

Appendix F
Salford

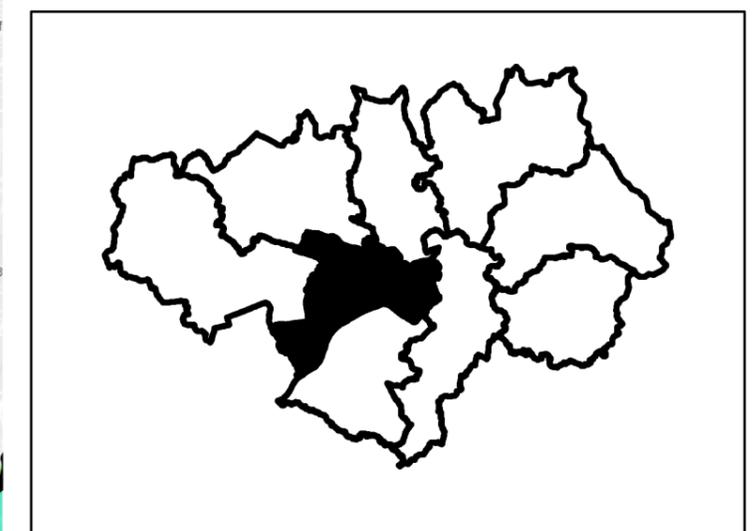
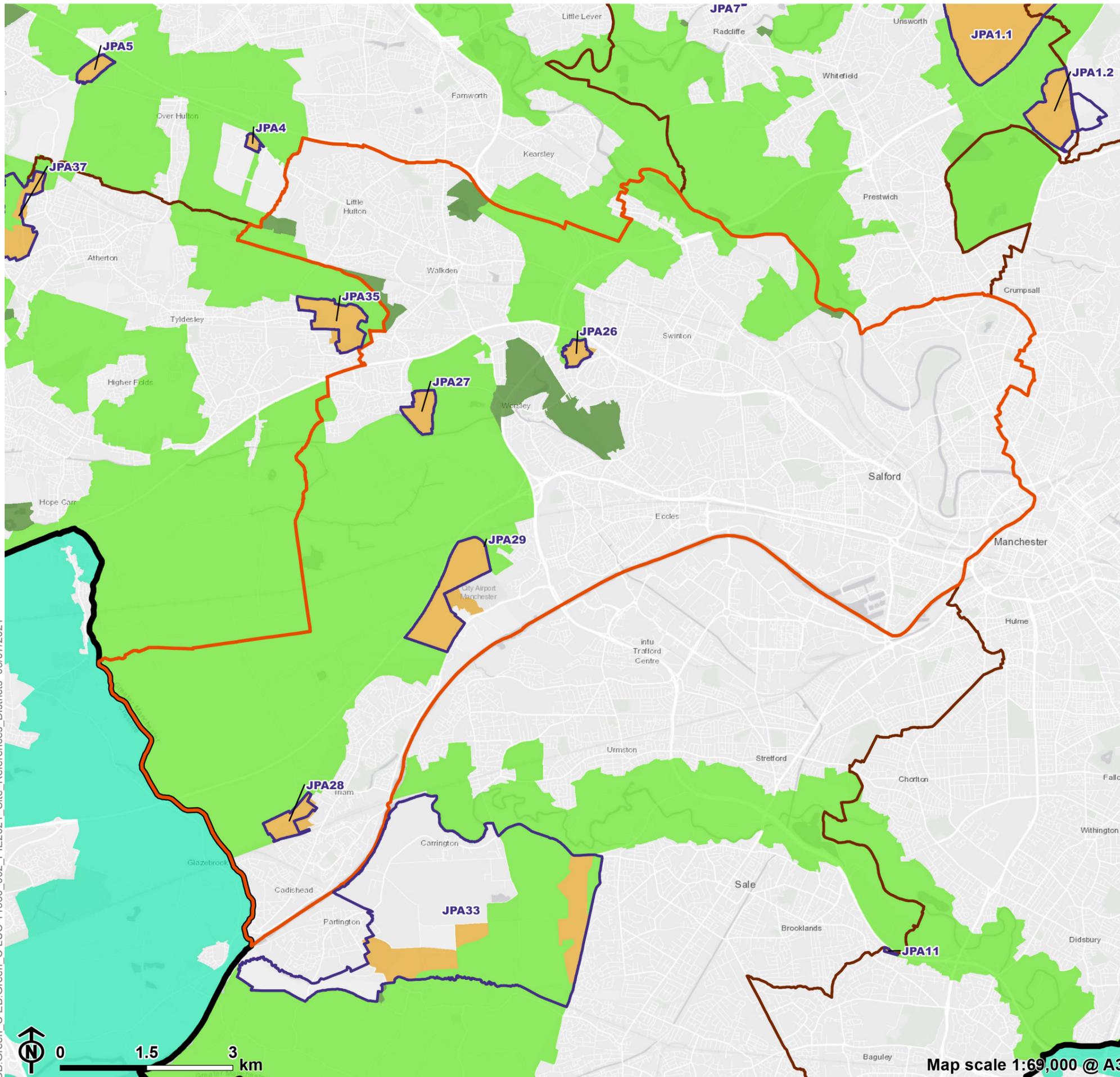
PfE 2021 SITE REFERENCES INSERT

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
Salford	GM30	Land at Hazelhurst Farm	GMA27	Land at Hazelhurst Farm	JPA26
Salford	GM31	East of Boothstown	GMA28	East of Boothstown	JPA27
Salford	GM32	North of Irlam Station	GMA29	North of Irlam Station	JPA28
Salford	GM33	Port Salford Extension	GMA30	Port Salford Extension	JPA29

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

-  Places for Everyone Plan boundary
-  Salford 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

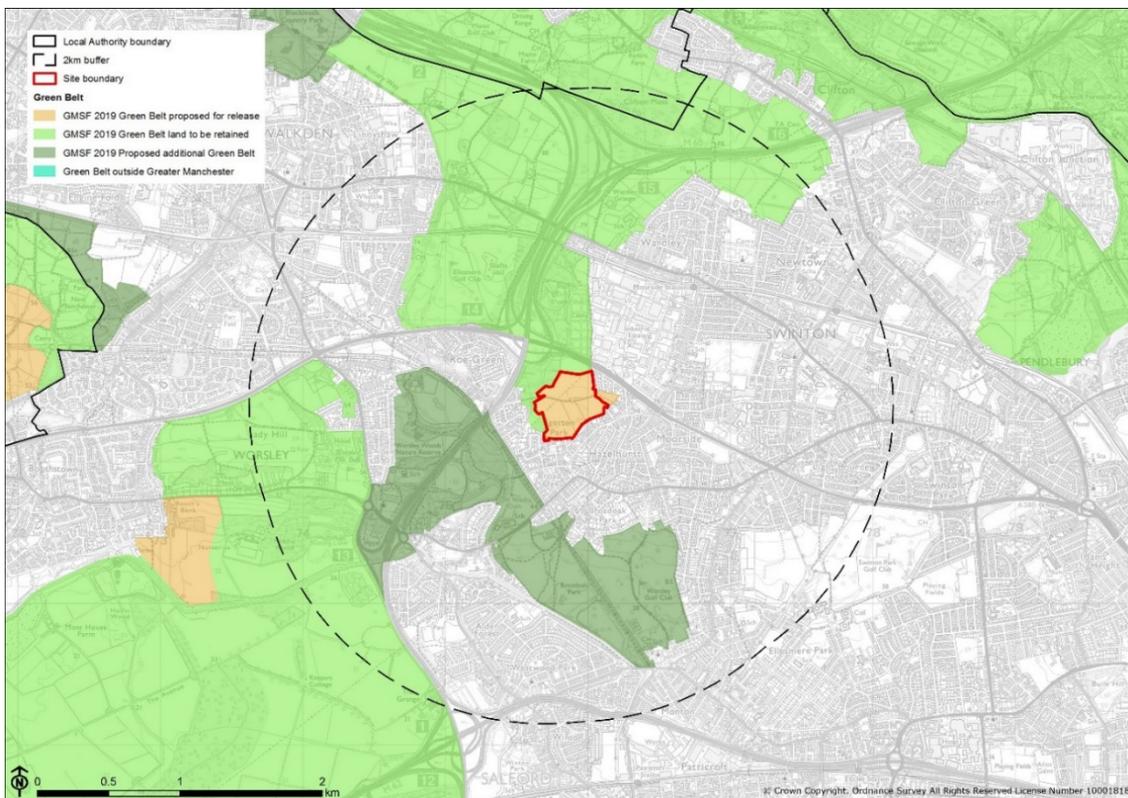


CB:Green_C EB:Green_C LUC 11560_002_PfE2021_Site_References_Districts_05/07/2021

GM Allocation 30, Land at Hazelhurst Farm



Above: View looking south west across GM Allocation 30 towards urban fringe of Egerton Park



GM Allocation Area: 15.67 ha

Potential Enhancement Opportunities
for the Green Belt

Study area definition

This 15 ha GM Allocation site is located south east of the A580 / M60 interchange, within Salford City Council local authority boundary. The GM Allocation site as a whole is proposed for release from the Green Belt.

GM Allocation 30 is bound to the east and south by the urban fringes of Hazelhurst and Egerton Park, with Wardley Wood forming the western boundary. The northern perimeter is less robust with an area of scrubby vegetation surrounding an electricity pylon which separates GM Allocation 30 with the A580 and M61 eastern slip road at junction 14.

The land is split into three irregular sized and shaped arable fields which are dissected by Public Right of Way W42 which connects Hawthorne Drive to Paths 41 and 43 (Hazelhurst Recreation Ground). An electricity pylon is located within the western part of the GM Allocation site and overhead cables are prominent features.

Land lying within 2km of GM Allocation 30, Land at Hazelhurst Farm (identified as retained Green Belt) will form the focus of GI recommendations / mitigation to enhance the 'beneficial use' of the Green Belt. There is one proposed addition to the Green Belt approximately 240m south west of the GM Allocation site at West Salford Greenway. At 184 hectares, this is the largest site proposed for inclusion in the Green Belt as part of the GMSF.

Summary of evidence and policy influencing

'beneficial use' proposals

Published landscape character assessments – Greater Manchester Combined Authority

In reference to the Greater Manchester Landscape Character and Sensitivity Assessment, 2018¹, the GM Allocation 30 is located within the Historic Parks and Wooded Estate LCT. This LCT is further refined into LCA 18: Worsley and Egerton. This is an undulating landform of hills but by deep, steep-sided wooded cloughs, with plateau-like ridges and terraces forming distinct

¹ Greater Manchester Combined Authority (2018) Greater Manchester Landscape Character and Sensitivity Assessment

features. This is largely a mixed farmland landscape, with arable cultivation on more gentle slopes and pasture on steeper land. Enclosure is often characterised by gappy hedgerows and post and wire fencing. Broadleaved estate woodland and semi-natural wooded cloughs create several locally designated Sites of Biological Importance. Many parts of the landscape are dissected by or bordering motorways and railway lines, for example the M61 which are audibly and visually dominant in some areas. Guidance and opportunities to consider within this Landscape Character Area include:

- Ensure that the sense of separation the landscape provides between distinct settlements is retained.
- Prevent further fragmentation of the landscape (e.g. caused by motorway corridors) by associating new development with existing buildings and urban areas.
- Protect areas of broadleaved woodland (particularly ancient woodland) which provide important semi-natural habitat and create wooded skylines. Utilise the screening effects of existing woodland to integrate development into the landscape where possible.
- Conserve and manage existing woodlands to encourage habitat diversity, using locally appropriate species and protecting from grazing during establishment.
- Consider additional woodland planting to screen existing industrial areas and motorway corridors as appropriate.
- Restore and enhance remaining field patterns with additional, species rich, hedgerow planting to fill gaps and replace post and wire fencing. Reintroduce hedgerow trees where appropriate.
- Conserve and manage wetland areas, including those which form part of SBIs and LNRs.
- Design-in the introduction of SuDS to any new development, addressing any changes in hydrology and subsequent knock-on effects, such as increased diffuse pollution from agricultural run-off.
- Ensure any new development respects the character and historic qualities of the Conservation Areas at Roe Green/Beesley Green.
- Conserve and protect the setting of important heritage assets, including the Wardley Hall moated site (Scheduled Monument).

- Enhance existing public access and provide new informal recreational provision e.g. by improving connections between public footpaths and long distance routes.

Published landscape character assessments – Local level

Salford City Council Landscape Character Assessment, 2007² defines GM Allocation 30 within the Urban Fringe Lowland LCT, Sub-Area 1: Middle Wood Wedge. Key characteristics of this LCT include a large golf course visually secluded from adjoining urban areas by wooded edges. The Bridgewater Canal, and remnant wooded parkland landscape are also key landscape characteristics associated with this LCT.

Flood Risk³

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

Policy EN9 Wildlife Corridors

GM Allocation 30 itself and Green Belt immediately west around Wardley Wood fall under Policy EN9 Wildlife Corridors according to the City of Salford Unitary Development Plan, 2006⁴. Development that would affect any land that functions as a wildlife corridor or that provides an important link or stepping stone between habitats, will not be permitted where it would unacceptably impair the movement of flora and fauna. Where development is permitted, conditions or planning obligations may be used to secure the protection, enhancement and/or management measures designed to facilitate the movement of flora and fauna across or around the GM Allocation site.

² Salford City Council (2007) Landscape Character Assessment

³ The Environment Agency (2018) Flood Map for Planning (Rivers and Sea)

⁴ Salford City Council (2006) Unitary Development Plan

Minerals DPD Policy 8 Mineral Safeguarding Area

Policy 8 from the City of Salford Unitary Development Plan, 2006⁴ relates to the safeguarding of known resources of minerals and existing and planned infrastructure that supports mineral exploitation. This policy relates to large tracts of the Green Belt to the north of GM Allocation 30.

Policy R4 Key Recreation Area

Worsley Greenway in proposed Green Belt to the south west of GM Allocation 30 is classified under Policy R4 'Key Recreation Area' from the City of Salford Unitary Development Plan, 2006⁴. The city council has identified a series of key recreation areas, which are of city-wide importance and are linked by a network of strategic recreation routes.

Policy EN2 Worsley Greenway

The Worsley Greenway to the south west of GM Allocation 30 is a strategically important "green wedge" within the Worsley area according to the City of Salford Unitary Development Plan, 2006⁴. It covers some 195 hectares and is of great value to the city and local area. It provides amenity open space, recreational land and facilities, attractive landscapes, farmland, water features such as Old Warke Dam, public access, strategic recreation routes, areas of ecological importance, attractive woodland, features of historic and heritage importance, and relief within an urban area. It also provides the setting for the settlements of Worsley, Roe Green, Beesley Green, and the Bridgewater Canal, and is an essential element of their historic character. The protection and enhancement of Worsley Greenway, in its entirety, is therefore of great strategic and local importance.

Open Space Study⁵

The Open Space Chapter of the Salford Infrastructure Delivery Plan is a supporting document that identifies sites which contribute towards the local recreation standards and site specific proposals for refurbishments and new facilities. GM Allocation 30, Land at Hazelhurst Farm is within the Worsley and Boothstown neighbourhood area. The study has identified opportunities for new Allotment provision, enhancement at existing Local Nature Reserve sites (Worsley

⁵ Salford City Council (2019) Salford Infrastructure Delivery Plan – Open Space

Woods), improvements to Strategic Natural Greenspace both at Worsley Woods and Wardley Woods and small scale enhancements at sports sites⁶.

Salford Greenspace Strategy⁷

The document forms a Supplementary Planning Document (SPD) and provides a comprehensive spatial strategy for the protection and enhancement of green space resource throughout the city. The document considers all types of green space throughout the urban and urban fringe and sets out standards for the provision of green space in the city. The Infrastructure Delivery Plan⁸ forms a separate supporting document and identifies specific sites which contribute towards the local recreation standards.

Publication Salford Local Plan⁹

Covering the period up to 2037, the document provides the policies that will be used to manage development and determine planning applications as well as identify the designations that will protect the city's most important environmental assets. The plan, supporting documents and comments received are due to be submitted to the Secretary of State in 2020.

Existing baseline

Access

The retained Green Belt to the north of the A580 has some existing pedestrian access including PROW W30 and PROW W29. These are north-south routes connecting urban areas of Salford and southern Bolton.

⁶ Salford City Council (2018) Playing Pitch Strategy

⁷ Salford City Council (2019) Salford Greenspace Strategy – Supplementary Planning Document

⁸ Salford City Council (2012) Salford Infrastructure Delivery Plan

⁹ Salford City Council (2020) Publication Salford Local Plan: Development Management Policies and Designations

The proposed Green Belt to the south west at West Salford Greenway contains a number of existing pedestrian routes which provide a network of circular recreation walks and link into a number of the key recreational and greenspace assets in the area including Beesley Green, Kempnough Brook, Old Warke Dam and Roe Green Loopline which follows Definitive Footpath 164 and Sustrans National Cycle Route 55. The Loopline has been the beneficiary of significant local government funding over recent years to become a key strategic recreational and greenspace asset.

The major transport routes within the surrounding area including the M60 and A580 East Lancashire Road and the Bridgewater Canal to the south, form severance lines according to TfGM's Greater Manchester Bee Network.

Public Right of Way W42 which connects Hawthorne Drive to Paths 41 and 43 (Hazlehurst Recreation Ground) cuts through GM Allocation 30 east-west.

The Salford Infrastructure Delivery Plan has assessed a need for access and infrastructure improvements at both Worsley Woods LNR to the south west of GM Allocation 30 and Wardley Woods SBI adjacent this GM Allocation site to the west.

Existing cycle infrastructure within the surrounding Green Belt to the north is limited to an on-road route along the A6 and a connecting off-road cycleway skirting Linnyslaw Moss.

Cycle routes in the proposed Green Belt addition to the south west of GM Allocation 30 focus around the Roe Green Loopline which forms part of Sustrans National Cycle Route 55. This is a strategic 7.2km traffic-free route connecting Monton in Salford with the border in Bolton with an investment programme completing improvement works in 2016.

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

Access

There is opportunity to open up access to recreational assets such as Clifton Moss in Green Belt to the north of GM Allocation 30.

