

STRATEGIC ENVIRONMENTAL ASSESSMENT OF GREATER MANCHESTER'S LTP2

Scoping Report - Appendices

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APPENDIX A
NATIONAL PLANS AND PROGRAMMES REVIEWED

Plan/ Programme	Objectives/ requirements of the plan/ programme	Grouping objectives
The Future of Transport	<p>Good quality transport infrastructure should complement or enhance the character of its local area. Transport schemes, such as bypasses round towns and villages, should improve the quality of life for local communities but need to be designed in ways that offer environmental gains, reduce community severance and improve air quality wherever possible</p>	Social
	<p>Improvements in local air quality can be delivered by LTPs if:</p> <ul style="list-style-type: none"> • Air Quality Action Plans are properly integrated into second-round LTPs in areas where transport has a significant impact on the local air quality; • They promote better traffic management, which can help to reduce emissions by keeping traffic moving, in the next round of LTPs; • Air quality comes to the fore in discussions on delivering shared priorities with local authorities; and • There are more local targets on air quality. 	Air Quality
	<p>In designing and constructing new projects there should continue to be:</p>	Biodiversity
	<ul style="list-style-type: none"> • A strong presumption against schemes that would significantly affect environmentally sensitive sites, or important species or habitats; 	Landscape
	<ul style="list-style-type: none"> • The impact of schemes on the environment and communities is monitored 	Social
	<ul style="list-style-type: none"> • Design standards take account of environmental concerns and the impacts of any new development are kept to a minimum, with mitigation measures implemented to a high standard; 	Landscape
	<ul style="list-style-type: none"> • Planning so as not to not sever communities; 	Biodiversity
	<ul style="list-style-type: none"> • The amount of Greenfield land taken for development is kept to a minimum • Biodiversity is respected and, wherever possible, enhanced, in our planning, decision-making, delivery and network management processes; 	Water
	<ul style="list-style-type: none"> • All groundwater and surface waters are protected by controlling pollution from sources such as roads; 	Noise
	<ul style="list-style-type: none"> • Noise impacts from transport are reduced and mitigated 	
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland	<p>Government's and the devolved administrations' ultimate objective is to "render polluting emissions harmless".</p> <p>A number of set objectives for protecting human health to be included in regulations for the purposes of Local Air Quality Management relating to concentrations of, amongst others, carbon monoxide, lead, nitrogen dioxide, ozone and particulates.</p>	Air Quality
A strategy for sustainable development for the United Kingdom	<p>We need to build sustainable communities in our cities, towns and rural areas by strengthening regional and local economies;</p> <ul style="list-style-type: none"> • Meeting people's social needs: • Promoting better health, housing and access to services and recreation; • Improving local surroundings • Revitalising town centres, 	Social
		Health
		Landscape
		Townscape

Plan/ Programme	Objectives/ requirements of the plan/ programme	Grouping objectives
	<ul style="list-style-type: none"> Tackling degraded urban environments, and Ensuring that development respects the character of our countryside. 	
PGG1 Development Plans	<p>In order to achieve sustainable patterns of development and to help reduce the environmental impacts of transport, local authorities should integrate their transport programmes and land-use policies in ways which help to:</p> <ul style="list-style-type: none"> Reduce growth in the length and number of motorised journeys Encourage alternative means of travel which have less environmental impact; and hence Reduce reliance on the private car 	Transport
	<p>Rural area Integrate the development necessary to sustain the economic activity in rural areas with protection of the countryside.</p>	Economy (rural)
	<p>Historic Environment Those aspects of our past which have been identified as being of historic importance are to be valued and protected for their own sake, as a central part of our cultural heritage.</p>	Heritage
PGG2 Green Belts	<p>When any large-scale development occur, including road and other infrastructure developments, it should, as far as possible, contribute to PPG2 objectives as follows:</p> <ul style="list-style-type: none"> To provide opportunities for access to the open countryside for the urban population; To provide opportunities for outdoor recreation near urban areas; To retain attractive landscapes, and enhance landscapes, near to where people live; To improve damaged and derelict land around towns; To secure nature conservation interest; and To retain land in agricultural, forestry & related uses. <p>The Government's commitment to maintaining the openness of Green Belt means alternatives should be investigated before Green Belt land is considered for development.</p> <p>In all cases, the layout, design and landscaping of the scheme must preserve, so far as possible, the openness and visual amenity of the Green Belt, with particular care with the inclusion of floodlighting in park and ride schemes.</p>	Landscape
PPG3 Housing	<p>Seek to reduce car dependency by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity, and by planning mixed use.</p>	Transport
PPG7 The Countryside: Environment al Quality and Economic and Social Development	<p>Development in the countryside should both benefit economic activity and maintain or enhance the environment.</p> <p>Maintain or enhance the character of the countryside and conserve its natural resources, including safeguarding the distinctiveness or its landscapes, its beauty, the diversity of its wildlife, the quality of rural towns and villages, its historic and archaeological interests, and best agricultural land.</p>	Environ- ment
PPG9 Nature Conservation	<p>Contribute to the conservation of the abundance and diversity of British wildlife and its habitats, or minimise the adverse effects on wildlife where conflict of interest is unavoidable, and to meet international responsibilities</p>	Biodiversity

