

Appendix C – Places for Everyone Policies

Policy JP-S1: Sustainable Development

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

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

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

Addressing Climate Change

5.5 Greater Manchester's Vision is to be at the forefront of action on climate change and to make its fair contribution to international commitments by becoming a carbon neutral city region by 2038. In acknowledgment of climate change, by 2020, all 10 districts and the Greater Manchester Combined Authority have declared a climate emergency. To support this vision a 5 Year Environment Plan¹⁸ was launched in 2019 to identify the urgent actions that are needed to ensure Greater Manchester can follow the required pathway for carbon neutrality.

5.6 To meet our carbon commitments we will need to:

- Be carbon neutral by 2038
- Hold cumulative carbon dioxide emissions to within our carbon budget
- Initiate a programme of mitigation to reduce emissions including by:
 - Significantly upscaling solar photovoltaic energy;
 - Reducing heat demand in homes;

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

- Moving away from carbon intensive gas as the primary source of heat;
- Reducing heating and cooling demand for public and commercial buildings;
- Increasing biofuel use;
- Enable sustainable choices for travel and decarbonise transport;
- Significantly upscaling building retrofit; and
- Increase the delivery of nature-based solutions and biodiversity net gain.

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

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

Policy JP-S4: Flood Risk and the Water Environment

An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:

1. Returning rivers to a more natural state, where practicable;
2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;
3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;
4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues;

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5. Ensuring that sustainable drainage systems:
 - i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;
 - ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;
 - iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and
 - iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.
6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and
7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.

Policy JP-J1: Supporting Long-Term Economic Growth

A thriving, inclusive and productive economy will be sought in all our boroughs.

There will be an emphasis on:

- A. Maintaining a very high level of economic diversity across our boroughs
- B. Facilitating the development of high value clusters in key economic sectors such as:
 - i. Advanced manufacturing;
 - ii. Digital and cyber;
 - iii. Health innovation, including life sciences;
 - iv. Low carbon goods and services;
 - v. Business, financial and professional services;
 - vi. Logistics.
- C. Making the most of major assets of the sub-region, such as:

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- i. The high concentration and range of research assets
 - ii. The large pool of graduates
 - iii. Highly productive businesses in every sector of our economy
 - iv. Existing transport infrastructure such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network
 - v. Major proposed transport improvements such as Northern Powerhouse Rail
- D. Grasping the economic opportunities from the global transition to a low carbon economy
- E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers
- F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate.
- G. Maximising the potential of the key growth locations set out in JP-Strat1 to JP-Strat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.

Policy JP-G7: Trees and Woodland

We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.

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

1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland;
2. Encouraging habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees;
3. Aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative;
4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low-grade agricultural land and land in need of remediation;
5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre;
6. Considerably increasing the provision of street trees within urban areas;
7. Promoting the provision of community orchards to increase fruit consumption;

8. Promoting the opportunity for woodland conservation to raise awareness for the sustainable use of timber;
9. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience;
10. Improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures;
11. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration;

And through development as follows:

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

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

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

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

particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.

Development will be expected to:

- a. Follow the mitigation hierarchy of:
 - i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
 - ii. Adequately mitigating any harm to biodiversity, then
 - iii. Adequately compensating for any remaining harm to biodiversity
- b. Avoid fragmenting or severing connectivity between habitats;
- c. Achieve a measurable net gain in biodiversity of no less than 10%
- d. Make appropriate provision for long-term management of habitats and geological features connected to the development;
- e. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Policy JP-P1 Sustainable Places

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

1. Distinctive, with a clear identity that:
 - A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
 - B. Enables a clear understanding of how the place has developed; and
 - C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used
2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design
3. Socially inclusive:
 - A. Responding to the needs of all parts of society;

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

- B. Enabling everyone to participate equally and independently;
 - C. Providing opportunities for social contact and support; and
 - D. Promoting a sense of community
- 4. Resilient, capable of dealing with major environmental events
- 5. Adaptable, able to respond easily to varied and changing needs and technologies
- 6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained
- 7. Resource-efficient with:
 - A. A low carbon footprint;
 - B. Efficient use of land;
 - C. Minimised use of new materials;
 - D. High levels of recycling
- 8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.
- 9. Supported by critical infrastructure, such as energy, water and drainage and green spaces
- 10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage
- 11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places
- 12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place

13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest
14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond
15. Comfortable and inviting, with indoor and outdoor environments:
 - A. Offering a high level of amenity that minimises exposure to pollution; and
 - B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter
16. Incorporating high quality and well managed green infrastructure and quality public realm, with:
 - A. Opportunities for recreation and outdoor play for children, and interaction between the generations;
 - B. Public and private spaces clearly distinguished;
 - C. Development clearly defining, and promoting activity within, public spaces;
 - D. High quality landscaping with schemes
17. Well-served by local shops, services and amenities, including education and health facilities

Policy JP-C1: An Integrated Network

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

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
2. Enabling the provision of high quality digital infrastructure;
3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
 - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
 - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and

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- provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
 - a. Pedestrians (and people using mobility aids);
 - b. Cyclists, powered two-wheelers, and public transport users;
 - c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
 - d. People in personal motorised vehicles
 6. Developing local transport industry skills and education to ensure the right skills are available into the future.

Policy JP-C8: Transport Requirements of New Development

We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

Connectivity and Permeability

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;
 - Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:
 - be direct, safe and convenient;

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- connect to nearby facilities, employment areas, public transport stops; and
 - improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
 - Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
 - Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;
- 2 Ensure appropriate connectivity to the existing highway network.

Design

3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;
4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;

Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers;

8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;
9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
 - i. Showers, changing facilities and lockers for cyclists and walkers
 - ii. Pool or hire bikes for use by occupiers
 - iii. Information in advance about facilities to visitors;
10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;
11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

Access and Servicing

13. Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;
14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:
 - meets road safety requirements,
 - reduces transport emissions and other environmental impacts,
 - reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;

Construction Management

15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

Transport Assessments

16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.
17. Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.