Enhancements could include improved usability of existing pedestrian routes with improved entranceway and accessibility at the junction of the A580 and PRow W30, surface

Potential Enhancement Opportunities
for the Green Belt

improvements, vegetation clearance and improved signage with named routes / distances. This route takes in the Wardley Hall Moated site a scheduled monument, with the opportunity for interpretation and low key landscape interventions such as seating to create a point of interest along what could become an interesting circular route via Clifton Moss and the western side of the M61 through open farmland and linking back along the A580 into Roe Green. This suggested walking route will require two additional sections of formally designated Public Right of Way, one adjacent the M60, M61 interchange connecting PRow W19 and W25 and one at Clifton Moss linking PRow KER051 and KER043.

There is further opportunity to create more accessible routes onto the Loopline, particularly for wheelchair users at Roe Green where access is restricted.

Other suggested enhancements include improved signage from key road junctions to ensure local level circular routes can be accessed and legibility of the off-road pedestrian and cycle facilities is increased.

Due consideration will be required to connect communities south of the Bridgewater Canal with the Green Belt to the north. This may be achieved through enhanced signage and promotion of existing routes such as the link from PRow W70 on Worsley Road onto the Loopline (W164) rather than the creation of a new crossing point. The footpath on the northern side of the Bridgewater Canal could also be upgraded through resurfacing treatments to ensure access to this asset is fully realised by potential users from Worsley, Monton and other settlements to the north.

PRow W42 should be retained in-situ within development proposals wherever possible. Where retention is not possible, this footpath should be diverted, potentially along the eastern limits of Wardley Wood to the north, and east parallel to the A580 East Lancashire Road.

Access improvements at PRow W157 would create enhanced usability for Worsley Woods LNR. Path works including DDA compliant access, resurfacing and local level landscaping to create a welcoming entrance to this greenspace would provide a valuable local resource.

Wardley Woods SBI would benefit from formalised PRow access in the creation of a link route from the existing footpath W42, through the woods to connect with the A580 and into Green Belt north of the site via PRow W30.

There is potential to strengthen the existing cycle infrastructure with the inclusion of proposed crossing points at severance links on the A580 to connect the A580 cycle lanes with a potential

Potential Enhancement Opportunities
for the Green Belt

upgrade of PRow W29 to cycleway standard to provide both local level recreational and commuter facilities.

These improvements correspond with TfGM's Beelines vision.

As with the footpath improvements, there is potential to increase access to the Loopline by creating multi-user pedestrian and entrance points at some of the urban connections which have not been improved as part of Salford Council's wider investment in this greenspace asset. Particular focus would be around PRow S&P51 which is overgrown and unsurfaced with challenging levels.

Existing baseline

Sport and recreation

The Salford Infrastructure Delivery Plan identified a replacement play area for Worsley Woods in the proposed Green Belt addition at West Salford Greenway to the west. The former play area was removed in 2018 after failing its annual play inspection.

Roe Green Cricket Club is located in the proposed addition to the Green Belt approximately 700m west of GM Allocation 30. It consists of 16 good quality wickets which are played to capacity. The changing / ancillary facilities were assessed as standard quality.

Roe Green Tennis Club and Bowling Club is located adjacent the Cricket Club. The three artificial courts and one bowling green are rated as excellent.

Broadoak Park is located in the West Salford Greenway proposed addition to the Green Belt south of GM Allocation 30. This is a section of the tree-lined disused Tyldesley rail line, with open views across Worsley Golf Course.

Two golf courses are located in the existing Green Belt, and one within the proposed addition to the Green Belt at West Salford Greenway within 2km of Land at Hazelhurst Farm. Ellesmere Golf Course is located to the north west of the GM Allocation site, Worsley Park Golf Course is located to the west and Worsley Golf Club is located east of Broadoak Park and south of GM Allocation 30. All courses are privately owned and well maintained.

There are no allotments within the adjacent Green Belt, and this has been noted as a deficit within Salford Council's Open Space Study.

Potential Enhancement Opportunities
for the Green Belt

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

Sport and recreation

A new woodland play area / trim trail is a potential beneficial use of the proposed addition to the Green Belt at Worsley Woods, west of GM Allocation 30.

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

There is potential to enhance the existing spectator and access provision to match the quality and standard of the courts. Interventions could include improved parking and signage, and spectator facilities to improve community links.

Green infrastructure interventions at Broadoak Park should largely focus on improved accessibility, including upgrades to existing footpaths (W163, S&P51) from the park to the adjacent Roe Green Loopline. Vegetation management and resurfacing with controlled access points will be a key part in encouraging local level recreational access from the urban areas to the south and north.

There are limited opportunities for enhancements to the sporting and recreational functions of the golf courses neighbouring GM Allocation 30. There is opportunity to widen community focus and community facilities to improve inclusion and interaction and promote local level outdoor sport.

There is potential to provide new allotment facilities as part of the beneficial use of the remaining Green Belt near to GM Allocation 30. Existing allotment sites outwith the Green Belt are located within Roe Green and Moorside, therefore recommendations would be to locate a site further south in the Broad Oak area of the Green Belt, potentially within Broad Oak Park or in the Green Belt north of the GM Allocation site north of the A580 and the railway line in the Wardley area of Salford.

Existing baseline

Biodiversity and wildlife corridors

The GMCA Landscape Character Assessment (2018) also suggests the reintroduction of hedgerow trees where appropriate and the conservation and management of wetland areas, including those which form part of SBIs and LNRs.

The majority of the Green Belt within the study area surrounding GM Allocation 30 is classified within the Great Manchester Wetlands Nature Improvement Area. This area covers 48,000 hectares of wetlands across Wigan, Manchester, Salford and Warrington. Mosslands are a UK Priority Habitat. The area forms a landscape-scale community and natural heritage project which aims to restore key designated sites / priority BAP habitats and improve local connectivity for critical species. The project also aspires to optimise the ecosystem services provided by all habitats, particularly the carbon storage function of lowland raised bog. The objectives are delivered via 'The Carbon Landscape' project, a Landscape Partnership Bid to the Heritage Lottery Fund.

The section of Wardley Wood to the west of GM Allocation 30 is part of the Worsley Woods SBI. Designated for its woodland, bird and pond / lodge features, this SBI has a wet woodland habitat which supports a number of rare and sensitive plant and animal species.

Worsley Woods Local Nature Reserve in Green Belt south west of GM Allocation 30 occupies around 30 hectares of woodland and can be accessed from Salford's network of looplins or the historical Bridgewater Canal. There is an active Friends group who help maintain the woods.

There are additional Sites of Biological Importance Located at How Clough (north west of GM Allocation 30) and Clifton Moss (north of GM Allocation 30). Both are designated for their woodland habitats.

Kempnough Brook, a small stream which converges with Worsley Brook and drains into the Bridgewater Canal to the south, runs through Worsley Wood to the south west of GM Allocation 30.

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

Biodiversity and wildlife corridors

A large number of the existing hedgerows within the adjacent Green Belt are species poor and would benefit from gapping-up and doubling width with the introduction of native species to improve diversity. All hedgerows should have a minimum of 6 woody species per 30m length. Recommended species include hawthorn, blackthorn elder, hazel wild privet, dog-rose, honeysuckle and bramble. This would provide a biodiversity gain and help achieve targets for this important BAP habitat.

Ecological enhancements within the Green Belt area should look at the restoration of mossland habitats.

Particular focus should be placed on wetland restoration within the predominantly moss woodlands of Wardley Wood to the west of GM Allocation 30 which support species such as alder and willow.

The conservation and restoration of pond features within the Wardley Wood part of the Worsley Woods SBI would be a key suggestion. It is these ponds that support great crested newts and would require protection during any adjacent development. The woodland ponds are currently heavily shaded by mature trees and would benefit from selective tree and scrub coppicing and / or clearance to open up marginal areas. There is potential to create additional ponds within the woodland setting surrounded by areas of species rich grassland with scattered scrub.

Evidence of invasive species including Japanese Knotweed and Himalayan Balsam are present and will require management.

The areas of broadleaved and wet woodland forming the LNR and SBI would benefit from active woodland management practices. Dead wood should be retained and left in-situ in the areas of wet woodland as invertebrate habitat, whilst south facing woodland edges should be re-shaped with scalloped edges to create sheltered enclaves of structural diversity. Open areas should be maintained to provide a mosaic of habitats within the woodland and a programme of rhododendron removal should be activated.

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 opportunity to link each of the sites with other GI networks, including the motorway corridors to promote a contiguous habitat network.

Recommendations could include the regrading of steeper banks and replanting with aquatic vegetation to maintain stability and increase biodiversity.

Existing baseline

Landscape and visual

According to the Greater Manchester Urban Historic Landscape Characterisation Project (HLC), 2012, the Green Belt surrounding GM Allocation 30 is mainly defined within Woodland and Enclosed Land Character Types. Key management opportunities include the restoration of previous historic character in collaboration with green infrastructure strategies and management plans with regards to trees, hedges and wildlife. Existing historic boundaries and relict woodland boundaries should be restored or reinstated to enhance the legibility of earlier historic landscapes.

The two scheduled ancient monuments at Wardley Hall Moated Site to the north and The Delph south west of GM Allocation 30 are significant heritage features within the surrounding Green Belt.

Part of GM Allocation 30 and St. Mary's Roman Catholic Cemetery to the north once formed part of the Wardley Hall Parkland.

Wardley Hall is a moated site with island occupied by medieval hall and gardens and The Delph is an area of canal tunnel entrances and wharf dating back to the Iron Age.

Roe Green / Beesley Green Conservation Area is partly within the proposed Green Belt addition at West Salford Greenway south west of this GM Allocation site. Such areas have been designated for the significant contribution they make to the quality of the townscape and the local distinctiveness. Improvements to the public realm of conservation areas will be sought through planning obligations with developers.

Potential Enhancement Opportunities
for the Green Belt

The GMCA Landscape Character Assessment (2018) advises that the sense of separation the landscape provides between distinct settlements is retained.

The GMCA Landscape Character Assessment (2018) also advocates additional woodland planting to screen existing industrial areas and motorway corridors as appropriate.

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

Landscape and visual

Green infrastructure interventions to restore historic character should focus on the Green Belt north of GM Allocation 30 around New Hills Farm. This area has suffered from modern intensive farming practices and the reinstatement of hedgerows and woodland blocks north of the A6 would enable restoration of historic landscape character.

The Restoration and enhancement of remaining field patterns with additional, species rich, hedgerow planting to fill gaps and replace post and wire fencing is another management consideration from the GMCA Landscape Character Assessment (2018).

At both SAM locations, the surrounding Green Belt plays a significant role in the setting of such structures. A review of the quality and appropriateness of the immediate setting and resulting improvements to help retain and maintain the character associated is a key recommendation.

Parkland characteristics and landscape treatments could form integral parts of developments within GM Allocation 30 to reflect the character of the Wardley Hall Parkland setting.

There is opportunity to enhance the greenspace infrastructure at Beesley Green within the proposed addition to the Green Belt at West Salford Greenway. Such enhancements could include improved access, historic interpretation, tree planting and landscaping treatments in keeping with the heritage of the conservation area.

In order to prevent settlement coalescence, it is recommended that significant belts and wedges of the surrounding Green Belt are safeguarded from future development.

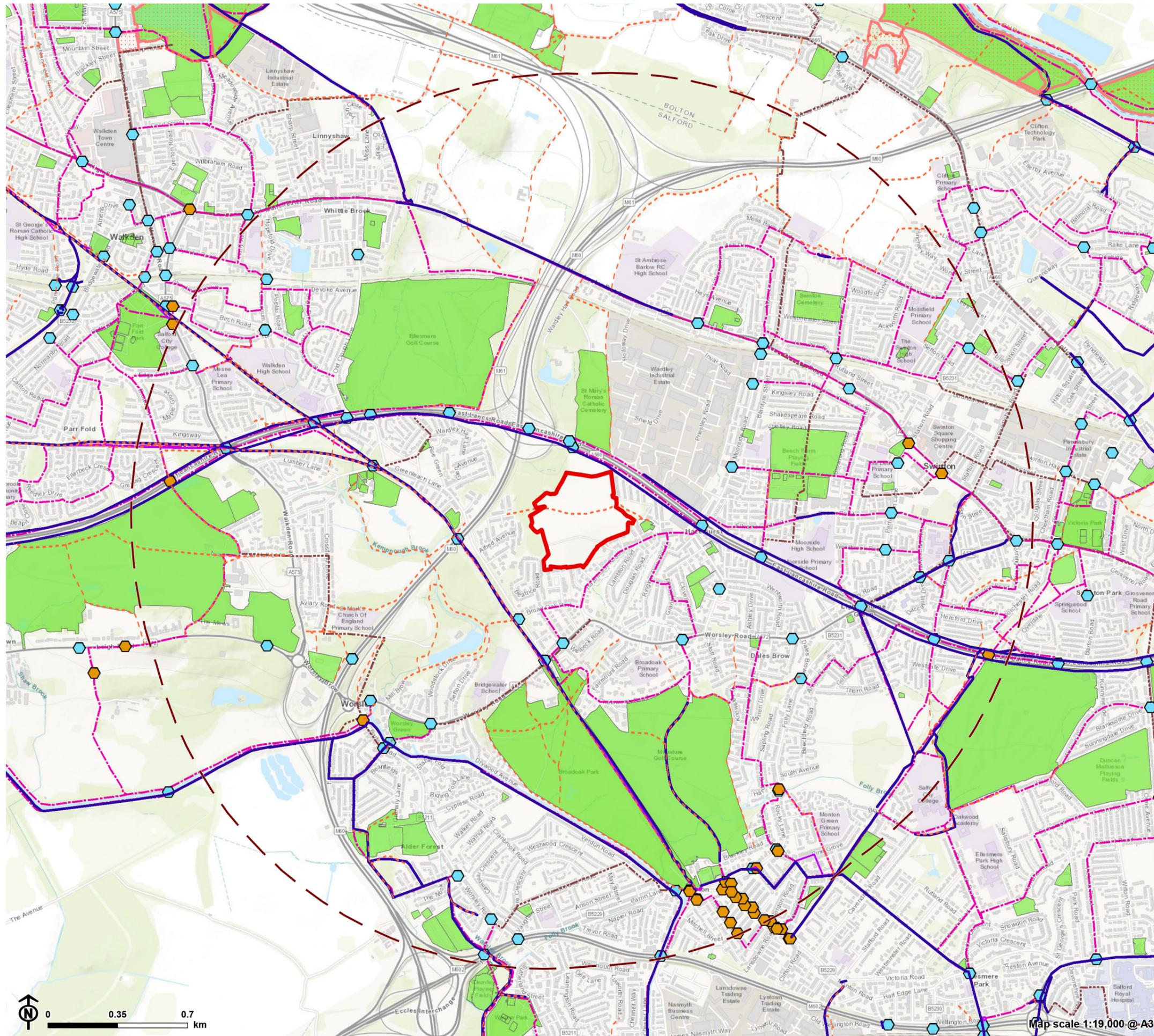
Physical interventions could be introduced in the form of an extension of Wardley Woods to the north east along the boundary of the A580 East Lancashire Road, or buffer planting within GM

Allocation 30 itself to the south at the juncture with Egerton Park to extend Wardley Woods to the south east.

Limited tree planting could be ascribed to the Green Belt south of GM Allocation 30, around Broadoak Park to maintain separation between Alder Forest and Broad Oak, whilst maintaining the openness of Broadoak.

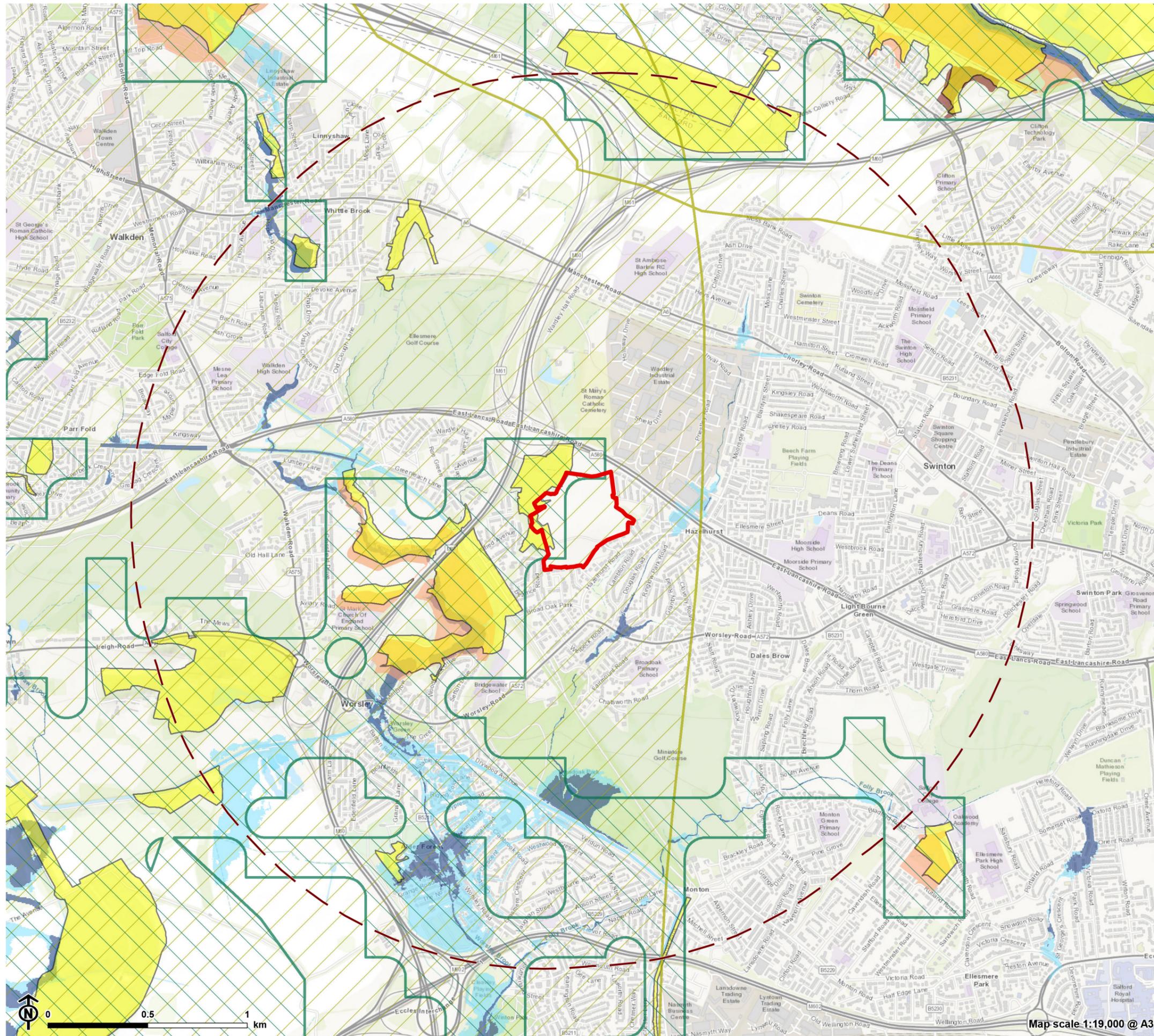
The M60 motorway corridor is relatively well screened with mature shelterbelt planting. There are opportunities to increase the depths of planting belts in the Green Belt to the south west of GM Allocation 30 particularly as these are air quality management areas, and primary schools are located.