Plan/ Programme	Objectives/ requirements of the plan/ programme	Grouping objectives
	and obligations for nature conservation.	
PPG10 Planning and Waste Management	Encourage sensitive waste management practises in order to preserve or enhance the overall quality of the environment and avoid risks to human health	Resources Health
PPG13 Transport	Promote more sustainable transport choices for both people and for moving freight. Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. Reduce the need to travel, especially by car. Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas. Ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked. Use parking polices, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys. Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses. Ensure that the needs of disabled people – as pedestrians, public transport users and motorists – are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments.	Transport Accessibility Transport Social
PPG15 Planning and The Historic Environment	Protect the historic environment, listed buildings, conservation areas, parks and gardens, battlefields and the wider historic environment. Take full account of the wider costs of transport choices, including impact on the historic environment. Integrate transport and traffic management activities and take great care to avoid or minimise impacts on the various elements of the historic environment and their settings. Take great care to assess the impacts on existing roads of new projects, e.g. for the rerouting of traffic or for pedestrianisation and seek advice of English Heritage, where appropriate, before determining any such proposals. When contemplating a new route, authorities should consider whether the need for it, and any impact on the environment, might be obviated by an alternative package of transport management such as parking and charging polices, park-and-ride schemes, and public transport priority. Whenever possible, new roads (and any other transport infrastructure) should be kept away from listed buildings, conservation areas and other historic sites. Where work to listed structures or those in conservation areas, such as historic bridges, is needed to meet new national or European requirements, this should be carried out with great care. Traditional materials should only be replaced where it can be proved that this is essential in the interests of structural stability. When the opportunity occurs, the possibility of reusing structures for new transport schemes should always be examined. Take measures to protect the historic environment from the worst effects of	Heritage Transport Heritage

Plan/ Programme	Objectives/ requirements of the plan/ programme	Grouping objectives
	traffic.	
PPG17 Planning for Open Space, Sport and Recreation	Promoting more sustainable development by ensuring that open space, sports and recreational facilities (particularly in urban areas) are easily accessible by walking and cycling and that more heavily used or intensive spots and recreational facilities are planned for locations well served by public transport.	Social & Accessibility
PPS 23 Planning and pollution control – <i>recently replaced PPG23</i>	<p>This Statement advises that:</p> <ol style="list-style-type: none"> 24. Any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, 25. The planning system plays a key role in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution; 26. The controls under the planning and pollution control regimes should complement rather than duplicate each other; 27. The presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully; 28. Contamination is not restricted to land with previous industrial uses; it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities; <p>Encourages integration of land use planning processes with plans and strategies for the control, mitigation and removal of pollution.</p> <p>Ensure sustainable and beneficial use of land (in particular encourage reuse of previously developed land in preference to Greenfield sites). Within this aim, polluting activities that are necessary for society and the economy should be so sited and planned, and subject to such planning conditions, that their adverse effects are minimised and contained to within acceptable limits. Opportunities should be taken wherever possible to use the development process to assist and encourage the remediation of land already affected by contamination.</p>	Environmen t
PPG24 Planning and Noise	<p>New development involving noisy activities should, if possible, be sited away from noise-sensitive land uses.</p> <p>Local planning authorities should consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through the use of conditions or planning obligations.</p>	Resources Transport

APPENDIX B
REGIONAL PLANS AND PROGRAMMES REVIEWED

B1. REGIONAL ECONOMIC STRATEGY

Objectives/ requirements of the plan/ programme	Grouping objectives
EC1 Strengthening the Regional Economy	
EC2 Manufacturing Industry	
EC3 Knowledge-Based Industries	
EC4 Business Clusters	
EC5 Regional Investment Sites	
EC6 The Regeneration Challenge: Bringing the Benefits of Economic Growth to Areas of Acute Need	
EC7 Warehousing and Distribution	
EC8 Town Centres- Retail, Leisure and Office Development	
EC9 Tourism and Recreation	
EC10 Sport	

Policy EC1 Strengthening the Regional Economy

Development plans in conjunction with local economic development strategies should identify a range of suitable sites and premises for employment purposes which:

Complement the Region's sectoral priorities;

Take account of the needs of local businesses and communities and the need to ensure the modernisation and diversification of older manufacturing industries and their premises;

Are based on a review of existing commitments (Policy UR5);

Have the potential to promote clustering (Policy EC4);

Take account of the sequential approach set out in Policy DP1;

Support the Spatial Development Framework; and

Take account of the availability of skilled labour and wider employment and training opportunities.

Development plans should support a greater shift of freight from road to rail and water by guiding new major industrial and distribution developments to sites that can be readily connected to the rail network, waterways and ports.

