

Appendix 7 – Summary of Planning Assessments

Bolton

Submission ID	District	Planner assessment
399153318	Bolton	See appraisals below for sites 399153318-D, 399153318-E, 399153318-F, 399153318-G, 399153318-H and 399153318-L
783990820	Bolton	The site has an important landscape role in relation to the Eagley Brook and more built development would affect the open character of the wider valley and significantly narrow the Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1448454555641	Bolton	While the site is 100% PDL, it is isolated and prominent and lies within a Green Belt area which plays a strong role in ensuring the separation of the Bolton urban area and Hunger Hill. Developing this site would reduce this separation. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1452011077720	Bolton and Bury	The site is located within the Green Belt gap between Little Lever and Radcliffe urban area and plays a significant role in checking the unrestricted sprawl of Radcliffe and Little Lever. Any development in this area would significantly reduce this gap and compromise the Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.

1453198699665	Bolton	The site has an important landscape role in relation to the Eagley Brook and more built development would affect the open character of the wider valley and significantly narrow the Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1453199195455	Bolton	Development of this agricultural land would have significant consequences for the openness of the Green Belt in this location. In addition sufficient employment land has been allocated in the PfE to meet requirements.
1453201433840	Bolton	Development of this agricultural land would have significant consequences for the openness of the Green Belt in this location. In addition sufficient employment land has been allocated in the PfE to meet requirements.
1453204573336	Bolton	The site includes some previously developed land relating to the existing employment use; however the rest of the site is greenfield and covered by woodland. The area is not considered to be sustainable; it has limited links to the adjacent urban area and is remote from good public transport links. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1453212787805	Bolton	Introduction of built development would affect the open character of the wider valley and represent a significant incursion into the Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.

1453217055103	Bolton	Development of the site will impact on views across to the wider Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1453730111186	Bolton	Land west of Hulton Park has only a short boundary with the existing urban area and development in isolation would result in a salient of built development into open countryside which is Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1453734197125	Bolton and Salford	Assessed by Salford
1453799529294	Bolton	The site has an important landscape role in relation to the Eagley Brook and more built development would affect the open character of the wider valley and significantly narrow the Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1453804202286	Bolton	Development of the site would extend urban development onto open countryside which is well-treed and classed as protected open land. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites or Protected Open Land sites are being proposed for allocation in the PfE.
1453806402439	Bolton	The western boundary of the site follows Bradshaw Brook, this area is not suitable for development considering the potential landscape impact and sloping topography. Introduction of built development would affect the open character of

		the wider valley and represent a significant incursion into the Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1453818760703	Bolton	Development of the site would impact on views across the site into the wider Green Belt and the Green Belt separation of Chew Moor and Bolton. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1453825293509	Bolton	The site is a prominent Green Belt location and has an important landscape role in relation to the Eagley Brook, the topography would also make this site challenging to develop. Introduction of built development would affect the open character of the wider valley and narrow the Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1453983499214	Bolton	This visually prominent Green Belt site is separated from the Little Lever urban area by woodland and Blackshaw Brook. Development would have an adverse impact on the Green Belt, river valley and the wider landscape's open character. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.

1453984969388	Bolton	This small site is separated from the Little Lever urban area by woodland and Blackshaw Brook valley. While it is previously developed land, significant parts are in Flood Zones 2 and 3. The site adjoins the Blackshaw Brook and is part of a green infrastructure corridor; development in this area would have a visual impact on the river valley. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1462887055493	Bolton	Although the site is in part previously developed, much of site is well-treed. A significant part of the site is within Flood Zone 2 and 3 which restricts development. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1472636336155	Bolton	The site has a critical Green Belt role in ensuring the separation of Hunger Hill and Bolton, as well as Bolton and Chew Moor and makes a strong contribution to preventing sprawl. Development would impact on views across the site into the wider Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE and sufficient employment land is allocated.
1473860707429	Bolton	This site has a critical Green Belt role in ensuring the separation of Horwich and Lostock and makes a strong contribution to preventing sprawl. Development would impact on views across the site into the wider Green Belt. The area is also constrained by environmental designations including SBIs which would restrict any

		development potential. Part of the area is covered by Flood Zones 2 and 3. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1474980191830	Bolton and Wigan	Assessed by Wigan
1479986082291	Bolton	The site has an important Green Belt role in preventing sprawl northwards onto countryside. The landscape impact of development would be significant considering the challenging topography. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1482461006722	Bolton	The site has challenging topography, which limits development potential, and has an important Green Belt role. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1484560838285	Bolton	Development of this agricultural land would have significant consequences for the openness of the Green Belt in this location. Sufficient employment land has been allocated in the PfE to meet requirements. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.

1519383923835	Bolton	The site has an important landscape role in relation to the Eagley Brook and more built development would affect the open character of the wider valley and significantly narrow the Green Belt. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
1072843252-1	Bolton	Development of this agricultural land would have significant consequences for the openness of the Green Belt in this location. In addition sufficient employment land has been allocated in the PfE to meet requirements.
1072843252-1-A	Bolton	Development of this agricultural land would have significant consequences for the openness of the Green Belt in this location. In addition sufficient employment land has been allocated in the PfE to meet requirements.
1072843252-1-C	Bolton	Development of this agricultural land would have significant consequences for the openness of the Green Belt in this location. In addition sufficient employment land has been allocated in the PfE to meet requirements.
399153318-D	Bolton	Development of the site would result in prominent isolated urban development in the countryside, affecting significantly the openness of the Green Belt in an area which plays a strong role in ensuring the separation of the Bolton urban area, Chew Moor and Hunger Hill. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.

399153318-E	Bolton	Development of the site would result in urban development in the countryside, affecting significantly the openness of the Green Belt in an area which plays a strong role in ensuring the separation of the Bolton urban area, Chew Moor and Hunger Hill. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
399153318-F	Bolton	This highly visible Green Belt site affords long views across and beyond Rumworth Lodge. Development would affect the openness of the Green Belt and views across it and narrow the gap between Chew Moor and Lostock. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
399153318-G	Bolton	The Middlebrook Valley site is largely in golf course use and is protected open land. It forms a valuable green corridor running east into Queens Park and Bolton Town Centre. Only a very small part of this is within an area of search. Bolton's housing needs can be met on sites outside of the Green Belt and Protected Open Land so no Green Belt sites or Protected Open Land sites are being proposed for allocation in the PfE.
399153318-H	Bolton	Development of this highly prominent Green Belt site would lead to urban sprawl along Wigan Road in a highly open Green Belt area which plays a strong role in ensuring the separation of the Bolton urban area and Hunger Hill. Developing this site would reduce this separation. In addition Bolton's housing needs can be met on

		sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.
399153318-L	Bolton	Development of this highly prominent Green Belt site would lead to urban sprawl along Wigan Road in a highly open Green Belt area which plays a strong role in ensuring the separation of the Bolton urban area and Hunger Hill. Developing this site would reduce this separation. In addition Bolton's housing needs can be met on sites outside of the Green Belt and no Green Belt sites are being proposed for allocation in the PfE.

Bury

Submission ID	District	Planner assessment
265108626	Bury	The site forms part of a wider area which has little potential for development due to its combined restraints of: Topography; poor accessibility; major water bodies and associated flood risk; designations of wildlife corridor, priority habitats and Protected Recreation and its potential to form part of the Borough's Green Infrastructure network.
1451467573017	Bury	The area is 100% PDL, however it is considered to be in an unsustainable location, remote from public transport and services.
1451485341104	Bury	The site at Whitefield was allocated for 600 homes in the 2019 draft of the GMSF. However, during the preparation of the 2020 Publication GMSF, it became apparent that there was scope to reduce Bury's housing numbers. Given the scale and capacity of the Whitefield site, the Council decided to remove the allocation in order to reduce the impact on Bury's Green Belt. In addition, the Council also had concerns regarding the potential impact that the development of this site might have on the surrounding highways network.
1452097132222	Bury	The site at Whitefield was allocated for 600 homes in the 2019 draft of the GMSF. However, during the preparation of the 2020 Publication GMSF, it became apparent that there was scope to reduce Bury's housing numbers. Given the scale and capacity of the Whitefield site, the Council decided to remove the allocation in order to reduce the impact on Bury's Green Belt. In addition, the Council also had

		concerns regarding the potential impact that the development of this site might have on the surrounding highways network.
1452100568662	Bury	The site at Whitefield was allocated for 600 homes in the 2019 draft of the GMSF. However, during the preparation of the 2020 Publication GMSF, it became apparent that there was scope to reduce Bury's housing numbers. Given the scale and capacity of the Whitefield site, the Council decided to remove the allocation in order to reduce the impact on Bury's Green Belt. In addition, the Council also had concerns regarding the potential impact that the development of this site might have on the surrounding highways network.
1452532710810	Bury	The area is close to Ramsbottom town centre but links to the town centre are limited and there are minimal public transport links. The topography of the site would limit the development potential and the landscape impact in an exposed location on the slopes of Holcombe Moor, locally designated as a Special Landscape Area, could be significant.
1452782428061	Bury	The site at Whitefield was allocated for 600 homes in the 2019 draft of the GMSF. However, during the preparation of the 2020 Publication GMSF, it became apparent that there was scope to reduce Bury's housing numbers. Given the scale and capacity of the Whitefield site, the Council decided to remove the allocation in order to reduce the impact on Bury's Green Belt. In addition, the Council also had

		concerns regarding the potential impact that the development of this site might have on the surrounding highways network.
1452787265760	Bury	This site was originally included within the Elton Reservoir Allocation in the 2016 draft GMSF. However, consultation feedback in 2016 was critical of the removal of Green Belt to allow development at Elton Reservoir area. The Summary of Consultation Responses from 2016 notes that many respondents highlighted the site's 'important function in separating the towns of Bury and Radcliffe'. The land at Starling provides a continuous corridor of open land connecting the Green Belt that separates Bury from Brightmet (parcel BU25 in the GMGBA) with that at the Elton Reservoir area. As such, to assist in minimising overall Green Belt release in Bury, it was judged that there was an opportunity to retain the Starling area and a considerable proportion of the proposed Elton Reservoir area allocation as Green Belt, therefore maintaining the physical break between Bury and Radcliffe. The Starling area also plays a role in maintaining a continuous corridor from Elton Reservoir through to strategic Green Belt (BT_BA01 in the GMGBA) that plays an important role in separating Bury from Bolton.