Access, Sport and Recreation
GM Allocation 30



- 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
 - Country park

**Biodiversity, Landscape and Visual
GM Allocation 30**



- 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. Consideration of multi-user access improvements to Roe Green Loophole.
2. Potential new cycleway infrastructure.
3. Footpath upgrading and extension, including access control and vegetation management.
4. Accessibility upgrading, including Bridgewater Canal access path improvements and reinforcement of strategic links to Roe Green Loophole.

Sport and recreation

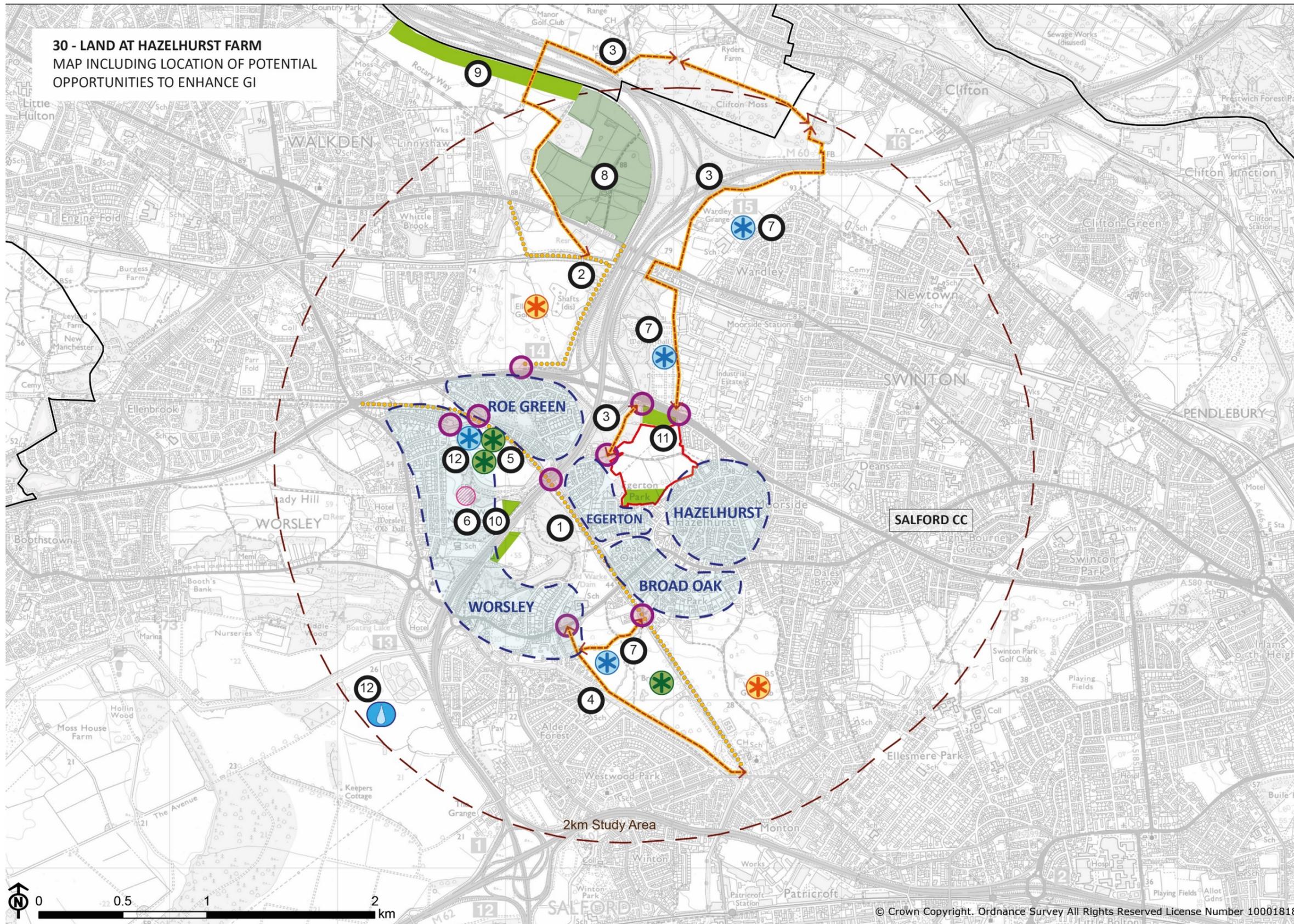
5. Potential spectator and access upgrades at Roe Green Cricket Club and Roe Green Tennis Club.
6. Establishment of woodland play areas.
7. Potential new allotment facilities.

Biodiversity and wildlife corridors

8. Potential species rich hedgerow reinstatement.
9. Buffer planting reinforcing the M60 green corridor, incorporating a rich diversity of native species.
10. The conservation and restoration of pond features within Worsley Woods SBI, including tree works within the SBI and LNR to open up marginal areas. Management of invasive species should also be considered.

Landscape and visual

11. Potential reinstatement of hedgerows and woodland blocks to help the restoration of historic landscape character.
12. Enhance the ecological and hydrological beneficial features within the area of retained Green Belt by combining flood risk reduction with green infrastructure improvements.



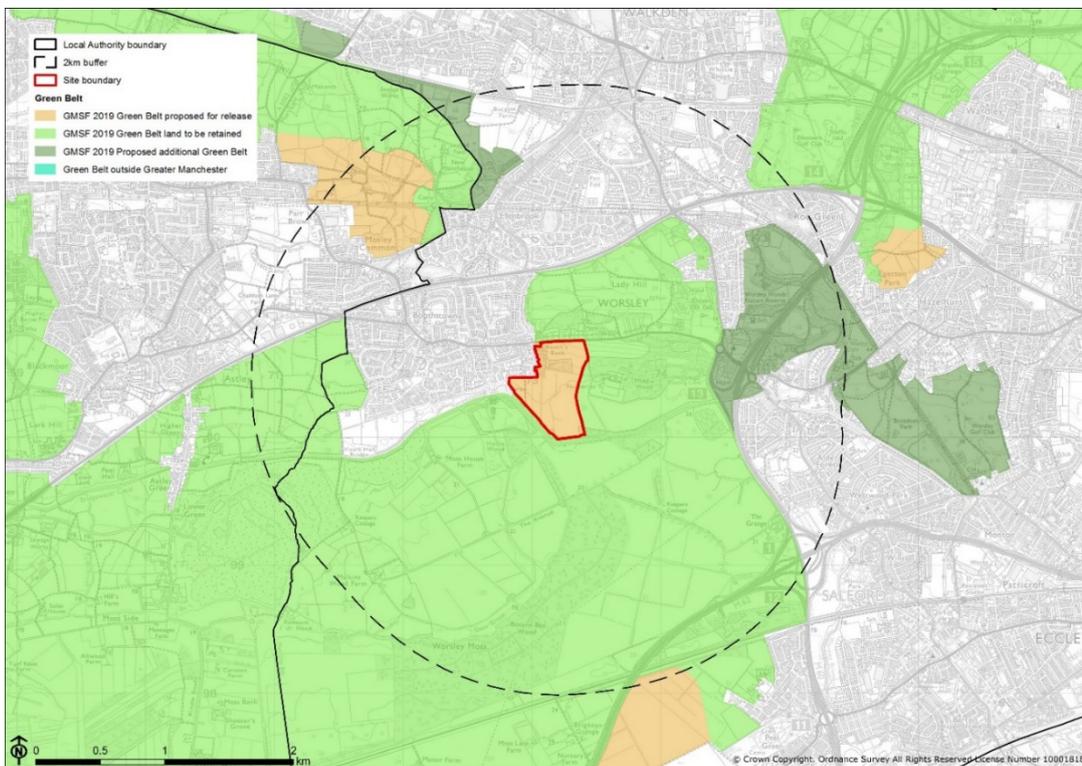
-  LOCAL SETTLEMENT
-  LOCAL AUTHORITY BOUNDARY
-  REVISED GMSF ALLOCATIONS (2019)
-  POTENTIAL CONTIGUOUS HABITAT NETWORK
-  POTENTIAL AREA FOR HEDGEROW RESTORATION
-  POTENTIAL CYCLEWAY UPGRADE / ADDITION
-  POTENTIAL FOOTPATH UPGRADE / ADDITION
-  EXISTING RECREATIONAL ASSET - POTENTIAL FOR ACCESSIBLE SPORTS PACKAGES
-  EXISTING RECREATIONAL ASSET ENHANCEMENT
-  POTENTIAL RECREATIONAL ASSET ENHANCEMENT
-  ACCESS / CROSSING POINT IMPROVEMENTS
-  INTEGRATION OF NATURAL PLAY
-  POTENTIAL FLOOD STORAGE OPPORTUNITIES
-  REFER TO *POTENTIAL ENHANCEMENT PROJECTS*

Potential Enhancement Opportunities for the Green Belt

GM Allocation 31, East of Boothstown



Above: View from A572 Leigh Road looking east across GM Allocation 31 towards retained Green Belt at Middle Wood



GM Allocation Area: 29.03 ha

Potential Enhancement Opportunities
for the Green Belt

Study area definition

GM Allocation 31, East of Boothstown is located approximately 800m east of Boothstown centre. This GM Allocation site is located entirely within the Green Belt within Salford City Council local authority. The whole site is proposed to be released from the Green Belt.

GM Allocation 31 is bound to the north by the A572 Leigh Road, to the west by the urban fringe of Boothstown and to the south by the Bridgewater Canal. The eastern boundary of the GM Allocation site is currently less well defined but will be formed by the limits of the developing RHS Bridgewater Gardens.

The GM Allocation site is split into a series of small to medium scale pastoral fields enclosed by post and wire fencing. A small woodland block exists in the north western part of the GM Allocation 31, and the Shaw Brook runs north-south into the Bridgewater Canal. According to the draft GMSF, there is a small permissioned housing allocation in Green Belt north of the A572 Ref S/WOR/049 and a further allocation west of the GM Allocation site outwith the Green Belt and adjacent the Bridgewater Canal Ref S/BEL/016.

Land lying within 2km of GM Allocation 31 (identified as retained Green Belt) will form the focus of GI recommendations / mitigation to enhance the 'beneficial use' of the Green Belt. There is one proposed addition to the Green Belt approximately 1km east of the site at West Salford Greenway. At 184 hectares, this is the largest site proposed for inclusion in the Green Belt as part of the GMSF.

Summary of evidence and policy influencing

'beneficial use' proposals

Published landscape character assessments – Greater Manchester Combined Authority

In reference to the Greater Manchester Landscape Character and Sensitivity Assessment, 2018¹, GM Allocation 31 is located within the Historic Parks and Wooded Estate LCT. This LCT

¹ Greater Manchester Combined Authority (2018) Greater Manchester Landscape Character and Sensitivity Assessment

is further refined into LCA 18: Worsley and Egerton. This is an undulating landform of hills but by deep, steep-sided wooded cloughs, with plateau-like ridges and terraces forming distinct features. This is largely a mixed farmland landscape, with arable cultivation on more gentle slopes and pasture on steeper land. Enclosure is often characterised by gappy hedgerows and post and wire fencing. Broadleaved estate woodland and semi-natural wooded cloughs create several locally designated Sites of Biological Importance. Many parts of the landscape are dissected by or bordering motorways and railway lines, for example the M61 which are audibly and visually dominant in some areas. Guidance and opportunities to consider within this Landscape Character Area include:

- Ensure that the sense of separation the landscape provides between distinct settlements is retained.
- Prevent further fragmentation of the landscape (e.g. caused by motorway corridors) by associating new development with existing buildings and urban areas.
- Protect areas of broadleaved woodland (particularly ancient woodland) which provide important semi-natural habitat and create wooded skylines. Utilise the screening effects of existing woodland to integrate development into the landscape where possible.
- Conserve and manage existing woodlands to encourage habitat diversity, using locally appropriate species and protecting from grazing during establishment.
- Consider additional woodland planting to screen existing industrial areas and motorway corridors as appropriate.
- Restore and enhance remaining field patterns with additional, species rich, hedgerow planting to fill gaps and replace post and wire fencing. Reintroduce hedgerow trees where appropriate.
- Conserve and manage wetland areas, including those which form part of SBIs and LNRs.
- Design-in the introduction of SuDS to any new development, addressing any changes in hydrology and subsequent knock-on effects, such as increased diffuse pollution from agricultural run-off.
- Ensure any new development respects the character and historic qualities of the Conservation Areas at Roe Green/Beesley Green.

- Conserve and protect the setting of important heritage assets, including the Wardley Hall moated site (Scheduled Monument).
- Enhance existing public access and provide new informal recreational provision e.g. by improving connections between public footpaths and long distance routes.

Published landscape character assessments – Local level

Salford City Council Landscape Character Assessment, 2007² defines GM Allocation 31 within the Urban Fringe Lowland LCT, Sub-Area 3: Wardley Woods Wedge. Key characteristics of this LCT include stock grazed farmland, fringed by woodland and dominated by the presence of the M61 and A580 East Lancashire Road.

Flood Risk³

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

Minerals DPD Policy 8 Mineral Safeguarding Area

Policy 8 from the City of Salford Unitary Development Plan, 2006⁴ relates to the safeguarding of known resources of minerals and existing and planned infrastructure that supports mineral exploitation. This policy relates to large tracts of the Green Belt to the south and east of GM Allocation 31.

Policy R5 Proposed Strategic Recreation Route

The Countryside Access Network is formed by a number of existing and proposed strategic recreation routes, which are shown on the proposals map. Policy R5 from the City of Salford Unitary Development Plan, 2006⁴ relates to the Bridgewater Canal in Green Belt south of GM Allocation 31. The purpose of the network is to facilitate safe and effective access for pedestrians, cyclists and, where appropriate, horse riders to the countryside and other important

² Salford City Council (2007) Landscape Character Assessment

³ The Environment Agency (2018) Flood Map for Planning (Rivers and Sea)

⁴ Salford City Council (2006) Unitary Development Plan

recreation sites. The protection and improvement of the network is therefore an important factor in ensuring that local people have access to a range of good quality recreation opportunities.

Policy EN11 Mosslands

According to Policy EN11, Green Belt to the south of the Bridgewater Canal is of considerable landscape and nature conservation value. The Mosslands have the potential to be restored to lowland raised bog, which is a habitat of international importance, has special status under the EU Habitats Directive, and is identified as a priority habitat in the UK Biodiversity Action Plan. The city council is committed to securing the restoration of lowland raised bog habitat, and the protection of the wider mosslands area, whilst also ensuring that a sustainable and successful rural economy is maintained.

Policy R4 Key Recreation Area

Worsley Greenway in proposed Green Belt to the east of GM Allocation 31 is classified under Policy R4 'Key Recreation Area' from the City of Salford Unitary Development Plan, 2006⁴. The city council has identified a series of key recreation areas, which are of city-wide importance and are linked by a network of strategic recreation routes.

Policy EN2 Worsley Greenway

The Worsley Greenway to the east of GM Allocation 31 is a strategically important "green wedge" within the Worsley area according to the City of Salford Unitary Development Plan, 2006⁴. It covers some 195 hectares and is of great value to the city and local area. It provides amenity open space, recreational land and facilities, attractive landscapes, farmland, water features such as Old Warke Dam, public access, strategic recreation routes, areas of ecological importance, attractive woodland, features of historic and heritage importance, and relief within an urban area. It also provides the setting for the settlements of Worsley, Roe Green, Beesley Green, and the Bridgewater Canal, and is an essential element of their historic character. The protection and enhancement of Worsley Greenway, in its entirety, is therefore of great strategic and local importance.

Open Space Study⁵

The Open Space Chapter of the Salford Infrastructure Delivery Plan is a supporting document that identifies sites which contribute towards the local recreation standards and site specific proposals for refurbishments and new facilities. East of GM Allocation 31 is within the Worsley and Boothstown neighbourhood area. The study has identified opportunities for new Allotment provision, enhancement at existing Local Nature Reserve sites (Worsley Woods), improvements to Strategic Natural Greenspace both at Worsley Woods and Wardley Woods and small scale enhancements at sports sites⁶.

Salford Greenspace Study⁷

The document forms a Supplementary Planning Document (SPD) and provides a comprehensive spatial strategy for the protection and enhancement of green space resource throughout the city. The document considers all types of green space throughout the urban and urban fringe and sets out standards for the provision of green space in the city. The Infrastructure Delivery Plan⁸ forms a separate supporting document and identifies specific sites which contribute towards the local recreation standards.

Publication Salford Local Plan⁹

Covering the period up to 2037, the document provides the policies that will be used to manage development and determine planning applications as well as identify the designations that will protect the city's most important environmental assets. The plan, supporting documents and comments received are due to be submitted to the Secretary of State in 2020.

⁵ Salford City Council (2019) Salford Infrastructure Delivery Plan – Open Space

⁶ Salford City Council (2018) Playing Pitch Strategy

⁷ Salford City Council (2019) Salford Greenspace Strategy – Supplementary Planning Document

⁸ Salford City Council (2012) Salford Infrastructure Delivery Plan

⁹ Salford City Council (2020) Publication Salford Local Plan: Development Management Policies and Designations

Existing baseline

Access

The proposed Green Belt to the east at West Salford Greenway contains a number of existing pedestrian routes which provide a network of circular recreation walks and link into a number of the key recreational and greenspace assets in the area including Beesley Green, Kempnough Brook, Old Warke Dam and Roe Green Loopline which follows Definitive Footpath 164 and Sustrans National Cycle Route 55.

