utilities to function as a business centre and to meet the needs of its communities. There are specific challenges to providing the infrastructure needed to support existing activity in the Greater Manchester and provide the infrastructure necessary to delivering the new homes and jobs needed in the period to 2035.

**27.0.2** Population and economic growth alone will increase demand, both for existing and for new 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.

**27.0.3** The capacity of the utility network to accommodate increased demand is considered generally robust. However, there are a number of areas with limited capacity to accommodate new demand and where confidence on delivery rates and phasing will be a critical success factor in providing certainty that any necessary infrastructure can be provided alongside the development.

**27.0.4** The Mayor/GMCA has strong links with the various infrastructure providers that service the conurbation, including United Utilities, Environment Agency, Electricity North West, National Grid (Gas), and BT Openreach. 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.

**27.0.5** Further information on planned and necessary infrastructure improvements required to deliver the GMSF will be outlined in the Infrastructure Delivery Plan.

# Allocations

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

## 28 Allocations

### Policy GM25

1. Development must be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been adopted by the relevant local planning authority (or authorities), with no development taking place prior to the adoption of the first masterplan for the site;
2. Development must make provision for, and be phased with, supporting infrastructure, facilities, environmental mitigation and, in the case of housing developments, affordable housing in accordance with district policies;
3. Development must take place at a speed that ensures that economic and housing needs are met, and where this does not happen then compulsory purchase powers may be used to progress development more quickly and in a more coordinated manner;
4. Development must be designed to minimise any adverse impacts on the remaining green belt, including the use of landscaping and carefully designed buffer zones which will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
5. Development must respect and take account of all designated and non designated heritage assets and their settings, as well as respecting wider features and qualities that create a sense of place or local character;
6. Development must mitigate flood risk and, where appropriate, provide for surface water drainage through soft, sustainable drainage methods;
7. Development must ensure the extraction of any viable brickclay, sand and gravel, sandstone and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

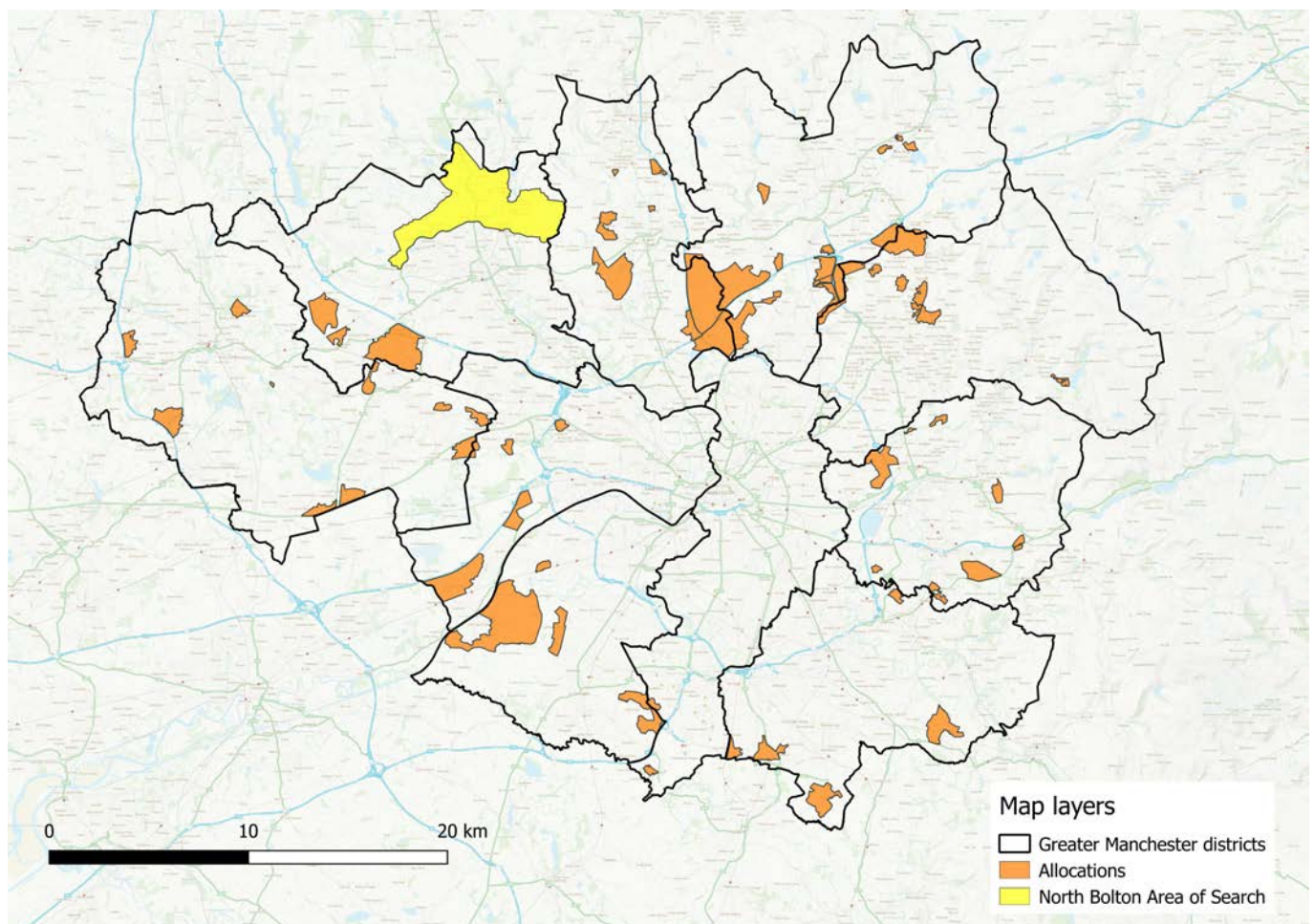
In the case of sites that involve the provision of housing, development must also accord with the following requirements:

- A. Maximise the delivery of affordable housing where required by district policies;
- B. Make full provision for the additional school places generated by the development, with the presumption that this will be on-site unless there are preferable opportunities off-site for the expansion of existing schools that are easily accessible from the site;
- C. Be designed to maximise the integration with existing neighbourhoods and communities;
- D. Enhance existing and provide new good quality walking and cycle routes to connect new and existing residential areas to encourage sustainable short journeys and promote healthier lifestyles;
- E. Include a detailed carbon assessment to demonstrate how the design and layout of the development has sought to maximise reductions in carbon emissions;
- F. Where appropriate demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals unless proven to be unviable.

Where appropriate, a Mayoral Development Corporation may be formed to help with the delivery of key sites.

## Reasoned justification

The figure below maps out all of the allocations proposed in the GMSF. Site allocations are shaded in brown and the North Bolton area of search shaded in yellow.



The development of land outside of the existing urban area is an issue of significant concern to local residents, and therefore it is essential that people are reassured that it is only being developed where the principles of sustainable development have been applied and there are no reasonable alternatives and that its release is carefully controlled to ensure that high quality places are delivered and any potential adverse effects are minimised and mitigated. The use of masterplans, adopted by the relevant council(s), will be an important component in ensuring that this is the case, helping to guarantee a coordinated approach that maximises the quality and benefits of the development. Mechanisms such as Mayoral Development Corporations and compulsory purchase orders (CPOs) will be used where appropriate to assist in the successful delivery of sites.

If successful places are to be created then it will be vital that developments deliver the infrastructure and facilities necessary to support them. The potential for public sector funding is likely to be very limited in most cases, with it being focused on the sites that can make the greatest contribution to economic growth, and land values will need to reflect fully the requirements for infrastructure and

facilities, including a significant proportion of affordable housing on sites incorporating residential development. This will still allow for a considerable uplift on existing agricultural values, providing a competitive return to the landowner.

Across local areas there will be a wide mix of housing size, type and tenure and the delivery of appropriate levels of affordable housing will be fully considered as a priority across Greater Manchester. It is important to ensure appropriate levels of provision are achieved on the allocated sites in this plan but only where it will help to ensure that inclusive developments are delivered that meet the needs of local areas. This will be important for supporting the economic growth of the sub-region, as well as achieving social objectives around access to a decent home at an affordable cost. Recent population growth in many parts of Greater Manchester has led to considerable increases in pupil numbers, which have been increasingly difficult to accommodate within existing schools. New residential developments must therefore ensure that they make full provision for the additional demand for school places that they are likely to generate, and this will often need to be within the site.

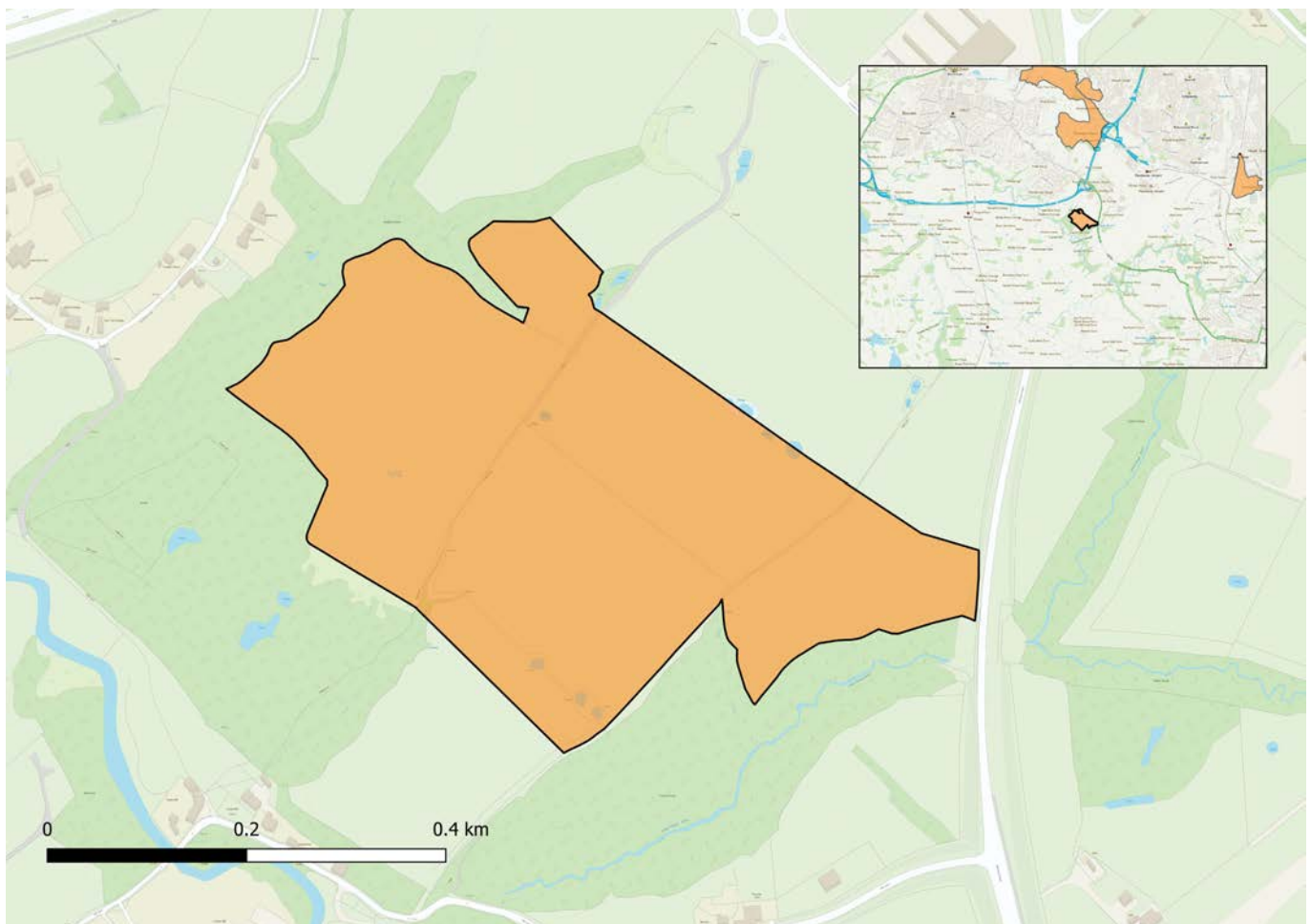
Similarly, population growth increases demands on other facilities and services and services such as sports and recreation facilities and healthcare. Where necessary, developers will be required to make provision for these increased demands.

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## 28.1 Airport Gateway

### 28.1.1 AG1 Airport City South (Manchester)

This area is located in the far south of Manchester, to the south west of the Airport terminals and to the west of the Airport runways, with the M56 Motorway that forms the border with Trafford to the north and west, and the A538 Wilmslow Road to the east. It is bounded by Sunbank Wood to the west and includes part of the Sunbank Wood & Ponds Site of Biological Importance; by Cotteril Clough Site of Special Scientific Interest (SSSI) to the southeast; and, by grassland to the south, east and north. The site is within the Manchester Airport City Enterprise Zone. Approximately 40,000m<sup>2</sup> of commercial floorspace is proposed for the site, predominantly for airport-focused logistics as part of the Airport City South development. Airport City South Extension



The development of the site will need to:

1. Meet the same policy requirements as are set out in policy MA1 of Manchester's local plan relating to the airport's operational area for the adjacent Global Logistics site;
2. Encapsulate very high quality design and construction standards, maximising the use of renewable energy and sustainable drainage systems, and utilising high quality and sustainable construction materials;



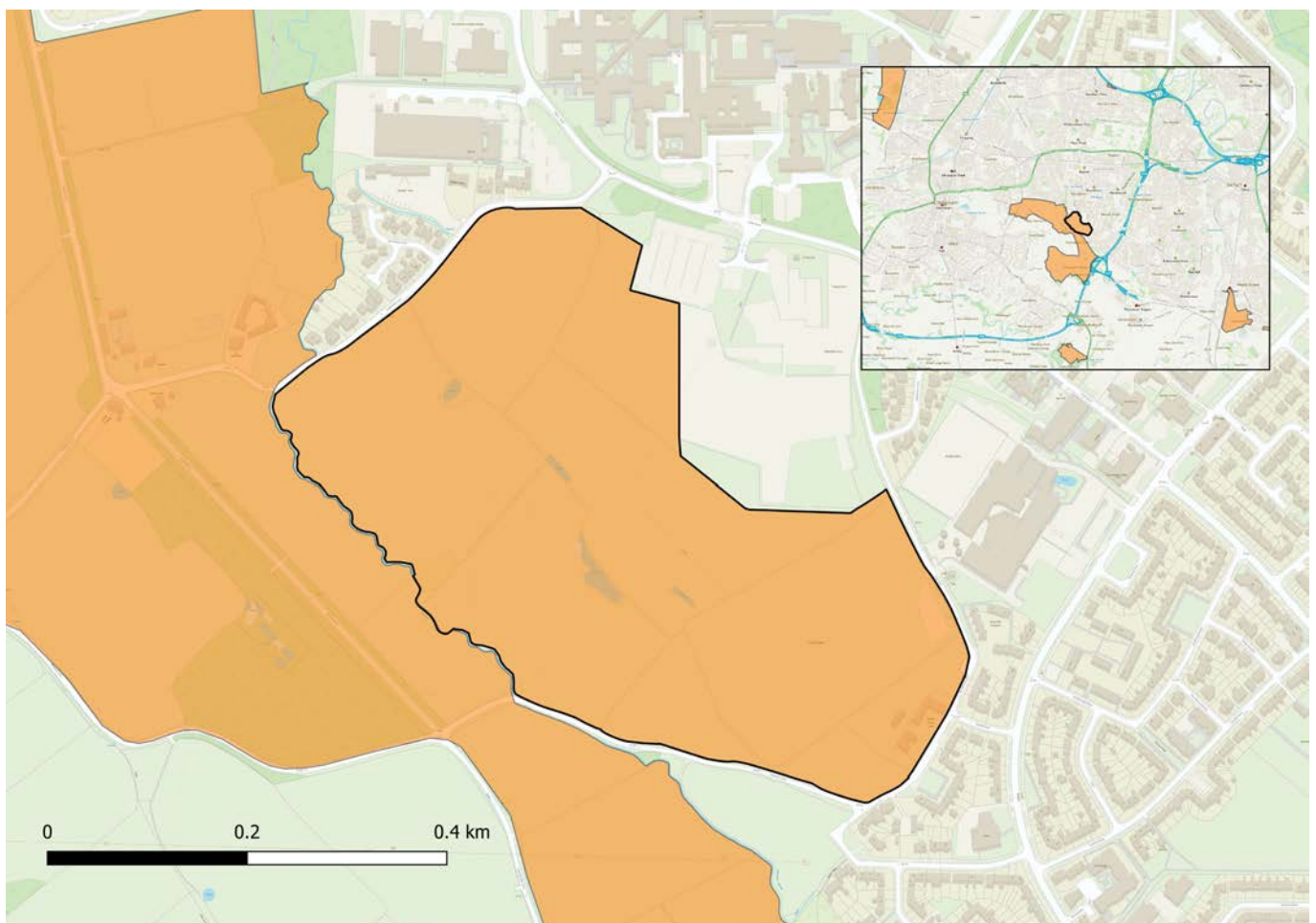
3. Facilitate improvements to the surrounding local highway network, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;
4. Complement the development of the wider Airport City South;
5. Protect the biodiversity of Sunbank Wood & Ponds and Cotteril Clough at all stages of the development process; this would include air and water pollution and waste from the development;
6. Provide further woodland and associated flora within the site, to extend functionally both Sunbank Wood and Cotteril Clough adjacent to the site and improve connectivity for wildlife between the two. Complementary native species should be chosen and existing features of biological importance, such as the ponds, meadows and hedgerows in the south of the site should be protected.

### **Reasoned justification**

The opportunity that Manchester Airport and the associated Enterprise Zone provides for the growth of the Greater Manchester economy is significant. By attracting investment from globally mobile industries to an exemplar development at Airport City South, 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.

### 28.1.2 AG2 Roundthorn Medipark Extension (Manchester)

This area is located in the far south of Manchester, a short distance to the south of the University Hospital South Manchester. The area is bordered by Fairywell Brook to the southwest, which also forms the border with Trafford; by Dobbinetts Lane to the northwest; by a surface car park to the north; and, by Floats Road / Barnacre Avenue / Newall Road / Whitecarr Lane to the east and southeast, which would provide access to the area. There is potential for the Metrolink line to Manchester Airport to be extended through the eastern part of the site, including a potential station on Barnacre Avenue as part of any redevelopment. Newell Green Farm is in the east of the site, adjoining a playing field, neither of which are currently proposed for development. The site is within the Manchester Airport City Enterprise Zone. Approximately 86,000m<sup>2</sup> of commercial floorspace is proposed for the site, as part of the Roundthorn Medipark development.



The development of the site will need to:

1. Encapsulate very high quality design and construction standards, maximising the use of renewable energy and sustainable drainage systems, and utilising high quality and sustainable construction materials;

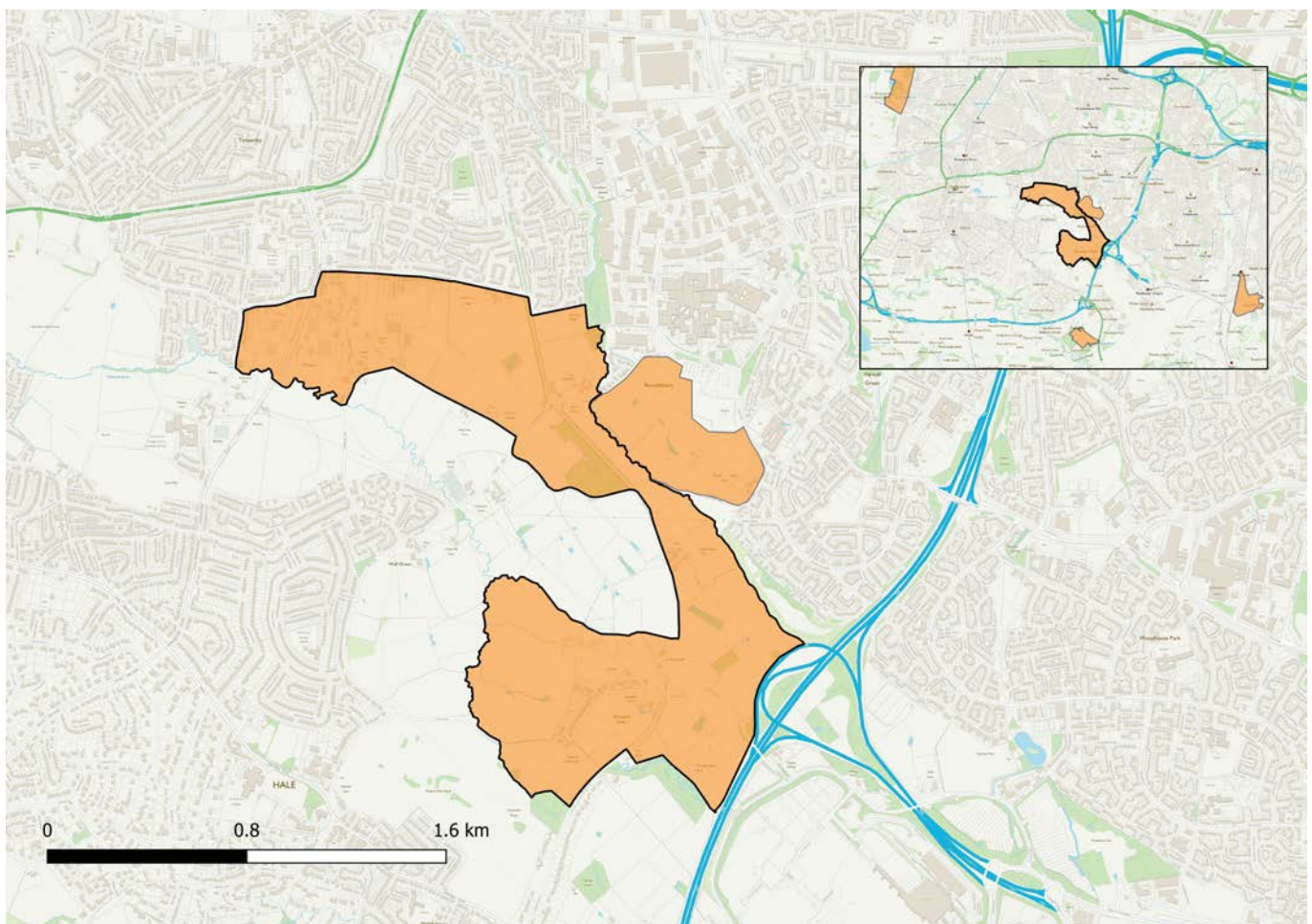
2. Facilitate improvements to the surrounding local highway network, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;
3. Enable the extension of the Metrolink track to Manchester Airport by protecting future track and associated infrastructure from development;
4. Complement the wider Roundthorn Medipark development, and any development proposed for the western side of Fairywell Brook in Trafford. Within the site, Medipark development will not affect Newall Green Farm and the adjacent playing field;
5. Development of the site should 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.

### **Reasoned justification**

The opportunity that this area offers because of its proximity to University Hospital South Manchester 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 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.

### 28.1.3 AG3 Timperley Wedge, Davenport Green (Trafford)

Timperley Wedge is within the Airport City Gateway, it stretches west from Davenport Green adjacent to the M56, the Airport towards Altrincham. It is bounded by Timperley, Newall Green and University Hospital South Manchester to the north, Timperley Brook and Brooks Drive to the south and south west and Clay Lane, Whitecarr Lane and Roaring Gate Lane to the west and north west. As set out in the Airport Gateway policy, it will maximise the benefits of the Airport and will be dependent of the delivery of key transport infrastructure, including the extension to the Airport Metrolink line and HS2. 3,300 new homes and 50,000m<sup>2</sup> of new office floorspace will be constructed, together with supporting transport and social infrastructure. The scheme will be characterised by a high level of green infrastructure along Timperley Brook maintaining the separation of settlements and recognising the high biodiversity and recreation value of this corridor.



Development at this location will be required to:

1. Provide 3,300 residential units in a mix of housing types and tenures. Whilst the majority will be higher value, low density properties, higher density dwellings, with a broader mix of tenure, will be appropriate closer to the proposed Davenport Green Metrolink station and the HS2 station, taking advantage of their accessible locations;

2. Provide 50,000m<sup>2</sup> employment land to support the expansion of Manchester Airport and University Hospital South Manchester;
3. Deliver the Airport Metrolink Line, western loop extension;
4. Deliver the necessary improvements to the local and strategic highway infrastructure;
5. Establish a new local centre, providing community infrastructure such as education, health and convenience shopping facilities, to support the new community;
6. Provide a significant green infrastructure corridor and rural park where the site borders Timperley Brook. This park and corridor will protect Sites of Biological Importance and will retain landscape features such as ponds, mature trees and hedgerows, and create opportunities for areas of water, parkland, cycle and walking routes through the site. This land will remain within the Green Belt;
7. Retain and enhance existing sports and recreation facilities to meet the future needs of the local community;
8. Protect and enhance the heritage assets within the site, and their settings, particularly listed structures such as Davenport Green Hall and Barn;
9. Incorporate appropriate noise mitigation along the M56 motorway and the Metrolink and HS2 corridors;
10. Ensure new development is sensitively integrated with existing residential areas and respects the priority GI status of much of the land.

### **Reasoned justification**

The site is very well-located adjacent to existing urban areas and close to Airport City. The Airport City will see rapid Economic Growth over the coming years. Timperley Wedge has long been identified as an area which is well positioned to support such growth. This allocation seeks to deliver a new sustainable, mixed use community over the life time of this plan.

The phasing of this development will reflect the need for significant new infrastructure to be provided to support the development.

The extension to the Metrolink line will ensure the development is sustainable and will provide links to the Airport and the employment areas in the City Centre and Trafford Park.

The proximity of the site to affluent housing areas together with height restrictions due to the proximity of the airport make the area most suitable for low density high end housing. However some higher density housing close to the Metrolink and HS2 stations would be appropriate.

TfGM's 2040 Strategy seeks to deliver better east-west connectivity to the Airport from within Trafford and out to Stockport and Tameside, this development site will help to secure these transport improvements.

The development will need to provide a wide range of new community facilities on site. The site will be an attractive location for families, and it is anticipated that this will generate an additional demand for school places which will need to be accommodated within the site.

The development will involve the removal of an area from the Green Belt, however a considerable area of Green Belt will remain to the west of Timperley Brook and Clay Lane that will be protected from development and will maintain the separation of Timperley from Hale. The presence of areas of Significant Biological Importance (SBI), Ponds and Timperley Brook running along the southern and western boundary are seen as priority Green Infrastructure (GI) and will be protected from development by Policy GM7. GI functionality will be enhanced through the proposed development, benefiting existing and new residents.

The close proximity and accessibility of Timperley Wedge to a high number of residential suburbs and its relative narrow width has resulted in the presence of many urbanising features that as stated in the Green Belt Assessment have affected its Green Belt function of openness and have resulted in much of the northern part of the Wedge not retaining the character of open countryside. A significant area of the site is used for sport or recreation and this role should be protected and enhanced so as to realise its full potential to become a very accessible centre of sporting excellence for a number of different sports. This should not be compromised by the area being taken out of Green Belt.

Residential development exists along Brookes Drive on the boundary of the area and part of Shay Lane near Davenport Green Hall is within the area. New development would need to be sensitively integrated into these areas.

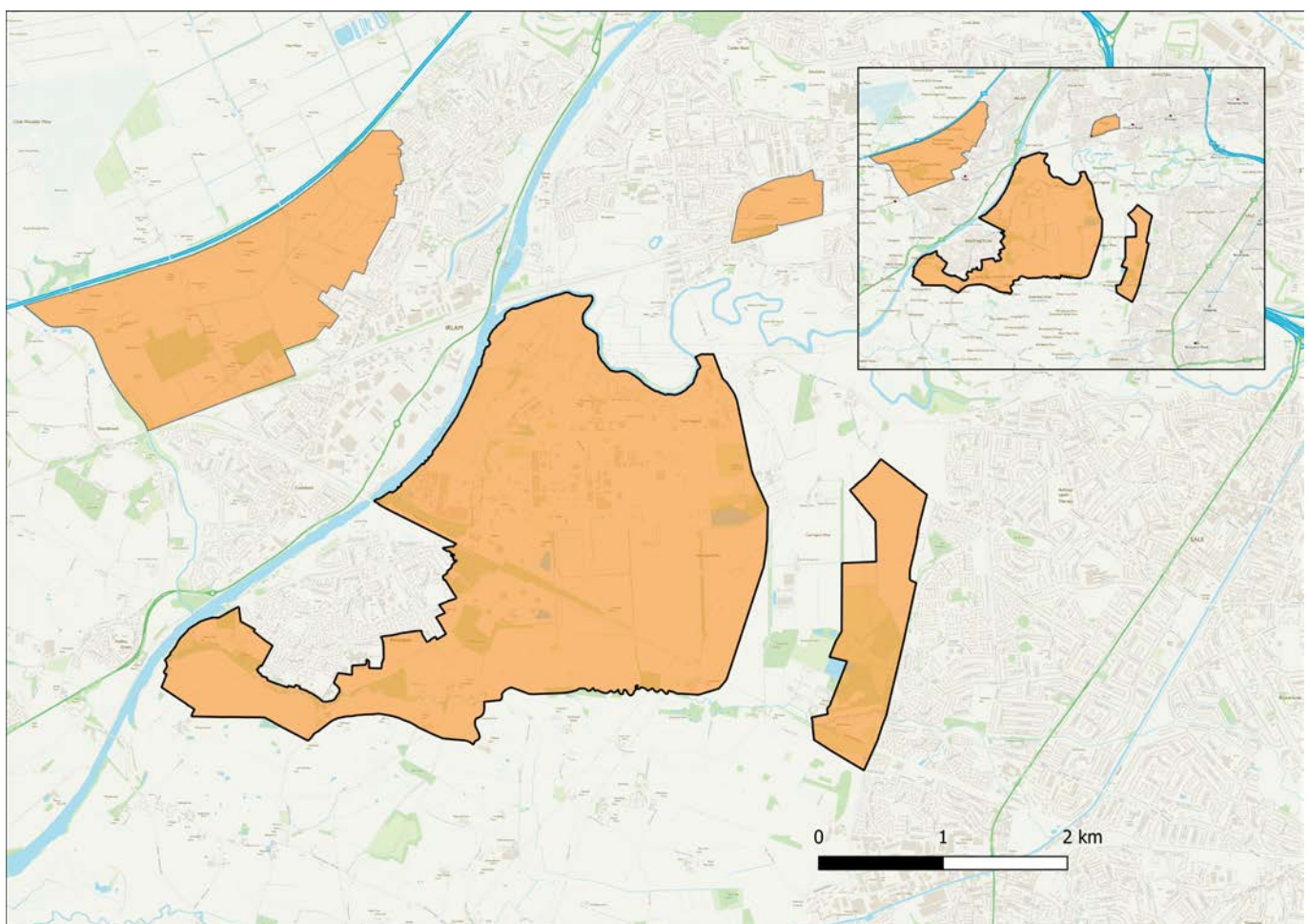
## 28.2 Western Gateway

### 28.2.1 WG1 New Carrington (Trafford)

This allocation includes the former Shell Carrington industrial estate and extends east to the Sale West boundary and south of Partington to Sinderland Lane.

The site will deliver up to 750,000m<sup>2</sup> of employment floorspace and 11,500 new homes, together with supporting infrastructure. This allocation will enable significant regeneration to take place in three of Trafford's most deprived communities of Carrington, Partington and Sale West. It will complement committed schemes within the existing settlement of Partington, including the new centre and the planned new residential development abutting the Manchester Ship Canal.

The proposal is characterised by a green wedge of Green Belt land, stretching through the site. This provides an attractive green setting for the communities of Carrington, Partington and Sale West and maintains the separation of these settlements whilst protecting important habitats.



Development at this location will be required to:

1. Deliver approx. 7,500 residential units within the plan period, across all three communities;

2. Incorporate a broad mix of housing types and tenures, including a significant proportion of family accommodation. Higher density development could be delivered close to key transport hubs;
3. Deliver coherent, sustainable communities;
4. Deliver up to 750,000 m<sup>2</sup> (gross) of employment opportunities for industry and warehousing;
5. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring the sustainable growth of the Carrington community;
6. Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks; these include public transport and highway infrastructure schemes;
7. Enhance existing and provide new, good quality walking and cycle routes, including the Trans Pennine Trail, to connect to new and existing residential areas to encourage sustainable short journeys and promote healthier lifestyles;
8. Retain a Green Belt gap through the Strategic Allocation to maintain a distinct separation between development at Carrington, Partington and Sale West and provide defensible Green Belt boundaries;
9. Protect and enhance the existing green infrastructure, including Dainewell Park and Wood, along the current Sale West boundary to provide a green setting to the Sale West extension and to provide an appropriate buffer between the new and existing development;
10. Provide community/local facilities at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area. These will include health centre(s), school(s) and local scale convenience shopping;
11. Consider 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;
12. Provide a new open space / outdoor recreation area between the Waste Water Treatment Works and the Sale West boundary;
13. Provide a significant amount of green infrastructure throughout the overall site, including the protection of sites of nature conservation and biological importance, areas of Carrington Moss and minimise the loss of landscape features such as the rides, hedgerows and tree belts;
14. Utilise the Red Brook corridor as an attractive landscape feature to the south of the site, retaining significant open land around the brook; and
15. Incorporate full mitigation of any flood risk associated with the development;
16. Protect and enhance heritage assets within and close to the site, including their settings.



## Reasoned justification

This allocation offers a significant opportunity to secure the regeneration of three areas within the wider Western Gateway location. All three communities are, at present, relatively isolated; however the level of development proposed will enable key infrastructure improvements to be delivered as part of the wider Western Gateway strategic location. This will significantly enhance connections to the wider area.

A new link road between the M60 and M62 routed through the Carrington site will provide improved road connections and thereby enhance the attractiveness of Carrington as an employment location.

Employment development will be located in the north western area of the Carrington site, largely on the existing brownfield land. This is the most appropriate use in this area considering the constraints posed by existing COMAH sites.

Housing will be of a scale that delivers a substantial new community in Carrington and enables critical social and transport infrastructure to be delivered and supported in Partington and Sale West. The sites will primarily deliver family housing, although some apartments will be appropriate adjacent to transport hubs / town centres. A new centre will be provided to service the needs of the new community; whilst also providing improved facilities for existing communities at Carrington and Partington.

For the residential development, a phasing plan will be required. This should be guided by the delivery of transport, green and social infrastructure, to ensure that the Carrington and Sale West communities grow sustainably.

The development will enhance the existing green infrastructure characteristics across the site, including open spaces and woodlands. Enhancements to the mature tree belt along the existing Sale West boundary will also contribute to the green setting of the Sale West extension. Opportunities will also be taken to secure the delivery of a Green Loop or other similar green infrastructure around Partington.

The retained Green Belt through the middle of the site 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 areas of Carrington Moss, part of the Greater Manchester Nature Improvement Area, and retain features which characterise the landscape such as the hedgerows and rides. The wedge will be protected as a GI corridor, connecting the Sinderland Brook to the Mersey Valley in the north.

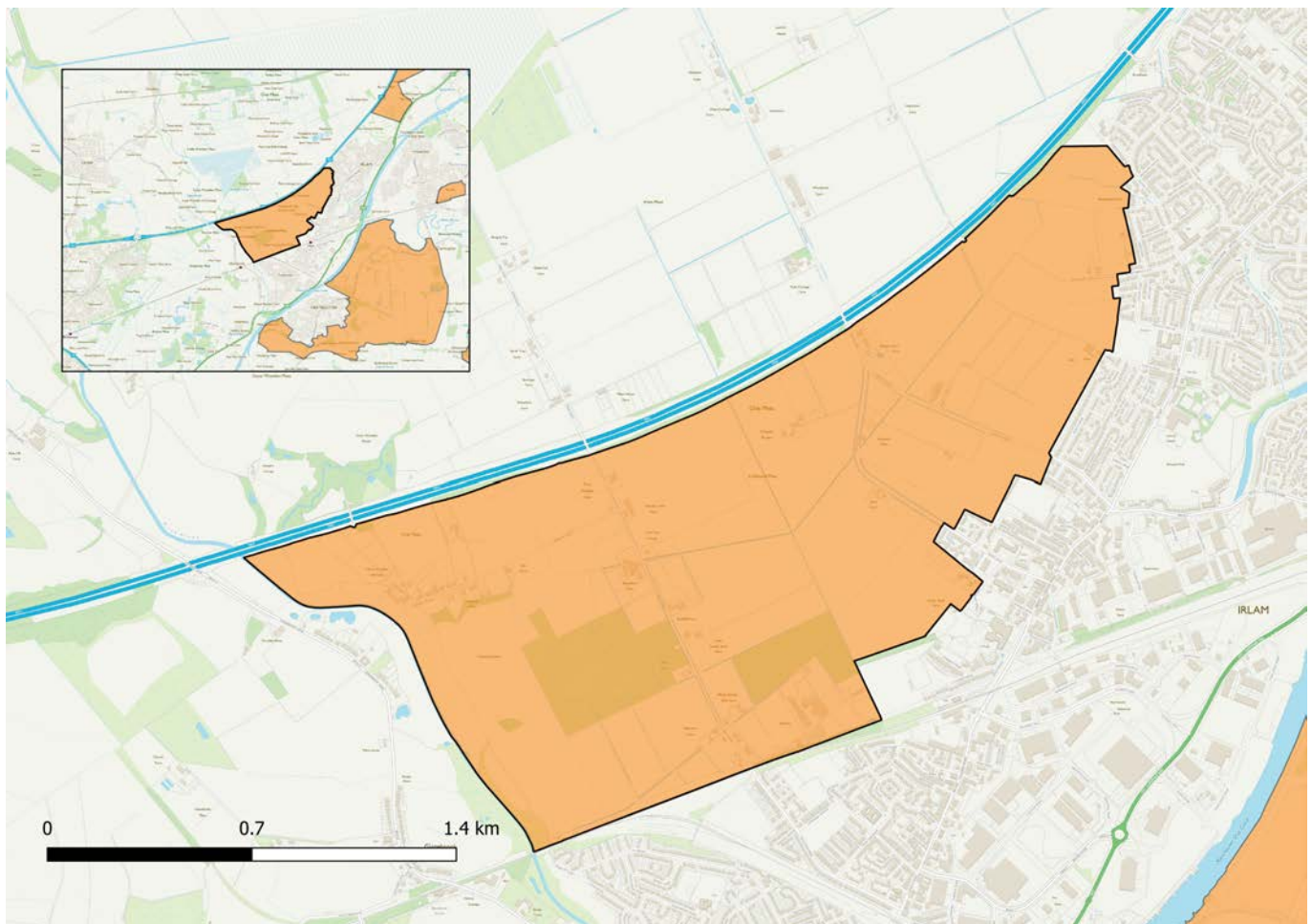
Opportunities will be explored to maximise the potential of the Red Brook in terms of urban flood management.

Delivery of the quantum of housing will extend well beyond the plan period. It is anticipated that this allocation will deliver approximately 7,500 residential units during the lifetime of the plan period, across all three existing communities, however the allocation offers great potential to meet the needs of GM well beyond the plan period, with potentially 11,500 units being delivered over the next 30-40 years.

In order to achieve the full potential offered by this site, various delivery models will be considered, including the use of public/private partnerships in the early phases, to establish the housing markets.

### 28.2.2 WG2 Western Cadishead and Irlam (Salford)

The area extending west of Irlam, with the M62 motorway to the north, the Irlam rail line to the south and the city boundary to the west, will be developed to provide a high quality extension to the Irlam neighbourhood. Around 2,250 new homes will be constructed by 2035, together with supporting facilities, and the scheme will be characterised by a high level of green infrastructure extending into Chat Moss to the north.



The development of the site will need to:

1. Provide a broad mix of housing, including:
  - a. A significant number of affordable homes, equating to around 40% of the total dwellings on the site;
  - b. Higher value properties to diversify the type of accommodation across the Irlam and Cadishead;

- c. Higher density dwellings close to Irlam station to take advantage of the accessible location; and
  - d. A significant amount of housing targeted at older people, potentially including a retirement village close to a new local centre;
2. Provide a very large amount of green infrastructure throughout the site, including the protection of New Moss Wood and the retention of landscape features such as mature trees and hedgerows, and create attractive access routes through to Chat Moss to the north;
  3. Naturalize the Glaze Brook, incorporate full mitigation for any flood risk associated with it, and retain a strategic recreation route alongside it;
  4. Protect and enhance the heritage assets within the site, and their settings, particularly the grade II listed Greater Woollen Hall, the promontory fort to its west, which is a scheduled ancient monument, and the wider archaeological landscape;
  5. Include a new, centrally located neighbourhood park and sports pitches to provide a range of facilities for all ages including play areas, multiple sports pitches, other outdoor sports with ancillary facilities (changing rooms and car parking);
  6. Provide a small local centre within the site, incorporating a new health centre offering GP and dental services;
  7. Promote walking and cycling through a range of measures, including: a. Enhancing existing, and provide new, walking and cycling routes through the site, connecting new housing to local facilities, employment opportunities and the wider pedestrian and cycling network; b. Providing significant cycle parking with any new facilities located within the site, and enhanced cycle parking at Irlam Station;
  8. Ensure that vehicular access to the site does not compromise the quality of existing residential areas;
  9. Incorporate appropriate noise mitigation along the M62 motorway;
  10. Integrate existing dwellings and their gardens;
  11. Set aside land for new schools, both primary and secondary, to serve the additional demand for school places generated by the new homes;
  12. Minimise the loss of the carbon storage function of the peat and 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; and
  13. Make a significant contribution to the enhancement of Chat Moss, particularly in terms of lowland raised bog restoration and widening public access.

## Reasoned justification

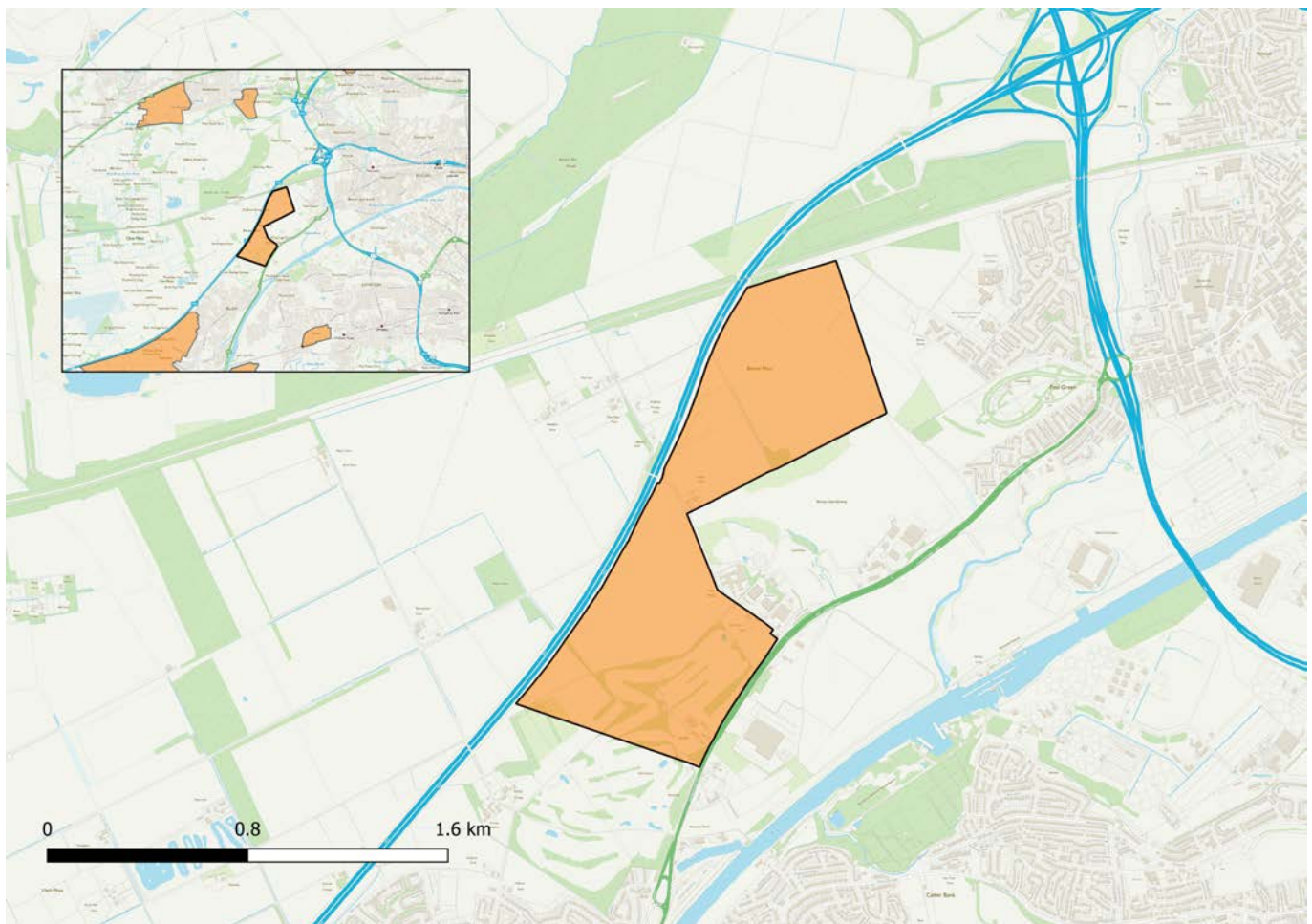
The site offers one of a small number of opportunities across Greater Manchester to deliver a large-scale, sustainable urban extension. It is very well-located for accessing a wide range of employment opportunities, with the nearby Irlam Station providing easy access to the City Centre and Trafford Park, bus routes to Port Salford and Eccles, and Northbank Industrial Park just to the south of the site. The size of the site provides the potential to deliver a very varied mix of housing, helping to deliver a highly inclusive neighbourhood.