Local authorities should work with their partners, particularly the NWDA in relation to the Regional (Economic) Strategy, to promote the environmental economy and the arts, culture and creative industries in their areas in line with the above approach, to aid regeneration, rural diversification and tourism initiatives and benefit the North West economy as a whole. They should do this by promoting diverse local economies through the creation and growth of local businesses to provide jobs, goods and services needed by the local population.

Policy EC2 Manufacturing Industry

In providing for the needs of manufacturing industry, development plans and other strategies should ensure the provision of sites which meet the changing needs of traditional manufacturing industry as well as new and emerging manufacturing activities. The sites should also be able to meet the need for expansions and relocations as well as the needs of inward investors.

Development plans should also anticipate the need for existing manufacturing establishments to modernise their plant and to adapt and diversify their operations, and

Objectives/ requirements of the plan/ programme**Grouping objectives**

to undertake improvements to plant in accordance with environmental legislation, as well as general environmental enhancement.

The sites for manufacturing should be located in accordance with the Core Development Principles and the Spatial Development Framework, within key transport corridors or Regeneration Priority Areas, ideally with inter-modal transport capability. The need for new specialist manufacturing industry to locate close to existing related plants should be recognised, as should the availability of skilled labour.

Education and training should be recognised as central components in promoting the development of manufacturing industry.

Policy EC3 Knowledge-Based Industries

Knowledge-based industries will be supported, in accordance with the Core Development Principles, particularly the sequential approach set out in Policy DP1, and the Spatial Development Framework. Development plans and other strategies should facilitate the development of sites with direct access to research establishments, including universities, Higher Education Institutes and major hospitals. Priority locations will be in the main conurbations, close to centres of research, or within science parks. Sites should be well located in relation to transport infrastructure, especially public transport, and should be capable of providing high environmental quality. Access to education, skills and training should be recognised as key aspects of securing the development of this sector.

Policy EC4 Business Clusters

Development plans and other strategies including regeneration strategies should consider the potential to promote the clustering of existing and new economic activities with the potential for sustainable growth. They should meet both the Region's sectoral priorities and local needs by making appropriate provision for premises, including business and science parks, in line with the sequential approach set out in Policy DP1 and the Spatial Development Framework.

Clusters designed to support knowledge-based industries should:

- Make provision for networks based on information communication technologies; and
 - As a preference be located near to Higher Education Institutes, major hospitals, research establishments or major technology-based businesses.
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Policy EC5 Regional Investment Sites

Development plans and other strategies should identify Regional Investment Sites for strategic business investment which supports the Region's sectoral priorities. They should set out mechanisms including planning conditions and Section 106 agreements to support their status and ensure high quality, environmentally sensitive, sustainable development well linked with existing urban infrastructure and consistent with this RPG's Core Development Principles.

Such Regional Investment Sites should be identified in consultation with the NWDA, NWRA and GONW. Identification of the sites must support:

- Urban renaissance;
- The objectives of the Regeneration Priority Areas (Policy EC6);
- Areas of economic assistance;
- Sectoral priorities (identified by the NWDA within the Regional (Economic) Strategy); and
- This RPG's Core Development Principles and the Spatial Development Framework.

In addition, and in the interests of sustainability, all Regional Investment Sites should be, or be designed to become:

- Well related to public transport infrastructure;
- Readily accessible, wherever possible, to the rail network, or a port or commercial waterway;
- Well related to housing and supporting community facilities;
- Well landscaped;

And should preferably be located:

- Clear of flood-risk areas;
- On recycled land; and
- Close to existing employment concentrations.

The sites should also, for reasons of practicality be:

- Capable of development within appropriate timescales, with regard particularly to:
 - ~ Land condition and availability;
 - ~ Ownership;
 - ~ Infrastructure capacity;
- Suitably located, where appropriate, for international access;
- In proximity, where appropriate, to Higher Education Institutes, or other research facilities; and
- Capable of providing a good environmental setting.

Policy EC6 The Regeneration Challenge: Bringing the Benefits of Economic Growth to Areas of Acute Need.

Local authorities and other agencies will work together to rectify the imbalance between parts of the Region where continued growth may have unfavourable consequences, and those where economic regeneration is needed, in a manner consistent with the Core Development Principles and RSF

The NWDA's investment in Regeneration Priority Areas and derelict land reclamation must be supported by development plan (including sub-regional strategies) and local transport plan policies to encourage and deliver, simultaneously:

- Improved linkages (in terms of access to labour, skills and expertise; travel to work routes, transportation and communications; training and other facilities) between thriving areas and other areas nearby where employment opportunities are more limited; and
- Co-ordinated and coherent efforts to enhance the attractiveness to potential investors of locations in more needy areas (primarily by improvements in image; visual attractiveness and better environmental quality, including advance 'structure planting'; better health/schools/social facilities; more varied leisure facilities; improved skill-levels; and business support), especially within the North West Metropolitan Area.