The Loopline has been the beneficiary of significant local government funding over recent years to become a key strategic recreational and greenspace asset.

The Green Belt south of GM Allocation 31 around Worsley / Chat Moss is devoid of Public Rights of Way.

The major transport routes within the surrounding area including the A572 and the Bridgewater Canal form severance lines according to TfGM's Greater Manchester Bee Network.

Public Right of Way W167 which connects Poynt Chase to Bridgewater Canal Boothstown cuts through the western part of GM Allocation 31.

The Salford Trail Long Distance Footpath, a 50 mile circular walk which is entirely within the boundaries of the City of Salford, passes along the southern Bridge Water Canal towpath in Green Belt to the south of GM Allocation 31.

Existing cycle infrastructure within the surrounding Green Belt is limited to off-road TfGM cycleway along the Bridgewater Canal.

Cycle routes in the proposed Green Belt addition to the south west of GM Allocation 31 focus around the Roe Green Loopline which forms part of Sustrans National Cycle Route 55. This is a strategic 7.2km traffic-free route connecting Monton in Salford with the border in Bolton with an investment programme completing improvement works in 2016.

There is also confirmed TfGM cycle infrastructure to the east of GM Allocation 31 as part of the RHS Bridgewater development. This includes a link route between the Bridgewater Canal and the A572 Leigh Road and onward into Green Belt to the north of GM Allocation 31 utilising PRoW 86.

Potential Enhancement Opportunities
for the Green Belt

The Bridgewater Canal Corridor Master Plan advocates investment in footpaths and woodland management along this strategic green / blue corridor linking Wigan and Trafford.

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

Access

There is further opportunity to create more accessible routes onto the Loophole, particularly for wheelchair users at Roe Green where access is restricted.

Other suggested enhancements include improved signage from key road junctions to ensure local level circular routes can be accessed and legibility of the off-road pedestrian and cycle facilities are increased.

The physical constraints of the mossland landscape and private land ownership may be the reasons for a lack of public access in Green Belt south of GM Allocation 31. There are however clear opportunities for green infrastructure accessibility interventions.

A circular route linking the proposed RHS Bridgewater and Worsley Moss via Shaw Brook, and utilising parts of the Bridgewater Canal tow path would facilitate local level and even regional recreation routes in-line with the opportunities presented by the opening of RHS Bridgewater in 2020. Any interventions should also ensure consistency with local cycle loop schemes proposed as part of the ‘Carbon Landscape’ project.

According to TfGM’s Greater Manchester Bee Network there is confirmed infrastructure in the form of a Toucan crossing on the A572 Leigh Road which will connect the Green Belt across this severance link.

There is opportunity to create a new crossing point over the Bridgewater Canal to create more direct user routes between the Green Belt immediately adjacent GM Allocation 31 (RHS Bridgewater) and the Chat Moss, opening up new recreational opportunities without diversions to the existing crossing point at Booth’s Hall Way.

The existing crossing point over the Bridgewater Canal at Booth’s Hall Way would benefit from investment to improve accessibility and create a strategic entrance point onto the canal towpath

route. Cycle friendly access control, interpretation, seating and landscaping would create a more welcoming access.

PRoW W167 should be retained in-situ within development proposals wherever possible. Where retention is not possible, this footpath should be diverted to the south of properties on Poynt Chase, and then along the Bridgewater Canal towpath.

There is opportunity to enhance the Salford Trail Long Distance Footpath within the adjacent Green Belt. Interventions including resurfacing, particularly at key access points onto the route from the surrounding urban area. Signage, and markers, similar to those utilised on other Long Distance Trails (e.g. The iconic Trans Pennine Trail marker post) could increase route legibility and identity.

There is further opportunity to create a new branch of the Salford Trail long distance footpath linking Boothstown Marina with Vicars Hall Bridge along the Bridgewater Canal. This would create onward links to Astley and Astley Green utilising existing local level Public Rights of Way.

There is opportunity to widen and upgrade the surfacing of the Bridgewater Canal towpath to provide all-weather off-road cycle access. Such improvements would need to be aligned with access improvements at Booth's Hall Way as discussed above.

As with the footpath improvements, there is potential to increase access to the Loopline by creating multi-user pedestrian and entrance points at some of the urban connections which have not been improved as part of Salford Council's wider investment in this greenspace asset. Particular focus would be around PRoW S&P51 which is overgrown and unsurfaced with challenging levels.

There is scope to create a small circular cycle route linking this confirmed infrastructure with upgrades to PRoW W84, W57, W61, W67 and linking back to the confirmed cycle infrastructure along the Bridgewater Canal.

This route echoes a Busy Beeways route as proposed by TfGM's Greater Manchester Bee Network.

The towpaths to the north and south of the Bridgewater Canal in Green Belt to the south of GM Allocation 31 could be improved through widening, resurfacing and vegetation management to provide clear maintenance strips and good sightlines along the route.

These improvements would be most beneficial in links from access at Booths Hall Way to the M60.

Potential Enhancement Opportunities
for the Green Belt

Existing baseline

Sport and recreation

The Salford Infrastructure Delivery Plan identified a replacement play area for Worsley Woods in the proposed Green Belt addition at West Salford Greenway to the west. The former play area was removed in 2018 after failing its annual play inspection.

Roe Green Cricket Club is located in the proposed addition to the Green Belt approximately 700m east of GM Allocation 31. It consists of 16 good quality wickets which are played to capacity. The changing / ancillary facilities were assessed as standard quality.

Roe Green Tennis Club and Bowling Club is located adjacent the Cricket Club. The three artificial courts and one bowling green are rated as excellent.

Worsley Park Golf Course is located in Green Belt to the north of GM Allocation 31. The course is privately owned and well maintained.

Ellesmere Sports Club is located in Green Belt north of GM Allocation 31 off the A575 Walkden Road. The Club has three clay tennis courts which were assessed as below average as part of the Playing Pitch Strategy, 2018, with two of the three courts floodlit. The club is also home to a bowling green.

Worsley Cricket Club is located adjacent Ellesmere Sports Club in Green Belt north of GM Allocation 31. There are 20 standard quality wickets used by the Cricket Club. There is no spare capacity identified in the peak period for senior cricket and the changing / ancillary facilities were assessed as poor quality.

There are no allotments within the adjacent Green Belt, and this has been noted as a deficit within Salford Council's Open Space Study.

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

Sport and recreation

A new woodland play area / trim trail is a potential beneficial use of the proposed addition to the Green Belt at Worsley Woods, east of GM Allocation 31.

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

There is potential to enhance the existing spectator and access provision to match the quality and standard of the courts. Interventions could include improved parking and signage, and spectator facilities to improve community links.

There are limited opportunities for enhancements to the sporting and recreational functions of the golf courses neighbouring GM Allocation 31. There is opportunity to widen community focus and community facilities to improve inclusion and interaction and promote local level outdoor sport.

Enhancements to Ellesmere Sports Club should focus on improvements to the tennis courts themselves to improve standards and promote accessibility to the local community. Further investment could be in the form of increased flood lighting and ancillary facilities including improved car parking and spectator facilities.

Ancillary facilities are shared with Ellesmere Sports Club, and therefore improvements are of mutual benefit. Car parking, spectator seating and changing facilities would all benefit from investment to ensure that the club can meet the needs of the modern community.

There is potential to provide new allotment facilities as part of the beneficial use of the remaining Green Belt near to GM Allocation 31, subject to further work.

Existing baseline

Biodiversity and wildlife corridors

Worsley Woods Local Nature Reserve in Green Belt north east of GM Allocation 31 occupies around 30 hectares of woodland and can be accessed from Salford's network of looplines or the historical Bridgewater Canal. There is an active Friends group who help maintain the woods.

There are a number of SBIs located within the adjacent Green Belt, most of which are associated with the wooded mossland landscape to the north of GM Allocation 31. The designations themselves form prominent features within the landscape, including Worsley Woods (north east), Middle Wood (east), Bittern Pits Wood (south east), Botany Bay Wood (south).

The entire Green Belt within the study area surrounding GM Allocation 31 is classified within the Great Manchester Wetlands Nature Improvement Area. This area covers 48,000 hectares of wetlands across Wigan, Manchester, Salford and Warrington. Mosslands are a UK Priority Habitat. The area forms a landscape-scale community and natural heritage project which aims to restore key designated sites / priority BAP habitats and improve local connectivity for critical species. The project also aspires to optimise the ecosystem services provided by all habitats, particularly the carbon storage function of lowland raised bog. The objectives are delivered via 'The Carbon Landscape' project, a Landscape Partnership Bid to the Heritage Lottery Fund.

The Bridgewater Canal located in Green Belt to the south of GM Allocation 31. This green infrastructure corridor is surrounded by an environment rich in flora and fauna. Bird and butterfly species are particularly well supported by this habitat.

Shaw Brook in adjacent Green Belt the south of GM Allocation 31 is classified as 'Poor' according to the Water Framework Directive (WFD).

Land bordering the wetlands NIA boundary lies within EA Flood Zones 2/3, which runs through the centre of Allocation 31.

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

Biodiversity and wildlife corridors

The areas of broadleaved and wet woodland forming the LNR and SBI would benefit from active woodland management practices. Dead wood should be retained and left in-situ in the areas of wet woodland as invertebrate habitat, whilst south facing woodland edges should be re-shaped with scalloped edges to create sheltered enclaves of structural diversity. Open areas should be maintained to provide a mosaic of habitats within the woodland and a programme of rhododendron removal should be activated.

Green infrastructure enhancements should be in keeping with local ecological requirements, including management of invasive species and structured planting to improve the key aspects for designation. The creation of mossland habitat should also be considered.

Ecological enhancements within the Green Belt area should look at the restoration of mossland habitats. This will include the re-wetting of the mossland landscape to create the appropriate conditions for these lowland bogs. Peatland restoration to lowland raised bog could also be explored.

habitats will have the opportunity to support endangered and rare plant and animal species as well as providing natural flood defences and actively storing carbon dioxide.

Particular focus should be placed on mossland restoration in Green Belt to the south around Worsley Moss. However, any interventions should also ensure consistency with local schemes proposed as part of the ‘Carbon Landscape’ project.

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

There is opportunity to create positive GI linkages from the Bridgewater Canal using existing habitats, enhanced through management practices, or the addition of new habitats such as a northern extension to Botany Bay Wood.

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.

Potential Enhancement Opportunities
for the Green Belt

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 within the lower lying land, providing benefits for biodiversity by increasing the range of habitats available. In particular, creation of wetland habitats should be explored to increase diversity.

Existing baseline

Landscape and visual

According to the Greater Manchester Urban Historic Landscape Characterisation Project (HLC), 2012, the Green Belt surrounding GM Allocation 31 is mainly defined within Woodland and Enclosed Land Character Types. Key management opportunities include the restoration of previous historic character in collaboration with green infrastructure strategies and management plans with regards to trees, hedges and wildlife. Existing historic boundaries and relict woodland boundaries should be restored or reinstated to enhance the legibility of earlier historic landscapes.

There are three conservation areas within 2km of GM Allocation 31, at Roe Green / Beesley Green to the east in a proposed Green Belt addition, at Worsley Old hall in Green Belt to the north and at St. Marks. Such areas have been designated for the significant contribution they make to the quality of the townscape and the local distinctiveness. Improvements to the public realm of conservation areas will be sought through planning obligations with developers.

The GMCA Landscape Character Assessment (2018) advises that the sense of separation the landscape provides between distinct settlements is retained.

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

Landscape and visual

Green infrastructure interventions to restore historic character should focus on the Green Belt south west of GM Allocation 31 south of Boothstown. This area was once associated with the designed landscape of Worsley Old Hall but has suffered from modern intensive farming practices and the reinstatement of hedgerows and woodland blocks surrounding Moss House Lane would enable restoration of historic landscape character. There may be scope to work in partnership with RHS Bridgewater to reintroduce some of the more typical parkland features associated with this formalised landscape including avenue trees.

The Restoration and enhancement of remaining field patterns with additional, species rich, hedgerow planting to fill gaps and replace post and wire fencing is another management consideration from the GMCA Landscape Character Assessment (2018).

There is opportunity to enhance the greenspace infrastructure at Beesley Green within the proposed addition to the Green Belt at West Salford Greenway. Such enhancements could include improved access, historic interpretation, tree planting and landscaping treatments in keeping with the heritage of the conservation area.

Beesley Green Community Centre is located within this area, and there are opportunities for improvements to the fabric of the building and to improve the accessibility of this resource for the benefit of the local community.

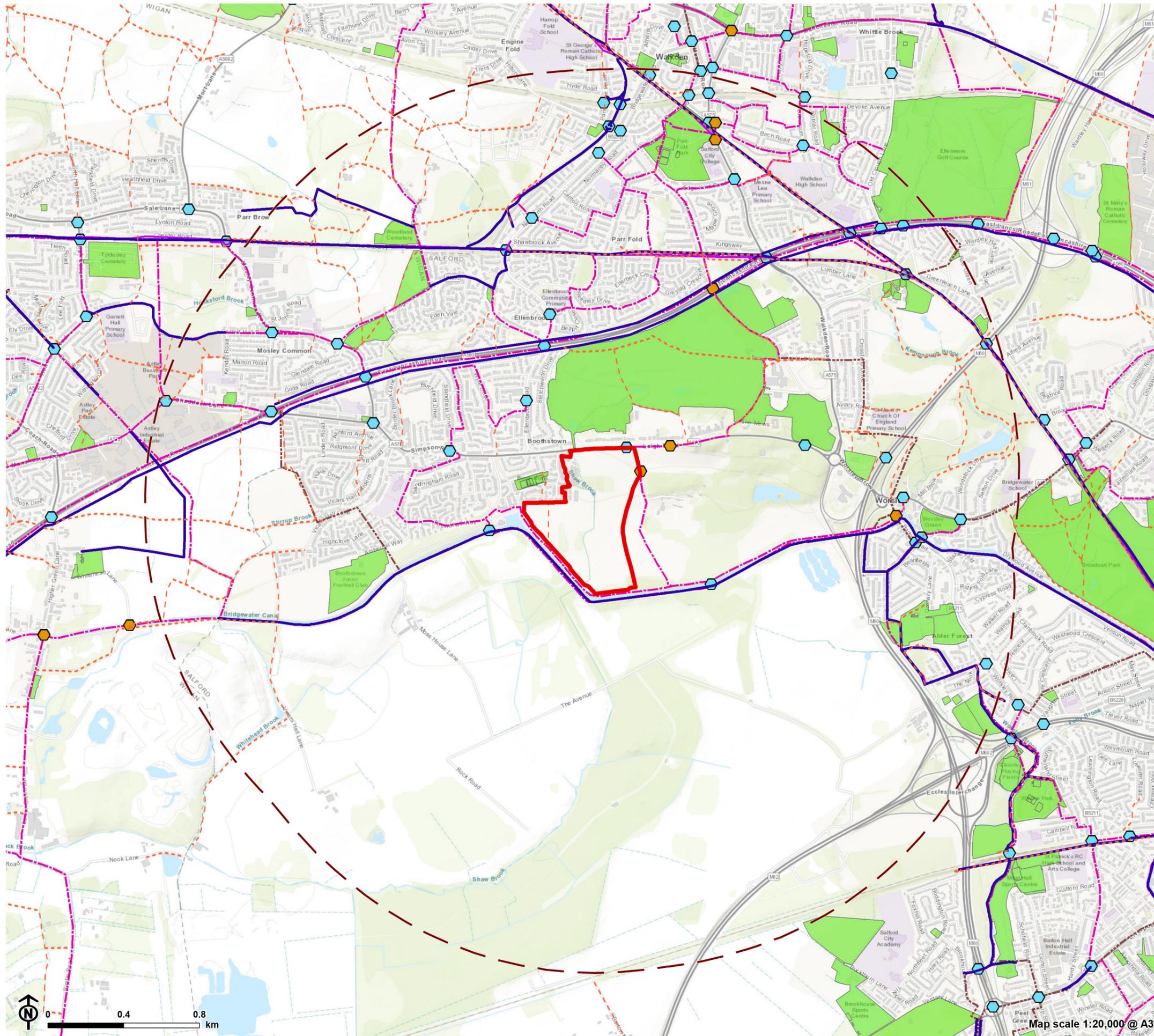
There is opportunity to improve the landscape setting of the conservation areas at Worsley Old Hall and St. Marks with landscape treatments which respect and compliment the history of these areas.

In order to prevent settlement coalescence, it is recommended that significant belts and wedges of the surrounding Green Belt are safeguarded from future development.

Physical interventions could be introduced in the form of an extension of Middle Wood to the south, or buffer planting within GM Allocation 31 itself or along the Bridgewater Canal to the south to create a contiguous habitat with Botany Bay Wood. Interventions would need to respect the character of the former designed landscape associated with Worsley Old Hall.

