

IN30 Action Points from week 8 hearing sessions: Salford allocations

Introduction

- 1.1 This document provides the PfE responses to IN30 – Action Points from Week 8 hearing sessions relating to proposed allocations in Salford.
- 1.2 As requested by the Inspectors, the modifications are set out in relation to the wording in the submitted Plan¹. Some supersede, or require alterations to, modifications proposed earlier in the examination. Where consequential modifications are required to other parts of the Plan, these have been indicated with footnotes.
- 1.3 Where the proposed modification, as a result of the GMCA being asked to ‘consider’ whether a change would be necessary, is considered to be significant, a brief reason for the modification has been provided within a footnote.
- 1.4 Where the GMCA, on behalf of the PfE districts, considers it essential to make changes to parts of the policy that have not been referred to in the APs, these have been included in the response for the Inspectors’ consideration and a brief reason for the modification has been provided within a footnote. Consequential changes have also been made to the reasoned justification at this point in time, where justification/clarification is considered necessary.

¹ SD1

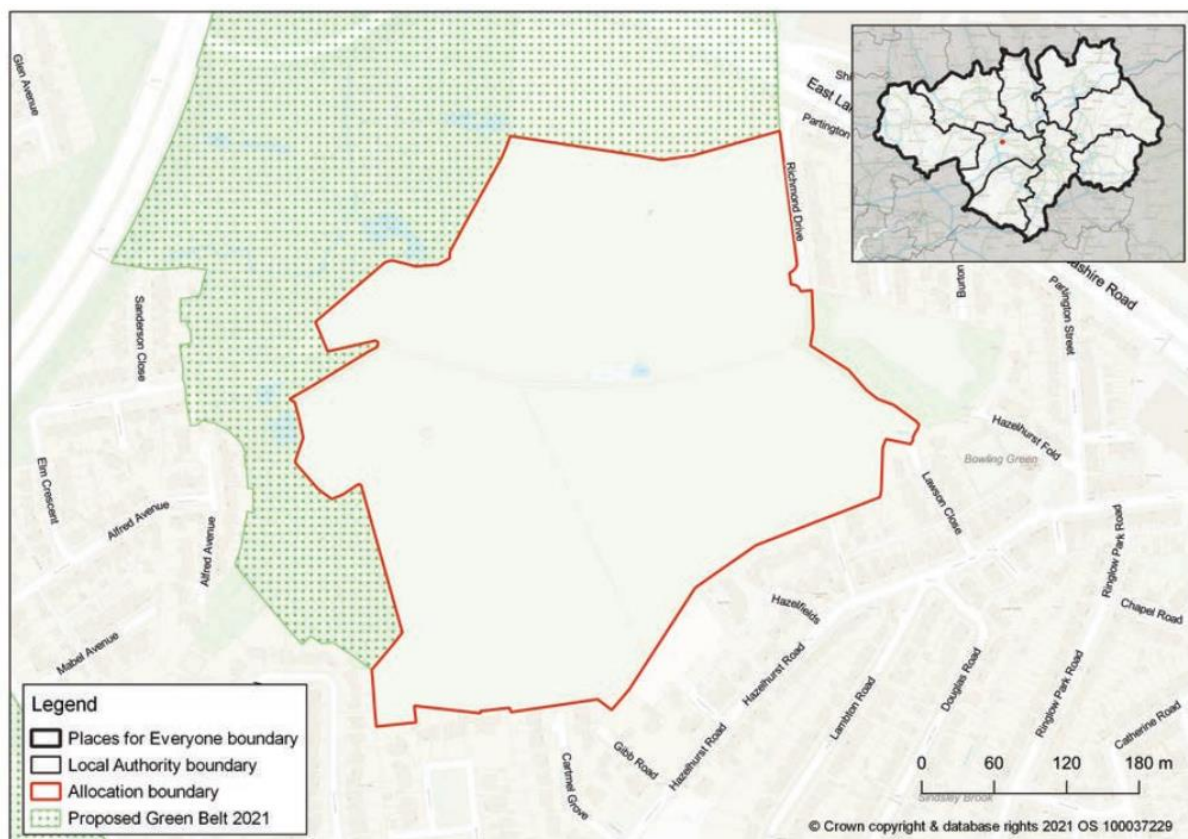
IN30 Action Point 123 (JPA26 Land at Hazelhurst Farm)

AP123. GMCA to draft a modification to policy JPA26 to include:

- Amendment to part 1 to remove reference to preparation of supplementary planning document (SPD), insert reference to phasing and delivery strategy and cross reference to JP-D1 (partially based on GMCA53). There is however no need to include the suggested wording relating to engagement or approval of any masterplan, as this is adequately addressed through other development plan policies.
- Amendment to part 2 to remove detailed affordable housing tenure split and reference to off-site provision. Replace with requirement for at least 50% affordable housing to be provided in accordance with relevant local planning policies.
- Insertion of new part relating to improved transport and highways infrastructure, having regard to indicative transport interventions set out in Appendix D in accordance with policy JP-C7 and consequential changes to parts 3 and 4 (based on GMCA53).
- Insertion of new part relating to provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA53)
- Amendment to part 10 to provide clarity regarding what the objectives of the Great Manchester Wetlands Nature Improvement Area (GMWNIA) are and how they will be assessed in any application. This could include a reference to 'local planning policies' as the GMWNIA is addressed under other Salford development plan policies. In addition, consideration should be given to how the criterion could be modified to ensure consistency with other local and national planning policies relating to assessing the impacts on biodiversity.
- Deletion of part 11, which unnecessarily repeats thematic policies relating to sustainable drainage systems and flood risk which would apply in any case (based on GMCA53).
- Deletion of unnecessary reference to 'in accordance with National Grid requirements' in part 12 (based on GMCA53).
- Insertion of reference to air pollution in part 13 (based on GMCA53).
- Deletion of part 14 relating to provision of allotments. GMCA to consider whether it is necessary to replace this with criteria relating to provision of open space in accordance with other local planning policies.
- Insertion of new criterion relating to archaeology. The suggested criterion set out in PMM3 should be modified to ensure consistency with other similar allocation policies.
- Inclusion of an additional requirement relating to minerals safeguarding areas (based on GMCA53).

