

## Appendix C

# Manchester

## PfE 2021 SITE REFERENCES INSERT

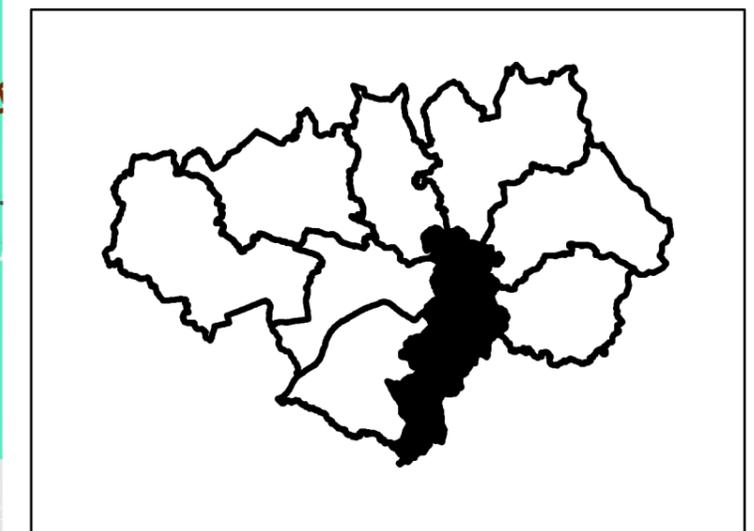
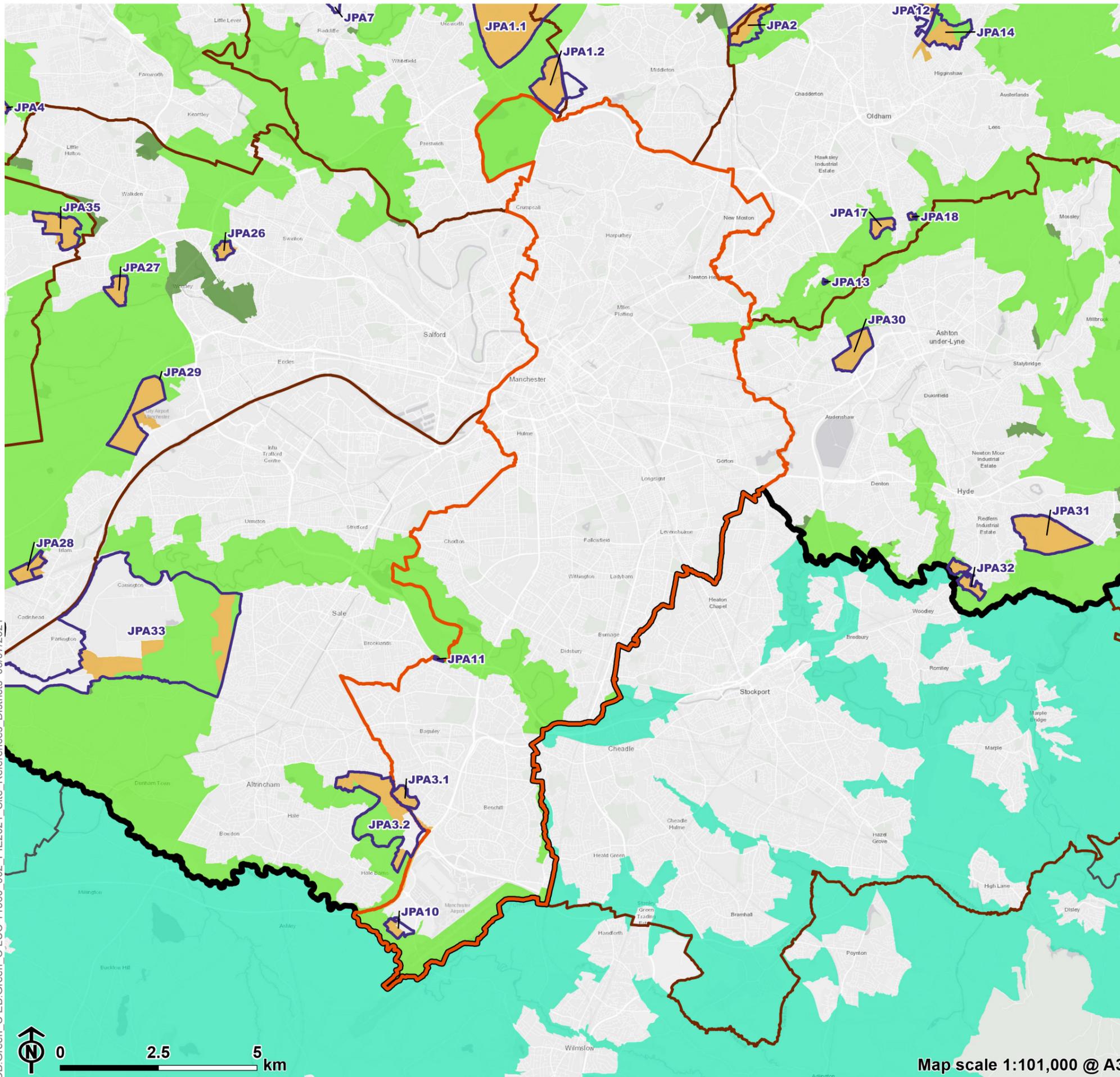
The Greater Manchester Spatial Framework (GMSF) was replaced by the Places for Everyone (PfE) Plan in 2021. This report still forms part of the PfE Plan evidence base, but the allocation policy numbers used in it have subsequently changed. The 2020 GMSF policy numbers (and in some instances the allocation names) were also different to the allocation references used by LUC in their original assessments. The table below sets out a comparison between the LUC Allocation references and names, the 2020 GMSF policy numbers and names, and the 2021 PfE policy numbers. The following map shows the allocation locations with their PfE Plan policy numbers.

District	LUC Allocation Ref	LUC Allocation Name	GMSF 2020 policy number	2020 GMSF / 2021 PfE Allocation Name	2021 PfE policy number
Manchester	GM11	Roundthorn MediPark Extension	GMA3.1	Medipark	JPA3.1
Manchester	GM10	Global Logistics	GMA10	Global Logistics	JPA10
Manchester	GM12	Southwick Park	GMA11	Southwick Park	JPA11



**PfE 2021 Site References:  
Manchester City Council**

- Places for Everyone Plan boundary
- Manchester City boundary
- Greater Manchester Local Authority boundary
- Other Local Authority boundary
- Site allocation
- PfE 2021 Green Belt proposed for release
- PfE 2021 Green Belt land to be retained
- PfE 2021 Proposed additional Green Belt
- Green Belt outside PfE boundary



CB:Green\_C EB:Green\_C LUC 11560\_002\_PfE2021\_Site\_References\_Districts\_05/07/2021

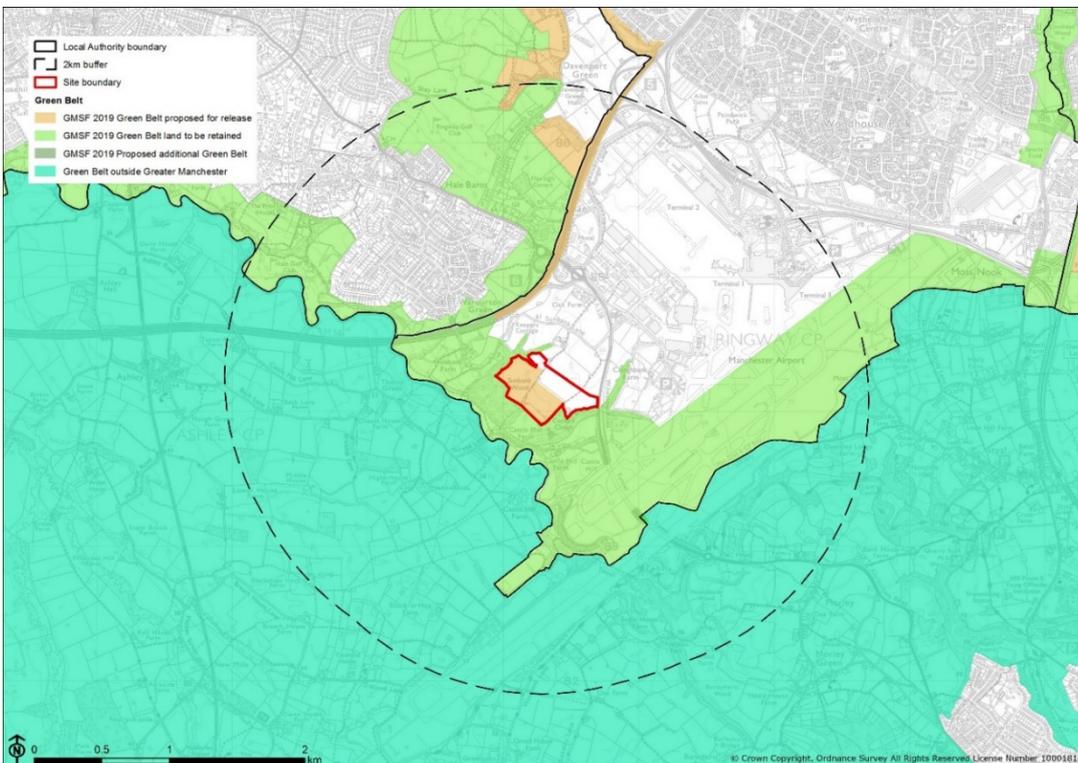


Map scale 1:101,000 @ A3

# GM Allocation 10, Global Logistics



Above: View from Sunbank Lane looking south east across new industrial / warehousing development and GM 10 Allocation site towards retained Green Belt



GM Allocation Area: 19.98 ha

Potential Enhancement Opportunities  
for the Green Belt

## Study area definition

GM Allocation 10, Global Logistics is located with Manchester City Council local authority, approximately 1.8km south west of Manchester Airport. The south western boundary of the parcel is approximately 300m from the neighbouring Borough of Cheshire East. 12.06 ha of the GM Allocation site, referred to as Airport City, is within the Green Belt, and is entirely proposed for release. According to the Draft GMSF, the remainder of GM Allocation 10 outwith the Green Belt and a large area to the north west has been permissioned for industrial and warehousing sites, Ref100263/OO/2012 Airport City S.

The existing land use consists of medium size flat rough grazing fields bounded by low, neat hedges and post and wire fences. The River Bollin passes approximately 300m to the south west forming the boundary between Cheshire East and Manchester Boroughs. Cotterill Clough Brook, a tributary of the River Bollin passes approximately 50m south east of GM Allocation 10 through Cotterill Clough a Site of Special Scientific Interest (SSSI). There are several small ponds located in the northern and southern parts of the Airport City sub-section. The northern runway for Manchester airport is also to the east, approximately 600m from the eastern boundary of GM Allocation 10.

GM Allocation 10 is bound to the west and south by Sunbank Wood and to the east by Cotterill Clough. The northern boundary is less well defined, following vegetated field edges.

Land lying within 2km of GM Allocation 10, Global Logistics (identified as retained Green Belt) will form the focus of GI recommendations / mitigation to enhance the 'beneficial use' of the Green Belt. There are no proposed additions to the Green Belt within 2km of the GM Allocation 10.

# Summary of evidence and policy influencing 'beneficial use' proposals

## Published landscape character assessments – Greater Manchester Combined Authority

GM Allocation 10 is located within the Broad Urban Fringe Valleys LCT, as identified within the Greater Manchester Landscape Character and Sensitivity Assessment, 2018<sup>1</sup>. It is further defined within LCA 42: River Bollin. The predominant landscape characteristics of the GM Allocation site include a lowland valley landscape with generally wide, flat floodplains. There is substantial canalisation of the Mersey from Stockport to the Carrington Spur Road (A6144) with banks made from grassed, engineered slopes. Land use is a mix of small and medium sized pastoral fields with horse paddocks adjacent the urban edge. Robust hedgerows and lines of trees form field boundaries and contain local views. There are significant recreation and amenity land uses located within the LCT alongside utility infrastructure including water treatment works, flood infrastructure and large electricity substations. Guidance and opportunities to consider within this Landscape Character Area include:

- Protect the role and function of the valley landscapes as green corridors separating areas of dense development, including their importance for access and recreation by nearby urban communities.
- Protect and where possible enhance semi-natural habitats and networks including broadleaved (including ancient) and riparian woodland, semi-natural grassland, wet pasture, scrub. Avoid siting development that would lead to the loss or fragmentation of any locally or nationally designated wildlife site.
- Ensure any new development does not dilute the strong field patterns associated with the landscape within the Bollin Valley. Strengthen areas of lost field boundaries across both valleys by planting or gapping up lengths of characteristic hedgerows.

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<sup>1</sup> Greater Manchester Combined Authority (2018) Greater Manchester Landscape Character and Sensitivity Assessment

- Planting, potentially including through the Northern Forest Initiative should be used to provide a transition between any new development and areas of open land in order to avoid hard development edges – using locally prevalent species and respecting characteristic patterns of tree cover.
- Staggered blocks of planting should also be introduced along motorways and main roads to help screen views of traffic and reduce noise.
- Explore opportunities to restore further areas of reclaimed land within the Mersey Valley for wildlife and recreation, also with possible links to The Northern Forest initiative.
- Hedgerows should be conserved and enhanced where applicable gaps repaired. New hedgerow planting should be encouraged where it has been removed and replaced by post and wire fencing.
- Protect the pockets of relative tranquillity and secluded character associated with the Bollin Valley and areas of semi-natural habitat within the Mersey.
- Recreational opportunities should be maintained and enhanced in order to preserve the high recreational value of the valleys as green fingers through densely populated areas. Opportunities should be sought to strengthen the links between public footpaths, bridleways, cycle routes (including the Trans Pennine Trail) and the various recreational destinations found within the landscape.

## **Published landscape character assessments – Local level**

There is no local level published landscape character assessment for Manchester City Council.