The large number of new residents will help to support existing shops and services in Irlam and Cadishead, such as the nearby Lower Irlam Local Centre, but it will also be necessary to provide new facilities on site. This will include a small local centre that will help to act as a focus for the new development. The site will be an attractive location for families, and it is anticipated that this will generate an additional demand for school places, at least part of which will need to be accommodated within the site. A significant amount of new recreation space will need to be provided to meet the needs of the new residents, and this should also be accessible to the existing urban area so as to aid community cohesion.

Most of the site has significant depths of peat across it, which 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 need 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. Compensation for the loss of the peat, mossland and green belt will need to be provided by contributing to the enhancement of Chat Moss as an integrated nature conservation resource with improved public access, which will play an important role in meeting the recreation needs of the development. Water vole and bird surveys will be required prior to any development. There will also 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, reflecting the sensitive archaeological landscape.

### 28.2.3 WG3 Port Salford Extension (Salford)

A major expansion of Port Salford accommodating around 320,000 m<sup>2</sup> of employment floorspace will be delivered to the north and west of City Airport, 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.



The development of the site will need to:

1. Not be commenced until: A) At least 75% of the proposed floorspace on the existing Port Salford site to the south of the A57 has been completed; and B ) The following infrastructure, in no order of priority, has been completed and is operational: i) The rail link from the Manchester-Liverpool line into the existing Port Salford site to the south of the A57; ii) The new wharves on the Manchester Ship Canal within the existing Port Salford site; iii) A new junction on the M62 to the north-east of Irlam; and iv) A link road between the new M62 junction and the A57;

2. Ensure that all occupiers have easy access to, and are able to utilise, the new rail link and wharves at Port Salford;
3. Protect the full functioning and operational safety of City Airport and Heliport and the setting of the listed buildings within it;
4. Protect and record the archaeological interest across the site;
5. Protect and enhance the Foxhill Glen site of biological importance and other marsh habitats around Boyle Brook;
6. 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, maximise biodiversity and mitigate the environmental impacts of development including noise;
7. 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;
8. Have regard to the potential for surface water and groundwater flood risk, protect the quality of watercourses through and around the site, and not adversely affect the hydrology of surrounding areas of peat/mossland;
9. Accommodate a potential extension of the Trafford Park Metrolink to serve Port Salford;
10. Maintain the direct pedestrian link between the Boysnope golf course and club house;
11. Make provision for the prior extraction of sand and gravel before any development takes place, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan Document;
12. Make a significant contribution to the enhancement of Chat Moss, particularly in terms of lowland raised bog restoration and widening public access and
13. Involve high levels of community engagement including liaison meetings convened by the landowner and/or developers.

### **Reasoned justification**

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. The permitted initial phase of development will provide around 150,000m<sup>2</sup> of floorspace. Enabling its expansion 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 should also be provided in order to diversify the employment and investment opportunities in this part of Greater Manchester.

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 rail and wharf infrastructure delivered as part of the permitted scheme. Nevertheless, the site will still generate significant additional traffic, and it will be necessary to provide a new motorway junction and link road for this to be accommodated. This will provide wider benefits to the motorway network, helping to reduce the amount of traffic that needs to pass through the congested Eccles interchange where the M60, M62 and M602 meet. The provision of a park and ride facility served from the new junction and link road will help to reduce traffic moving inside of the M60, offsetting to some degree the traffic associated with the development.

The retention of the green belt to the west and east of the site will help to prevent the coalescence of Irlam and Eccles. Even with the retention 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. City Airport and Heliport is an important facility for Greater Manchester, as well as being a significant heritage asset, and the Port Salford expansion 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.

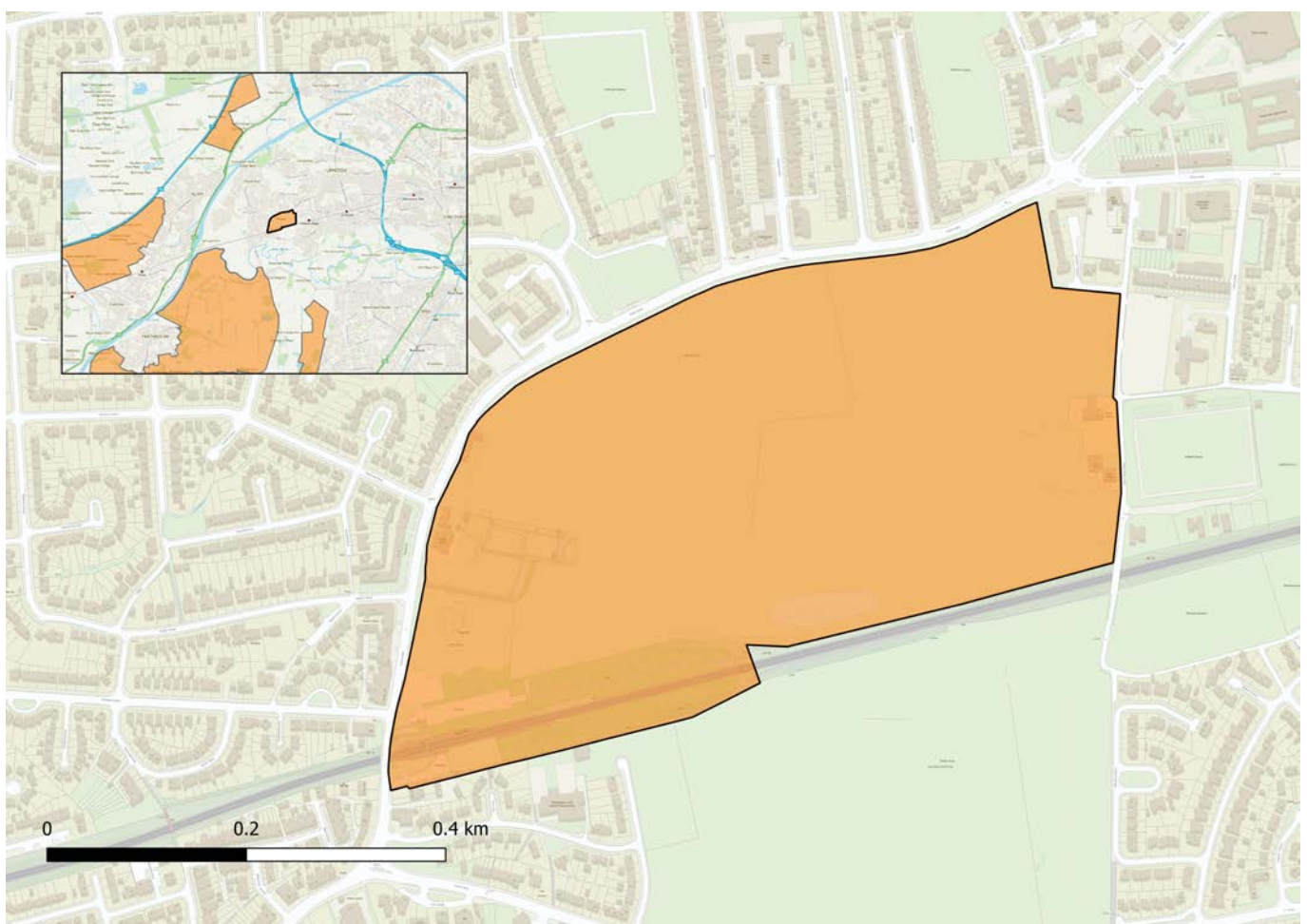
Compensation for the loss of the peat, mossland and green belt will need to be provided by contributing to the enhancement of Chat Moss as an integrated nature conservation resource with improved public access. Some land remediation may be needed given former landfill activity on part of the site. Water vole and bird surveys will be required prior to any development. There will also 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, reflecting the sensitive archaeological landscape.



### 28.2.4 WG4 land at Flixton Station (Trafford)

The area is located to the west of Urmston Town Centre and is bound by Flixton Road to the north, Penny Bridge Lane to the east and the Manchester to Liverpool railway to the south. The area incorporates Flixton Station, William Wroe Golf Course Flixton Park playing fields and the Grade II Listed Flixton House and associated buildings.

In seeking to maximise the site's location adjacent to Flixton Station around 750 new homes will be constructed, the scheme will be characterised by a high level of green infrastructure.



Development at this location will be required to:

1. Provide a broad mix of housing type and tenure, with higher density dwellings close to Flixton Station to take advantage of the accessible location;
2. Provide a significant amount of housing targeted at families;
3. Secure enhancements to rail services and rail station infrastructure including cycle parking facilities;

4. Contribute to social and transport infrastructure as appropriate;
5. Enhance the existing green infrastructure within the site including the protection of the wildlife corridor and minimise the loss of landscape features such as mature trees and hedgerows and create opportunities for parks, cycle and walking routes through the site.
6. Ensure the retention, protection and enhancement of the existing Flixton Sports Ground, in order to meet the future needs of the local community;
7. Deliver a single re-modelled golf course within the Green Belt, to the south of the railway line;
8. Protect and enhance the heritage assets and their settings, within the site in particular the Grade II listed Flixton House together with the associated buildings;
9. Incorporate appropriate noise mitigation along the railway line;
10. Ensure that new development is appropriately integrated with existing residential development.

### **Reasoned Justification**

The site offers the opportunity to deliver an attractive extension to the urban area. Its close proximity to Flixton Station offers a sustainable location with easy access to Manchester and Liverpool.

The site is also well served by buses providing access to Urmston, Stretford, Altrincham, Trafford City and Manchester City Centre.

The site provides the potential to deliver a broad mix of housing including accommodation suitable for families and affordable housing; higher density apartments could be achieved alongside Flixton Station helping to deliver a highly inclusive neighbourhood.

The increased number of new residents will help to support existing shops and services at the nearby Flixton Road Local Centre and Urmston Town Centre.

The site will be attractive for families and as such there will be increased demand for the number of school places in the area.

The land to the north of the railway land will be excluded from the Green Belt, with the railway providing a logical and defensible new boundary for the Green Belt.

The existing Flixton Sports Ground and the area surrounding the Grade II listed Flixton House and associated buildings will be protected from development, retained, and enhanced in order to continue to meet the needs of the existing and future communities.

This proposed development offers the opportunity to maximise development close to an existing transport node, whilst at the same time delivering enhanced golfing provision in this locality.

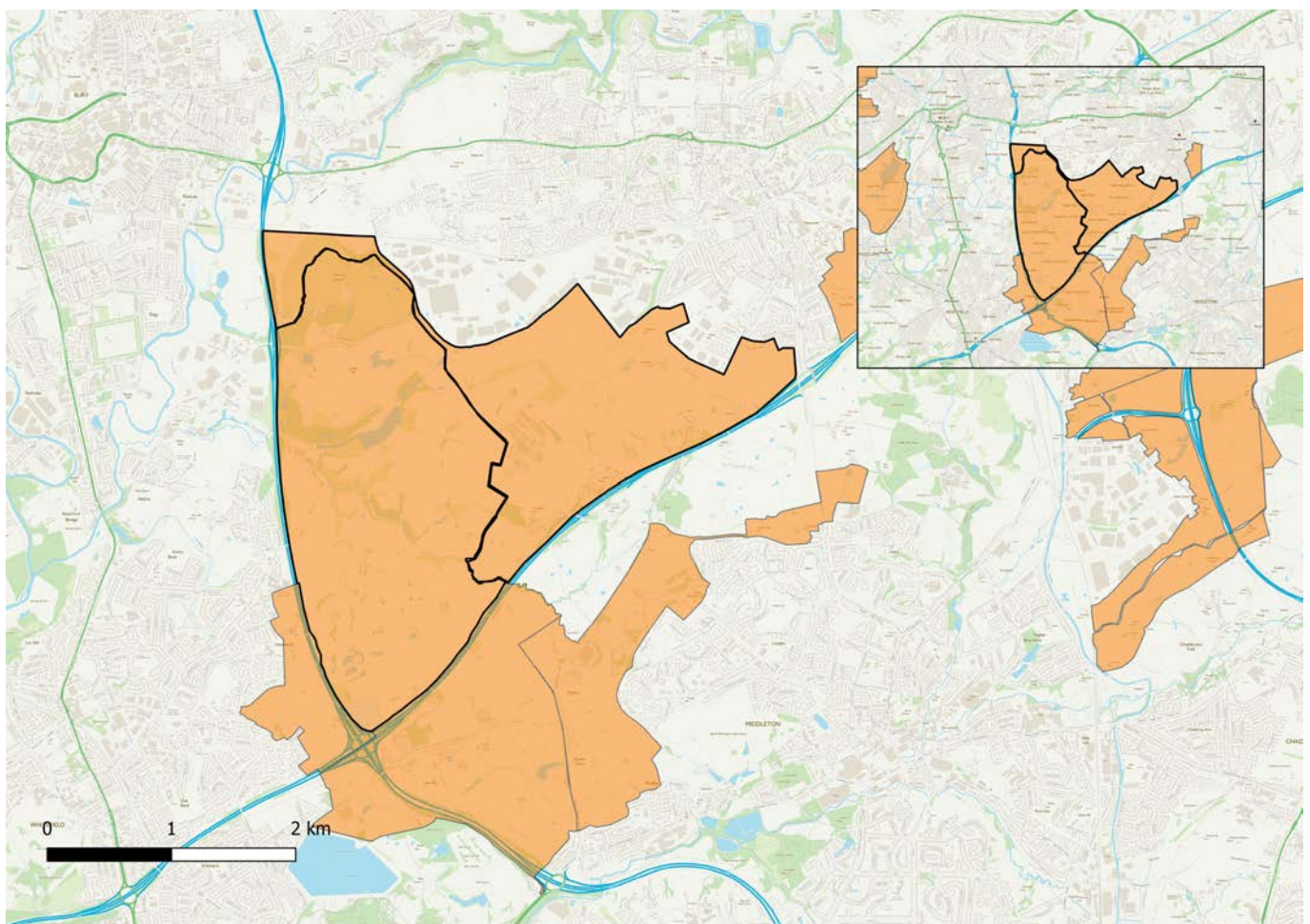
The Manchester to Liverpool Railway wildlife corridor runs through the site along the route of the existing railway line. A priority habitat (deciduous woodland) is located to the south of the railway line and will be protected from development.

The area is surrounded by existing residential development. Any proposed development will need to be sensitively integrated into the surrounding area.

## 28.3 Northern Gateway

### 28.3.1 NG1a North of M62 (Bury and Rochdale)

This area provides a nationally significant employment opportunity in a highly accessible location. The site which is bounded on two sides by the M62 and M66 will build on existing successful business parks in the area to deliver around 1,580,000 m<sup>2</sup> of floorspace to attract a wider range of business sectors including logistics, advanced manufacturing and higher value/knowledge-based employment. Much of the area is capable of being served by rail subject to availability of freight paths as well as benefiting from the excellent road connections via the M62, M66 and M60.



The development of the site will need to:

1. Provide a mix of high quality employment premises in an attractive business park setting in order to appeal to wide range of business sectors and help rebalance economic growth within the sub-region.

2. Make improvements to Junction 3 of the M66 and improved links between this junction and Junction 19 of the M62, providing outstanding highway accessibility to employment development in this area as well as increasing alternative access routes around Simister Island for local traffic.
3. Explore the opportunity to deliver a rail freight spur into the expanded Heywood employment area exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the site to the north and Calder Valley line to the east.
4. Support the delivery of improved public transport infrastructure to enhance sustainable connectivity to the wider sub-region and adjoining districts. 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.
5. Provide good quality walking and cycling routes in order to create sustainable local access from and to new and existing neighbourhoods, including the new significant housing opportunity to the south of the M62 and Whitefield (NG2(b) and NG2(c)) .
6. Protect and enhance the existing recreation facilities where required.
7. Deliver around 1,000 additional homes along with a new primary school in the eastern part of the site to support the early delivery of the infrastructure and provide a planned buffer between existing housing and the new employment development.
8. Deliver around 200 homes on the Western boundary of the site, north of Castlebrook High School playing fields, with a buffer separating this area from the wider employment opportunity.
9. Provide a good range of supporting and ancillary services including the potential for a new local centre and a range of hotel, leisure and conferencing facilities.
10. Seek to offset the loss of private open land through the provision of an accessible and high quality green and blue infrastructure network to provide health benefits to workers and residents and well as creating a visually attractive environment. This should include the retention and incorporation of existing features such as Whittle and Brightley Brooks, and Pilsworth Fisheries.
11. Incorporate appropriate noise and air quality mitigation along the M62 and M66 motorway corridors.

## **Reasoned justification**

This site has been identified as a large, nationally significant location for new employment-led development within the wider Northern Gateway opportunity area. The scale of the opportunity will help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation and helps to balance the overall economic growth of the sub-region. This site benefits from being

in close proximity to existing regionally renowned employment sites, notably Heywood Distribution Park and Pilsworth. 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.

Whilst the location of this site along the key M62 east-west axis will be attractive to logistics companies in particular, it is important that it provides high quality business premises for a range of sectors. This variety will not only provide a better range of jobs but has the potential to provide premises for new and growing sectors, thus diversifying both the local and sub-regional economy. The size of the proposal also means that the supporting and ancillary facilities and services required will provide even further opportunities for new investment and jobs.

It should be noted that the existing Birch Industrial Estate is located within the site. This is a successful estate that has benefited from recent investment and would be retained as part of any development. This site will also share the benefits of the improved accessibility of the area. The area also includes an existing golf club and school playing field. The retention of these would affect the size of the developable area but would not have a major impact on the significance of the opportunity.

The delivery of such a site will require significant investment in infrastructure if it is to be successful and sustainable. The site clearly has excellent access to the motorway network and will benefit from improved linkages to J19 of the M62 and junction 3 of the M66. However, the site will need to benefit from a wide range of public transport improvements in order to promote sustainable travel and make the site more accessible to the local labour pool. Such public transport improvements, potentially including rapid transit, will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable shorter journeys to work.

Although predominately an employment site, the delivery of around 1,000 homes and a new primary school on the western part of the site will help to create a more mixed use urban extension. The new school will not only provide space to accommodate 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.

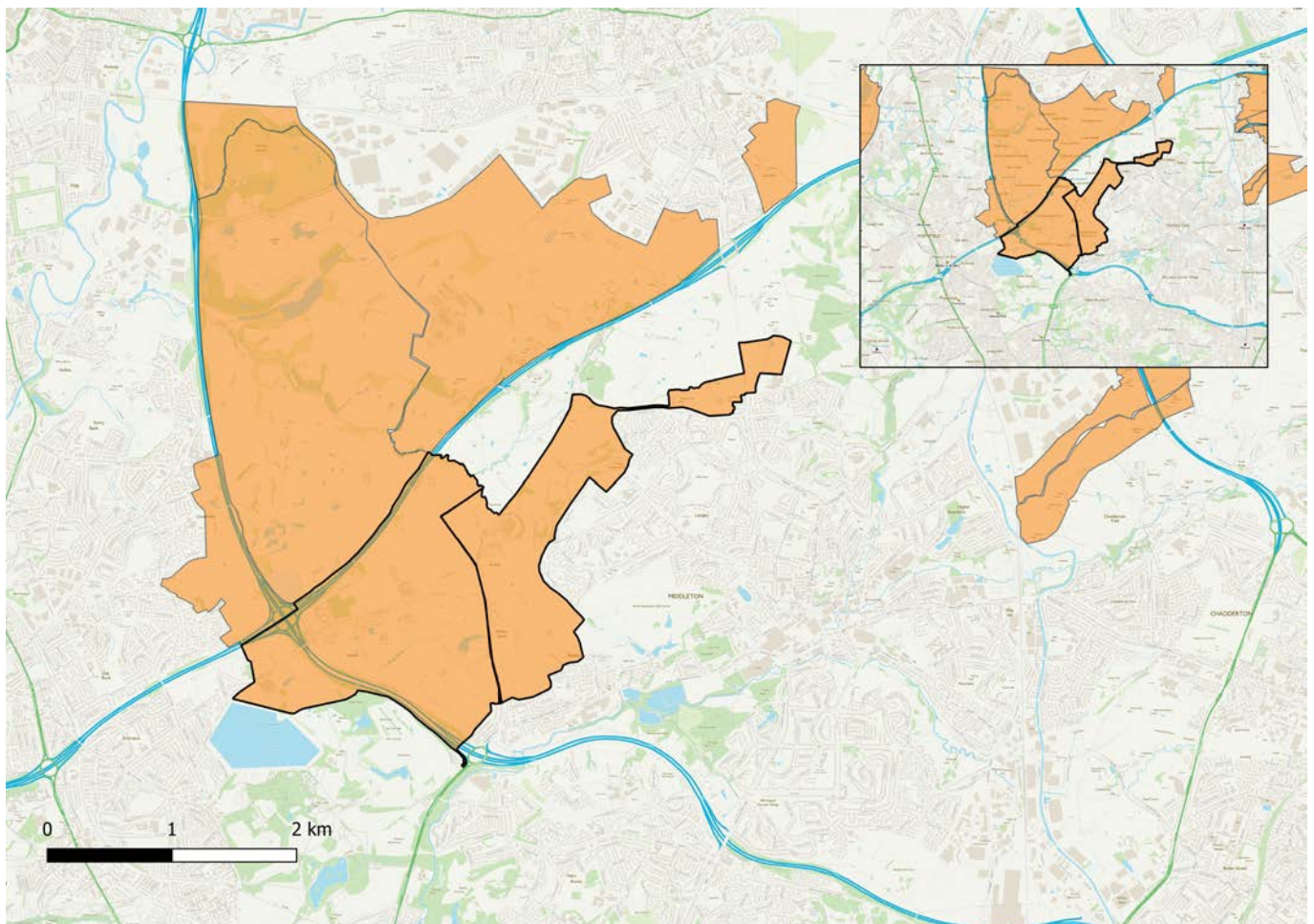
The land is relatively undulating and the contours do offer opportunities to create an attractive and interesting setting for the development as well as providing some natural screening. This should be complimented by the creation of a good quality green and blue infrastructure network which will provide 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 the site 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, address SUDS and widen local biodiversity. Tree planting, particular adjacent to the motorway corridors, will help to mitigate against noise and air pollution.

Part of the site includes a currently operating land fill site at Pilsworth South in Bury. This site has a time-limited planning consent to undertake land fill operations and restore the site by the end of 2028. Additional investigations will be required to determine whether there is potential for this to

be incorporated as part of the developable area or whether it should, as is the current restoration plan, be restored to form part of the wider site's contribution towards the provision of green infrastructure.

### 28.3.2 NG1b South of M62 (Bury and Rochdale)

The area south of the M62 extending eastwards from Prestwich towards the north of Middleton at Junction 19 of the M62 and the A6046, and southwards towards Junction 19 of the M60, including Simister and Bowlee, will be developed to provide an urban extension. Around 3,400 homes will be constructed, together with supporting facilities, improved access to motorway interchanges and will be served by improved public transport provision.



The development of the site will need to:

1. Provide a broad mix of housing to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley area, and a mix of densities with higher densities closer to points of interchange and lower densities adjacent existing villages which will require a sensitive design response to respond to their context.
2. Facilitate the required supporting transport infrastructure including the upgrading of the local highways network at Simister and improved public transport provision, in order to serve the development and improve the capacity of the wider local road network.



3. Make provision for new schools and provide additional capacity at existing schools in the area where appropriate to serve the prospective residents and to meet demand from adjacent areas.
4. Enable more trips to be made by walking and cycling by providing new recreation routes and public rights of way across the site within new areas of green infrastructure, facilitating new connections to existing cycle routes, surrounding urban areas and to new areas of employment at the North of M62 site under NG1(a).
5. Incorporate appropriate flood mitigation measures including sustainable urban drainage particularly along Whittle Brook.
6. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.
7. Make provision for a new district centre and community facilities to serve the prospective residents.
8. Provide necessary on-site recreational facilities for the prospective residents and provide replacement recreational facilities where required.
9. Protect and enhance existing recreation facilities where required.
10. Protect and enhance the setting of the Registered Park and Garden at Heaton Park and of listed buildings.
11. Incorporate appropriate noise and air quality mitigation along the M62 and M66 motorway corridors.

### **Reasoned justification**

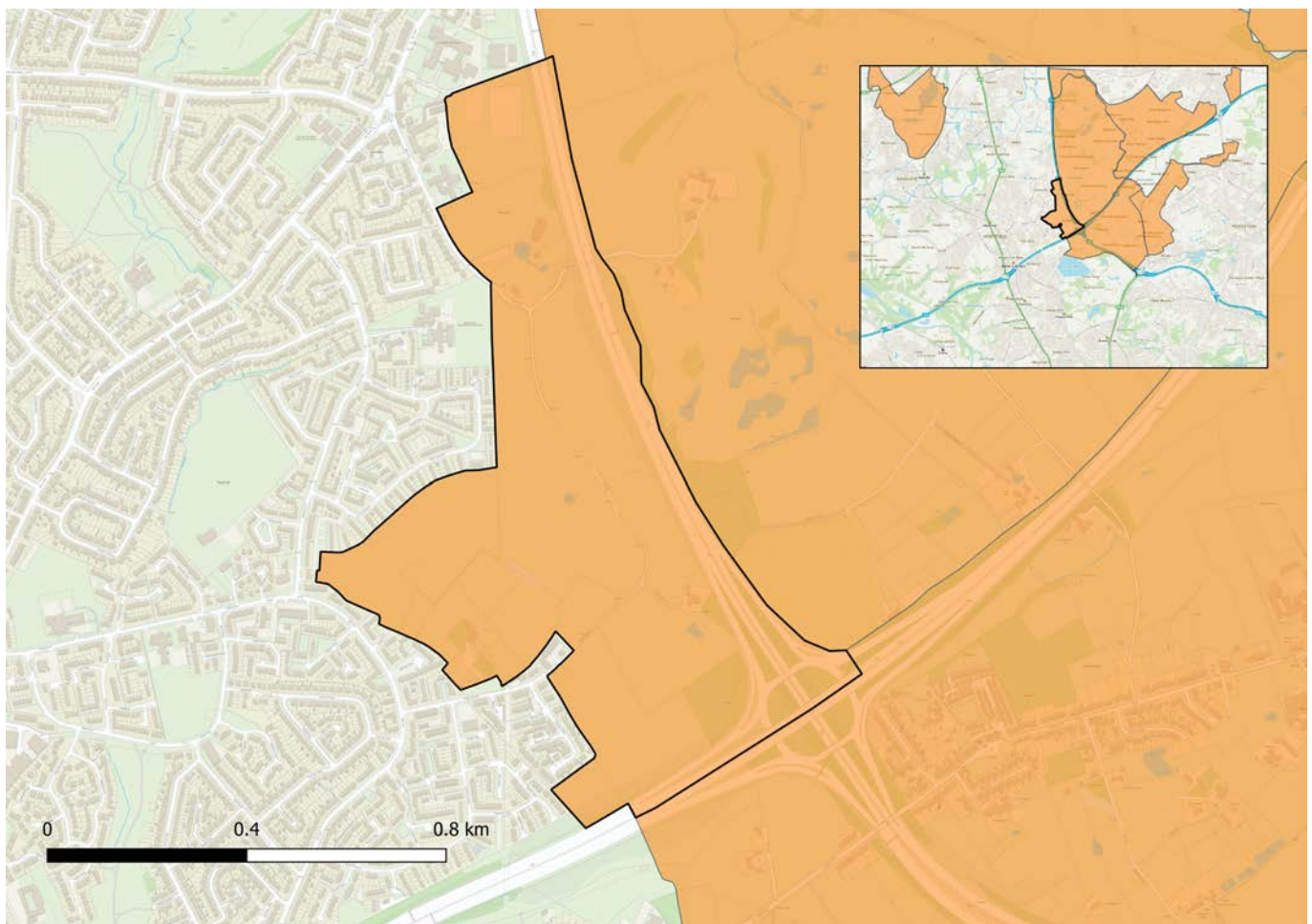
The delivery of this urban extension, as with the Northern Gateway as a whole, has transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area of high deprivation. This area of the conurbation is currently surrounded by urban areas and is traversed by motorways but has pockets of poor accessibility. The delivery of such a significant opportunity offered by this site will require significant investment in infrastructure if it is to be successful and sustainable. 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 and areas of open land and green infrastructure will be incorporated to maintain the identities of these places. Demand on school places will also increase and therefore investment in new and existing schools will be expected.

The development of a large-scale community such as this will require new facilities for residents such as shops, medical centres, community centres and recreational areas and these will be provided in accessible locations within walking distance of homes.

The site will need to benefit from a wide range of public transport improvements in order to promote sustainable travel and make the site more accessible to new employment opportunities promoted by the GMSF to the north of the M62 (Policy NG1(a)). Such 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, particularly in an area which scores poorly in terms of deprivation.

### 28.3.3 NG1c Whitefield (Bury)

The area bounded by the M66 motorway to the east, the M60 motorway and Junction 18 to the south, the urban areas of Whitefield to the west and Unsworth to the north will be developed to provide 600 new homes and supporting infrastructure. The site is well contained by existing residential areas and highways, and the layout will ensure that accessibility to this area is improved and that new service provision will cater for the wider needs of the Whitefield/Unsworth area.



The development of the site will need to:

1. Provide a broad mix of housing to diversify the type of accommodation in the Whitefield and Unsworth areas;
2. Make provision for new schools and provide additional capacity at existing schools in the area where appropriate to serve the prospective residents and to meet demand from adjacent areas;
3. Improve accessibility to the area by public transport and by upgrading the existing local road infrastructure;

4. Make provision for a new district centre and community facilities to serve the prospective residents;
5. Enable more trips to be made by walking and cycling by providing new recreation routes and public rights of way across the site within new areas of green infrastructure, facilitating new connections to existing cycle routes, surrounding urban areas, recreational facilities and to new areas of employment at the North of M62 site under NG1(a);
6. Incorporate appropriate flood mitigation measures including sustainable urban drainage;
7. Provide necessary on-site recreational facilities for the prospective residents;
8. Protect and enhance the existing recreation facilities at Boz Park and Unsworth Cricket Club and Castlebrook High School Playing Fields;
9. Incorporate appropriate noise and air quality mitigation along the M62 and M66 motorway corridors.

### **Reasoned justification**

This site is currently sparsely populated and is predominantly used for agriculture although offers a strategic opportunity at the entrance to the Northern Gateway to deliver housing in a location adjacent well-established defensible boundaries, and in an area with prospects for integrating new development with both existing communities and facilities and with prospective new strategic employment opportunities north of the M62 via sustainable modes of travel.

The site shares its boundary with the motorways and Junction 18 of the M62, although access is poor at present as it is served by unadopted roads and footpaths and has little or no relationship with the broad areas of population that lie beside it. Local road infrastructure must be substantially upgraded to bring the site forward therefore, to allow adequate access points from both Unsworth and Whitefield.

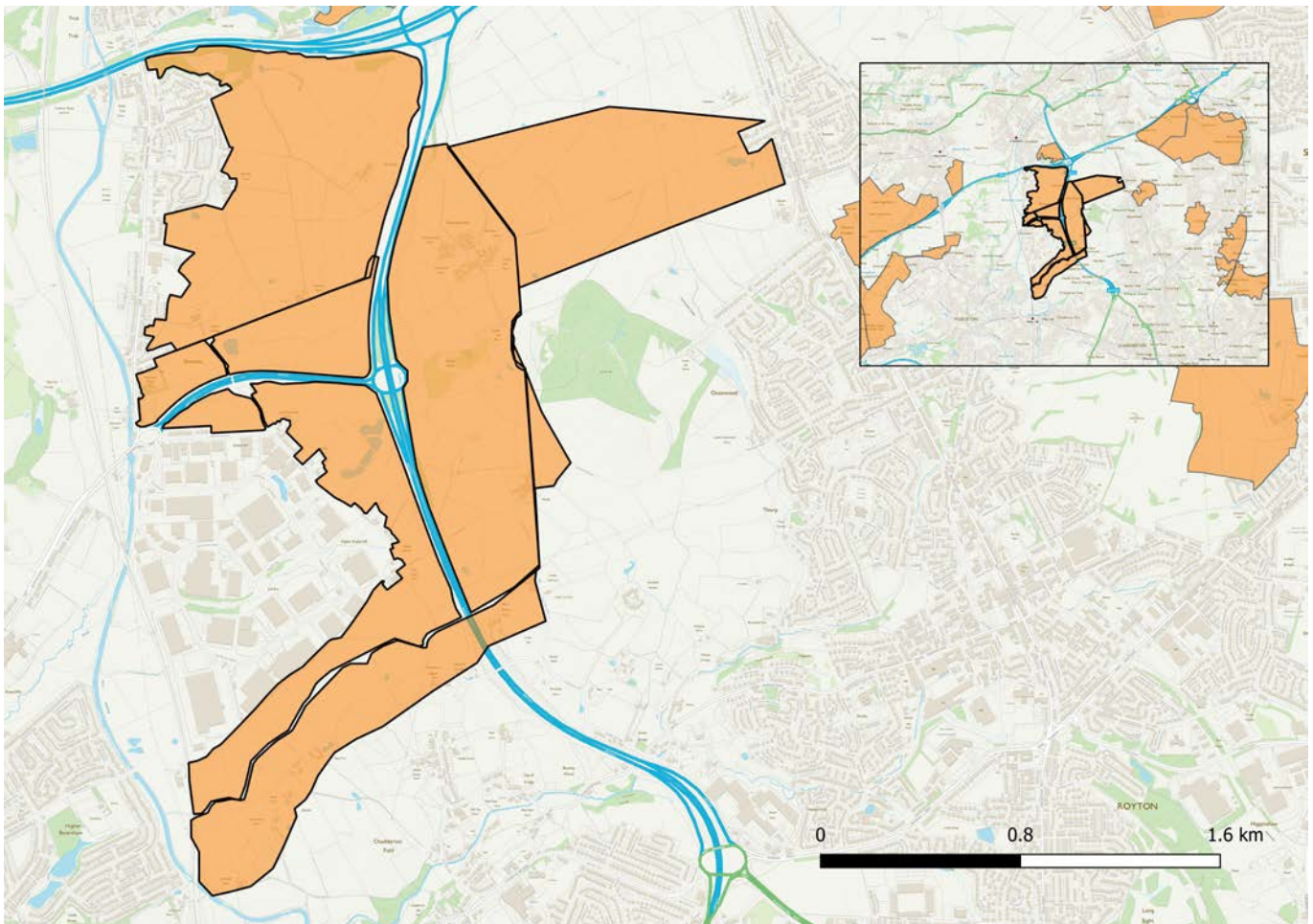
There is potential to bring forward new area of green infrastructure within the site across the central belt from west to east, incorporating pedestrian and cycle routes and linking residential areas in the Hilton area, via the currently peripheral open space on the edge of the built up area at Boz Park, across the M66 to the new employment opportunities promoted by the GMSF to the north of the M62 (Policy NG1(a)).

A new district centre will be provided towards the centre of the site to serve the new communities and will be in close proximity to the new proposed pedestrian link to Strategic Allocation NG1(a) to help address the existing inadequate access to existing provision at Whitefield and Unsworth for much of the site and for new employees. Demand on school places will also increase and therefore investment in new and existing schools will be expected.

The land is relatively undulating to the south and adjacent the M60/M66 slip roads to and from Junction 18 and the landform offers opportunities to create provide natural screening. Tree planting will help to mitigate against noise and air pollution.

### 28.3.4 NG2 Land east and west of A627M (Oldham and Rochdale)

The area north, south and east of Stakehill Business Park will be developed to deliver a regionally significant employment site along with significant areas of new housing. The site which straddles the A627(M) and has excellent accessibility to the motorway network can deliver around 480,000 m<sup>2</sup> of employment floorspace together with around 2,800 new homes.



The development will need to:

1. Deliver a good range of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing, logistics and other growth industries, taking advantage of its accessible location and proximity to the M62, and complementing the other opportunities with the Northern Gateway;
2. Provide a mix of high quality housing to support the new jobs created along the M62 corridor and create a sustainable and high quality extension to the urban area;
3. Create new designated access from appropriate points on the A627(M) to provide safe and convenient access to the motorway network and increase the attractiveness of the area to developers;

4. 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;
5. Provide good quality walking and cycling routes to connect to new and existing residential areas in order to encourage sustainable short journeys to work and promote healthier lifestyles;
6. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
7. Deliver high quality landscaping and green infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. This should have regard to the sites relationship with Tandle Hill Country Park and include good quality boundary treatment, particularly on the northern edge of the site east of the A627(M) and the southern edge to the north of Chadderton Fold to provide an attractive defensible Green Belt boundary;
8. Retain and where possible enhance areas of biodiversity within the area, notably the existing Sites of Biological Importance (SBI) at Gerrard Wood (adjacent to the A627(M)) and Rochdale Canal, along with the existing brooks and reservoirs within the site;
9. Be sensitive to views from the adjacent Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;
10. 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, including the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site;
11. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; and
12. Ensure the extraction of any viable brickclay, sand and gravel, and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

Any scheme will need to accord with relevant policies within the Oldham Local Plan and Rochdale Local Plan as considered necessary and appropriate.

### **Reasoned justification**

NG2 provides an 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 contribute towards the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It

would involve the loss of Green Belt, however, it offers an excellent location, as part of the Northern Gateway and Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the Northern Gateway and elsewhere.

Stakehill Business Park has a strong reputation as an employment location and has excellent access to the motorway network. This existing successful business park can provide a focus for a significantly expanded employment offer in this area which will complement the other opportunity areas within the Northern gateway. The nature of the site, which straddles the A627 (M) and its spur towards Middleton, provides an opportunity to provide a comprehensive employment area but with distinctive areas that provide different types of premises and appeal to a wide range of uses and sectors.

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 Royton, Chadderton and Slattocks. This area is characterised by good accessibility, a number of popular schools and proximity to a range of retail facilities and other services.

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. 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 supporting bus services that link these modes of transport. The scale of development proposed does offer the opportunity to deliver public transport improvements that will improve sustainable travel options to both existing and future residents and workers within the site. 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.

The development would involve the loss of Green Belt. Given this and the proximity to Tandle Hill Country Park it is vital that any development provides high quality landscaping and open spaces to create an attractive environment and increase opportunities for both informal and formal recreation. The impact of the development on views from Tandle Hill Country Park should be given particular consideration. As well as landscaping, any development should demonstrate how the design and materials use within the development can help mitigate against any visual impact. The site does include areas of biodiversity in the form of Sites of Biological Importance (SBIs), reservoirs, and brooks. These and other nature conservation features should be retained and enhanced where possible.

The wider opportunity area includes existing development, notably the small settlement of Thornham Fold. Any proposed scheme should have full regard to these areas and consider them through the detailed masterplanning of the area.

The scale of residential development means that 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 medical facilities, facilities for sport and recreation and possibly a small local centre/s.

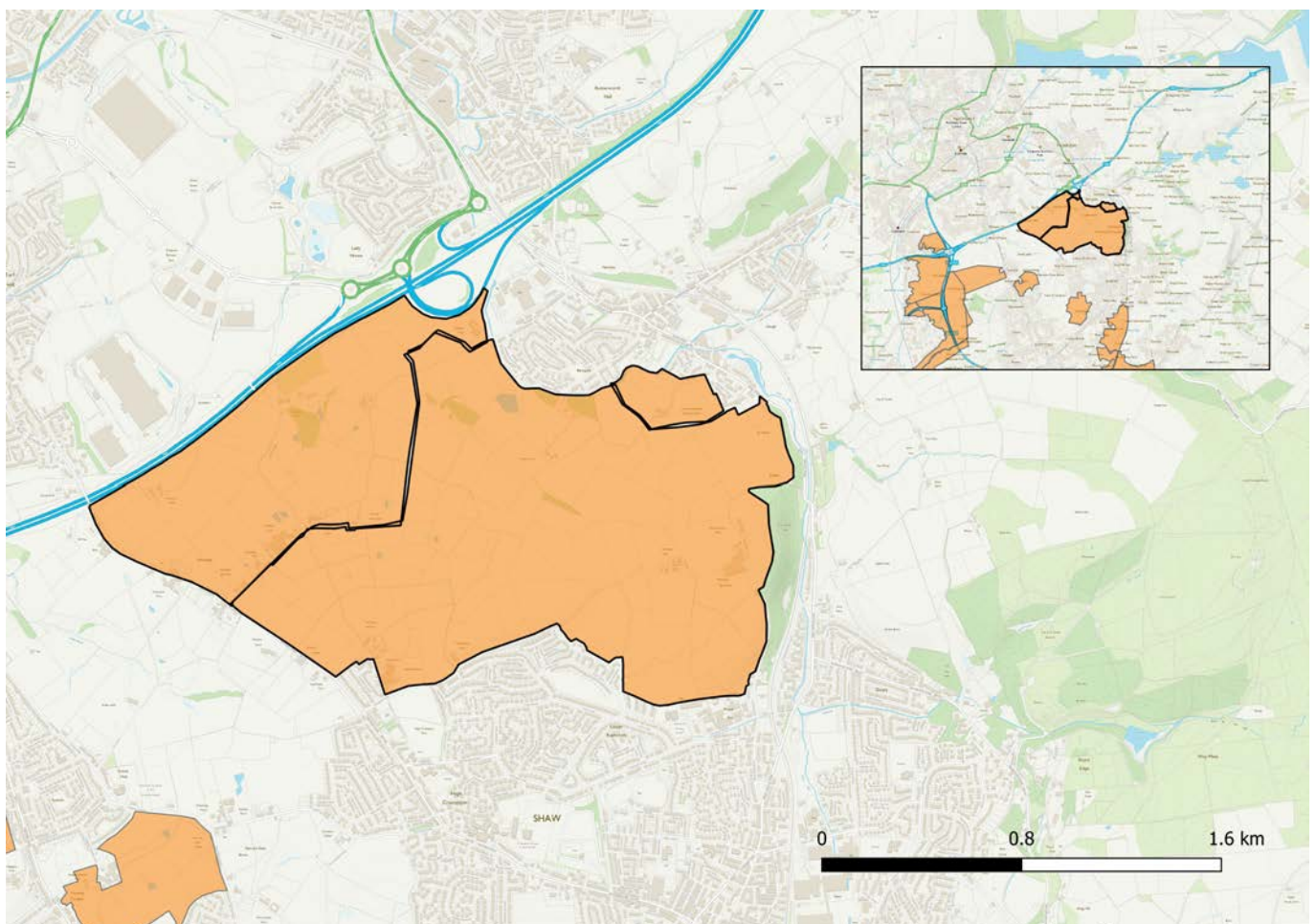


### 28.3.5 NG3 Junction 21 of M62 (Oldham and Rochdale)

The area to the south of Junction 21 (M62), between Newhey, the A663, High Crompton and Burnerbridge will be developed for high quality employment floorspace, to complement the existing facilities at Kingsway Business Park and as part of the wider Northern Gateway proposals. New housing will also be delivered with associated community facilities, infrastructure and open space provision. The scheme will be characterised by a high level of green infrastructure, creating a 'green' employment park that respects the surrounding area and its topography.

This will see around:

- 220,000 m<sup>2</sup> of employment floorspace delivered through the completion of Kingsway Business Park; and
- A further extension to the south of the M62, delivering approximately:
  - 446,000 m<sup>2</sup> of employment floorspace; and
  - 1,500 new homes.



The development of the site will need to:

1. Deliver a good range of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing, logistics and other growth industries, taking advantage of its accessible location and proximity to the M62, and complementing the other opportunities within the Northern Gateway;
2. Provide a broad mix of high quality housing to diversify the type of accommodation within the area, and to support the new jobs created along the M62 corridor, creating a sustainable and high quality extension to the urban area;
3. Incorporate high levels of landscaping and green infrastructure, including the retention of existing features where practicable, so as to create a 'green' employment park, minimise the visual impact on the wider landscape and Green Belt, and mitigate its environmental impacts;
4. Retain, and where possible, enhance areas of biodiversity within the area, most notably the existing Site of Biological Importance (SBI) 'Meadow North of Moss Gate', along with existing brooks and water features falling within the site;
5. Consider and have due regard to its relationship with Dunwood Park which lies along the eastern boundary of the site;
6. 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, including the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, and the provision of appropriate community, retail, health and leisure facilities;
7. Create safe and pedestrian / cycle friendly routes to the existing Metrolink stop at Newhey and neighbouring areas, integrating these throughout the site as part of a broader network, complementing and enhancing existing recreation routes, so as to encourage sustainable short journeys to work and promote healthier lifestyles;
8. Provide access to the site for occupiers of the employment floorspace to and from Junction 21 (M62) to minimise the impact of associated traffic on surrounding residential areas and roads;
9. Support the delivery of improved public transport provision to and within the area to promote more sustainable travel, ensuring that this meets the needs of new and existing occupiers as well as those accessing the job opportunities;
10. Incorporate noise and air quality mitigation along the M62 motorway to protect new development areas amenity; and
11. Ensure the extraction of any viable brickclay, sand and gravel, and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

Any scheme will need to accord with relevant policies within the Oldham Local Plan and Rochdale Local Plan as considered necessary and appropriate.