Local authorities and other agencies should consider this challenge as they prepare all of their partnership initiatives, action plans and investment strategies, including their plans for management of the public realm.

Policy EC7 Warehousing and Distribution

Development plans should ensure that new warehousing and distribution developments are located so as to avoid the unnecessary movement of goods by road and to make best use of the Region's rail network. Sites should be identified on the basis of need in line with the Core Development Principles and take particular account of:

- The preference for brownfield sites while recognising that urban locations are not always appropriate;
 - Proximity to an appropriate labour supply;
 - Access to the regional highway network for freight purposes;
 - Access to rail freight facilities;
 - Access to airports/ports; and
 - The need to be of sufficient scale to allow for flexible development and expansion.
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Policy EC8 Town Centres – Retail, Leisure and Office Development

Development plans, town centre management initiatives and other strategies should recognise the continued need to protect, sustain and improve all of the town and city centres in the Region, including the role of the two Regional Poles (Liverpool and Manchester/Salford) as regional shopping centres, in line with the Spatial Development Framework, by:

- Encouraging new retail, leisure and/or mixed-use developments within existing defined town and city centre boundaries (retail development should be directed particularly to primary shopping areas); and
- Directing office developments (Use Classes: B1(a) and A2), that generate significant numbers of trips, to suitable locations within or adjoining main city and town centres, or district centres, and near to major public transport interchanges within urban areas. Where capacity is not available in these centres, office development should be located in accordance with the principles of sustainable development set out in the Core Development Principles, having regard particularly to Policy DP1, and the need for accessibility to public transport.

A sequential approach to retail and leisure development must be adopted, in accordance with national planning policy guidance (PPG 6: Town Centres and Retail Developments) and the Core Development Principles. Office development should locate within preferred locations, as set out above, as close as possible to public transport, in accordance with national planning policy guidance (PPG 13: Transport).

Where a need is established for retail and leisure development, and where the application of the sequential approach has indicated that no suitable town centre sites are available, new or expanded developments in urban areas will be considered where their function forms the core of a mix of uses, including housing and only then when public transport is accessible.

Office development that is ancillary to, and needs to be co-located with, manufacturing uses will not be classed as office development for the purposes of this Policy.

No need has been demonstrated to create new or to extend existing out-of-centre regional or sub-regional shopping and leisure facilities.

Policy EC9 Tourism and Recreation

Tourism has the potential to be a major economic driver within the North West in supporting regeneration, as well as constituting a key sectoral priority, particularly in and around the Lake District; in Blackpool and many of the North West's other coastal resort and historic towns throughout Lancashire, Cheshire and Cumbria; in the Regional Poles (Liverpool and Manchester/Salford); and elsewhere in the North West Metropolitan Area. In all these locations, the emphasis should be on sustaining and adding quality rather than mere quantity

Partnerships should develop local tourism strategies that effectively manage existing and new opportunities and promote investment that encourages the creation of tourist facilities around appropriate attractions and activities. Recreation and leisure are complementary to many tourism activities and together can help to support economic growth and urban renaissance.

Development plans should facilitate the provision of employment opportunities by encouraging the growth of and investment in tourism within the North West. They should identify provision for new facilities that generate significant numbers of tourists/trips in appropriate development locations. In identifying such locations, plans should give priority to areas that have existing major tourism and leisure attractions and facilities (including visitor accommodation) or where development will contribute to regeneration within the defined Regeneration Priority Areas.

They should ensure that:

- the location represents economy in the use of land in accordance with Policy DP1;
- the infrastructure and environment is able to accommodate the visitor impact;
- the existing amenities for local residents and business are protected; and
- the location is, especially in respect of large-scale visitor attractions, conveniently accessible by public transport.

Where an activity requires specific natural features or areas of large open space, then development should be considered as an exception to the sequential approach set out in Policy DP1 as long as the intrinsic quality of the environment is conserved and enhanced.

Development in and around the Region's most valued landscapes should be considered in accordance with the Core Development Principles and Policy ER1 and ER2.

Local authorities should develop regional footpaths and cycle routes that link with the National Cycle Network (Policy T8) to improve accessibility and increase links along the coast, and between the coast, the rural uplands and lowlands and the conurbations in order to encourage increased sustainable tourism and recreational activity across the North West.

Policy EC10 Sport

This RPG supports the development of major new sporting facilities in East Manchester as part of Sport England's proposals for the English Institute of Sport network.

Development plans should support Sport Action Zones in the North West by encouraging the development of new sports facilities in the following broad locations:

- South Liverpool;
- East Manchester;
- West Cumbria; and
- As part of Regional Parks Resources (identified in Policy UR12).

Local authorities across the North West should undertake a definitive audit of sports facilities, underpinned by the Playing Pitch Strategy, to assess local requirements for a range of indoor, outdoor, organised and informal sport in order to maintain a quality environment supporting and encouraging a range of sport, recreation and leisure activities. Provision of facilities should be promoted in accordance with the Core Development Principles.