## **Flood Risk<sup>2</sup>**

The Environment Agency has identified sections of the adjacent Green Belt to the south west along The River Bollin within Flood Zone 2 and 3. This presents an opportunity to combine Nature Based Solutions for Flood Risk reduction with green infrastructure enhancements.

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<sup>2</sup> The Environment Agency (2018), Flood Map for Planning (Rivers and Sea)

## Open Space Study

The Green Belt within 2km of GM Allocation 10 lies within Manchester City Council and Trafford Council Local Authorities and spreads across two wards. The key areas which will be noted as part of this study are in reference to the Woodhouse Park ward under Manchester City Council and the Hale Barns ward within Trafford Council. The Manchester City Council Open Spaces, Sport and Recreation Study, 2009<sup>3</sup>, identified allotment waiting lists and deficiencies in bowling greens within the southern part of Wytheshawe. However, the future strategy for the improvement of open spaces in Wythenshawe will be based on a balance between new provision (play facilities), qualitative improvements and improved linkages between and within sites.

Green Belt to the north west of the GM Allocation site is within the boundary of Trafford Council. According to Trafford Council's Green and Open Spaces – An Assessment of Need Update, 2009<sup>4</sup>, the Hale Barns ward ranked as deficient in respect of accessible greenspace. From the 2010 Trafford Greenspace Strategy<sup>5</sup>, semi-natural green space and local open space were key deficiencies within the Sale locality and improvements to existing park quality and accessibility were recommended.

## Existing baseline

### Access

There are two footpaths that pass through GM Allocation 10. FFP15 (RINGWAY) and FFP16 (RINGWAY) link the GM Allocation with Green Belt to the south.

There is a continuous PRoW following the northern bank of the River Bollin, this is formed from FFP14 (RINGWAY), Hale 10, Hale 27 and Hale 3.

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<sup>3</sup> Manchester City Council (2009), City Wide Open Spaces, Sport and Recreation Study

<sup>4</sup> Trafford Council (2009), Trafford's Green and Open Spaces – An Assessment of Need Update

<sup>5</sup> Trafford Council (2010), Trafford Greenspace Strategy

Sunbank Lane / Chapel Lane, which runs through part of the retained Green Belt east of GM Allocation 10 is marked as a Beeway according to TfGM. Beeways are identified as routes that get people from A to B.

There are a number of Severance Lines (features identified by TfGM to denote barriers to pedestrians and cyclists from the natural and built environment) within the retained Green Belt within the study area.

This includes the M56 less than 0.5km to the west of GM Allocation 10 which forms a barrier between the retained Green Belt immediately surrounding the parcel and that further west. This severance line can be navigated by footpath FFP14 (RINGWAY) and Hale 10 which passes under the motorway and connects with Chapel Lane / Sunbank Lane.

Sustrans Regional route 85, the Manchester Airport Orbital Cycleway passes through the retained Green Belt to the east of GM Allocation 10. This is a traffic free route.

The Green Belt to the west is devoid of cycle routes.

## **‘Beneficial use’ proposals and potential GI enhancements subject to further work**

### **Access**

Public Rights of Way FFP15 (RINGWAY) and FFP16 (RINGWAY) should be retained within any development proposals where possible to maintain links between the River Bollin valley and Wythenshawe to the north east.

If a diversion is essential, this should be re-routed along the north western outskirts of GM Allocation 10 along Sunbank Lane or along the south eastern perimeter following the line of Cotterill Clough Brook. These routes both present themselves as potential for creating additional connectivity between the urban area to the north, including the Manchester Airport complex, Woodhouse Park and further north to Wythenshawe with the Bollin Valley to the south.

There is the potential to extend PRoW FFP14, along the northern bank of the River Bollin with connections under Manchester Airport runway and onto the North Cheshire Way long distance footpath (outwith the study area) to the south east. This would in essence create a new spur of

the North Cheshire Way, creating increased accessibility from Warburton Green and Hale Barns to the Cheshire countryside.

Opportunities should be explored to upgrade access points onto Public Rights of Way from neighbouring urban areas, for example Hale 12 and Hale 13 on the fringe of Warburton Green.

Recommendations would include upgrades to cycleway standards on Sunbank Lane / Chapel Lane with onward links to the existing TfGM segregated cycle lanes north of GM Allocation 10.

Due consideration will be required to connect communities north of M56 with the Green Belt to the south. This may be achieved through enhanced signage and promotion of existing routes such as the bridge on Chapel Lane or the tunnel on PRoW Hale 10, rather than the creation of a new crossing point. PRoW FFP 11 (RINGWAY) parallel to the M56 could also be upgraded through resurfacing treatments to ensure onward pedestrian access to Manchester Airport is provided through this section of the Green Belt.

There is opportunity to upgrade the surfacing of the existing NCN 85, particularly in the Green Belt adjacent Manchester Airport Runways to improve the functionality and accessibility of this route.

Key linkages to the surrounding urban areas will be more appropriately placed on existing public roads, rather than new off-road routes.

A new on-road cycle link along Sunbank Lane / Chapel Lane would create an appropriate link to NCN 85 for nearby populations in Warburton Green and Hale Barns.

## Existing baseline

### Sport and recreation

There are relatively few areas of publicly accessible recreational facilities identified as Open Green Space within the study area associated with GM Allocation 10.

There are two Golf Courses west of GM Allocation 10 in Trafford. Ringway Golf Course (over 40ha in size) is located less than 1km north west of GM Allocation 10 and Hale Golf Course covers over 20ha of the land north of Bollin River in Green Belt to the north west.

Hale Barns Cricket Club, 1km north west of GM Allocation 10, is a 1.5ha size facility accessed from Brooks Drive.

## **‘Beneficial use’ proposals and potential GI enhancements subject to further work**

### **Sport and recreation**

The River Bollin Corridor presents an opportunity to create a new linear park which would address the shortfall in accessible local open space in the area.

This large scale intervention could be achieved through enhanced access to the path network along the River Bollin (refer to the ‘Access’ theme), and the inclusion of more formal landscape treatments including seating and natural play at strategic access points to create destination public spaces. This new park should be set within a green framework (refer to ‘Biodiversity and wildlife corridor’ theme) enhancing the functionality of the River Bollin as a Green Corridor.

There is potential to provide new allotment facilities as part of the beneficial use of the remaining Green Belt near to GM Allocation 10. Existing allotment sites outwith the Green Belt are located over 2.5km from the GM Allocation site on the urban fringe of Woodhouse Park. Recommendations would be to locate a site to the north west in the Warburton Green area of the Green Belt. This could be located adjacent Hale Barns Cricket Club.

There are limited opportunities for enhancements to the sporting and recreational functions of the golf courses neighbouring GM Allocation 10. There is opportunity to widen community focus and community facilities to improve inclusion and interaction and promote local level outdoor sport.

There is opportunity to increase accessibility to the site, including improved car parking and spectator facilities. Such interventions would be suggested alongside an appropriate pitch maintenance strategy in order to maintain quality and reduce overplay.

## Existing baseline

### Biodiversity and wildlife corridors

There are numerous SBIs located within the adjacent Green Belt. An SBI (grade A), one of county importance<sup>6</sup>, lies within GM Allocation 10 itself. Most of these designations are associated with the wooded landscape of the River Bollin valley. Many of the woodland SBIs are designated Ancient Woodland.

The SBIs themselves form prominent features within the landscape, including Rossmill (north west), Wood near Chapel Lane (north west), Sunbank Wood & Ponds (surrounding the southern fringe of GM Allocation 10), Cotterill Clough (south east), Well and Double Woods (south east), Ponds near Manchester Airport (east) and Road Cutting at Castle Hill (east).

EA flood zone 2 and 3 are located within the Green Belt to the west of GM Allocation 10, associated with The River Bollin.

The River Bollin in adjacent Green Belt to the south west of GM Allocation 10 is classified as 'Moderate' according to the Water Framework Directive (WFD).

## 'Beneficial use' proposals and potential GI enhancements subject to further work

### Biodiversity and wildlife corridors

Green infrastructure enhancements should be in keeping with local ecological requirements, including management of invasive species and structure planting to improve the key aspects for designation.

The areas of ancient woodland should be largely left untouched, and further consultation with Greater Manchester Ecology Unit is recommended to ensure appropriate habitat management.

There may be opportunities to further connect the SBIs by utilising the existing green / blue corridor of the River Bollin, particularly on the northern bank, and extending and reinforcing

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<sup>6</sup> **ADD REFERENCE**

buffer planting where appropriate. Improvements which enhance the maintenance of SBIs should also be considered.

This initiative would also link with reinforced woodland block planting at field corners and buffer planting along the M56 in Green Belt to the west, with multiple benefits of reinforcing landscape character and enhancing recreational routes at this location.

There is opportunity to increase the size and capacity of the existing habitats located adjacent to these watercourses to promote nature based solutions to flood risk, prevent storm water infiltrating lower catchments and create new accessible habitats.

There is opportunity for green infrastructure enhancements to improve this status to 'Good' through interventions such as the removal of historic modifications which prevent natural flow, and the introduction of appropriate native planting to enhance water health.

## Existing baseline

### Landscape and visual

GM Allocation 10 and the retained Green Belt to the south is in the River Bollin LCA within Broad Urban Fringe Valleys LCT.

Although much of the retained Green Belt and GM Allocation 10 itself is classified as Enclosed Land under the Greater Manchester Urban Historic Landscape Characterisation Project, there is also a significant amount of woodland, particularly to the south and west. Approximately 50ha of this woodland is classified as Semi-Natural, and this encloses the GM Allocation site to the north west and south east.

Nearly 200ha of the retained Green Belt to the south is classed as Communications – Airport.

A further element for discussion from the GMCA Landscape Character Assessment (2018) is the Encouragement of woodland creation schemes on areas of low grade agricultural land, including through the Northern Forest Initiative. Woodland planting along motorways and staggered blocks of planting should be used to help screen views of traffic and reduce noise.

GM Allocation 10 and the retained Green Belt immediately adjacent is Grade 3 agricultural land. This is good to moderate quality agricultural land with some limitations which will affect the choice of crops, timing and type of cultivation, harvesting or the level of yield.

Potential Enhancement Opportunities  
for the Green Belt

Further south, along the River Bollin, the retained Green Belt is on Agricultural Grade 4 land. This is poor quality agricultural land, mainly suited to grass with occasional arable crops.

The retained Green Belt within GM Allocation 10 and to the west are classified as green infrastructure. This is land identified by Greater Manchester Ecology Unit and classified based on numerous layers of wildlife, habitats and land types.

The southern half of GM Allocation 10 and the Green Belt to the south is within the Mersey Valley Green Infrastructure Opportunity Area. This area is identified as having potential for delivering improvements to the Greater Manchester green infrastructure network.

The retained Green Belt to the east of GM Allocation 10 is within the 24 hour noise contours for Manchester airport. This limit indicates the magnitude and extent of the aircraft noise around Manchester Airport and are depicted on maps by contours of constant aircraft noise index (Leq) values.

## **‘Beneficial use’ proposals and potential GI enhancements subject to further work**

### **Landscape and visual**

Key landscape and visual considerations for the River Bollin LCA will include protecting the role and function of the Bollin Valley landscape as a green corridor. Existing natural and semi-natural habitats could be enhanced and extended, in particular, links to the diverse and species rich hedgerows west of Sunbank Lane.

Maintaining the strong field boundaries associated with the Enclosed Land will be a key consideration. Where hedgerows are gappy, these should be stopped up and there is opportunity for greater species diversity.

The landscape to the north of GM Allocation 10 south of Brooks Drive would benefit from hedgerow reinforcement and woodland block planting at field corners to increase biodiversity and reinforce the historic enclosure pattern.

There is opportunity to expand and enhance existing native planting belts along the M56, in Green Belt north west of GM Allocation 10 south of Warburton Green. This would provide an

element of screening for neighbouring receptors whilst extending the viability of the motorway as a functioning green corridor.

Poorer quality agricultural land lends itself to the creation of semi-natural habitats or the expansion of existing woodlands, one of the key management recommendations for the LCT.

The expansion of Sunbank Wood south into poorer grade agricultural land towards the River Bollin would increase accessible semi-natural greenspace within the area.