1453307746720	Bury	The site at Whitefield was allocated for 600 homes in the 2019 draft of the GMSF. However, during the preparation of the 2020 Publication GMSF, it became apparent that there was scope to reduce Bury's housing numbers. Given the scale and capacity of the Whitefield site, the Council decided to remove the allocation in order to reduce the impact on Bury's Green Belt. In addition, the Council also had concerns regarding the potential impact that the development of this site might have on the surrounding highways network.
1453470984332	Bury and Rossendale	The areas of previously developed land mainly relate to buildings and hardstanding at the quarry which is still operational and the site is therefore not currently available for development. The topography of the area is a significant constraint to development. The area is also poorly served by the public transport network and has limited accessibility. Over 90% of the quarry site is within a locally designated wildlife corridor.
1453720683018	Bury and Rossendale	The areas of previously developed land mainly relate to buildings and hardstanding at the quarry which is still operational and the site is therefore not currently available for development. The topography of the area is a significant constraint to development. The area is also poorly served by the public transport network and has limited accessibility. Over 90% of the quarry site is within a locally designated wildlife corridor.

1458496655909	Bury	The site at Whitefield was allocated for 600 homes in the 2019 draft of the GMSF. However, during the preparation of the 2020 Publication GMSF, it became apparent that there was scope to reduce Bury's housing numbers. Given the scale and capacity of the Whitefield site, the Council decided to remove the allocation in order to reduce the impact on Bury's Green Belt. In addition, the Council also had concerns regarding the potential impact that the development of this site might have on the surrounding highways network.
1463866310437	Bury	The area is close to Ramsbottom town centre but links to the town centre are limited and there are minimal public transport links. The topography of the site would limit the development potential and the landscape impact in an exposed location on the slopes of Holcombe Moor, locally designated as a Special Landscape Area, could be significant.
1468942665017	Bury	The area is within 800m of Ramsbottom town centre but links to the town centre are limited, the topography is challenging along those routes, and there are minimal public transport options. Over 90% of the site is also within a locally designated wildlife corridor.
1470178663548	Bury	Part of the area is within relatively close proximity to Prestwich town centre and it is therefore relatively close to services and facilities. However, the site topography would make it challenging to develop and providing a suitable access would be difficult. Developing this site would also form an illogical extension to the urban area and would not form a defensible Green Belt boundary

1474990203683	Bury	Part of the area is within the GMSF good public transport area although this is less than 50% and therefore is not considered to meet Criterion 1. The site is currently in use as a golf course and is not considered to be available for development.
1479294340600	Bury	The site at Whitefield was allocated for 600 homes in the 2019 draft of the GMSF. However, during the preparation of the 2020 Publication GMSF, it became apparent that there was scope to reduce Bury's housing numbers. Given the scale and capacity of the Whitefield site, the Council decided to remove the allocation in order to reduce the impact on Bury's Green Belt. In addition, the Council also had concerns regarding the potential impact that the development of this site might have on the surrounding highways network.
1484564567553	Bury	The site forms part of a wider area which has little potential for development due to its combined restraints of: Topography; poor accessibility; major water bodies and associated flood risk; designations of wildlife corridor, priority habitats and Protected Recreation and its potential to form part of the Borough's Green Infrastructure network.
267186367-2	Bury	The site forms part of a wider area which has little potential for development due to its combined restraints of: Topography; poor accessibility; major water bodies and associated flood risk; designations of wildlife corridor, priority habitats and Protected Recreation and its potential to form part of the Borough's Green Infrastructure network.

Manchester

Submission ID	District	Planner assessment
1452530179596	Manchester	<p>Manchester has met its Local Housing Need and therefore there is no requirement to find additional sites within the Green Belt. With regard to Tatton Arms, the site is in Flood Zone 3 and is part of the Northenden Conservation Area and the Mersey Valley Character Area. It includes the Tatton Arms Pub along with gardens and woodland. Part of the site was subject to an Appeal in March 2018. In dismissing the appeal, the Inspector stated that the site 'includes the historically significant Tatton Arms. The combination of the grand scale, architectural interest, historic use and riverside setting of the Tatton Arms contribute to its significance as a non-designated heritage asset. Its spacious and semi-natural setting are an integral part of not only its character and appearance but also that of the wider Conservation Area.' The Inspector also stated 'the Tatton Arms isolated position set against the backdrop of trees and other vegetation to the side and rear of the building creates a sense of spaciousness which makes a significant contribution to the openness of the Green Belt</p>
1452597302956	Manchester and Trafford	Assessed by Trafford
1453806086284	Manchester and Stockport	<p>Manchester has met its Local Housing Need and therefore there is no requirement to find additional sites within the Green Belt. With regard to Waterside Hotel, the majority of the site is in flood zone 2 and over a quarter is in flood zone 3. The</p>

		potential loss of green infrastructure is also a concern on this site as 100% of the site is within the Green Infrastructure Network.
1475867016447	Manchester and Trafford	Assessed by Trafford
1485259020841	Manchester	Manchester has met its Local Housing Need and therefore there is no requirement to find additional sites within the Green Belt. Re Northenden Riverside Caravan Park and Highfield Nurseries, a large proportion of the site is in Flood Zone 3 and the area outside the flood zone is within the Northenden Conservation Area. The site is also wholly within the Mersey Valley Character Area.

Oldham

Submission ID	District	Planner assessment
1449132845779	Oldham	The site is majority greenfield land (60%) in the Green Belt. Not considered suitable for allocation for the following reasons: 1) it would lead to over development; and 2) due it being relatively small in size (1.55ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need.
1449136545948	Oldham	100% greenfield land in the Green Belt. Not considered suitable for allocation for the following reasons: 1) it would lead to over development; and 2) due it being relatively small in size (1.45ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need.
1452339141818	Oldham	100% greenfield land in the Green Belt. Not considered suitable for allocation for the following reasons: 1) it would lead to over development; and 2) due it being small in size (0.26ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need.

1452430278692	Oldham	The majority of the site is greenfield land (53.52%) in the Green Belt. Not considered suitable for allocation for the following reasons: 1) it would lead to over development; and 2) due to it being relatively small in size (1.42ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need.
1452508506190	Oldham	100% brownfield land in the Green Belt on edge of urban area. However, site comprises an existing housing estate and developable area limited to the rear of an existing property therefore not considered suitable for identification as a proposed strategic allocation.
1452528478291	Oldham	Site is 100% brownfield land, however it is small in size and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need. It was therefore not considered suitable for inclusion as a strategic allocation.
1452529193572	Oldham	Majority of the site is greenfield land in the Green Belt (92.87%). Part of site considered as part of Woodhouses Cluster in GMSF 2019 (Policy GM Allocation 22). The allocation was removed as part of PfE 2021 for the following reasons: 1) it is considered that it would lead to over development; and 2) Sufficient housing land

		supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1452531902708	Oldham	Site is 100% greenfield site in the Green Belt. It is small in size and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need. It was therefore not considered suitable for inclusion as a strategic allocation.
1452532423589	Oldham	100% greenfield land in the Green Belt. Not considered suitable for allocation for following reasons: 1) it would lead to over development; and 2) due it being relatively small in size (0.85ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need.
1452536550398	Oldham	Site is 100% greenfield in the Green Belt. Site previously formed part of the Spinners Way / Alderney Farm proposed strategic allocation which was removed at the GMSF 2019 stage for the following reasons: 1) Access and highway safety concerns; 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.

1452537242998	Oldham	Site is 100% greenfield in the Green Belt. Site previously formed part of the Spinners Way / Alderney Farm proposed strategic allocation which was removed at the GMSF 2019 stage for the following reasons: 1) Access and highway safety concerns; 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1452539244472	Oldham	100% greenfield land in the Green Belt. Site previously formed part of the Hanging Chadder proposed strategic allocation which has been removed as part of PfE 2021. The allocation was removed for the following reasons: 1) it is considered that it would lead to over development; and 2) A change to the local housing need and plan period has resulted in some flexibility within supply to further reduce Green Belt release whilst still being able to deliver the vision, plan objectives and overall spatial strategy as well as maintaining a reasonable buffer.
1452606077834	Oldham	100% greenfield land in the Green Belt. Site previously formed part of the Ashton Road Corridor proposed strategic allocation (Policy GM Allocation 13, 2019 Draft GMSF). Site has been removed and no longer allocated. Not considered suitable for allocation for the following reasons: 1) further evidence indicates developable area limited due to ecological constraints (SBI, priority habitat and protected trees), the presence of a gas mains running through the site and access and highway safety constraints.; and 2) there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.

1452676167803	Oldham	100% greenfield land in the Green Belt. Not considered suitable for allocation due it being relatively small in size and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need. It was therefore not considered suitable for inclusion as a strategic allocation.
1452700714555	Oldham	Site is 100% greenfield in the Green Belt. Site previously formed part of the Spinners Way / Alderney Farm proposed strategic allocation which was removed at the GMSF 2019 stage for the following reasons: 1) Access and highway safety concerns; 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1452703323908	Oldham	100% greenfield land in the Green Belt. Not considered suitable for allocation for the following reasons: 1) developable area limited due to presence of Hathershaw College Playing Fields on the site; and 2) there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1452853784610	Oldham	Site previously formed part of the Hanging Chadder proposed strategic allocation which has been removed as part of PfE 2021. The allocation was removed for the following reasons: 1) it is considered that it would lead to over development; and 2) A change to the local housing need and plan period has resulted in some flexibility within supply to further reduce Green Belt release whilst still being able to deliver

		the vision, plan objectives and overall spatial strategy as well as maintaining a reasonable buffer.
1453455296164	Oldham	100% greenfield land in the Green Belt. Not considered suitable for allocation for the following reasons; 1) it would lead to over development; and 2) due it being small in size (0.39ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need.
1453461167378	Oldham	Site is 100% greenfield in the Green Belt. Part of site considered as part of Woodhouses Cluster in GMSF 2019 (Policy GM Allocation 22). The allocation was removed as part of PfE 2021 for the following reasons: 1) it is considered that it would lead to over development; and 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1453817966680	Oldham	100% greenfield land in the Green Belt. Site considered as part of options development for the Woodhouses Cluster. It is not suitable for inclusion as a strategic allocation for the following reasons: 1) it is considered that it would lead to over development; and 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.