B2. REGIONAL SPATIAL STRATEGY (RSS) / RPG13

The RPG (which has statutory force until the RSS is adopted) contains a detailed array of policies. A summary is below:

Building upon the seven objectives in RPG13, which are:

- ~ To achieve greater economic competitiveness and growth, with associated social progress;
- ~ To secure an urban renaissance in the cities and towns of the North West;
- ~ To ensure the sensitive and integrated development and management of the coastal zone, and secure the revival of coastal resort towns;
- ~ To sustain and revive the Region's rural communities and the rural economy;
- ~ To ensure active management of the Region's environmental and cultural assets;
- ~ To secure a better image for the Region and high environmental and design quality ; and
- ~ To create an accessible Region, with an efficient and fully integrated transport system.

Strategic Patterns of Development

- The definition of need for a sub-regional approach should be based on an assessment of the functional relationships between settlements, such as journey-to-work patterns, or land uses within the area affected by the same strategic planning issue or issues which may well differ from administrative boundaries.
- The sub-regional definition should be based on a clearly recognisable 'strategic policy deficit' which cannot be adequately addressed by general RSS policies or by Local Development Documents (LDD's) on their own. In some parts of the region, LDD's may be capable of being prepared within the context of the generic policies of a RSS. In some cases this may need to be on a joint LDD basis and the Assembly will encourage the relevant LPA's to produce a joint LDD in order that the RSS can be effectively implemented. However, in many cases there will be sub-regional strategic issues, which cannot be tackled through a joint plan or where the LDD's require a more detailed strategic policy context which cannot be provided by generic policies in a RSS. Therefore, it will be common to have sub-regional policies as part of the RSS revision.

Strategic Areas within the RSS

- The Greater Manchester city-region, focused on the regional pole of Manchester / Salford city centre and the surrounding inner city areas, but extending to cover all of the conurbation of Greater Manchester, together with Warrington, and parts of Lancashire, Cheshire, West Yorkshire and the Peak District which have a relatively strong travel-to-work or housing market connection to the conurbation;
- The Greater Merseyside city-region, focused on the regional pole of Liverpool city centre and its surrounding inner city areas, but extending to cover all of the conurbation of Merseyside, together with Widnes and Runcorn, and parts of Warrington, Cheshire and North Wales which have a relatively strong travel-to-work or housing market connection to the conurbation;
- The Central Lancashire Belt, identified as a city-region in the Northern Way Growth Strategy, and focused upon the four regional towns or cities of Preston, Blackpool, Blackburn and Burnley, together with those parts of Merseyside, Greater Manchester and Yorkshire which have relatively strong travel-to-work or housing market connections to the sub-region;
- The West Cheshire and North East Wales sub-region, focused upon the City of Chester and Ellesmere Port and Wrexham, Deeside and Flintshire in North Wales, together with parts of Merseyside where there are relatively strong travel-to-work or housing market connections to the sub-region;
- The Lake District National Park;
- Carlisle - as it has influence over a wide hinterland which extends to the Scottish Border and across local authority boundaries; and

- West Cumbria and Furness, focused on the regional town of Barrow and the towns of Workington, Whitehaven and Maryport and covering Sellafield.

RSS:

Sustainable development in the North West will be delivered through:

- Supporting and attracting the development of businesses and skills, especially those related to the key economic sectors identified by the North West Development Agency in the Regional (Economic) Strategy;
- Planning for and ensuring integration of the physical development of homes, workplaces, infrastructure and services to facilitate this development;
- Delivery of attractive mixed use, well designed and compact urban neighbourhoods;
- Reducing the need to travel by focusing major generators of travel demand in city, town and district centres and near to major public transport interchanges, and by locating day to day facilities which need to be near their clients in local centres so that they are accessible by foot and bicycle;
- Focusing a significant amount of new development and investment in the centre and surrounding inner areas of the two big cities – Liverpool and Manchester/Salford – and those parts of other cities and towns that urgently require urban renaissance, and ensuring that this leads to high levels of social inclusion;
- Developing and diversifying the economy of the rural parts of the Region, especially in market towns;
- Ensuring an integrated and sensitive approach to the development and management of the coast;
- Promoting economy in the use of land and adopting a sequential approach to meeting development needs to ensure that a priority is given to re-using existing buildings worthy of retention and suitable previously-developed land;
- Securing appropriate conservation, enhancement and use of the Region's significant natural and cultural resources, its landscape, woodland, access land, built heritage, agricultural land, minerals, biodiversity, water and energy;
- Ensuring that new development is of the highest design quality and that it enhances the environment;
- Restoring derelict and neglected land and buildings and dealing with contaminated land across the Region;
- Securing better air and water quality; and
- Minimising and dealing more effectively with the Region's waste.