Potential Enhancement Opportunities
for the Green Belt

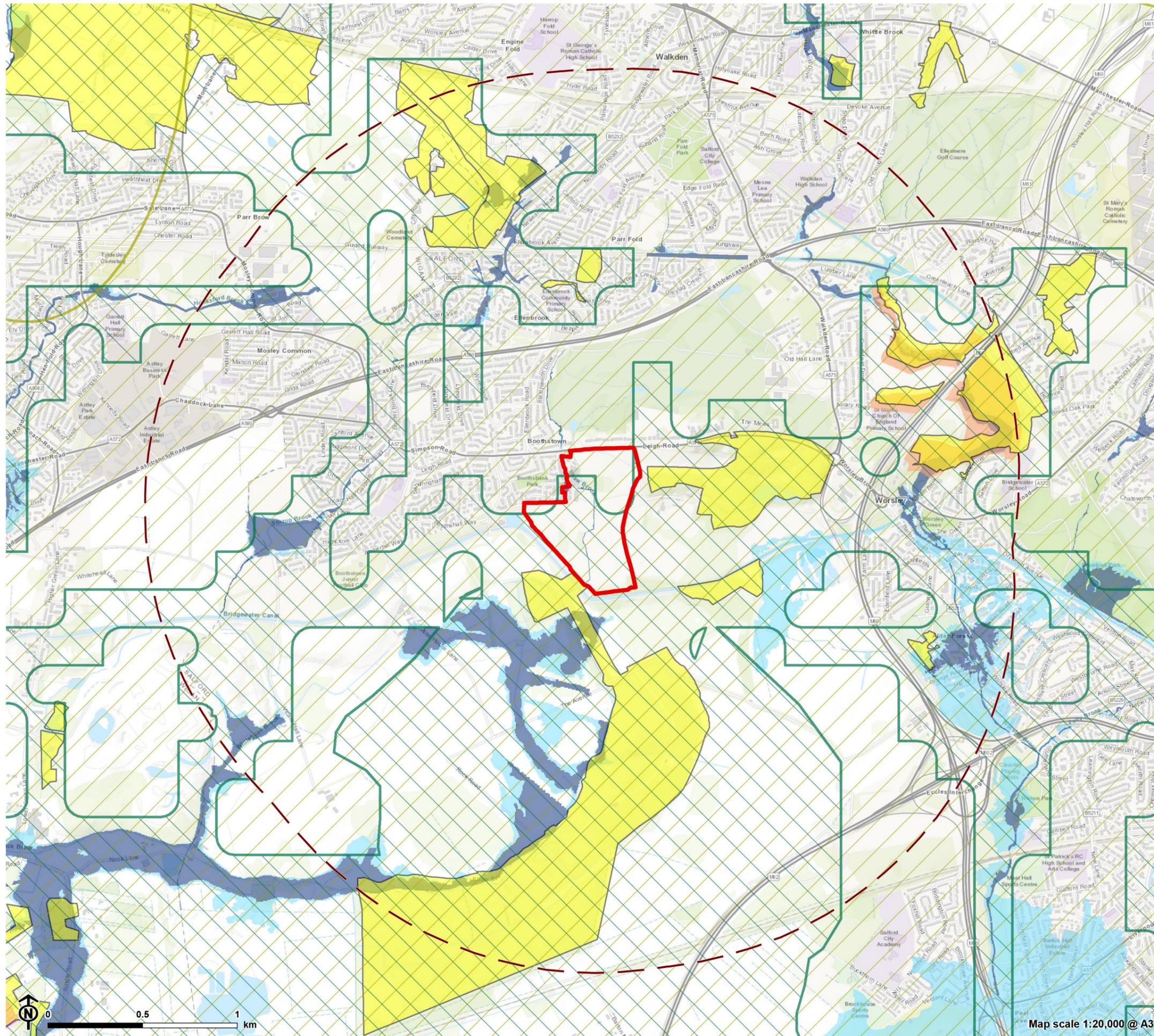
Access, Sport and Recreation
GM Allocation 31



- 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 1:20,000 @ A3

**Biodiversity, Landscape and Visual
GM Allocation 31**



- 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 1:20,000 @ A3

Potential enhancement projects

Access

1. Potential PRow access improvements; including multi-user access improvements to Roe Green Loophole.
2. Improvement of the existing Bridgewater Canal Towpath.
3. Extension to Salford Trail long distance footpath.
4. Creation of local level cycle routes.
5. Installation of new pedestrian / cycle crossing over Bridgewater Canal.

Sport and recreation

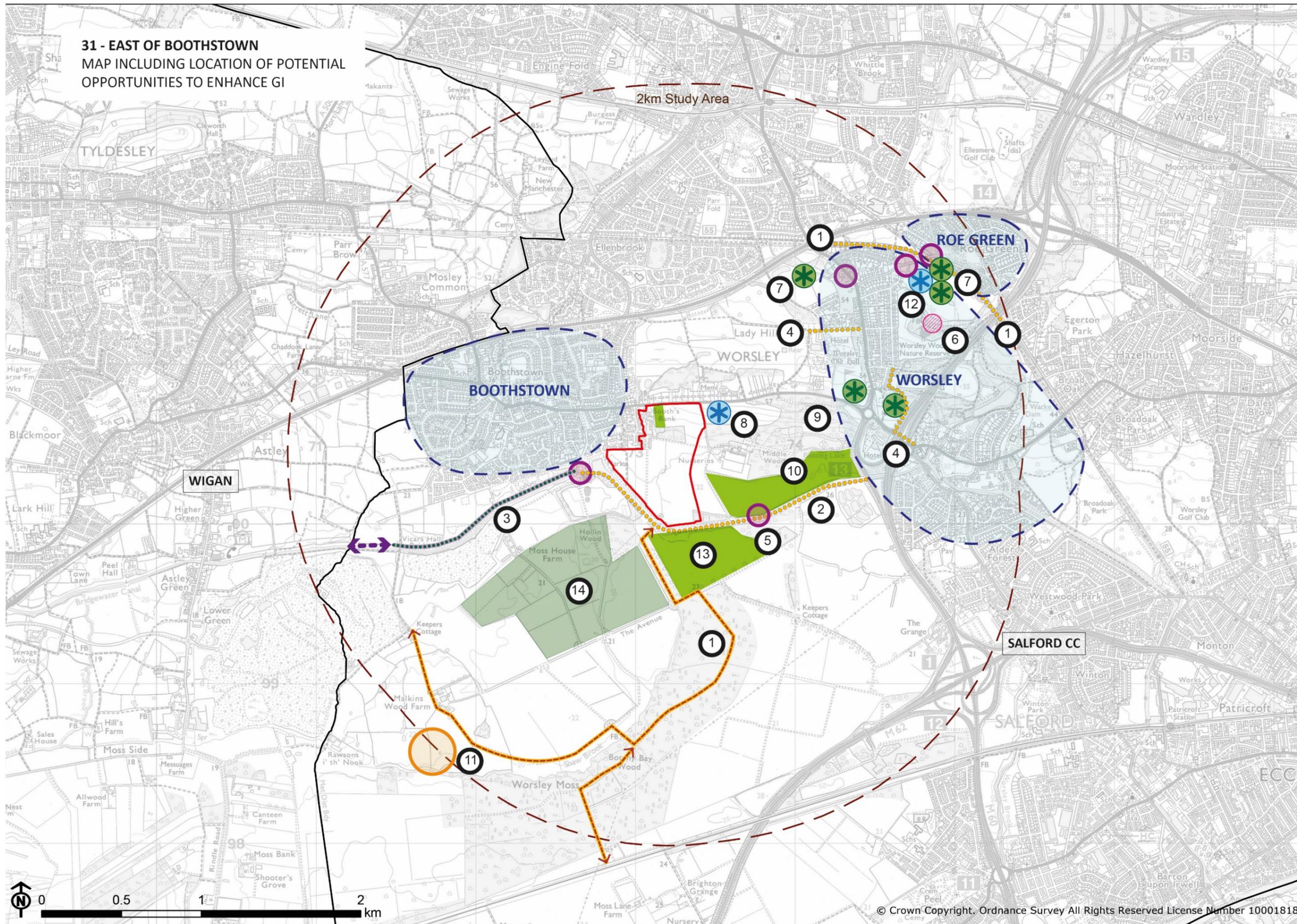
6. Creation of woodland play areas.
7. Potential spectator and access upgrades at Roe Green Cricket Club, Roe Green Tennis Club and Ellesmere Sports Club.
8. Potential new allotment facilities.

Biodiversity and wildlife corridors

9. Use of active woodland management practices.
10. Small scale landscape enhancements.
11. Potential restoration of mossland habitats, including peatland restoration to lowland raised bog.

Landscape and visual

12. Community hub improvements at Beesley Green.
13. Potential extension of buffer planting or existing tree coverage.
14. Enhance habitat connectivity by restoring lost hedgerows in existing Green Belt and managing the landscape accordingly to allow for the movement of species.



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

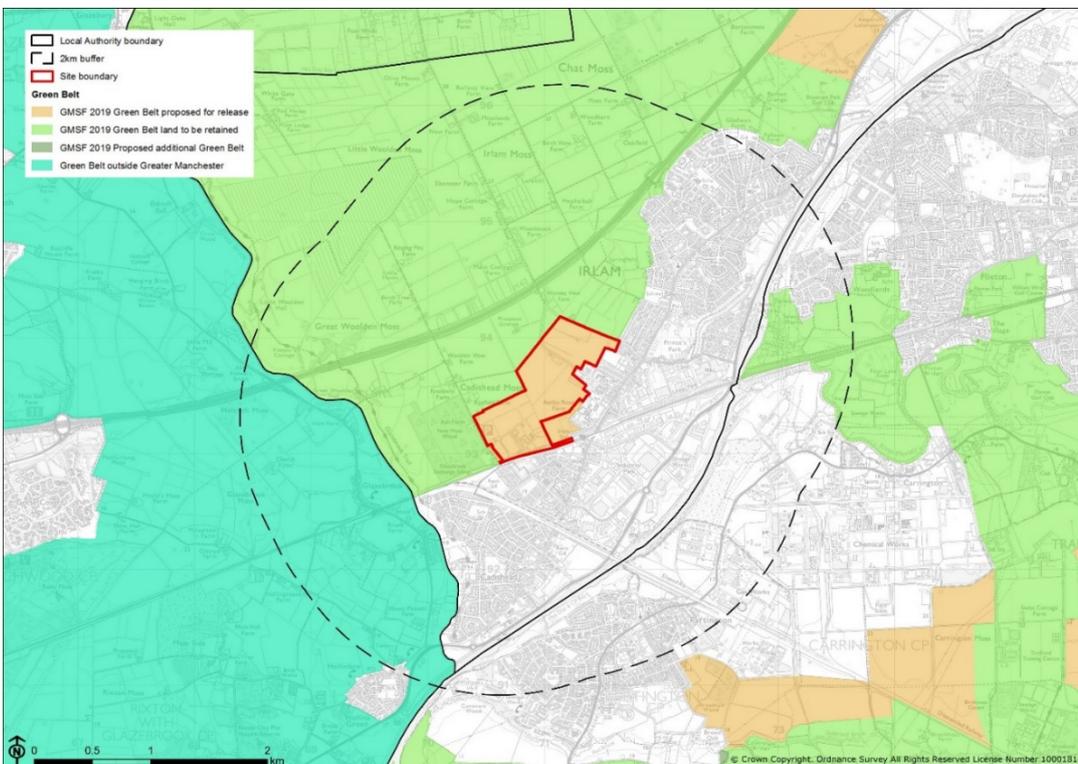
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Potential Enhancement Opportunities for the Green Belt

GM Allocation 32, North of Irlam Station



Above: View from Astley Road looking east across GM Allocation 32 towards urban fringe of Irlam



GM Allocation Area: 65.09 ha

Potential Enhancement Opportunities
for the Green Belt

Study area definition

GM Allocation 32, North of Irlam Station is located approximately 1.5km south west of Irlam centre. The GM Allocation site is located entirely within the Green Belt within Salford City Council local authority. The whole site is proposed to be released from the Green Belt.

Allocation 32 is bound by the Warrington-Manchester rail line to the south, the urban fringe of Irlam to the east and Moss Road to the west. The northern boundary is less robust, defined by unenclosed field access tracks and drainage ditches.

Land use is predominantly arable farmland of flat, small to medium rectangular fields. Drainage ditches often define the field boundaries, leading to relatively open, large-scale landscape. Brentwood Moss Nursery occupies the south western quadrant of the GM Allocation site which is well enclosed by mature wooded vegetation.

Land lying within 2km of GM Allocation 32 (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 this defined study area.

Summary of evidence and policy influencing 'beneficial use' proposals

Published landscape character assessments – Greater Manchester Combined Authority

In reference to the Greater Manchester Landscape Character and Sensitivity Assessment, 2018¹, GM Allocation 32 is located within the Mosslands and Lowland Farmland LCT. This LCT is further refined into LCA 1: South Wigan and Salford Mosslands. The most notable landscape characteristics of this LCT include a generally flat landform, floodplain landscape of mainly arable farmland with some pasture, interspersed with distinctive areas of remnant mossland. Guidance and opportunities to consider within this Landscape Character Area include:

¹ Greater Manchester Combined Authority (2018) Greater Manchester Landscape Character and Sensitivity Assessment

- Ensure that the sense of separation the landscape provides between distinct settlements is retained.
- Utilise areas of existing woodland (e.g. moss woodlands, valley woodlands, woodland along settlement edges) to integrate new development into the landscape, avoiding sites designated for their nature conservation importance.
- Protect areas of semi-natural habitat, including mosses and moss woodlands, which are locally designated as SBIs or nationally protected as SSSIs. Seek to enhance these where possible and provide linkages to form robust habitat networks.
- Conserve and manage the mosslands, including those areas which form part of SBIs and LNRs, to avoid drying and erosion. Consider the potential to restore less productive areas of farmland to lowland raised bog habitat where possible.
- 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.
- Protect areas of moss woodland, which provide important semi-natural habitat and contribute to the distinctive geometric character of the mosslands.
- Conserve and manage existing woodlands to encourage habitat diversity, using locally appropriate species and protecting from grazing during establishment.
- Improve the condition of the mossland 'rides' and restore ditches and field boundaries in the mosslands to improve grassland biodiversity.
- Consider additional woodland planting to enhance landscape structure, soften the urban fringe, screen industrial areas and reduce the noise and visual impacts of motorway corridors, where appropriate.
- Design-in the introduction of SuDS to any new development, addressing any changes in hydrology and subsequent knock-on effects, such as increased diffuse pollution from agricultural run-off.
- Enhance existing public access and provide new informal recreational provision e.g. by creating circular routes with connections to canal tow paths, using derelict railways lines where possible. Tie in with proposals for a "Carbon Trail"² under the Carbon Landscape project.

- Improve signage, interpretation and waymarking at areas used for informal recreation, with parking provision where appropriate.

Published landscape character assessments – Local level

Salford City Council Landscape Character Assessment, 2007² defines GM Allocation 32 within the Rural Mosslands LCT, Sub-Area 2: Southern Chat Moss. Key characteristics of this reclaimed lowland raised bog resulting in a large-scale, flat landscape of predominantly arable fields with broad, deep drainage ditches.

Flood Risk³

The Environment Agency has identified large sections of the Green Belt to the north west of Shaw Brook and to the north east on the outskirts of Peel Green within Flood Zone 2 and 3. This presents an opportunity to combine Nature Based Solutions for Flood Risk reduction with green infrastructure enhancements.

Minerals DPD Policy 8 Mineral Safeguarding Area

Policy 8 from the City of Salford Unitary Development Plan, 2006⁴ relates to the safeguarding of known resources of minerals and existing and planned infrastructure that supports mineral exploitation. This policy relates to large tracts of the Green Belt to the north of GM Allocation 32.

Policy EN11 Mosslands

According to Policy EN11 of the City of Salford Unitary Development Plan, 2006⁴, Green Belt to the south of the Bridgewater Canal, north of GM Allocation 32 is of considerable landscape and nature conservation value. The Mosslands have the potential to be restored to lowland raised bog, which is a habitat of international importance, has special status under the EU Habitats Directive, and is identified as a priority habitat in the UK Biodiversity Action Plan. The city council is committed to securing the restoration of lowland raised bog habitat, and the protection

² Salford City Council (2007) Landscape Character Assessment

³ The Environment Agency (2018) Flood Map for Planning (Rivers and Sea)

⁴ Salford City Council (2006) Unitary Development Plan

of the wider mosslands area, whilst also ensuring that a sustainable and successful rural economy is maintained.

Open Space Study⁵

The Open Space Chapter of the Salford Infrastructure Delivery Plan is a supporting document that identifies sites which contribute towards the local recreation standards and site specific proposals for refurbishments and new facilities. North of Irlam Station is within the Irlam and Cadishead neighbourhood area. The study has identified opportunities for refurbishments to existing strategic natural greenspaces at the River Irwell Old Course, and at New Moss Wood and small scale enhancements to plug deficiencies within neighbourhood park, play and sport provision within the majority of Irlam⁶. The study also identified deficiencies in allotment provision across all neighbourhoods.

Salford Greenspace Strategy⁷

The document forms a Supplementary Planning Document (SPD) and provides a comprehensive spatial strategy for the protection and enhancement of green space resource throughout the city. The document considers all types of green space throughout the urban and urban fringe and sets out standards for the provision of green space in the city. The Infrastructure Delivery Plan⁸ forms a separate supporting document and identifies specific sites which contribute towards the local recreation standards.

Publication Salford Local Plan⁹

Covering the period up to 2037, the document provides the policies that will be used to manage development and determine planning applications as well as identify the designations that will

⁵ Salford City Council (2019) Salford Infrastructure Delivery Plan – Open Space

⁶ Salford City Council (2018) Playing Pitch Strategy

⁷ Salford City Council (2019) Salford Greenspace Strategy – Supplementary Planning Document

⁸ Salford City Council (2012) Salford Infrastructure Delivery Plan

⁹ Salford City Council (2020) Publication Salford Local Plan: Development Management Policies and Designations

protect the city's most important environmental assets. The plan, supporting documents and comments received are due to be submitted to the Secretary of State in 2020.

Existing baseline

Access

There are a number of Public Rights of Way located within adjacent Green Belt to the north and north west of GM Allocation 32 and the M62 around Irlam Moss, Cadishead Moss and Great Woollen Moss. These include I1, I17 and I20 to name a few.

These routes follow the rigid grid pattern of field boundary ditches and reinforce the typical landscape characteristics of this area, creating a greater sense of time-depth associated with this part of the Green Belt. They connect the various mossland landscapes which form a large part of the rural Green Belt between Irlam and Boothstown and characterise the landscape encompassed within the Great Manchester Wetlands Nature Improvement Area (NIA).

The Salford Trail Long Distance Footpath, a 50 mile circular walk which is entirely within the boundaries of the City of Salford, passes through Green Belt to the west of GM Allocation 32.

The Glazebrook Timberland Trail is located in Green Belt to the west of GM Allocation 32. This long distance footpath connects Leigh with Cadishead along the route of the Pennington and Glaze Brooks.

There is an existing TfGM traffic-free cycle route along Astley Road within GM Allocation 32 and appears to link into a circular circuit along Roscoe Road and back into Irlam town centre.

A further TfGM traffic-free cycle route is located in Green Belt west of GM Allocation 32 along the route of Irlam Definitive Bridleway 7 & 8 (I7 & I8). This route connects Moss Road from the railway bridge at the end of New Moss Road, terminating at the junction of PRow 6 & 11 to the north.

‘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 routes with improved access at overgrown entrance points.