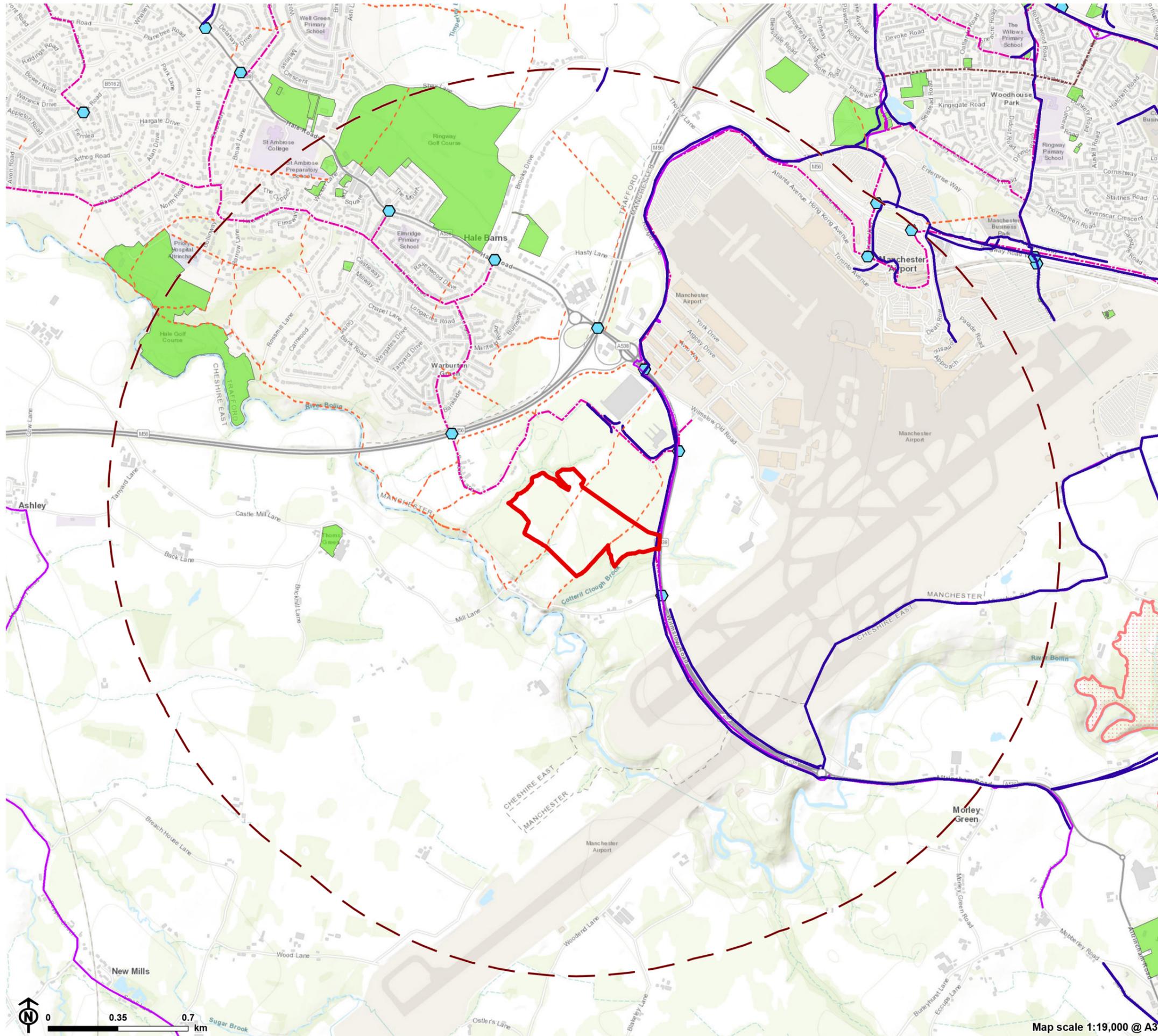
The River Bollin and valley is a strategic landscape with the potential for green infrastructure links between Manchester, Stockport and Trafford with the High Peak and Cheshire East further afield.

Recreational and access improvements will be key areas to explore to realise the full potential of this cross-borough green corridor, as will the reinforcement of habitat mosaics, realising the importance of grassland, woodland and semi-natural habitat management.

There is limited opportunity to expand existing native woodland buffer planting south of Wilmslow Road, wrapped around the southern perimeter of the main Manchester Airport runway.

Whilst this would provide limited functional reduction in airport noise, it would assist in perceived reductions whilst strengthening the contiguity of the habitat network in this location.

Access, Sport and Recreation  
GM Allocation 10

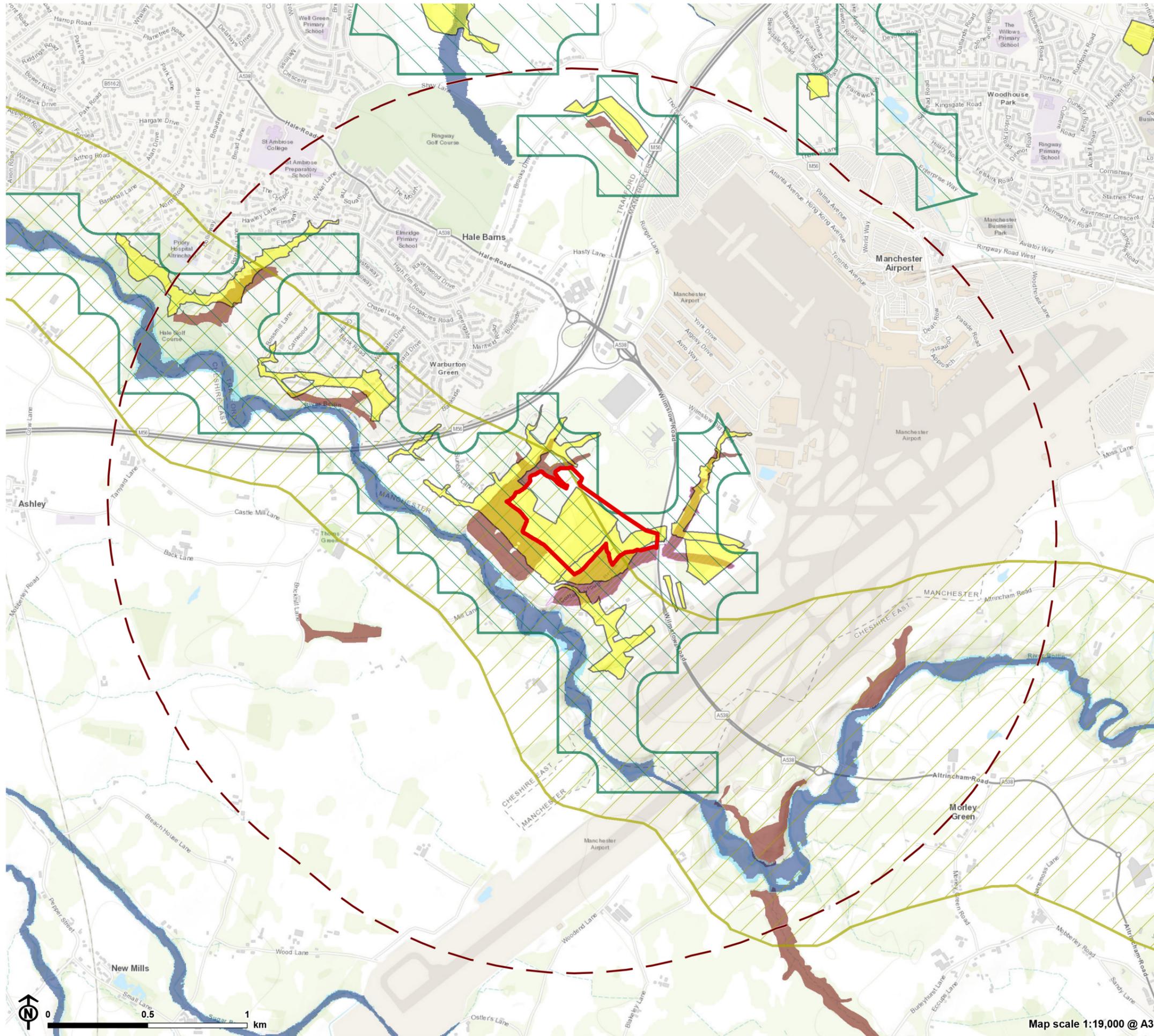


- Site boundary
- Site boundary - 2km buffer
- Access**
- Public right of way
- Sustrans route
- TfGM cycle route
- ⬢ Bee network - crossing point
- Bee network - beeway
- Bee network - busy beeway
- Sport and Recreation**
- Open green space
- Country park

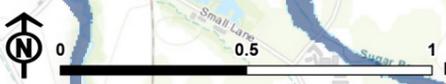


Map scale 1:19,000 @ A3

**Biodiversity, Landscape and Visual  
GM Allocation 10**



- Site boundary
- Biodiversity**
- Site of biological importance
- Local nature reserve
- National nature reserve
- SSSI
- Special Area of Conservation
- Ancient woodland
- Flood zone 2
- Flood zone 3
- Landscape and Visual**
- Priority green infrastructure
- Green infrastructure opportunity area



Map scale 1:19,000 @ A3

# Potential enhancement projects

## Access

1. Improve surfacing to the existing PRow network at the settlement edges, including the development of a new section of PRow along Cotterill Clough.
2. Enhancement of the existing local cycle links, including street lighting and the widening of roads to provide segregated pedestrian and cycle paths. Creation of new section of on-road cycleway along Sunbank Lane and the A538.
3. Creation of new spur to North Cheshire Way long distance footpath adjacent the River Bollin.

## Sport and recreation

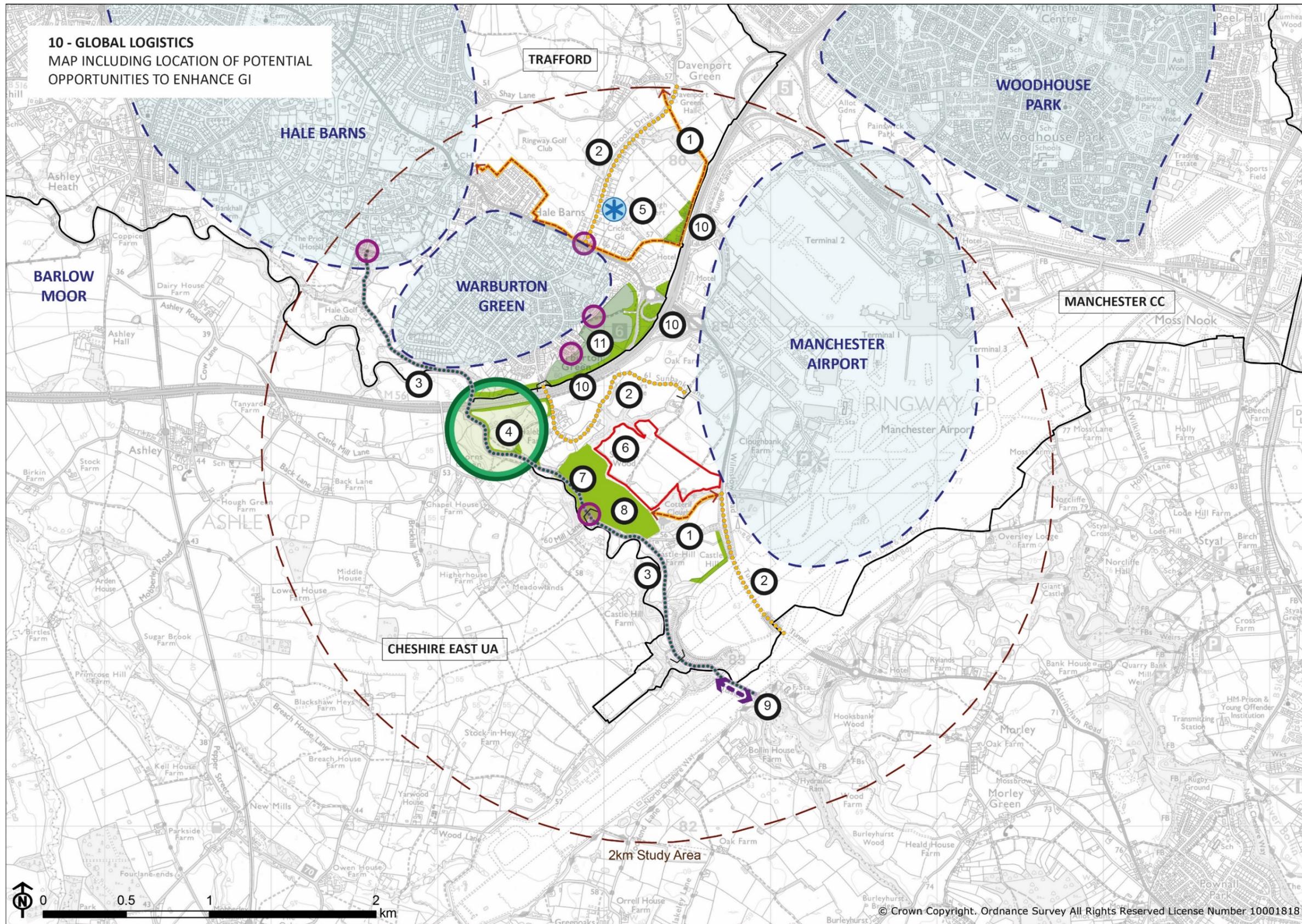
4. Potential creation of a linear park along the River Bollin Valley.
5. New allotment provision in Green Belt north east of Warburton Green.

## Biodiversity and wildlife corridors

6. Removal of hedgerow within GM Allocation 10 should be performed sensibly, retaining as much of the original hedgerow as possible. Where hedgerow is lost it should be replaced in the surrounding Green Belt using a diverse range of native species.
7. Enhance the existing woodland at Cotterill Clough and Sunbank Wood through extensions to the south towards the River Bollin.
8. Consideration of improvements which enhance the maintenance of SBIs.

## Landscape and visual

9. Promotion of the River Bollin as a strategic landscape with the potential for green infrastructure links between Manchester, Stockport and Trafford.
10. Expand motorway corridor planting areas.
11. Restoration of species rich hedgerows and enhanced landscape character east and north east of Warburton Green.