### **Reasoned Justification**

NG3 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 regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It would involve the loss of Green Belt, however, it offers an excellent location, as part of the Northern Gateway and Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the Northern Gateway and elsewhere.

The site is very well-located at Junction 21 of the M62 and is close to the nearby Newhey Metrolink station, providing easy access to Rochdale, Oldham, Manchester City Centre and beyond. The location of the site makes it ideally suited for significant logistics and industrial development, including growth industries such as engineering, advanced manufacturing, automotive and energy and environment businesses as well as professional services due to its prime location and large local labour supply.

Development to the south of Junction 21 (M62) will complement the existing Kingsway Business Park and that proposed at Junction 20 (M62) and the wider Northern Gateway, providing an opportunity that will enhance the existing employment offer for new and existing occupiers (who may be looking to re-locate).

In addition to the employment floorspace, the site provides the potential to deliver a range of housing that will enhance the housing offer and contribute to meeting housing need. Given the scale of new housing proposed, it will be necessary to put in place the supporting social infrastructure that helps to create high quality and successful neighbourhoods. This will include a small local centre, comprising retail and community facilities that will help to act as a focus for the new development. It is also anticipated that the development will generate an additional demand for school places and use of health infrastructure which will need to be planned for.

Development will take place in a 'green' park setting. As such there will be a need to provide for high quality green infrastructure and landscaping, that respects and takes account of the existing natural environment, topography and landscaping and enhances the opportunity for improved access and recreational opportunities within and around the site. There is an existing SBI in the centre of the site and there are a number of water features (brooks and ponds) that will need to be taken into account.

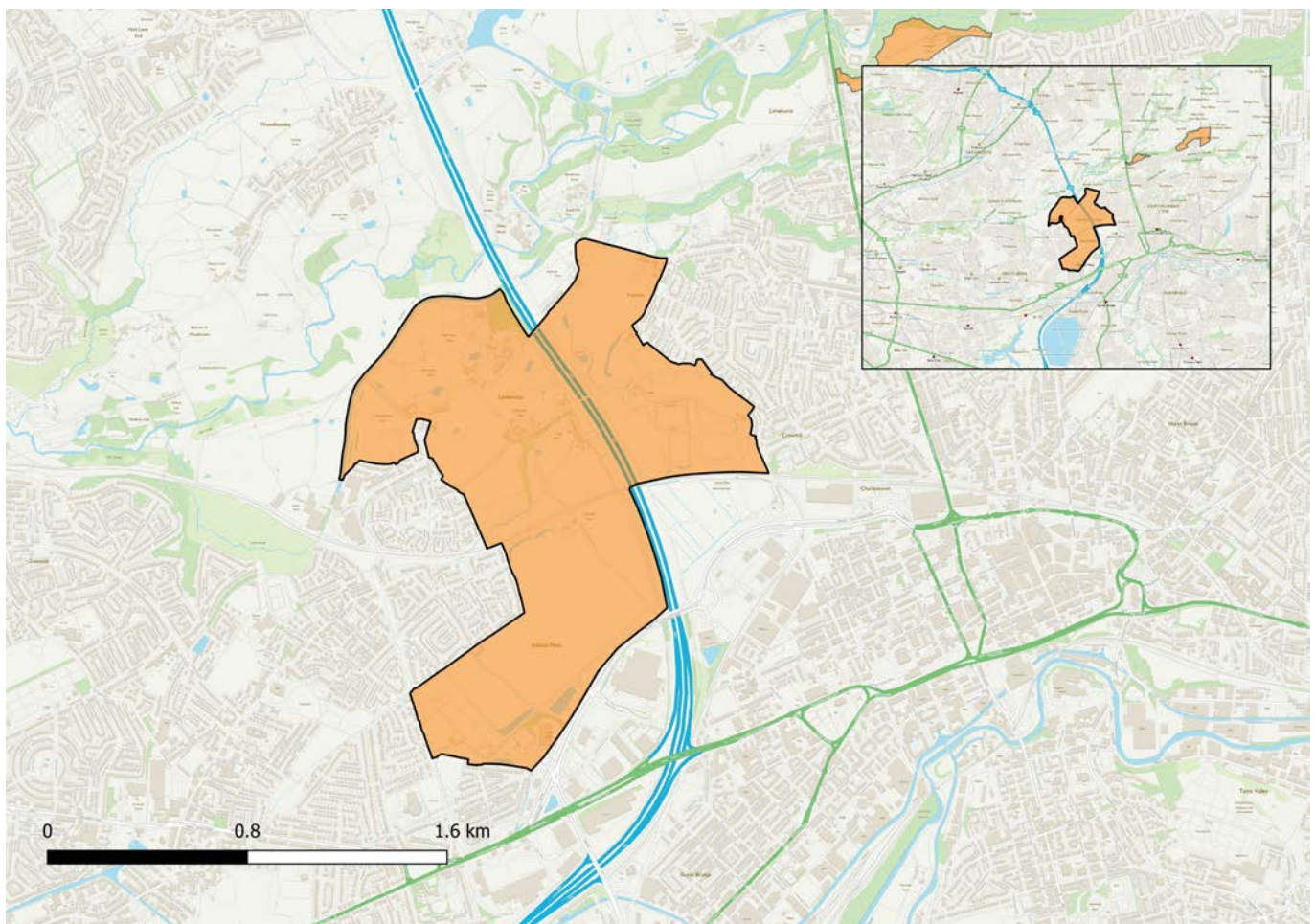
With regards to the historic environment there are a number of listed buildings scattered across the site and Park Cottages (Shaw) Conservation Area which lies just outside the site to the south west. Due regard will need to be had to these historic features when planning for the development of the site.

## 28.4 Eastern Gateway

### 28.4.1 EG1 Little Moss/Ashton Moss (Tameside)

The Littlemoss - Ashton Moss Opportunity Area provides a sustainable mixed use development opportunity and should include around 1,980 new homes, 200,000 m<sup>2</sup> of employment floors pace (B1(c) and B2) and enhanced sports facilities. It consists of three zones:

- Ashton Moss West: covering land west of the M60, south of the Ashton-Manchester railway line and north of the A6140 Lord Sheldon Way.
- Littlemoss: covering two parcels – Land to the north of Lumb Lane, west of the M60, south of the disused Hollinwood Branch Canal including the former Littlemoss School site to the west of Lumb Lane; and the area south of Lumb Lane, west of the M60 and north of the Ashton-Manchester railway Line.
- Ashton West: including Ashton Sports Park – covering land to the south of Lumb Lane/Newmarket Street, east of the M60, north of the Ashton-Manchester railway line and west of Richmond Street.



The development of the site will need to:

1. Deliver a broad mix of types, size and tenure of housing, including starter homes and higher value executive homes in order to diversify the housing mix not just within the Droylsden and Ashton-under-Lyne areas but Tameside as a whole.
2. Ensure that the layout, design and architecture are of outstanding quality – integrated into the landscape and with walkable neighbourhoods;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
4. Deliver higher density residential development around the proposed Droylsden Station to the north east of the site;
5. Provide a large amount of new green infrastructure throughout the site by enhancing existing assets, including the extensive group Tree Preservation Order (TPO) at Jaum Farm. This should be achieved by creating a linear green infrastructure corridor running alongside the M60 and linking through to the Hollinwood Branch Canal Local Nature Reserve to the north of Lumb Lane;
6. Retain and enhance the key landscape features such as ponds, mature trees and hedgerows that fall outside of the larger areas of existing and proposed green infrastructure;
7. Enable the remediation of the Ashton Moss West site (including a strategy for the removal and relocation of the peat);
8. Provide infrastructure improvements: a new Droylsden Station (including a passing loop if required) and a new road linking the Littlemoss area across the railway line and on to Lord Sheldon Way via a new road bridge;
9. Deliver major employment development on the Ashton Moss West site providing a range of industrial units suitable for the key employment sectors of the borough;
10. Protect and enhance the heritage assets within the site and their setting: Grade II\* listed buildings (Buckley Hill Farmhouse, Lumb Lane) and Grade II Barn to west of Buckley Hill Farmhouse, Lumb Lane (south-east side);
11. Existing dwellings and their gardens need to be sensitively designed into the overall scheme;
12. Create walkable neighbourhoods within the scheme which will provide enhanced walking and cycling infrastructure connecting into existing public rights of way including a greenway running the length of the proposed corridor of green infrastructure adjacent to the M60 and connecting to the proposed Droylsden railway station;
13. Protect and enhance Ashton Sports Park, enabling improvement and expansion of facilities; and

14. Provide good quality highway infrastructure to allow access and egress to the site, including key road junctions and off-site highway improvements;
15. Provide a small local centre, health facilities, primary school, public open space and sports provision either through on-site provision or financial contributions;
16. Incorporate Sustainable Urban Drainage within the site, for example, through the use of green roofs, permeable surfaces, swales and detention basins; and
17. Incorporate sensitively designed landscape led noise mitigation buffer along the M60 and between the proposed residential and industrial zones.

Prior to submission of any planning application, the landowners/developers will be expected to work with the Local Planning Authority to develop a Supplementary Planning Document (SPD) for the site which will include the preparation of masterplan (including a phasing plan) and design code to guide future planning applications and development. This shall at least be informed by a Landscape Visual Impact Assessment, Heritage Appraisal, Tree Survey, Ecological Appraisal, Drainage Assessment and Transport Assessment.

### **Reasoned Justification**

The site offers an opportunity for a sustainable mixed use development at a location that is well connected to the existing local and strategic road network, particularly the M60. However, in order to encourage less private car use it will be necessary to enhance the public transport alternatives including direct rail access to Ashton-under-Lyne and Manchester through provision of a new railway station for Droylsden and improved access to Metrolink at Ashton Moss.

The site is well located in relation to some existing facilities, including Droylsden town centre, Droylsden Academy and Fairfield High School for Girls. Despite this existing secondary provision it is likely that some additional capacity will need to be provided at these locations. With regards to primary schools provision the development is likely to generate the need for a single entry primary school and it is expected that this will be delivered within the opportunity area.

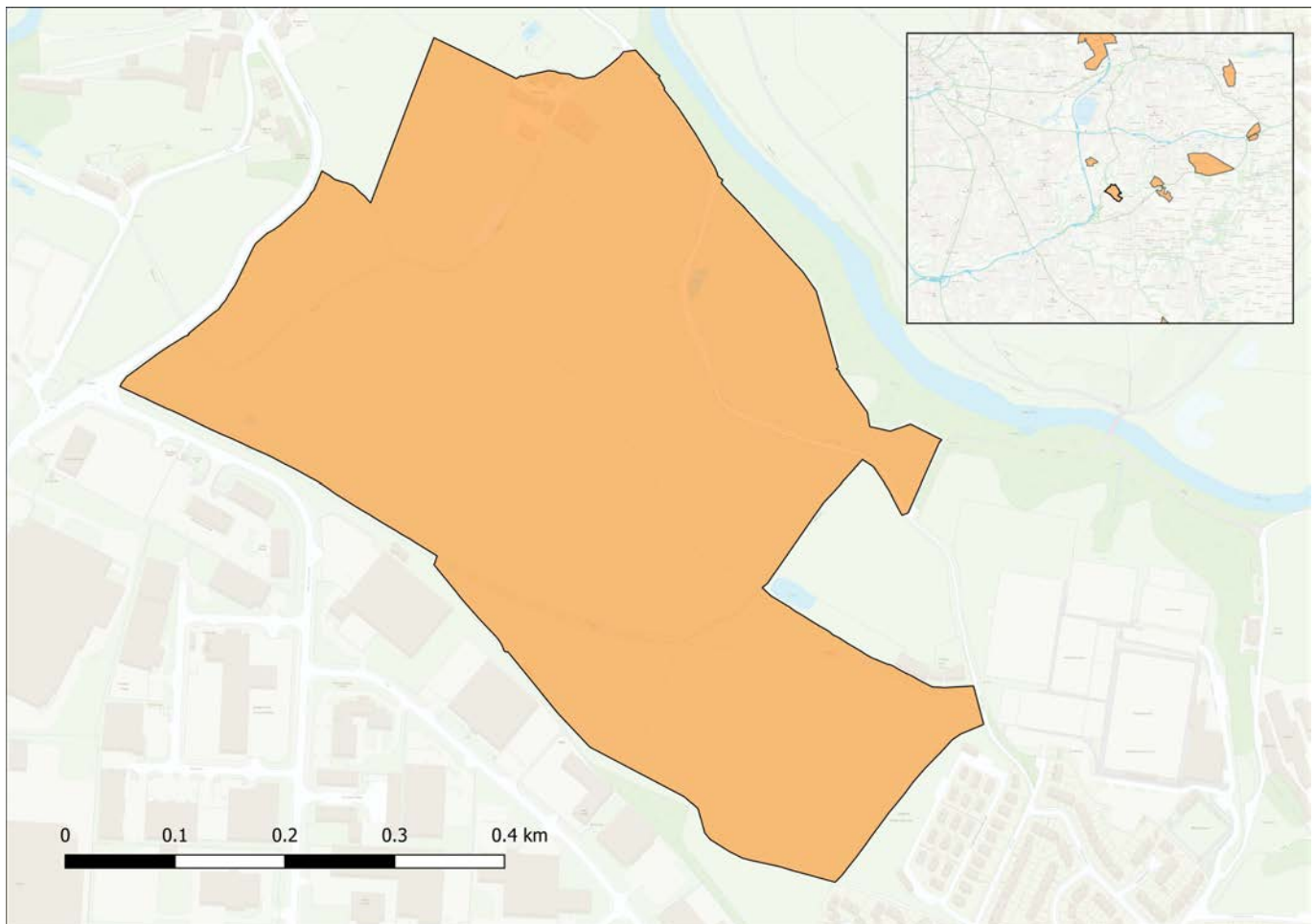
The existing green infrastructure characteristics of the site are a key asset which need retaining and enhancing. This should be carefully considered at the masterplanning stage. It is envisaged that the development will be characterised by a high quality green infrastructure corridor and enhanced active travel infrastructure.

The provision of these facilities and a link road and new station will improve accessibility and sustainability whilst also helping to mitigate against any adverse impacts, such as increased traffic congestion in Droylsden.

Delivery of the quantum of housing and employment floorspace proposed is likely to extend beyond the plan period and phasing of infrastructure provision will need to be considered in some detail.

### 28.4.2 EG2 Bredbury Park Extension (Stockport)

The site comprises approximately 38 hectares and is bounded by the River Tame to the north and east, the A6017 Ashton Road to the west and Bredbury Industrial Estate to the west.



The development of this site will:

1. Provide a location for up to 90,000 m<sup>2</sup> of B2 and B8 floorspace within a range of unit sizes.
2. Deliver a modern high quality employment location providing for a range of opportunities including opportunities for the provision of accommodation to locate highly skilled engineering businesses.
3. Improve accessibility of the locality by public transport, walking and cycling, with particular consideration to enabling residents of nearby areas to access the jobs created.
4. Deliver necessary improvement works to address the current height restriction at the Ashton Road railway bridge.
5. Include the provision of pedestrian, cycle and vehicular linkages from Bredbury Industrial Estate to Stockport Sports Village.

6. Contribute to any necessary improvement works at Junction 25 of the M60 and surrounding road network.
7. Make provision for an education and training scheme, in order to help local residents develop the necessary skills to access the jobs being created and, if appropriate, to ensure the recruitment of a percentage of the workforce from particular geographical areas.
8. Deliver a comprehensive landscaping scheme so as to:
  - Minimise tree loss and mitigate any unavoidable removal of trees
  - Provide a corridor of natural habitat linking the open land to the north and east of the site with the existing wildlife corridor which runs southwards from its southern boundary.
9. Incorporate measures to ensure that the rate of runoff of surface water from the land is not increased and, ideally, is decreased.
10. Ensure the remediation of the former landfill which lies beneath part of the site so as to ensure that the development is safe for its occupants and to remove any environmental risk to adjoining areas.
11. Ensure the extraction of any viable brickclay, sand and gravel and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

## **Reasoned Justification**

This site is in the Green Belt and Tame Valley River Valley Area. A natural boundary is formed by the River Tame and by the A6017 and existing Bredbury Industrial Estate to the south-west.

The allocation provides an opportunity for expansion of the existing successful employment area of Bredbury. The site will be expected to build upon the successes of S:Park, and Aurora Business Parks within Stockport in delivering high quality, marketable and successful commercial areas with excellent connectivity to the M60 and wider road network.

Opportunity for new employment land in Stockport for B2 (General Industrial) and B8 (Storage or Distribution) floorspace across a range of unit sizes is severely limited due to the lack of available land close to motorway or other major road junctions in the area. This site is well located, close to Junction 25 of the M60 and would form an extension to the existing, sizeable and well used Bredbury Employment Area. The development of the site would require the restriction caused by an existing low bridge to be addressed but, consequently, would open up access for a wider range of vehicles to this area and to the wider Bredbury employment area.

Whilst the site is located within a river valley it presents the only identified substantial opportunity to deliver land for identified B2/B8 floorspace requirements in Stockport. In taking its development forward critical regard will need to be had to minimising impact on the river valley in both landscape



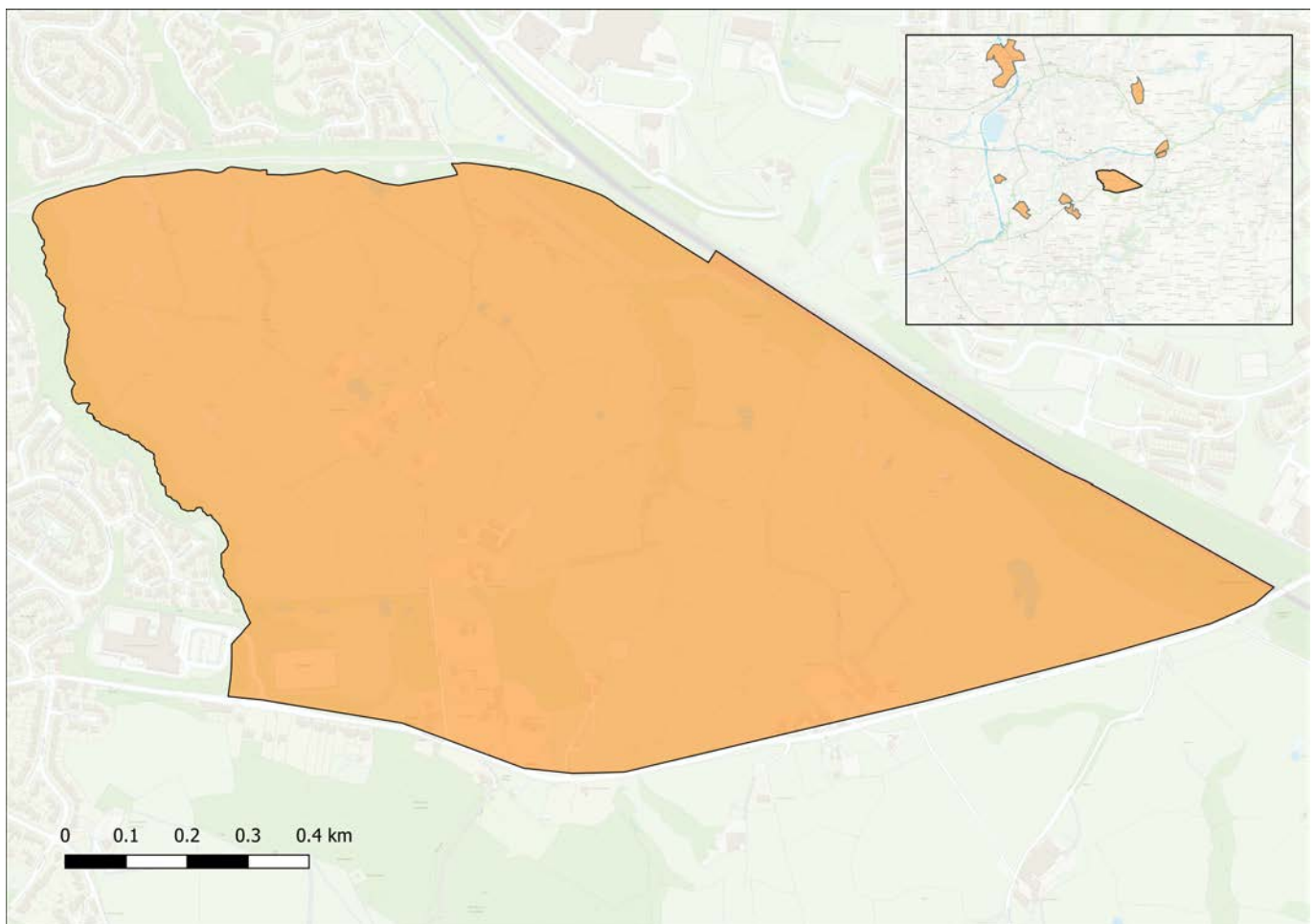
and natural capital terms. The site's development also provides an opportunity to significantly alleviate existing highway issues elsewhere in the local area by providing vehicular, cycle and pedestrian link(s) into the near-adjacent Stockport Sports Village site.

Flooding issues along the boundary with the River Tame and to the northern end of the site are not extensive and should not prevent development for employment purposes as part of a well-designed scheme.

The site is located within a relatively short journey time, especially on foot or by cycle, of both Brinnington to the west and Haughton Green (in Tameside) to the north. These areas are both within the lowest decile of the Indices of Multiple Deprivation and particular regard should be had to measures which ensure that their residents are able to access the opportunities brought about by the development.

### 28.4.3 EG3 Godley Green (Tameside)

The area known as Godley Green located south east of Hyde, with the Glossop railway line to the east and the A560 to the south, will be developed as a 'Garden Village'. Around 2,350 new homes will be constructed, alongside supporting infrastructure and facilities. The scheme will be characterised by very high quality layout and design, which successfully integrates into the existing landscape including the green infrastructure corridors of Godley Brook and Werneth Brook.



The development of the site will need to:

1. Deliver a development that fulfils the Government's Garden Village criteria, providing a broad mix of housing, including starter homes but with a significant amount of higher value executive homes in order to diversify the housing mix not just within the Hyde and Longdendale area but Tameside as a whole;
2. Ensure that the layout, design and architecture are of outstanding quality – integrated into the landscape and with walkable neighbourhoods;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes;

4. Deliver higher density development around Hattersley railway station to the north east of the site;
5. Provide a large amount of green and blue infrastructure through the site including the protection and enhancement of Werneth Brook and Brookfold Wood;
6. Retain and enhance the key landscape features such as mature trees and hedgerows that fall outside of the larger areas of green infrastructure;
7. Deliver significant levels of tree planting, including street trees, within the site;
8. Deliver improvements, including cycle parking facilities and enhanced pedestrian access, to Hattersley and Hyde Godley stations;
9. Provide good quality highway infrastructure to allow access and egress to the site, including key road junctions and off-site highway improvements;
10. Deliver a small local centre within the site, including local retail and new health facilities;
11. Provide the appropriate level of on-site primary and contributions towards secondary school places;
12. Existing dwellings and their gardens need to be sensitively designed into the overall scheme;
13. Create walkable neighbourhoods within the scheme which will provide enhanced walking and cycling infrastructure and which will connect into the existing rights of way, including the Greenway to the north of the site and to Hattersley railway station, local schools and facilities;
14. Provide on-site parks, sports provision and play equipment; and
15. Incorporate Sustainable Urban Drainage systems within the site, for example, through the use of green roofs, permeable surfaces, swales and detention basins.

Prior to submission of any planning application, the landowners/developers will be expected to work with the Local Planning Authority to develop a Supplementary Planning Document (SPD) for the site which will include the preparation of masterplan (including a phasing plan) and design code to guide future planning applications and development in order to deliver the Garden Village vision. This shall at least be informed by a Landscape Visual Impact Assessment, Tree Survey, Ecological Appraisal, Drainage Assessment and Transport Assessment.

### **Reasoned Justification**

This site offers one of a small number of opportunities in Tameside and across Greater Manchester to deliver a large-scale, sustainable Garden Village set within a framework of outstanding landscape and design quality.

The existing green infrastructure characteristics of the site are a great asset and will need to be carefully considered at the masterplanning stage. It is envisaged that the development will be framed by a high quality network of green infrastructure and active travel infrastructure.

The site is well located for access to employment opportunities being located on the Glossop to Manchester railway line which enables access to Glossop, Hyde and central Manchester.

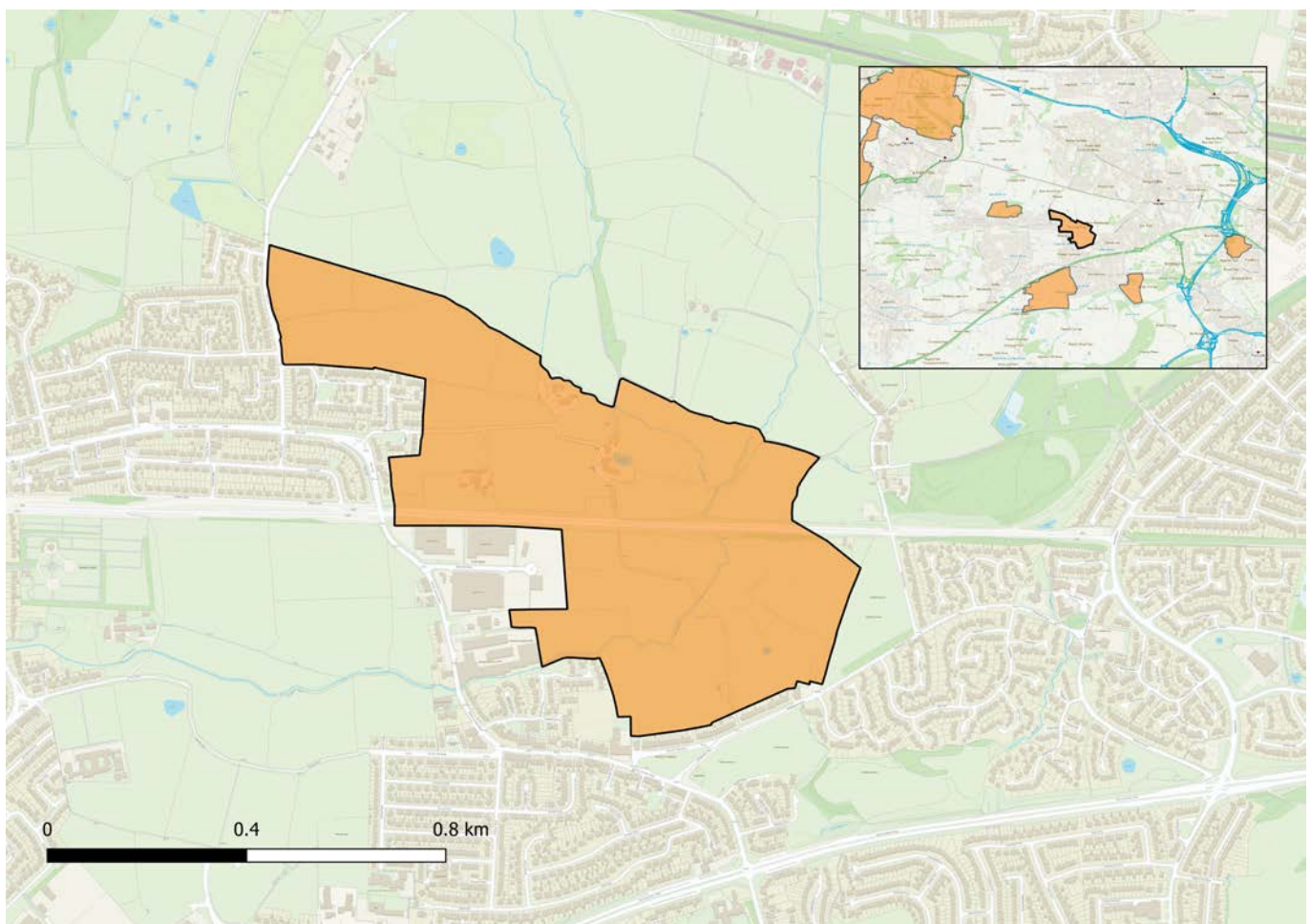
Given the scale of the site it has the potential to deliver a significant element of the housing growth required over the GMSF plan period. The site presents an opportunity to realise transformational change to the Tameside housing market through delivery of approximately 2,350 new homes, including a high proportion of aspirational and executive homes.

New facilities will be required on the site in order to provide for the new residents of the area. This will include a small local centre with retail and health facilities. It is anticipated that the overall amount of development will generate additional demand for school places equivalent to around 2-3 forms of primary school entry. Secondary school place demand generated by the areas projected population is not considered enough to generate the requirement for a standalone school. However, in combination with other proposed housing development within the catchment it is likely a new secondary school would be required at an appropriate location. Delivery of the quantum of housing proposed is likely to extend beyond the plan period and phasing of infrastructure provision will need to be considered in some detail.

## 28.5 East Lancashire Road Corridor

### 28.5.1 ELR1 North of Mosley Common (Wigan)

The North of Mosley Common strategic area provides an opportunity for a substantial housing development. The land borders Mosley Common to the south, Tyldesley to the west, Green Belt land to the north, and Ellenbrook to the east, with opportunities for access from Mort Lane, Bridgewater Road and City Road.



The development of the area will:

1. Provide for around 1,000 homes, with the opportunity for higher densities close to the guided busway that passes through the area.
2. Provide an additional stop on the guided busway, subject to an assessment with TfGM. and contribute to increasing capacity on the busway as necessary, subject to an assessment with TfGM.
3. Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway.

4. Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity.
5. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.
6. Ensure effective sustainable surface water drainage is provided and maintained, incorporated within strategic green infrastructure, landscaping and open space, including equipped play space.
7. Contribute to the provision of major public transport improvements in the A580 East Lancashire Road corridor, necessary for delivery of the sites at South of Pennington and Astley and Boothstown.

### **Reasoned justification**

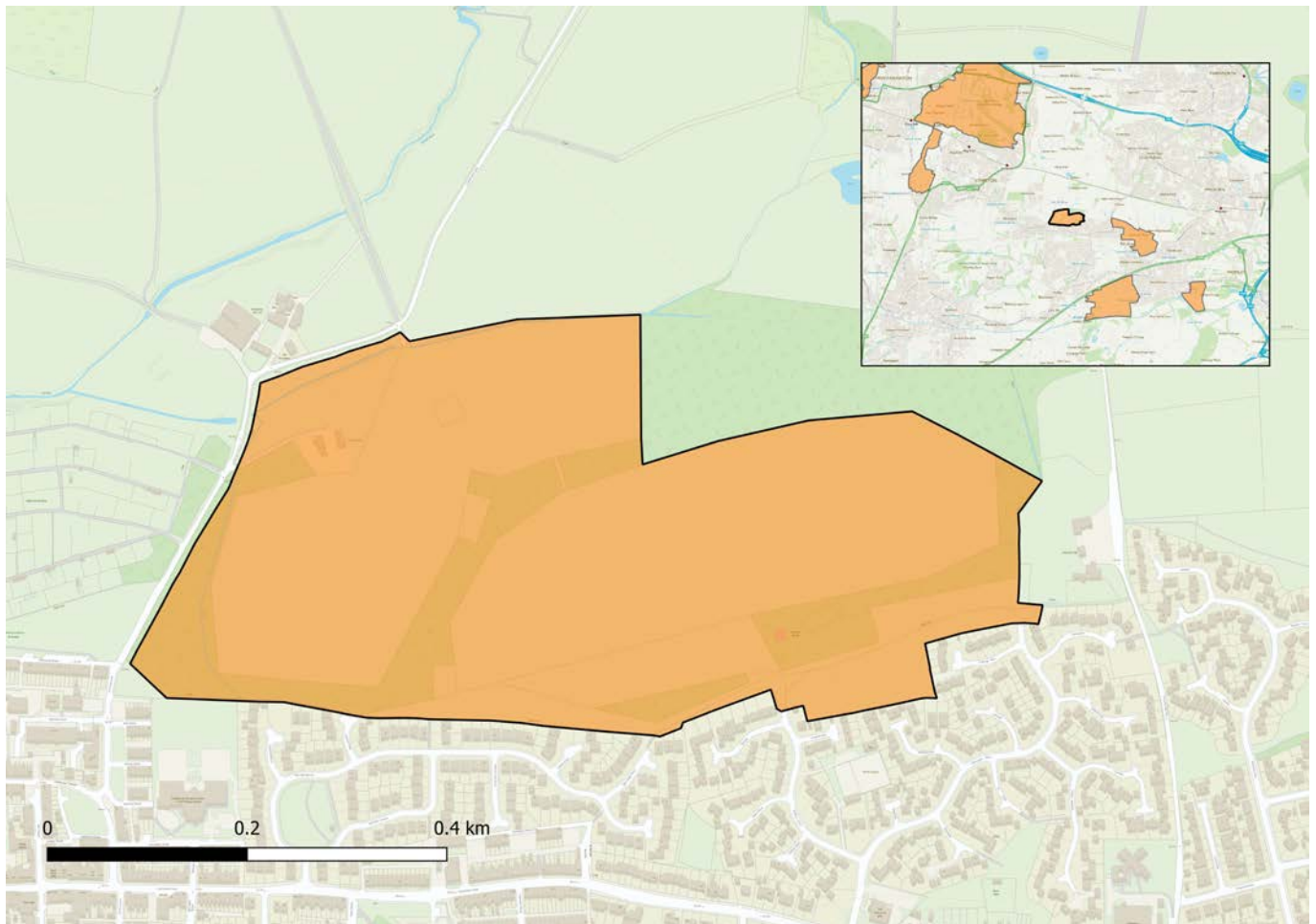
Mosley Common and Tyldesley are close to Salford / Manchester and offer an attractive location to help meet the city region's housing needs to the west of the conurbation.

The presence of the guided busway contributes to the sustainability of the location from which residents can commute to job opportunities in the city centre and surrounds and other places along the busway. A new stop – the case for which will need to be assessed with TfGM - will maximise the benefit that can be achieved by the busway.

In addition to taking advantage of the guided busway, the development must also contribute to wider public transport improvements, notably the provision of rapid transit connections to the City Centre along the A580 East Lancashire corridor.

### 28.5.2 ELR2 Cleworth Hall, Tyldesley (Wigan)

Land at Cleworth Hall, Tyldesley is allocated for housing development. The land borders Common Lane to the east, Shakerley Brook to the north, Cleworth Hall Lane to the east and the Cherington Drive and Peel Hall Avenue estates in Tyldesley to the south.



The development of the area will:

1. Provide for around 400 homes across two development areas.
2. Ensure appropriate access for vehicular traffic and good quality access for pedestrians and cyclists to local services, bus services on the A577 and guided busway and accessible countryside to the north.
3. Retain most of the woodland planting and provide for good woodland management, including in the Green Belt immediately adjacent.
4. Provide equipped play space sufficient to serve the development and adjacent housing.

5. Ensure effective sustainable surface water drainage is provided and maintained.
6. Contribute to the provision of major public transport improvements in the A580 East Lancashire Road corridor, necessary for delivery of the sites at South of Pennington and Astley and Boothstown.

### **Reasoned justification**

Tyldesley is close to Salford / Manchester and offers an attractive location to help meet the city region's housing needs to the west of the conurbation.

This site is a logical urban extension to the north of Tyldesley. It could be developed as a number of different plots with separate accesses from the south. The guided busway is a short distance to the south.

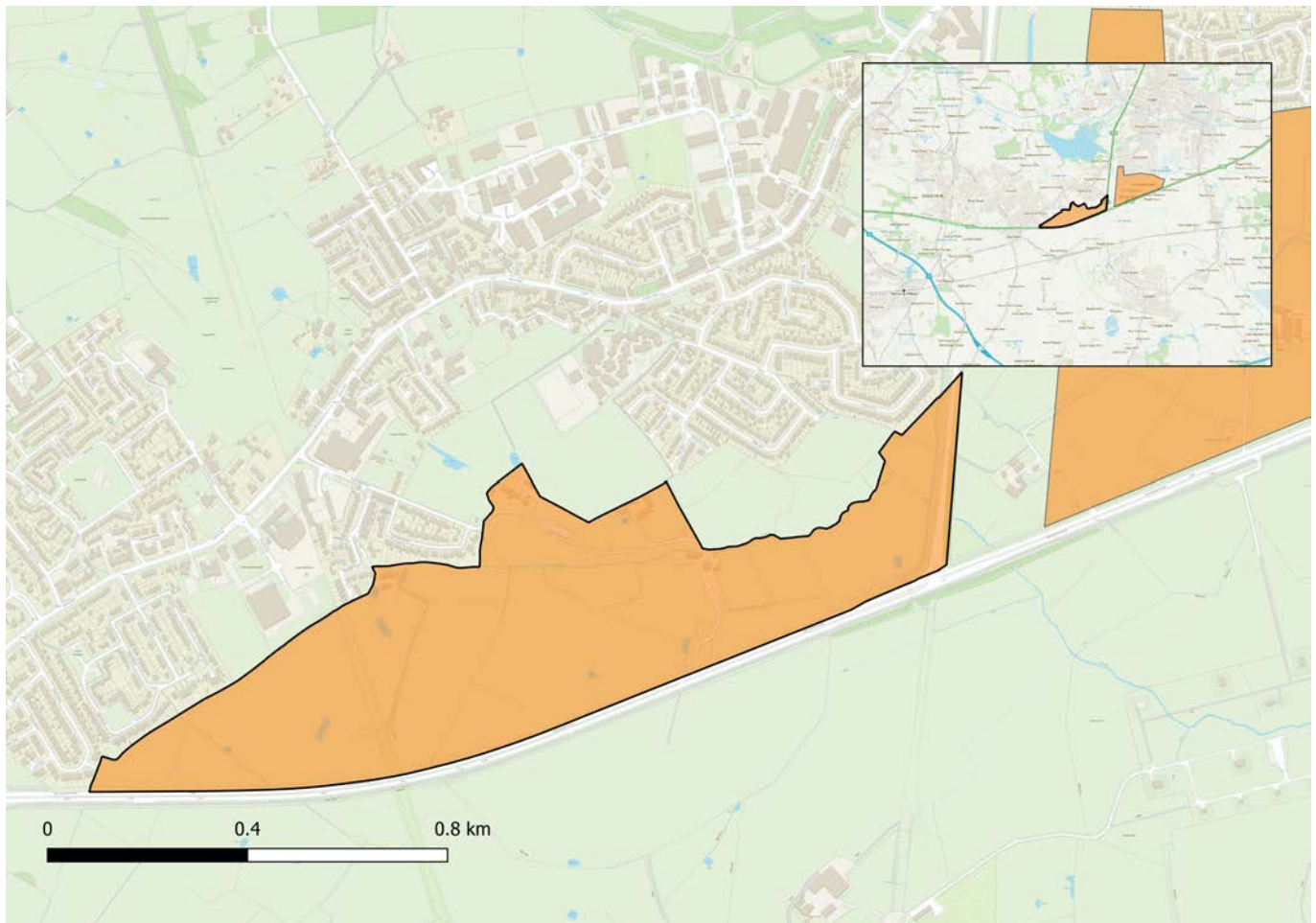
In addition to taking advantage of the guided busway, the development must also contribute to wider public transport improvements, notably the provision of rapid transit connections to the City Centre along the A580 East Lancashire corridor.

The extensive woodland screening should be retained except where necessary to secure appropriate access, and the opportunity taken to secure effective woodland management for the longer term.



### 28.5.3 ELR3 Pocket Nook, Lowton (Wigan)

Within the East Lancashire Road Corridor, the Pocket Nook, Lowton strategic area provides an opportunity for a substantial employment development. The land borders the existing southern settlement edge of Lowton to the north, the A579 Atherleigh Way to the east, and the A580 East Lancashire Road to the south.



The development of the site will:

1. Provide a location for around 133,000 m<sup>2</sup> of floorspace for B1, B2 and B8 uses.
2. Be principally served from a new junction on the A579 Atherleigh Way, at a location which will also serve the adjacent site at South of Pennington on the opposite side of the A579.
3. Be subject to a legal agreement committing the development to a substantial financial contribution towards the delivery of a rapid transit scheme along the A580 East Lancashire Road corridor as part of an equitable package of contributions.
4. Safeguard a north-south corridor towards the west of Pocket Nook, Lowton for construction of HS2.

5. Provide substantial landscaped buffers to the north of the employment development to minimise impacts on residential amenity.
6. Be well connected with adjacent areas, including for walking and cycling, and to bus services on the surrounding road network.
7. Ensure that ground water resources are not prejudiced through the construction process or uses thereafter.

### **Reasoned justification**

The A580 is the main non-motorway route into Greater Manchester from the west connecting Manchester to Liverpool and points north and south via the M6. As such it is a major infrastructure asset for economic development and a strategic opportunity for Greater Manchester. Pocket Nook is a highly attractive employment site with a long frontage to the A580, around 3 miles from its junction with the M6 motorway.

The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. This new junction must also serve the adjacent site at South of Pennington, so must be situated in an appropriate location to serve both sites. The new junction will be delivered in phases as part of the development of these two strategic sites. Opportunities for local trips into the employment site from surrounding communities should be possible without having to use the A579, particularly by walking, cycling and bus.

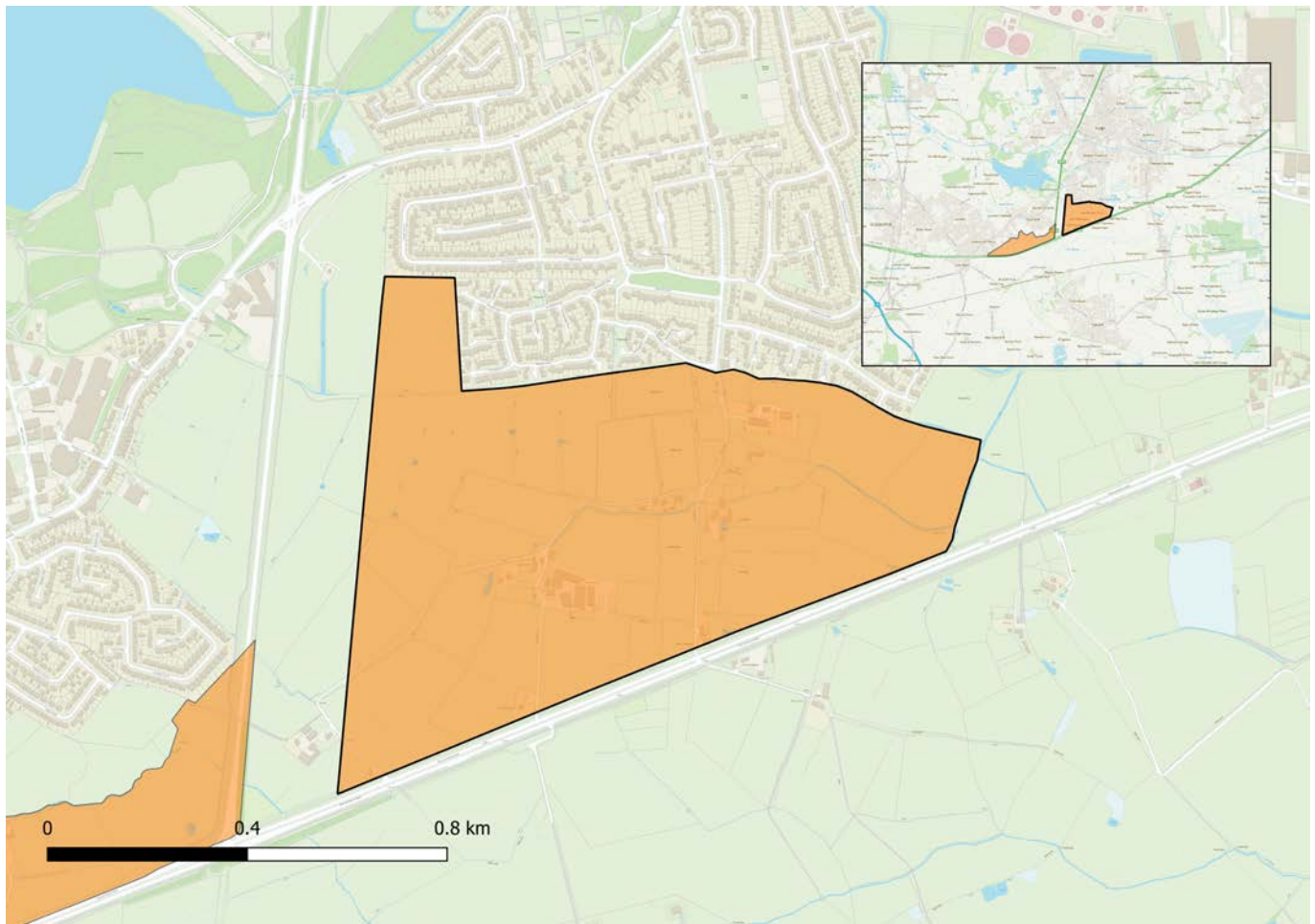
The site is remote from rail stations and the new guided bus way into Leigh town centre. The need for a rapid transit scheme in the East Lancashire Road Corridor is covered in the Strategic Location policy for that area and is identified in the Accessibility chapter. Services on or connecting to the existing bus way in Leigh might also be provided through Pennington and this location.

Two areas close to Carr Brook in the north of Pocket Nook are priority zones for groundwater protection. Appropriate measures and restrictions will need to be in place during the development stages and thereafter to ensure that ground water resources are protected.