This recreational green infrastructure asset could potentially be enhanced through improved surfacing and distance marker / destination signage along the entirety of the route within the surrounding Green Belt.

Access could also be improved at strategic points including Ringing Pits Farm at the northern terminus of Moss Road where public access is not as legible.

The route could be improved through resurfacing and marker / destination signage, alongside strategic access improvements to encourage local level use from Irlam.

There are limited resources associated with the trail and investment into an on-line trail guide is also recommended.

The existing cycle infrastructure should be retained within development proposals where possible. Where retention cannot be combined with designs, a diversion should be provided to maintain existing linkages. In principle, this diversion can follow the line of PRow I33 north east and I30/31 south east linking back to B5320 Liverpool Road with upgrades of existing footpaths to cycleway standard.

Key enhancements at this location could include the extension of the traffic-free cycle route to the east and south with the upgrading of PRow I16 and connecting into the existing TfGM cycle route on Roscoe Road creating a circular recreational cycleway.

Existing baseline

Sport and recreation

There are no existing formally designated sporting or recreational facilities within the study limit of the surrounding Green Belt.

There are sports facilities (football and bowling) at Irlam Steel Recreation Club outwith the Green Belt boundary which offer functionality relating to the purposes of the Green Belt.

From the Open Space Study, there is a deficit of public parks within the Irlam and Cadishead Neighbourhood.

Allotment provision has also been highlighted as lacking within the Irlam and Cadishead neighbourhood.

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

Sport and recreation

Facilities at Irlam Steel Recreation Club can be improved to provide wider community accessibility. Interventions would include improvements to car parking, spectator seating and pedestrian / cycle links to the surrounding Green Belt with upgrades to existing TfGM infrastructure on Roscoe Road.

Whilst it would not be appropriate to include a new municipal park within the Green Belt adjacent GM Allocation 32, there is the potential to create new recreational spaces with similar functionality as a park landscape.

The landscape adjacent Glaze Brook in Green Belt to the west of GM Allocation 32 would enable the creation of an accessible Green Space with seating, native planting and natural play to echo the landscape characteristics of this area. This is a strategic green infrastructure site with the potential to create contiguous habitat links across the railway line to the existing playing fields and Glaze Brook Green Corridor south.

There is potential to provide new allotment facilities as part of the beneficial use of the remaining Green Belt near to GM Allocation 32. Existing allotment sites outwith the Green Belt

Potential Enhancement Opportunities
for the Green Belt

are located at Dixon Street. New provision would be most appropriate in Green Belt to the east of GM Allocation 32 adjacent the urban fringe of Barton Moss potentially around School Lane.

Existing baseline

Biodiversity and wildlife corridors

There are a number of SBIs located within the adjacent Green Belt, most of which are associated with the mossland landscape to the north of GM Allocation 32. The designations themselves form prominent features within the landscape, including Great Woollen Wood (north west), Cadishead Moss (north west), Woodland North of Moss Farm (north east), Chat Moss Remnants (north).

Identified as a 'strategic semi-natural greenspace' within Salford Greenspace Strategy SPD Sites (2019), New Moss Wood abuts the south western boundary of GM Allocation 32. The site is publically accessible and is encompassed within the wider 'Carbon Landscape' project, a Landscape Partnership scheme delivering habitat and access enhancements on behalf of the Heritage Lottery Fund.

The entire Green Belt within the study area surrounding GM Allocation 32 is classified within the Great Manchester Wetlands Nature Improvement Area. This area covers 48,000 hectares of wetlands across Wigan, Manchester, Salford and Warrington. Mosslands. The area forms a landscape-scale community and natural heritage project which aims to restore key designated sites / priority BAP habitats and improve local connectivity for critical species. The project also aspires to optimise the ecosystem services provided by all habitats, particularly the carbon storage function of lowland raised bog. The objectives are delivered via 'The Carbon Landscape' project, a Landscape Partnership Bid to the Heritage Lottery Fund.

Land contained within the retained green belt to the north of the M62 lies within Biodiversity Heartland, as defined within the Salford Publication Local Plan (Policies GI2/2). This policy states that land within this area should be prioritised for the restoration of lowland bog and other priority habitats.

The Glaze Brook runs from Lately Common (south of Leigh) to the River Mersey and forms the definitive boundary between much of the boroughs of Salford and Warrington.

Potential Enhancement Opportunities
for the Green Belt

Historic maps show that the Glaze Brook was realigned / channelised north of Cadishead, removing some of the meandering glacial river formations, with areas of surrounding wetland drained for agricultural purposes.

Boundary Drain is a small brook running through Little Woolden Moss in Green Belt north west of GM Allocation 32. This feature was introduced as part of the draining process of the mosses and is now being dammed in an attempt to restore this wetland ecosystem.

‘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 structured planting to improve the key aspects for designation. Any interventions should also ensure consistency with local schemes proposed as part of the ‘Carbon Landscape’ project.

There may be opportunities to connect the SBIs through the creation / enhancement of mossland habitats and peatland restoration to create a contiguous network whilst reinforcing the landscape characteristics of this area.

This initiative would also link with species rich hedgerow and ditch restoration potential within the wider Green Belt to the north and north east, thereby creating a diverse and responsive habitat framework.

Ecological enhancements within the Green Belt area should look at the restoration of mossland habitats. This will include the re-wetting of the mossland landscape to create the appropriate conditions for these lowland bogs.

Such habitats will have the opportunity to support endangered and rare plant and animal species as well as providing natural flood defences and actively storing carbon dioxide.

Particular focus should be placed on mossland restoration in Green Belt to the east and north east around Cadishead Moss, Great Woolden Moss and Little Woolden Moss.

The restoration of the natural river course, and associated wetlands would create an ecologically rich landscape with potential for flood management.

There is further potential to conserve and enhance Little Woolden Moss in partnership with Lancashire Wildlife Trust, to re-wet this landscape and ensure species diversity and longevity of this ecological asset.

Existing baseline

Landscape and visual

According to the Greater Manchester Urban Historic Landscape Characterisation Project (HLC), 2012, the Green Belt surrounding GM Allocation 32 is mainly defined within Enclosed Land Character Type and further refined under Drained Wetland. Key management opportunities include the retention and enhancement of historic character through positive management, including restoration where appropriate.

As discussed in the Biodiversity and wildlife corridor theme, the Glaze Brook has been subject to pre 1965 course realignment / channelisation.

The GMCA Landscape Character Assessment (2018) advises that the sense of separation the landscape provides between distinct settlements is retained.

The GMCA Landscape Character Assessment (2018) also advocates the restoration and enhancement of areas of deteriorating farmland including additional, species-rich, hedgerow planting to fill gaps and replace post and wire fencing. Reintroduce hedgerow trees where appropriate. Farmland to the west of Fiddlers Lane is classified as a Grade 5, the poorest quality agricultural land.

Consideration should be given to additional woodland planting to enhance landscape structure, soften the urban fringe, screen industrial areas and reduce the noise and visual impacts of motorway corridors as part of management practices identified within the GMCA Landscape Character Assessment (2018).

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

Landscape and visual

As previously mentioned, the upgrading of existing PRow within the Green Belt north of GM Allocation 32 around Great Woolden Moss and Irlam Moss would maintain links with the historic landscape, and former land management practices which have culminated in the distinctive grid pattern of fields and footpaths.

Another key landscape and historic characteristic of the mossland Green Belt are the drainage ditches which define field edges. Where these have become overgrown or blocked and are not part of mossland re-wetting initiatives, management practices should be employed to restore these. This is particularly evident in the Green Belt to the north west of GM Allocation 32 around Astley.

There is opportunity to restore the natural river landscape along the Glaze Brook to reflect the historic character in Green Belt to the west of GM Allocation 32.

Whilst GM Allocation 32 has extensive retained Green Belt to the north across the mossland landscape which will prevent settlement coalescence, Green Belt buffers will form a key part in retaining adjacent designated land to the north east if GM Allocation 32 were developed.

Buffers can be in the form of woodland blocks or species rich grassland / mossland areas which would be located north of Roscoe Road.

New Moss Wood in Green Belt to the south west of GM Allocation 32 could be reinforced with continued tree management.

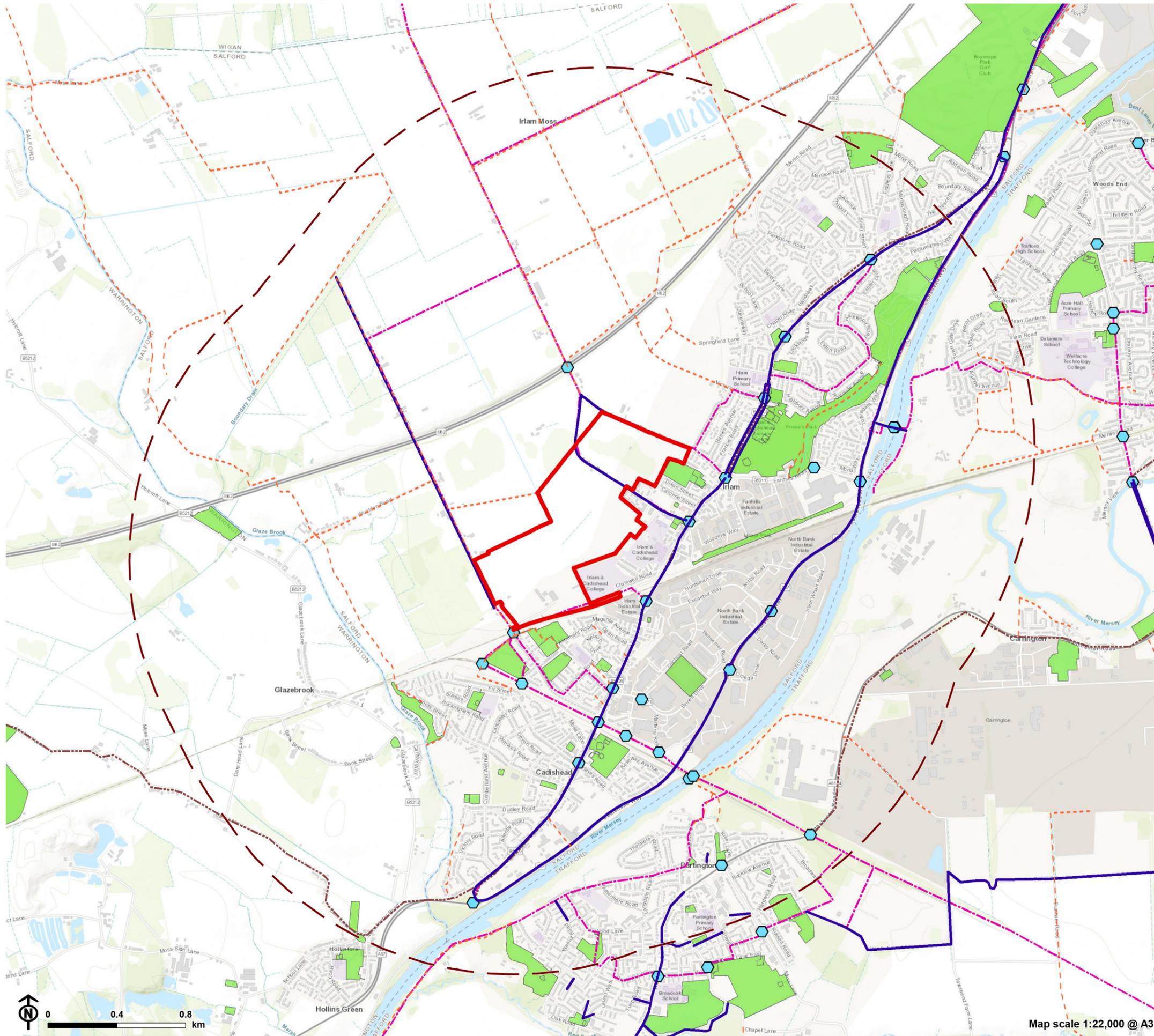
Where the drainage ditches which are key characteristics of this landscape do not exist, there is potential for reinstatement of hedgerows, including hedgerow trees. This would be particularly evident in the Green Belt to the north east adjacent Cutnook Lane, Fiddlers Road and Barton Moss Road. However, land located within land defined as Biodiversity Heartland with the Publication Salford Local Plan should be prioritised as lowland raised bog priority habitat restoration.

Although peatland restoration is preferable in the study area, there is also potential to reinforce existing green corridors around the M62 and the Warrington – Manchester railway line. Such

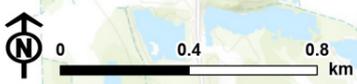
Potential Enhancement Opportunities
for the Green Belt

routes provide contiguous habitat links through the Green Belt. Native shrub and hedge planting introduced at gaps or to bolster existing planting would strengthen this habitat network on the railway line south of New Wood and adjacent the western carriageway of the M62 between Holcroft Lane and the urban fringe of Barton Moss.

Access, Sport and Recreation
GM Allocation 32

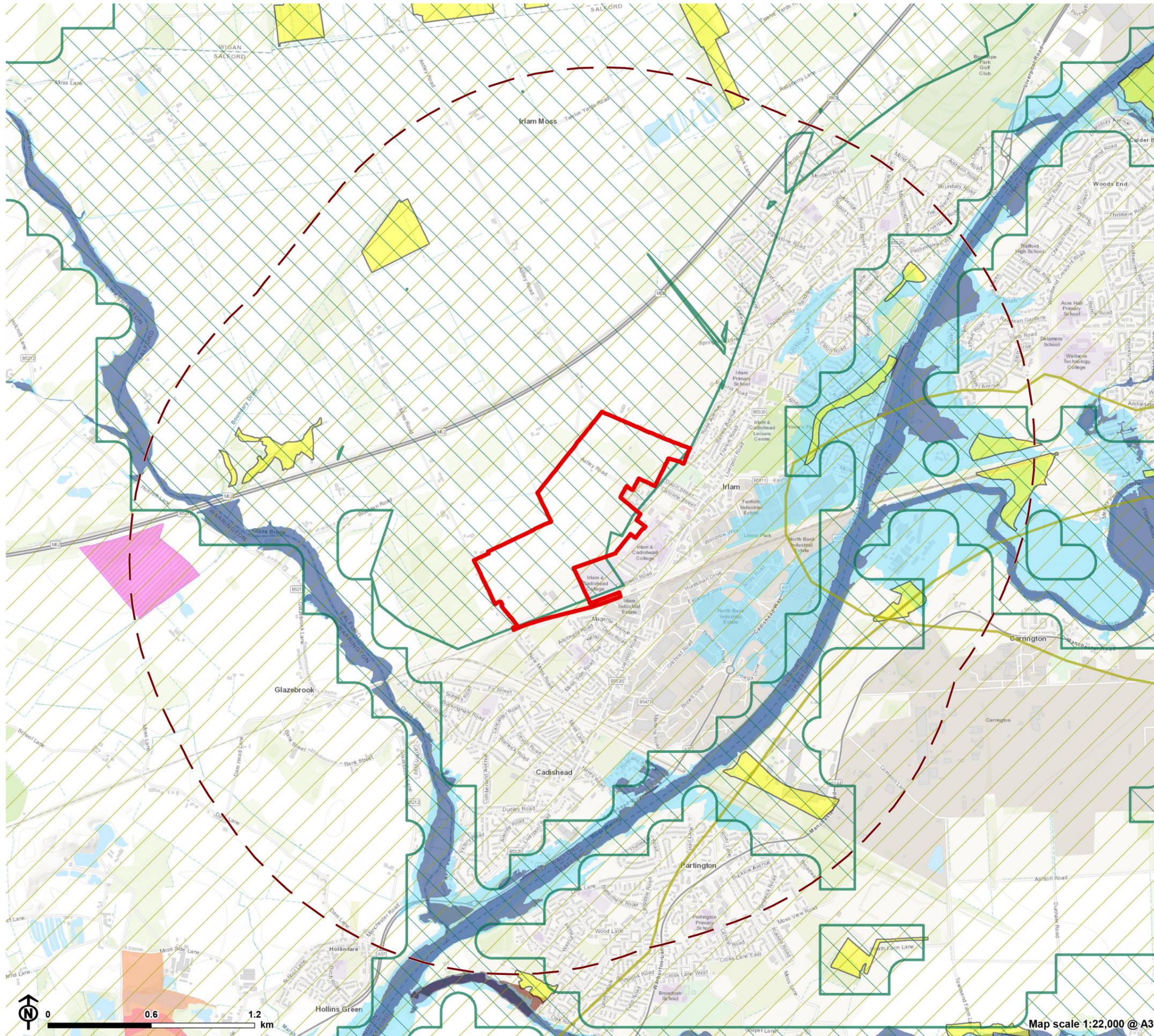


- Site boundary
- Site boundary - 2km buffer
- Access**
- Public right of way
- TfGM cycle route
- ⬢ Bee network - crossing point
- Bee network - beeway
- Bee network - busy beeway
- Sport and Recreation**
- Open green space

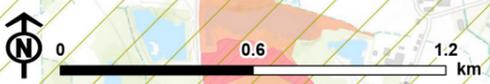


Map scale 1:22,000 @ A3

**Biodiversity, Landscape and Visual
GM Allocation 32**



- 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 1:22,000 @ A3

Potential enhancement projects

Access

1. Public Right of Way access improvements including a review of signage, overgrown vegetation management and improve access provision (refurbishment of stiles and kissing gates).
2. Consider upgrades to the Salford Trail and the Glaze Brook Trail.

Sport and recreation

3. Potential creation of accessible semi-natural greenspaces with opportunities for natural play.
4. Consider the creation of new allotment facilities.