1453818393876	Oldham	100% greenfield land in the Green Belt. Not considered suitable for allocation for the following reasons: 1) it would lead to over development; and 2) due it being relatively small in size (1.95ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need.
1453819465240	Oldham	100% greenfield land in the Green Belt. Site considered as part of options development for the Woodhouses Cluster. It is not suitable for inclusion as a strategic allocation for the following reasons: 1) it is considered that it would lead to over development; and 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1453975604425	Oldham	Majority of the site is greenfield land in the Green Belt (93.86%). Part of site considered as part of Woodhouses Cluster in GMSF 2019 (Policy GM Allocation 22). The allocation was removed as part of PfE 2021 as not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.

1454054225632	Oldham	The site is majority greenfield land (92.62%) in the Green Belt. Not considered suitable for allocation for the following reasons 1) developable area is limited due to 90% for the site being within a priority habitat and due to the presence of protected trees on the southern half of the site; and 2) due to it being relatively small in size (1.49ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need.
1454057108457	Oldham	100% greenfield land in the Green Belt. Site previously formed part of the Hanging Chadder proposed strategic allocation which has been removed as part of PfE 2021. The allocation was removed for the following reasons: 1) it is considered that it would lead to over development; and 2) A change to the local housing need and plan period has resulted in some flexibility within supply to further reduce Green Belt release whilst still being able to deliver the vision, plan objectives and overall spatial strategy as well as maintaining a reasonable buffer.
1454412612634	Oldham	100% greenfield land in the Green Belt. Site considered as part of options development for the Woodhouses Cluster. It is not suitable for inclusion as a strategic allocation for the following reasons: 1) it is considered that it would lead to over development; and 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.

1454413167450	Oldham	Site is 100% greenfield in the Green Belt. Part of site considered as part of Woodhouses Cluster in GMSF 2019 (Policy GM Allocation 22). The allocation was removed as part of PfE 2021 for the following reasons: 1) it is considered that it would lead to over development; and 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1455285856833	Oldham and Tameside	Assessed by Tameside
1455705332935	Oldham	100% greenfield land in the Green Belt. Part of site fell within the Chew Brook Vale (Robert Fletchers) proposed strategic allocation in GMSF 2019 (Policy GM Allocation 18). This part of the allocation has now been removed as part of PfE 2021 as it is not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) A change to the local housing need and plan period has resulted in some flexibility within supply to further reduce Green Belt release whilst still being able to deliver the vision, plan objectives and overall spatial strategy as well as maintaining a reasonable buffer.
1455706479051	Oldham	Site is 100% greenfield land in the Green Belt. Not considered suitable for allocation due it being small in size (0.63ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the

		competitiveness of the northern areas and addressing housing need. It was therefore not considered suitable for inclusion as a strategic allocation.
1455710257675	Oldham	100% greenfield land in the Green Belt. Part of site fell within the Chew Brook Vale (Robert Fletchers) proposed strategic allocation in GMSF 2019 (Policy GM Allocation 18). This part of the allocation has now been removed as part of PfE 2021 as it is not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) A change to the local housing need and plan period has resulted in some flexibility within supply to further reduce Green Belt release whilst still being able to deliver the vision, plan objectives and overall spatial strategy as well as maintaining a reasonable buffer.
1460127522419	Oldham	The is majority greenfield land (81.82%) in the Green Belt. Not considered suitable for allocation due it being relatively small in size (0.55ha) and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need. It was therefore not considered suitable for inclusion as a strategic allocation.

1474367982822	Oldham and Rochdale	The site is majority greenfield land (98.95%) in the Green Belt. Part of the site fell within Northern Gateway 2 as proposed in the 2016 Draft GMSF. Not proposed as part of 2019 Draft GMSF as not considered suitable for allocation for the following reasons: 1) it is not located near to an existing urban area (that site can link to); 2) due to the presence of biodiversity and green infrastructure constraints and proximity to Tandle Hill Country Park; and 3) there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1474375468824	Oldham and Rochdale	100% greenfield site in the Green Belt. It was not considered suitable for allocation due to it's potential to merge neighbouring towns into one another contrary to the five purposes of Green Belt set out at para 134 of NPPF.
1474376553181	Oldham	Predominantly greenfield site in the Green Belt with the brownfield element only measuring 0.30% of the site. It was not considered suitable for allocation due to it's potential to merge neighbouring towns into one another contrary to the five purposes of Green Belt set out at para 134 of NPPF.
1477549147972	Oldham	The site is majority greenfield land (94.81%) in the Green Belt. Not considered suitable for allocation as there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.

1478864582843	Oldham and Tameside	Assessed by Tameside
1481367501980	Oldham	100% greenfield in the Green Belt. Not considered suitable for allocation for the following reasons: 1) it would lead to over development and 2) there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1482405833542	Oldham	Greenfield land in the Green Belt. It is small in size and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need. It was therefore not considered suitable for inclusion as a strategic allocation.
1483617443781	Oldham	The site is majority greenfield land (99.21%) in the Green Belt. Not considered suitable for allocation as there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1483623338409	Oldham	The site is majority greenfield (96.66%) in Green Belt. Not considered suitable for allocation as there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1483625097466	Oldham	The site is majority greenfield land (99.19%) in the Green Belt. Not considered suitable for allocation as there is sufficient housing land supply identified to deliver

		the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1484323696133	Oldham and Tameside	Assessed by Tameside
1484485035864	Oldham and Rochdale	100% greenfield site in the Green Belt. Site previously formed part of the Kingsway South proposed strategic allocation, albeit in the part of the allocation to be retained as Green Belt. The whole allocation has been removed as part of PfE 2021, The area of the former Kingsway South that falls within Oldham Borough is now identified in PfE 2021 as High Crompton Broad Location on the Key Diagram. The land will remain in the Green Belt until such time that a review of the PfE and / or the Oldham Local Plan can demonstrate that it it's release is fully justified. It is not considered suitable for allocation for the following reasons: 1) as sufficient land has been identified across the nine districts to meet our economic objectives and spatial strategy over the plan period with a reasonable buffer to allow for flexibility.
1484598058962	Oldham	Predominantly greenfield site in the Green Belt (brownfield element measures 5.97% of the site). It is small in size and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need. It was therefore not considered suitable for inclusion as a strategic allocation.

1485262971603	Oldham	Site is 100% greenfield site in the Green Belt. It is small in size and of insufficient scale to make a significant contribution towards delivering balanced and inclusive growth and achieving the overall vision, objectives and spatial strategy, including boosting the competitiveness of the northern areas and addressing housing need. It was therefore not considered suitable for inclusion as a strategic allocation.
1485958459072	Oldham	100% greenfield in the Green Belt. Not considered suitable for allocation for the following reasons: 1) it is not located near to an existing urban area (that site can link to); and 2) there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1485964268595	Oldham	The site is majority greenfield land (93.39%) in the Green Belt. Not considered suitable for allocation as there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1486024188613	Oldham	The site is majority greenfield land (97.84%) in the Green Belt. Not considered suitable for allocation for the following reasons: 1) the presence of green infrastructure and proximity to Tandle Hill Country Park; and 2) there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1488287276129	Oldham	100% greenfield in the Green Belt. Not considered suitable for allocation as there is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.

1491228334770	Oldham	Greenfield site in the Green Belt. It was found not to be suitable for allocation due to the following a reasons: 1) a large of the site has village green status; and 2) Sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1491229543030	Oldham	Site previously formed part of the Hanging Chadder proposed strategic allocation which has been removed as part of PfE 2021. The allocation was removed for the following reasons: 1) it is considered that it would lead to over development; and 2) A change to the local housing need and plan period has resulted in some flexibility within supply to further reduce Green Belt release whilst still being able to deliver the vision, plan objectives and overall spatial strategy as well as maintaining a reasonable buffer.
1624523343000	Oldham	100% greenfield land in the Green Belt. Site considered as part of options development for the Woodhouses Cluster. The site was not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1624523343001	Oldham	100% greenfield land in the Green Belt. Site considered as part of options development for the Woodhouses Cluster. The site was not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer

1624523343002	Oldham	100% greenfield land in the Green Belt. Site considered as part of options development for the Woodhouses Cluster. The site was not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1624523343003	Oldham	100% greenfield land in the Green Belt. Site considered as part of options development for the Woodhouses Cluster. The site was not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1624523343004	Oldham	100% greenfield land in the Green Belt. Site considered as part of options development for the Woodhouses Cluster. The site was not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1455708344846	Oldham	100% greenfield land in the Green Belt. Part of site fell within the Chew Brook Vale (Robert Fletchers) proposed strategic allocation in GMSF 2019 (Policy GM Allocation 18). It is not considered suitable for the following reasons: 1) its proximity to the Peak District National Park and 2) it is considered that it would lead to over development of the site.