The Key Objectives of the RPG

Regional Planning Guidance sets out the ways in which the above vision of a more sustainable Region will be achieved. It is built around seven key objectives that cut across traditional planning issues and provide the framework for the more detailed policies. The objectives are as follows:

- To achieve greater economic competitiveness and growth, with associated social progress;
- To secure an urban renaissance in the cities and towns of the North West;
- To ensure the sensitive and integrated development and management of the coastal zone, and secure the revival of coastal resort towns and other coastal settlements;
- To sustain and revive the Region's rural communities and the rural economy;
- To ensure active management of the Region's environmental and cultural assets;
- To secure a better image for the Region and high environmental and design quality; and
- To create an accessible Region, with an efficient and fully integrated transport system.

Note also the BioDiversity Targets in the RPG and the relationship between National, Regional and local biodiversity targets.

(www.english-nature.org.uk).

Policy DP1 Economy in the Use of Land and Buildings

Economy in the use of land and buildings is required.

New development and other investment in infrastructure and services should be located so as to make the most effective use of land, promote appropriate mixes of uses within a site and its wider neighbourhood, make efficient use of transport facilities and assist people to meet their needs locally.

Local authorities and others should ensure the continual identification and prompt appraisal of vacated land and buildings, make plans and take measures to ensure their speedy redevelopment and re-use. Buildings of very poor quality and little or no scope for re-use should be promptly removed to make way for new uses.

Development plans should adopt the following sequential approach to meeting development needs, taking account of local circumstances, the characteristics of particular land uses, and the Spatial Development Framework:

- i. The effective use of existing buildings and infrastructure within urban areas, including the re-use or conversion of empty buildings (if they are sound and worthy of re-use, and/or of architectural or historic interest) – particularly those which are accessible by way of public transport walking or cycling;
- ii. The use of previously developed land, particularly that which is accessible by public transport, walking or cycling; and then
- iii. The development of previously undeveloped land, where this avoids areas of important open space, is well located in relation to houses, jobs, other services and infrastructure and is or can be made accessible by public transport, walking or cycling.

Policy DP2 Enhancing the Quality of Life

An enhancement in the overall quality of life experienced in the Region is required.

The overall aim of sustainable development is the provision of a high quality of life, for this and future generations.

Enhancing the quality of life requires the enhancement of economic, social and environmental 'capital': the sources of the benefits we receive from the economy, the environment and society.

The Region's objectives and targets for achieving more sustainable development are set out in the North West Regional Assembly's Regional Sustainable Development Framework – 'Action for Sustainability' (AfS). Local authorities and others engaged in spatial planning should use AfS to inform their proposals and, in particular, the sustainability appraisal of development plans.

They should also require transport, environmental and other impact assessment of proposals, as appropriate, to identify important elements of environmental, social and economic 'capital' and to identify key benefits and services which might be affected.

Development plans should contain policies which set out clearly:

- Those elements of 'capital' where there is a presumption against any harm arising from development;
- An expectation that development should, where possible, enhance the quality of life and not result in a net loss of any of the key benefits and services; and
- The means, including planning obligations and conditions and the phasing or programming of development, by which any necessary compensation, mitigation or substitution is to be achieved.

Policy DP3 Quality in New Development

New development must demonstrate good design quality and respect for its setting.

Local authorities should prepare local design strategies and principles for inclusion in development plans or as Supplementary Planning Guidance, based on community participation and public consultation (including Conservation Area Appraisals, Countryside Design Summaries and Village Design Statements). These should:

- Set out guidance to ensure the integration of new development with surrounding land use taking into account the landscape character, setting, the quality, distinctiveness and heritage of the environment and the use of sympathetic materials;
- Set out guidance to ensure more innovative design to create a high-quality living and working environment, especially in housing terms, which incorporates:
 - More efficient use of energy and materials;
 - Sustainable energy principles, renewable energy technologies and CHP in new developments
 - More eco-friendly and adaptable buildings;
 - Sustainable drainage systems;
- Community safety and 'designing out' of crime; and
- Appropriate parking provision and best practice in the application of highway standards;
- Set out key design principles for land allocations, and more detailed design briefs for land;
- Encourage the provision of an appropriate range of sizes and types of housing to meet the needs of all members of society;
- Set minimum densities for housing based on the individual circumstances of each site, Urban Potential Study results and guidance set out in national planning policy/guidance;
- Consider the transport implications of development proposals, in particular:
 - The potential for the existing infrastructure to accommodate further development; and
 - The accessibility of sites by sustainable modes of transport, and any potential for improvement.

Policy DP4 Promoting Sustainable Economic Growth and Competitiveness and Social Inclusion

(DP4 forms part of the Regional Transport Strategy)

Economic growth and competitiveness, with social progress for all, is required.

Local authorities and others should set out, in their regional strategies and development plan policies, guidance to ensure that development and investment will, to the fullest extent possible, simultaneously and harmoniously:

- Help to grow the Region's economy in a sustainable way; and
- Produce a greater degree of social inclusion.