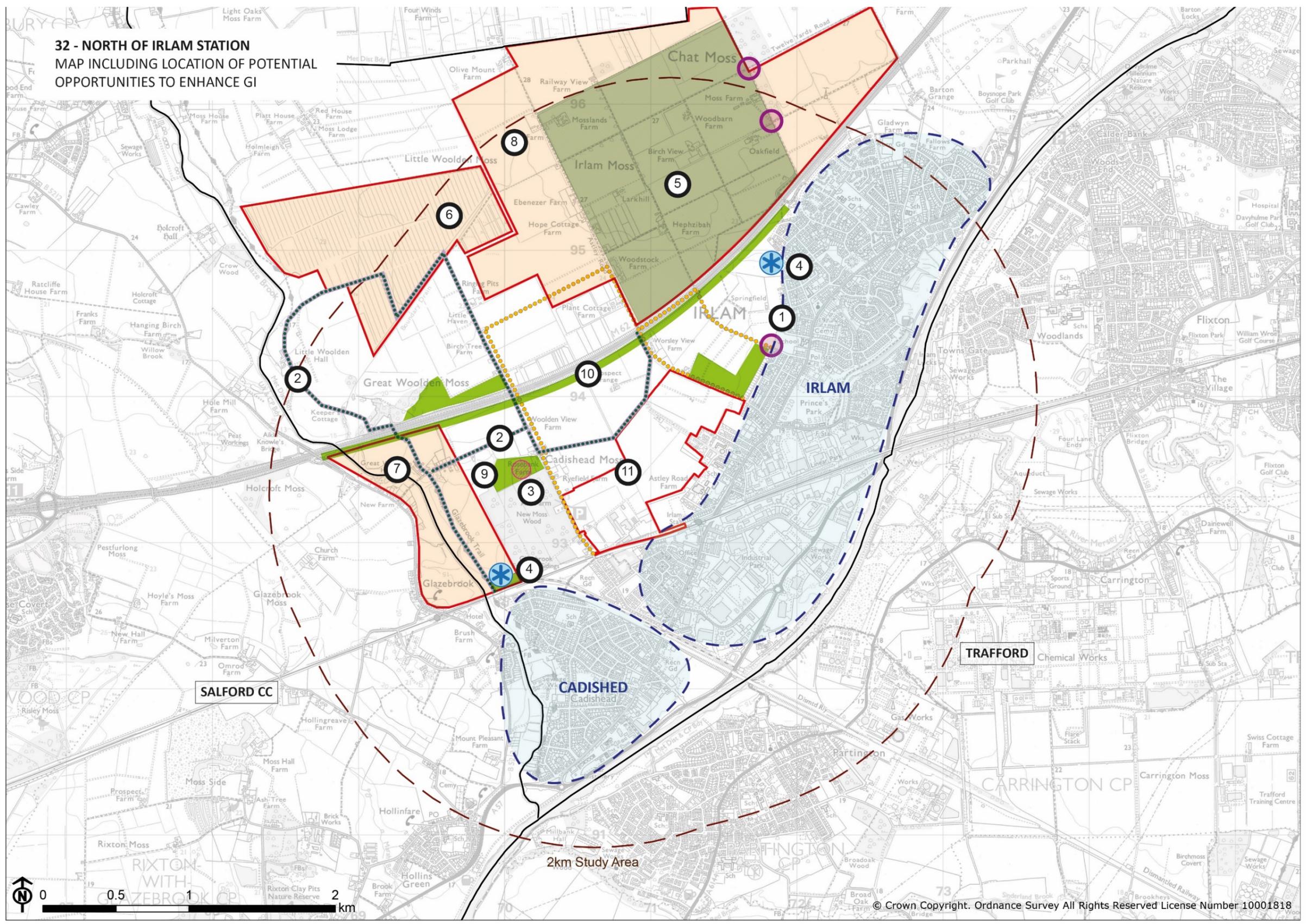
Biodiversity and wildlife corridors

5. Creation / enhancement of mossland habitats and establishment of peatland restoration schemes.

Landscape and visual

6. Potential ditch restoration works within Mosslands and Lowlands Farmlands LCT.
7. Restoration of natural river course attributed to the Glaze Brook.
8. Potential species rich hedgerow restoration within Mosslands and Lowlands Farmlands LCT.
9. Green corridor enhancements along the M62.
10. Removal of hedgerows within GM Allocation 32 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.

32 - NORTH OF IRLAM STATION
MAP INCLUDING LOCATION OF POTENTIAL
OPPORTUNITIES TO ENHANCE GI



-  LOCAL SETTLEMENT
-  LOCAL AUTHORITY BOUNDARY
-  REVISED GMSF ALLOCATIONS (2019)
-  POTENTIAL CONTIGUOUS HABITAT NETWORK
-  ENHANCE CHARACTER OF LAND AFFECTED BY LAND SEVERANCE
-  POTENTIAL AREA FOR HEDGEROW RESTORATION
-  ACCESS / CROSSING POINT IMPROVEMENTS
-  POTENTIAL CYCLEWAY UPGRADE / ADDITION
-  POTENTIAL LONG DISTANCE FOOTPATH UPGRADE / ADDITION
-  POTENTIAL RECREATIONAL ASSET ENHANCEMENT
-  INTEGRATION OF NATURAL PLAY
-  REFER TO POTENTIAL ENHANCEMENT PROJECTS



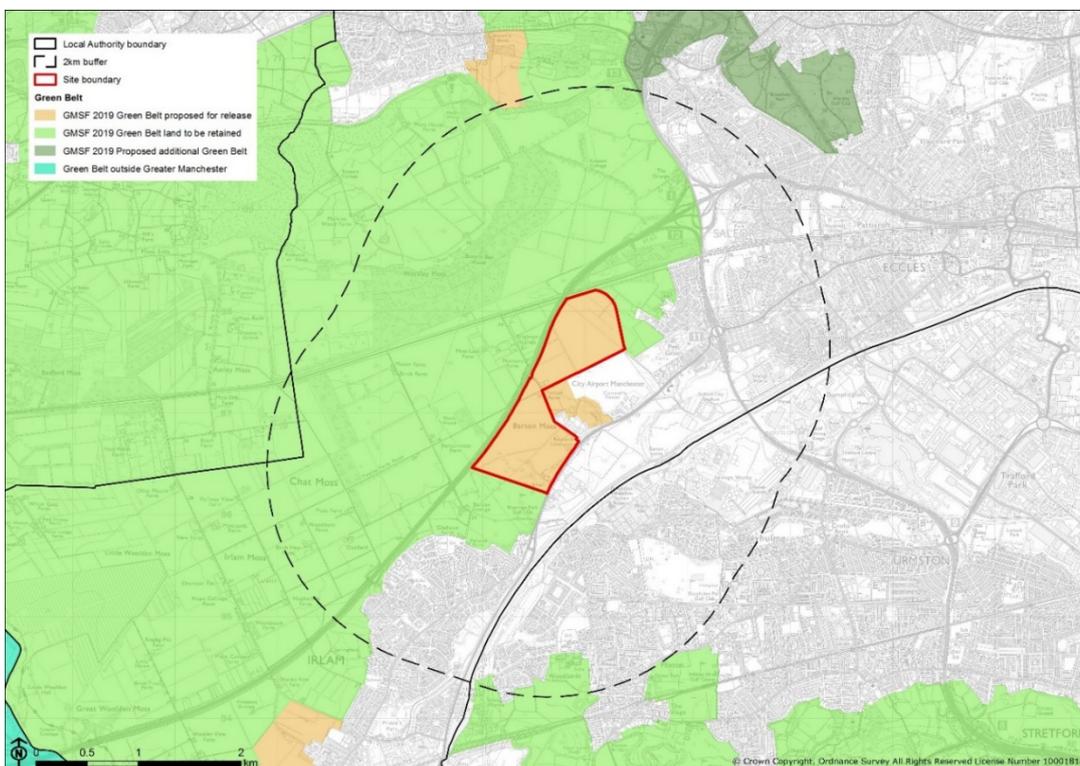
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Potential Enhancement Opportunities for the Green Belt

GM Allocation 33, Port Salford Extension



Above: View from Barton Moss Road looking west across the GM Allocation site towards the Green Corridor M62



GM Allocation Area: 109.14 ha

Potential Enhancement Opportunities
for the Green Belt

Study area definition

This is a medium sized GM Allocation site located adjacent Manchester City Airport and bordering the M62. This GM Allocation site is within Salford Council local authority and is entirely proposed for release from the Green Belt.

GM Allocation 33 is bound to the west by the M62, to the north by the Liverpool-Manchester rail line, to the east by the A57, Barton Moss Road and Manchester City Airport.

The land is split into a number of regular medium-large arable fields with the southern part of the GM Allocation site occupied by half of the now closed Boysnope Park Golf Course.

Land lying within 2km of GM Allocation 33, Port Salford Extension (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 this defined study area.

Summary of evidence and policy influencing 'beneficial use' proposals

Published landscape character assessments – Greater Manchester Combined Authority

In reference to the Greater Manchester Landscape Character and Sensitivity Assessment, 2018¹, GM Allocation 33 is located within the Mosslands and Lowland Farmland LCT. This LCT is further refined into LCA 1: South Wigan and Salford Mosslands. The most notable landscape characteristics of this LCT include a generally flat landform, floodplain landscape of mainly arable farmland with some pasture, interspersed with distinctive areas of remnant mossland. Guidance and opportunities to consider within this Landscape Character Area include:

- Ensure that the sense of separation the landscape provides between distinct settlements is retained.

¹ Greater Manchester Combined Authority (2018) Greater Manchester Landscape Character and Sensitivity Assessment

- Utilise areas of existing woodland (e.g. moss woodlands, valley woodlands, woodland along settlement edges) to integrate new development into the landscape, avoiding sites designated for their nature conservation importance.
- Protect areas of semi-natural habitat, including mosses and moss woodlands, which are locally designated as SBIs or nationally protected as SSSIs. Seek to enhance these where possible and provide linkages to form robust habitat networks.
- Conserve and manage the mosslands, including those areas which form part of SBIs and LNRs, to avoid drying and erosion. Consider the potential to restore less productive areas of farmland to lowland raised bog habitat where possible.
- 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.
- Protect areas of moss woodland, which provide important semi-natural habitat and contribute to the distinctive geometric character of the mosslands.
- Conserve and manage existing woodlands to encourage habitat diversity, using locally appropriate species and protecting from grazing during establishment.
- Improve the condition of the mossland 'rides' and restore ditches and field boundaries in the mosslands to improve grassland biodiversity.
- Consider additional woodland planting to enhance landscape structure, soften the urban fringe, screen industrial areas and reduce the noise and visual impacts of motorway corridors, where appropriate.
- Design-in the introduction of SuDS to any new development, addressing any changes in hydrology and subsequent knock-on effects, such as increased diffuse pollution from agricultural run-off.
- Enhance existing public access and provide new informal recreational provision e.g. by creating circular routes with connections to canal tow paths, using derelict railways lines where possible. Tie in with proposals for a "Carbon Trail"² under the Carbon Landscape project.
- Improve signage, interpretation and waymarking at areas used for informal recreation, with parking provision where appropriate.

Published landscape character assessments – Local level

Salford City Council Landscape Character Assessment, 2007² defines GM Allocation 33 within the Rural Mosslands LCT, Sub-Area 2: Southern Chat Moss. Key characteristics of this reclaimed lowland raised bog resulting in a large-scale, flat landscape of predominantly arable fields with broad, deep drainage ditches.

Flood Risk³

The Environment Agency has identified large sections of the Green Belt to the north west of Shaw Brook and to the north east on the outskirts of Peel Green within Flood Zone 2 and 3. This presents an opportunity to combine Nature Based Solutions for Flood Risk reduction with green infrastructure enhancements.

Minerals DPD Policy 8 Mineral Safeguarding Area

Policy 8 from the City of Salford Unitary Development Plan, 2006⁴ relates to the safeguarding of known resources of minerals and existing and planned infrastructure that supports mineral exploitation and former sites under restoration. This policy relates to large tracts of the Green Belt to the west of GM Allocation 33.

Policy EN11 Mosslands

According to Policy EN11 of the City of Salford Unitary Development Plan, 2006⁴, Green Belt to the south of the Bridgewater Canal, north of GM Allocation 33 is of considerable landscape and nature conservation value. The Mosslands have the potential to be restored to lowland raised bog, which is a habitat of international importance, has special status under the EU Habitats Directive, and is identified as a priority habitat in the UK Biodiversity Action Plan. The city council is committed to securing the restoration of lowland raised bog habitat, and the protection of the wider mosslands area, whilst also ensuring that a sustainable and successful rural economy is maintained.

² Salford City Council (2007) Landscape Character Assessment

³ The Environment Agency (2018) Flood Map for Planning (Rivers and Sea)

⁴ Salford City Council (2006) Unitary Development Plan

Open Space Study⁵

The Open Space Chapter of the Salford Infrastructure Delivery Plan is a supporting document that identifies sites which contribute towards the local recreation standards and site specific proposals for refurbishments and new facilities. Port Salford Extension is predominantly within the Irlam and Cadishead neighbourhood area although a small section to the north east lies within the Eccles neighbourhood area. The study is more limited in its identification of enhancement options in the Green Belt surrounding GM Allocation 33 but has made suggestions for refurbishment to sports facilities at Brookhouse Playing Fields⁶. The study also identified deficiencies in allotment provision across all neighbourhoods.

Existing baseline

Access

Public Right of Way W30/31 cuts through GM Allocation 33 north-south. This route is from Liverpool Road along Barton Moss Road in a northerly direction to the railway line with a dead-end branch to the motorway.

Public Right of Way E30 also passes through the Port Salford GM Allocation. The path starts at the motorway, carries along Twelve Yards Road and joins with Footpath I29 at Irlam Moss. This section is part of the Salford Trail Long Distance Footpath, a 50-mile circular walk which is entirely within the boundaries of the City of Salford.

The Green Belt north of GM Allocation 33 around Worsley / Chat Moss is devoid of Public Rights of Way.

There are a number of Public Rights of Way located within adjacent Green Belt to the west of GM Allocation 33, including E30a, E32, I25 and I53 to name a few.

⁵ Salford City Council (2019) Salford Infrastructure Delivery Plan – Open Space

⁶ Salford City Council (2018) Playing Pitch Strategy

These routes follow the rigid grid pattern of field boundary ditches and reinforce the typical landscape characteristics of this area and create a greater sense of time-depth associated with this part of the Green Belt.

Confirmed TfGM cycle infrastructure exists along the northern towpath as part of the wider RHS Bridgewater development and investment initiative.

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

Access

Public Rights of Way W30/31 and E30 should be retained within development proposals where possible as part of the Salford Trail Long Distance Footpath. There is limited scope for route diversion around GM Allocation 3 without considerable addition to length.

If a diversion is essential, this should be re-routed around the outskirts of GM Allocation 33 to the south and across Boysnope Golf Course to link back over the M62 via PRoW E32 and onto the original route of the Salford Trail.

There is opportunity to enhance the Salford Trail Long Distance Footpath within the adjacent Green Belt. Interventions including resurfacing, particularly at key access points onto the route from the surrounding urban area, and tributary footpaths such as the junctions of PRoW E28 and E31 with the A57 Liverpool Road. Signage, and markers, similar to those utilised on other Long-Distance Trails (e.g. The iconic Trans Pennine Trail marker post) could increase route legibility and identity.

The physical constraints of the mossland landscape and private land ownership may be the reasons for a lack of public access in Green Belt north of GM Allocation 33. There are however clear opportunities for green infrastructure accessibility interventions.

The railway is a key barrier / severance within the landscape. There is opportunity to replace the at-grade crossing at Barton Moss Road with an accessible footbridge to promote safe connections between the mossland and urban areas to the south.

A further pedestrian route parallel and north of the railway line, along the southern fringe of Botany Bay Wood would assist in the creation of circular local level recreational walks for the populations of Peel Green and Irlam to the south and Boothstown and Worsley to the North.

There is opportunity for small scale green infrastructure interventions to enhance usability and legibility of routes, including improved access at overgrown entrance points. This is particularly evident where Public Rights of Way adjoin minor tributary roads, for example Cutnook Lane.

An existing TfGM traffic-free cycle route is located outwith the Green Belt to the north east of GM Allocation 33, terminating at the M60, south of the M60 / M602 interchange. There is opportunity to create a new cycle way link into the Green Belt west from this point and parallel to the railway line this route could then turn onto Barton Moss Road and back onto A57 Liverpool Road.

Existing baseline

Sport and recreation

The disused Boysnope Park Golf Course is located within GM Allocation 33 and within the Green Belt to the south. The course opened in 1998 and closed in 2018. Although only 20 years old, the course demonstrates a mature vegetation structure which reinforces a green buffer along the A57 Liverpool Road and around the urban fringe of Barton Moss.

Brookhouse Playing Fields and Sports Centre are located in Green Belt to the east of GM Allocation 33 off Buckthorn Lane. The split site offers 11 adult pitches alongside changing / ancillary facilities at Brookhouse Community Centre. Both the pitches and supporting facilities were rated as poor according to the Open Space Study and Playing Pitch Strategy.

The playing fields also support a relatively new Multi-Use Games area, a play area and skate park. Both the play area and skate park require refurbishment to meet current play standards.

There are no allotments within the adjacent Green Belt, and this has been noted as a deficit within Salford Council's Open Space Study.

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

Sport and recreation

There is potential to redesign the section of Boysnope Park Golf Course within the Green Belt and remodel this as a 9-hole municipal course with improved community access including appropriately positioned footpaths, and an emphasis on habitat creation (ponds and grassland habitat appropriate to this landscape).

Recommendations will focus on improving pitch quality to alleviate impact from overplay and upgrading of existing changing / ancillary facilities. This will involve significant investment in the physical fabric of Brookhouse Community Centre, car parking around the centre and spectator provision to create a green infrastructure asset for the local and wider community.

Both the skate park and play area located within Brookhouse Playing Fields would benefit from refurbishment according to Salford Council’s Open Space Study.

Investment in this area would create a significant community hub, realising the collective beneficial uses of other parts of the Green Belt surrounding GM Allocation 33.

There is potential to provide new allotment facilities as part of the beneficial use of the remaining Green Belt near to GM Allocation 33. Existing allotment sites outwith the Green Belt are located at Addison Road, Irlam. New provision would be most appropriate in Green Belt adjacent the urban fringe of Peel Green, potentially around Brookhouse Playing Fields and Community Centre with the opportunity for shared facilities such as storage and car parking.

Existing baseline

Biodiversity and wildlife corridors

There are a number of SBIs located within the adjacent Green Belt, most of which are associated with the mossland landscape to the north and west of GM Allocation 33. The designations themselves form prominent features within the landscape, including Botany Bay Wood (north east), Twelve Yards Road (west) and Woodland North of Moss Farm (west).

Potential Enhancement Opportunities
for the Green Belt

Shaw Brook in adjacent Green Belt the north west of GM Allocation 33 is classified as 'Poor' according to the Water Framework Directive (WFD).