1624523343005	Oldham	Majority greenfield land in the Green Belt. Part of site fell within the Chew Brook Vale (Robert Fletchers) proposed strategic allocation in GMSF 2019 (Policy GM Allocation 18). This part of the allocation has now been removed as part of PfE 2021 as it is not considered suitable for the following reasons: 1) it is considered that it would lead to over development; and 2) A change to the local housing need and plan period has resulted in some flexibility within supply to further reduce Green Belt release whilst still being able to deliver the vision, plan objectives and overall spatial strategy as well as maintaining a reasonable buffer.
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Rochdale

Submission ID	District	Planner assessment
240039790	Rochdale	<p>Although close to the M62 North East Corridor in comparison to other areas in the Northern Gateway allocation this site is not considered to relate well to a motorway junction and does not have other existing or potential sustainable transport links. The site was previously identified in the Draft GMSF 2016 as it would meet a local housing need, however this need can now be met on other, more sustainably located, sites in the borough and it is no longer required.</p>
286689559	Rochdale	<p>The site falls partly within the 800m buffer of Littleborough town centre. Much of this Green Belt wedge is steeply sloping and would be difficult to develop. The area that is closest to the town centre is elevated in the landscape and therefore any development here would have a significant landscape impact. Part of the wider area of search has good links to public transport and local services but the Green Belt performs an important role in the area particularly in terms of visual relief given its prominence. The site is not needed to meet the housing requirement set out in the Plan which can be met on other, more suitable sites in the borough.</p>
537603982	Rochdale	<p>This site is south of the M62 adjacent to Junction 20. Although close to the motorway, accessing the site from the existing road network would be challenging. The site represents an isolated Green Belt site and there is no clear defensible boundary. The site is not needed to meet the housing and employment</p>

		requirements set out in the Plan which can be met on other, more suitable and sustainably located sites in the borough.
778130281	Rochdale	Although close to the M62 North East Corridor in comparison to other areas in the Northern Gateway allocation this site is not considered to relate well to a motorway junction and does not have other existing or potential sustainable transport links. The site was previously identified in the Draft GMSF 2016 as it would meet a local housing need, however this need can now be met on other, more sustainably located, sites in the borough and it is no longer required.
1452172149652	Rochdale	This site relates to an existing small employment use which is half in the urban area and half in the Green Belt. The site is not required to meet the employment requirement set out in the plan.
1452175255298	Rochdale	The area has a small proportion of previously developed land and is within a deprived area, however the site is considered to be inappropriate as sustainable urban extensions given that it would encroach significantly into the Green Belt will no clear defensible boundary. The site is also some distance away from services and public transport connections. Significant parts of the site are also covered by woodland. The site is not needed to meet the housing requirement set out in the Plan which can be met on other, more suitable and sustainably located, sites in the borough.

1460386690247	Rochdale	Although close to the M62 North East Corridor in comparison to other areas in the Northern Gateway allocation this site is not considered to relate well to a motorway junction or have other existing or potential sustainable transport links. The site was previously identified in the Draft GMSF 2016 as it would meet a local housing need, however this need can now be met on other, more sustainably located, sites in the borough and it is no longer required.
1460388418231	Rochdale	This is a Green Belt site immediately to the north west of Manchester Golf Club. Although close to the motorway, accessing the site from the existing road network would be challenging. The site represents an isolated Green Belt site and there is no clear defensible boundary. The site is not needed to meet the housing and employment requirements set out in the Plan which can be met on other, more suitable and sustainably located sites in the borough.
1468344503744	Rochdale	This site sits between draft allocations 1.1 and 1.2. It constitutes a relatively isolated site within an area of Green belt which has been retained to maintain separation between these two allocations and any merger of Heywood and Middleton. The site is not needed to meet the housing requirement set out in the Plan which can be met on other, more suitable sites in the borough.
1470228885352	Rochdale	The area has good links to public transport being close to Littleborough railway station. The site are also relatively close to local services in Littleborough town centre. However the Green Belt performs an important role in the area and links to the wider area of Green Belt that extends into the South Pennines. Development

		would have a significant impact on this semi-rural location. The site is not needed to meet the housing requirement set out in the Plan and therefore it is not appropriate to release this site given its Green Belt role.
1470833467727	Rochdale	The site located directly to the south of the Casteton Sidings allocation. It is surrounded on all three sides by railway lines with the main Calder Valley line to the east and the line for the proposed East Lancashire Railway (ELR) extension to the north. Consequently access to the site would appear impractical. The site is not needed to meet the housing requirement set out in the Plan which can be met on other more easily accessed sites within the borough.
1473175837966	Rochdale	The site falls partly within the 800m buffer of Littleborough town centre. Much of this Green Belt wedge is steeply sloping and would be difficult to develop. The area that is closest to the town centre is elevated in the landscape and therefore any development here would have a significant landscape impact. Part of the wider area of search has good links to public transport and local services but the Green Belt performs an important role in the area particularly in terms of visual relief given its prominence. The site is not needed to meet the housing requirement set out in the Plan which can be met on other, more suitable sites in the borough.

1473759441428	Rochdale	The area is close to identified areas of high deprivation to the north and south, however links to these areas are limited. The area performs a strong Green Belt role in preventing the merging of Heywood and Bury and is not considered to be suitable for development. The site is not needed to meet the housing requirement set out in the Plan which be met on other, more sustainably located, sites in the borough. Given the above there is no justification to release this site given its Green Belt role.
1474979595084	Rochdale	The area has good links to public transport being close to Littleborough railway station. The site is also relatively close to local services in Littleborough town centre. However the Green Belt performs an important role in the area and links to the wider are of Green Belt that extends into the South Pennines. Development would have a significant impact on this semi-rural location. The site is not needed to meet the housing requirement set out in the Plan and therefore it is not appropriate to release this site given its Green Belt role.
1483293192474	Rochdale	Although close to the M62 North East Corridor in comparison to other areas in the Northern Gateway allocation this site is not considered to relate well to a motorway junction and does not have other existing or potential sustainable transport links. The site was previously identified in the Draft GMSF 2016 as it would meet a local housing need, however this need can now be met on other, more sustainably located, sites in the borough and it is no longer required.

1484586635648	Rochdale	This is a steeply sloping site on the opposite side of the road to proposed housing development. Although this site is close to the railway station the topography of the site and the fact that there is no defensible boundary to the east which extends into the wider South Pennine Moors means that it is not suitable for development. The site is not needed to meet the housing requirement set out in the Plan which can be met on other, more suitable sites in the borough.
1484907529838	Rochdale	Although close to motorway junctions on the M62 and A627(M), accessing the site from the existing road network would be challenging. The site represents an isolated Green Belt site and there is no clear defensible boundary. The site was previously identified in the Draft GMSF 2016 for employment development. Comments made on the 2016 plan raised concerns that development in this location would have an impact on Tandle Hill Country Park and therefore the motorway became the eastern boundary to the allocation. The site is no longer required to meet employment needs which can now be met on other, more suitable and sustainably located, sites in the borough.
1491987786348	Rochdale	The site falls partly within the 800m buffer of Littleborough town centre. Much of this Green Belt wedge is steeply sloping and would be difficult to develop. The area that is closest to the town centre is elevated in the landscape and therefore any development here would have a significant landscape impact. Part of the wider area of search has good links to public transport and local services but the Green Belt performs an important role in the area particularly in terms of visual relief given its

		prominence. The site is not needed to meet the housing requirement set out in the Plan which can be met on other, more suitable sites in the borough.
537603982-A	Rochdale	This site is south of the M62 adjacent to Junction 20. Although close to the motorway, accessing the site from the existing road network would be challenging. The site represents an isolated Green Belt site and there is no clear defensible boundary. The site is not needed to meet the housing and employment requirements set out in the Plan which can be met on other, more suitable and sustainably located sites in the borough.

Salford

Submission ID	District	Planner assessment
558912930	Salford	The site is protected as part of a wider recreational resource (Blackleach Country Park) under existing development plan policy. Parts of the site are also designated for their biological importance as a Local Nature Reserve and a Site of Biological Importance. Site is proposed as part of a Green Belt addition in PfE.
1452685362621	Salford	The site is close to Irlam Railway Station and shares similar strengths as the North of Irlam Station allocation. The site is currently occupied by an existing dwelling and business. Whilst outside of the allocation it is proposed that the site be removed from the Green Belt through PfE.
1453107351145	Salford	The GM Green Belt Assessment (2016) identified that the site, as part of a wider area of Green Belt, plays a strong role in respect of a number of Green Belt purposes including as part of the gap between Boothstown and Ellenbrook and Worsley, and protecting the setting of historic settlements.
1453115338706	Salford	The GM Green Belt Assessment (2016) identified that the site plays a strong role in respect of a number of Green Belt purposes including as part of the gap between Boothstown and Ellenbrook and Worsley, and protecting the setting of historic settlements. Part of the site is in a conservation area, forming the setting of the Grade II listed Worsley Old Hall. Whilst there is also some previously developed land this is not significant. Much of the area is in use as a Golf Club and Sports

		Club. The site promoter did not put the site forward for development, only for removal from the Green Belt.
1453289675312	Salford	The site is protected as a recreational resource (Brookhouse Community Woodland) under existing development plan policy. Major infrastructure (M60, M62 and Rail line) surrounding the site would make improved access to support an intensification of use very difficult. The same infrastructure disconnects it from the area of deprivation to the south east. The existing rail line to the south and the rail spur proposed as part of Port Salford also disconnects it from the Port Salford Extension Allocation to the south and it would not therefore share the same benefits.
1453736454898	Salford	Only small elements of the site are within areas of search relating to transport connectivity (criterion 1). Only the north-eastern part of the site is within an identified area of high deprivation (criterion 5). The M60 is situated to the north and western edges and is likely to have significant impacts in terms of air quality and noise. The 2016 GM GB Assessment identifies that the northern eastern parts of this site forms part of an important visual gap between the settlements of Swinton and western Clifton. South western parts are identified as forming part of a wider collection of sites that maintain a gap between Swinton, Clifton, Kearsley and Walkden.

1453809016620	Salford	Whilst adjoining an area of deprivation it would have limited links to it. Although the GM GB Assessment 2016 identifies a relatively limited role in preventing the merger of towns, the retention of the area as Green Belt would ensure that a green gap remains to the north of the A57 (Liverpool Road) between the existing residential area of Irlam and the proposed Port Salford extension.
1484147297995	Salford	Isolated site surrounded by Green Belt between the proposed Port Salford Extension allocation and the residential area of Irlam. Although the GM GB Assessment (2016) identifies a relatively limited role in preventing the merger of towns, the retention of this site (as part of a wider area of Green Belt) would ensure that a green gap remains to the north of the A57 (Liverpool Road) between the existing residential area of Irlam and the proposed Port Salford extension.
1072843252-6	Salford	Whilst adjoining an area of deprivation it would have limited links to it. Although the GM GB Assessment 2016 identifies a relatively limited role in preventing the merger of towns, the retention of the area as Green Belt would ensure that a green gap remains to the north of the A57 (Liverpool Road) between the existing residential area of Irlam and the proposed Port Salford extension.
1.45373E+12	Bolton and Salford	The GM GB Assessment (2016) identifies that the northern section of the site forms part of a critical gap between Walkden and Kearsley and the eastern section forms part of a critical gap between Walkden and Swinton.