The following shows how the GMCA considers that submitted policy JPA26 – Land at Hazelhurst Farm should be amended in response to IN30 AP123. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Policy JP Allocation 26: Land at Hazelhurst Farm



Picture 11.38 JPA 26 Land at Hazelhurst Farm

Land at Hazelhurst to the east of the M60 and south of the A580 East Lancashire Road will be developed for around 400 dwellings.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework or ~~Supplementary Planning Document (SPD)~~ consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;
2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision Provide at least 50% affordable

housing in accordance with relevant local planning policies, with some of this directed towards off-site provision²;

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:

- 3. a) Being designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;
 - 4. b) Incorporating attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities;
5. Ensure that vehicular access to the site does not have an unacceptable impact on the quality of existing residential areas;
- Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
6. Protect the quality of watercourses through and around the site;
7. Respond to the site's location, characteristics and surroundings to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area;

² GMCA considers that it is necessary to include the reference to having some off-site provision in Places for Everyone policy JPA 26. This is because policy H4 of the Salford Local Plan: Development Management Policies and Designations (p85) could be interpreted to specify either on-site or off-site provision, but does not explicitly specify a mix. JPA 26 is a specific circumstance where there is a local need for affordable housing but meeting this fully on-site would create a tension between the site's suitability for the delivery of larger homes and the demand for affordable housing which is focused on one and two-bed properties. It is therefore important that the policy is clear that a mix of on-site and off-site provision will be acceptable.

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8. Protect and enhance the Worsley Woods Site of Biological Importance to the west of the site;
9. Retain mature woodland, hedgerows, swamp and water bodies as important landscape features within the site, supporting an overall increase in its nature conservation value;
10. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies ~~and avoid harm to protected species;~~³

Manage impacts on biodiversity by following the mitigation hierarchy and achieving a minimum 10% net gain in biodiversity in accordance with policy JP-G9;

- ~~11. Incorporate sustainable drainage systems to mitigate the surface water flooding on the site, while ensuring that there is no adverse impact on the potential for flooding off-site;~~
12. Provide a buffer for the overhead power lines that run across the site, ~~in accordance with National Grid requirements;~~
13. Provide mitigation to address noise and air pollution from nearby roads;
- ~~14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area; and~~

Contribute to the achievement of recreation standards in accordance with local planning policies;⁴

³ It is considered that a modification to part 10 to reference local planning policies in relation to the Great Manchester Wetlands NIA is sufficient to provide clarity as to how its objectives would be assessed as part of any planning application. In order to ensure part 10 is consistent with other local and national planning policies / legislation, reference to avoiding harm to protected species has been deleted; a new criterion directly below part 10 has been added to the policy that relates to managing impacts on biodiversity.

⁴ Having regard to the proposed deletion of part 14 relating to allotment provision, it is considered necessary to replace it with a new criterion which references achieving the provision of recreation standards in accordance with local planning policies. The recreation standards in the Salford Local Plan: Development Management Policies and Designations include those relating to open space and allotments.

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

Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and⁵

Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

11.251 The site benefits from close proximity to stops for the Leigh-Salford-Manchester bus rapid transit service, providing good public transport access to the employment and leisure opportunities in the City Centre. It is important to the sustainable development of the site that it is designed to maximise the use of those services, and this is likely to require some off-site improvements to pedestrian routes to the stops as well as influencing the on-site layout. The landscape features within and around the site are important to the character of the wider area, and their retention will help to differentiate its development and ensure a high quality residential environment. The woods to the west of the site are already designated for their nature conservation importance, and the development should secure further improvements. ~~A desk-based assessment of the site's archaeological interest will be required.~~

Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of

⁵ The wording of this new criterion is consistent with the wording in JPA27 (part 19), JPA28 (part 20) and JPA29 (part 24) and has been included instead of the wording put forward by the GMCA in PMM3.

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remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

IN30 Action Point 124 (JPA27 - East of Boothstown)

AP124. GMCA to draft a modification to policy JPA27 to include:

- Amendment to part 1 to remove reference to preparation SPD, insert reference to phasing and delivery strategy and cross reference to JP-D1 (partially based on GMCA54). There is however no need to include the suggested wording relating to engagement or approval of any masterplan, as this is adequately addressed through other development plan policies.
- Amendment to part 2 to remove detailed tenure split and reference to off-site provision and replace with requirement for at least 50% affordable housing to be provided in accordance with relevant local planning policies.
- Insertion of new part relating to provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA54).
- Amendment to part 9 to provide clarity regarding what the objectives of GMWNIA are and how they will be assessed in any application. This could include a reference to 'local planning policies' as the GMWNIA is addressed under other Salford development plan policies. In addition, consideration should be given to how the criterion could be modified to ensure consistency with other local and/or national planning policies relating to assessing the impacts on biodiversity and development affecting peat.
- Insertion of new part relating to improved transport and highways infrastructure, having regard to indicative transport interventions set out in Appendix D in accordance with policy JP-C7 and consequential changes to parts 10 and 11 (based on GMCA54).
- Deletion of part 13 which refers to the retention or replacement of existing playing fields. This can be adequately addressed through existing thematic policies.
- Deletion of part 14 relating to the provision of allotments. GMCA to consider whether it is necessary to replace this with criteria relating to provision of open space in accordance with other local planning policies (any such provision could be incorporated into part 12 which establishes a requirement for a neighbourhood equipped area of play).
- Replacement of part 18 relating to heritage assets, as set out in GMCA54.
- Inclusion of an additional requirement relating to minerals safeguarding areas (based on GMCA54).