**10 - GLOBAL LOGISTICS**  
 MAP INCLUDING LOCATION OF POTENTIAL OPPORTUNITIES TO ENHANCE GI

- LOCAL SETTLEMENT
- LOCAL AUTHORITY BOUNDARY
- REVISED GMSF ALLOCATIONS (2019)
- POTENTIAL CONTIGUOUS HABITAT NETWORK
- POTENTIAL AREA FOR EXTRA HEDGEROW RESTORATION
- POTENTIAL FOOTPATH UPGRADE / ADDITION
- POTENTIAL CYCLEWAY UPGRADE / ADDITION
- ACCESS / CROSSING POINT IMPROVEMENTS
- EXISTING RECREATIONAL ASSET ENHANCEMENT
- POTENTIAL RECREATIONAL ASSET ENHANCEMENT
- PROMOTION OF STRATEGIC LINK
- POTENTIAL LONG DISTANCE FOOTPATH UPGRADE / ADDITION
- IMPROVEMENT OF REGIONAL RECREATIONAL FACILITIES
- REFER TO POTENTIAL ENHANCEMENT PROJECTS

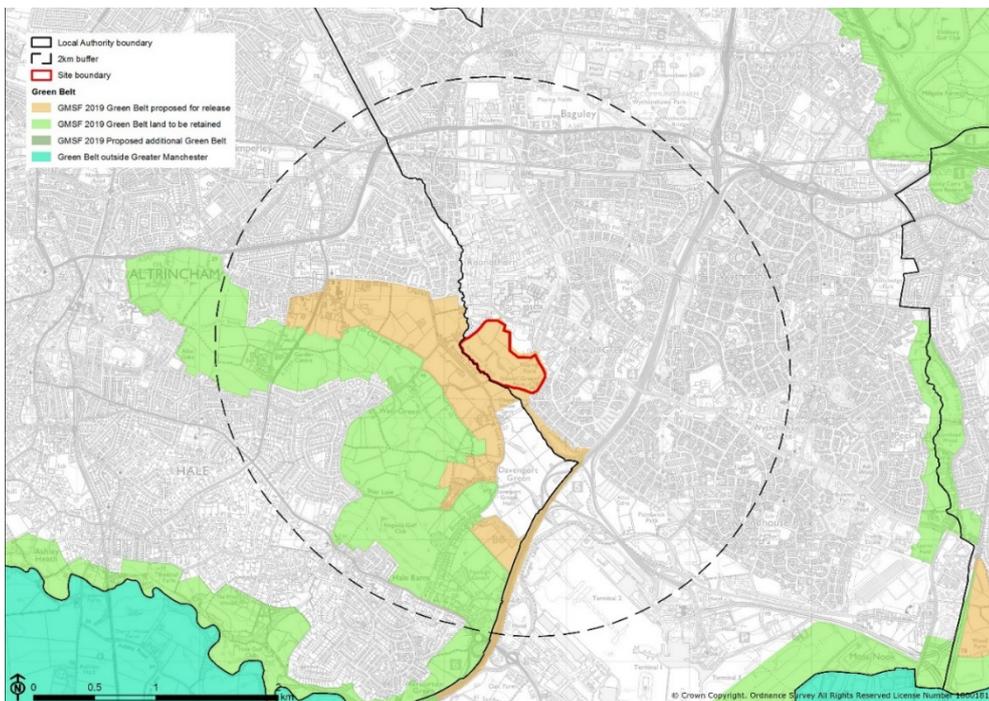
Potential Enhancement Opportunities for the Green Belt

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# GM Allocation 11, Roundthorn Medipark Extension



Above: View from junction Whitecarr Land and Newall Road looking north across proposed release site.



GM Allocation Area: 21.47 ha

Potential Enhancement Opportunities  
for the Green Belt

## Study area definition

GM Allocation 11, Roundthorn Medipark Extension is located with the boundary of MCC, approximately 1.8km north west of Wythenshawe town centre. The western boundary of GM Allocation 11 is formed by the neighbouring Borough of Trafford and GM Allocation 46, Timperley Wedge. The retained Green Belt within 2km of GM Allocation 11 will fall within Trafford Council administrative boundary. GM Allocation 11 as a whole is within the Green Belt and is entirely proposed for release. According to the Draft GMSF, a small northern portion of this GM Allocation site and a large area to the north outwith the GM Allocation boundary has been identified for future office developments Ref. Medi Park.

The existing land use consists of small to medium size flat rough grazing fields often used as pony paddocks. Fields are bound by mature hedgerows with a high percentage of hedgerow trees. A number of well vegetated ponds are located centrally within GM Allocation 11 and Fairywell Brook forms the southern boundary. Wythenshawe Hospital is located to the north, across Floats Road and a large hospital staff car park is located immediately adjacent this GM Allocation site, to the east.

The GM Allocation site is bound to the south by Fairywell Brook, to the west by Dobbinetts Lane and to the east by Barnacre Avenue / Clay Lane and car parks. The northern boundary is a block of woodland at the junction of Dobbinetts Lane and Floats Road.

Land lying within 2km of GM Allocation 11 will form the focus of GI recommendations / mitigation to enhance the 'beneficial use' of the Green Belt. There are no proposed additions to the Green Belt within 2km of the GM Allocation site.

# Summary of evidence and policy influencing 'beneficial use' proposals

## Published landscape character assessments – Greater Manchester Combined Authority

GM Allocation 11 is located within the Urban Fringe Farmland LCT, as identified within the Greater Manchester Landscape Character and Sensitivity Assessment, 2018<sup>1</sup>. It is further defined within LCA 41: Altrincham and Hale. The predominant landscape characteristics of GM Allocation 11 include a rolling, elevated farmland landscape with small to medium irregular shaped fields, remnant of parliamentary enclosure. Recreational pursuits including golf courses are evident, as are pockets of woodland associated with settlement edges, road and stream corridors. Parts of the landscape are influenced by large scale industrial and commercial developments. Guidance and opportunities to consider within this Landscape Character Area include:

- Avoid siting development on highly visible skylines.
- Ensure that the sense of separation the landscape provides between distinct settlements is retained.
- Utilise areas of existing woodland to integrate new development into the landscape. Avoid sites designated for their nature conservation importance.
- Consider the potential to restore less productive areas of farmland to lowland raised bog habitat.
- Restore and enhance areas of deteriorating farmland including additional, species-rich hedgerow planting to fill gaps and replace post and wire fencing. Reintroduce hedgerow trees where appropriate.

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<sup>1</sup> Greater Manchester Combined Authority (2018) Greater Manchester Landscape Character and Sensitivity Assessment

- Encourage woodland creation schemes on areas of low grade agricultural land, including through the Northern Forest Initiative. Woodland planting along motorways and staggered blocks of planting should be used to help screen views of traffic and reduce noise.
- Enhance public access and provide new informal recreational provision.
- Protect the pockets of tranquillity and relative remoteness associated with the landscape and the role the LCT plays as a rural backdrop and buffer between discrete urban areas.
- Improve signage, interpretation and waymarking at areas used for informal recreation.
- Ensure any development is in keeping with the mainly rural character of the landscape in terms of form, density and vernacular.

## **Published landscape character assessments – Local level**

There is no local level published landscape character assessment for Manchester City Council (MCC).

## **Flood Risk<sup>2</sup>**

The Environment Agency has identified sections of the adjacent Green Belt to the south west along The Timperley Brook within Flood Zone 2 and 3. This presents an opportunity to combine Nature Based Solutions for Flood Risk reduction with green infrastructure enhancements.

## **Open Space Study**

Whilst there is no retained Green Belt within the study area which is located within Manchester City Council, the open space strategy context has been considered within this assessment. The Manchester Open Space, Sport and Recreation Study<sup>3</sup> concluded that the future strategy for the improvement of open spaces in Wythenshawe should be based on a balance between provision (play facilities), qualitative improvements and improved linkages between and within sites.

The Green Belt to the south west of GM Allocation 11 lies within Trafford Council local authority boundary and within the Hale Barns Ward. According to the 2009 Green and Open Space

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<sup>2</sup> The Environment Agency (2018), Flood Map for Planning (Rivers and Sea)

<sup>3</sup> Manchester City Council (2009) City Wide Open Spaces, Sport and Recreation Study

Assessment<sup>4</sup>, there is a deficiency within accessible green space for residents within this ward. From the 2010 Greenspace strategy<sup>5</sup>, this GM Allocation site was reassigned into the Altrincham area, where access to quality play areas and semi-natural greenspace were the key improvement recommendations.

## Existing baseline

### Access

There are no Public Rights of Way within GM Allocation 11.

Within the retained Green Belt to the west, the PRow network is relatively sparse and unconnected particular south of the GM Allocation site. However, there are several lanes through the retained Green Belt which help to link many of these footpaths.

A network of PRow, predominantly routed along field boundaries, connect GM Allocation 11 with the surrounding settlement edges. This pattern continues towards both the north western and southern extents of the study area. Public Footpath Altrincham 25 connects Hale with Altrincham, via Altrincham Golf Course. Public Footpaths Altrincham 27 and Hale 19 provide connections with local B roads.

The Green Belt along the River Bollin valley is similarly served by a series of PRow, connecting the settlement of Hale with surrounding countryside. Public Footpath Hale 10 follows the course of the river and connects with Public Footpath 14 (Ringway) in the adjacent Manchester City Council administrative boundary.

Whitecarr Lane, which borders GM Allocation 11 before passing through the retained Green Belt in neighbouring GM Allocation 46, is defined as a Busy Beeway. This means it has been identified by TfGM as a busier road that will require a higher level of design intervention to improve cycling and walking.

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<sup>4</sup> Trafford Council (2009), Trafford's Green and Open Spaces – An Assessment of Need Update

<sup>5</sup> Trafford Council (2010), Trafford Greenspace Strategy

There are a number of Severance Lines surrounding and within GM Allocation 11, including the M56 <1km to the east. Severance Lines are identified by TfGM to mark barriers to pedestrians and cyclists from the natural and built environments.

Most of the Severance Lines surrounding GM Allocation 11 do not form barriers between the GM Allocation site and the retained Green Belt. Exceptions to this include Clay Lane (500m west), parts of Shay Lane (3/4km south) and the A5144 (1.25km west).

There are 2 proposed crossing points on the A5144 within the retained Green Belt. These have been identified by TfGM as places where crossing points would be most beneficial to pedestrians and cyclists.

Brooks Drive runs north to south approximately 100m from GM Allocation 11 and is classified in TfGM's Cycle Network as a Traffic-free route. This route is also classified as a Beeway by TfGM, representing a route that is the quickest way to get from A to B.

Further west the A5144 is also identified in the TfGM Cycle Network. This is an On-road route where cycle facilities such as cycle lanes or advanced stop lines are present.

## **‘Beneficial use’ proposals and potential GI enhancements subject to further work**

### **Access**

The opportunity exists to improve the surface condition and enhance the wider connectivity of PRoW linkages within and surrounding GM Allocation 11. With the retained Green Belt forming a linear green wedge along the settlement edge of Hale and Altrincham, a circular footpath route could be introduced. The potential also exists to explore short extensions to existing PRoW, creating a wide ranging and cohesive network. This could include links between Public Footpaths Hale 22 and Hale 16 and Altrincham 27 and Altrincham 17, with the addition of a footbridge over Timperley Brook. The potential to accommodate additional users on these routes, including cyclists and horse riders, could also be considered.

Connectivity could also be enhanced with the introduction of a new PRoW along the length of the River Bollin, extending the existing provision to create an attractive recreational facility. This could be developed into a linear riverside park and would be consistent with the Trafford

published landscape character assessment which encourages ecological diversity of recreation facilities.

Highlighted as a potential opportunity for improvement as part of comments sourced from the public on the Bee Network proposals, the Whitecarr Lane / Roaring Gate Lane junction is described as requiring a pedestrian crossing. The requirement for re-surfacing and upgrading is also highlighted.

Future enhancements could consider how access may be improved to help promote pedestrian movement, including the introduction of footpaths and crossing points. This includes interventions at the Green Lane and Thorley Lane junction. The requirement for improvements to the Brooks Drive and Hale Road junction is also highlighted.

The enhancement of existing local cycle links should also be considered. The TfGM cycle network route on Brooks Drive is 115m in length and could be extended south towards Hale Barns and north along Roaring Gate Lane to connect with the existing network. Street lighting and the widening of roads to provide separated pedestrian and cycle paths could also be considered. The surfacing of the cycle network route across Altrincham Golf Course is referenced within the comments sourced from the public on the Bee Network proposal. It is also classified as a Beeway ('representing the most direct route between crossing points') and has the potential to be utilised as a popular route between Timperley and Hale. Resurfacing is also required to NCN 85 adjacent to the Manchester Airport tunnels.

## Existing baseline

### Sport and recreation

Within GM Allocation 11 there is a 4ha playing field, defined as open greenspace located off Barnacre Avenue.

There are several OS Open Greenspace sites within the retained Green Belt which lies to the west of GM Allocation 11 within Trafford.

The largest of these are two Golf Courses: Altrincham Golf Course (Nearly 2km west of this GM Allocation site covering nearly 50ha) and Ringway Golf Course (1.5km south-west of the GM Allocation site and over 40ha in size).

Potential Enhancement Opportunities  
for the Green Belt

200m east of GM Allocation 11 is an allotment nearly 2ha in size. This is accessed from Wellfield Lane.

Wellfield Lane Park is located under 1.5km from the GM Allocation site. The site is relatively small (<1ha) but also includes a play area.

Further west, 2km from the GM Allocation site lies Grove Park Recreation Ground, which is 8ha and can be accessed off Grove Lane, Long Hey and Delaney's Road (A5144).

South of the GM Allocation site is a third Playing Field. Hale Barns Cricket Club is 1.5km from GM Allocation 11, 1.5ha in size, and accessed from Brooks Drive.

## **'Beneficial use' proposals and potential GI enhancements subject to further work**

### **Sport and recreation**

Where possible, the playing field should be retained as open space within any development proposals associated with GM Allocation 11. The field is associated with Newall Green High School and the density of surrounding built form would suggest difficulty in siting this facility nearby.

This playing field could also function as a green wedge separating the urban fringe of Newall Green with any future development associated with the release of this GM Allocation site.

The presence of private recreational assets (Ringway Golf Club and Timperley Sports Club) afford the opportunity to offer accessible sports packages to local residents. Improvements to the network of local playing fields along the Hale Barns settlement edge could also be explored; including enhanced access control, way-marking and interpretation to encourage healthy lifestyles and increase usage of the green space assets. The ecological diversity of these recreational facilities could also be encouraged, with the provision of new planting, and leaving uncut areas of grass and wildflowers – in particular around the facility boundaries. This would also tie-in the policy guidelines included within Trafford's published landscape character assessment.

## Existing baseline

### Biodiversity and wildlife corridors

Davenport Green Wood to the south of GM Allocation 11 is designated ancient woodland and a Site of Biological Importance. This woodland lies within part of the proposed release of GM Allocation 46.

There is a large Grade B SBI, one of district importance<sup>6</sup> located to the south west of GM Allocation 11 within the adjacent Green Belt. This ecological designation (The Ponds at Davenport Green) is associated with the Timperley Brook and forms a prominent feature within the landscape.

Timperley Brook in adjacent Green Belt the west of GM Allocation 11 is classified as 'Moderate' according to the Water Framework Directive (WFD).