Tameside

Submission ID	District	Planner assessment
1448617374255	Tameside	<p>The site is not accessible and is outside of 800m from the town centre, in Green Belt terms it performs strongly against the purposes of the Green Belt including preserving the setting and special character of the conservation area and checking unrestricted urban sprawl, site constraints include reservoirs and protected trees (TPOs) within the site. Adjacent land has been identified for addition to the Green Belt. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.</p>
1448874608616	Tameside	<p>This isolated site is not accessible with few public transport options (the bus route on Lumb Lane is the only option) and the site performs an important role as Green Belt in checking unrestricted sprawl of urban area and plays a role in retaining the gap between Ashton and Oldham. It is adjacent to both a SSSI and a SBI. Overhead power lines cross the northern section of the site. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.</p>

1448876872072	Tameside	<p>An isolated site that is not accessible with few public transport options (the bus route on Lumb Lane is the only option) and the site performs an important role as Green Belt in checking unrestricted sprawl of urban area and plays a role in retaining the gap between Ashton and Oldham. It is adjacent to both a SSSI and a SBI.</p> <p>Overhead power lines cross the northern section of the site. Part of the brownfield area of the site fronting onto Lumb Lane has recently been redeveloped for residential. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.</p>
1450456078292	Stockport and Tameside	<p>The majority of this site is in flood zone 3 and is therefore highly constrained. There is sufficient housing and employment land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.</p>
1451386854254	Tameside	<p>The location of this site in an elevated location on the edge of Mossley, means that it is likely to have significant landscape impacts; the site does not form a logical extension to the urban area of Mossley and has no clear defensible boundaries due to its location to the east of Huddersfield Road, the site also performs strongly against many of the purposes of Green Belt. Therefore it was not considered suitable for inclusion as a strategic allocation.</p>

1451991166869	Tameside	100% greenfield site located in the Green Belt on the proposed route for the Mottram Bypass. Also contains other infrastructure (aqueduct) that significantly constrains the development potential. The site also performs strongly against many of the aims of the Green Belt by preventing the merging of Hattersley, Hyde with the village of Mottram, the latter of which is defined as a conservation area. In addition land to the south has been identified for inclusion in the Green Belt to reinforce the separation between Hattersley and Mottram. The site was removed from the GMSF in 2019 as sufficient land across the conurbation had been identified to meet the economic objectives and spatial strategy over the plan period with a reasonable buffer to allow for flexibility and this position has not changed.
1452083683569	Tameside	This predominantly greenfield site is located in the Green Belt site which is disconnected from Stalybridge. The challenging topography limits the potential for development of the site. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.
1452180662402	Tameside	Formerly part of the GMSF 2016 allocation, was discounted as did not meet Site Selection criteria. The site has poor accessibility/connectivity with few options for sustainable transport. As Green Belt, the site performs well in preventing the merging of Littlemoss and Taunton; site is located within the GI adjacent to the M60.

		There is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer and therefore it was not considered suitable for inclusion as a strategic allocation.
1452259397741	Tameside	This isolated site is not in a sustainable location as not accessible, with few options for sustainable transport (bus route on Lumb Lane is only form of public transport). The site performs strongly against most of the Green Belt purposes, particularly in preventing encroachment into the countryside and the site does not possess a recognisable defensible Green Belt boundary. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.
1452262092815	Tameside	Despite part of the site being located within 800m of Ashton-under-Lyne town centre, this isolated site is not in a sustainable location as it is not accessible and there are few options for sustainable transport (the distant bus route on Lumb Lane is only form of public transport and the immediate road network is unadopted); the site performs strongly against the purposes of the Green Belt particularly in preventing encroachment into the countryside. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst

		maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.
1453283026155	Tameside	Formerly part of the GMSF 2016 allocation, was discounted as did not meet Site Selection criteria. The site has poor accessibility/connectivity with few options for sustainable transport. As Green Belt, the site performs well in preventing the merging of Littlemoss and Taunton; site is located within the GI adjacent to the M60. There is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer and therefore it was not considered suitable for inclusion as a strategic allocation.
1453289074014	Tameside	This 100% greenfield site was previously discounted for residential potential through the Council's SHELAA process due to its location in the Green Belt. The site is not well connected or accessible and as there is a sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.

1453294942516	Tameside	This 100% greenfield site is located in the Green Belt and 67% of the site is within an SBI. The severance of the A57 is considered to limit any positive regenerative benefit, the site performs strongly against the purposes of the Green Belt preventing Godley, Hattersley and Mottram from merging. The site is not well connected or accessible and as there is a sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.
1453989789726	Tameside	This 100% greenfield Green Belt site performs strongly against many purposes of the Green Belt in preventing Mossley and Lees from merging and has no features that would create a defensible boundary. The site is not accessible or well connected as shown by the low GMAL score of 3. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.
1454337915368	Tameside	A largely greenfield Green Belt site adjacent to Littlemoor that is not sustainable or accessible. There are few options for sustainable transport (bus route on Lumb Lane is only form of public transport) and the site is too small to support the increased use of sustainable and active forms of transport. The site performs an important role as Green Belt in checking unrestricted sprawl of the urban area

		(moderate role) and is adjacent to and partly within both a SSSI and a SBI. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.
1454690390478	Stockport and Tameside	The majority of this site is in flood zone 3 and is therefore highly constrained. There is sufficient housing and employment land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1483146776566	Tameside	The site is split between the occupied employment uses in the mill buildings and Cheetham Park; the loss of this asset will have a negative impact on the supply of employment premises in the area and the neighbouring community asset. The site was not proposed for inclusion by the site owner and cannot therefore be considered deliverable.
1484565537082	Tameside	The site is split between the occupied employment uses in the mill buildings and a large section of Cheetham Park; the loss of this asset will have a negative impact on the supply of employment premises in the area and the neighbouring community asset. The site was not proposed for inclusion by the site owners and cannot therefore be considered deliverable.

1488279221635	Tameside	This Green Belt site sits adjacent to the Westwood Clough SBI and forms part of the green infrastructure that provides buffer to the M67 for the residential area. The site performs moderately against Green Belt purposes in preventing urban sprawl; connectivity and accessibility is poor. As the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.
1488280674484	Tameside	This small 100% greenfield site is located in the Green Belt with poor connectivity and accessibility. Therefore, as the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.
1488281322498	Tameside	This small 100% greenfield site is located in the Green Belt. The site performs moderately against Green Belt purposes in preventing urban sprawl, but connectivity and accessibility is poor. As the site is small in size and of insufficient scale to make a significant contribution to the housing land supply required to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer it was not considered suitable for inclusion as a strategic allocation.

1452700716928	Tameside	Formerly part of the GMSF 2016 allocation, was discounted as did not meet Site Selection criteria. The site it is not accessible or well connected to the urban area with the lowest possible GMAL score of 1). It plays a strong role as Green Belt in preventing urban sprawl and in preventing the merging of Denton and Reddish. Release of the site would have a significant impact on the open character of the river valley. It is largely within the AQMA and green infrastructure adjacent to the M60. There is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer and therefore it was not considered suitable for inclusion as a strategic allocation.
1455285856833	Tameside and Oldham	Most of the site was formerly part of the GMSF 2016 allocation and was discounted as it did not meet Site Selection criteria. As Green Belt, this site performs an important function in helping prevent towns of Drolydsen and Oldham from merging to the north of the site. Impact on the setting of two heritage assets. The site has poor accessibility/connectivity with few options for sustainable transport and scores GMAL 1 which is the poorest level. There is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer and therefore it was not considered suitable for inclusion as a strategic allocation.

1478864582843	Tameside and Oldham	This former quarry/brickworks has a limited potential to deliver a regenerative impact as it is not in an accessible location with a GMAL score of 2 and being greater than 800m from the town centre. The site performs strongly against many purposes of the Green Belt principally it plays an important role in preventing Lees and Mossley from merging and restricting urban sprawl. Negative landscape impact is likely due to the sites elevated position. There is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1484323696133	Tameside and Oldham	This former quarry/brickworks has a limited potential to deliver a regenerative impact as it is not in an accessible location with a GMAL score of 2 and being greater than 800m from the town centre. The site performs strongly against many purposes of the Green Belt principally it plays an important role in preventing Lees and Mossley from merging and restricting urban sprawl. Negative landscape impact is likely due to the sites elevated position. There is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.
1484746820246	Tameside	Formerly part of the GMSF 2016 allocation, was discounted as did not meet Site Selection criteria. The site it is not accessible or well connected to the urban area with the lowest possible GMAL score of 1). It plays a strong role as Green Belt in preventing urban sprawl and in preventing the merging of Denton and Reddish. Release of the site would have a significant impact on the open character of the

		<p>river valley. It is largely within the AQMA and green infrastructure adjacent to the M60. There is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer and therefore it was not considered suitable for inclusion as a strategic allocation.</p>
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Trafford

Submission ID	District	Planner assessment
240381695	Trafford	<p>The call for site meets Area of Search criteria as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. The site is also mostly PDL. However although land close to the site has been included within the proposed allocation in PfE JPA 3.2 Timperley Wedge this site is not proposed for allocation for the following reasons</p> <ul style="list-style-type: none"> - It was preferable to propose land for development closest to development opportunities in Manchester at Wythenshawe Hospital and Medipark as well as to the existing employment location at Davenport Green (identified in the Trafford Core Strategy, Policy R4). - The Green Belt assessment for the site concluded that the Timperley Wedge area has an important strategic Green Belt role in preventing Timperley and Hale from merging. The Green Belt is at its thinnest point around Green Lane. Creating a robust Green Belt boundary along Timperley Brook to Green lane ensures a stretch of Green Belt along the southern edge is maintained, minimising harm to the Green Belt by maintaining a Green Belt gap between Timperley and Hale and providing a link to the wider Greater Manchester Green Belt area.