The following shows how the GMCA considers that submitted policy JPA27 – East of Boothstown should be amended in response to IN30 AP124. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Policy JP Allocation 27: East of Boothstown



Picture 11.39 JPA 27 East of Boothstown

The area between the existing settlement of Boothstown and the RHS Garden Bridgewater site, between Leigh Road and the Bridgewater Canal, will be developed for around 300 dwellings. The site will be developed at a low density and to an exceptional quality, primarily targeting the top end of the housing market with the intention of attracting and retaining highly skilled workers within Greater Manchester.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework ~~or Supplementary Planning Document (SPD)~~ consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 ~~that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;~~

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2. ~~Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision~~ Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed to off-site provision⁶;

Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;

3. Retain Alder Wood and the other areas of mature deciduous woodland and protected trees;
4. Take opportunities to enhance the ecological value of Shaw Brook, including naturalising where practicable and retaining significant open land around it, and utilise the brook as a central landscape feature running through the site;
5. Incorporate a landscaped buffer along the eastern boundary of the site facing RHS Garden Bridgewater;
6. Provide a detailed drainage and flood risk management strategy which addresses the outcomes of the Strategic Flood Risk Assessment, ensuring that development does not increase flood risk elsewhere;
7. Incorporate high quality sustainable drainage systems as part of the green infrastructure for the site and accommodate sufficient space for any necessary flood storage, particularly in the south of the site;
8. Protect the quality of watercourses through and around the site;

⁶ GMCA considers that it is necessary to include the reference to having some off-site provision in Places for Everyone policy JPA 27. This is because policy H4 of the Salford Local Plan: Development Management Policies and Designations (p85) could be interpreted to specify either on-site or off-site provision, but does not explicitly specify a mix. JPA 27 is a specific circumstance where there is a local need for affordable housing but meeting this fully on-site would create tension with the aim of delivering higher value homes on this site. It is therefore important that the policy is clear that a mix of on-site and off-site provision will be acceptable.

9. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies ~~and avoid harm to protected species;~~⁷

Manage impacts on biodiversity by following the mitigation hierarchy and achieving a minimum 10% net gain in biodiversity in accordance with policy JP-G9;

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:

- ~~10.~~ a) Ensuring good quality access by walking and cycling for all residents to services and facilities in Boothstown and the local area, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south, including through the provision of a high quality network of pedestrian and cycle routes throughout the site; off-site pedestrian crossings and a footpath adjacent to the site on the south side of Leigh Road;
- ~~11.~~ b) Securing further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route to RHS Garden Bridgewater, Worsley Village and Boothsbank Park;

⁷ It is considered that a modification to part 9 to reference local planning policies in relation to the Great Manchester Wetlands NIA is sufficient to provide clarity as to how its objectives would be assessed as part of any planning application. In order to ensure part 9 is consistent with other local and national planning policies / legislation, reference to avoiding harm to protected species has been deleted; a new criterion has been added to the policy directly below part 9 which relates to managing impacts on biodiversity (which would include development affecting peat).

12. Include a new neighbourhood equipped area of play and contribute to the achievement of recreation standards in accordance with local planning policies;⁸
- ~~13. Retain or replace existing playing fields;~~
- ~~14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area;~~
15. Provide an easement for the significant utilities infrastructure running through and near the site;
16. Take its primary access from Occupation Road;
17. Incorporate mitigation to address noise pollution from nearby roads;
- ~~18. Take appropriate account of heritage assets around the site, and their settings, including Worsley Hall Garden Cottage; the Bothy; and Worsley Park, in accordance with policy JP-P2~~Conserve and enhance the setting of nearby heritage assets and, informed by the findings and recommendations of the Heritage Assessment (2019) in the Plan's evidence base and any Heritage Impact Assessment submitted as part of the planning application process; and
19. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and

Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

11.252 This site to the east of Boothstown offers one of a small number of opportunities within Greater Manchester to deliver very high value housing in an extremely attractive environment, benefiting not only from an established premium housing market but also a location immediately next to the new RHS Garden

⁸ Having regard to the proposed deletion of part 14 relating to allotment provision, it is considered necessary to add new text to part 12 which references achieving the provision of recreation standards in accordance with local planning policies. The recreation standards in the Salford Local Plan: Development Management Policies and Designations include those relating to open space and allotments.

Bridgewater which is due to open in 2021. It is essential that the development of the site fully maximises the opportunities presented by this location, and delivers the highest quality living environment. A lower density of development than would normally be required under Policy JP-H 4 'Density of New Housing' will be acceptable on this site.

Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

11.253 Water vole and bird surveys will be required prior to any development, as will a desk-based archaeological assessment of the whole site and an historic building assessment of Boothsbank Farm. The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to be the restoration of lowland raised bog and complementary habitats in Chat Moss to the south.

The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

IN30 Action Point 125 (JPA27 – East of Boothstown)

AP125. For the avoidance of doubt, provide the most recent and up-to-date school place capacity figures for nearby primary and secondary schools.

PfE response to AP125:

The city council's pupil planning areas (PPAs) have been used as a proxy for 'nearby' schools given this has not been specifically defined by the inspectors. See below for details of the most recent and up-to-date school places capacity figures with regards to this.

There are a total of 7 primary schools located across the primary school pupil planning area that the proposed East of Boothstown allocation is located within (PPA 2 – Boothstown, Ellenbrook and Worsley). The table below provides the current number of vacancies available at each school and across year group. In total there are 107 pupil place vacancies.