Carr Brook is subject to overtopping during flood events across a relatively small area west of Atherleigh Way. This will need to be taken into account in the development.

### 28.5.4 ELR4 South Pennington (Wigan)

Within the East Lancashire Road Corridor, the South of Pennington strategic area provides an opportunity for a substantial housing development. The land borders the existing southern settlement edge of Pennington to the north and the A580 East Lancashire Road to the south.



The development of the site will:

1. Provide for around 1,000 homes and employment development fronting the A580.
2. Be principally served from a new junction on the A579 Atherleigh Way, at a location which will also serve the adjacent site at Pocket Nook, Lowton on the opposite side of the A579.
3. Be subject to a legal agreement committing the development to a substantial financial contribution towards the delivery of a rapid transit scheme along the A580 East Lancashire Road corridor as part of an equitable package of contributions.
4. Not commence until major public transport improvements are secured along the East Lancashire Road Corridor, including provision of rapid transit connections to the City Centre.

5. Provide an effective green infrastructure and wildlife corridor on the land remaining in the Green Belt alongside Atherleigh Way, with potential to accommodate new alternative facilities for Leigh RUFC.
6. Provide open space including equipped play space to serve the housing development.
7. Ensure good quality access for pedestrians and cyclists to services in the communities to the north, and to bus services on the surrounding road network.
8. Ensure that ground water resources are not prejudiced through the construction process or uses thereafter.
9. Incorporate the grade II listed Yew Tree Farmhouse appropriately into the development.
10. Relocate farming accommodation south of the A580 East Lancashire Road if needed to maintain active agricultural production on an established farm unit.

## **Reasoned justification**

Pennington is a popular residential area on the southern edge of Leigh and land to the south is an attractive location to help meet the city region's housing needs to the west of the conurbation. However, the site also has potential to contribute the economic development. It has a long frontage to the A580 East Lancashire Road, the main non-motorway route into Greater Manchester from the west connecting Manchester to Liverpool and points north and south via the M6.

The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. This new junction will also serve the adjacent employment site at Pocket Nook so it must be located in an appropriate location to serve both sites. The new junction will therefore be delivered in phases as part of the development of these two strategic sites.

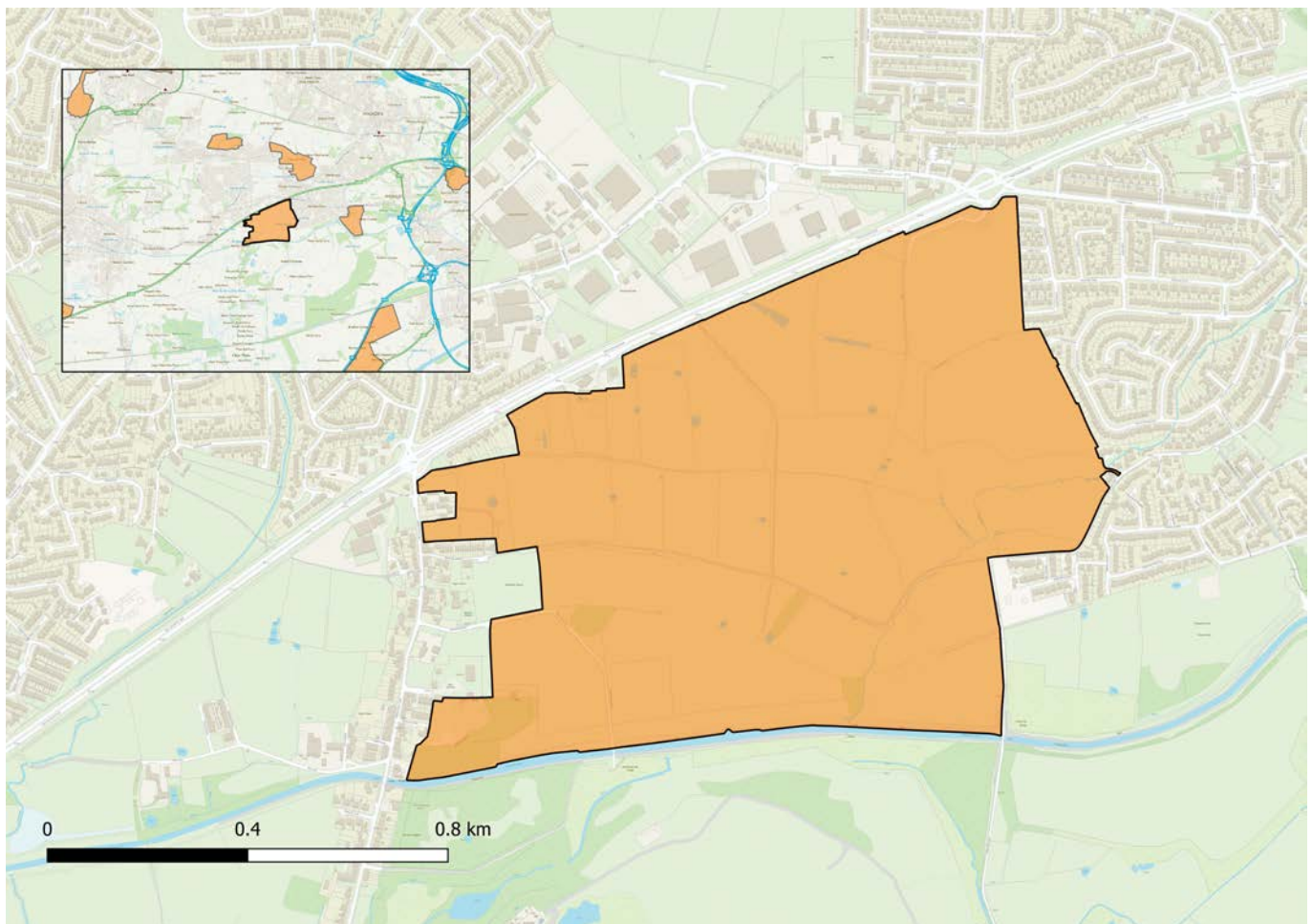
Some residential development might be accessed from existing streets to the north but the opportunity to gain access to the A580 via the A579 without having to travel through the existing communities should be maximised. Conversely opportunities for local trips into those communities should also be possible without having to use the A579, particularly by walking, cycling and bus. The opportunity area is remote from rail stations and the new guided busway into Leigh town centre.

The need for a rapid transit scheme in the East Lancashire Road Corridor is covered in the Strategic Location policy for that area and is identified in the Accessibility chapter. Services on or connecting to the existing busway in Leigh might also be provided through Pennington and this location onwards to Lowton. The Green Belt retained to the east of Atherleigh Way is needed to maintain a Green Belt gap between Leigh and Lowton. It is also important for retaining a wildlife corridor from the subsidence flashes at Pennington through to Wigan to the north and the mosslands to the south. The gap should be enhanced as a green infrastructure and wildlife corridor. Suitable measures will need to be incorporated into the design of the new road access to the east and the East Lancashire Road itself to enable wildlife to cross.

Provision for open space can also be made, including the potential to relocate Leigh RUFC to enable their existing site to be part of the development. An area close to Carr Brook in the south-west of the strategic area is a priority zone for groundwater protection. Appropriate measures and restrictions will need to be in place during the development stages and thereafter to ensure that ground water resources are protected.

### 28.5.5 ELR5 Astley and Boothstown (Salford and Wigan)

Within the East Lancashire Road Corridor, the Astley and Boothstown strategic area provides an opportunity for a substantial housing development. The land borders Higher Green, Astley to the west, the A580 East Lancashire Road to the north, Boothstown to the east and the Bridgewater Canal (Leigh branch) to the south.



The development of the area will:

1. Provide for around 1,000 homes.
2. Be accessed by road primarily from existing junctions on the A580 East Lancashire Road.
3. Be subject to a legal agreement committing the development to a substantial financial contribution towards the delivery of a rapid transit scheme along the A580 East Lancashire Road corridor in line with Policy GM6, as part of an equitable package of contributions.
4. Not commence until major public transport improvements are secured along the East Lancashire Road Corridor, including provision of rapid transit connections to the City Centre.

5. Ensure good quality access for pedestrians and cyclists to services in Higher Green, Boothstown and the main settlement of Astley north of the A580, to bus services on the surrounding road network, and the lowland wetlands to the south.
6. Retain or replace the bridges across the canal to the towpath for cycle commuting along the towpath.
7. Ensure the provision of strategic green infrastructure across the site, incorporating most existing landscape features including alongside Stirrup Brook and Whitehead Brook, to provide for open space, equipped play space, landscaping, sustainable drainage, flood risk management and habitats for wildlife.
8. Provide a high quality setting for the Leigh Branch of the Bridgewater Canal, including an attractive and accessible canalside walkway from Higher Green Lane to Vicars Hall Lane, with potential also for a marina.
9. Protect and enhance the Astley Green Colliery Museum and its setting.

This site will not be released for development until major improvements in public transport are secured along the East Lancashire Road Corridor, including provision of rapid transit connections to the City Centre.

### **Reasoned justification**

Astley and Boothstown are on the edge of the Manchester conurbation and offer an attractive location to help meet the city region's housing needs to the west of the conurbation.

However, this opportunity area is remote from rail stations and the new guided bus way to the north of Astley. Significant improvements to bus service provision are needed. The need for a rapid transit scheme in the East Lancashire Road Corridor is covered in the Strategic Location policy for that area and is identified in the Accessibility chapter.

The canal to the south is an important feature that needs to be capitalised on in terms of the design of the development, canalside access and opportunities for boating. The pit head at the Astley Green Colliery Museum is outside of the site but parts of the premises are included. The development should facilitate the protection and enhancement of this facility.

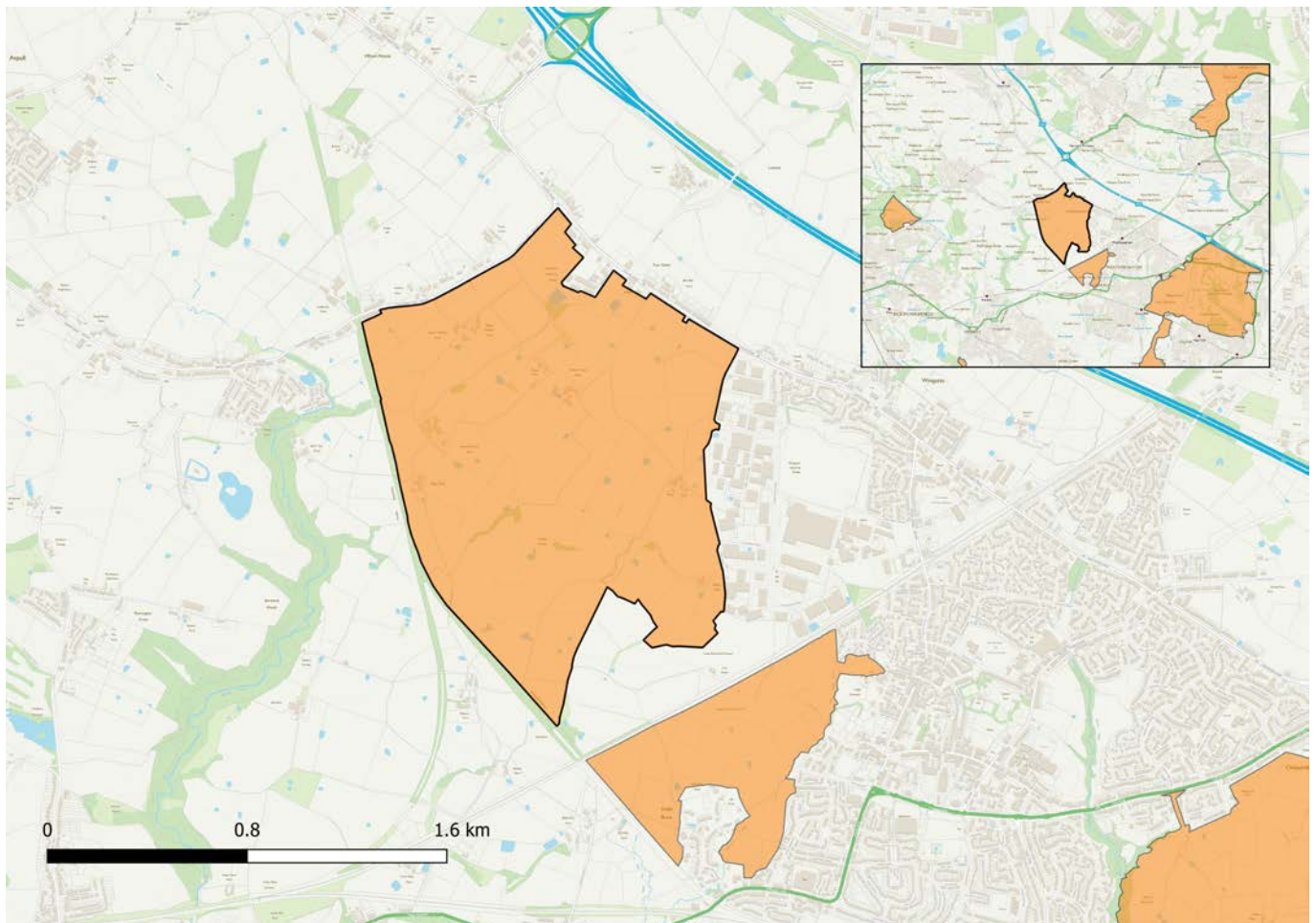
The lowland wetlands to the south include the former tip site on the opposite, south side of the canal. This should be restored and opened up as accessible parkland with suitable habitats for wildlife and connections and spaces for outdoor recreation.

## 28.6 M61 Corridor

### 28.6.1 M61C1 Junction 6 (Bolton)

The M61 Junction 6 strategic opportunity area provides an opportunity for a substantial employment development in the M61 corridor. The land borders the existing Wingates Industrial Estate, the A6 and Dicconson Lane to the north, a disused railway line to the west and Westhoughton Golf Club to the south. It has a total extent of 184 hectares.

The site will also provide around 440,000m<sup>2</sup> of B2/B8 floorspace within the plan period.



The development of the site will:

1. Provide a location for B2 and B8 uses in the M61 corridor.
2. Phase the employment land so that it comes on stream for development as land at the strategic site of Logistics North becomes fully complete.
3. Be developed in accordance with a master plan that shows phasing within the site, and which areas should or should not be developed.



4. Ensure that good quality road access is provided, including a link from the A6 to Westhoughton.
5. Development should take advantage of the site's location near junction 6 of the M61, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads.
6. Ensure that the site is accessible by public transport, walking and cycling, including the provision of bespoke bus services.
7. Protect the Site of Biological Importance within the site from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate its environmental impacts.
8. Take into account the effects of air and noise pollution from the major highways and railway in and around the site.
9. Ensure that the integrity of the existing rights of way network is protected.
10. Ensure the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned justification**

The M61 corridor is the major focus for manufacturing and distribution development in Bolton, and is a strategic opportunity for Greater Manchester. This strategic area is an opportunity to continue the economic success of Middlebrook and Logistics North within the corridor. The transport connections mean that the location is particularly attractive for logistics activities, but high quality manufacturing should also be provided in order to diversify the employment and investment opportunities in this part of Greater Manchester.

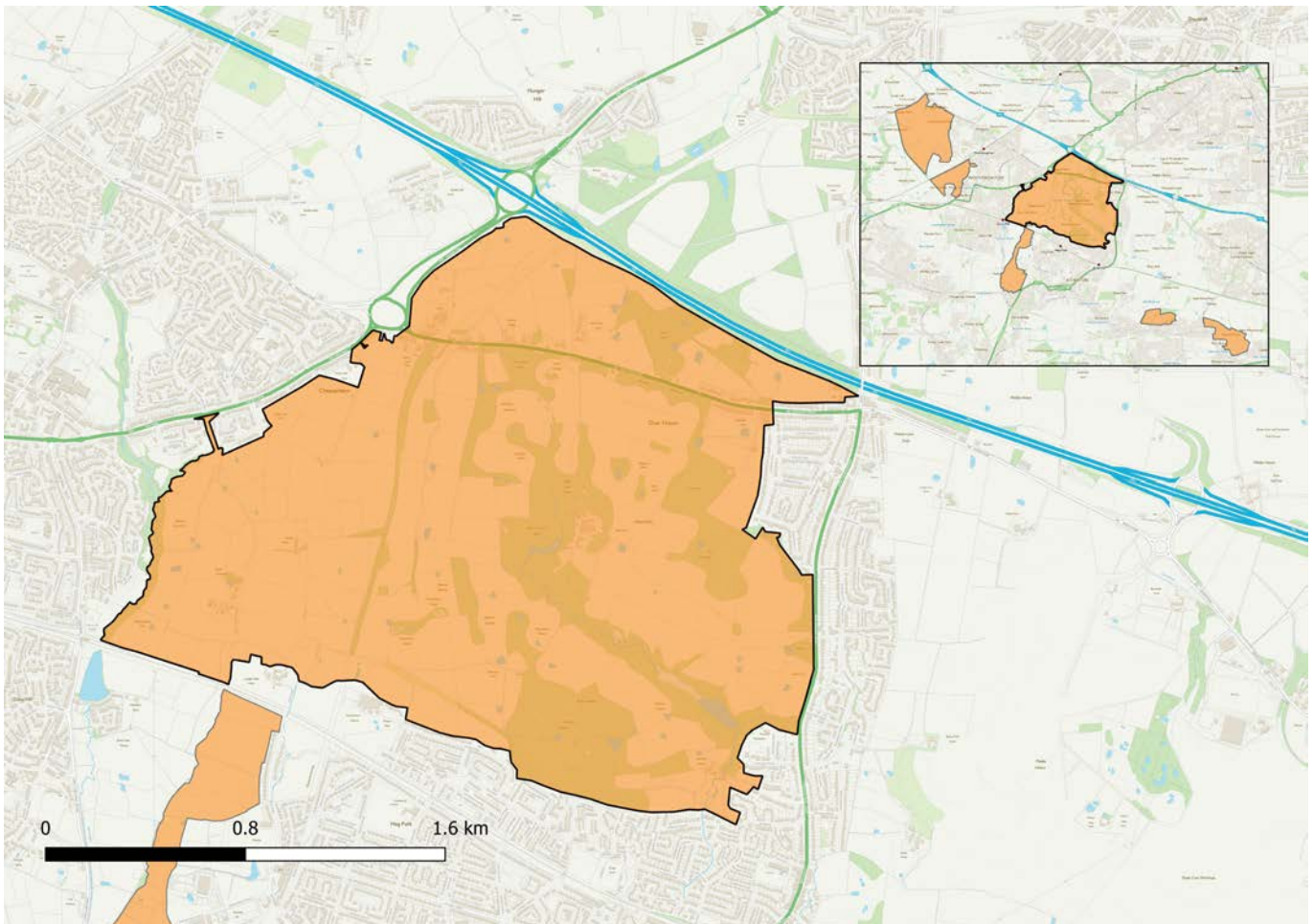
A masterplan will be drawn up to define how the site should be developed, including access, phasing, and identifying areas that should be protected from development in the shorter term.

### 28.6.2 M61C2 Hulton Park and Chequerbent (Bolton)

The Hulton Park and Chequerbent Opportunity Area is located east of Westhoughton and North of Atherton. It is bordered by the M61 to the north, the A579/existing residential development to the East, residential development/the boundary between the boroughs of Bolton and Wigan to the south and the A58/residential development to the West. The opportunity area will be a sustainable mix of uses including around 2,700 new homes, 25,000m<sup>2</sup> of B2/B8 floorspace including logistics and leisure use. The site will be characterised by excellent green infrastructure.

The opportunity area includes three distinguishable plots:

- a. Land east of the disused railway line/mature woodland including Hulton Park: This plot will consist of a high quality leisure destination and heritage restoration project, with peripheral residential development. Approximately 1000 new homes will be built on the western part of the site. The new homes will be of mixed size, type and tenure, with a focus on family homes at the upper-end of the housing market. The majority of the dwellings would contain 3 or 4 bedrooms, potentially some smaller 2 bedroom and larger 5 bedroom homes. The site could incorporate plots for self-building.
- b. Land south of Chequerbent roundabout: Approximately 1,700 new homes will be built in this plot. These will be of mixed size, type and tenure with a focus on good quality family homes. The majority of the dwellings would contain 3 or 4 bedrooms, potentially some smaller 2 bedroom and larger 5 bedroom homes. It is envisaged that part of the site would comprise affordable housing. The site could incorporate plots for self-building. Consideration should be given to the provision of local shopping facilities on this part of the site to serve the whole of the Hulton Park and Chequerbent area. Land will need to be reserved for new education, other social provision and appropriate highway infrastructure to form a Westhoughton bypass and link from the M61 into Gibfield Park Way in Atherton.
- c. Land north east of Chequerbent roundabout: This plot will be developed for B2/B8 employment including logistics. Approximately 25,000m<sup>2</sup> of floorspace will be developed.



Development of the site will need to:

1. Provide a very large amount of green infrastructure throughout the site. There will be new greenways and parkland.
2. Incorporate very high levels of landscaping, including the retention of and improvement to existing woodland (including ancient and semi-natural woodland), priority habitat areas, hedgerows, ponds and other water bodies where practicable, so as to minimise the visual impact on the wider landscape and mitigate its environmental impact.
3. Not negatively impact upon and, where possible, enhance Pretoria Pit Local Nature Reserve and Hall Lee Bank Park Local Nature Reserve.
4. Not negatively impact upon and, where possible enhance the following Sites of Biological Importance: Gorse Wood, Hulton Park, Mill Dam Wood, New Park Wood, Hall Lee Bank Park, Car Brook Mire.
5. Protect and enhance the heritage assets within the site and their setting, especially the listed Hulton Park, as well as the Grade II listed Dovecote and 791/793 Manchester Road.
6. Incorporate noise mitigation measures along the M61, A6, A579 and A58.

7. Sensitive integrate existing dwellings and their gardens, as well as other existing land uses.
8. Provide highway infrastructure through the site to the south of Chequerbent to form a Westhoughton bypass and link from the M61 into Gibfield Park Way in Atherton and major highways improvements in the Chequerbent area.
9. Provide financial contributions for good quality access to the site by motor vehicle, public transport, walking and cycling.
10. Provide financial contributions for the provisions of education and health, including on-site facilities.
11. Retain and enhance existing rights of way. New footpaths will cross the site and link to the existing footpath network.
12. Fully mitigate any flood risk.
13. Not negatively impact upon, and where possible enhance, the wildlife corridors bordering the opportunity area boundary.
14. Safeguard any protected species.
15. Develop sustainable drainage features, such as attenuation ponds.
16. Ensure the extraction of any viable sandstone, sand and gravel, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned Justification**

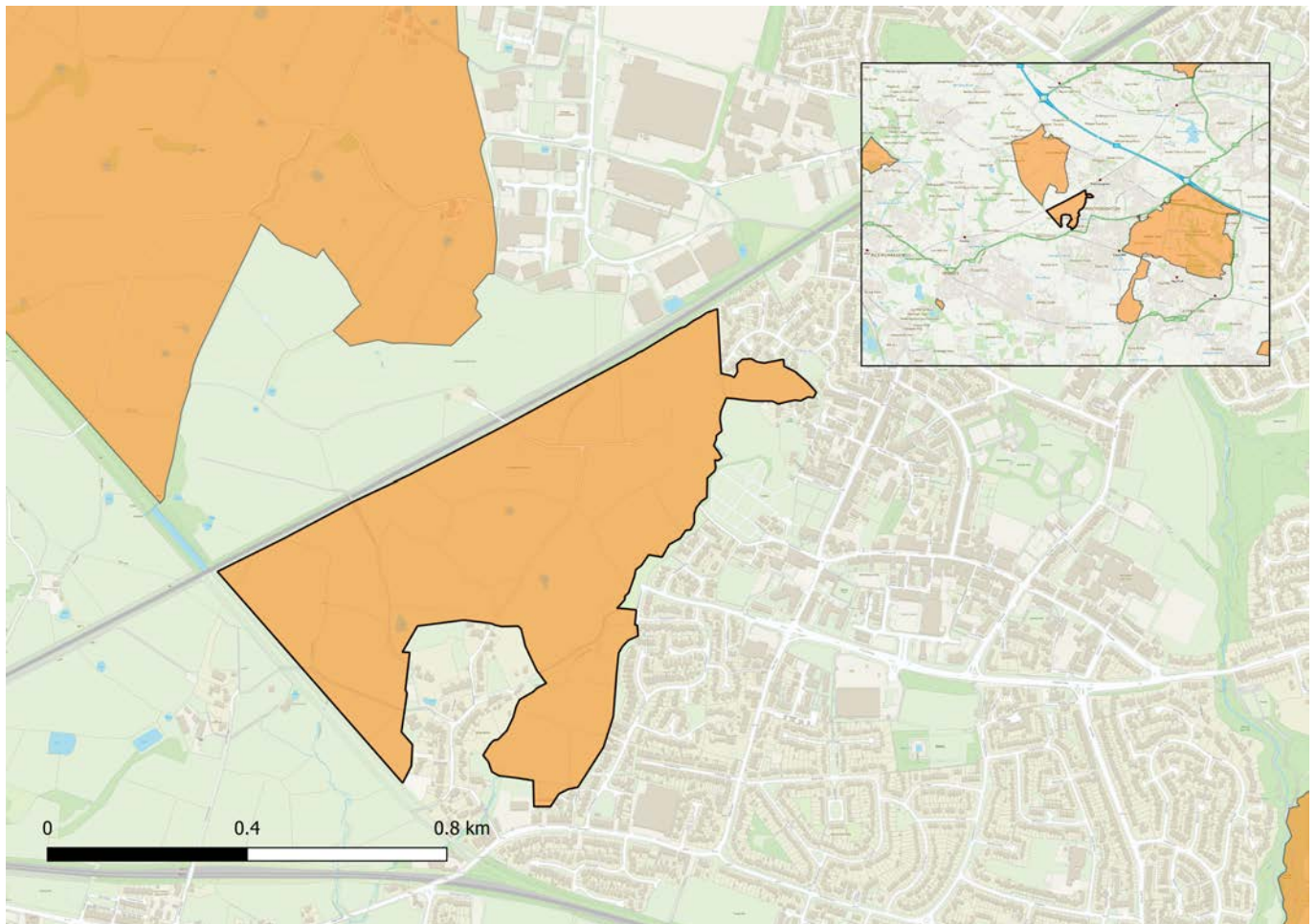
The opportunity area is well connected to the local and strategic road network with a number of key arterial road routes running through the area providing connections to surrounding town centres and the regional centre. In particular it is in very close proximity to the A6 and M61. However this network already experiences significant congestion at peak times and the level of development will put further strain on this. The provision of highway infrastructure through the site to the south of Chequerbent to form a Westhoughton bypass and link from the M61 into Gibfield Park Way in Atherton is essential at the earliest possible time and a contribution needs to be made to necessary road junction improvements, public transport and walking and cycling facilities.

The site is well related to existing local facilities serving the established residential areas of Westhoughton, Atherton and Over Hulton including schools, community, healthcare and recreation facilities. The level of development will put a strain on these facilities and a contribution needs to be made to necessary education and health facilities.

The employment development has excellent access to junction 5 of the M61. The M61 Corridor is a growth corridor for employment uses within Bolton.

### 28.6.3 M61C3 West of Westhoughton (Bolton)

The area extending west of Westhoughton is bounded by a railway line to the North West, residential development to the east and south and a dismantled railway line to the west. Wingates Industrial Estate is located adjacent to the northern boundary, across the railway line. Around 1000 new homes will be constructed in a high quality extension to Westhoughton urban area.



The development of the site will need to:

1. Provide a range of housing including a range of sizes and tenures.
2. Provide financial contributions to the provision of education facilities on site.
3. Provide financial contributions to the provision of health facilities, this should be on site if possible.
4. Provide financial contributions to any highway network, public transport, cycling/walking facilities or improvements identified through a transport assessment, specifically with reference to junctions along the A58 Cricketers Way, Chequerbent Roundabout and Junction 5 of the M61.

5. Provide excellent access to the site by motor vehicle, public transport, walking and cycling.
6. Improve access from the site to Wingates Industrial Estate by cycling and walking.
7. Explore possibilities to improve access for motorised traffic, cyclists and pedestrians from the site to the A6. In doing this there should be no conflict between cars and Heavy Goods Vehicles.
8. Fully mitigate any flood risk.
9. Incorporate very high levels of landscaping, including the retention of and improvement to trees, hedgerows and water bodies.
10. Sensitively integrate the priority habitat area (deciduous woodland) located immediately adjacent to the southern boundary.
11. Sensitively integrate Westhoughton Town Centre Conservation Area located immediately adjacent.
12. Ensure the extraction of any viable sandstone, sand and gravel, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned Justification**

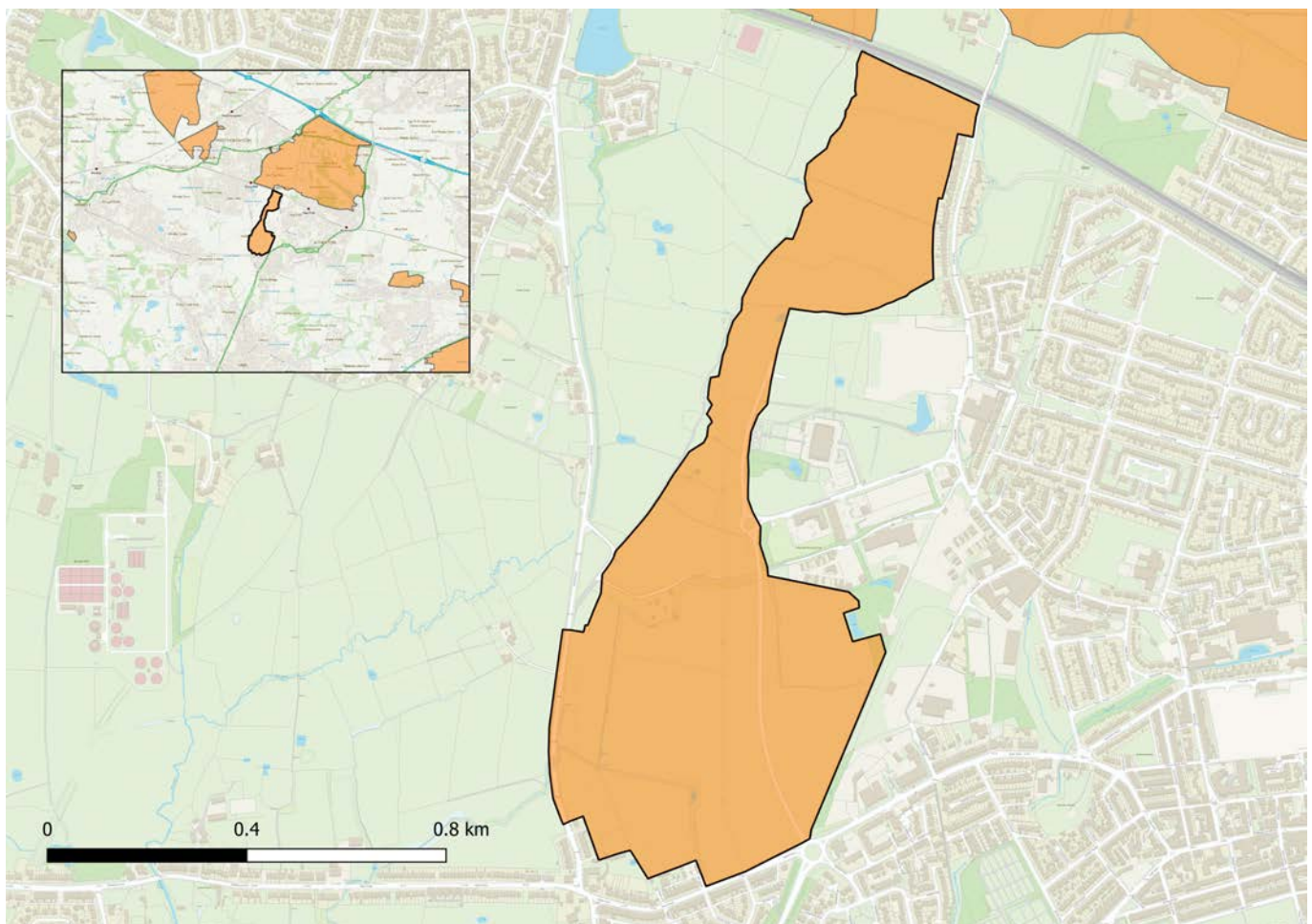
The site is in close proximity to Westhoughton Local Shopping Centre and represents a logical extension to the Westhoughton Urban Area.

The site is well related to existing local facilities serving the established residential area of Westhoughton including schools, community, healthcare and recreation facilities. It is vital that the development of this site does not put additional strain on this infrastructure and that contribution is made to improved and expanded facilities for education and health in the Westhoughton area.

It is essential that the development of this site does not put additional strain on the local or strategic highways infrastructure, and that contribution is made to necessary improvements to the highway network, public transport network and facilities for cycling/walking.

#### 28.6.4 M61C4 West of Gibfield, Atherton (Wigan)

The Gibfield, Atherton strategic area provides an opportunity for a substantial housing and employment development and new green infrastructure serving Atherton and Daisy Hill, Westthoughton. The land borders Wigan Road, Atherton and properties thereon to the south; Schofield Lane and open land to the east of Schofield Lane to the west; the Atherton railway line to the north; and properties on North Road, Atherton and the Gibfield development to the east.



The development of the area will:

1. Extend Gibfield Park Way northwards to the railway and contribute effectively to a new road bridge across the railway in partnership with the Chequerbent development to the north, for access thereafter to the A6 and M61.
2. Provide a new high quality, landscaped gateway into Wigan Borough from the north.
3. Provide a location for around 45,500 m<sup>2</sup> of floor space for B1, B2 and B8 employment uses on land either side of Gibfield Park Way, south of the existing roundabout junction.
4. Provide for around 750 homes.

5. Provide a substantive accessible green infrastructure corridor and country park from Wigan Road (Small Brook) in the south across Schofield Lane to the Atherton railway line in the north, east of Daisy Hill, on land remaining in the Green Belt, and ensure ongoing arrangements for maintenance.
6. Make appropriate provision within that green infrastructure for great crested newts sufficient to mitigate the development.
7. Ensure good access for pedestrians and cyclists to Daisy Hill railway station and to local bus services.
8. Actively support the delivery of strategic improvements to service provision from Daisy Hill station.
9. Provide easements for the significant utilities infrastructure running through the site.
10. Safeguard the amenity of existing and future homes from the employment development, through appropriate screening and landscaping.

### **Reasoned justification**

The M61 corridor is a strategic opportunity for Greater Manchester but while Atherton, Hindley and Leigh are close to the M61, existing roads to it are constrained and not conducive to economic development. A new link road from Atherleigh Way / Gibfield Park Way in Atherton to junction 5 of the M61, via the Chequerbent junction on the A6, would be transformative for that area. This development is required to extend Gibfield Park Way as far north as the railway and provide for a connection thereafter to a new road within the Chequerbent site northwards to the A6, including the delivery of a new bridge across the railway.

There is also a need for strategic improvements to services along the Atherton railway between Wigan and Manchester, via Daisy Hill station, specifically to increase capacity at peak times, and increase service frequencies and extent. Improvements of this kind are incorporated within the agreement for the Northern franchise that commenced in 2016. Tram-train service provision may be appropriate. This development is required to ensure good access to Daisy Hill station for pedestrians and cyclist and contribute appropriately to service improvements.

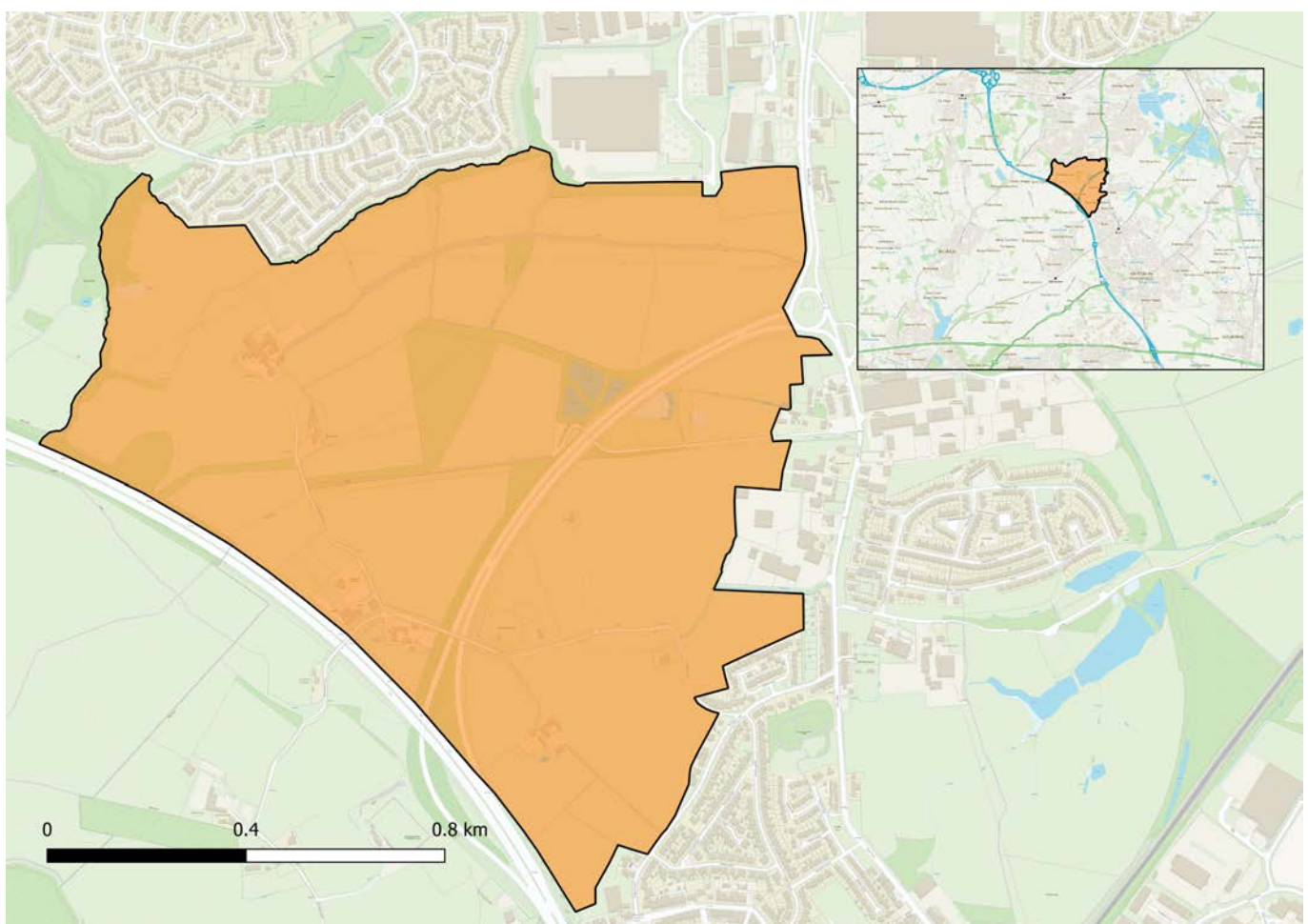
The green infrastructure requirement will need to be delivered in advance and alongside the housing development and should provide effectively for a country park with wildlife habitats and recreational space.



## 28.7 M6 Corridor

### 28.7.1 M6C1 Junction 25 (Wigan)

The Junction 25 strategic area provides an opportunity for a substantial employment development in the M6 corridor. The land borders the southern edge of Wigan (Wheatlea Industrial Estate and Winstanley) to the north, the A49 Warrington Road / Wigan Road to the east, the northern edge of Ashton-in-Makerfield (Link 25 Business Park / Soughers Lane) to the south and the M6 motorway to the west.



The development of the site will:

1. Provide a high quality location for around 332,500 m<sup>2</sup> of B1, B2 and B8 employment uses in the M6 corridor, with integrated landscape design and planting.
2. Enable a small extension of Winstanley for around 80 homes accessed from Castlemere Close.
3. Allow for the provision of an all-ways junction at junction 25 and the ability for more direct access from the motorway once provided, subject to agreement by Highways England.

4. Ensure that good quality road access is provided from the M6 motorway and A49, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads.
5. Enable the provision of an internal road connection with Wheatlea Industrial Estate.
6. Ensure that the employment development is accessible by walking and cycling from Winstanley, including Castlemere Close, and Bryn.
7. Provide easements for the significant utilities infrastructure running through the site.
8. Ensure that a robust green infrastructure corridor is provided between the employment development and Winstanley, to safeguard residential amenity, maintain the integrity of the rights of way network with potential for open space opportunities, and provide habitats for wildlife.
9. Ensure robust landscape screening between the employment development and residential properties in Ashton, to safeguard amenity.

### **Reasoned justification**

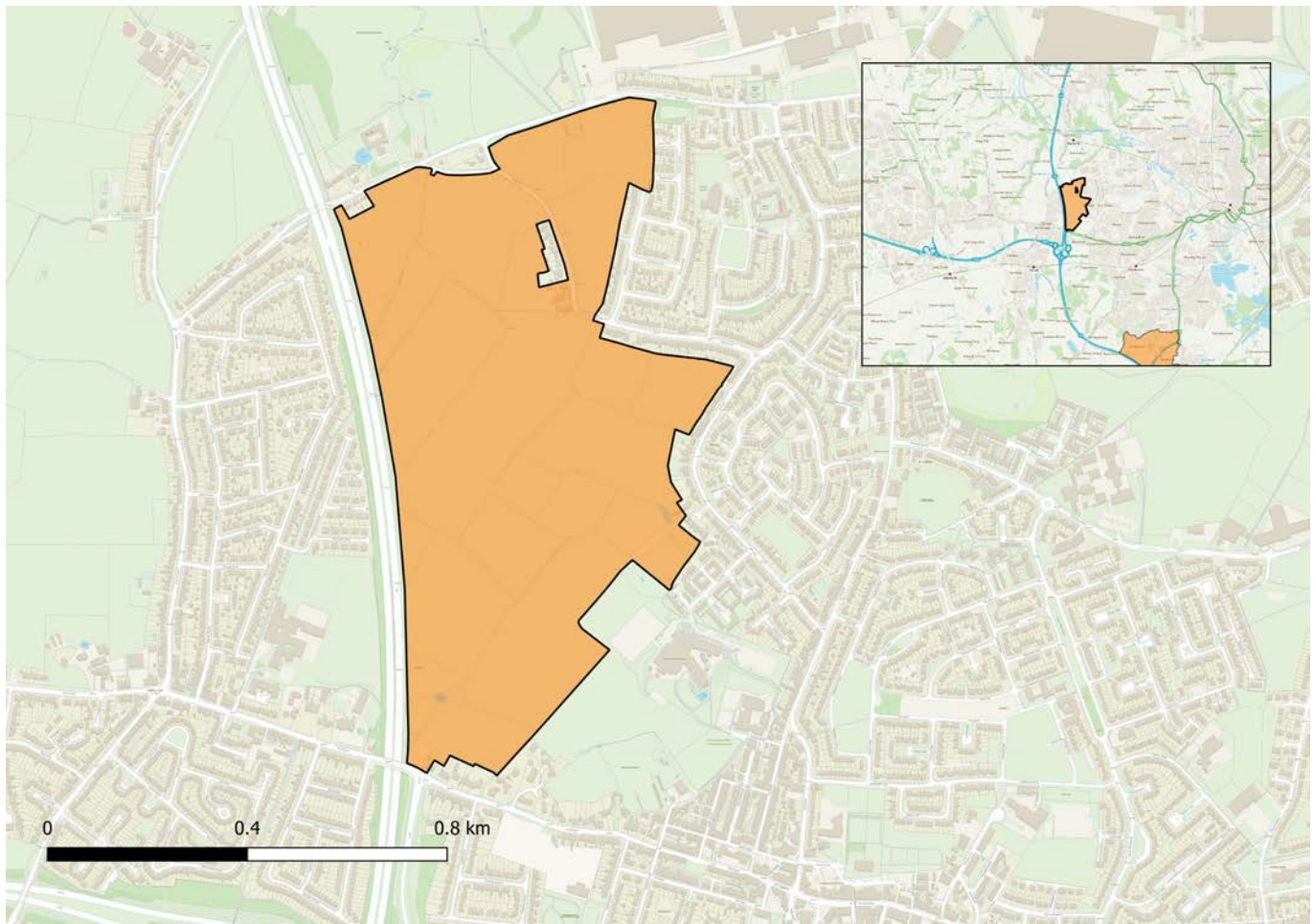
The M6 corridor is the major opportunity for manufacturing and distribution development in Wigan, and is a strategic opportunity for Greater Manchester. The transport connections and long motorway frontage mean that land at Junction 25 is particularly attractive for logistics activities, but also for high quality manufacturing that would diversify the employment and investment opportunities in this part of Greater Manchester.

Proposals to make junction 25 an all-ways junction are identified in the Accessibility chapter. Design details and land requirements as well as land release potentially, have not been agreed but this would also allow for a new access into the site. Scheme design and layout will need to take this into account.

The green infrastructure corridor to the north of the site will link for walking and cycling into the Winstanley estate to the north-west, which will be opened up for wider public access, and the Wigan Flashes to the east. A safe crossing of the A49 Warrington Road will need to be provided.