290031034	Trafford	<p>The call for site meets Area of Search criteria as approx. 25% of the site is PDL, it is also close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. However, whilst land close to the site has been included within the proposed allocation in PfE JPA 3.2 Timperley Wedge this site is not proposed for allocation for the following reasons:</p> <ul style="list-style-type: none"> - It was preferable to propose land for development closest to development opportunities in Manchester at Wythenshawe Hospital and Medipark as well as to the existing employment location at Davenport Green (identified in the Trafford Core Strategy, Policy R4). - The Green Belt assessment for the site concluded that the Timperley Wedge area has an important strategic Green Belt role in preventing Timperely and Hale from merging. The Green Belt is at its thinnest point around Green Lane. Creating a robust Green Belt boundary along Timperley Brook to Green lane ensures a stretch of Green Belt along the southern edge is maintained, minimising harm to the Green Belt by maintaining a Green Belt gap between Timperley and Hale and providing a link to the wider Greater Manchester Green Belt area.
1453720174823	Trafford	<p>The call for site meets Area of Search criteria as a significant area of the site is PDL, it is also within 800m of Urmston railway station. No allocation is proposed within this Area of Search, for the following reasons :</p> <ul style="list-style-type: none"> - The site is within Flood Zone 2

		<ul style="list-style-type: none"> - The site is located within the Mersey Valley which provides an important strategic Green Infrastructure link through the urban areas of southern Greater Manchester.
1454084754042	Trafford	<p>The call for site meets Area of Search criteria as approximately 50% of the site is within the PfE Site Selection 'good public transport' area (as defined in the site selection criteria). No allocation is proposed within this Area of Search, for the following reasons :</p> <ul style="list-style-type: none"> - The site was previously used for landfill. - The site is identified in the Trafford Core Strategy Green Infrastructure Policy R3 as a publically accessible recreation area. It is also located within the Mersey Valley which provides an important strategic Green Infrastructure link through the urban areas of southern Greater Manchester. - The site is located in a narrow strip of Green Belt which helps to maintain the separation of Stretford and Sale.

1454323779526	Trafford	<p>The call for site meets the Area of Search criteria as it is mostly PDL. In addition the site is within the area surrounding Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. However, whilst land close to the site has been included within the proposed PfE Timperley Wedge allocation (JPA 3.2) this site is not proposed for allocation for the following reasons:</p> <ul style="list-style-type: none"> - It was preferable to propose land for development which is located close to development opportunities in Manchester at Wythenshawe Hospital and Medipark, as well as to the existing employment location at Davenport Green (identified in the Trafford Core Strategy, Policy R4). -The Green Belt assessment for the site concluded that the Timperley Wedge area has an important strategic Green Belt role in preventing Timperely and Hale from merging. The Green Belt is at its thinnest point around Green Lane. Creating a strong Green Belt boundary along Timperley Brook to Green lane ensures a stretch of Green Belt along the southern edge is maintained, minimising harm to the Green Belt by maintaining a Green Belt gap between Timperley and Hale and providing a link to the wider Greater Manchester Green Belt area.
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1454327480641	Trafford	<p>The call for site meets Area of Search criteria as approximately 50% of the site is within the PfE Site Selection 'good public transport' area (as defined in the site selection criteria). No allocation is proposed within this Area of Search, for the following reasons in relation to this site:</p> <ul style="list-style-type: none"> - The site was previously used for landfill. - The site is within Flood Zone 2 - The site is located within the Mersey Valley which provides an important Green Infrastructure link through the urban areas of southern Greater Manchester. - The site is located in a narrow strip of Green Belt which maintains the separation of Stretford and Sale.
1454333835677	Trafford	<p>The call for site meets Area of Search criteria as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. No allocation is proposed within this Area of Search, for the following reasons :</p> <ul style="list-style-type: none"> - Although close to the Timperley Wedge allocation boundary the site is separated from the development parcels by areas which are not available for development. - The Green Belt is very narrow at this point and this land will have an important role in maintaining a gap between Hale and the proposed HS2 station / development at Davenport Green. - The site maintains a link through to Green Belt land north and south of this area.
1458732632885	Trafford	Site is no longer available

1459257681056	Trafford	Site is no longer available
1459258694725	Trafford	Site is no longer available
1459864939596	Trafford	<p>The call for site meets the Area of Search criteria as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. However, whilst land close to the site has been included within the proposed PfE Timperley Wedge allocation (JPA 3.2) this site is not proposed for allocation for the following reasons:</p> <ul style="list-style-type: none"> - Although close to the Timperley Wedge allocation boundary the site is separated from the development parcels by areas which are not available for development - The site is located close to listed buildings and development of this site could affect their wider setting - Difficulties in establishing a strong Green Belt boundary - in order to establish a defensible boundary additional land (which is not available for development) would need to be removed from the Green Belt, potentially causing additional harm to the surrounding historic character. - It is not considered the benefit of development on this site would outweigh the harm in this location.

1461679317910	Trafford	<p>The call for site meets Area of Search criteria as it is within close proximity of Flixton station and Chassen Road station . No allocation is proposed within this Area of Search, for the following reasons:</p> <ul style="list-style-type: none"> - A small part of the site is in Flood Zone 2. - part of the site is covered by a Tree Preservation Order. - The site is considered to provide an important area of green infrastructure and green link to the wider Mersey Valley - The site is located within a Wildlife Corridor which runs along the Warrington / CLC rail line - The site was originally adjacent to a much larger call for site that is now no longer available for development therefore its benefit to delivery of the PfE strategy is minimal.
1473242938661	Trafford	<p>The call for site meets Area of Search criteria as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. However, whilst land close to the site has been included within the proposed allocation in PfE JPA 3.2 Timperley Wedge this site is not proposed for allocation for the following reasons:</p> <ul style="list-style-type: none"> - It was preferable to propose land for development closest to development opportunities in Manchester at Wythenshawe Hospital and Medipark as well as to the existing employment location at Davenport Green (identified in the Trafford Core Strategy, Policy R4).

		<p>- The Green Belt assessment for the site concluded that the Timperley Wedge area has an important strategic Green Belt role in preventing Timperely and Hale from merging. Within the area land to the north of the wedge was considered to have a weaker Green Belt role, considering the existing urbanising features and clear linkages to the existing urban area, than the land to the south. Retaining a stretch of Green Belt along the southern edge would also minimise harm to the Green Belt by maintaining a Green Belt gap between Timperley and Hale and provide a link to the wider Greater Manchester Green Belt area.</p>
1483610213467	Trafford	<p>The site meets Area of Search criteria as it is mostly PDL, it is also close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. Although land close to the site has been included within the proposed allocation in PfE JPA 3.2 Timperley Wedge this site is not proposed for allocation for the following reasons:</p> <ul style="list-style-type: none"> - It was preferable to propose land for development closest to development opportunities in Manchester at Wythenshawe Hospital and Medipark as well as to the existing employment location at Davenport Green (identified in the Trafford Core Strategy, Policy R4). -The Green Belt assessment for the site concluded that the Timperley Wedge area has an important strategic Green Belt role in preventing Timperely and Hale from merging. Within the area land to the north of the wedge was considered to have a

		weaker Green Belt role, considering the existing urbanising features and clear linkages to the existing urban area, than the land to the south. Retaining a stretch of Green Belt along the southern edge would also minimise harm to the Green Belt by maintaining a Green Belt gap between Timperley and Hale and provide a link to the wider Greater Manchester Green Belt area.
1486131282176	Trafford	<p>The call for site meets Area of Search criteria as the east of the area is located within the 800m buffer area of Flixton railway station but much of the area is beyond the 800m buffer area and other public transport links are limited. No allocation is proposed within this Area of Search, for the following reasons:</p> <ul style="list-style-type: none"> - The area is located within the Mersey Valley which provides an important strategic Green Infrastructure link through the urban areas of southern Greater Manchester. - The area is part of Wellacre Country Park, an accessible recreation area and 25% of the site is within an SBI. - Over a third of the site is within Flood Zone 2. - The area has a strong Green Belt role in preventing Flixton and Carrington from merging.

1486133102499	Trafford	<p>The call for site meets Area of Search criteria as the east of the area is located within the 800m buffer area of Flixton station, however much of the area is beyond the 800m buffer area and other public transport links are limited. No allocation is proposed within this Area of Search, for the following reasons :</p> <ul style="list-style-type: none"> - Road access to the site would be difficult considering the layout of the existing development to the north. - The area is located within the Mersey Valley which provides an important strategic Green Infrastructure link through the urban areas of southern Greater Manchester. - Part of the site is fly ash tip. - Approx. 50% of the site is within Flood Zone 2 - The land is Grade 2 agricultural land.
1452597302956	Trafford	<p>The site meets Area of Search criteria as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. However, whilst land close to the site has been included within the proposed PfE Timperley Wedge allocation (JPA 3.2) this site is not proposed for allocation for the following reasons:</p> <ul style="list-style-type: none"> - The proposed HS2 Phase 2B line to Manchester Piccadilly will run through the centre of this site and it is therefore not available for development. - The Green Belt is very narrow in this location, the site therefore has an important role in maintaining the small Green Belt gap between Warburton Green and Manchester.