The entire Green Belt within the study area surrounding GM Allocation 33 is classified within the Great Manchester Wetlands Nature Improvement Area (NIA). This area covers 48,000 hectares of wetlands across Wigan, Manchester, Salford and Warrington. Mosslands are a UK Priority Habitat. The area forms a landscape-scale community and natural heritage project which aims to restore key designated sites / priority BAP habitats and improve local connectivity for critical species. The project also aspires to optimise the ecosystem services provided by all habitats, particularly the carbon storage function of lowland raised bog. The objectives are delivered via 'The Carbon Landscape' project, a Landscape Partnership Bid to the Heritage Lottery Fund.

Land contained within the retained green belt to the north of the M62 lies within Biodiversity Heartland, as defined within the Salford Publication Local Plan (Policies GI2/2). This policy states that land within this area should be prioritised for the restoration of lowland bog and other priority habitats.

Areas to the east and south of GM Allocation 33 are contained within land defined as EA Flood Zones 2 and 3.

'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.

There may be opportunities to connect the SBIs by utilising the existing corridors of the railway line and M62 motorway as green linkages and extending and reinforcing buffer planting where appropriate.

This initiative would also link with species rich hedgerow and ditch restoration potential within the wider Green Belt to the west, 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.

Ecological enhancements within the Green Belt area should look at the restoration of mossland habitats. This will include the re-wetting of the mossland landscape to create the appropriate conditions for these lowland bogs. Peatland restoration could also be explored.

Such habitats will have the opportunity to support endangered and rare plant and animal species as well as providing natural flood defences and actively storing carbon dioxide.

Particular focus should be placed on mossland restoration in Green Belt to the west around Chat Moss.

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

According to the Greater Manchester Urban Historic Landscape Characterisation Project (HLC), 2012, the Green Belt surrounding GM Allocation 33 is mainly defined within Enclosed Land Character Type and further refined under Drained Wetland. Key management opportunities include the retention and enhancement of historic character through positive management, including restoration where appropriate.

The GMCA Landscape Character Assessment (2018) advises that the sense of separation the landscape provides between distinct settlements is retained.

Potential Enhancement Opportunities
for the Green Belt

The GMCA Landscape Character Assessment (2018) also advocates the restoration and enhancement of areas of deteriorating farmland including additional, species-rich, hedgerow planting to fill gaps and replace post and wire fencing. Reintroduce hedgerow trees where appropriate. Farmland to the west of Fiddlers Lane in Green Belt south west of GM Allocation 33 is classified as a Grade 5, the poorest quality agricultural land.

With the exception of where peatland habitats currently exist, consideration should be given to additional woodland planting. This vegetation would aim to enhance landscape structure, soften the urban fringe, screen industrial areas and reduce the noise and visual impacts of motorway corridors as part of management practices identified within the GMCA Landscape Character Assessment (2018).

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

Landscape and visual

As previously mentioned, the upgrading of existing PRowS within the Green Belt north of GM Allocation 33 around Worsley and Barton Moss would maintain links with the historic landscape, and former land management practices which have culminated in the distinctive grid pattern of fields and footpaths.

Another key landscape and historic characteristic of the mossland Green Belt are the drainage ditches which define field edges. Where these have become overgrown or blocked, management practices should be employed to restore these. This is particularly evident in the Green Belt to the west of GM Allocation 33 around Astley Road.

There is potential to create new or enhance existing landscape features to enable new or extend existing environmental designations.

The retention of the former Boysnape Golf Course as a greenspace asset in the Green Belt west of GM Allocation 33 is a key consideration for maintaining a strategic gap between existing and potential development. Further interventions to create semi-natural greenspace and new habitats in existing farmland to the north of Irlam Football Club (between the golf course and the M62) would also help prevent settlement merging.

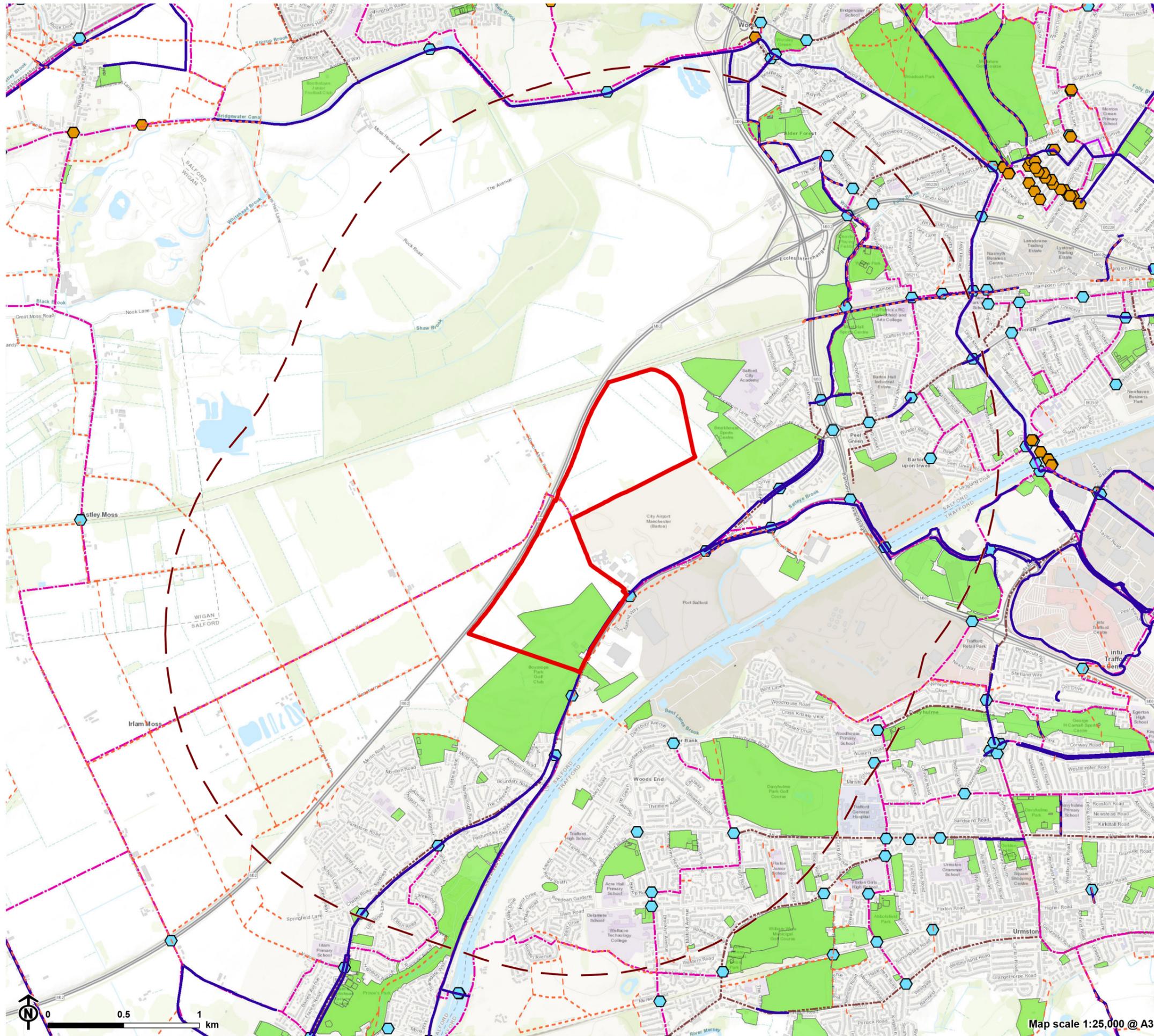
Where the drainage ditches which are key characteristics of this landscape do not exist, there is potential for reinstatement of species rich hedgerows, including hedgerow trees. This would be particularly evident adjacent Cutnook Lane, Fiddlers Road and Barton Moss Road.

Brookhouse Community Woodland in Green Belt north of Brookhouse Playing Field offers potential for enhancement in the form of extension to the north and west, recreational access improvements and woodland management.

There are gaps in the existing vegetation along the eastern and western boundaries of the M62 corridor which do not contribute to the key characteristics and views associated with this landscape character type. It is therefore recommended that native tree and shrub planting is introduced along these stretches of the Green Belt to provide a contiguous habitat and minimise the visual impact of the motorway on the neighbouring settlements of Irlam and Peel Green.

The Warrington – Manchester railway line in Green Belt to the north west of GM Allocation 33 also provides a potential contiguous habitat enhancement linking existing green infrastructure at Botany Bay Wood with Brookhouse Community Woodland. Habitat enhancement around ponds would increase biodiversity value and reinforce landscape character.

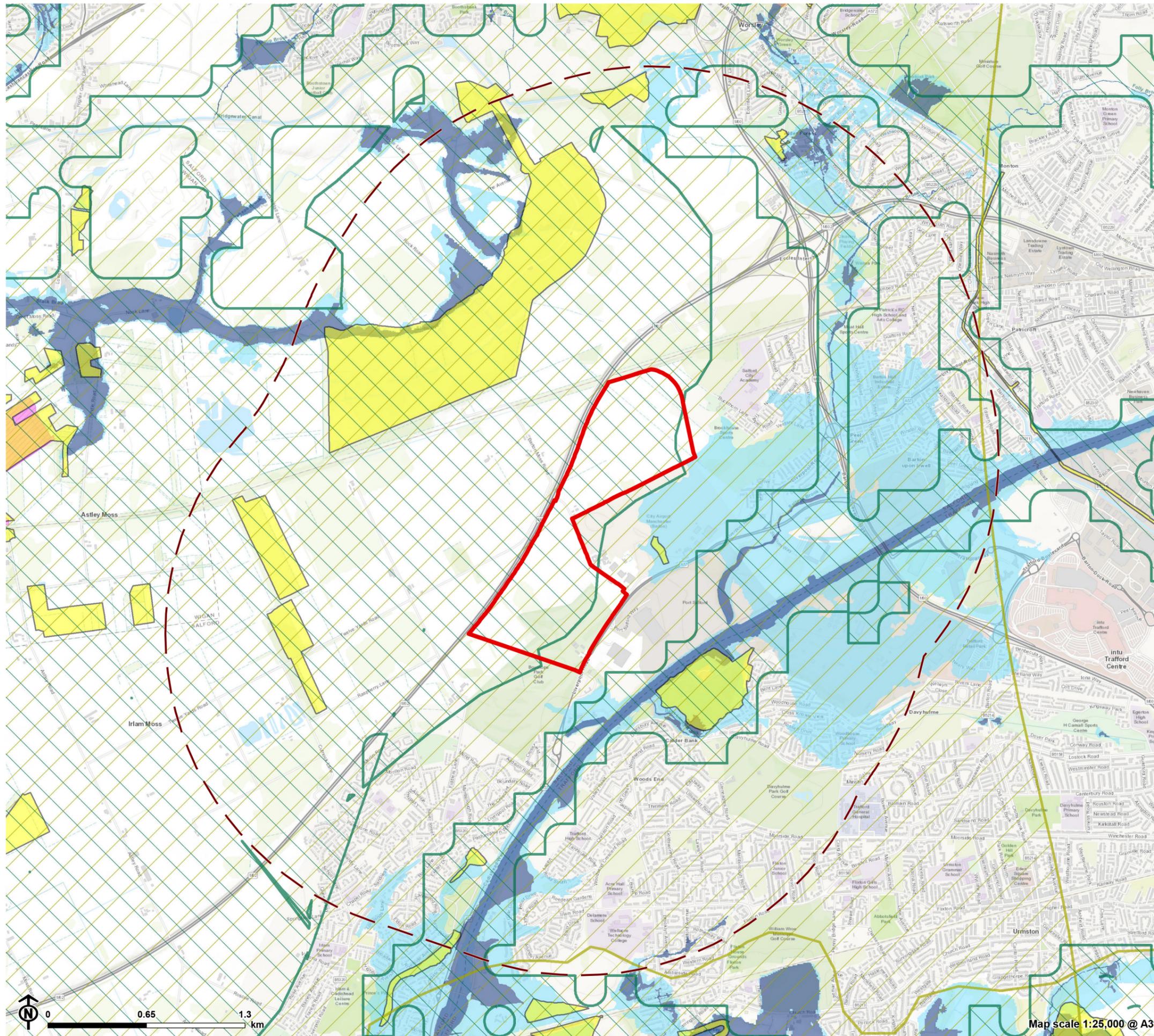
Access, Sport and Recreation
GM Allocation 33



- 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 1:25,000 @ A3

Biodiversity, Landscape and Visual
GM Allocation 33



- 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 1:25,000 @ A3

Potential enhancement projects

Access

1. Potential creation and improvement of PRowS, including upgrades to the Salford Trail.
2. Green corridor enhancements.

Sport and recreation

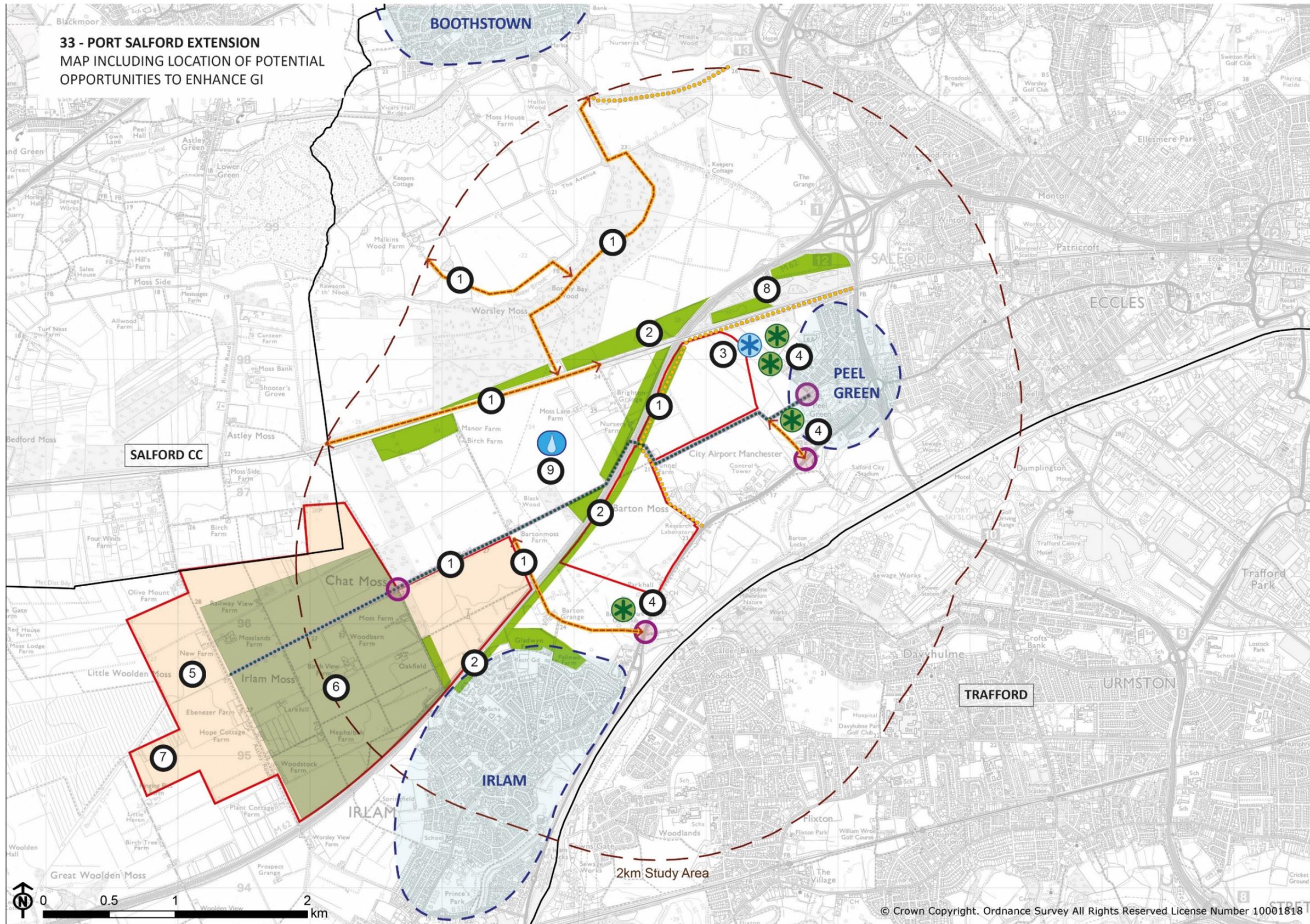
3. Potential improvements and refurbishments to community facilities, including potential new allotments at Brookhouse Community Centre.
4. Consider improvements to playing field pitches and ancillary facilities.

Biodiversity and wildlife corridors

5. Potential restoration of mossland areas and establishment of peatland restoration schemes.

Landscape and visual

6. Potential species rich hedgerow restoration within Mosslands and Lowlands Farmlands LCT.
7. Potential ditch restoration works within Mosslands and Lowlands Farmlands LCT.
8. Consider woodland extension opportunities at Brookhouse Community Woodland.
9. Enhance the ecological and hydrological beneficial features within the area of retained green belt by combining flood risk reduction with green infrastructure improvements.



33 - PORT SALFORD EXTENSION
 MAP INCLUDING LOCATION OF POTENTIAL
 OPPORTUNITIES TO ENHANCE GI

-  LOCAL SETTLEMENT
-  LOCAL AUTHORITY BOUNDARY
-  REVISED GMSF ALLOCATIONS (2019)
-  POTENTIAL CONTIGUOUS HABITAT NETWORK
-  ENHANCE CHARACTER OF LAND AFFECTED BY LAND SEVERANCE
-  POTENTIAL AREA FOR HEDGEROW RESTORATION
-  POTENTIAL CYCLEWAY UPGRADE / ADDITION
-  POTENTIAL LONG DISTANCE FOOTPATH UPGRADE / ADDITION
-  POTENTIAL FOOTPATH UPGRADE / ADDITION
-  EXISTING RECREATIONAL ASSET ENHANCEMENT
-  POTENTIAL RECREATIONAL ASSET ENHANCEMENT
-  ACCESS / CROSSING POINT IMPROVEMENTS
-  POTENTIAL FLOOD STORAGE OPPORTUNITIES
-  REFER TO POTENTIAL ENHANCEMENT PROJECTS

Potential Enhancement Opportunities for the Green Belt

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