Policy DP5 Addressing the challenge of climate change

(DP5 forms part of the Regional Transport Strategy)

As an urgent regional priority, public authorities and other organisations should make firm commitments, implemented by strong practical measures, to reduce emissions of greenhouse gases (principally CO₂) from all sources so as to minimise the damaging impacts of climate change in the North West. The objective should be to enable the North West to make cuts in emissions across all sectors in line with national targets, putting the region on a path to achieve a 60% reduction by 2050.

Local and sub-regional authorities (where appropriate, in partnership with other local, regional and national organisations) should:

- Develop and implement policies, and make provisions within their development plans, housing strategies, local transport plans, community strategies and other related policies and plans, to contribute towards national targets for reducing greenhouse gas emissions. This will entail measures to bring about a shift towards more sustainable production and consumption of energy, which is the key to mitigating the impacts of climate change, and requires: reducing demand for energy, maximising energy efficiency, reducing the need to travel and advancing the development of sustainable energy measures as set out in policies ER13, ER14 & ER15.
- Ensure that development plans and all related strategies take into account implications of climate change for land use in their areas, particularly with respect to development in vulnerable areas, coastal zones and locations at risk of flooding (see policy ER8),
- Identify, assess and apply measures to ensure effective adaptation to the likely environmental, social and economic impacts of climate-related changes which are now unavoidable, based on current UKCIP and regional climate information.

B3. REGIONAL FREIGHT STRATEGY

Objectives/ requirements of the plan/ programme	Grouping objectives
Regional Freight Strategy	
The aims and objectives of the Regional Freight Strategy are therefore as follows.	
To assist the promotion of sustainable economic growth by: <ul style="list-style-type: none">– Maximising the efficient use of existing transport infrastructure and services;– Implementing selective enhancements where necessary;– Minimising the environmental and social impacts of freight transport;– Taking full account of the inter-relationship of land-use planning and freight transport; and– Ensuring that all decisions are taken within the context of an integrated transport and land-use strategy.	
To underpin the competitiveness of indigenous business, attract and retain inward investment and reduce the threat of peripherality in Europe by improving accessibility to, from and within the North West for those who use or operate freight transport.	
To provide a vibrant, efficient and safe freight industry in the North West by developing and maintaining a range of high quality transport networks and services.	
To involve both private and public sector interests by encouraging partnership working to facilitate a better understanding amongst stakeholders of the needs of modern supply chains.	

B4. REGIONAL SUSTAINABLE ENERGY STRATEGY

Objectives/ requirements of the plan/ programme	Grouping objectives
Key objectives of the Strategy:	
<p>To contribute to the elimination of energy wastage in all areas of activity across the region and to improve efficiency;</p> <p>To facilitate the transition to sustainable, carbon neutral forms of energy, and to facilitate the target of 10% of the region's electricity supply to be from renewable sources by 2010;</p> <p>To enable the North West to minimise its contributions to climate change and set the region on a course to reduce greenhouse gas emissions by 60% by 2050;</p> <p>To ensure that the North West eliminates fuel poverty by ensuring that all householders have access to affordable warmth and decent quality housing;</p> <p>To contribute to the economy of the region, increasing business opportunities and employment potential in delivering sustainable energy systems;</p>	
Detailed Objectives:	
<ul style="list-style-type: none">i. To facilitate significant reduction in greenhouse gas emissions across the region that contribute strongly to the government's national objectives, i.e. to achieve a 60% reduction in CO2 by 2050, with real progress by 2020, and commitments under the Kyoto protocol and the UK Climate Change Programme.ii. To promote the adoption and use of the Energy Hierarchy concept and the principles of sustainable development with regard to decisions with significance for energy generation, supply, use etc across the region.iii. To facilitate improvements in energy efficiency across the region. In the domestic sector, the aim is to ensure that fuel poverty is eliminated across the North West by 2016-18. Other energy efficiency targets will be developed in due course;iv. To promote an increase in the uptake and deployment of CHP technologies across the region in line with national targets, and the regional target of 1.5GW by 2010. Small scale, micro and domestic CHP are technologies with particular potential across the region which should be stimulated;v. To contribute to the development of the North West's drive to become a leading region for the development of sustainable energy projects by developing a range of projects and examples of best practice and to ensure that these are communicated widely to assist others;vi. To assist local authorities in communicating the sustainable energy agenda internally, and to provide support for their initiatives in this area, and to enable local authorities, businesses and households to adopt sustainable energy practices and technologies;vii. To contribute to the adoption by organisations across the region of the principles of good practice in building design, layout, orientation, and use of materials with regard to energy performance, including transport, to improve building energy efficiency and to enable the use and building-integration of renewable sources of power (including active and passive solar);	