		<ul style="list-style-type: none"> - The land has been assessed as having a strong Green Belt role in preventing the sprawl of Warbuton Green. - The land maintains a link through to Green Belt land north and south of this area.
1473240351788	Trafford	<p>The site meets Area of Search criteria as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. However, whilst land close to the site has been included within the proposed PfE Timperley Wedge allocation (JPA 3.2) this site is not proposed for allocation for the following reasons</p> <ul style="list-style-type: none"> - It was preferable to propose land for development which is located closest to development opportunities in Manchester at Wythenshawe Hospital and Medipark, as well as to the existing employment location at Davenport Green (identified in the Trafford Core Strategy, Policy R4). - The Green Belt assessment for the site concluded that the Timperley Wedge area has an important strategic Green Belt role in preventing Timperely and Hale from merging. Within the area land to the north of the wedge was considered to have a weaker Green Belt role, considering the existing urbanising features and clear linkages to the existing urban area, than the land to the south. Retaining a stretch of

		Green Belt along the southern edge would also minimise harm to the Green Belt by maintaining a Green Belt gap between Timperley and Hale and provide a link to the wider Greater Manchester Green Belt area.
1475867016447	Trafford	<p>The site meets Area of Search criteria as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. However, whilst land close to the site has been included within the proposed PfE Timperley Wedge allocation (JPA 3.2) this site is not proposed for allocation for the following reasons:</p> <ul style="list-style-type: none"> - The proposed HS2 Phase 2B line to Manchester Picadilly will run through the eastern portion of the site and much of the site is therefore not available for development - The Green Belt is very narrow in this location, the site therefore has an important role in maintaining the small Green Belt gap between Warburton Green and Manchester. - The land has been assessed as having a strong Green Belt role in preventing the

		<p>sprawl of Warbuton Green.</p> <ul style="list-style-type: none"> - The land maintains a link through to Green Belt land north and south of this area.
1483610213467	Trafford	<p>The call for site meets Area of Search criteria as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester. However, whilst land close to the site has been included within the proposed allocation in PfE JPA 3.2 Timperley Wedge this site is not proposed for allocation for the following reasons:</p> <ul style="list-style-type: none"> - It was preferable to propose land for development closest to development opportunities in Manchester at Wythenshawe Hospital and Medipark as well as to the existing employment location at Davenport Green (identified in the Trafford Core Strategy, Policy R4). - The Green Belt assessment for the site concluded that the Timperley Wedge area has an important strategic Green Belt role in preventing Timperely and Hale from merging. The Green Belt is at its thinnest point around Green Lane. Creating a robust Green Belt boundary along Timperley Brook to Green lane ensures a stretch of Green Belt along the southern edge is maintained, minimising harm to the Green

		Belt by maintaining a Green Belt gap between Timperley and Hale and providing a link to the wider Greater Manchester Green Belt area.
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Wigan

Submission ID	District	Planner assessment
279273163	Wigan	<p>This is a predominantly greenfield site located along the M6 Corridor in proximity to Junction 25 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, residential use does not accord with criterion 3 and the site does not meet any of the other site selection criteria. From an employment perspective, this site is poorly connected to the A49 and the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor to the north of Junction 25 of the M6 and this now has planning permission for employment development.</p>
504957375	Wigan	<p>The site is within the SW of Standish Area of Search which meets criteria 1 and 6 on the basis that parts of the area contain previously developed land, and some part are adjacent to an area of deprivation (Beech Hill). However, this is a greenfield site which is too small and too far from Beech Hill to have any regenerative impact on the area of deprivation. Access to local services by walking, cycling or public transport is also poor.</p>

570582649	Wigan	<p>The area is strategically located along the M6 corridor adjacent to Junction 26, which is a major opportunity for manufacturing and distribution development in Wigan and is a strategic opportunity for Greater Manchester. The area also links to the M58 which provides direct motorway access into Liverpool and the new deep water port at Liverpool 2. Employment development in this location would therefore meet criteria 3. This site was a proposed employment-led allocation in the 2016 GMSF, which required the delivery of a new through road to serve the site and also the Heinz factory to the north, which currently uses residential roads to access the motorway network. The proposed allocation included an element of housing which whilst not meeting the criteria for Priority 3, formed a logical extension to the existing adjacent housing area and was within a part of the site which would need to be removed from the Green Belt to achieve an appropriate defensible boundary. However, employment development is no longer proposed for allocation, as despite its strategic and local benefits, its development is not needed quantitatively to address identified employment needs to 2037. Subsequently, the housing development is no longer proposed for allocation, as without the employment it does not address any of the GMSF site selection priorities.</p>
892001602	Wigan	<p>This site does not meet any of the site selection criteria.</p>
994826545	Wigan	<p>The site is within the SW of Standish Area of Search which meets criteria 1 and 6 on the basis that parts of the area contain previously developed land, and some part are adjacent to an area of deprivation (Beech Hill). However, this site is greenfield</p>

		and is separated from the area of deprivation by the canal with limited walking, cycling and road connections. Its ability to have a regenerative impact on the area of deprivation is considered to be limited.
1447079074706	Wigan	This is a predominantly greenfield site located within the M6 Corridor close to Junction 25 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for housing which is not in accordance with criterion 3 and does not meet any of the other site selection criteria. Development of this site could also lead to Green Belt harm by contributing to the merging of Bryn with Garswood. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor to the north of Junction 25 of the M6 and this now has planning permission for employment development.
1447690544840	Wigan	This is a predominantly greenfield site located along the M6 Corridor in proximity to Junction 25 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for housing which is not in accordance with criterion 3 and does not meet any of the other site selection criteria. This site includes much of the same land as Site Ref: 1454686367817 but excludes land to the west. From an employment perspective,

		the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor to the north of Junction 25 of the M6 and this land now has planning permission for employment development.
1448285819038	Wigan	This is a greenfield site located along the M6 Corridor in proximity to Junction 27 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. The site includes much of the same land as Site Refs: 1473776652977 & 1452867129000 but includes an area of priority habitat in the form of woodland running alongside part of Back Lane, which is subject to a tree preservation order. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor at Junction 25 of the M6 and this now has planning permission for employment development.
1449760347781	Wigan	The site is within the SW of Standish Area of Search which meets criteria 1 and 6 on the basis that parts of the area contain previously developed land, and some part are adjacent to an area of deprivation (Beech Hill). However, this is a greenfield site which is too small and too far from Beech Hill to have any regenerative impact on

		the area of deprivation. Access to local services by walking, cycling or public transport is also poor.
1451851548791	Wigan	The site is located close to the M6 and Wigan-Bolton Growth Corridor. However, it does not satisfy criterion 3, as it is promoted for housing, not employment.
1451853096752	Wigan	The site is located close to the M6 and Wigan-Bolton Growth Corridor. However, it does not satisfy criterion 3, as it is promoted for housing, not employment. The site would also form an illogical extension of the existing urban area.
1451853991418	Wigan	This is a greenfield site in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). The site is however suggested for residential development and therefore does not satisfy this criterion. The site is also within 800 metres of Gathurst rail station and therefore relevant to Priority 6. However, the walking environment between the site and the station is poor with narrow footpaths and a steep hill, which would likely deter non-car travel.
1451986840360	Wigan	This site formed a small part of a proposed employment-led allocation in the 2016 GMSF for 150,500 sqm of employment floorspace and 170 homes. However, despite its strategic and local benefits, the site is no longer needed quantitatively to address identified employment needs to 2037 and there are concerns over its deliverability within the plan period. Subsequently, the housing development is also

		no longer proposed for allocation, as without the employment it does not address any of the GMSF site selection criteria.
1452078057817	Wigan	The site is within the SW of Standish Area of Search which meets criteria 1 and 6 on the basis that parts of the area contain previously developed land, and some part are adjacent to an area of deprivation (Beech Hill). However, this is a greenfield site which is too far from Beech Hill to have any regenerative impact on the area of deprivation.
1452162194963	Wigan	This is a greenfield site located along the M6 Corridor close to Junction 27 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. This submission covers the same land as Site Refs: 1453292105297 & 1474971582632 but is from a different site promoter. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor at Junction 25 of the M6 and this now has planning permission for employment development.

1452257149658	Wigan	The site is located near an area of deprivation, however the land is too small to have any regenerative value. The site is also isolated and has limited linkages to the existing urban area. Development would form an illogical extension to the urban area to the detriment of the Green Belt. Bryn Gates and Bamfurlong are relatively remote from public transport services and from key services and facilities and the area would likely generate high levels of additional car borne journeys with few opportunities for sustainable travel.
1452258210909	Wigan	The site is within an area of search that adjoins an area of deprivation. However, the site is remote from this area of deprivation, and separated by an area of Green Belt, so would only have limited ability to have a regenerative impact. The site is also remote from public transport.
1452258833564	Wigan	The site is within an area of search that adjoins an area of deprivation. However, the site is remote from this area of deprivation, and separated by an area of Green Belt, so would only have limited ability to have a regenerative impact. The site is also remote from public transport.
1452259931290	Wigan	The site is within the SW of Standish Area of Search which meets criteria 1 and 6 on the basis that parts of the area contain previously developed land, and some part are adjacent to an area of deprivation (Beech Hill). Whilst part of the site is previously developed land, much of it has now blended into the landscape and the site is too far away the area of deprivation to have any regenerative benefits. The site also has ecological value, including priority habitats and species, and partly

		within a Site of Biological Importance. Access to local services by walking, cycling or public transport is also poor.
1452265240777	Wigan	The area is strategically located along the M6 corridor adjacent to Junction 26, which is a major opportunity for manufacturing and distribution development in Wigan and is a strategic opportunity for Greater Manchester. The area also links to the M58 which provides direct motorway access into Liverpool and the new deep water port at Liverpool 2. Employment development in this location would therefore meet criteria 3. This site formed a significant proportion of a proposed employment-led allocation in the 2016 GMSF, which required the delivery of a new through road to serve the site and also the Heinz factory to the north, which currently uses residential roads to access the motorway network. The proposed allocation included an element of housing which whilst not meeting the criteria for Priority 3, formed a logical extension to the existing adjacent housing area and was within a part of the site which would need to be removed from the Green Belt to achieve an appropriate defensible boundary. However, employment development is no longer proposed for allocation, as despite its strategic and local benefits, its development is not needed quantitatively to address identified employment needs to 2037. Subsequently, the housing development is no longer proposed for allocation, as without the employment it does not address any of the GMSF site selection priorities.