	Vacancies by year group						
School	Reception	Y1	Y2	Y3	Y4	Y5	Y6
Boothstown Methodist Primary School	0	0	0	2	10	2	2
Broadoak Academy Primary School	0	0	0	1	2	0	3
Ellenbrook Primary School	0	0	0	1	2	1	7
James Brindley Community Primary School	0	0	0	0	0	0	17
Mesne Lea Primary School	0	3	0	16	4	3	7
St Andrew's CE Boothstown Primary School	0	0	0	0	1	3	2
St Mark's CofE Primary School	1	2	0	0	9	0	6
Total	1	5	0	20	28	9	44

There are 5 secondary schools located across the secondary school pupil planning area that the proposed East of Boothstown allocation is located within (PPA101 - Swinton, Walkden, Little Hulton, Worsley and Boothstown). The table below provides the current number of vacancies available at each school and across each year group. There are a number of secondary schools that have accommodated additional pupils across specific year groups above their published pupil admission number (PAN) – this is indicated by the minus figure detailed in the table below and counted as a zero for the purpose of recording vacancies. In total there are 156 pupil place vacancies.

	Vacancies by year group				
School	Y7	Y8	Y9	Y10	Y11
Co-op Academy Swinton	17	-4	6	41	17
Moorside Academy High	1	-3	-2	-3	2

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	Vacancies by year group				
School	Y7	Y8	Y9	Y10	Y11
Co-op Academy Walkden	2	-4	0	-2	2
The Lowry Academy (previously Harrop Fold School)	5	4	20	12	25
St Ambrose Barlow RC High School	1	-2	0	1	-5
Total	26	4	26	54	46

Maps showing the location of the schools identified in the tables above are shown at Appendix 1 of this document below.

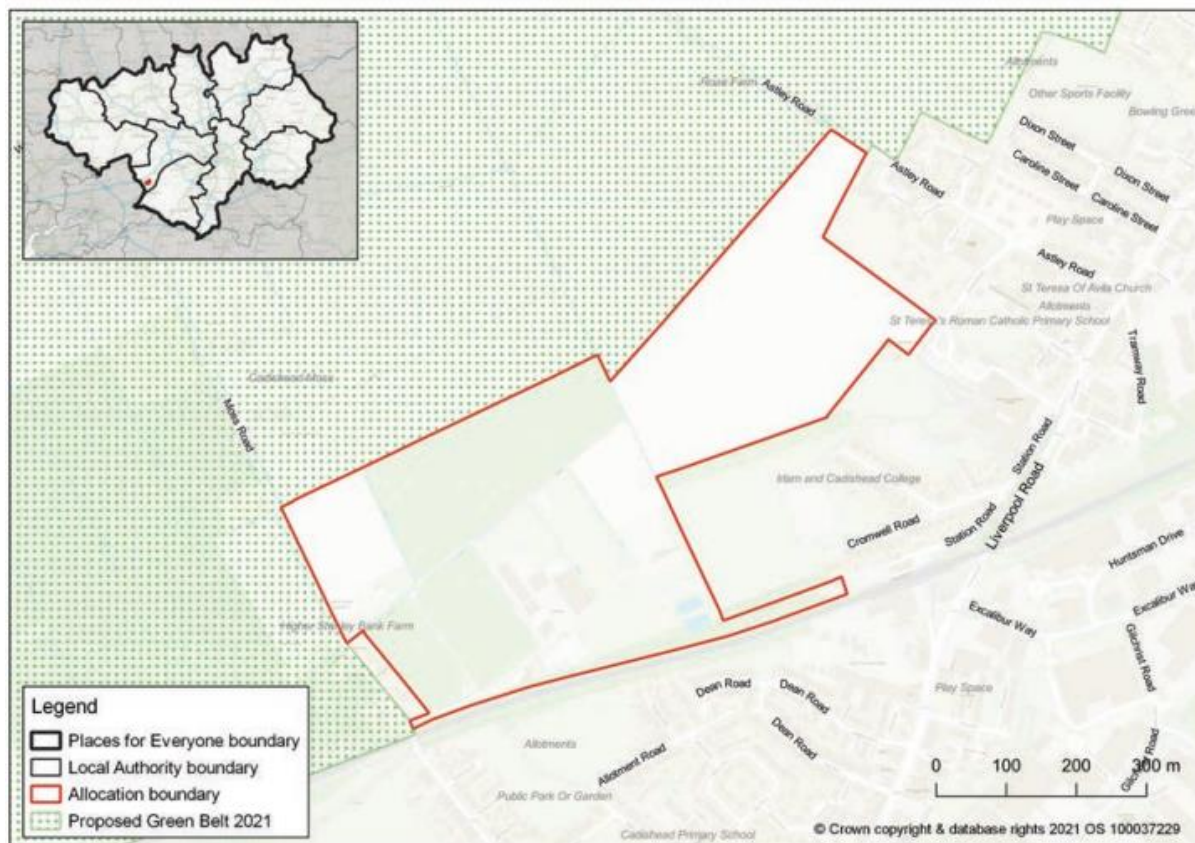
IN30 Action Point 126 (JPA28 – Land North of Irlam Station)

AP126. GMCA to draft a modification to policy JPA28 to include:

- Amendment to part 1 to remove reference to preparation of supplementary planning document (SPD), insert cross reference to JP-D1 (partially based on GMCA55). There is however no need to include the suggested wording relating to engagement or approval of any masterplan, as this is adequately addressed through other development plan policies.
- Amendment to part 2 to refer to phasing and cross reference to policy JP-D1 (based on GMCA55).
- Amendment to part 3 to remove reference to “and substantially more if other funding becomes available to allow for this” and detailed tenure split. Replace with reference to at least 25% affordable housing to be provided in accordance with relevant local planning policies.
- Amendment to part 5 to remove reference to ‘avoid’ any adverse impacts on the hydrology of Chat Moss (based on GMCA55).
- Insertion of new part relating to improved transport and highways infrastructure, having regard to indicative transport interventions set out in Appendix D in accordance with policy JP-C7 and consequential changes to parts 6, 7 and 8 (based on GMCA55).
- Insertion of new part relating to provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA55).
- Insertion of new part establishing expectations with regard to biodiversity net gain and priorities for any off-site nature conservation enhancements and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north (based on GMCA55). This will result in consequential modifications to part 10.
- Amendment to parts 11 and 12 to provide clarity regarding what the objectives of GMWNIA are and how they will be assessed in any application. This could include a reference to ‘local planning policies’ as the GMWNIA is addressed under other Salford development plan policies. In addition, consideration should be given to how the criteria could be modified to ensure consistency with other local and national planning policies relating to assessing the impacts on biodiversity. Superfluous references to ecological surveys and lists of specific species, as set out in part 12, need not be included in any revised policy.
- Deletion of part 13 relating to Habitats Regulations Assessment (based on GMCA55).
- Deletion of part 17 relating to provision of allotments. GMCA to consider whether it is necessary to replace this with criteria relating to provision of open space in accordance with other local planning policies.

The following shows how the GMCA considers that submitted policy JPA28 – Land North of Irlam Station should be amended in response to IN30 AP126. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Policy JP Allocation 28: North of Irlam Station



Picture 11.40 JPA 28 North of Irlam Station

Land North of Irlam Station, between New Moss Road and Astley Road, will be developed to provide a high quality extension to the Irlam and Cadishead neighbourhood focused around Irlam Station. The site has capacity for around 800 dwellings and associated social and community uses.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework or ~~Supplementary Planning Document (SPD)~~ that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council. Central to the masterplan shall be the consideration of opportunities to restore habitats,

strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on this site⁹;

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)~~ Provide at least 25% affordable housing in accordance with relevant local planning policies;
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-~~ a) Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss;

⁹ Bullet point one of AP126 requests that the GMCA amend part 1 of the policy to insert cross reference to policy JP-D1; bullet point two of AP126 requires that part 2 of the policy is amended to refer to phasing and cross reference to policy JP-D1 (based on GMCA55). The GMCA does not consider it is necessary to refer to policy JP-D1 in both parts 1 and 2 and considers that the issue of phasing and a cross reference to policy JP-D1 is most appropriate for inclusion in part 2 of the policy based on GMCA55.

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7. ~~b)~~ Minimising~~ing~~e impact on local highways and provide contributions to support the improvement of affected local junctions;
8. ~~c)~~ ~~Include~~ 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;

Manage impacts on biodiversity by following the mitigation hierarchy and 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 in accordance with local planning policies ~~and avoid harm to protected species~~;¹⁰

¹⁰ It is considered that a modification to part 11 to reference local planning policies in relation to the Great Manchester Wetlands NIA is sufficient to provide clarity as to how its objectives would be assessed as part of any planning application. In order to ensure part 11 is consistent with other local and national planning policies / legislation, reference to avoiding harm to protected species has been deleted; additional wording has been added to the start of the proposed new criterion directly above part 10 relating to managing impacts on biodiversity.

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- ~~12. Be supported by breeding and winter bird surveys to understand and~~
~~m~~Minimise any adverse impact on bird species in this area. Surveys of potential compensation areas should also be undertaken to demonstrate that displacement into the wider landscape is possible;
- ~~13. Be supported by a project specific Habitats Regulations Assessment for any~~
~~planning applications involving 50 or more dwellings;~~
14. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off;
15. Protect the quality of watercourses through and around the site;
16. Include a new neighbourhood park, incorporating an equipped area for play, and contribute to the achievement of recreation standards in accordance with local planning policies;
- ~~17. Include new allotment plots to meet the local standard;¹¹~~
18. Incorporate appropriate mitigation including tree planting to address issues of noise generated by the M62 motorway and the rail line;
19. Set aside land to provide additional school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing; and
20. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

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

¹¹ Having regard to the proposed deletion of part 17 relating to allotment provision, it is considered necessary to amend part 16 to reference achieving the provision of recreation standards in accordance with local planning policies. The recreation standards in the Salford Local Plan: Development Management Policies and Designations include those relating to open space and allotments.

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.

Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

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.