Land contained within the north west and south west sections of GM Allocation 11 is defined as either EA Flood Zone 2/3.

## 'Beneficial use' proposals and potential GI enhancements subject to further work

### Biodiversity and wildlife corridors

Davenport Green Ancient Woodland should be retained and incorporated within any development proposals arising from the release of GM Allocation 11. This ecological feature will form a unique and complex habitat of plant life, fungi, insects and other microorganisms.

Green infrastructure enhancements should be in keeping with local ecological requirements, including management of invasive species and planting to improve the key aspects for designation.

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<sup>6</sup> Greater Manchester Ecology Unit (2016) Greater Manchester Sites of Biological Importance Selection Guidelines

There may be opportunity to expand the ponds and grasslands associated with this SBI by utilising medium grade farmland to the west adjacent Ash Lane.

This initiative would also link with hedgerow restoration potential and native woodland buffer planting within the wider Green Belt to the south, thereby creating a wider habitat mosaic with reinforced connections.

There is opportunity for green infrastructure enhancements to improve this status to 'Good' through interventions such as the removal of historic modifications which prevent natural flow, and the introduction of appropriate native planting to enhance water health.

Lying to the south of GM Allocation 11 within the administrative boundary of MCC, land parallel Fairywell Brook could also be enhanced to provide an improved buffer between the watercourse and residential properties at Newall Green.

Due to the proximity of EA Flood Zones 2 and 3, any future GI enhancements could seek to enhance the ecological and hydrological beneficial features within the area of retained Green Belt by combining flood risk reduction with green infrastructure improvements. It may be feasible to provide features such as drainage ditches which could also function as SuDS, providing benefits for biodiversity.

## Existing baseline

### Landscape and visual

With the exception of the playing field, the land within GM Allocation 11 is classified as Enclosed Land according to the Greater Manchester Urban Historic Landscape Characterisation.

The majority of the Green Belt south and west of this Enclosed Land, with most of the sport and recreation uses mentioned above typed as Ornamental, Parkland and Recreational.

There are two relatively small (1.55 and 1.35ha) areas of Woodland, further typed as Wood Pasture located over 1km south of GM Allocation 11.

Additionally, there are three sites, covering 5.5ha in total, which have been broadly typed as Horticulture. 2 of these are nurseries and one is an allotment.

Potential Enhancement Opportunities  
for the Green Belt

The opportunity exists to protect and enhance semi-natural habitats and networks, including riparian, broadleaved and ancient woodland tracts bordering the River Bollin. The opportunity exists to strengthen the links between GM Allocation 11 and the surrounding Green Belt, particularly to the west, through woodland creation. The agricultural land classification in this area is Grade 3, with potential to extend the existing woodland infrastructure along field boundaries and road verges. There is also an opportunity to extend Davenport Green Wood SBI, which is partially in the area of retained Green Belt.

Further reinforcement of woodland could be provided at Cotterill Clough and Sunbank Wood, through extensions to the south towards the River Bollin where the agricultural land is classified at grade 4.

The retained Green Belt to the south and west of GM Allocation 11 has Agricultural Grade 3 land. This is agricultural land with moderate limitation on the choice or timing of crops.

GM Allocation 11 and parts of the retained Green Belt further west are classified as Urban, indicating there is relatively little potential for a return to agriculture due to building density or 'hard' uses.

Areas within the retained Green Belt to the west of neighbouring GM Allocation 46 are defined as green infrastructure. As defined by GMEU, the River Bollin forms a corridor of Green Infrastructure (2018) based on numerous layers of wildlife, habitats and land types.

## **'Beneficial use' proposals and potential GI enhancements subject to further work**

### **Landscape and visual**

It is important that new development does not dilute the field patterns associated with the areas defined as Piecemeal Enclosure and Surveyed Enclosure. In particular, existing historic boundaries and associated features should be retained and actively maintained and relict field boundaries restored or reinstated to enhance the legibility of historic landscapes. Such locations should be enhanced with native hedgerow planting and selective hedgerow trees to improve species diversity.

Green buffers and green wedges of native woodland and shrub planting could be utilised at the junction between existing and proposed development, and along transport corridors such as the

Potential Enhancement Opportunities  
for the Green Belt

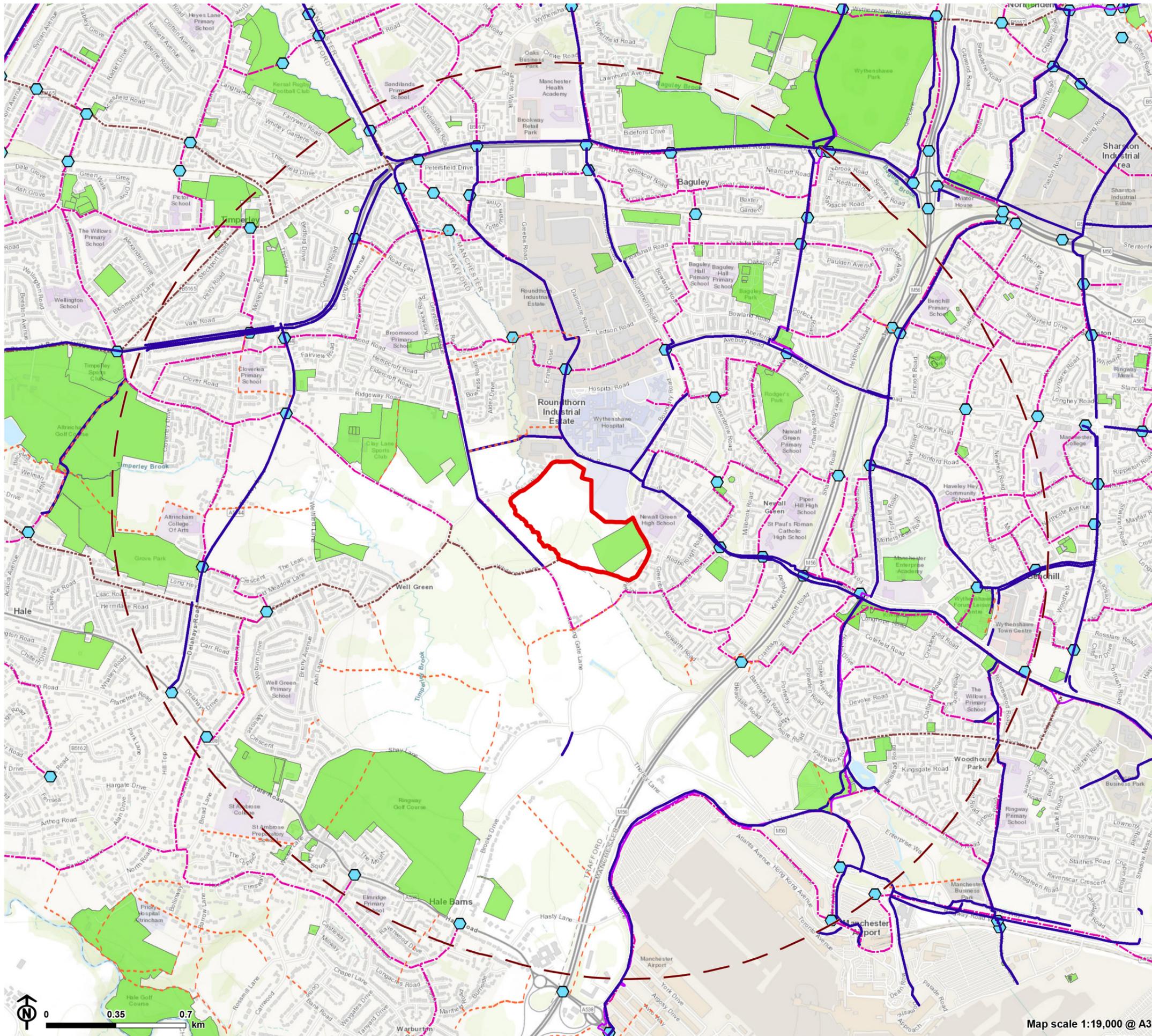
M56 to provide softer edges to urbanised areas. Green Belt lying to the south of the M56 and located within the administrative boundary of MCC could be enhanced through strengthening of the woodland belt parallel this major infrastructure route.

The opportunity exists to protect and enhance semi-natural habitats and networks, including riparian, broadleaved and ancient woodland tracts bordering the River Bollin. The opportunity exists to strengthen the links between GM Allocation 11 and the surrounding Green Belt, particularly to the west, through woodland creation. The agricultural land classification in this area is Grade 3, with potential to extend the existing woodland infrastructure along field boundaries and road verges. There is also an opportunity to extend Davenport Green Wood SBI, which is partially in the area of retained Green Belt.

Further reinforcement of woodland could be provided at Cotterill Clough and Sunbank Wood, through extensions to the south towards the River Bollin where the agricultural land is classified at grade 4.

Access, Sport and Recreation  
GM Allocation 11

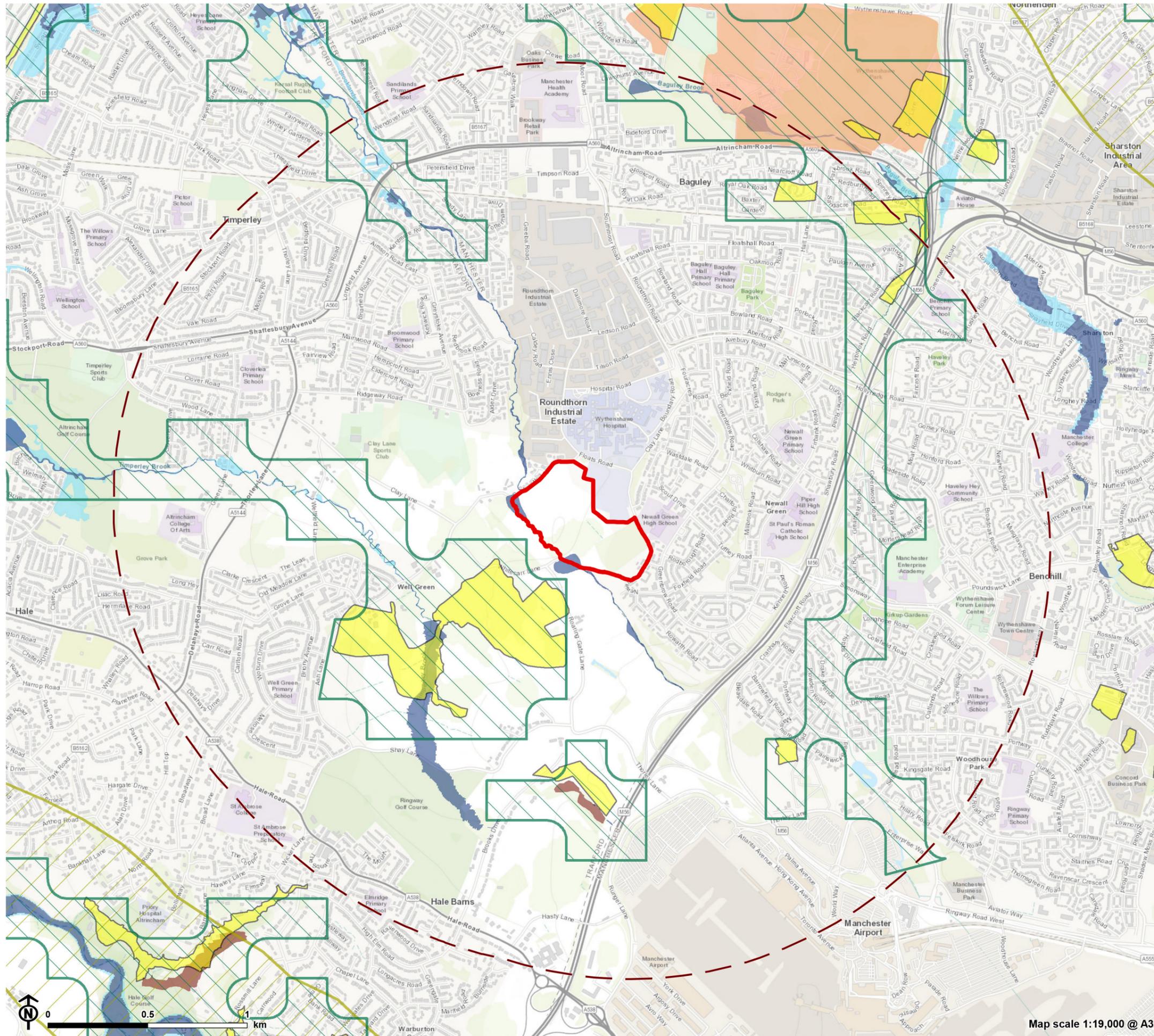
-  Site boundary
-  Site boundary - 2km buffer
- Access**
-  Public right of way
-  Sustrans route
-  TfGM cycle route
-  Bee network - crossing point
-  Bee network - beeway
-  Bee network - busy beeway
- Sport and Recreation**
-  Open green space



Map scale 1:19,000 @ A3



Biodiversity, Landscape and Visual  
GM Allocation 11



- Site boundary
- Biodiversity**
- Site of biological importance
- Local nature reserve
- National nature reserve
- SSSI
- Special Area of Conservation
- Ancient woodland
- Flood zone 2
- Flood zone 3
- Landscape and Visual**
- Priority green infrastructure
- Green infrastructure opportunity area



Map scale 1:19,000 @ A3

# Potential enhancement projects

## Access

1. Improve surfacing to the existing PRow network at the settlement edges. This would enable onward linkages to nearby residential areas within Wythenshawe, outwith the Green Belt boundary.
2. Enhancement of the existing local cycle links, including street lighting and the widening of roads to provide segregated pedestrian and cycle paths. The TfGM cycle route on Brooks Drive could be extended south towards Hale Barns and north along Roaring Gate Lane to connect with the existing network.
3. Create a new pedestrian crossing on the Whitecarr Lane / Roaring Gate Lane junction.
4. Introduce a circular PRow around the linear Green Belt wedge at the settlement edge of Hale and Altrincham.