### 28.7.2 M6C2 Junction 26 (Wigan)

The Junction 26 strategic area provides an opportunity for a substantial employment development in the M6 corridor. The land borders Spring Road to the north; the Kitt Green area of Wigan and the school fields of Abraham Guest Academy to the east; properties fronting the A577 Orrell Road to the south; and the M6 Motorway to the west.



The development of the site will:

1. Provide a high quality location for around 150,500 m<sup>2</sup> of floorspace for B1, B2 and B8 uses in the M6 corridor, with integrated landscape design and planting.
2. Enable a small extension of Kitt Green for around 170 homes, on the land east of Latham Lane.
3. Provide a through road from Orrell Road to Spring Road to serve the employment development and provide an improved access for the Heinz complex on Spring Road

4. Ensure that good quality road access is provided from the M6 motorway at Junction 26, whilst making sure that it has no significantly adverse effect on the M6 or M58 motorways or other surrounding roads.
5. Support the delivery of improvements to the functionality and performance of Junction 26 of the M6 with the M58, A577 and new road infrastructure, to ensure that it has sufficient capacity to serve the increased levels of economic activity.
6. Ensure that the employment development is accessible by walking and cycling from Kitt Green, Pemberton and Orrell.
7. Ensure robust landscaped screening between the employment development and residential properties in Kitt Green and at Orrell Road, to safeguard amenity.

### **Reasoned justification**

The M6 corridor is the major opportunity for manufacturing and distribution development in Wigan, and is a strategic opportunity for Greater Manchester. The transport connections and long motorway frontage mean that land at Junction 26 is particularly attractive for logistics activities and high quality manufacturing that would diversify the employment and investment opportunities in this part of Greater Manchester.

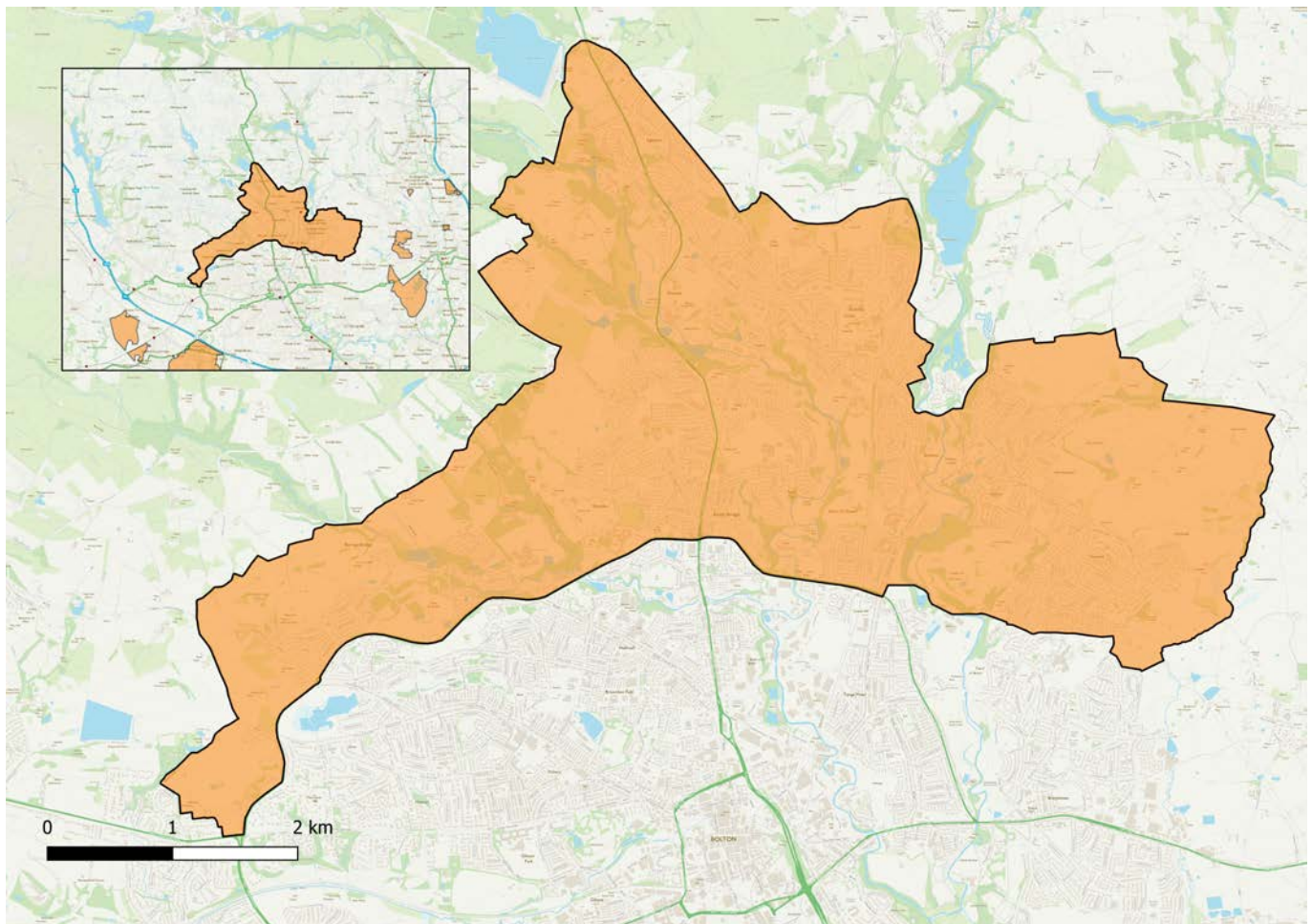
Capacity issues at junction 26 will need to be resolved in partnership with Highways England, but a through-road in the site from Orrell Road to Spring Road would remove HGVs and other traffic accessing the Heinz complex from Orrell Post and Gathurst Lane, Orrell. It would also connect the site effectively into the local highway network for travel to work purposes.

The area reserved for housing development is already substantively enclosed by housing. It will need to allow for provision of the through-road to Spring Road, assuming that it will connect close to the existing junction with Latham Lane.

## 28.8 Other Allocations

### 28.8.1 OA1 North Bolton Strategic Opportunity Area (Bolton)

The North Bolton strategic opportunity area is a broad area of search for housing within which there is a collection of potential housing development sites around the northern edge of the built up area of Bolton, extending from Moss Bank Way in the west to Harwood in the east. Together they have the potential to deliver up to three thousand homes in around fifteen locations.



The development of the sites will need to

1. Provide a range of housing with an emphasis on lower density, higher value development;
2. Provide affordable housing on site, where it can be, but on smaller sites there may be scope for contributions to off-site affordable housing;
3. Take account of the strategic green infrastructure of the West Pennine Moors, and Bradshaw and Eagley valleys, in landscape design, flood mitigation, and the improvement of recreational opportunities and biodiversity;
4. Improve the appearance and settings of heritage assets, including conservation areas at Barrow Bridge, Egerton, Dunscar, Eagley, Harwood and Riding Gate, and the historic listed park at Smithills;

5. Provide good quality immediate access to each site and contribute towards transport infrastructure generally on the northern side of Bolton, including public transport, walking and cycling facilities, and key road junctions;
6. Provide financial contributions to the provision of education and health;
7. Ensure the extraction of any viable sandstone, sand and gravel, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned justification**

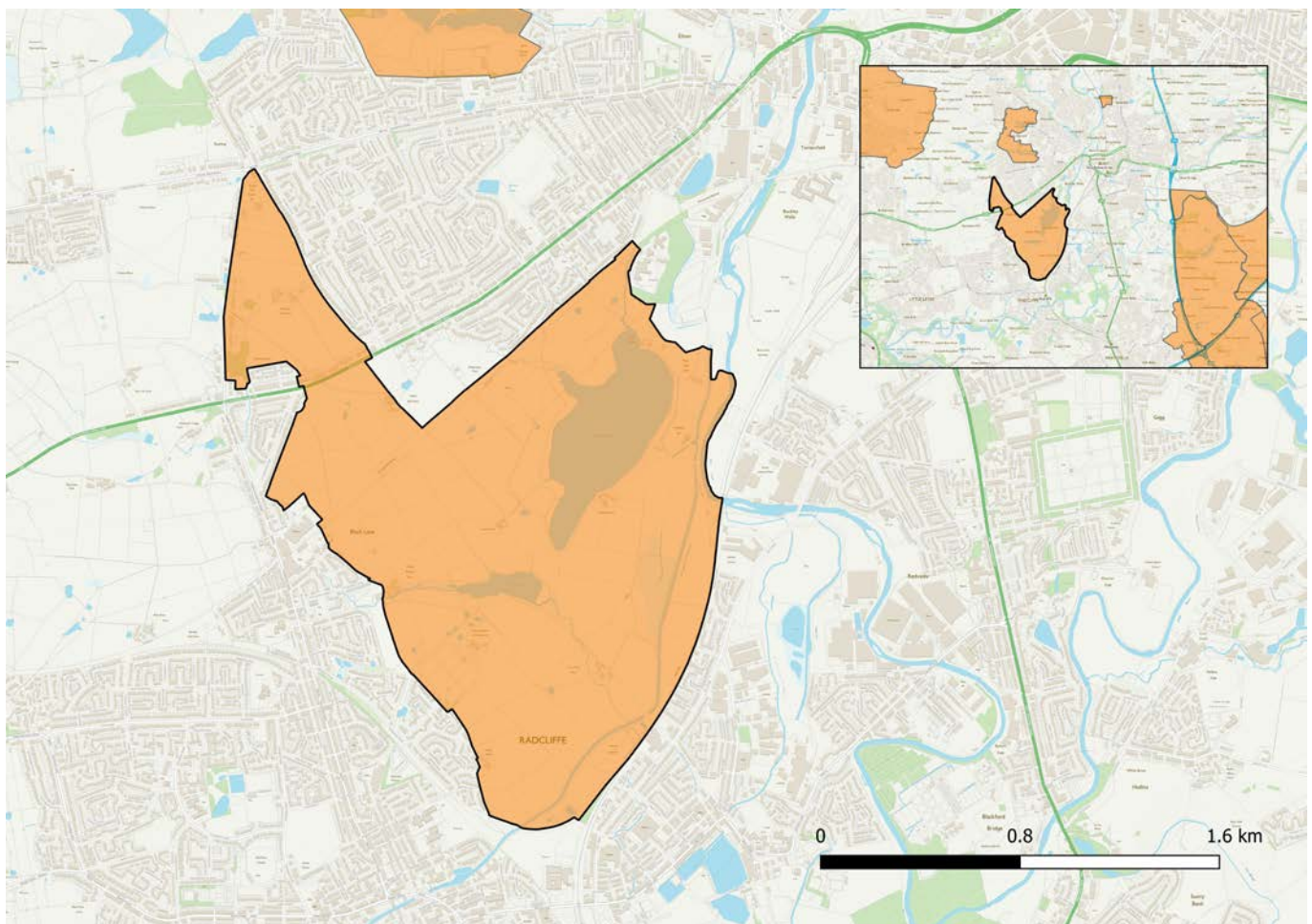
The location of this strategic opportunity area in a relatively strong housing market area provides the potential to provide low density higher value housing in attractive places. The relatively small size of individual sites means that there is good potential for development happening quickly. As an area of search the boundary of the strategic opportunity area shows only the general extent of the locality where these sites are located. It does not identify specific site boundaries for development nor introduce any presumption that housing would be appropriate anywhere within it.

The development of this strategic opportunity would give its residents excellent access to the West Pennine Moors and the Bradshaw and Eagley valleys. Care must be taken to ensure that development would enhance these significant areas.

The relatively small size of individual sites also means that they are in a good position to use existing infrastructure. Nevertheless it is vital that collectively they should not put additional strain on that infrastructure, and that contribution is made to better infrastructure across the north side of Bolton; this includes improvements to road junctions, public transport, walking and cycling facilities, and to existing facilities for education and health.

### 28.8.2 OA2 Elton Reservoir Area (Bury)

This area includes a number of significant parcels of land around Elton Reservoir and to the east of Starling Road. The sites within this area together represent a significant opportunity to create a new large-scale residential community in a parkland setting. The area is in a sustainable location and has the potential to provide around 3,460 new homes together with necessary supporting infrastructure and facilities.



The development of the site will need to:

1. Provide a mix of housing across the site to diversify the type of accommodation in the Bury and Radcliffe areas; offering higher densities of development in areas of good accessibility and potential for improved public transport connectivity;
2. Make provision for affordable housing in line with local planning policy requirements;
3. Make provision for recreation to meet the needs of the prospective residents in accordance with locally-derived standards;

4. Make provision for significant transport infrastructure to enable the proposed level of development to be accommodated. The scale of the development will require different access points, with the potential to provide a link road from north to the south of the site;
5. There will be a requirement for major investment in public transport, with opportunities to provide a new Metrolink stop and park and ride facilities in order to serve the development and wider area;
6. Make provision for new schools to meet the additional needs for arising from the development;
7. Make provision for a large amount of new and upgraded multi-functional green infrastructure throughout the area, including the enhancement of the existing assets at Elton and Withins Reservoirs and the Manchester, Bolton and Bury Canal;
8. Improve linkages and connections to adjoining communities, particularly those in Inner Radcliffe;
9. Retain and enhance existing ecological assets and incorporate the creation of new habitats and wetland areas;
10. Upgrade the recreation, leisure and tourism offer of the wider area;
11. Enable more trips to be made by walking and cycling by retaining, extending and enhancing strategic recreation routes on the former Bury to Bolton railway line and beside the Manchester, Bolton and Bury Canal, together with improvements to the network of pedestrian and cycle routes and public rights of way across the site, facilitating new connections to surrounding urban areas; and
12. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off.

### **Reasoned justification**

The area around Elton Reservoir and to the east of Starling Road is of strategic significance, not only for Bury, but also in the Greater Manchester context given that it will bring forward one of the GMSF's largest contributions to future housing supply providing a mix of housing types.

The area is in a sustainable and well-connected location. Being almost entirely surrounded by the existing urban area, it is well connected to existing infrastructure, shops, services and other facilities. New development and investment in this area will need to be fully integrated into the existing urban fabric, which will help to support regeneration efforts in Radcliffe town centre. In order to help integration with the wider area, any development will need to facilitate pedestrian and cycle links through the development and into surrounding areas.



The delivery of around 3,500 new homes is likely, if not addressed, to lead to unacceptable adverse impacts on existing infrastructure. For example, it is likely that the increase in car-borne journeys would have negative impacts on the local highways network, largely arising from the increase in traffic seeking to pass through Bury Bridge at peak times.

Consequently, fundamental to the delivery of residential development in this area will be the provision of a major investment in the local road network, with the possibility of connecting Bolton Road to Bury Road. This would provide an alternative to Bury Bridge for traffic travelling south towards Manchester from the west Bury area. Notwithstanding this, any proposals for development of the site will be required to fully assess the impacts on traffic generation on existing highways and, where necessary, to incorporate the required improvements to roads and junctions.

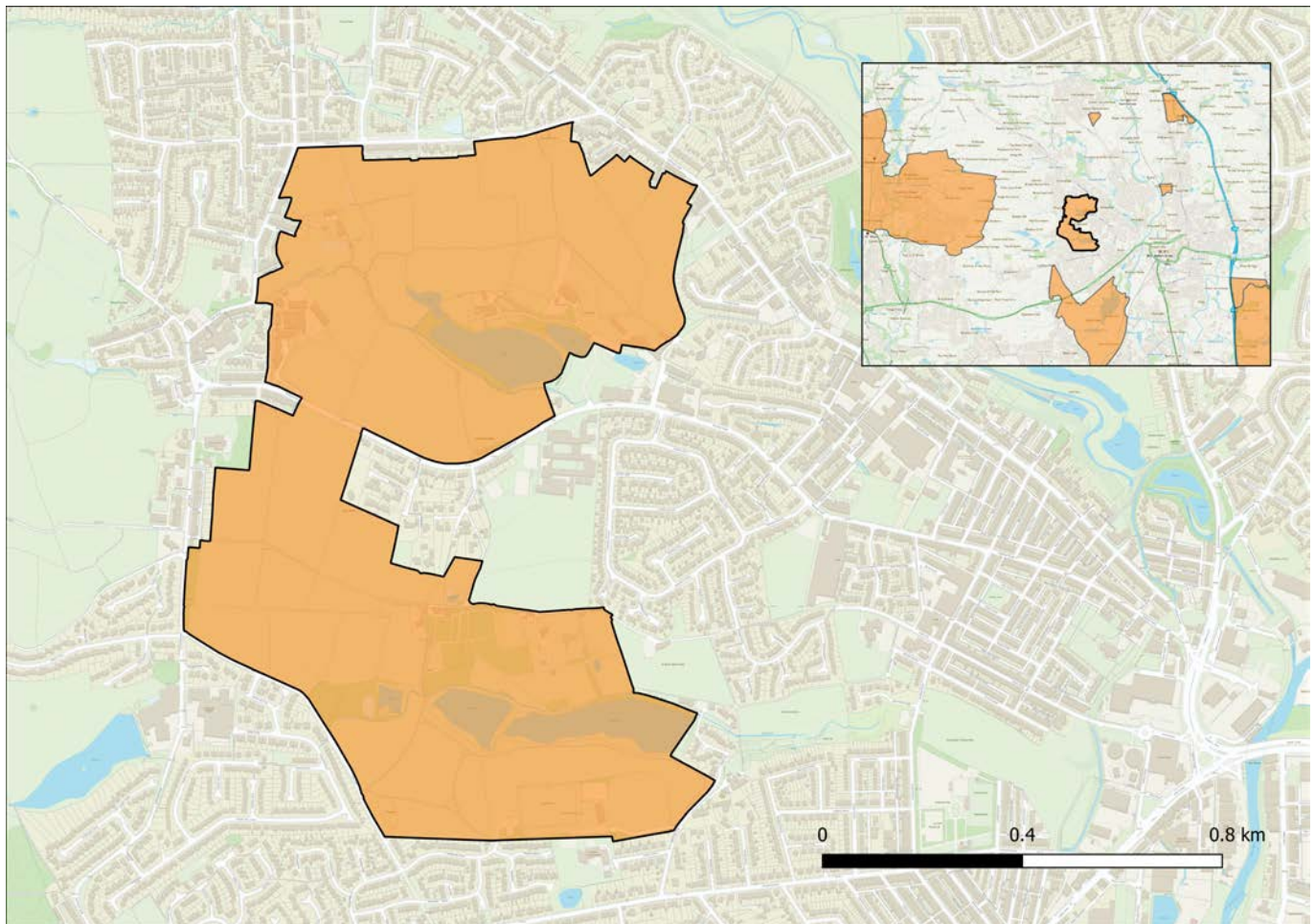
The Bury to Manchester Metrolink line runs along the eastern edge of this area and, in order to reduce reliance on the car, any development on the site will be required to contribute to the provision of a new Metrolink stop and any associated park and ride facilities.

Furthermore, a development opportunity of this size will need to provide the necessary capacity to deliver sufficient primary and secondary school provision.

The majority of land within this area is currently in agricultural use that is not publicly accessible. This development opportunity will help to open up this land, providing accessible open space for current and future residents, incorporating the water features of Elton and Withins Reservoirs and features of ecological value, which will need to be retained.

### 28.8.3 OA3 Walshaw (Bury)

This land to the north and south of Walshaw Road sits within the existing urban area and represents a significant opportunity in a sustainable location for the provision of around 1,250 new homes together with necessary supporting infrastructure.



The development of the site will need to:

1. Take into account existing highways capacity and undertake feasibility studies to understand the impact of the development on existing infrastructure and the need for additional transport infrastructure;
2. Make provision for new schools and increase capacity within existing educational infrastructure in the area to accommodate additional demand on school places;
3. Provide a mix of housing across the site to diversify the type of accommodation in the Tottington and Bury West area;
4. Make provision for affordable housing in line with local planning policy requirements;

5. Make provision for recreation to meet the needs of the prospective residents in accordance with locally-derived standards;
6. Provide new community facilities and local shopping provision in locations that best serve the local community;
7. Provide appropriate mitigation and respect the setting of heritage assets in the vicinity of the site;
8. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off;
9. Provide corridors of green infrastructure focused on the areas around Walshaw and Elton Brooks and the reservoirs and wildlife corridors with a particular emphasis on improving connectivity with existing recreation, leisure, hotel and conferencing facilities and adjoining areas of population to the north and south;
10. Ensure the layout of development allows for integration with existing development, including via sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south; and
11. Mitigate against or compensate for any ecological impacts on wildlife corridors and Sites of Biological Importance.

### **Reasoned justification**

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 and Seddons Farm to the south and Walshaw to the west. It has good public transport links to Bury town centre and there are a number of schools and shops and services in the vicinity of the site.

It is considered that the site has the capacity to accommodate in the region of 1,250 new homes. This number of new homes will require improvements to the local highways network as there will be an increase in traffic. Proposals for development of the site will be required to fully assess the impacts on traffic generation on existing highways and, where necessary, to incorporate the required improvements to roads and junctions.

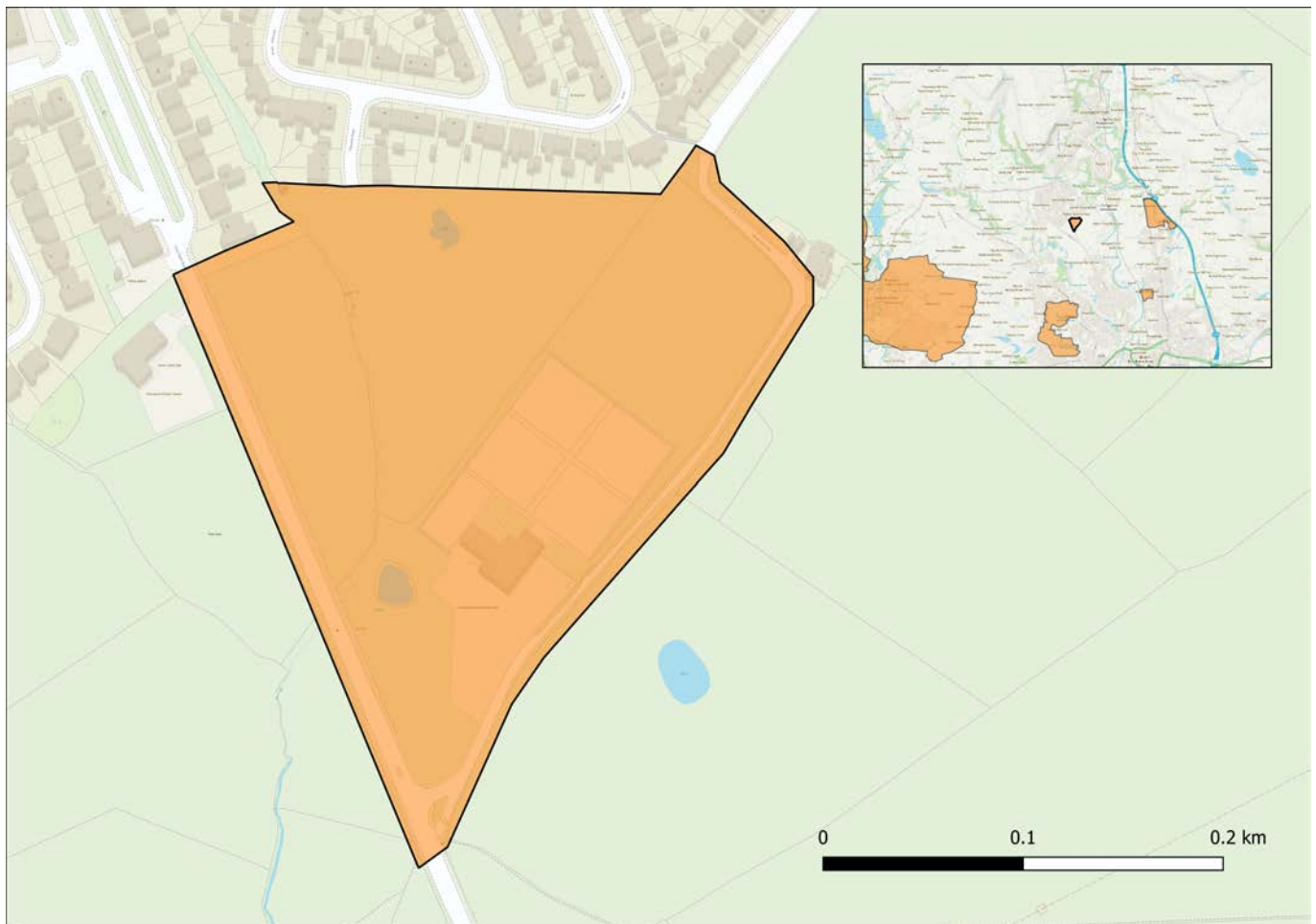
Elton High School is within easy reach of the site. The school is currently subject to a Government-funded rebuilding programme that will provide good quality opportunities for secondary education in the vicinity of the site, although it is still expected that the pupil yield from the development would necessitate the provision of new educational facilities and further additional capacity.. There may be scope to incorporate ancillary facilities within the development, such as small scale retail to serve the needs of the local area.

Walshaw and Elton Brooks form the spine of both the northern and southern parts of the site and should therefore provide the focal point for the creation of a good quality green infrastructure network providing publicly accessible open spaces and recreational opportunities for residents across Bury West. 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 offering links from Tottington in the north to Elton and Starling in the south.

There are some existing reservoirs on the site and other opportunities for blue infrastructure may exist to enhance visual amenity, provide sustainable drainage and widen local biodiversity. The land is relatively undulating in parts and this offers opportunities to create an attractive and interesting setting for the development as well as providing some natural screening to address noise issues.

#### 28.8.4 OA4 Holcombe Brook (Bury)

This infill site immediately to the south of the existing urban area in Holcombe Brook is considered capable of delivering around 100 new homes.



The development of the site will need to:

1. Provide a mix of housing across the site to diversify the type of accommodation in the Holcombe Brook/Ramsbottom area;
2. Make provision for affordable housing in line with local planning policy requirements;
3. Make provision for additional capacity at existing schools in the area to meet additional demand;
4. Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site;
5. Ensure the layout of development allows for integration with existing development and facilitates walking and cycling.

6. Make provision for recreation to meet the needs of the prospective residents in accordance with locally-derived standards;
7. Ensure that it does not have an adverse impact on the character or appearance of the Summerseat Conservation Area;
8. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off; and
9. Incorporate appropriate air quality mitigation along the B6214 Air Quality Management Area.

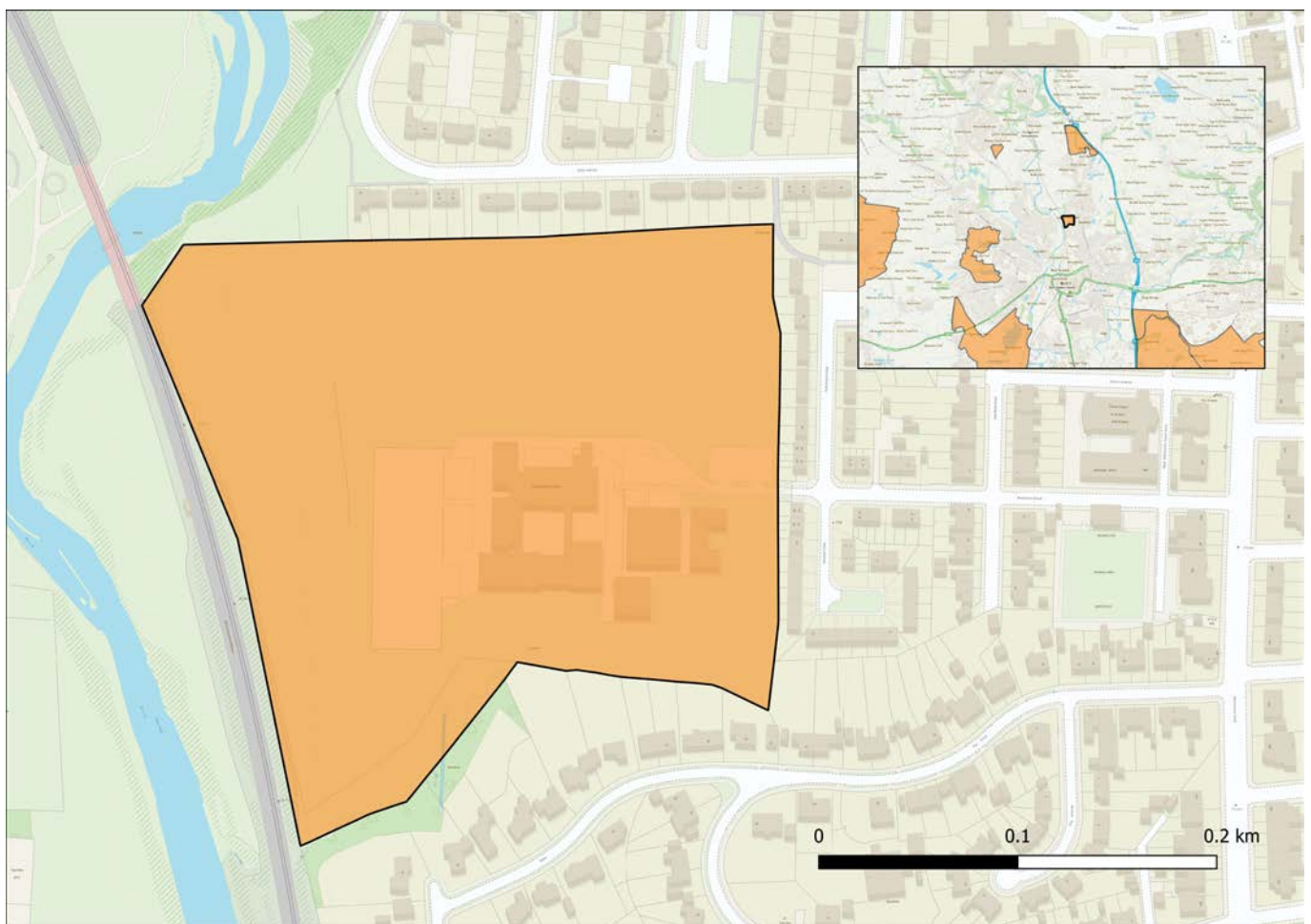
### **Reasoned justification**

The site provides an opportunity to deliver a relatively small-scale urban extension that would effectively involve infilling between a well-established residential area and the recently-constructed Holcombe Brook Sports Club.

The site is in a sustainable location with good access to existing shops, schools and other facilities and, fronting on to the B6214, is well connected to existing transport infrastructure and frequent bus routes.

### 28.8.5 OA5 Seedfield (Bury)

This site is surrounded on three sides by existing residential development in the Seedfield area of Bury and has recently been used as a training centre. Around 50% of the developable area of the site contains buildings and hard standing associated with the training centre with the remainder used as playing fields. The site is considered to have the potential to accommodate 135 new homes.



The development of the site will need to:

1. Make provision for affordable housing in line with local planning policy requirements;
2. Provide a mix of housing across the site to diversify the type of accommodation in the Seedfield area;
3. Make provision for recreation to meet the needs of the prospective residents in accordance with locally-derived standards;
4. Secure and bring into use suitable replacement sports facilities to satisfy national planning policy requirements;

5. Make provision for additional capacity at existing schools in the area to meet additional demand;
6. Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area;
7. Link in with residential areas adjoining the site and improve access to Burrs Country Park;
8. Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the site and introduce appropriate mitigation measures; and
9. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off.

### **Reasoned justification**

The site provides an opportunity to deliver a new community that is well-connected to the existing urban area, is less than 2 kilometres from Bury town centre and is situated within easy reach of a range of leisure attractions. The attractive setting of the development will be further strengthened by improvements to transport infrastructure to help increase accessibility on foot or by cycle from west to east in this part of the Borough, particularly from and to the expanding leisure attractions of Burrs Country Park.

A large part of the site is previously-developed. The existing buildings are occupied but are likely to be vacated in the short-term. Replacement and accessible sports pitch provision of an equivalent or better quantity and quality must be laid out and usable prior to the commencement of development at Seedfield. Demand on school places will result from the development and therefore investment existing schools will be expected.

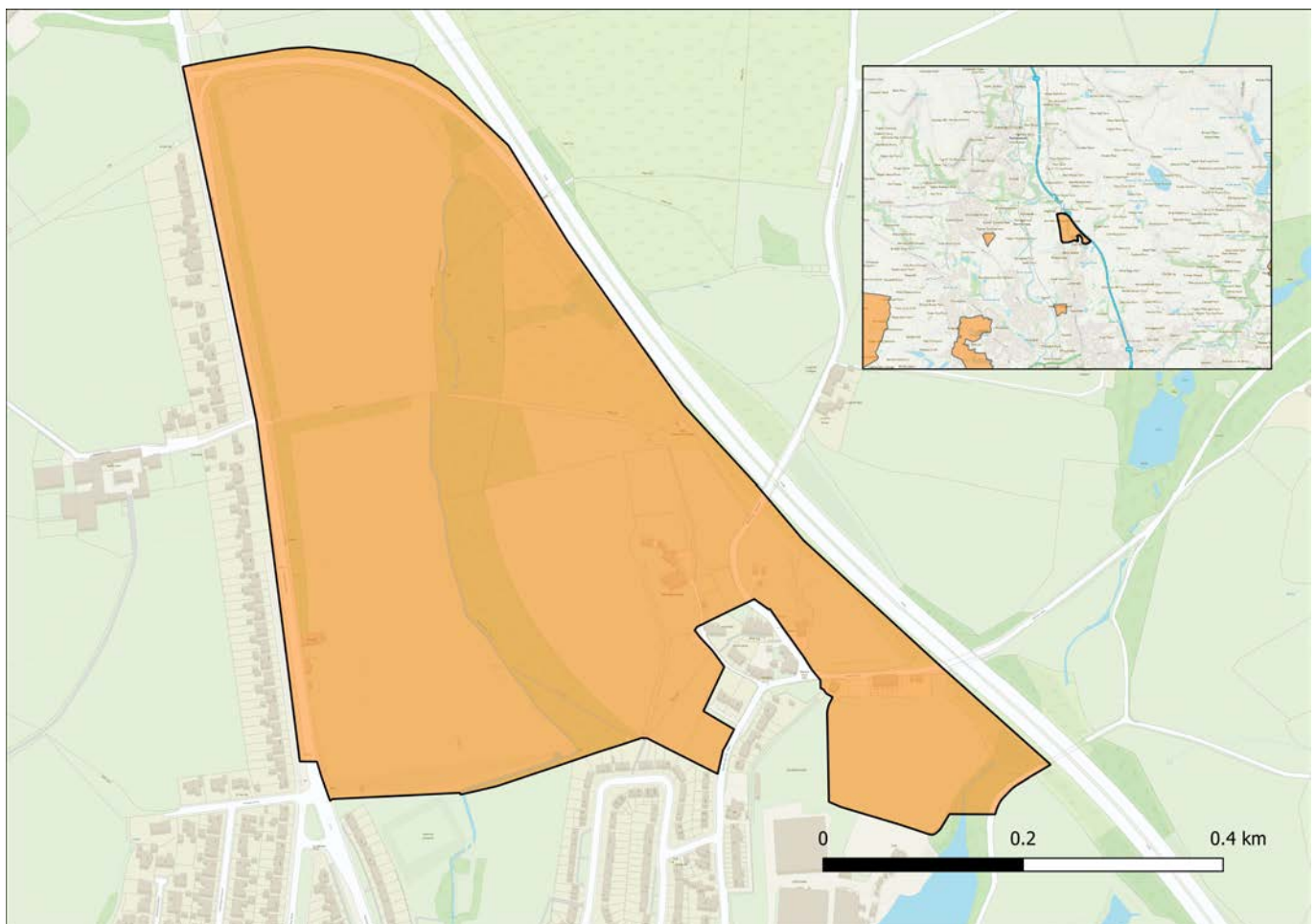


### 28.8.6 OA6 Baldingstone (Gin Hall and Bevis Green) (Bury)

Baldingstone has the potential to deliver a mixture of new employment floorspace and housing. A site at Gin Hall lies adjacent to the A56 at Junction 1 of the M66 with the potential to deliver new employment development and a site at Bevis Green to the south of Bentley Lane is considered suitable for new housing.

#### Gin Hall

Employment development will be delivered adjacent to Junction 1 of the M66 and fronting the A56 on land known as Gin Hall. The site has the potential to deliver around 32,000 m<sup>2</sup> of industrial and warehousing floorspace. This area benefits from excellent motorway and public transport access and will offer a high-quality opportunity which can be delivered in the short-term.



Any proposals for employment development on the site will need to:

1. Take account of detailed ground investigations and, if necessary, implement appropriate remediation to areas of the site that have previously been subject to landfilling;

2. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off; and
3. Mitigate any impacts and retain and enhance the ecological areas particularly around Walmersley Brook and adjacent to the motorway.

### Bevis Green

A site at Bevis Green to the south of Bentley Lane and bounded by the M66 motorway to the east has the potential be developed for around 60 homes.

Any proposals for housing development on the site will need to:

1. Make provision for affordable housing in line with local requirements;
2. Make provision for recreation to meet the needs of the prospective residents in accordance with locally-derived standards;
3. Make provision for additional capacity at existing schools in the area to meet additional demand;
4. Incorporate appropriate noise and air quality mitigation between the housing and the motorway; and
5. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off.

### Reasoned justification

#### Gin Hall

It is important to provide a good range of site sizes for employment development, including relatively large scale sites which have traditionally being lacking from Bury's employment land supply and which have the critical mass to support significant investment.

Furthermore, in terms of market attractiveness, there is a need to provide for a range of requirements to accommodate indigenous growth and new inward investment but with the emphasis on high quality sites, including town centre sites and large, motorway-focused opportunities. Traditionally, Bury has lacked the provision of large, good quality opportunities with access to the motorway network – a feature which has historically held back Bury's local economy.

The site at Gin Hall on Junction 1 of the M66 represents a deliverable opportunity for new employment development that will help the north of the conurbation make a more significant contribution towards Greater Manchester's economy. More locally, the site is accessible by public transport and is well-connected to East Bury - one of the Borough's most deprived neighbourhoods.

The southern part of the site is a former reservoir that has been subject to land filling. Detailed site investigations into ground conditions will need to be undertaken to inform methods of remediation, if necessary, and the details of any scheme.

#### Bevis Green

The Bevis Green site is considered to have the potential to accommodate in the region of 60 new houses which will contribute towards a supply of sites that is capable of meeting Bury's housing needs. The site is in a sustainable location being well-connected to the existing urban area, transport infrastructure, shops, services and other facilities.

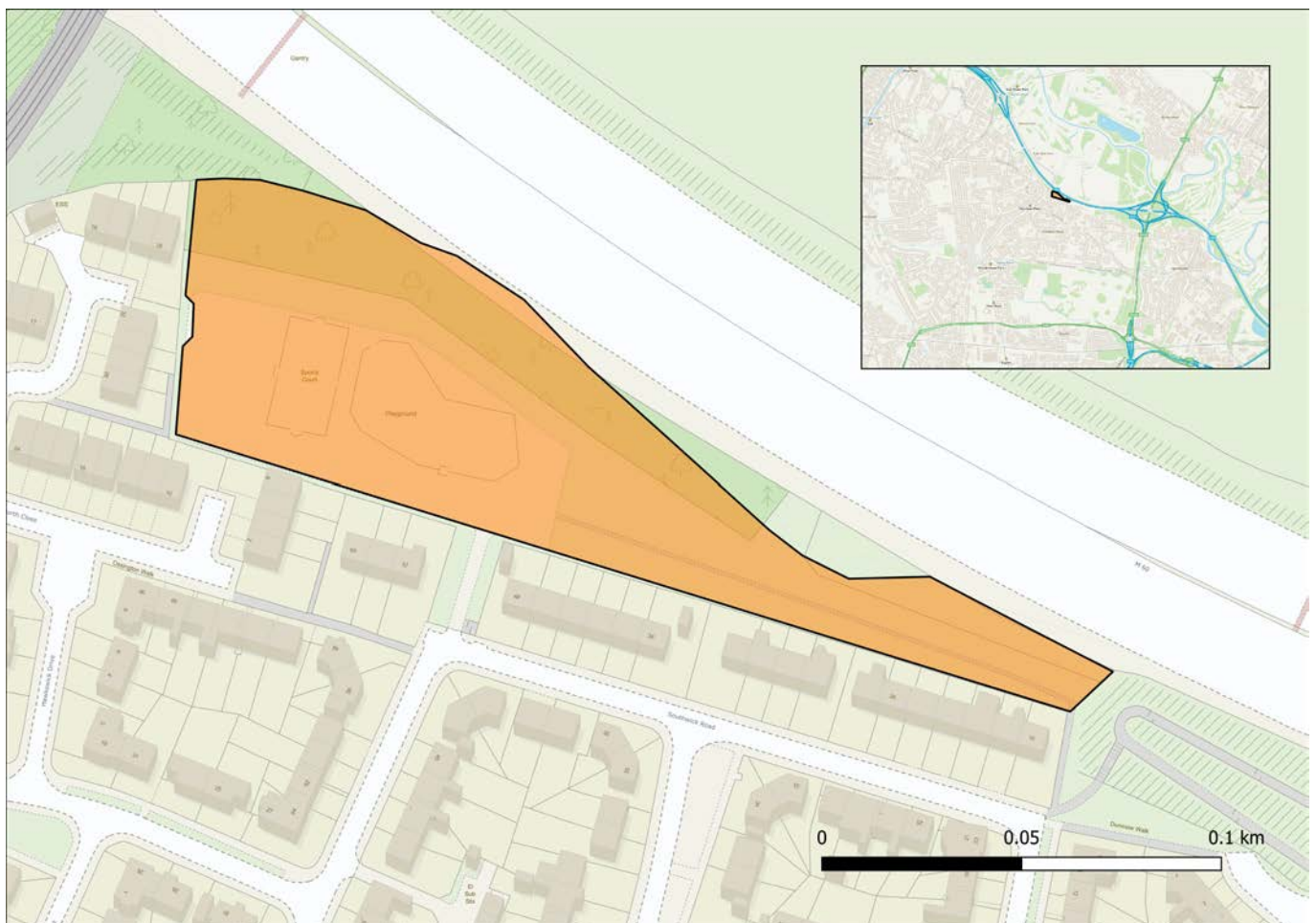
Any proposals on the site will need to make provision for both affordable housing and recreation in line with local policy requirements. Demand on school places will also increase and therefore investment in existing schools will be expected.

The proximity of the site to the M66 motorway means that any development on the site will need to incorporate measures that would mitigate against traffic noise.

### 28.8.7 OA7 Southwick Park

Southwick Park comprises a children’s play area and basketball court, trees and bushes on the northern boundary with the motorway and cut grassland and a footpath linked to a pedestrian crossing over the motorway to the east. To the west and south are residential gardens, with the new Metrolink bridge over the M60 a short distance to the northwest. The site is slightly elevated relative to the motorway.

The development of this site will allow around 20 new dwellings to be delivered to promote the supply of housing suitable for families. Amenity space for the new homes should generally be to the south, away from the motorway.



The development of the site will need to:

1. Encapsulate very high quality design and construction standards, including high levels of insulation using sustainable Instruction materials.
2. Be designed to protect the residential amenity of the new and existing residents, including orientation away from the motorway to the north and mature landscaping between the new and existing properties.

3. Facilitate improvements to the local highway network, including entry/egress from Southwick Road in the south, to enable safe vehicular and pedestrian access to and from the site.
4. Enhance the landscaped buffer to the north of the site, between the proposed housing and the motorway, comprising planting of suitable mature native species.
5. As part of the development, upgraded play facilities must be provided.

### **Reasoned justification**

This site is well located in relation to the Metrolink network, which provides sustainable access to Manchester City Centre, Wythenshawe Town Centre and Manchester Airport. It is close to the M60 motorway, and development must therefore take account of the need for visual and acoustic screening along this boundary. Positioning the homes so that amenity space faces south will also minimise the environmental impact of the motorway.