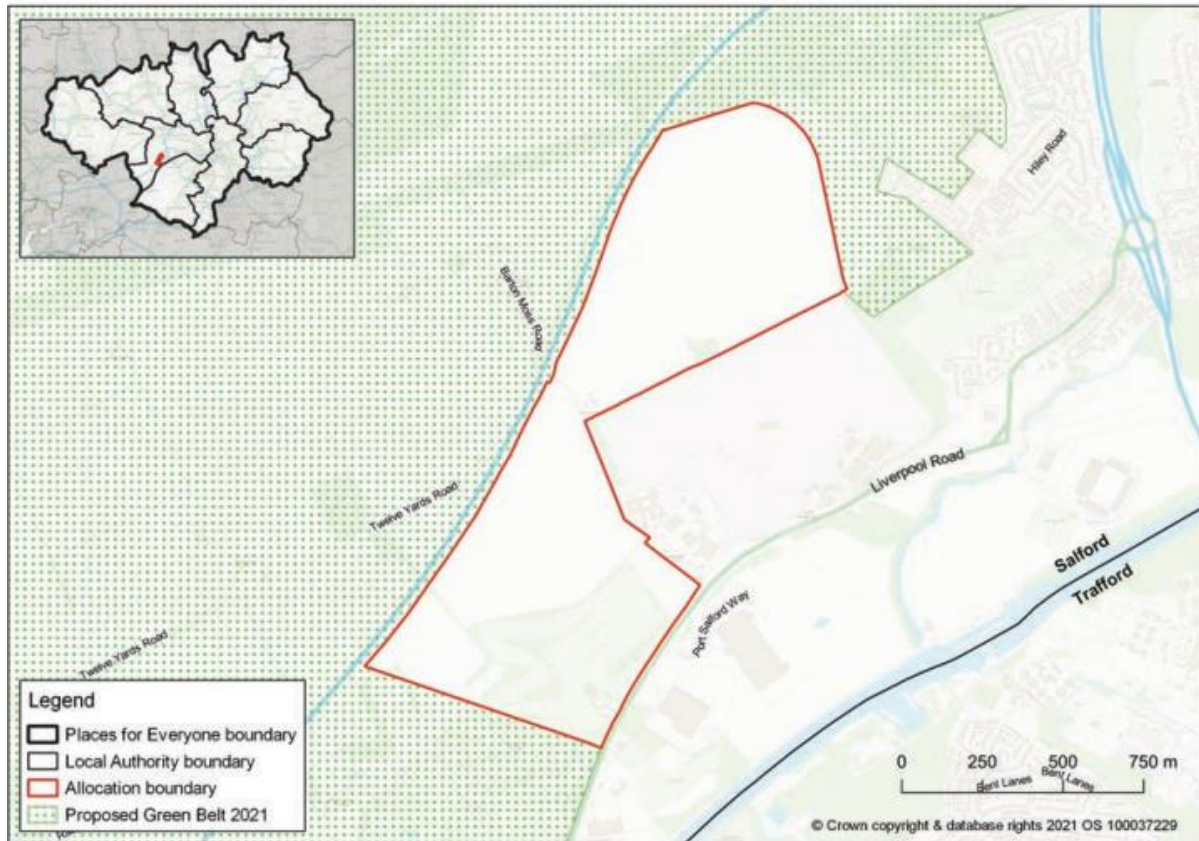
IN30 Action Point 127 (JPA29 Port Salford Extension)

AP127. GMCA to draft a modification to policy JPA29 to include:

- Amendment to opening paragraph to include relevant employment Use Classes.
- Amendment to part 1 to remove reference to preparation of supplementary planning document (SPD), insert reference to phasing and delivery strategy and cross reference to JP-D1 (partially based on GMCA56). There is however no need to include the suggested wording relating to engagement or approval of any masterplan, as this is adequately addressed through other development plan policies.
- Deletion of part 2 relating to community engagement unless GMCA can suggest a modification which relates to decision making and provides clarity about what the requirement is seeking to achieve in terms of the effects of any development.
- Insertion of new part relating to improved transport and highways infrastructure, having regard to indicative transport interventions set out in Appendix D in accordance with policy JP-C7 and consequential changes to parts 5, 6 7 and 8 (based on GMCA56).
- Deletion of part 10 relating to heritage assets and replace with text set out in GMCA56.
- Insertion of new part requiring the definition and/or strengthening of Green Belt boundaries to the north and south of the site (based on GMCA56).
- Insertion of new part relating to provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA56).
- Amendment of part 11 to read “Where necessary, provide compensatory recreational facilities in accordance local planning policies” (or similar).
- Insertion of new part establishing expectations with regard to biodiversity net gain and priorities for any off-site nature conservation enhancements and the restoration of lowland raised bog and complementary habitats in Chat Moss to the North (based on GMCA56). This will result in consequential changes to part 12.
- Amendment to parts 13 and 14 to provide clarity regarding what the objectives of GMWNIA are and how they will be assessed in any application. This could include a reference to ‘local planning policies’ as the GMWNIA is addressed under other Salford development plan policies. In addition, consideration should be given to how the criteria could be modified to ensure consistency with other local and national planning policies relating to assessing the impacts on biodiversity. Superfluous references to ecological surveys and lists of specific species, as set out in part 14, need not be included in any revised policy.
- Deletion of part 16 relating to Habitats Regulation Assessment as set out in GMCA56.
- Consideration of whether modifications are necessary to part 18 to ensure consistency with other allocation policies in relation to impacts on peat.
- Deletion of part 23 relating to renewable and low carbon energy infrastructure as these are covered more comprehensively elsewhere in the plan.
- Inclusion of an additional requirement relating to minerals safeguarding areas (based on GMCA56).

The following shows how the GMCA considers that submitted policy JPA29 – Port Salford Extension should be amended in response to IN30 AP127. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Policy JP Allocation 29: Port Salford Extension



Picture 11.41 JPA 29 Port Salford Extension

A major expansion of Port Salford accommodating around 320,000 sqm of employment floorspace will be delivered to the north and west of Barton Aerodrome, taking advantage of the new port facilities, rail link and highway improvements that will have been completed as part of the early phases of Port Salford. This will provide one of the most well-connected and market-attractive industrial and warehousing locations in the country, with a strong focus on logistics activities (Use Class B8) but also incorporating high quality manufacturing floorspace (Use Classes E(g)(iii) and B2).

