

and manage the carbon and hydrological implications of development, having regard to the presence of peat on this site. In circumstances where a masterplan/framework is to be put forward as part of a planning application, early and effective engagement with the city council, and consultation with the local community and other stakeholders should take place in advance of the submission of that application and the submitted masterplan/framework must show how the whole site will be delivered;

2. Be supported by a robust phasing and delivery strategy in accordance with policy JP-D1, which is prepared in partnership with key stakeholders and secures the effective delivery of the full masterplan/framework, including transport, green and social infrastructure, affordable housing and planning obligation contributions;

3. Be provided in the form of houses with densities increasing towards the most accessible parts of the site around Irlam Station, and include accommodation specifically targeted at older people;

4. Provide an affordable housing scheme equivalent to at least 25% of the dwellings, and substantially more if other funding becomes available to allow for this (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership);

5. Minimise the loss of the carbon storage function of the peat and undertake a hydrological assessment in order to avoid any adverse impacts on the hydrology of Chat Moss, whilst ensuring that there is no potential for future problems of land stability or subsidence;

Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7, including:

6. Incorporatinge a high-quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss;

7. Minimise ~~inge the~~ impact on local highways and provide contributions to support the improvement of affected local junctions; ~~and~~
 8. ~~Includinge~~ ~~Providing~~ a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station;
 9. Ensure that vehicular access to the site does not have an unacceptable impact on the quality of existing residential areas;
- ~~Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt [within and/or] in the vicinity of the site in accordance with policy JP-G2;~~
- ~~Achieve a minimum 10% net gain in biodiversity in accordance with Policy JP-G9, with the priority for any off-site nature conservation enhancements being New Moss Wood, and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north;~~
10. Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows, so as to minimise the visual impact on the wider landscape, ~~achieve a minimum 10% net gain in biodiversity,~~ mitigate the environmental impacts of development and provide an attractive backdrop to walking and cycling routes;
 11. Support the objectives for the Great Manchester Wetlands Nature Improvement Area ~~and avoid harm to protected species;~~
 12. Be supported by ~~ecological surveys including for~~ breeding and winter birds; ~~water voles; brown hares; and great crested newts surveys~~ to understand and minimise any adverse impact on birds ~~and other protected and priority~~ species in this area. Surveys of potential compensation areas should also be undertaken to demonstrate that displacement into the wider landscape is possible;

~~13. Be supported by a project specific Habitats Regulations Assessment for any planning applications involving 50 or more dwellings;~~

14. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off;

15. Protect the quality of watercourses through and around the site;

16. Include a new neighbourhood park incorporating an equipped area for play;

17. Include new allotment plots to meet ~~the~~ local planning policy requirements standard and in a manner consistent with criterion 5 above;

18. Incorporate appropriate mitigation including tree planting to address issues of noise generated by the M62 motorway and the rail line;

19. Set aside land to provide additional school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing; and

20. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

Justification

11.254 The site has been identified as being appropriate for development due to its location next to Irlam rail station, with services that provide easy access to the huge range of employment and leisure opportunities in the City Centre and Trafford Park. It also benefits from Northbank Industrial Park just to the south and bus routes to Port Salford and Eccles to the east.

11.255 Higher density houses will be appropriate in the most accessible parts of the site immediately around Irlam Station, in accordance with Policy JP-H 4

'Density of New Housing', helping to maximise the number of people within easy walking distance of the station.

- 11.256 The additional population will help to support existing shops and services in Irlam and Cadishead, such as the nearby Lower Irlam and Cadishead local centres, but the site could potentially accommodate small scale facilities to serve local needs if identified as appropriate through the masterplanning process. It is anticipated that the site's location and the dwelling types provided will be attractive to families with a resulting demand for additional school places which may, at least in part, need to be accommodated within the site.
- 11.257 The site is currently in multiple ownerships and will deliver a range of complementary uses alongside residential (such as education, public open space and green infrastructure) and will require infrastructure enhancements. To ensure the allocation is deliverable, it will be essential that a delivery strategy manages different interests effectively and equitably to secure delivery of the overall masterplan. This is to avoid a situation in which initial phases do not make adequate provision to support subsequent phases, and in particular the community uses these will include.
- 11.258 It will be important that the design and layout of the site effectively integrates development into the existing area and promotes community cohesion. In particular, publicly accessible recreation space, facilities, and routes through the site onto Chat Moss should be positioned so as to be accessible to both new and existing residents.
- 11.259 Most of the site has significant depths of peat across it, meaning that there will be high costs associated with development on it. The peat on the site has been degraded due to decades of drainage and agricultural activity. Nevertheless, it still performs an important carbon storage function, and should be retained wherever possible. However, this will have to be balanced against the need to ensure that there is no risk of subsidence for development on the site or for surrounding infrastructure such as the M62

motorway. ~~The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to be the enhancement of New Moss Wood, and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north.~~ Much of the site is grade 1 agricultural land, but the benefits of delivering additional housing in this accessible location are considered to outweigh the loss of the land's farming potential. ~~Wider ecological surveys, including water vole, brown hare and birds, will be required prior to any development.~~

~~11.260 — For any planning applications within the boundary of the allocation involving 50 or more dwellings, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.~~

11.261 The depths of peat heighten the potential for archaeological finds. There will be a need to undertake a detailed archaeological desk-based assessment, including aerial photograph analysis, field walking, historic building assessment, and coring/evaluation trenching of the peatlands, leading to further investigations and recording in advance of and during the construction process.