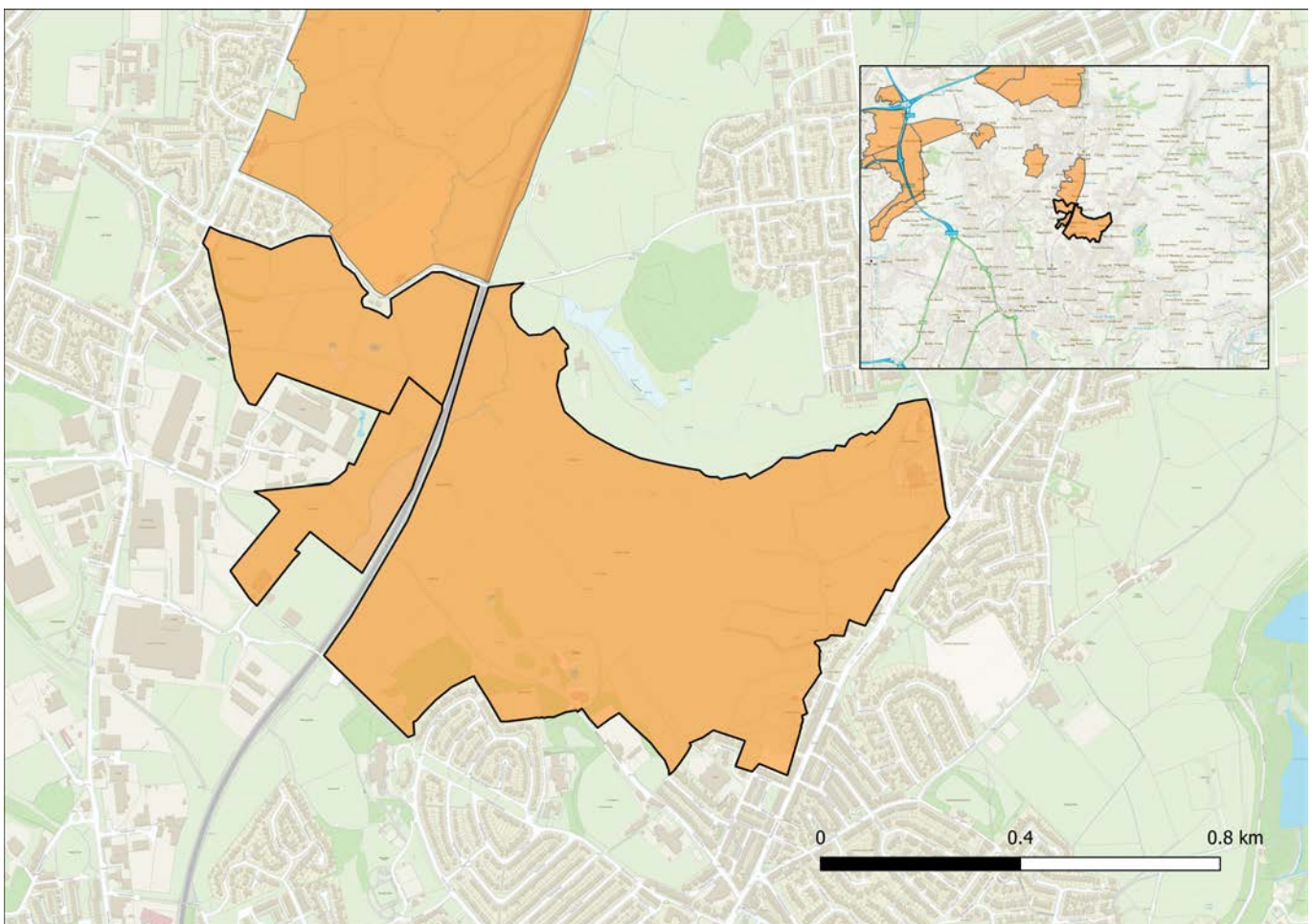
Development of the site will provide family housing, which should be designed to complement surrounding properties and ensure that existing residents' amenity is protected.

Whilst the loss of the wider park environment is considered acceptable, the development of this site will be required to provide improved play facilities.

### 28.8.8 OA8 Broadbent Moss (Oldham)

The area of Green Belt land that lies between Higginshaw Business Employment Area (BEA) and Heyside in the west and Broadbent and Sholver in the east, will be developed for a mix of high quality employment floorspace to complement and enhance the existing neighbouring BEA, and new housing with associated infrastructure and open space provision. The scheme will include a high level of green infrastructure, so as to maintain the link from the urban area through to the Green Belt beyond. The scheme will see around:

- 47,040 m<sup>2</sup> employment floorspace delivered on the land to the west of the Metrolink route and south of Bullcote Lane; and,
- 1,000 new homes delivered on the land to the east of the Metrolink route between Broadbent and Sholver.



The development of the site will need to:

1. Provide high quality, adaptable, employment floorspace that complements and enhances the existing and future employment uses within Higginshaw BEA;
2. Provide a broad range of housing to diversify the type of accommodation within the area and across the Borough. Its scale and massing should take account of, and respect, the topography and landscaping of the site;
3. Incorporate landscaping and green infrastructure, including the retention of existing features where practicable, so as to maintain a 'green link' between the urban area and the Green Belt, minimise the visual impact on the wider area and mitigate against its environmental impacts. This should include good boundary treatment, particularly on the northern edge to provide an attractive defensible Green Belt boundary;
4. Deliver appropriate social infrastructure to ensure that the needs of new and existing communities are properly met. This may include the provision of additional school places either through an expansion of existing primary and secondary schools or through new facilities, and the provision of appropriate community, retail, health and leisure facilities;
5. Create safe and pedestrian / cycle friendly routes to the existing Metrolink stop at Derker and neighbouring areas, integrating this throughout the site as part of a broader network and integration with existing recreation routes;
6. Take account of any highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and road. In particular, depending upon access arrangements, improvements may be needed along Bullcote Lane and Cop Road, and Salmonfields to cater for the increase in traffic associated with the expanded and enhanced employment;
7. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment); and
8. Take account of, and mitigate against, areas at risk of flooding and incorporate Sustainable Urban Drainage Systems within the site, so as to control the rate of surface water run-off.

Any scheme will need to accord with relevant policies within the Oldham Local Plan as considered necessary and appropriate. Any proposals for the redevelopment should consider the site as a whole.

It would also be appropriate to work with TfGM to assess the case for a new Metrolink stop in the vicinity of Cop Road, which could greatly improve access to public transport. Subject to the results of the assessment, it would be appropriate to require a financial contribution to the capital cost of a new stop from developers of the site for residential purposes.

## Reasoned Justification

The site is a mix of Other Protected Open Land (OPOL9), Land Reserved for Future Development (LRFD) and Green Belt. Due to the built up nature of the borough, and its topography, there are limited opportunities to deliver new larger scale housing and employment development. The site provides the opportunity to enhance the existing employment offer at Higginshaw BEA and across the borough. There are limited opportunities to provide new and modern employment premises that will attract new businesses to the borough and retain existing businesses that may be looking to move to improved premises. The site also offers the opportunity to provide a significant amount of new homes that will help to deliver Oldham's housing stock and contribute to meeting Oldham's housing need. Any scheme would need to create a defensible boundary through ensuring good boundary treatment to the northern edge and link the development to the Green Belt through the integration of landscaping and green infrastructure.

The site has come forward through the Greater Manchester Call for Sites exercise as available and deliverable for housing and/or employment uses. It is well placed to utilise existing infrastructure as it is surrounded on three sides by built development. Nevertheless, any development will be required to provide, as appropriate, the necessary supporting highway and social infrastructure, such as road junctions, public transport, walking and cycling facilities, education, health, retail and community provision. If all the strategic allocations came forward at the same time then further infrastructure may be required to facilitate development.

It will be important to ensure that any development maintains an appropriately sized link from the urban area to the Green Belt that lies beyond in the north. Any development will be required incorporate high quality landscaping and multi-functional green-infrastructure that will minimise the visual impact on the wider landscape, mitigate its environmental impacts and enhance linkages with the neighbouring communities and countryside. Notably, there are a number of public rights of way and recreation routes that fall within the site and the design, layout and integration of links and corridors should enhance the existing routes to and from the site.

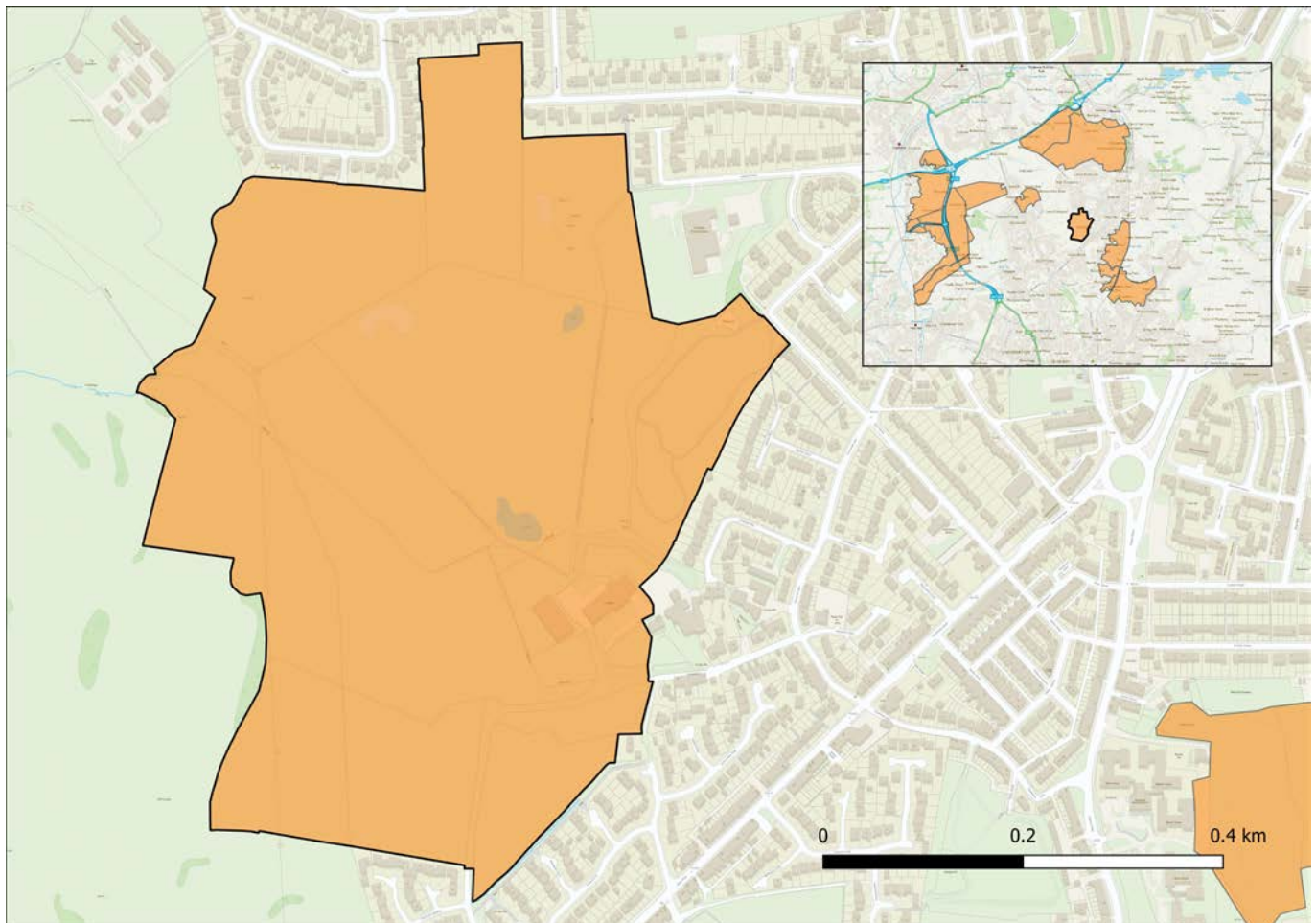
Any development would also be required to protect and enhance existing biodiversity where appropriate, including the Site of Biological Importance (SBI) at Royton Moss and the areas of woodland in the north-eastern part of the site.

The River Beal runs through the site and the layout and design of any development would need to take account of areas at risk of flooding. New access points would be required to the site and consideration will need to be given to the capacity of existing roads that run past the site, such as Bullcote Lane. The site is 1.45km away from a Metrolink Station at Derker and any scheme would need to enhance links to and from the site so as to encourage sustainable modes of travel and maximise the sites accessibility and sustainable location.



### 28.8.9 OA9 Cowlishaw (Oldham)

The area known as Cowlishaw is located to the south west of Shaw just of the A663 Shaw Road. The site will deliver around 640 new homes, alongside supporting infrastructure and facilities. The site will be characterised by high quality design that limits the impact on the open countryside and enhances the existing green and blue infrastructure in the area.



The development of the site will need to:

1. Provide a broad range of housing to diversify the type of accommodation within the area and the Borough;
2. Deliver high quality landscaping and multi-functional green infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for open space and recreation for residents and people, in accordance with locally derived standards;
3. Retain and enhance areas of biodiversity within the site, most notably the existing Site of Biological Importance (SBI) Ponds at Cowlishaw Farm;
4. Retain and enhance existing recreational routes and Public Rights of Way that run through the site, so as to improve linkages and connections to adjoining communities and countryside;

5. Deliver appropriate social infrastructure to ensure that the needs of new and existing communities are properly met. This may include the provision of additional school places either through an expansion of existing primary and secondary schools or through new facilities, and the provision of appropriate community, retail, health and leisure facilities;
6. Provide good quality highway infrastructure to allow access to the site; and,
7. Incorporate Sustainable Urban Drainage Systems within the site, so as to control the rate of surface water run-off.

Any scheme will need to accord with relevant policies within the Oldham Local Plan as considered necessary and appropriate. Any proposals for redevelopment should consider the site as a whole.

### **Reasoned Justification**

Due to the built up nature of the borough, and its topography, there are limited opportunities to deliver new large scale housing developments. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land or through smaller sites on the urban fringe, it is recognised that, if Oldham is to meet our housing need, then the Plan will also need to identify larger scale opportunities. In some cases these may need to fall within the Green Belt or on areas designated as Other Protected Open Land. The site is currently designated Other Protected Open Land (OPOL) in the Oldham Local Plan. However, whilst it does have a level of ecological value that would need to be mitigated, it is relatively flat and free from topographical constraints and is adjacent to an extensive area of Green Belt land. Parts of the site have come forward through the Greater Manchester Call for Sites exercise as available and deliverable for housing. It is considered that development of the site would contribute to the diversification of the existing housing stock in the area and the borough as a whole and the delivery of Oldham's housing need.

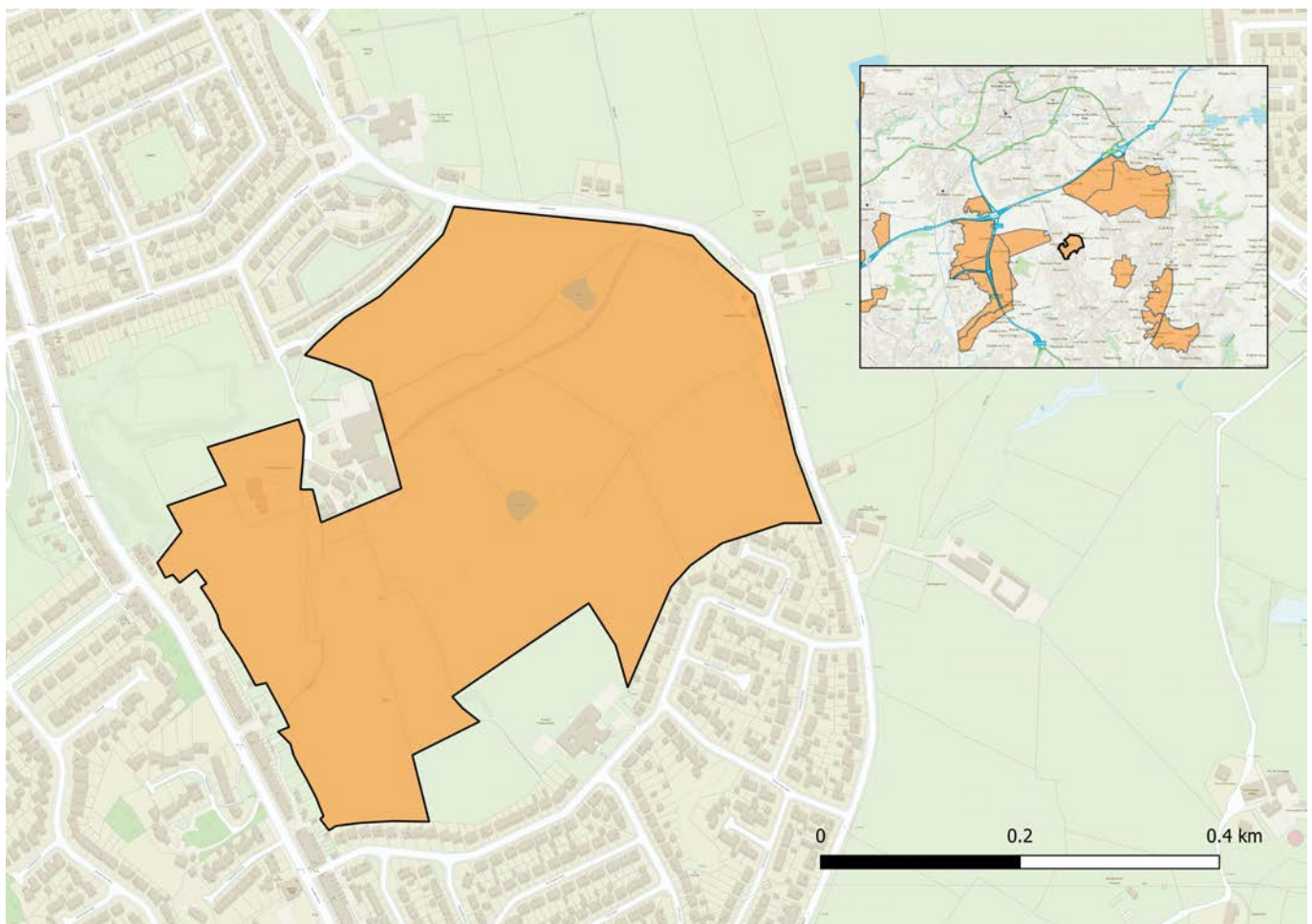
The location of the site, on the edge of rural area and in a strong housing market provides the potential to provide a range of high quality housing in an attractive place. This will enhance the housing offer within the borough and given the scale of the site, has the potential to contribute significantly to the delivery of Oldham's housing need with a capacity for around 640 new homes.

It is in a sustainable location and has the potential to be well connected to existing neighbouring residential communities in Low Crompton, Cowlshaw and Royton. The site lies approximately 1km from Shaw Centre (where there is also a Metrolink Station to Rochdale, Oldham and Manchester City Centre) and 1.3km from Royton Centre. Any development will be required to provide, as appropriate, the necessary supporting highway and social infrastructure, such as road junctions, public transport, walking and cycling facilities, education, health, retail and community provision. If all the strategic allocations came forward at the same time then further infrastructure may be required to facilitate development.

Any development will need to incorporate high quality landscaping and multi-functional green-infrastructure 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.

### 28.8.10 OA10 Hanging Chadder (Oldham)

The area known as Hanging Chadder is located to north-west of Royton, just off the A627 Rochdale Road. The site will be developed as a high quality residential area and will deliver around 600 new homes, alongside supporting infrastructure and facilities. The site will be characterised by high quality design that limits the impact on the open countryside and enhances the existing green and blue infrastructure in the area.



The development of the site will need to:

1. Provide a broad range of housing to diversify the type of accommodation within the area and the Borough;
2. Deliver high quality landscaping and multi-functional green infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for open space and recreation for residents and people in accordance with locally derived standards;
3. Retain and enhance existing recreational routes and Public Rights of Way that run through the site, so as to improve linkages and connections to adjoining communities and countryside;

4. Deliver appropriate social infrastructure to ensure that the needs of new and existing communities are properly met. This may include the provision of additional school places either through an expansion of existing primary and secondary schools or through new facilities, and the provision of appropriate community, retail, health and leisure facilities;
5. Provide good quality highway infrastructure to allow access to the site; and,
6. Incorporate Sustainable Urban Drainage Systems within the site, so as to control the rate of surface water run-off. Any scheme will need to accord with relevant policies within the Oldham Local Plan as considered necessary and appropriate. Any proposals for the redevelopment should consider the site as a whole.

### **Reasoned Justification**

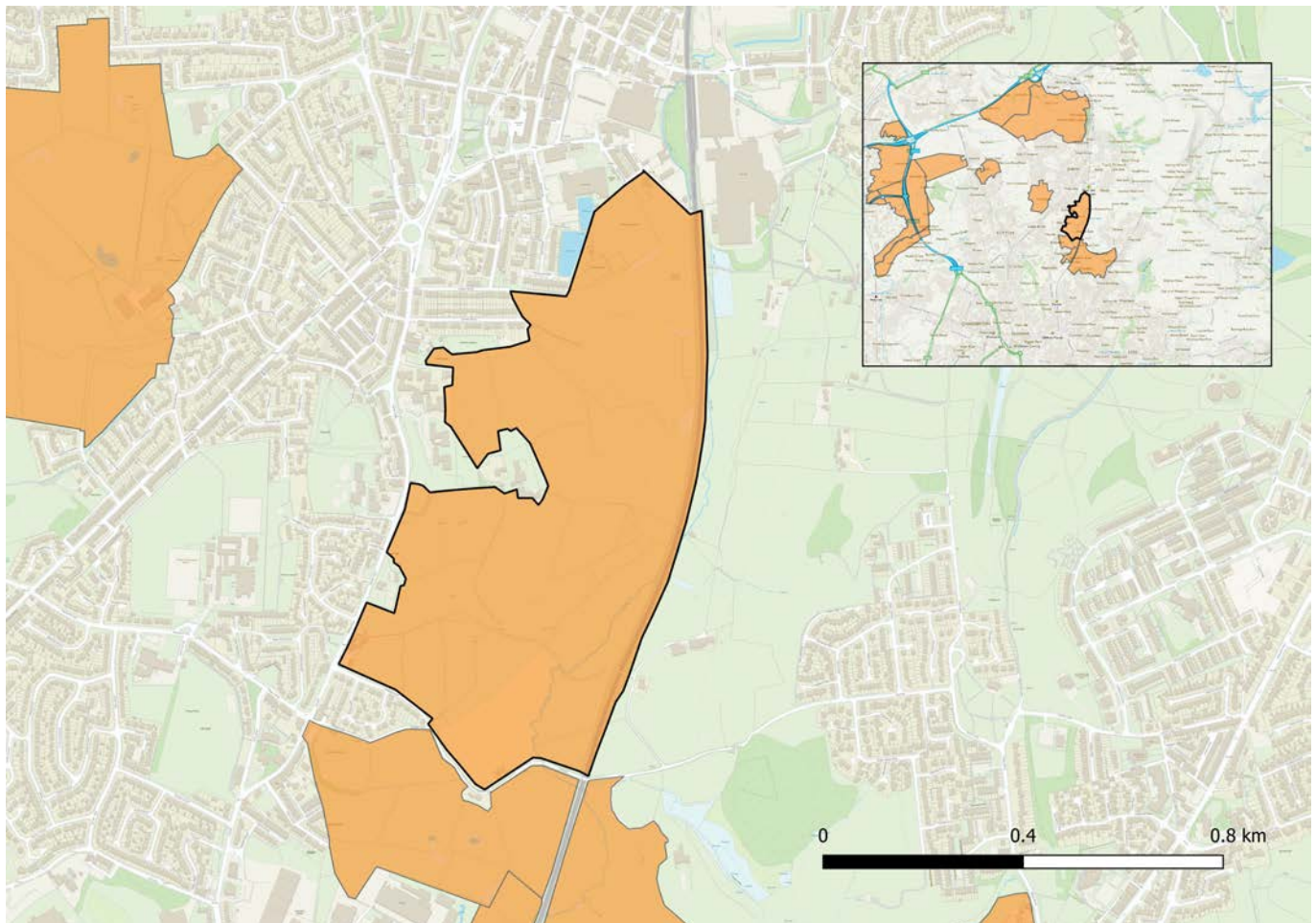
Due to the built up nature of the borough and its topography, there are limited opportunities to deliver new large scale housing developments. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, or through smaller sites on the urban fringe, it is recognised that if Oldham is to meet its housing need then the Plan will also need to identify larger scale opportunities. In some cases these may need to fall within the Green Belt. The site is surrounded by residential development to the north, west and south and is bounded by Castleton Road to the west. Parts of the site have also come forward through the Greater Manchester Call for Sites exercise as available and deliverable for housing. The location of the site on the edge of rural area and in a strong housing market provides the potential to provide a range of high quality housing in an attractive place. Such development will enhance the housing offer within the borough and given the scale of the site, will contribute to the delivery of Oldham's housing need as the site has a capacity for around 600 new homes.

It is in a sustainable location and has the potential to be well connected to existing neighbouring residential communities in and around Royton as well as Low and High Crompton. The site lies approximately 1.6km from Royton Town Centre where there is a range of retail, community, health and civic facilities. It benefits from proximity to Rochdale Road where there are good transport links and any scheme would need to enhance these linkages from within the site so as to improve accessibility. Any development will be required to provide, as appropriate, the necessary supporting highway and social infrastructure, such as road junctions, public transport, walking and cycling facilities, education, health, retail and community provision. If all the strategic allocations came forward at the same time then further infrastructure may be required to facilitate development.

The boundary for the Hanging Chadder Strategic Allocation does not include Fir Bank Road Primary School.

### 28.8.11 OA11 Beal Valley (Oldham)

The area of Green Belt land that lies to the west of the Metrolink route that runs from Derker to Shaw will be developed for a range of new housing with associated infrastructure and open space provision, capitalising on its sustainable location and proximity to the Metrolink Station at Shaw. The scheme will see around 900 new homes delivered.



The development of the site will need to:

1. Provide a broad range of housing to diversify the type of accommodation within the area and across the Borough. The scale and massing of new housing should take account of, and respect, the topography and landscaping of the site;
2. Deliver appropriate social infrastructure to ensure that the needs of new and existing communities are properly met. This may include the provision of additional school places either through an expansion of existing primary and secondary schools or through new facilities, and the provision of appropriate community, retail, health and leisure facilities;

3. Incorporate very high levels of landscaping and green infrastructure, including the retention of existing features where practicable, so as to maintain a 'green link' between the urban area and the Green Belt, minimise the visual impact on the wider landscape and mitigate against its environmental impacts;
4. Create safe and pedestrian / cycle friendly routes to the existing Metrolink stop at Shaw and neighbouring areas, integrating this throughout the site as part of a broader network and integration with existing recreation routes that run through the site;
5. Take account of any highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads; and,
6. Take account of and mitigate against areas at risk of flooding through the design and layout of any development. Such measures should incorporate Sustainable Urban Drainage Systems within the site, so as to control the rate of surface water run-off.

Any scheme will need to accord with relevant policies within the Oldham Local Plan as considered necessary and appropriate. Any proposals for the redevelopment should consider the site as a whole.

### **Reasoned Justification**

The site is a mix of Other Protected Open Land (OPOL10) and Green Belt. Due to the built up nature of the borough and its topography, there are limited opportunities to deliver new large scale housing developments. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, or through smaller sites on the urban fringe, it is recognised that if Oldham is to meet its housing need then the Plan will also need to identify larger scale opportunities. Development of the site will also help to diversify the existing housing stock in the area and borough as a whole. The site, with the northern section being within 800m of Shaw Metrolink Station, is within a sustainable and accessible location and has the potential for connectivity that cannot be delivered elsewhere.

Parts of the site have come forward through the Greater Manchester Call for Sites exercise as available and deliverable for housing. Located on the urban fringe and close to existing built development, the site is in a good position to utilise existing infrastructure. Nevertheless, any development will be required to provide, as appropriate, the necessary supporting highway and social infrastructure, such as road junctions, public transport, walking and cycling facilities, education, health, retail and community provision. If all the strategic allocations came forward at the same time then further infrastructure may be required to facilitate development.

New access points would be required to the site and consideration will need to be given to the capacity of existing roads. Any scheme would need to enhance links to and from the site to the Shaw Metrolink Station and the bus network, so as to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network.

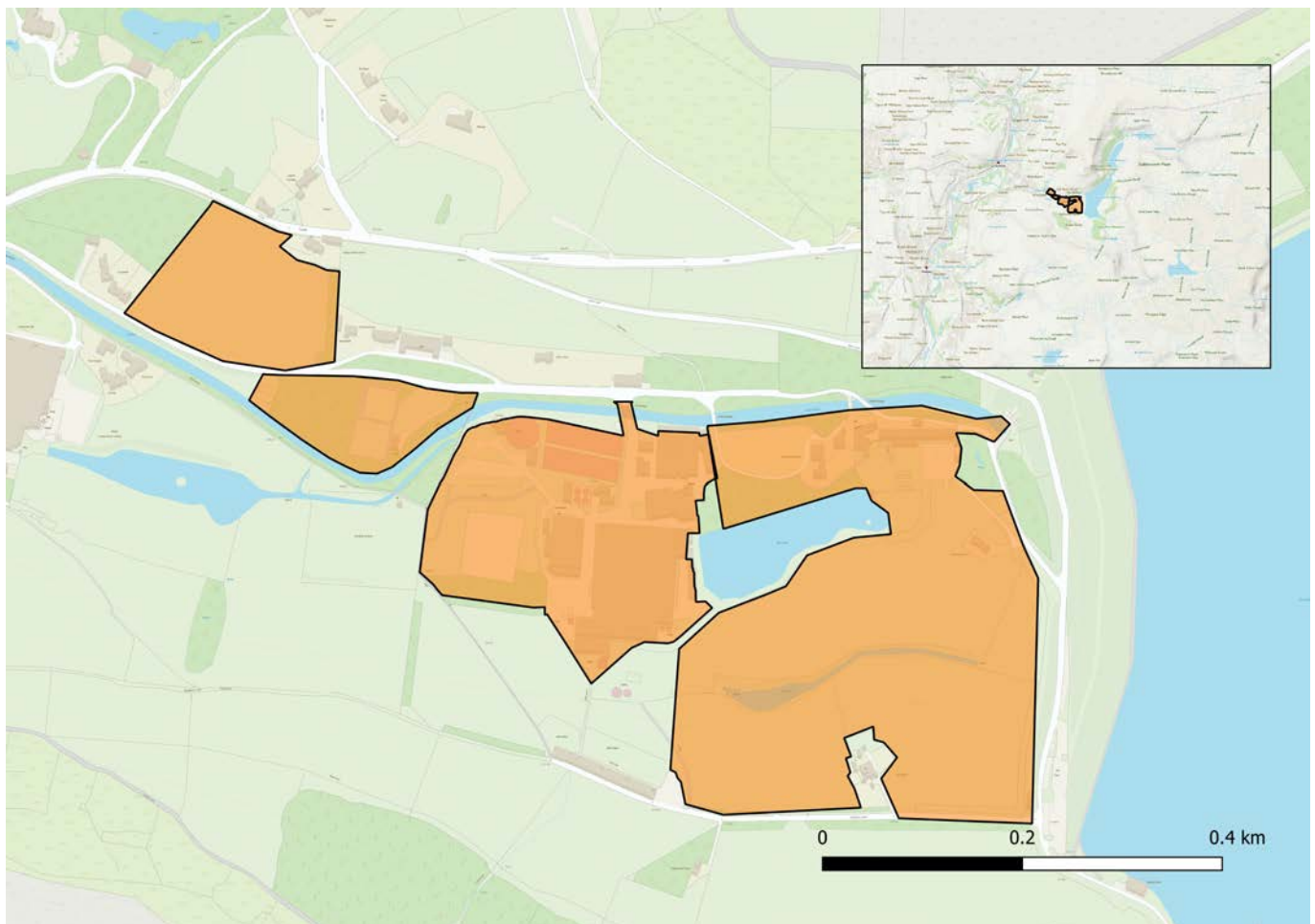
Any development will be required to incorporate high quality landscaping and multi-functional green-infrastructure that will minimise the visual impact on the wider landscape, mitigate its environmental impacts and enhances linkages with the neighbouring communities and countryside. There are a number of public rights of way and recreation routes that fall within the site. As such, the design, layout and integration of links and corridors should enhance the existing routes to and from the site.

Any development would also be required to protect and enhance existing biodiversity where appropriate, including the Site of Biological Importance (SBI) at Shawside.

The River Beal runs through the site, crossing over the Metrolink route, and the layout and design of any development would need to take account of areas at risk of flooding.

### 28.8.12 OA12 Robert Fletchers (Oldham)

The redundant Robert Fletchers Paper Mill, associated buildings and surrounding land sits on the outskirts of Greenfield (Saddleworth), in close proximity to Dovestone Reservoir and on the edge of the Peak District National Park. Together they form a major developed site in the Green Belt. The development of the site will see around 100 Holiday Lodges and 120 new homes delivered, maximising the tourism potential of this unique location in a sensitive and appropriate way.



The development of the site will need to:

1. Provide a range of leisure and tourism uses which maximise and take full advantage of the site's unique location, landscape and setting on the edge of the Peak District National Park and adjacent to Dovestone Reservoir;
2. Incorporate holiday lodge buildings that will be compatible with the leisure and tourism uses;
3. Provide large residential properties to diversify the type of accommodation within the area and across the Borough where this would help to facilitate and support the leisure and tourism uses;



4. Incorporate high levels of landscaping and green infrastructure, including open space, footpath networks and recreation routes that incorporate existing trees, hedgerows and habitat areas, providing a range of formal and informal recreational facilities and providing access to existing public footpath networks and woodland areas;
5. Incorporate a street network that positively promotes and encourages the use of public transport, walking and cycling over car usage; and,
6. Ensure high quality design that is environmentally driven including the use and water harvesting and recycling, maximum energy efficiency through good building design and fuel efficient technology, a significant reduction of car usage and household recycling facilities.

Any scheme will need to accord with relevant policies within the Oldham Local Plan as considered necessary and appropriate. Any proposals for the redevelopment should consider the site as a whole.

### **Reasoned Justification**

The site is a mix of brownfield and greenfield land that falls within the Green Belt on the edge of Greenfield. It is a gateway into the Peak District National Park and presents a strategic and unique opportunity for Oldham and Greater Manchester for tourism and leisure uses and to enhance visitor attractions and destinations within the sub-region. The development of the site for leisure and tourism uses will also capture the increasing leisure spend in the local economy due to its close proximity to the RSPB reserve, Dovestone reservoir and the Saddleworth villages.

The site has come forward through the Greater Manchester Call for Sites exercise and comprises of several parcels of land under a single ownership. It therefore provides a deliverable development opportunity unconstrained by fragmented land interests.

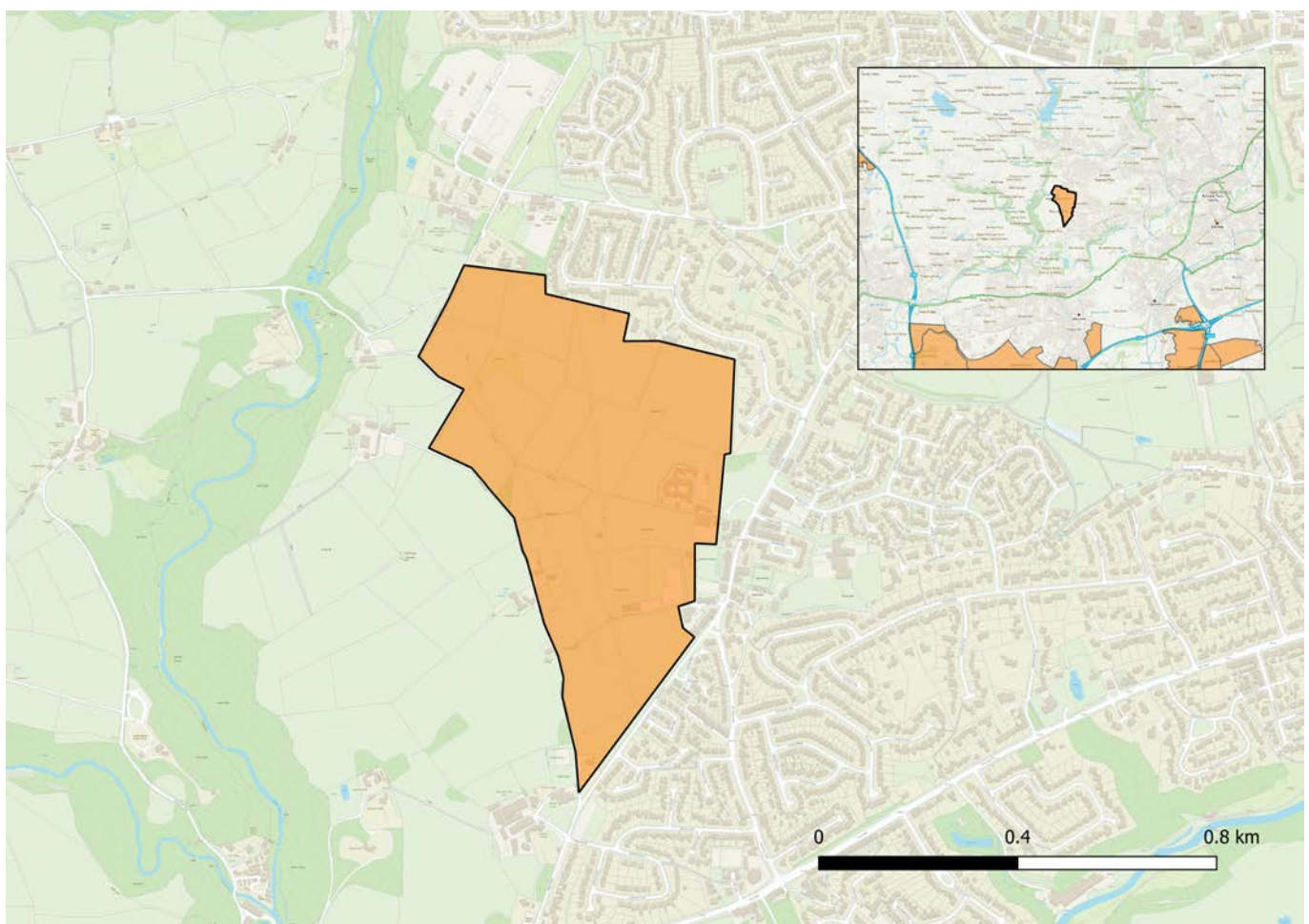
The site provides the potential to provide a range of high quality housing in an attractive and desirable rural location. It also provides an opportunity to enhance Oldham's housing offer and contribute to meeting Oldham's housing need. Due to the scenic location of the site, it should be an attractive location for larger and bespoke housing, providing a distinctive offer to the borough's housing market.

Any development will be required to provide, as appropriate, the necessary supporting highway and social infrastructure, such as road junctions, public transport, walking and cycling facilities, education, health, retail and community provision. If all the strategic allocations came forward at the same time then further infrastructure may be required to facilitate development.

Any development will need to respect and take account of the natural and historic environment within, and surrounding, the site. This includes Hey Top Conservation Area, New Barn and Greenfield House at Greenfield Mill listed buildings, and other buildings of local heritage significance.

### 28.8.13 OA 13 Bamford/Norden (Rochdale)

The area to the west of Norden Road will be developed to deliver an extension to the successful housing areas of Norden and Bamford to the west of Rochdale. The site will be developed at a relatively low density, and to an exceptional standard, targeting the top end of the housing market with the intention of retaining and attracting highly skilled professionals within Greater Manchester and to complement the Northern Gateway. The site could deliver up to 750 new homes and given the nature of the site and the local housing market these will be predominately larger, higher value properties.



The development of the site will need to:

1. Deliver a range of housing but with a focus on larger, higher value properties to balance out the current offer within the borough;
2. Support the delivery of improvements to the local highway network and public transport serving the area;
3. Have regard to the existing character of the local area in terms of the design and layout of any scheme and take account of the existing Bamford Mews housing development which is within the site;

4. Consider the retention or appropriate replacement of the existing sporting and recreational facilities within the site;
5. 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 wide countryside;
6. Have regard to the setting of the listed Bamford Chapel immediately to the south of the site;
7. Ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of a new primary school facility within the site; and
8. Ensure the extraction of any viable brickclay, sand and gravel, sandstone and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned justification**

Norden and Bamford is a well-established area of housing to the west of Rochdale town centre. 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 would provide an excellent opportunity to expand on this area to deliver a type of housing which is in short supply across the borough and the conurbation as a whole. The provision of such housing is important to ensure that a good range of housing is available across Greater Manchester to support economic growth.

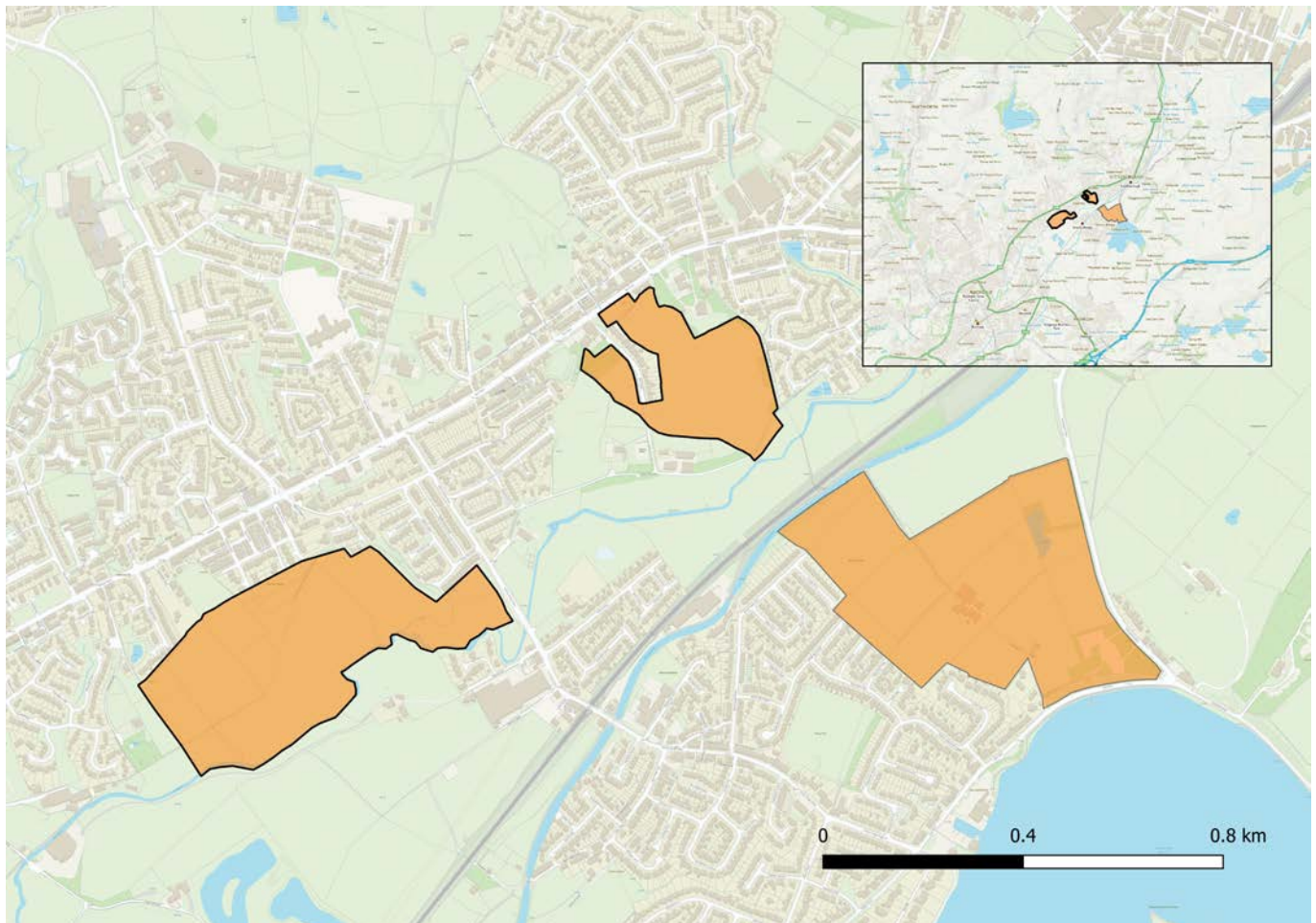
The area does contain a number of sporting recreational facilities in the form of playing pitches, a cricket ground and tennis courts. Any proposal should seek to ensure that these are retained or adequately replaced in an appropriate location. The site is also relatively close to Ashworth Valley to 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. This could be addressed through a high quality boundary treatment on the western edge of the opportunity area.

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 either a contribution to expand existing schools in the area or, if this is not feasible, provide a new primary school within the site.

Any layout of development would also need to take account of the location of electricity pylons that cross the site.

### 28.8.14 OA14 Land in Roch valley, Smallbridge/Littleborough (Rochdale)

Some areas of the Roch Valley between Rochdale and Littleborough will be developed to deliver around 300 high quality, new dwellings. Any development would need to address and mitigate flood risk. It is also recognised that the area has high landscape and recreational value and potential which would be supported and delivered through the plan.



The development will need to:

1. Provide a good range of housing to meet needs within the local area and to attract and retain higher income households within Greater Manchester;
2. Have regard to the river valley setting and the need to address flood risk and water management including SUDS through the design and layout of development;
3. 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;

4. Contribute to the provision of additional school places within the local area; and
5. Ensure the extraction of any viable brickclay, sandstone and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned Justification**

There is a large area of land between Rochdale and Littleborough which is outside the current defined urban area but is not within the Green belt and is therefore 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, development which respects the river valley location.

The area has good access to the A58 bus corridor and there are local services and facilities along this route. The opportunity also exists to provide good walking and cycling routes to the Calder Valley main line stations at Smithy Bridge and Littleborough. This would provide good access to the regional centre and other areas of Greater Manchester.