Development of this site will be required to:

PfE response to IN30 Action Points Week 8 – Salford allocations

1. Be in accordance with a masterplan/framework or ~~Supplementary Planning Document (SPD)~~ consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 ~~that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;~~
2. ~~Involve high levels of community engagement, including through regular liaison meetings convened by the landowner and/or developers;~~
3. Not be commenced until the rail link, highway improvements, canal berths and container terminal associated with the permitted Port Salford scheme to the south of the A57 have been completed and are operational and there is a clear commitment to the ongoing maintenance and full operation of this transport infrastructure;
4. Be designed to form part of an integrated facility with the Port Salford site to the south of the A57 and associated infrastructure, encouraging and enabling all occupiers to utilise the rail and water connections for freight movement;

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:

- ~~5.~~ a) ~~Delivering~~ necessary highway improvements of a strategic and local nature to cater for the additional traffic created by the expansion of Port Salford in a way that is compatible with any proposals for the enhancement of the wider motorway network and ensures the safe and efficient operation of the local road network;
- ~~6.~~ b) ~~Incorporating~~ suitable HGV parking provision to cater for the area's anticipated use, including as appropriate stop over provision, and amenity facilities to serve the needs of HGV drivers;
- ~~7.~~ c) ~~Providing~~ high quality walking and cycling routes from across the site to the bus stops on the A57 and the wider pedestrian and cycling network including Port Salford Greenway;
- ~~8.~~ d) ~~Maximising~~ links to existing public transport services and support new routes and enhanced services as appropriate, including

PfE response to IN30 Action Points Week 8 – Salford allocations

accommodating a potential extension of the Trafford Park Metrolink line to serve Port Salford;

9. Protect the full functioning and operational safety of Barton Aerodrome;

~~10. Conserve and where appropriate enhance, the significance of surrounding designated and non-designated heritage assets, including by:~~

~~i. Designing and landscaping the development to minimise any adverse impacts on the setting of Barton Aerodrome and the listed buildings within it;~~

~~ii. Where harm to Barton Aerodrome and any heritage asset within it is justified, opportunities shall be sought to better reveal the significance of the heritage asset securing repairs to them, improving public access to them and/or providing publicly accessible information about them; and~~

~~iii. Being informed by the findings and recommendations of the Heritage Assessment (2019) in the Plan's evidence base and any Heritage Impact Assessment submitted as part of the planning application process.~~

Take appropriate account of heritage assets around the site, and their settings, including Barton Aerodrome and the listed buildings within it, in accordance with policy JP-P2;

Define and/or strengthen the boundaries of the Green Belt to the north and south of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;

Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;

~~11. Justify and provide full compensation for the loss of the golf course in accordance with paragraph 97 of the NPPF (February 2019) or any subsequent~~

~~revision of national planning policy~~ Manage the loss of recreation land and facilities in accordance with local planning policies;¹²

Manage impacts on biodiversity by following the mitigation hierarchy and 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 Foxhill Glen Site of Biological Importance, ecological enhancements to remaining areas of Green Belt to the site's south-western and north-eastern boundaries and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north;

12. Incorporate high levels of landscaping, including the retention or replacement of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape (including on the remaining Green Belt separating the site from Irlam), ~~achieve a minimum 10% net gain in biodiversity~~ and mitigate the environmental impacts of development including noise;
13. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies ~~and avoid harm to protected species;~~¹³
14. ~~Be supported by breeding and winter bird surveys to understand and m~~ Minimise any adverse impact on bird species in this area. Surveys of potential compensation areas should also be undertaken to demonstrate that displacement is possible into the wider landscape;

¹² GMCA consider it appropriate to use different wording to that suggested by the inspectors in bullet 8 of AP127. Local Plan policy (including policy R3 of the Salford Local Plan: Development Management Policies and Designations) includes consideration of whether compensation is necessary and so the reference to local planning policies is sufficient.

¹³ It is considered that a modification to part 13 to reference local planning policies in relation to the Great Manchester Wetlands NIA is sufficient to provide clarity as to how its objectives would be assessed as part of any planning application. In order to ensure part 13 is consistent with other local and national planning policies / legislation, reference to avoiding harm to protected species has been deleted; additional wording has been added to the start of the proposed new criterion directly above part 12 relating to managing impacts on biodiversity.

PfE response to IN30 Action Points Week 8 – Salford allocations

15. Protect and enhance surrounding habitats, including the Foxhill Glen Site of Biological Importance;
- ~~16. Be supported by a project specific Habitats Regulation Assessment for any planning applications involving a floorspace of 1,000 sqm and above;~~
17. Mitigate the risk of surface water and groundwater flood risk, incorporating green sustainable drainage systems as part of the landscaping of the site;
18. Minimise the loss of the carbon storage function of the peat and ~~avoid~~ any adverse impacts on the hydrology of surrounding areas of peat/mossland, whilst ensuring that there is no potential for future problems of land stability or subsidence;¹⁴
19. Protect the quality of watercourses through and around the site;
20. Protect the amenity of remaining residential properties within or on the edge of the allocation, including through the provision of appropriate landscaped buffers;
21. Provide an appropriate buffer to the Barton Moss Secure Care Centre on Barton Moss Road, to protect the privacy and amenity of residents and staff;
22. Implement an agreed strategy for dealing with its local air quality impacts; and
- ~~23. Give positive consideration to the incorporation of renewable and low carbon energy infrastructure, including the potential for solar panels on buildings; and~~
24. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)

¹⁴ It is considered that a modification to part 18 is required to ensure that the wording is consistent with part 5 of JP28 North of Irlam Station with regards to minimising rather than avoiding any adverse impacts on hydrology.

11.262 The combination of excellent water, rail and road access, including direct shipping links to the post-panamax facility at the Port of Liverpool, will make Port Salford one of the most attractive locations in the country for industrial and warehousing development. An initial phase of development to the south of the A57 will provide around 150,000 sqm of primarily warehousing floorspace in total. Enabling its expansion to the north of the A57 to provide an additional 320,000 sqm of floorspace will help to significantly boost the competitiveness of Greater Manchester, offering the type of site that can compete with locations internationally for investment. The transport connections mean that the location is particularly attractive for logistics activities, but high quality manufacturing could also be provided in order to diversify the employment and investment opportunities in this part of Greater Manchester. Much of the site is grade 1 agricultural land, but the unique economic opportunity provided by the location is considered to outweigh the loss of the land's farming potential.