## Sport and recreation

5. Introduce the opportunity for accessible sports packages for local residents to private recreational assets, including Ringway Golf Club and Timperley Sports Club.

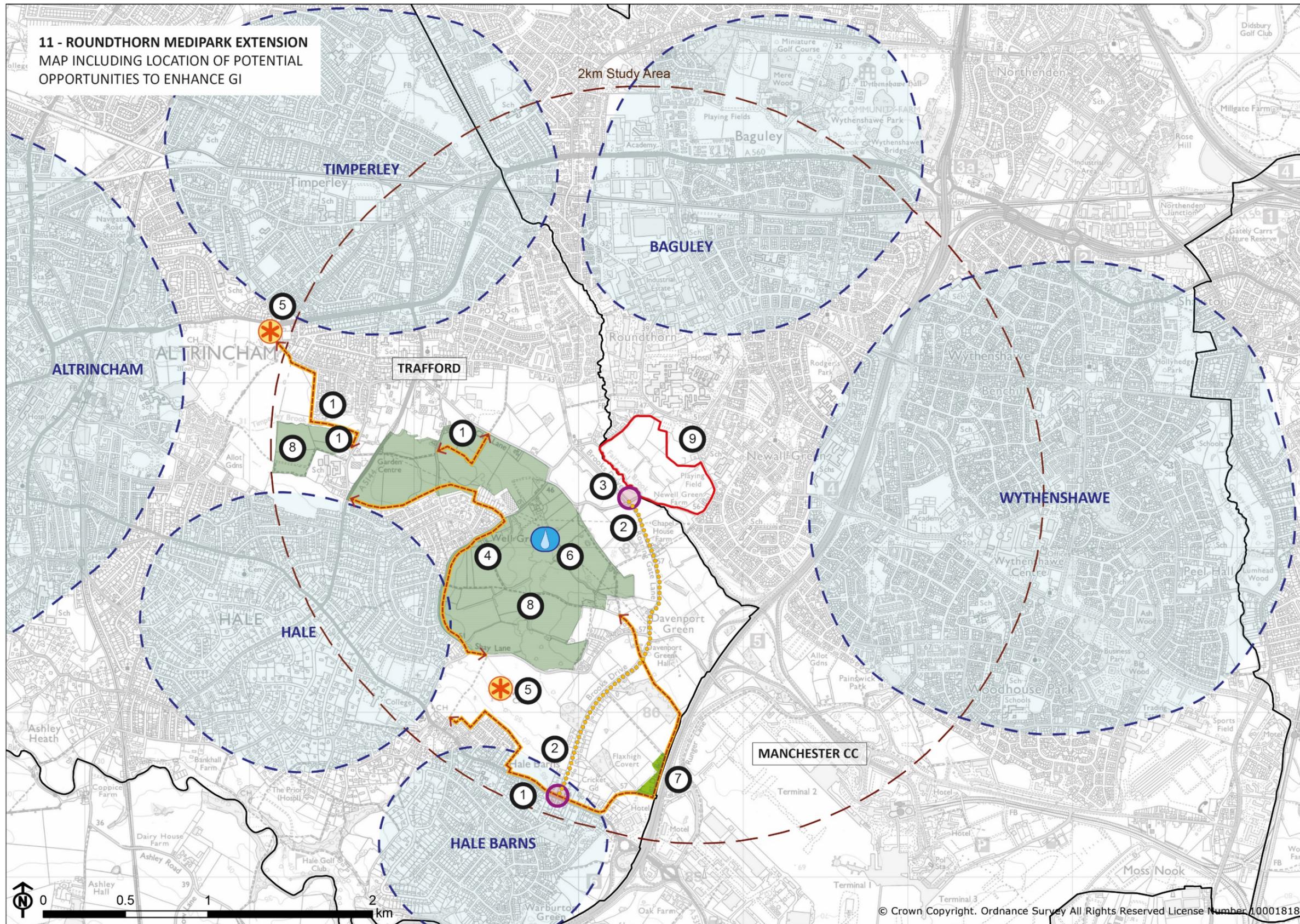
## Biodiversity and wildlife corridors

6. Enhance the ecological and hydrological beneficial features within the area of retained Green Belt by combining flood risk reduction with green infrastructure improvements. Habitat enhancement options could include the creation of ponds in the wider landscape and increasing connectivity for amphibians and aquatic invertebrates present in the ponds at Davenport Green.

## Landscape and visual

7. Extend the existing woodland belt along the M56. Large scale planting of broadleaved woodland will be a measure to increase the connectivity.
8. Maintain and enhance the traditional pattern of species rich hedgerow field boundaries within the wider landscape, including in urban areas.

9. Consider incorporating green roof schemes, such as green roof bus stops, in the surrounding urban landscape to compensate for loss of vegetation.

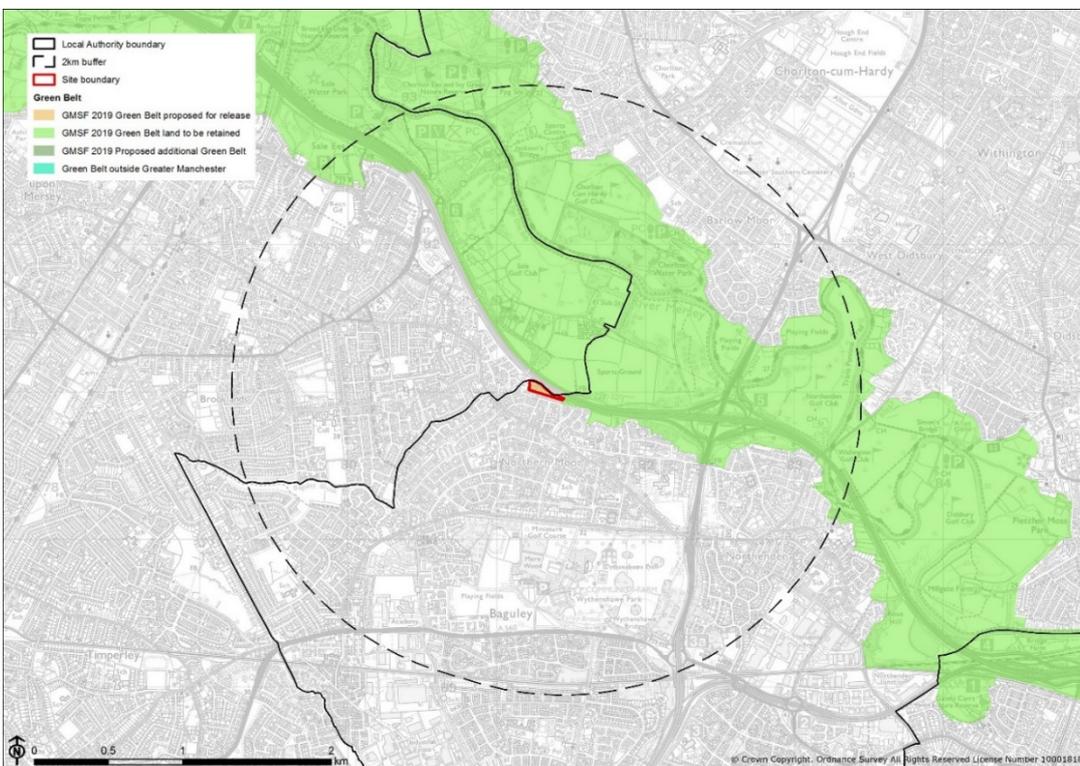


Potential Enhancement Opportunities for the Green Belt

# GM Allocation 12, Southwick Park



Above: View from Southwick Road looking north access GM Allocation 12 towards as vegetated M60 corridor.



GM Allocation Area: 0.97 ha

Potential Enhancement Opportunities  
for the Green Belt

## Study area definition

GM Allocation 12, Southwick Park is the smallest GM Allocation site at under 1ha. It is located with Manchester City Council local authority, bordering Trafford Council. The GM Allocation site is situated on the urban fringe of Northern Moor adjacent the M60 motorway. The airport line of the Metrolink is located on embankment to the immediate west of the GM Allocation site. The Green Belt adjacent GM Allocation 12 is predominantly on the northern side of the motorway, although there is a narrow section to the east which is proposed for retention. GM Allocation 12 as a whole is within the Green Belt and is entirely proposed for release.

The GM Allocation site is currently a small local park with locally equipped play area, enclosed Multi-Use Games Area and basketball court. The play spaces are set within a well maintained mown amenity grass fringed with M60 buffer planting.

The GM Allocation site is bound to the north by the M60 motorway and to the west and south by the urban fringe of Northern Moor. New and post-war social housing constitute the adjacent built form. The boundary to the east is less well defined, formed by the pinch point between housing on Southwick Road and the M60.

Land lying within 2km of GM Allocation 12, Southwick Park (identified as retained Green Belt) will form the focus of GI recommendations / mitigation to enhance the 'beneficial use' of the Green Belt. There are no proposed additions to the Green Belt within the 2km study area.

## Summary of evidence and policy influencing

### 'beneficial use' proposals

#### Published landscape character assessments – Greater Manchester Combined Authority

GM Allocation 12, Southwick Park is located within the Broad Urban Fringe Valleys LCT, as identified within the Greater Manchester Landscape Character and Sensitivity Assessment, 2018<sup>1</sup>. It is further defined within LCA 45: River Mersey. The predominant landscape

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<sup>1</sup> Greater Manchester Combined Authority (2018) Greater Manchester Landscape Character and Sensitivity Assessment

characteristics of GM Allocation 12 include a lowland valley landscape with generally wide, flat floodplains. There is substantial canalisation of the Mersey from Stockport to the Carrington Spur Road (A6144) with banks made from grassed, engineered slopes. Land use is a mix of small and medium sized pastoral fields with horse paddocks adjacent the urban edge. Robust hedgerows and lines of trees form field boundaries and contain local views. There are significant recreation and amenity land uses located with the LCT alongside utility infrastructure including water treatment works, flood infrastructure and large electricity substations. Guidance and opportunities to consider within this Landscape Character Area include:

- Protect the role and function of the valley landscapes as green corridors separating areas of dense development, including their importance for access and recreation by nearby urban communities.
- Protect and where possible enhance semi-natural habitats and networks including broadleaved (including ancient) and riparian woodland, semi-natural grassland, wet pasture, scrub. Avoid siting development that would lead to the loss or fragmentation of any locally or nationally designated wildlife site.
- Ensure any new development does not dilute the strong field patterns associated with the landscape within the Mersey Valley. Strengthen areas of lost field boundaries across both valleys by planting or gapping up lengths of characteristic hedgerows.
- Planting, potentially including through the Northern Forest Initiative, should be used to provide a transition between any new development and areas of open land in order to avoid hard development edges – using locally prevalent species and respecting characteristic patterns of tree cover.
- Staggered blocks of planting should also be introduced along motorways and main roads to help screen views of traffic and reduce noise.
- Explore opportunities to restore further areas of reclaimed land within the Mersey Valley for wildlife and recreation, also with possible links to The Northern Forest initiative.
- Hedgerows should be conserved and enhanced where applicable gaps repaired. New hedgerow planting should be encouraged where it has been removed and replaced by post and wire fencing.
- Protect the areas of semi-natural habitat associated with the Mersey Valley.

- Recreational opportunities should be maintained and enhanced in order to preserve the high recreational value of the valleys as green fingers through densely populated areas. Opportunities should be sought to strengthen the links between public footpaths, bridleways, cycle routes (including the Trans Pennine Trail) and the various recreational destinations found within the landscape.

## Published landscape character assessments – Local level

There is no local level published landscape character assessment for Manchester City Council.

## Flood Risk<sup>2</sup>

The Environment Agency has identified large tranches of the adjacent Green Belt to the north along The River Mersey within Flood Zone 2 and 3. This presents an opportunity to combine Nature Based Solutions for Flood Risk reduction with green infrastructure enhancements.

## River Valleys Policy E3.4<sup>3</sup>

Policy E3.4 relates to the River Mersey floodplain to the north of GM Allocation 12.

Manchester City Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. Within these areas measures will be taken to:

- a. achieve widespread environmental improvements;
- b. protect the natural environment;
- c. improve water quality;
- d. improve access for pedestrians, disabled people, cyclists and, where appropriate, horse riders;
- e. protect and enhance wildlife corridors.

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<sup>2</sup> The Environment Agency (2018), Flood Map for Planning (Rivers and Sea)

<sup>3</sup> Manchester City Council (1995), Manchester City Council UDP

## **Leisure Improvement Area Policy CB49 / CB50<sup>4</sup>**

The Leisure Improvement Area Policy from Manchester City Council's Local Plan Core Strategy relates to leisure and recreation opportunities within the Mersey Valley in Green Belt to the north of GM Allocation 12.

Proposals will specifically look at the Barlow Hall Tip, West Didsbury, with restoration for informal public open space to extend functionality of Chorlton Water Park to the south east. The policy also reinforces the enhancement of public open space at Kenworth Farm, Northern Moor with the potential for continued development for informal recreation, including equestrian provision and local nature conservation. Some retention of the agricultural land use will be required to maintain landscape character.

### **Open Space Study**

The Green Belt within 2km of GM Allocation 12 lies within both Manchester City Council and Trafford Council Local Authorities and spreads across a number of wards. The key areas which will be noted as part of this study are in reference to the Northenden and Chorlton Park wards under Manchester City Council and the Sale Moor ward within Trafford Council. According to the Manchester City Council City Wide Open Spaces, Sport and Recreation Study, 2009<sup>5</sup>, the key priorities for greenspace within these two wards include the promotion and development of green linkages connecting residents with open spaces in nearby areas, and qualitative enhancements to existing open space facilities, in particular parks and gardens, children's play areas and. A deficiency in Provision for children was also highlighted, particularly around Northenden.