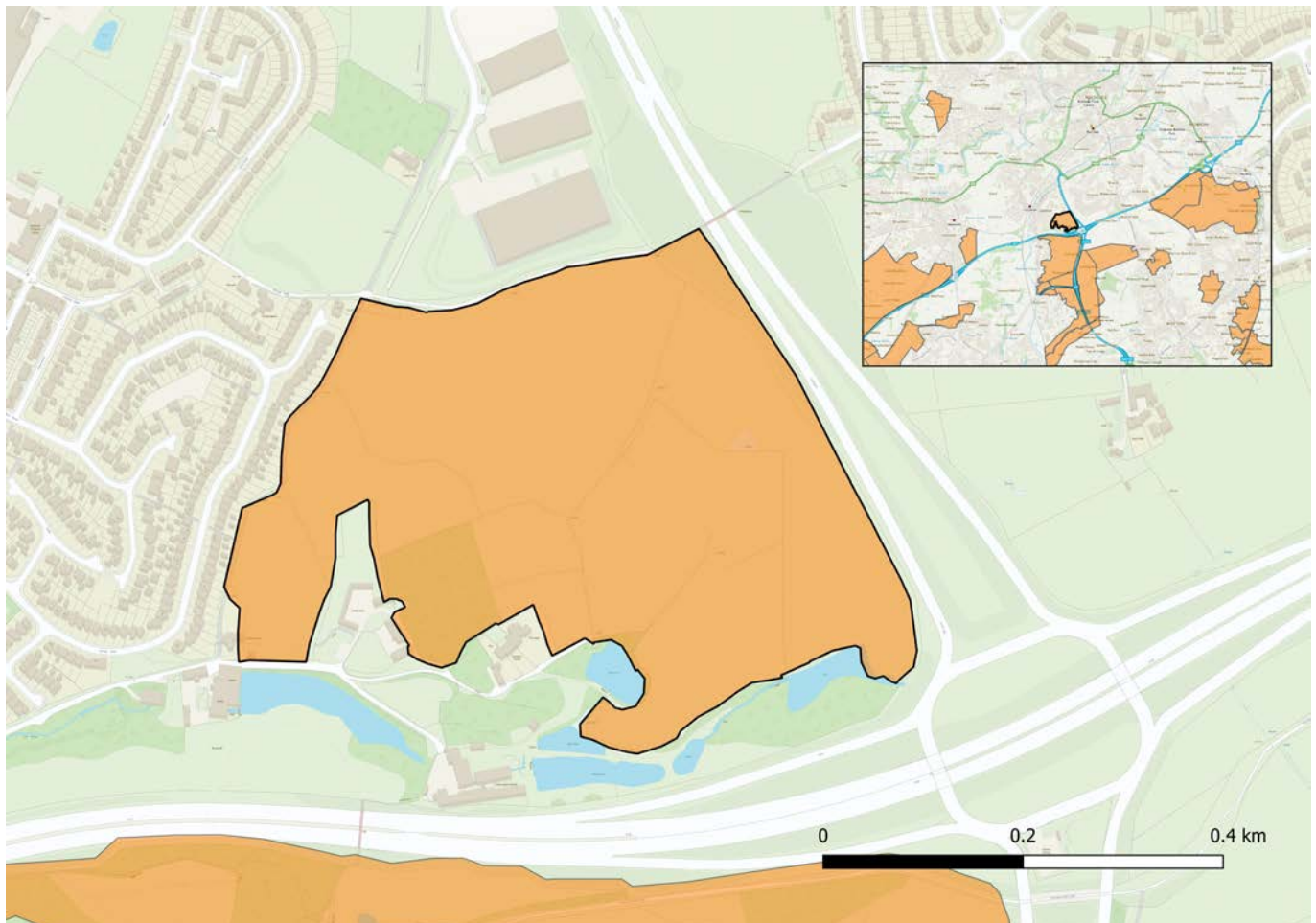
Although none of the land proposed for development would be at risk from flooding it is important, given the river valley location, that flood risk and surface water management are taken fully into account in the design and layout of any schemes. This will be particularly important in relation to the delivery of appropriate SUDS.

It is recognised that the Roch valley provides a high quality landscape on the urban fringe which performs well against the purposes of including land within the Green Belt. It is considered that the potential exists to extend the Green Belt in this area to include additional land to the south of the river between Smithy Bridge and Smallbridge as set out in the plan

The Council and the Environment Agency are working to identify measures to mitigate against flood risk which may result in further investment in flood and water management infrastructure to support existing and future development in the wider Roch valley.

### 28.8.15 OA15 Trows Farm, Castleton (Rochdale)

An area to the south east of Castleton will be developed to deliver a high quality housing area as an extension to Castleton in a highly accessible location. The site is bounded by Trows Lane to the south, the A627 (M) to the east, Crown Business Park to the north and existing housing to the west and can deliver up to 500 new homes.



The development will need to:

1. Deliver a good mix of house types including higher quality housing;
2. Provide safe and attractive routes to the local centre of Castleton and the railway station;
3. Use the topography and contours within the site to deliver a well-designed scheme which incorporates good quality green infrastructure;
4. Ensure that there are sufficient school places to accommodate the new housing;
5. Ensure that development provides a positive visual impact given its prominent position adjacent to the M62 and A627(M) motorways;

6. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; and
7. Ensure the extraction of any viable brickclay, sand and gravel, and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned justification**

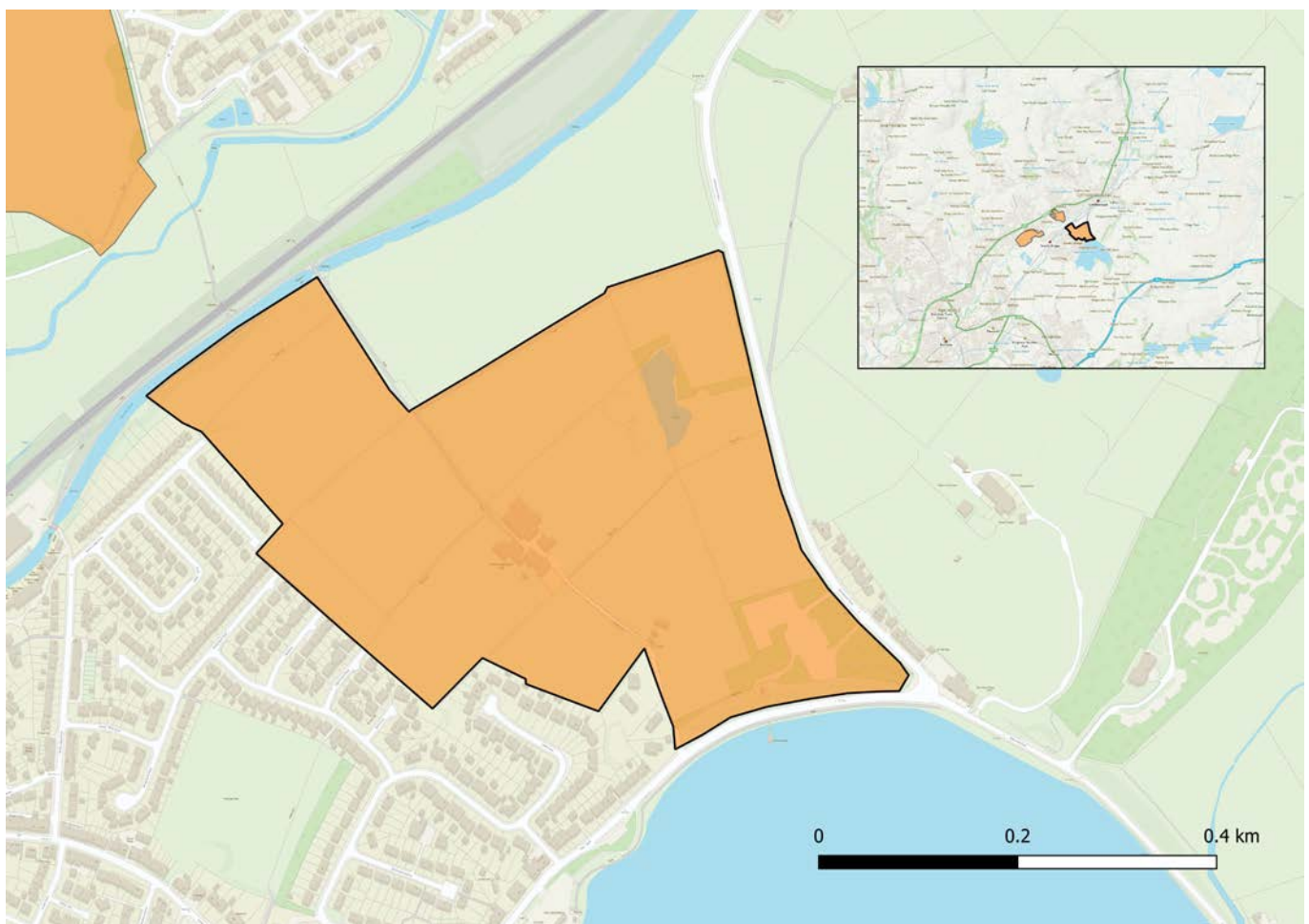
This site provides an excellent opportunity to widen housing choice in a sustainable location. The wider area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term. Castleton offers a number of local services and has excellent transport links. Rail journeys into the regional centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. The site also has good access to the motorway network.

The site, currently designated as protected open land, is characterised by relatively steep slopes. However, this does not affect the developability of the site and provides an opportunity to deliver a visually interesting scheme using the topography within the site. The site is adjacent to a well-established area of housing within Castleton. 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.

As with most housing sites it is likely that a contribution would be required to deliver additional school places to serve the new development.

### 28.8.16 OA 16 Land to the North East of Smithy Bridge (Rochdale)

This area will be developed to deliver high quality housing in an accessible and sustainable location between Littleborough and Smithy Bridge railway stations. The site is bounded by Smithy Bridge to the west, Rochdale Canal to the north, Hollingworth Road to the east and Lake Bank to the south and could deliver around 300 homes along with a new primary school and uses that would complement the tourism offer at Hollingworth Lake.



The development will need to:

1. Provide a good range of housing to meet needs within the local area and to attract and retain higher income households within Greater Manchester, taking advantage of its setting next to Hollingworth Lake and the Rochdale Canal;
2. The design and layout should complement the existing housing to the west of the site and the proposed new housing on the former Akzo Nobel site to the north;
3. Support the delivery of improvements to the local highway network and public transport serving the area;



4. Ensure that the development provides good quality linkages to existing routes to provide safe and convenient access to Littleborough and Smithy Bridge railway stations;
5. Provide a new primary school and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area;
6. Explore the potential to deliver uses on the southern end of the site that will enhance the recreational and tourism offer at Hollingworth Lake which is a major visitor attraction within Greater Manchester; and
7. Ensure the extraction of any viable brickclay, sandstone and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned justification**

This site provides an excellent opportunity to deliver a high quality housing scheme and associated facilities which maximises this unique location. The site lies 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.

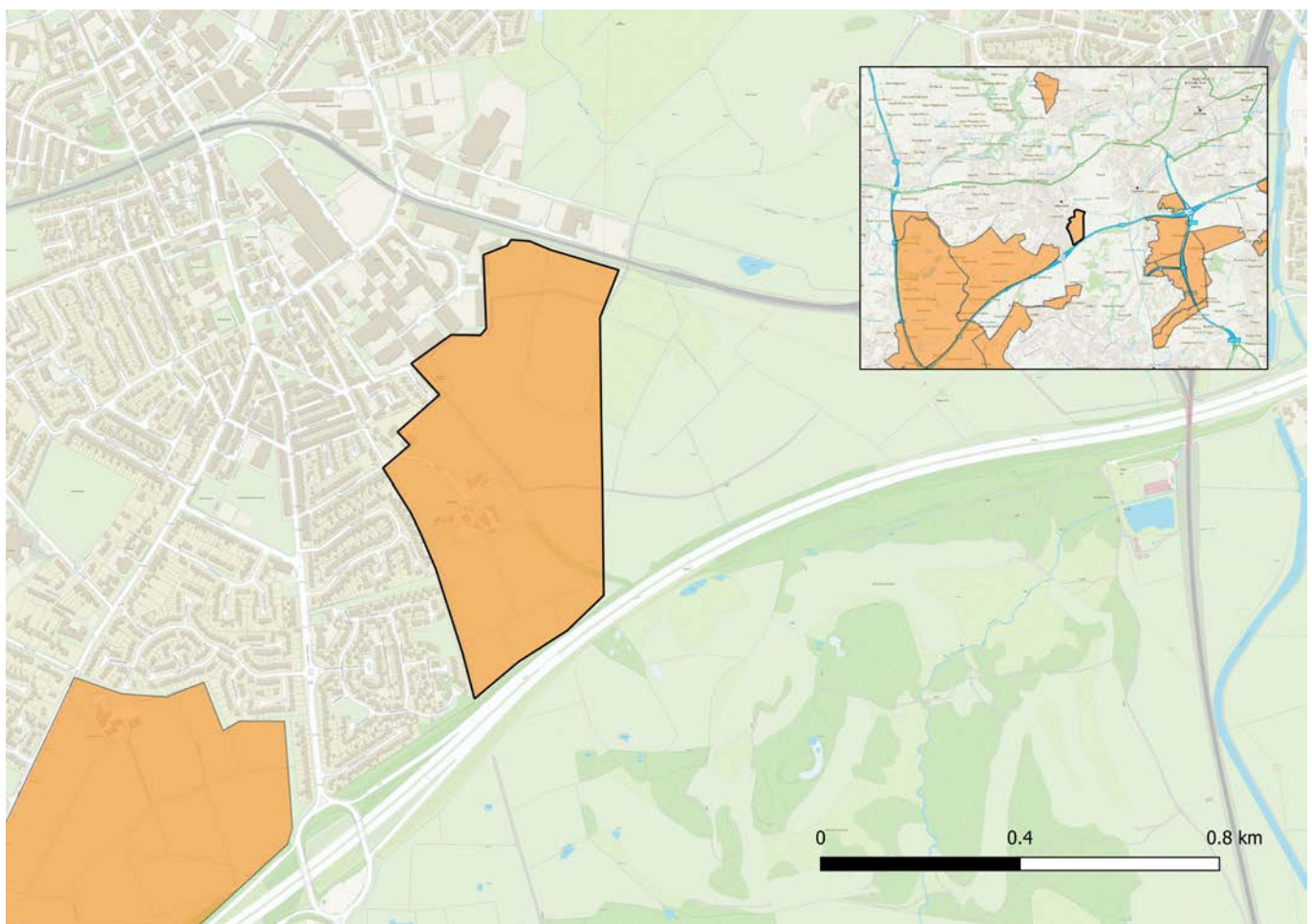
The site is relatively undulating but this does not act as a barrier to development and provides the opportunity to deliver a visually interesting scheme which relates well to the existing and proposed development within the area.

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.

The proximity to Hollingworth Lake and Rochdale Canal provides an opportunity to provide some facilities within the site that complement the significant tourism offer. Hollingworth Lake Country Park is already one Greater Manchester's most popular visitor attractions and the canal part of the national cycleway network. Any development may be required to take the opportunity to support the sustainable tourism and recreational value of the area.

### 28.8.17 OA17 Land at Lane End, East of Heywood (Rochdale)

An area of land to the west of Hopwood will be developed to deliver around 600 high quality homes in a highly accessible location close to Junction 19 of the M62. This will provide a high quality urban extension to Heywood building on an established popular housing area and complementing recent successful housing developments within the area. There may be some small scale opportunity for employment development to the north of the site alongside the extension of the East Lancashire railway;



The development will need to:

1. Deliver a range of good quality housing which reflects the character of the local area
2. Demonstrate a high quality design and layout incorporating recreational open space and where appropriate good quality routes to the wider countryside and the urban area
3. Contribute to the provision of additional school places within the local area
4. Include good quality boundary treatment, particularly on the eastern edge to provide an attractive defensible Green Belt boundary

5. Give full consideration to the existing properties and businesses within the site at Lane End and ensure that these are either appropriately retained or if necessary related within the scheme.
6. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors
7. Ensure the extraction of any viable brickclay, sand and gravel, and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan

### **Reasoned justification**

The site offers the opportunity to deliver a high quality housing scheme in an attractive and popular location. The proximity of the site to the nationally significant employment proposal to the west (NG2a) means that this proposal can provide new housing that will have excellent links to a range of employment opportunities and associated facilities. There may be some small scale opportunity for employment development to the north of the site alongside the extension of the East Lancashire railway. The provision of good pedestrian links from this site to the urban area and the new development to the west can help to deliver sustainable patterns of development.

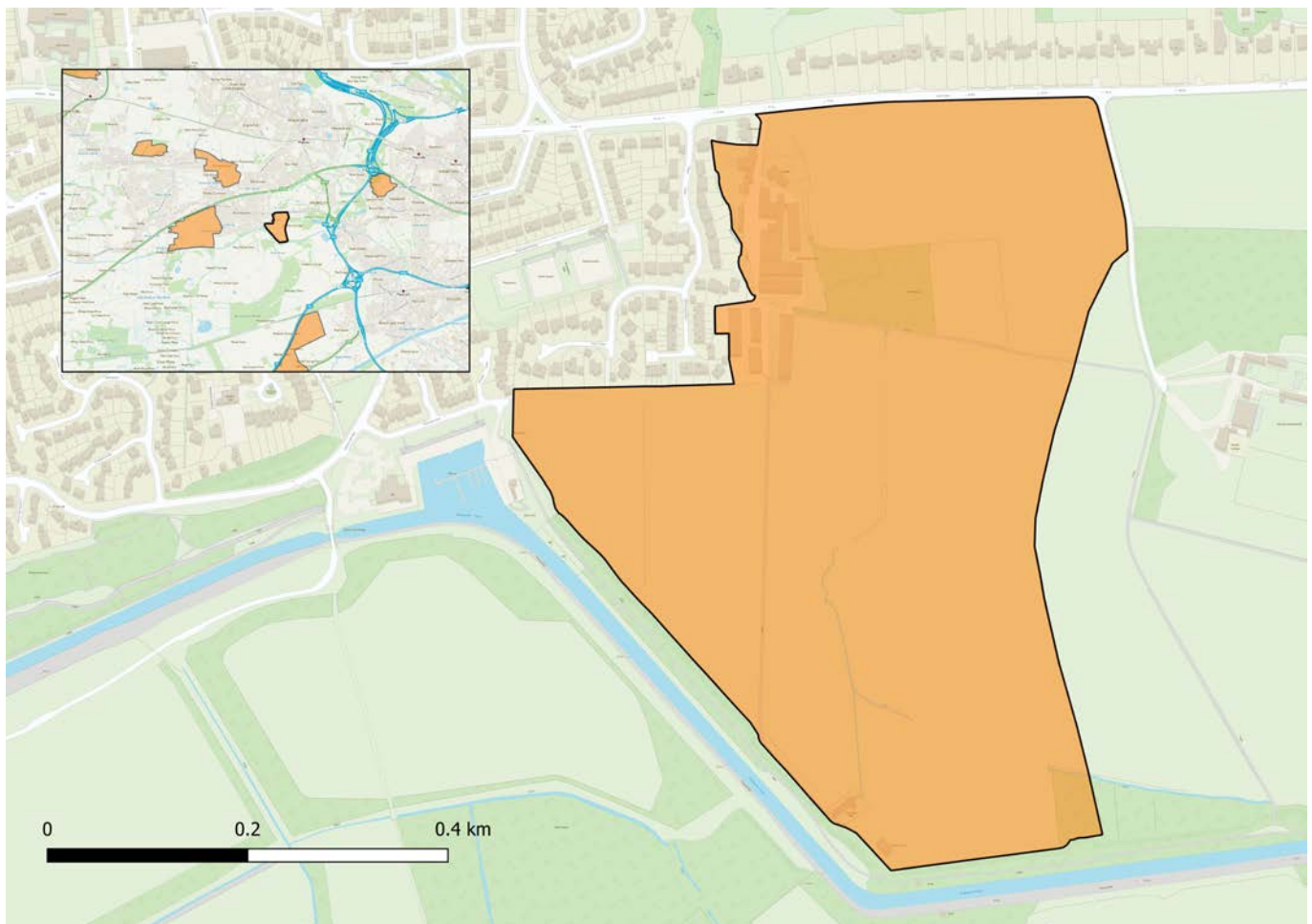
Given the loss of private open land it will be important for any proposal to incorporate high quality green infrastructure and recreational open spaces to serve the local area. These should be deigned and located in such a way that they can be accessed by both new and existing residents.

The local area does have a shortage of primary school places. It is intended that this will be addressed via a new primary school as part of the development allocated under NG2a within this plan. However, given that this development will further increase demand it should contribute to places which may increase the size or enable the expansion of the proposed new school.

Whilst the development will involve the loss of Green Belt between Heywood and Castleton, it will not narrow the gap between these settlements. However, given the loss of the Green Belt it will be important for the scheme to incorporate a high quality boundary treatment to reduce the impact of the development and maintain the sense of openness within the retained area of Green Belt. This should be complemented by improved public access to the local rights of way network extending through this area.

### 28.8.18 OA18 East Boothstown (Salford)

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 houses. The site will be developed at a low density and to an exceptional quality, targeting the top end of the housing market with the intention of attracting and retaining highly skilled professionals within Greater Manchester.



The development of the site will need to:

1. Retain Alder Wood and the other areas of mature deciduous woodland and protected trees;
2. Utilise Shaw Brook as a central landscape feature running through the site, with the retention of significant open land around it and the incorporation sustainable drainage systems to mitigate flood risk;
3. Ensure good quality access by walking and cycling for all residents to services in Boothstown, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south;

4. 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 and Worsley Village;
5. Provide an easement for the significant utilities infrastructure running through the site;
6. Retain the existing playing fields and footpaths; and
7. Make a significant contribution to the enhancement of Chat Moss, particularly in terms of lowland raised bog restoration and widening public access.

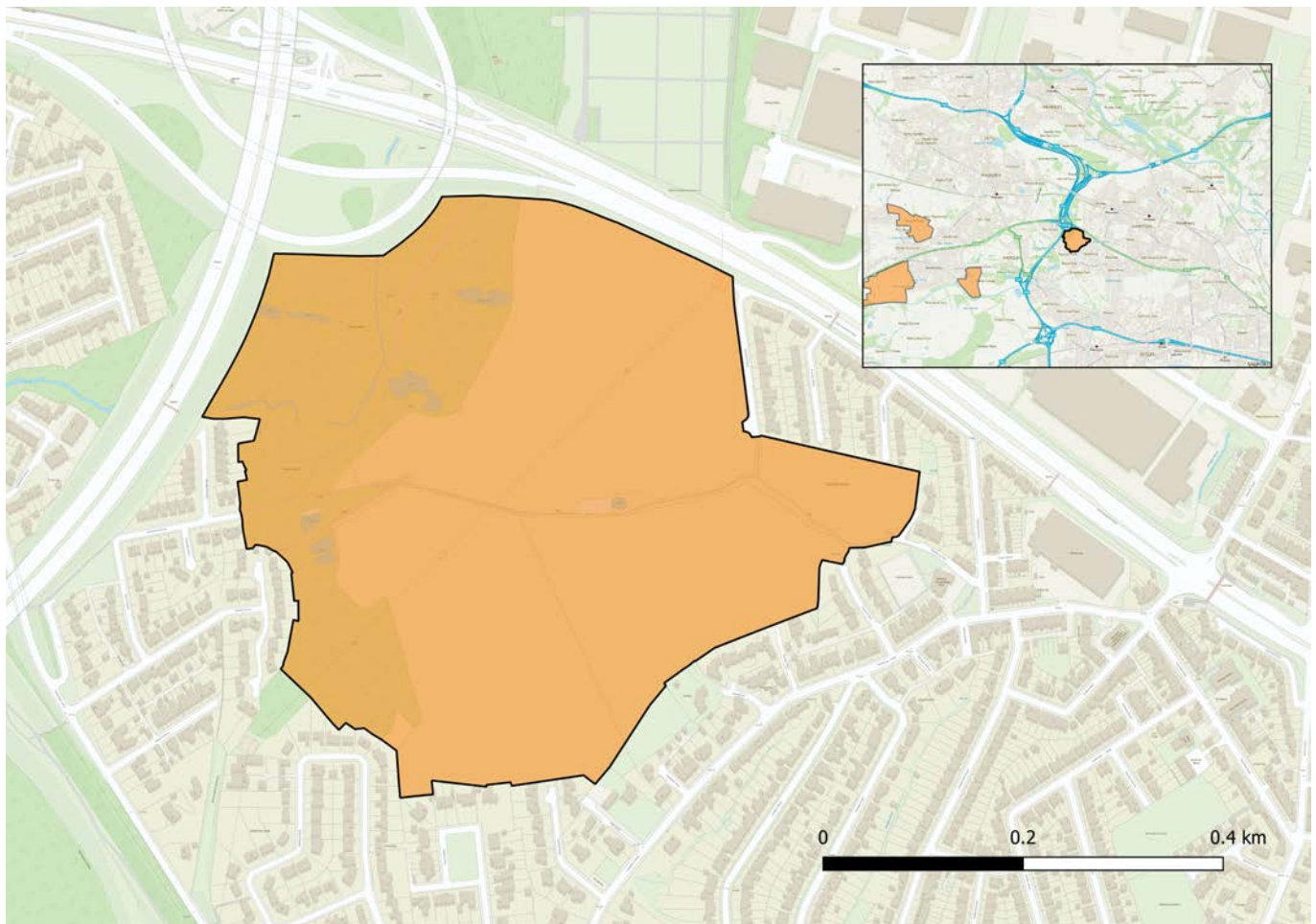
### **Reasoned justification**

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 proposed RHS Bridgewater garden. It is essential that the development of the site fully maximises the opportunities presented by this location, and delivers the highest quality living environment.

Compensation for the loss of the green belt will need to be provided by contributing to the enhancement of Chat Moss as an integrated nature conservation resource with improved public access, which will play an important role in meeting the recreation needs of the development. 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.

### 28.8.19 OA19 Hazelhurst Farm (Salford)

Land at Hazelhurst to the east of the M60 and south of the A580 East Lancashire Road will be developed for around 450 houses.



The development of the site will need to:

1. Provide high quality pedestrian routes from all houses on the site to stops on the Leigh-Salford-Manchester busway;
2. Protect and enhance the Worsley Woods Site of Biological Importance on the western part of the site;
3. Retain other mature woodland, hedgerows, swamp and water bodies as important landscape features, supporting an overall increase in the nature conservation value of the site;
4. Incorporate sustainable drainage systems to mitigate the surface water flooding on the site;
5. Retain a landscape buffer to the A580 to mitigate air and noise pollution;
6. Provide a buffer for the overhead power line that runs across the site;

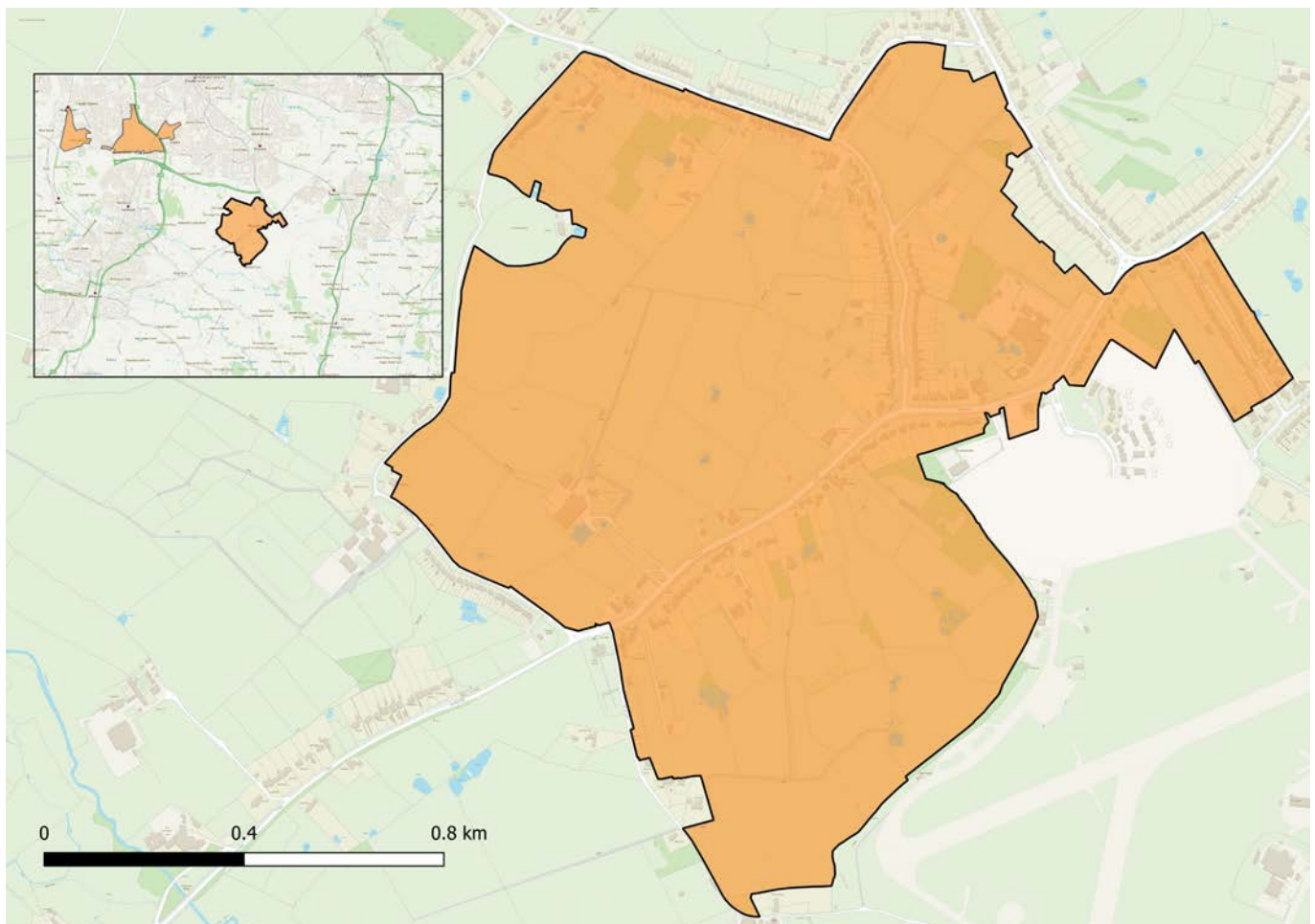
7. Incorporate attractive public rights of way through the site; and
8. Set aside land for a new primary school, unless it can be demonstrated that sufficient additional school places can be provided off-site within the local area to meet the likely demand generated by the new housing.

### **Reasoned justification**

The site benefits from close proximity to stops for the Leigh-Salford-Manchester busway, providing rapid transit access to the employment and leisure opportunities in the City Centre. It is important to the sustainability of the 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. Part of the site is already designated for its nature conservation importance, and the development should secure further improvements. A desk-based assessment of the site's archaeological interest will be required.

### 28.8.20 OA20 Woodford (Stockport)

The Woodford Opportunity Area comprises a gross area of some 238 hectares located close to the southern boundary of Stockport and Greater Manchester with Cheshire East. The scheme will seek to build on the success of the Woodford Garden Village development through the delivery of further high quality sensitive residential led development and local facilities. In total the scheme will deliver around 2,400 new homes.



The development of the area will need to:

1. Provide a range of housing including a range of sizes and tenures to meet defined local need.
2. Provide a significant proportion of housing for older people.
3. Deliver a suitable proportion of affordable housing across the site, phased to ensure that both market and affordable housing can be delivered at similar times within the development of the site.
4. Incorporate land to enable self-build plots to meet identified local demand and needs.



5. Be designed in order to minimise any adverse impacts on the Green Belt beyond the site, including through the use of significant landscaping, and ensure a reasonable buffer of land to be retained as Green Belt between new development and other existing/planned settlements.
6. Deliver or provide significant financial contributions towards significant improvements in the accessibility of the site by cycle, walking and by bus as well as to highway infrastructure. This shall include the provision of additional bus services serving Stockport, other key local destinations and rail stations to allow onward travel as well as a rapid service to Manchester Airport.
7. Incorporate a high standard of design across the full dwelling range, delivering a range of densities across the site.
8. Incorporate high levels of landscaping treatment with substantial areas of green and blue infrastructure.
9. Incorporate measures to ensure that the rate of runoff of surface water from the land is not increased and, ideally, is decreased.
10. Safeguard any protected species, including the retention of all existing ponds within the site where practicable.
11. Sensitively integrate the development with areas of priority habitat including the retention of existing deciduous woodland.
12. Retain, protect and where possible enhance all heritage assets within the site, as well as their settings, and ensure that the development sensitively integrates with the existing residential areas of Woodford.
13. Provide financial contributions to the necessary provision of education and health facilities and other infrastructure etc. as dictated by other policies in the development plan (in addition to the facilities and infrastructure being delivered by the redevelopment of the former BAE systems site).

## **Reasoned Justification**

The development of this land will be attractive to the housing market. The site is well located with good connectivity to the A34 and, from 2017, improved connectivity to the Airport and the M56 to the west and the A6 to the east arising from the opening of the A6-Manchester Airport Relief Road (A6-MARR). As well as providing opportunities to deliver a wide range of housing types, the site also offers an attractive opportunity to deliver high value housing benefitting from an established high value housing market.

The nature of the area and its relationship with the existing village of Woodford will allow for a range of densities to be delivered, with opportunities for higher densities to be delivered within the centre of the village and where lower densities can be delivered to the south of the site thus reducing the impact of the development on the wider, retained Green Belt.

The development of over 2,000 dwellings on greenfield, former Green Belt land will mean that the delivery of a range of affordable housing can be provided, to further increase the range of housing types and tenures in this part of Stockport. In turn this will help to meet the identified need which exists in Stockport and across the wider conurbation. Local demand for self-build plots may be identified through the Council's self-build register and development in this area will need to contribute towards meeting the identified self-build need

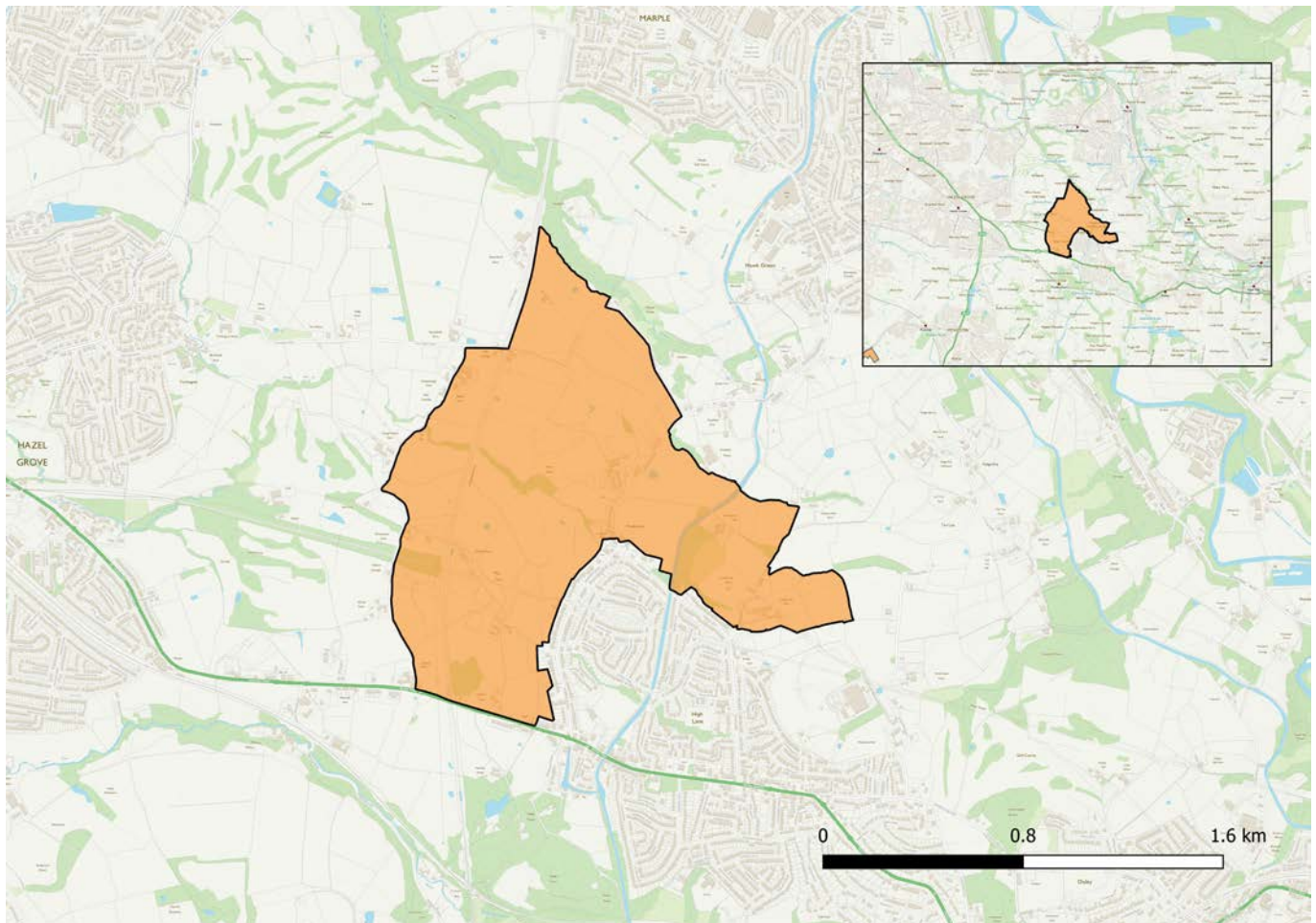
Good design will be critical to the success of any new development in this area and that will include the incorporation of green and blue infrastructure.

The provision of significantly improved public transport and highway infrastructure are prerequisites for the site's delivery and will be required in order to enable the use of more sustainable modes of transport whilst mitigating the impact of additional vehicular traffic. The transport infrastructure to be provided or contributed to will be informed through the refresh of the South East Manchester Multi-Modal Study currently being undertaken.

New development of this scale will increase the pressure on, in particular, existing education and health provision in the locality and in order to address the impact of the development in that regard provision will need to be made to increase capacity.

### 28.8.21 OA21 High Lane (Stockport)

The area primarily lies to the north of A6 at High Lane. It is bounded to its southern edge by the A6 and part of the residential area of High Lane and at all other boundaries the land beyond is largely agricultural in nature. Allowing for restrictions on delivery for various reasons, the site has the potential to deliver in the region of 4,000 dwellings.



The development of the site will need to:

1. Propose a mix of housing types and tenures, including a range of affordable housing types.
2. Deliver a suitable proportion of affordable housing across the site, phased to ensure that both market and affordable housing can be delivered at similar times within the development of the site.
3. Offer different densities across the site, with higher densities of around 50 dwellings per hectare towards the south-west of the site reflecting the proximity of the existing facilities and the imperative for improved public transport connectivity. Densities will reduce to the north of the site, with the lowest densities of around 30 dwelling per hectare to the east of the site due to their distance from facilities and existing/potential transport links.

4. Provide appropriate walking and cycling routes to link to existing routes in the area and to provide optimum accessibility to services and employment in the local area.
5. Provide financial contributions towards the delivery of a tram/train extension from Rose Hill Marple potentially linking to Hazel Grove.
6. Provide or contribute to significantly improved public transport and highway infrastructure.
7. Provide suitable access to/from the A6.
8. Be designed in order to minimise any adverse impacts on the Green Belt beyond the site, including through the use of landscaping.
9. Incorporate measures to ensure that the rate of runoff of surface water from the land is not increased and, ideally, is decreased.
10. Provide, protect and enhance green and blue infrastructure within the site, including:
  - a. Having regard to existing trees, hedgerows, watercourses and ponds within the site and along its boundaries;
  - b. Provision of a corridor of natural habitat along and adjacent to the Macclesfield Canal linking the open land to the north with areas of priority habitat within the site and the existing wildlife corridor which continues along the canal to the south.
  - c. Provision of a corridor of natural habitat along and adjacent to the stream which passes into the site towards the southern end of Windlehurst Road, linking the open land to the west of the site with the existing wildlife corridor which continues along the stream to the east.
11. Have regard to areas of priority habitat and tree preservation orders within the site.
12. Retain, protect and where possible enhance all heritage assets within the site, as well as their settings, and ensure that the development sensitively integrates with the existing adjacent residential areas.
13. Provide financial contributions to the necessary provision of education and health facilities and other infrastructure etc. as dictated by other policies in the development plan.
14. Ensure the extraction of any viable brickclay and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

### **Reasoned justification**

The site is located in an area that will be attractive to housing market and which has the potential to deliver significantly improved public transport connectivity alongside a range of housing.

The provision of a tram/train link to the area is a prerequisite for its delivery and will be required in order to reduce private car use and help enable the use of more sustainable modes of transport and to mitigate the impact of additional vehicular traffic. This will allow higher densities to be developed close to a new station (or stations) while lower densities can be delivered elsewhere on the site thus reducing the impact of the development on the wider, retained Green Belt and providing a mix of housing types.

Other significant improvements to public transport and highway infrastructure may also be required. The transport infrastructure to be provided or contributed to will be informed through the refresh of the South East Manchester Multi-Modal Study currently being undertaken.

The development of approximately 4,000 dwellings on greenfield land removed from the Green Belt will mean that the delivery of a range of affordable housing can be provided, helping to meet the identified need which exists in Stockport and across the wider conurbation.

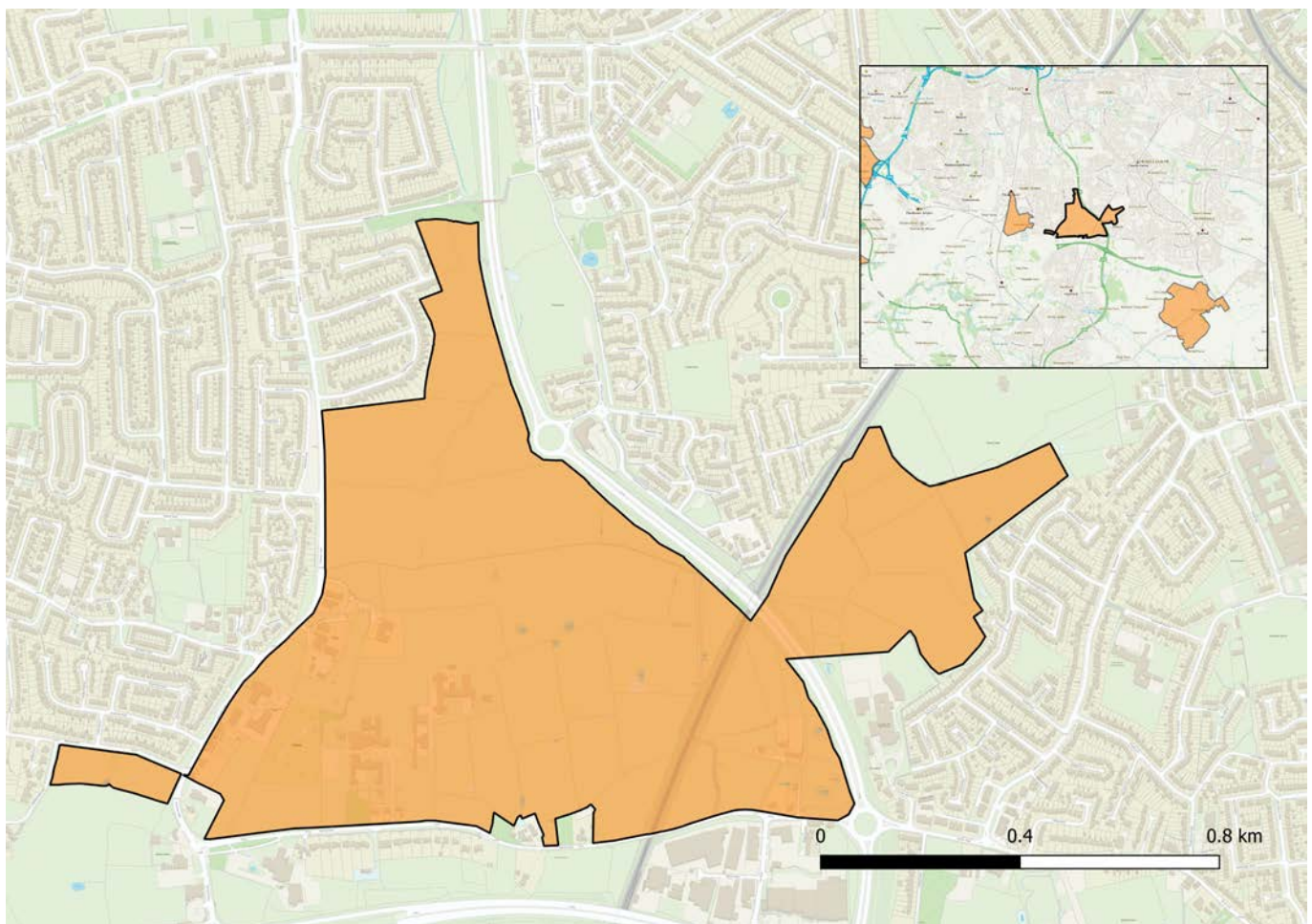
There are a number of existing public rights of way across the site and these can be included in schemes to deliver cycle and pedestrian links which will encourage the use of sustainable modes of transport to access the services, employment and transport links which already exist in the area. Ensuring the integrity and continued use-ability of the Middlewood Way as a walking, cycling and bridle route is of paramount importance to the development's delivery.

Good design will be critical to the success of any new development in this area and that will include the incorporation of green and blue infrastructure, including preserving and, where appropriate, enhancing the existing wooded areas, ponds etc. In addition there are a number of heritage assets in and around the site to which any design and layout should have regard in order to preserve their quality and value and that of their settings.

New development of this scale will increase the pressure on, in particular, existing education and health provision in the locality and in order to address the impact of the development in that regard provision will need to be made to increase capacity.

### 28.8.22 OA22 Land off A34 (Stockport)

The A34 opportunity area extends towards Bradshaw Hall Lane in the North, is bounded by the A34 to the East, extending further eastwards encompassing land to the north and east of St James RC High School. The site continues towards Stanley Road which forms the southern boundary extending westwards to a small parcel of land at Outwood Road with the main western boundary formed by Wilmslow Road. Upwards of 3,700 dwellings will be delivered and the scheme shall be characterised by a high level of green and blue infrastructure.