11.263 One of the key attributes of Port Salford is its potential to remove freight from roads and move it more sustainably by rail and water, and it will be vital that any development of the site takes advantage of this by utilising the infrastructure delivered as part of the permitted scheme. Nevertheless, the expansion of Port Salford will generate significant additional traffic and highway improvements to cater for these demands should be delivered as part of the site's development. The ongoing North West Quadrant Study, commissioned by Highways England, is investigating the options for broader motorway network improvements in this area, and it will be important to coordinate the development of Port Salford with any resulting proposals.

11.264 The retention of the Green Belt to the west and east of the site will help to prevent the coalescence of Irlam and Eccles. It will be important to make positive use of this Green Belt, including by expanding the facilities at Brookhouse Playing Fields to the east, and there may be opportunities to retain/reconfigure the former golf course to the west of the site. Even with the retention of part of the Green Belt, the scale of the development is likely to have a significant visual impact, and it will be

very important for it to be integrated into the landscape as far as possible, particularly through the provision of high quality green infrastructure.

Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

11.265 Barton Aerodrome (City Airport and Heliport) to the south of the site is an important facility for Greater Manchester, as well as being a significant heritage asset. The expansion of Port Salford will need to be designed so that it does not adversely impact on its successful functioning, taking into account any safeguarding requirements for flight paths, and ensure that any harm to the setting of the heritage assets is minimised. In particular, careful consideration will need to be given to the siting and orientation of units, the choice and colour of materials, and the landscaping scheme adopted.

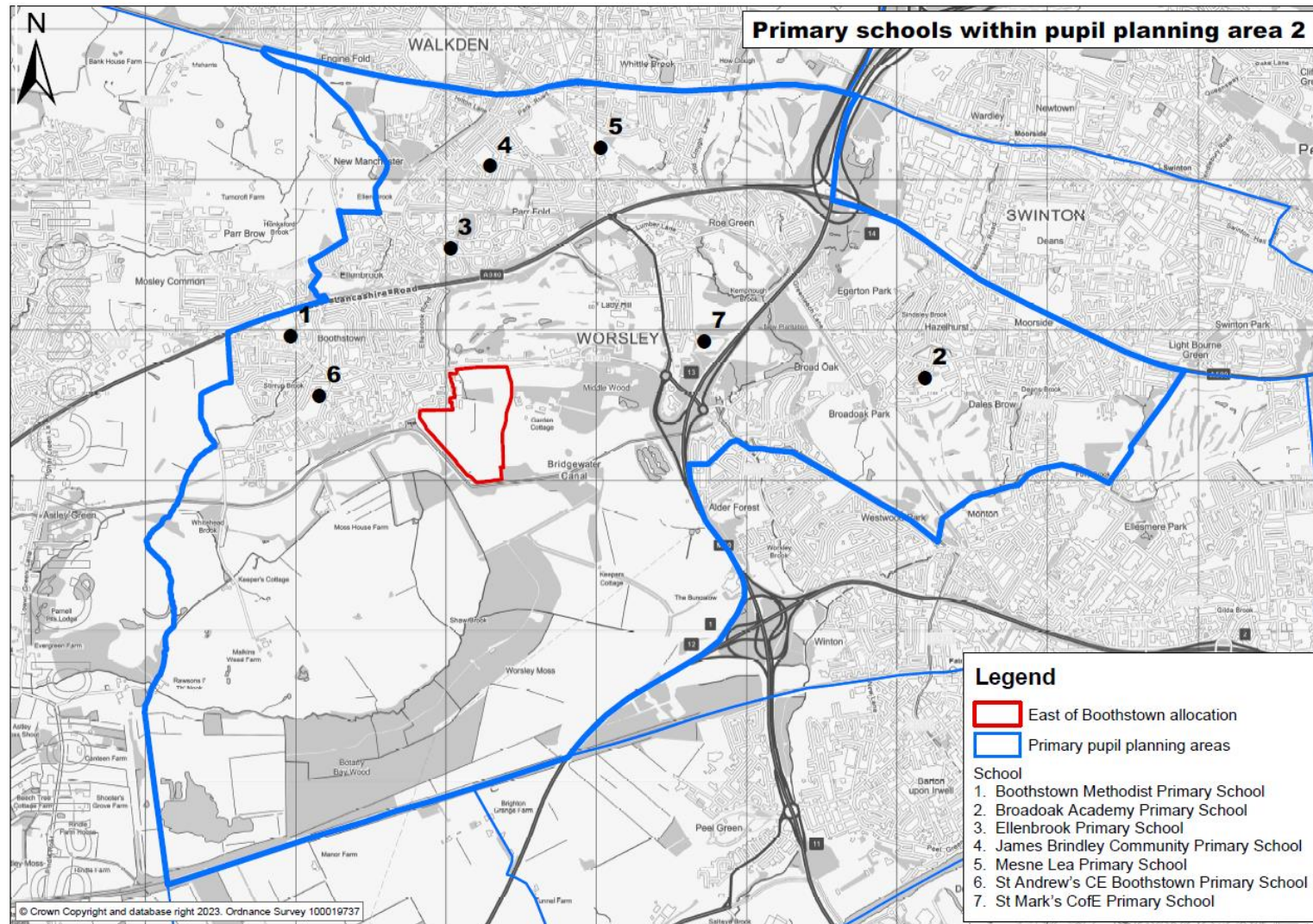
~~11.266 The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to include the enhancement of Foxhill Glen Site of Biological Importance, ecological enhancements to remaining areas of Green Belt to the site's south western and north eastern boundaries and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north. Wider ecological surveys, including water vole, brown hare, great crested newts and birds, will be required prior to any development. For any planning applications within the boundary of the allocation involving a floorspace of over 1,000 sqm, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.~~

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

The allocation is identified as containing a Mineral Safeguarding Area for brick and clay (4.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Appendix 1

Primary schools in PPA2



Secondary schools in PPA101