Green Belt to the north west of GM Allocation 12 is within the boundary of Trafford Council. According to Trafford Council's Green and Open Spaces – An Assessment of Need Update, 2009<sup>6</sup>, the Sale Moor ward ranked as the most deficient in respect of accessible greenspace. According to the 2009 study, 15.61 hectares of new space is required to meet the Trafford

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<sup>4</sup> Manchester City Council (1995), Manchester City Council UDP

<sup>5</sup> Manchester City Council (2009), City Wide Open Spaces, Sport and Recreation Study

<sup>6</sup> Trafford Council (2009), Trafford's Green and Open Spaces – An Assessment of Need Update

Borough standard. From the 2010 Trafford Greenspace Strategy<sup>7</sup>, semi-natural green space and local open space were key deficiencies within the Sale locality.

## Existing baseline

### Access

There are no public footpaths which pass through GM Allocation 12.

The closest PRow to GM Allocation 12 is Sale: 13 which crosses the M60 to the east, allowing access to the retained Green Belt to the north, and promoting connectivity between urban Manchester /Trafford and the River Mersey basin.

1km north PRow FFP235 and FFP139 run along the northern and southern banks of the River Mersey, passing under the A5103 and connecting the Green Belt east and west of this road network.

There are several major Severance Lines, as identified by TfGM, within the study area. These include, but are not limited to the M60, the River Mersey and the A5103 Princess Parkway.

The Green Belt to the north of GM Allocation 12 offers a number of local and national level on and off-road cycle networks.

Less than 1km north of the GM Allocation site is an existing TfGM traffic-free Cycle Network. This forms a loop and continues east connecting with Sustrans National Cycle Route 85.

Of particular note is Sustrans NCN Route 62, along The Trans Pennine Trail, which is traffic free and runs east to west, along the northern bank of the River Mersey.

The Trans Pennine Trail is a 215 mile multi-user route connecting the North and Irish Seas through the Pennines, and alongside rivers and canals which pass through some of the most historic towns and cities in the North of England.

Sustrans NCN Route 6 is located in Green Belt to the north west of Chorlton Water Park joining with NCN 62 / The Trans Pennine Trail.

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<sup>7</sup> Trafford Council (2010), Trafford Greenspace Strategy

# **‘Beneficial use’ proposals and potential GI enhancements subject to further work**

## **Access**

There is opportunity for small scale green infrastructure interventions to enhance usability and legibility of routes, including vegetation clearance and potential resurfacing at cross-country, circular and long-distance routes with improved access at overgrown entrance points.

This will increase usability of the existing dense network of Public Rights of Way which serve a concentrated urban population providing doorstep access to tranquil green space.

This would be particularly beneficial on the edge of Barlow Moor to provide enhanced access to both Sale and Chorlton Water Parks.

Rather than create new crossing points to breach severance lines, it is recommended to improve parallel access. For example, the addition of a cycleway to link NCN 85 at the M60 / Princess Parkway interchange and PRow Sale 13, crossing the M60 with upgrading to cycleway standard would enhance connections between the Green Belt north of GM Allocation 12 and the urban population of Northern Moor.

There are various interlinking opportunities for improved cycle provision within the retained Green Belt, particularly to the north and east of GM Allocation 12.

There is opportunity to enhance the Trans Pennine Trail Long Distance Footpath (NCN 62) within the adjacent Green Belt. Interventions including resurfacing, particularly at key access points onto the route from the surrounding urban area. Signage and interpretation could increase route legibility and identity. A potential addition to this route could be provided on the northern bank of the River Mersey to create a circular cycle route around the park and provide more direct east to west connectivity. The inclusion of cycle-friendly access to / from the Chorlton Water park would be important within design proposals.

There is opportunity to widen and upgrade the surfacing of NCN Route 85 to provide all-weather off-road cycle access. Such improvements would need to be aligned with access improvements at points on the fringe of urban areas, in particular at Northenden in Green Belt to the east of GM Allocation 12 where access at the M60 / Princess Parkway is fragmented and difficult to navigate.

Potential Enhancement Opportunities  
for the Green Belt

NCN Route 6 would benefit from greater connectivity to the south via Jackson's Bridge, across the River Mersey and linking into Rifle Road. Upgrading Rifle Road with segregated cycle lanes would enable a further connection west to a traffic free NCN route around Sale Water Park and across the M60 into the urban fringe of Sale.

## Existing baseline

### Sport and recreation

There are several facilities identified as publicly accessible Green Spaces within the retained Green Belt surrounding GM Allocation 12.

40ha of land in the retained Green Belt is classed as Other Sports Facility. This includes Wythenshawe Sports Ground east of GM Allocation 12 and Mersey Bank playing fields to the north east. In addition, Parkway Playing Fields are located 1km north east of the GM Allocation site encompassing a grassed football pitches, multi-use games area and Parkway Play Area.

Chorlton Water Park is a large recreational facility located adjacent the River Mersey in Green Belt north of GM Allocation 12. The Park is the product of gravel extraction resulting from the construction of the M60 motorway in the 1970s. The gravel pit was subsequently flooded creating the lake that is central to the Water Park today.

Chorlton Water Park is a Local Nature Reserve comprising of a lake, surrounded by grasslands and woodlands. It is facilitated by a car park, play area and, dipping platforms, picnic area and a network of accessible paths.

Within GM Allocation 12, there is a small LEAP, Multi-Use Games Area and basketball court. Whilst the amenity grass surrounding the GM Allocation site appears to be well maintained, the play area itself requires upgrading to current play standards.

Northern Moor Allotments are located within Green Belt to the east of GM Allocation 12. There is currently a waiting list for plot access across Manchester.

There are three major golf courses within 2km of GM Allocation 12: Northenden Golf Course, Sale Golf Course and Chorlton-cum-Hardy Golf Course.

# **‘Beneficial use’ proposals and potential GI enhancements subject to further work**

## **Sport and recreation**

Small scale green infrastructure enhancements could focus around improved access and usability of sports facilities. Improved drainage and enhanced ancillary facilities would be particular priorities at Parkway Playing Fields and Merseybank Playing Fields.

Both sites are relatively large and could incorporate alternative community facilities, including older play provision. Existing play areas could be upgraded to meet best practice play standards.

Although Chorlton Water Park has been assessed as a high quality green space asset, there is still opportunity to enhance sport and recreational provision. Proposals should primarily be in line with management plans for the park. These are recommended to focus on improved access for all and improved tertiary infrastructure.

In particular, the path infrastructure at Chorlton Water Park could be greatly improved to maintain all-weather and inclusive access, particularly on the routes of the Mcr 3,2,1 circuits. The picnic area and lakeside access could also be improved, and drainage to the car park off Maitland Avenue is currently an issue.

If GM Allocation 12 is developed as the result of release from the Green Belt, an equivalent play facility could be located elsewhere within the neighbouring Green Belt, although enhanced play facilities within an existing park may provide a more feasible option. There are limited opportunities to retain this facility within the Green Belt on the southern side of the M60 motorway. There is opportunity to locate a new play facility in Green Belt to the north within the Wythenshawe Sports Ground site close to pedestrian overbridge access across the M60.

The existing allotment site offers potential for enhancement through increased access (access track improvements and increased accessibility within the site). Security and perimeter fencing would also benefit from investment.

There is limited opportunity to expand the allotment site into Green Belt to the east, but this would involve the loss of woodland planting at this location.

There are limited opportunities for enhancements to the sporting and recreational functions of the golf courses neighbouring GM Allocation 12. There is opportunity to widen community focus and community facilities to improve inclusion and interaction and promote local level outdoor sport.

## Existing baseline

### Biodiversity and wildlife corridors

Chorlton Water Park Local Nature Reserve in Green Belt north of GM Allocation 12 occupies around 170 acres of woodland, lake and meadow. The reserve can be accessed from The Trans Pennine Trail or through the neighbouring settlement of Barlow Moor. There is an active Friends group who help maintain the facility and promote recreational activities.

There are a number of SBIs located within the Green Belt adjacent GM12 Allocation, most of which are associated with the River Mersey and floodplain to the north. The designations themselves form prominent features within the landscape, including the Meadows at Sale Water Park (north west), Chorlton Ees (north west), Hardy Farm (north west), Barlow Eye Tip (north), Chorlton Water Park (north) and the Field by Electricity Sub-Station (north).

The River Mersey and valley located in Green Belt north of GM Allocation 12 forms a strategic green corridor linking Trafford and Stockport.

The river has been classified as 'Moderate' according to the Water Framework Directive (WFD).

Large areas of EA flood zone 2 and 3 are located within the Green Belt to the north of GM Allocation 12 associated with the River Mersey.

## 'Beneficial use' proposals and potential GI enhancements subject to further work

### Biodiversity and wildlife corridors

The areas of broadleaved woodland and grassland forming the LNR and SBI would benefit from active management practices. The Unimproved neutral grassland is classified a Priority Habitat

within Manchester, and there is opportunity to enhance this habitat through site specific management, including reductions in applications of fertiliser, herbicides and pesticides from agricultural practice, appropriate mowing regimes and clearance of arisings.

Careful woodland management practice should be adopted to enhance the ecology, for example wood piles for invertebrates. Previous community led biodiversity initiatives could also be extended, such as Project Bullfinch where hundreds of fruit trees and shrubs were added to the woodland structure to attract priority bird species.

Green infrastructure enhancements should be in keeping with local ecological requirements, including management of invasive species and structure planting to improve the key aspects for designation.

There may be opportunities to connect some of the SBIs through the creation of new wetland and woodland habitats using the River Mersey as a green spine to create a contiguous network whilst reinforcing the landscape characteristics apparent in this area.

Key biodiversity enhancements relating to the River Mersey and valley should focus on connectivity and management of invasive species in line with conservation management plans.

There is opportunity for green infrastructure enhancements to improve the WFD status to 'Good' through interventions such as the removal of historic modifications which prevent natural flow, and the introduction of appropriate native planting to enhance water health.

There is further potential to increase the size and capacity of the existing habitats located adjacent to this watercourse to enforce nature-based solutions to flood risk and create new accessible habitats. The reedbed and scrub areas within Chorlton Ees SBI and would warrant particular focus to ensure appropriate interventions to meet Sustainable Urban Drainage requirements.

## Existing baseline

### Landscape and visual

GM Allocation 12 and the retained Green Belt to the north is located within the River Mersey LCA, within the Broad Urban Fringe Valleys LCT.

Potential Enhancement Opportunities  
for the Green Belt

The retained Green Belt to the north of the GM Allocation site is predominantly within the Ornamental Parkland Recreational LCT according to the Greater Manchester Urban Historic Landscape Characterisation Project. This includes golf courses, sports grounds Chorlton Water Park and urban greenspace.

GM Allocation 12 and the adjoining retained Green Belt to the north is grade 3 according to the Agricultural Land Classification. This is good to moderate quality agricultural land with some limitations which will affect the choice of crops, timing and type of cultivation, harvesting or the level of yield.

The majority of the retained Green Belt is classified as non-agricultural. This defines land which could be returned to agriculture relatively easily and includes golf courses, private parkland public open spaces, sports fields and allotments.

Approximately 0.5km north of GM Allocation 12, the retained Green Belt is defined as Green Infrastructure according to GMEU. This is reflective of the landscape associated with River Mersey Basin.

This area is also identified as the Mersey Valley Green Infrastructure Opportunity Area, indicating potential for delivering improvements to the green infrastructure network in line with existing policy.

To the north east and north west of GM Allocation 12, parts of the retained Green Belt adjacent the M60 and A5103 are located within Air Quality Management Areas, indicating that they are unlikely to meet national air quality targets.

## **‘Beneficial use’ proposals and potential GI enhancements subject to further work**

### **Landscape and visual**

Explore opportunities to further restore areas of reclaimed land within the Mersey Valley for wildlife and recreation with possible links to The Northern Forest initiative.

This would be particularly prevalent at Barlow Hall Tip / Barlow Eye Tip SBI, which through appropriate management, could form a western extension to Chorlton Water Park LNR.

Whilst the golf courses provide limited opportunities for sport and recreational improvements, they have significant potential to reinforce landscape and ecological functions of the Green Belt. Buffer planting, in the form of mixed grassland and native woodland could be introduced along the southern bank of the River Mersey within the bounds of Sale Golf Course. This would strengthen the important function the River Mersey plays in creating a Green Corridor between urban settlements of Sale /Brooklands and Barlow Moor.

Poorer quality agricultural land lends itself to the creation of semi-natural habitats or the expansion of existing woodlands, one of the key management recommendations for the LCT.

The management and expansion of Kenworthy Woods in Green Belt north east of GM Allocation 12 would be a clear gain in the qualitative and quantitative improvement of semi-natural greenspace within this LCT.