The development of the site will need to:

1. Provide a range of housing including a range of sizes and tenures to meet defined local need.
2. Deliver a suitable proportion of affordable housing across the site, phased to ensure that both market and affordable housing can be delivered at similar times within the development of the site.
3. To provide a new small local centre, providing a range of facilities including provision for doctors, dentists and other health related facilities.

4. Maintain sufficient land to enable the development of an exceptionally high quality world renowned educational facility for the Seashell Trust
5. Make provision for measures to address existing car parking issues in the area.
6. Provide financial contributions towards the provision of educational facilities on the site.
7. Incorporate measures to ensure that the rate of runoff of surface water from the land is not increased and, ideally, is decreased.
8. Provide financial contributions to fund the delivery of a new access onto the A34 at land to the west of Eden Point
9. Provide significant financial contributions towards further public transport and highways infrastructure/service provision so as to enable the use of more sustainable modes of transport whilst mitigating the impact of additional traffic on, in particular, the A34, Stanley Green and Wilmslow Road corridors.
10. Provide significant financial contributions towards the provision of improved cycle and walking routes between the site and Heald Green, Cheadle Hulme and Handforth.
11. Incorporate high standards of design across the full dwelling range,
12. Incorporate high standards of landscaping treatment with substantial provision of green and blue infrastructure.
13. Safeguard protected species and their habitat, especially the retention of existing ponds.
14. Sensitively integrate new development with areas of priority habitat including the retention of existing deciduous woodland.
15. Ensure the provision of corridors of natural habitat along and adjacent to railway and A34 which both dissect the site, linking the existing wildlife corridors to the north and north-east with the open land to the south.
16. Deliver high quality landscaping throughout the development.

### **Reasoned Justification**

The site benefits from good connectivity to the local road network with the ability to create a new access directly onto the A34 at Eden Point. It offers the opportunity to deliver a high quality form of development which represents an opportunity to provide an extension to Heald Green and Cheadle Hulme.

It is recognised that this is a large scale of development in an area which already suffers from severe congestion which, although being eased by the opening of the A6-MARR in late 2017, still remains a significant issue. As such the provision of significantly improved public transport and

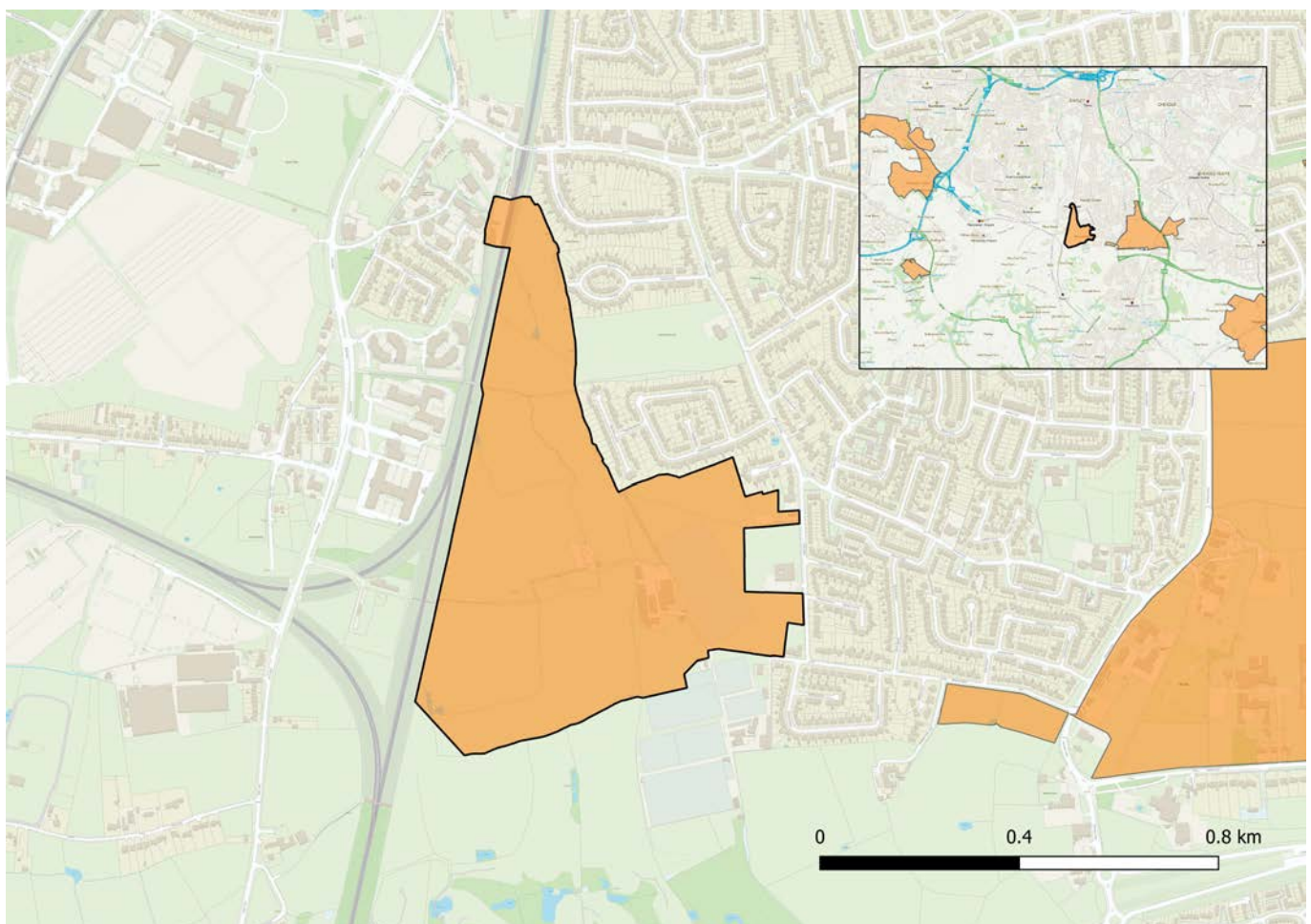
highway infrastructure are prerequisites for its delivery and will be required in order to enable the use of more sustainable modes of transport whilst mitigating the impact of additional vehicular traffic. The refresh of the South East Manchester Multi-Modal Strategy will outline options for significant transport infrastructure improvements in this area, also having regard to significant development proposals in the neighbouring authority area to the south.



### 28.8.23 OA23 Heald Green (Stockport)

The area lies primarily to the east of the railway line at Heald Green and to the west of Outwood Road. It is bounded by the railway line to the west (apart from an area of c.0.25 hectares immediately the opposite side of the railway adjacent to Heald Green Station), by residential properties and open space to the eastern boundary and by a nursery and fields to the south.

The site has the potential to deliver up to 2,000 new dwellings on a site close to Heald Green Large Local Centre and Heald Green station and within easy walking and cycling distance of Manchester Airport.



The development of the new site will need to:

1. Include a mix of housing types and tenures, including a range of affordable housing types
2. Deliver a suitable proportion of affordable housing across the site, phased to ensure that both market and affordable housing can be delivered at similar times within the development of the site.
3. Offer different densities across the site, with higher densities towards the north of the site reflecting the immediate proximity of the railway station and local centre.

4. Provide appropriate walking and cycling routes to link to existing routes in the area and to provide optimum accessibility to services and employment in the local area, in particular to Manchester Airport.
5. Provide or contribute to significantly improved public transport and highway infrastructure.
6. Be designed in order to minimise any adverse impacts on the Green Belt beyond the site, including through the use of landscaping.
7. Incorporate measures to ensure that the rate of runoff of surface water from the land is not increased and, ideally, is decreased.
8. Provide suitable green and blue infrastructure within the site, including: a. Having regard to existing trees and hedgerows within the site and along its boundaries; b. Provision of a suitable corridor of natural habitat along and adjacent to the railway, linking the existing wildlife corridor which continues along the railway to the north with open land to the south / south-west
9. Suitably replace any lost sports facilities and incorporate improved replacement facilities at land at the existing site so as to ensure that the formal recreational needs of both new and existing residents are met.
10. Make suitable provision to protect new housing from adverse aircraft noise.
11. Provide financial contributions to the necessary provision of education and health facilities and other infrastructure etc. as dictated by other policies in the development plan.

### **Reasoned justification**

The development of this land in an area that will be attractive to housing market and which is close to transport links and services will help to deliver a range of housing.

The close proximity of the site to the railway station and Heald Green centre should result in higher densities, whereas lower densities can be delivered to the south of the site thus reducing the impact of the development on the wider, retained Green Belt.

The development of up to 2,000 dwellings on greenfield, former Green Belt land will mean that the delivery of a range of affordable housing can be provided, helping to meet the identified need which exists in Stockport and across the wider conurbation.

There are existing public rights of way across the site and these can be included in schemes to deliver cycle and pedestrian links which will encourage the use of sustainable modes of transport to access the services, employment and transport links which already exist in the area.

The provision of significantly improved public transport and highway infrastructure are prerequisites for the site's delivery and will be required in order to enable the use of more sustainable modes of transport whilst mitigating the impact of additional vehicular traffic. The transport infrastructure to be provided or contributed to will be informed through the refresh of the South East Manchester Multi-Modal Study currently being undertaken.

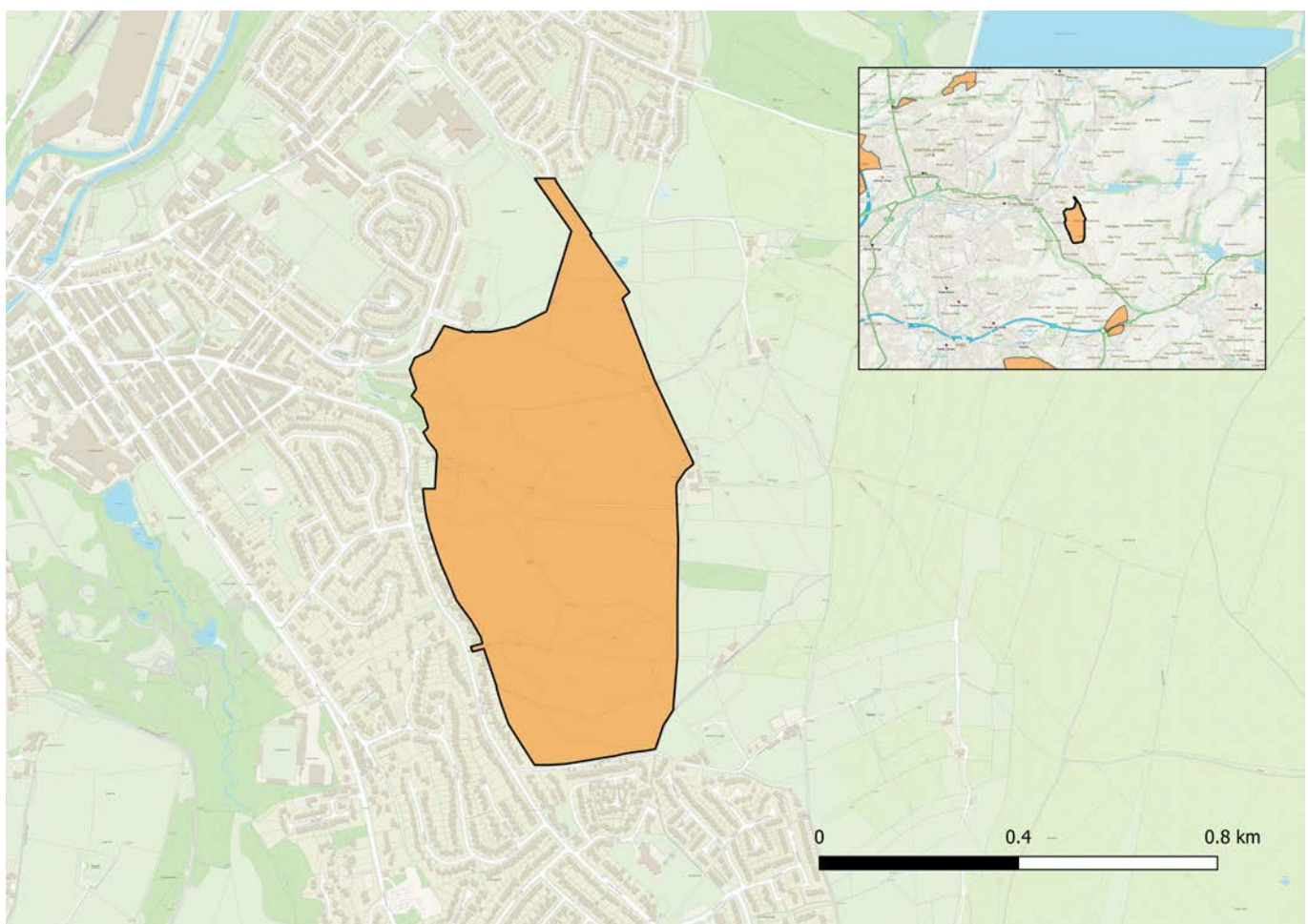
Good design will be critical to the success of any new development in this area and that will include the incorporation of green and blue infrastructure.

The proximity of the site to the airport will require any housing to be suitably designed and constructed to minimise the impact of aircraft noise on the living conditions of residents.

New development of this scale will increase the pressure on existing education and health provision in the locality and in order to address the impact of the development in that regard provision will need to be made to increase capacity.

### 28.8.24 OA24 Sidebottom Fold (Tameside)

The area known as Sidebottom Fold, located to the east of Stalybridge, with Copley to the north, Mottram Old Road to the west and the Pennine foothills to the east will be developed as a high quality residential area. 650 new homes will be constructed, alongside supporting infrastructure and facilities. Given the sensitive landscape of this site it is important that a masterplan is developed that is sympathetic to the prominent position on the foothills of the Pennines. It will be characterised by high quality design that limits the impact on the open countryside and delivers enhancement of green and blue infrastructure in the area.



The development of the site will need to:

1. Deliver a broad mix of types, size and tenure of housing, including starter homes and a significant proportion of higher value executive homes in order to diversify the housing mix not just within the Stalybridge area but Tameside as a whole;
2. Deliver high quality architecture (layout and design) that reflects the site's prominent position and softens the impact on the landscape;
3. Establish a defensible Green Belt boundary with the upland fringe by means of design and layout of the scheme at the masterplanning stage;

4. Create sensitive and well-designed landscape buffers where the new development adjoins the countryside;
5. Achieve excellent design and sustainability through masterplanning and the use of design codes;
6. Enhance sustainable and public transport connectivity to Stalybridge town centre, specifically linking to the railway station and providing financial contribution towards improved car parking and enhancing cycle parking facilities at the railway station;
7. Provide good quality highway infrastructure to allow access and egress to the site, including key road junctions and off-site highway improvements;
8. Provide a large amount of green and blue infrastructure through the site, including the planting of street trees, paying particular attention to retention of existing key landscape features such as mature trees and hedgerows;
9. Deliver a small local centre within the site, including a new health facilities;
10. Provide financial contributions for education and health facilities including on-site provision;
11. Existing dwellings and their gardens need to be sensitively designed into the overall scheme;
12. Create walkable neighbourhoods within the scheme which will provide enhanced walking and cycling infrastructure which will link to existing and proposed facilities, such as Stalybridge railway station, local schools, health facilities and the wider countryside;
13. Provide on-site parks, sports provision and play equipment; and
14. Incorporate Sustainable Urban Drainage within the site, for example, through the use of green roofs, permeable surfaces, swales and detention basins.

Prior to submission of any planning application, the landowners/developers will be expected to work with the Local Planning Authority to develop a Supplementary Planning Document (SPD) for the site which will include the preparation of masterplan (including a phasing plan) and design code to guide future planning applications and development. This shall at least be informed by a Landscape Visual Impact Assessment, Tree Survey, Ecological Appraisal, Drainage Assessment and Transport Assessment.

### **Reasoned Justification**

The site offers an opportunity in Tameside for a large-scale high quality residential development set against a background of outstanding countryside. Given the scale of the site it has potential to deliver up to 650 dwellings and will support the regeneration of Stalybridge town centre.

Local employment is accessible, but the aim is to further enhance connections and access to job opportunities through improvements to active travel and public transport in order to enhance the sustainability of the location. Stalybridge railway station can play a major role in this as it provides access to employment both in the Manchester and Leeds city regions. This will help to mitigate any additional impact on road infrastructure and therefore the scheme should contribute towards enhancing sustainable and public transport choices.

The scale of the site dictates that it is likely it could be entirely developed within the GMSF plan period. Therefore, integration of the appropriate level of education, health, and retail provision within the site is essential. This should be carried out through the appropriate masterplanning of the opportunity area. It is likely that the site will generate the need for between one and two forms of primary school entry and any requirement for additional primary school facilities should be incorporated into the site at the masterplanning stage. However, in combination with other proposed housing development within the catchment it is likely a new secondary school would be required at an appropriate location.

The site presents an opportunity to increase the green infrastructure capacity in this area. The protection and improvement of links into the open countryside through the rights of way network needs also needs to be considered. Both of these elements should form considerations at the masterplanning stage.

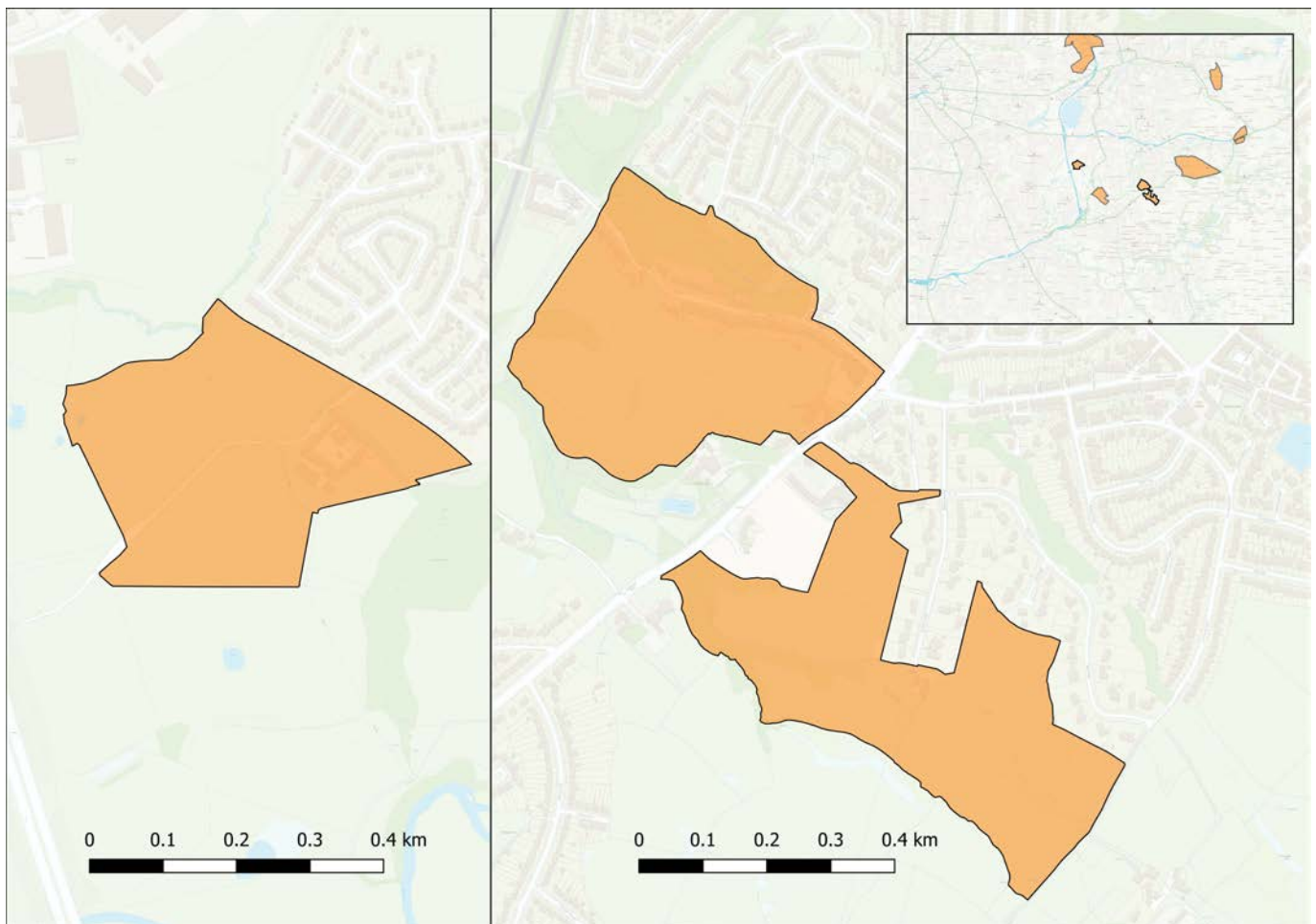
### 28.8.25 OA25 South Tameside (Tameside)

The South Tameside strategic allocation comprises the following two areas:

West - Land at Hyde Hall Farm

East - Land south west of Apethorne Lane, north west of the A560 and east of the Hyde – Woodley railway line and land east of the A560 at Bowlacre Farm.

Together they have potential to deliver up to 935 dwellings.



The development of the sites will need to:

1. Deliver a range of housing, including a range of sizes, tenures and a considerable proportion of higher value development;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes;

3. Establish a defensible Green Belt boundary by means of design and layout of the scheme at the masterplanning stage;
4. Create sensitive and well-designed landscape buffers where the new development adjoins the countryside;
5. Provide enabling development, based on a clear phasing strategy that allows for full restoration of the following listed buildings: Grade II\* Hyde Hall, Grade II Quadrangle of buildings at Hyde Hall and the Grade II\* Apethorne Farmhouse. This will take place within the early stages of development;
6. Provide a large amount of green and blue infrastructure through the sites including the protection and enhancement of the adjacent ecological assets, particularly Horse Close Wood SBI – ancient woodland and covered by group tree preservation order; Pole Bank SBI - ancient woodland and covered by group tree preservation order and Bowlacre Clough – large group TPO;
7. Retain and enhance the other key landscape features such as mature trees and hedgerows that fall outside of the larger areas of green infrastructure;
8. Provide good quality highway infrastructure to allow access and egress to the site, including key road junctions and off-site highway improvements;
9. Provide financial contributions for education and health facilities including, where appropriate, on-site provision;
10. Existing dwellings and their gardens need to be sensitively designed into the overall scheme;
11. Provide enhanced walking and cycling infrastructure which will connect into the existing rights of way, including National Cycle Route 62 Trans-Pennine Trail, local schools, services, facilities and where appropriate provide contributions to improve facilities at nearby railway stations;
12. Provide on-site parks, sports provision and play equipment; and
13. Incorporate Sustainable Urban Drainage within the site, for example, through the use of green roofs, permeable surfaces, swales and detention basins.

Prior to submission of any planning application, the landowners/developers will be expected to work with the Local Planning Authority to develop a Supplementary Planning Document (SPD) for the site which will include the preparation of masterplan (including a phasing plan) and design code to guide future planning applications and development in order to deliver the Garden Village vision. This shall at least be informed by a Landscape Visual Impact Assessment, Tree Survey, Ecological Appraisal, Drainage Assessment and Transport Assessment.



## **Reasoned Justification**

These sites, because of their smaller scale, represent an opportunity to deliver housing quickly in the early years of the GMSF plan period. The semi-rural setting with an existing network of green infrastructure provides the potential for delivering some high quality housing in an attractive housing market area.

Development of these sites would give new residents access to existing active travel and recreation opportunities based around National Cycle Route 62, quiet lanes, footpaths and the Peak Forest Canal.

It will be essential that these areas do not collectively put additional strain on existing infrastructure. Therefore, development will either be mitigated through a combination of on-site provision, for example through providing highway infrastructure improvements or through the provision of financial contributions for education or health facilities.

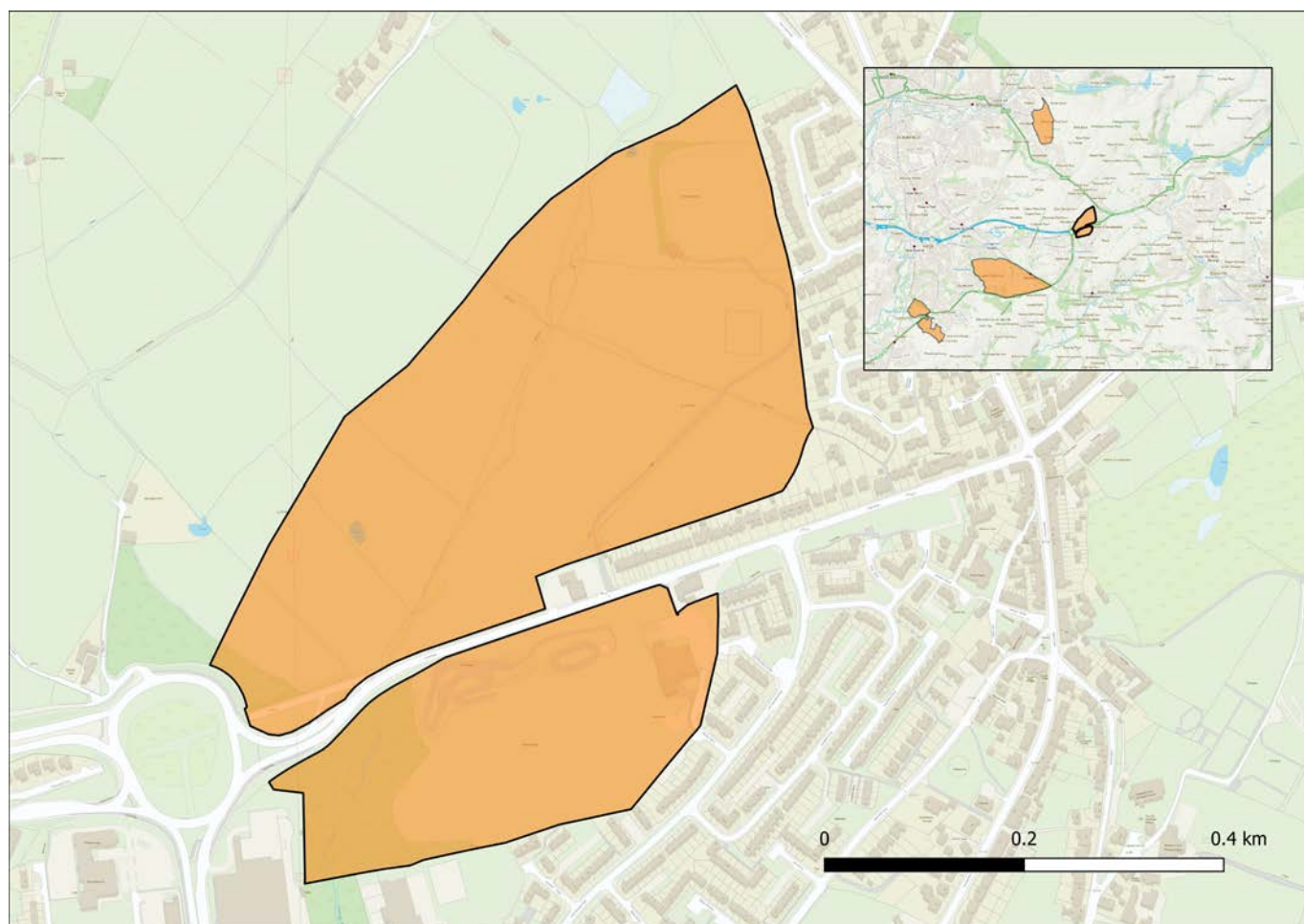
### 28.8.26 OA26 Mottram M67 North and South (Tameside)

The Mottram M67 allocation comprises two areas:

North - Land to the east of the M67 roundabout, north of the A57 Hyde Road, South of the alignment to the Mottram-in-Longdendale bypass and west of Mottram-in-Longdendale; and

South - Land to east of the M67 roundabout, South of the A57 Hyde Road, North of Arundale Community Primary School and John Kennedy Road.

Land to the north is allocated for 70,000 m<sup>2</sup> of B1(c) and B2 employment floorspace and land to the south is allocated for 174 dwellings.



The development of the sites will need to:

1. Deliver a range of housing, including a range of sizes, tenures and where possible higher value development;
2. Deliver a range of B1(c) and B2 employment premises;

3. Achieve excellent design and sustainability through master planning;
4. Provide green and blue infrastructure throughout the sites enhancing the corridor to the south that follows Hurstclough Brook;
5. Retain and enhance the other key landscape features such as mature trees and hedgerows;
6. Provide good quality highway infrastructure to allow access and egress to the site, including key road junctions and off-site highway improvements;
7. Provide appropriate financial contributions for education and health facilities;
8. Ensure a sensitive relationship with the gardens of adjoining properties;
9. Provide enhanced walking and cycling infrastructure which will connect into the existing rights of way, local schools, services and other facilities; and
10. Incorporate Sustainable Urban Drainage within the site, for example, through the use of green roofs, permeable surfaces, swales and detention basins.

### **Reasoned Justification**

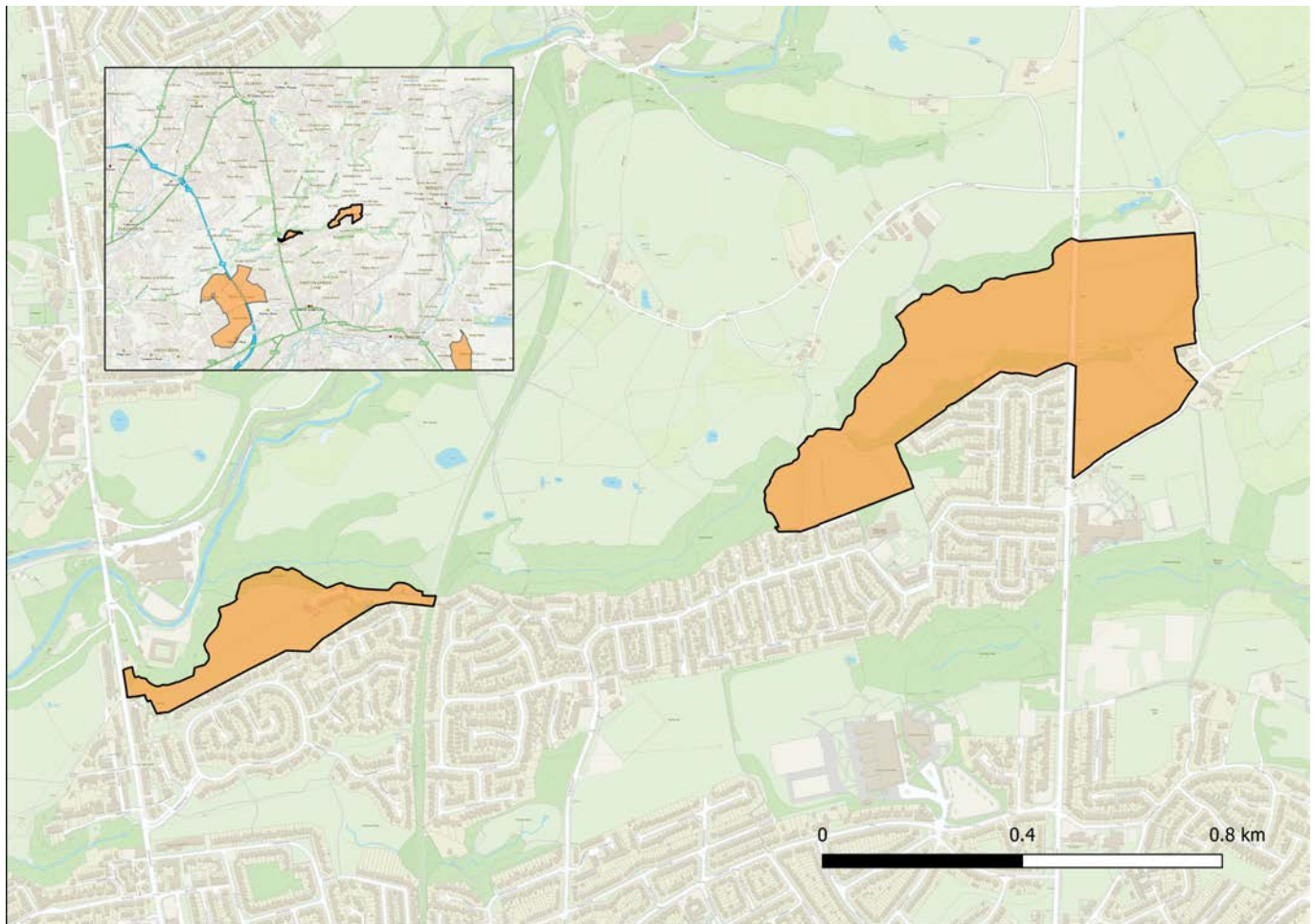
The southern site, because of its smaller scale, represents a different opportunity to deliver housing quickly in the early years of the GMSF plan period. The semi-rural setting with an existing network of green infrastructure to the south provides the potential for delivering some high quality housing in an attractive housing market area.

Development of these sites would give new residents access to existing active travel and recreation opportunities based around National Cycle Route 62, the Trans-Pennine Trail and footpaths.

It will be essential that these areas do not collectively put additional strain on existing infrastructure. Therefore, development will either be mitigated through a combination of on-site provision, for example through providing highway infrastructure improvements or through the provision of financial contributions for education or health facilities.

### 28.8.27 OA27 North Ashton-under-Lyne Area (Tameside)

The North Ashton strategic allocation comprises a number of sites located on the northern edge of the built up area of Ashton-under-Lyne. Together they have potential to deliver up to 675 dwellings on four sites.



The development of the sites will need to:

1. Deliver a broad mix of types, size and tenure of housing, including starter homes and higher value executive homes in order to diversify the housing mix not just within the Ashton-under-Lyne area but Tameside as a whole;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes;
3. Provide a large amount of green and blue infrastructure through the sites including the protection and enhancement of the adjacent ecological assets, particularly Holden Clough Site of Biological Interest (SBI) – ancient woodland and covered by group tree preservation order;

4. Retain and enhance the other key landscape features such as mature trees and hedgerows that fall outside of the larger areas of green infrastructure;
5. Provide good quality highway infrastructure to allow access and egress to the site, including key road junctions and off-site highway improvements;
6. Provide appropriate financial contributions for education and health facilities which may include on-site provision;
7. Existing dwellings and their gardens need to be sensitively designed into the overall scheme;
8. Provide enhanced walking and cycling infrastructure (including cycle parking) which will connect into the existing rights of way, including National Cycle Route 626 between Ashton-under-Lyne and Oldham and to local schools, services and facilities;
9. Provide on-site parks, sports provision and play equipment; and
10. Incorporate Sustainable Urban Drainage within the site, for example, through the use of green roofs, permeable surfaces, swales and detention basins.

### **Reasoned Justification**

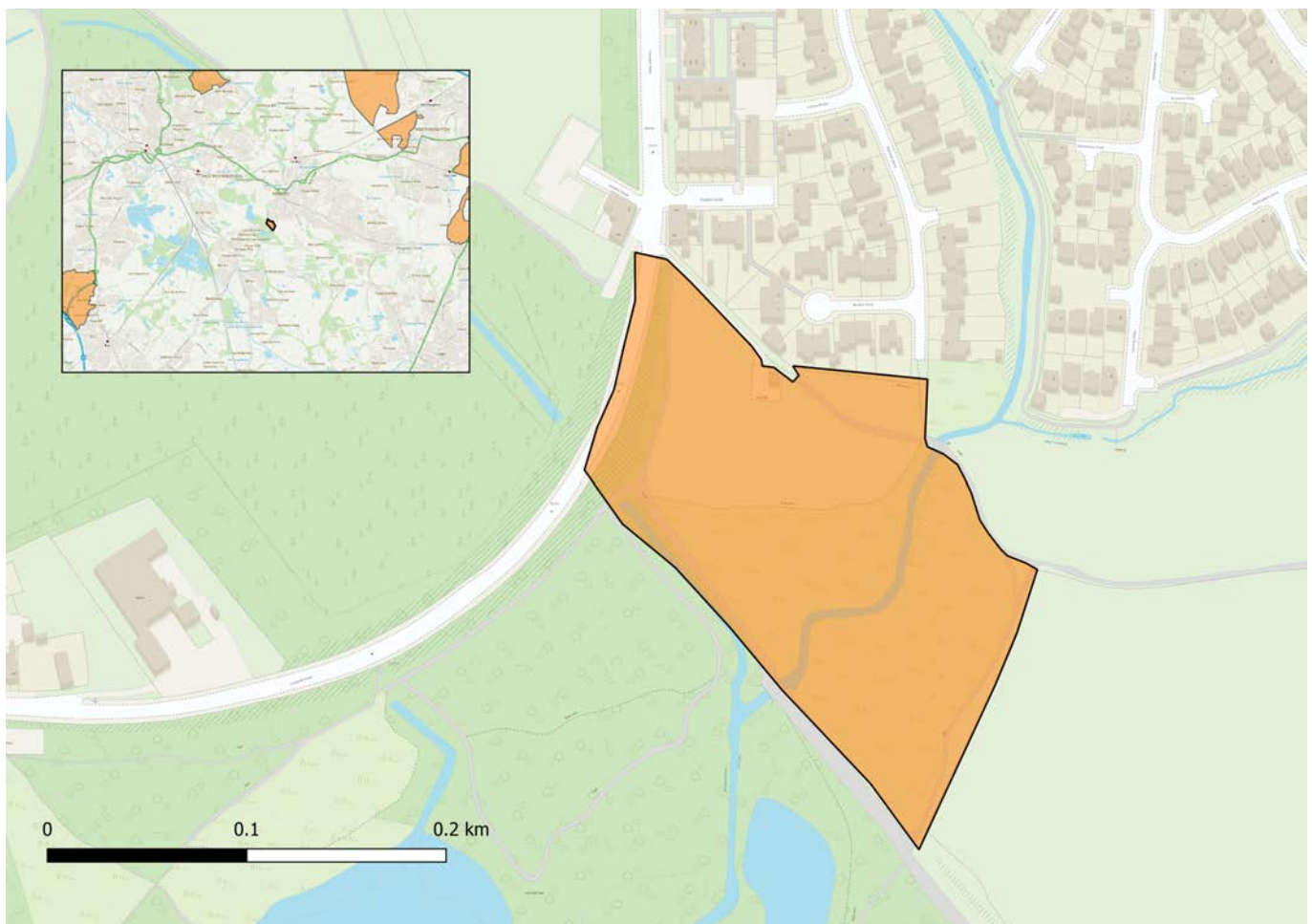
These sites, because of their smaller scale, represent an opportunity to deliver housing quickly in the early years of the GMSF plan period. The semi-rural setting with an existing network of green infrastructure provides the potential for delivering some high quality housing in an attractive housing market area.

Development of these sites would give new residents access to existing active travel and recreation opportunities based around National Cycle Route 626, quiet lanes, footpaths and Daisy Nook Country Park.

It will be essential that these areas do not collectively put additional strain on existing infrastructure. Therefore, development will either be mitigated through a combination of on-site provision, for example through providing highway infrastructure improvements or through the provision of financial contributions for education or health facilities.

### 28.8.28 OA28 Liverpool Road, Hindley (Wigan)

Land at Liverpool Road, Hindley is allocated as an extension of the South of Hindley site to connect it effectively with the A58 Liverpool Road. The land borders the Newark Road residential area to the north, the South of Hindley site to the east, Low Hall Park to the south and Liverpool Road to the west. The development of the area should provide a high quality gateway to the South of Hindley site from the A58 Liverpool Road, with potential for some commercial development and around 30 homes, as part of an extended South of Hindley masterplan.



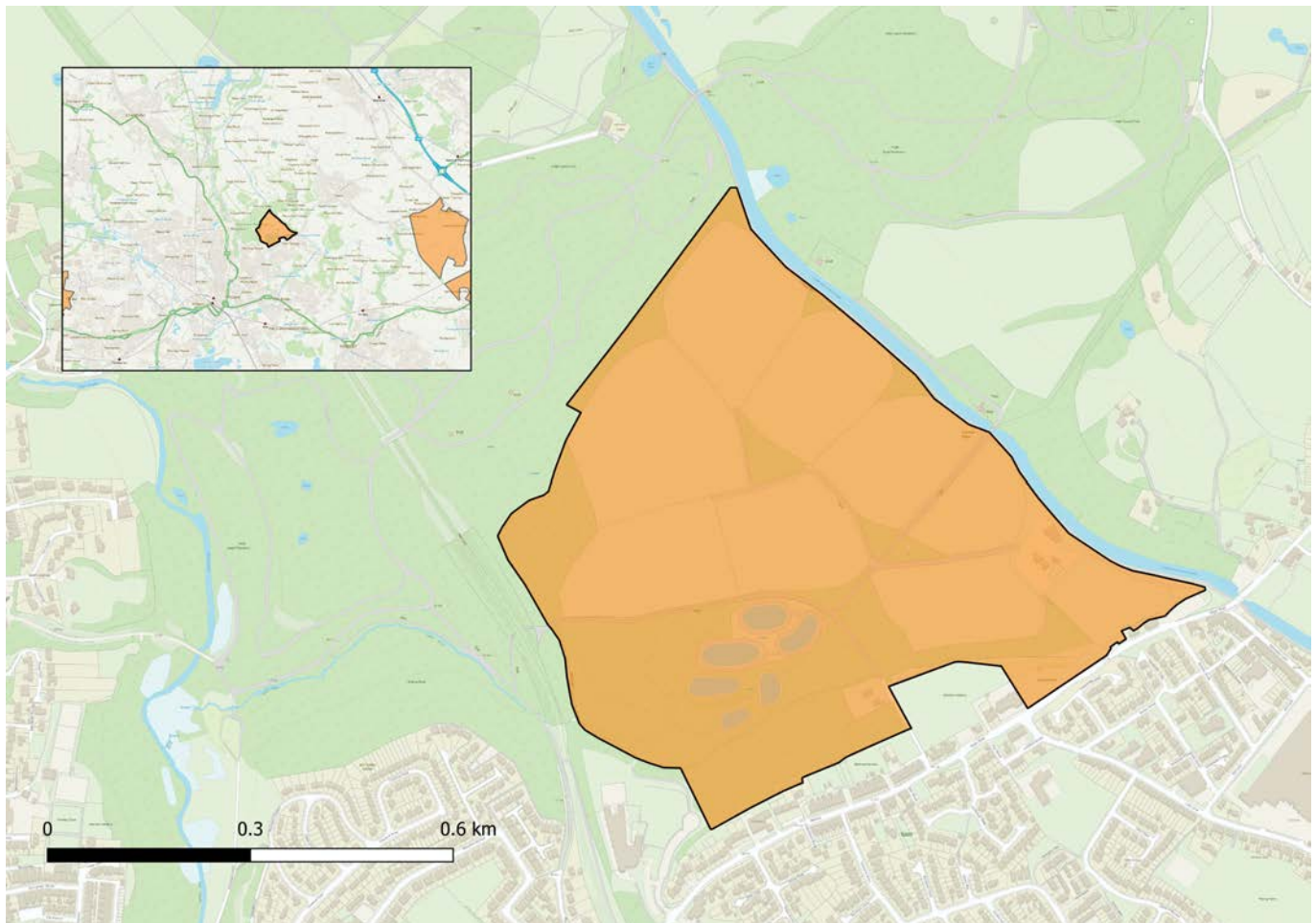
### Reasoned justification

The South of Hindley site is a large area to the south of Hindley, as far as Leigh Road to the east. Its southern boundary is marked by a former railway line. This site is a logical small extension to the South of Hindley site westwards to Liverpool Road. However, it is crossed by Borsdane Brook, immediately upstream of its confluence with Amberswood Brook, where there is a history of flooding on low lying ground.

The existing bridge on Liverpool Road is largely redundant and will have to be removed to accommodate the new junction. Amberswood Brook will still need to be bridged but the new road and junction could offer the opportunity to remove flood risks from within most the site and accommodate flood water immediately downstream to the south.

### 28.8.29 OA29 North of New Springs (Wigan)

Land North of New Springs is allocated for housing development. The land borders Leeds & Liverpool Canal to the north-east, the Haigh Plantations to the west, the B5238 Wigan Road to the south-east and the former Alexander Colliery site to the south.



The development of the area will:

1. Provide for around 1,050 homes.
2. Ensure a positive design that relates well to the canal environment.
3. Safeguard the amenity of existing residential properties within or immediately adjacent to the site.
4. Ensure appropriate access for vehicular traffic and good quality access for pedestrians and cyclists to local services, bus services on the B5238, the adjacent woodland park and the canal towpath.

5. Ensure the provision of strategic green infrastructure across the site, incorporating most of the existing woodland planting, established hedgerows and the ponds, to provide for open space, equipped play space, extended allotments, landscaping, sustainable drainage and habitats for wildlife.
6. Ensure an ongoing management plan for the green infrastructure.

### **Reasoned justification**

Wigan is the largest town in the borough and is an appropriate location for new development. This site is a logical urban extension contained by the canal and Haigh Plantations. It includes the former Alexandra Colliery site which was not in the Green Belt formerly.

The canal at this point is currently in open countryside, which will be maintained on the opposite side. In this regard, the design of the development should respond positively to the canal environment and provide an interesting complementary context.

The mine water ponds should be incorporated into the open space within the site.

The woodland planting and established hedgerows should be retained except where absolutely necessary to secure satisfactory access, and the opportunity taken to secure effective woodland and hedgerow management for the longer term.