B5. REGIONAL WASTE STRATEGY

Objectives/ requirements of the plan/ programme	Grouping objectives
<p>Regional Waste Strategy Targets:</p> <p>The Strategy sets the following recycling/composting targets for household waste across the North West:</p> <ul style="list-style-type: none">• Recycle and/or compost 25% of household waste by 2005 (WS2000)• Recycle and/or compost 35% of household waste by 2010• Recycle and/or compost 45% of household waste by 2015 (SU)• Recycle and/or compost 55% of household waste by 2020	
<p>For commercial and industrial waste streams the Strategy is to:</p> <ul style="list-style-type: none">• Achieve and retain 0% growth in the amount of wastes produced in these sectors through the life of the Strategy, without compromising economic growth in the region• Recycle 35% of all commercial and industrial wastes by 2020• Recover value (including recycling) from at least 70% of all commercial and industrial wastes by 2020• Provide sufficient treatment and landfill capacity for these waste streams up to 2020 – approximately 4 million cubic metres per annum	
<p>Objectives</p> <p>Ensure that the waste management systems to be developed are in accordance with the principles of sustainable development and integrated waste management, making the maximum possible contribution to reducing environmental impact at an acceptable cost, by:</p> <ul style="list-style-type: none">• Reducing waste produced in the region• Maximising the reuse of waste products• Recycling and composting waste• Recovering value (in the form of energy) from waste that is not recycled• Maintaining sufficient landfill capacity for the disposal of final residues following treatment and recovery <p>Provide a clear framework for stakeholders to guide the future development of waste management in the North West and to support local authority MWMS and private investment decisions.</p> <p>Ensure that planning policy is consistent with and contributes to the overall aims of the National Waste Strategy (“Waste Strategy 2000”) and the Regional Waste Management Strategy for the North West.</p> <p>Maximise the opportunities for North West businesses arising from sustainable waste management, including the not-for-profit sector.</p> <p>Ensure that this Strategy offers a clear, transparent and informative approach that is valued by local and regional stakeholders and is supported by local communities.</p> <p>Ensure that there is sufficient flexibility in this Strategy to incorporate changes to targets, legislation and improvements to technologies for handling wastes.</p>	

APPENDIX C
LOCAL PLANS AND PROGRAMMES REVIEWED

C1. LOCAL PLANS AND PROGRAMMES REVIEWED FOR THE SCOPING REPORT

Plan/Programme	Manchester	Salford	Trafford	Tameside	Bolton	Bury	Oldham	Rochdale	Wigan	Stockport
Unitary Local Development Plans (one per District)	y	y	y	y	y	y	y	y	y	y
Local Transport Plan I (1999/2000- 2005/06) (including Strategies within)	y	y	y	y	y	y	y	y	y	y
Community Plans/Strategies	y	y	y	y	y	y	y	y	y	y
Local Agenda 21 (where available per District)	n	y	n	y	y	y	y	y	y	n
Contaminated Land Strategy	y	y	y	y	y	y	y	y	y	y

Other documents reviewed:

- i. Multi Modal Studies (SEMMMS and JETTS)
- ii. Biodiversity Action Plan for Greater Manchester
- iii. Environmental Plan for Manchester Airport
- iv. Ground Action Strategy for Manchester Airport
- v. Greater Manchester Air Quality Action Plan

APPENDIX D
HEALTH IMPACT ASSESSMENT MAPPING FORMULATION

D1. PROCESS FOR DEVELOPING MAPS OF HEALTH SITES IN GM

D1.1 Data was provided in the form of Excel spreadsheets from the Accession project. GMPTE provided supplementary data on missing dentists and GP surgeries. The spreadsheets presented a postcode for each health site/facility within Greater Manchester, plus the specific address and in most instances the name of the health facility. Some categorisation of health sites/facilities had already taken place prior to receiving the data. The data was checked to categorise it into types of service or facility (see Table D1.1 below). Further work will be needed on this to ensure that each category is defined correctly and to ensure that there is no overlap between categories. GMPTE are in the process of updating the information they hold.

APPENDIX: TABLE D1.1 HEALTH SITES IN GREATER MANCHESTER

Health Site Categories (Total number of entries)	Sub Categories	Number of data entries
Primary Care (3,120)	Individual Doctor	600
	Locum	25
	GP Surgery	735
	Health Centre, Medical Centre, Clinic, Resource Centre, Health Shop, Drugs Centre	189
	Dentist	581
	Optician	358
	Pharmacy	606
	Physiotherapy	1
	Learning Disability	1
	Intermediate Care	12
	Hospice	1
	Tier 2	11
Primary Care Trust HQ (11)		11
Hospital (132)		132
Ambulance (41)		41
Social Services (4)		4
Other 37)		37
TOTAL (3,345)		

D1.2 The postcodes for the sites in each of these categories were input into a GIS mapping system, which provided a cartographic representation of each health site/facility. The following three maps were prepared to demonstrate the spread of health sites across Greater Manchester.

- i. Figure 3.13: Population by Primary Care Trust in Greater Manchester
- ii. Figure 3.14: Spread of Health Sector Sites across Greater Manchester
- iii. Figure 3.15: Hospitals and Ambulance Stations in Greater Manchester GP