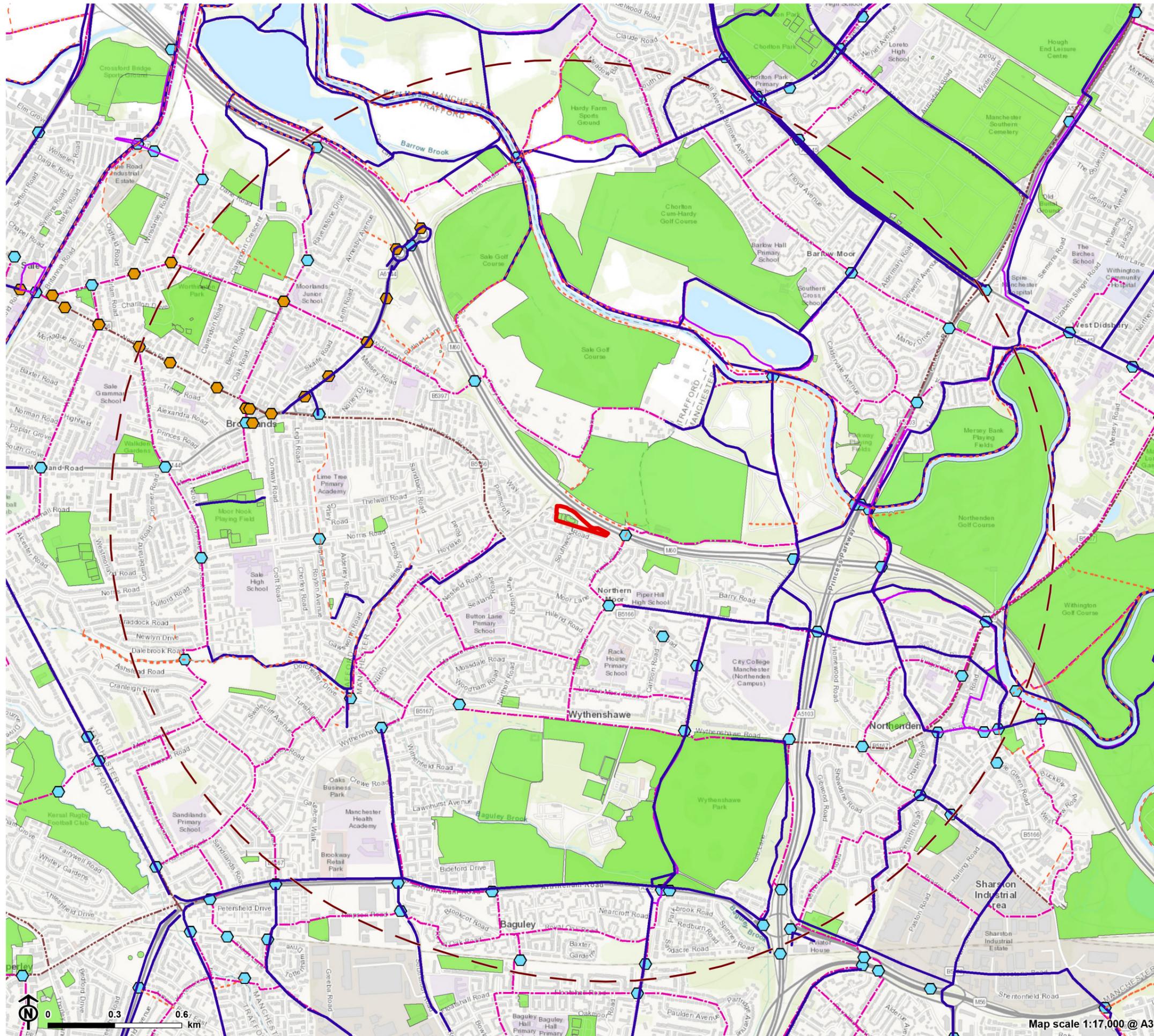
The River Mersey and valley is a strategic landscape with the potential for green infrastructure links within Greater Manchester.

Recreational and access improvements will be key areas to explore to realise the full potential of this cross-borough green corridor, as will the reinforcement of habitat mosaics, realising the importance of grassland, woodland and semi-natural habitat management.

There is opportunity to expand and enhance existing native planting belts along the M60 to improve air quality, reduce noise and provide opportunities for improved woodland habitat.

The section of the Princess Parkway A5103 within the Green Belt is already well planted with mitigation planting. There may be further opportunity to introduce woodland understory layers and specific species to increase functionality and provide enhanced pollution absorption.

Access, Sport and Recreation  
GM Allocation 12

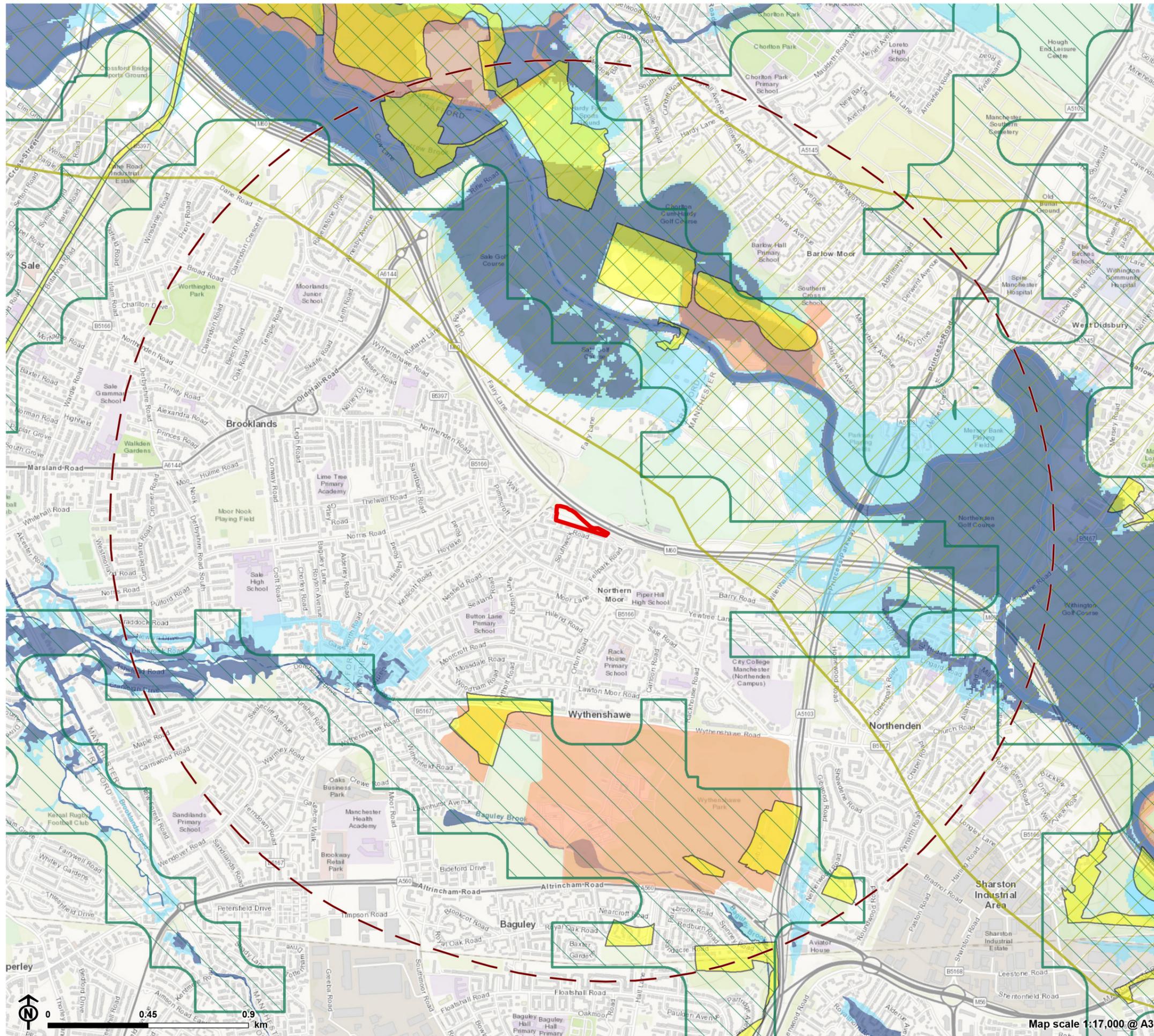


- Site boundary
- Site boundary - 2km buffer
- Access**
  - Public right of way
  - Sustrans route
  - TfGM cycle route
  - Bee network - confirmed infrastructure
  - Bee network - crossing point
  - Bee network - beeway
  - Bee network - busy beeway
- Sport and Recreation**
  - Open green space



Map scale 1:17,000 @ A3

**Biodiversity, Landscape and Visual  
GM Allocation 12**



- Site boundary
- Biodiversity**
  - Site of biological importance
  - Local nature reserve
  - National nature reserve
  - SSSI
  - Special Area of Conservation
  - Ancient woodland
  - Flood zone 2
  - Flood zone 3
- Landscape and Visual**
  - Priority green infrastructure
  - Green infrastructure opportunity area



Map scale 1:17,000 @ A3

# Potential enhancement projects

## Access

1. Access improvements to PRow network at key urban entry points.
2. Development of new cycleway from Northern Moor to M60 / A5103 interchange.
3. Creation of new cycleway linking NCN Routes 62 and 6.
4. Upgrading of Trans Pennine Trail long distance footpath between Sale Water Park and Chorlton Water park.
5. Footpath and interpretation enhancements at Chorlton Water Park.

## Sport and recreation

6. Drainage and access enhancements to at Parkway Playing Fields and Merseybank Playing Fields.
7. Improvements to Northern Moor Allotments.
8. Drainage improvements to Chorlton Water Park Car Park.

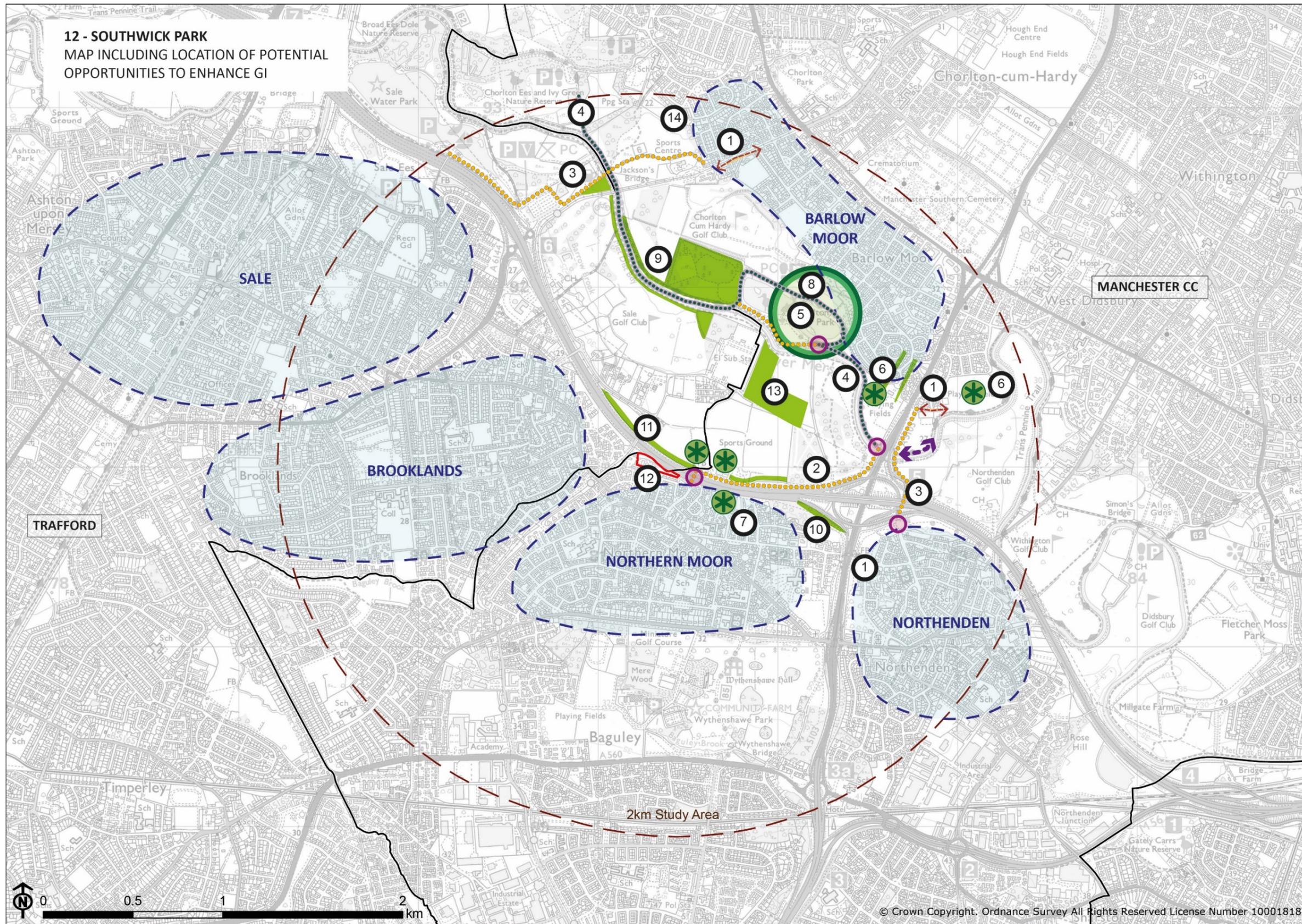
## Biodiversity and wildlife corridors

9. Habitat enhancement options to create ponds within the landscape to create a network for amphibians.
10. Understory and species enhancement adjacent Princess Parkway A5103.

## Landscape and visual

11. Buffer planting adjacent to M60 to improve air quality, reduce noise and provide opportunities for improved woodland habitat.
12. Removal of hedgerow within GM Allocation 12 should be performed sensibly, retaining as much of the original hedgerow as possible. Where hedgerow is lost it should be replaced in the surrounding Green Belt using a diverse range of native species.
13. Management of structure planting at Kenworthy Woods to increase usability of semi-natural space.

14. Consider incorporating green roof schemes, such as green roof bus shelters, in neighbouring housing estates to compensate for the loss of vegetation.



**12 - SOUTHWICK PARK**  
 MAP INCLUDING LOCATION OF POTENTIAL  
 OPPORTUNITIES TO ENHANCE GI

-  LOCAL SETTLEMENT
-  LOCAL AUTHORITY BOUNDARY
-  REVISED GMSF ALLOCATIONS (2019)
-  POTENTIAL CONTIGUOUS HABITAT NETWORK
-  POTENTIAL FOOTPATH UPGRADE / ADDITION
-  POTENTIAL CYCLEWAY UPGRADE / ADDITION
-  ACCESS / CROSSING POINT IMPROVEMENTS
-  EXISTING RECREATIONAL ASSET ENHANCEMENT
-  PROMOTION OF STRATEGIC LINK
-  POTENTIAL LONG DISTANCE FOOTPATH UPGRADE / ADDITION
-  IMPROVEMENT OF REGIONAL RECREATIONAL FACILITIES
-  REFER TO POTENTIAL ENHANCEMENT PROJECTS

Potential Enhancement Opportunities for the Green Belt

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