1452517268309	Wigan	The site is within an area of search that adjoins an area of deprivation. However, the site is remote from this area of deprivation, and separated by an area of Green Belt, so would only have limited ability to have a regenerative impact. The site is also remote from public transport.
1452519684100	Wigan	The area is strategically located along the M6 corridor adjacent to Junction 26, which is a major opportunity for manufacturing and distribution development in Wigan and is a strategic opportunity for Greater Manchester. The area also links to the M58 which provides direct motorway access into Liverpool and the new deep water port at Liverpool 2. Employment development in this location would therefore meet criteria 3. This site formed part of a proposed employment-led allocation in the 2016 GMSF, which required the delivery of a new through road to serve the site and also the Heinz factory to the north, which currently uses residential roads to access the motorway network. The proposed allocation included an element of housing which whilst not meeting the criteria for Priority 3, formed a logical extension to the existing adjacent housing area and was within a part of the site which would need to be removed from the Green Belt to achieve an appropriate defensible boundary. However, employment development is no longer proposed for allocation, as despite its strategic and local benefits, its development is not needed quantitatively to address identified employment needs to 2037. Subsequently, the housing development is no longer proposed for allocation, as without the employment it does not address any of the GMSF site selection priorities.

1452522968652	Wigan	This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. The site is predominantly greenfield. It is in close proximity to the LSM Guided busway but there are no stops in close proximity or direct routes to the nearest stop, which is located near Holden Road in Leigh. The site is relatively small in scale and would have a relatively limited impact on delivering regeneration in Higher Folds, which is an area of high deprivation.
1452855368329	Wigan	This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. Only a very small portion of the site is PDL. A significant proportion of the northern part of the site is in Flood Zone 3 and the site also includes land in Flood Zone 2. Sports pitches that are well used by local clubs are located in the south western portion of the site. Development of this site could lead to Green Belt harm through the merging of Leigh (Bedford) and Higher Folds.

1452859560331	Wigan	<p>The area is strategically located along the M6 corridor adjacent to Junction 26, which is a major opportunity for manufacturing and distribution development in Wigan and a strategic opportunity for Greater Manchester. The area also links to the M58 which provides direct motorway access into Liverpool and the new deep water port at Liverpool 2. Employment development in this location would therefore meet criteria 3. This site was a proposed employment-led allocation in the 2016 GMSF, which required the delivery of a new through road to serve the site and also the Heinz factory to the north, which currently uses residential roads to access the motorway network. The proposed allocation included an element of housing which whilst not meeting the criteria for Priority 3, formed a logical extension to the existing adjacent housing area and was within a part of the site which would need to be removed from the Green Belt to achieve an appropriate defensible boundary. However, employment development is no longer proposed for allocation, as despite its strategic and local benefits, its development is not needed quantitatively to address identified employment needs to 2037. Subsequently, the housing development is no longer proposed for allocation, as without the employment it does not address any of the GMSF site selection priorities.</p>
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1452865101012	Wigan	<p>This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. It is predominantly greenfield, not connected to the existing settlement of Abram and does not form a logical extension to the built-up area, so development would result in Green Belt harm. Development would have a limited impact on delivering regeneration in Platt Bridge, which is an area of high deprivation. A significant proportion of the site is in Flood Zone 3, with some land also in Flood Zone 2. The site is adjacent to priority habitat in the form of woodland on land to the south and to the west.</p>
1452867129000	Wigan	<p>This is a greenfield site located along the M6 Corridor close to Junction 27 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. This site covers the same land as Site Ref: 1473776652977 but is from a different site promoter. The site includes much of the same land as Site Ref: 1448285819038 but excludes an area of priority habitat in the form of woodland running alongside Back Lane, which is subject to a tree preservation order. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor at Junction 25 of the M6 and this now has planning permission for employment development.</p>

1453197833569	Wigan	Housing development in this location does not meet any of the GMSF site selection criteria and is not needed quantitatively to address identified housing needs. The site also contributes to the Green Belt gap between Leigh and Lowton.
1453212407075	Wigan	Residential development on this site would not meet any of the site selection criteria. The site is also required to maintain a Green Belt gap between Leigh and Lowton, and for retaining a wildlife corridor from the subsidence flashes at Pennington through to Wigan to the north and the mosslands to the south.
1453213473413	Wigan	This forms part of a site formerly proposed as a site allocation for employment uses in the 2019 GMSF (South of Pennington). Employment development is no longer proposed for allocation, as despite its strategic and local benefits, its development is not needed quantitatively to address identified employment needs to 2037. Residential development on this site does not meet the site selection criteria. The site is irregular in shape with weak defensible boundaries to the north and east and does not form a logical extension of the urban area. The site is also constrained by overhead power lines and 2 substations and has poor access to local services by walking, cycling and/or public transport.
1453288747052	Wigan	The site adjoins an area of deprivation, but is isolated from, and has limited linkages to, the existing urban area by an area of Green Belt, the canal and the West Coast Mainline. The site also has an irregular shape and would form an illogical extension to the urban area. The nearby settlement of Bamfurlong is relatively remote from public transport services and from key services and facilities and the area would

		likely generate high levels of additional car borne journeys with few opportunities for sustainable travel.
1453291632028	Wigan	The site is located near an area of deprivation, however the land is too small to have any regenerative value. The site is also isolated and has limited linkages to the existing urban area. Development would form an illogical extension to the urban area to the detriment of the Green Belt. Bryn Gates and Bamfurlong are relatively remote from public transport services and from key services and facilities and the area would likely generate high levels of additional car borne journeys with few opportunities for sustainable travel.
1453292105297	Wigan	This is a greenfield site located along the M6 Corridor in proximity to Junction 27 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. This submission covers the same land as Site Refs: 1474971582632 & 1452162194963 but is from a different site promoter. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor at Junction 25 of the M6 and this now has planning permission for employment development.

1453294121057	Wigan	<p>The site is within the SW of Standish Area of Search which meets criteria 1 and 6 on the basis that parts of the area contain previously developed land, and some part are adjacent to an area of deprivation (Beech Hill). Whilst part of the site is previously developed land, much of it has now blended into the landscape. The site is too far from Beech Hill to have any regenerative impact on the area of deprivation. The site also has ecological value, including priority habitats and species, and partly within a Site of Biological Importance. Access to local services by walking, cycling or public transport is also poor.</p>
1453296478441	Wigan	<p>This is a predominantly greenfield site located along the M6 Corridor in proximity to Junction 25 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. Development of this site could also lead to Green Belt harm by contributing to the merging of Bryn/Ashton with Wigan. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor to the north of Junction 25 of the M6 and this now has planning permission for employment development.</p>

1453297506096	Wigan	This is a small mixed greenfield/brownfield site located along the M6 Corridor in proximity to Junction 25 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). The site is suggested for residential or employment uses. Residential use is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. Development of this site could also lead to Green Belt harm by contributing to the merging of Bryn/Ashton with Wigan. From an employment perspective, the small scale of this site limits its potential to deliver transformational change and the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor to the north of Junction 25 of the M6 and this now has planning permission for employment development.
1453297921330	Wigan	This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. The part of the site that is previously developed land has been developed for residential.
1453388856652	Wigan	The site is within an area of search close to an area of deprivation at Higher Folds and partly within an 800 metre buffer of stops on the LSM Guided Busway. However, this site is a proposed extension to the Tyldesley/Astley area to the east, which falls outside LSOAs in the top 10% most deprived nationally, with no relationship with Higher Folds. There is therefore limited potential for them to have a regenerative impact on this area of deprivation. Whilst the northern part of the site

		is within the 800m buffer area from stops on the LSM Busway, access via existing footpaths would be over 1,000 metres walk, with limited scope to reduce this.
1454686367817	Wigan	This is a predominantly greenfield site located along the M6 Corridor in proximity to Junction 25 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. This site includes much of the same land as Site Ref: 1447690544840 but includes land to the west that is partly in Flood Zone 3, is in a Site of Biological Importance, is subject to a group Tree Preservation Order and forms a priority habitat. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor to the north of Junction 25 of the M6 and this now has planning permission for employment development.
1456137432195	Wigan	This site is an irregular shape and does not have sufficient defensible boundaries. It would therefore not be a logical extension of the urban area.

1456137769612	Wigan	The site adjoins an area of deprivation, but is isolated from, and has limited linkages to, the existing urban area by an area of Green Belt, the canal and the West Coast Mainline. The site also has an irregular shape and would form an illogical extension to the urban area. The nearby settlement of Bamfurlong is relatively remote from public transport services and from key services and facilities and the area would likely generate high levels of additional car borne journeys with few opportunities for sustainable travel.
1466429889749	Wigan	The land to the east of Westleigh Lane is located within the Wigan-Bolton Growth Corridor and near to an area of deprivation. However, the site is within and surrounded by Green Belt and consequently is isolated from the urban area, and therefore the regenerative impact of the site on the area of deprivation is limited. This area of Green Belt performs an important role in maintaining a green break and preventing the merger of Atherton, Hindley and Leigh. Westleigh Lane (Land east of Westgate Lane, Leigh) is within Flood Zone 3 and therefore vulnerable to flooding.
1470227906721	Wigan	The land to the east of Westleigh Lane is located within the Wigan-Bolton Growth Corridor and near to an area of deprivation. However, the site is within and surrounded by Green Belt and consequently is isolated from the urban area, and therefore the regenerative impact of the site on the area of deprivation is limited. This area of Green Belt performs an important role in maintaining a green break and preventing the merger of Atherton, Hindley and Leigh. Westleigh Lane (Land east

		of Westgate Lane, Leigh) is within Flood Zone 3 and therefore vulnerable to flooding.
1470902852721	Wigan	This site is not needed because sufficient housing and employment land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. This small greenfield site is located to the west of Atherton close to the Wigan-Bolton borough boundary and within the Wigan-Bolton Growth Corridor along a route where there are aspirations to deliver bus rapid transit as well as road improvements to the M61. In this respect the site is located in a strategically important area which has been recognised for its growth potential. A significant allocation is proposed at West of Gibfield for over 500 homes together with 45,500 square metres of new employment floorspace; and consequently the housing and employment needs within this area are considered to have been met with no further need for additional land.
1471099127489	Wigan	This is a greenfield site in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). Whilst the site suggestion does not specify the type of development sought, residential development does not satisfy any of the site selection criteria. The site is also not overly suitable for

		employment development given its small scale and indirect access to M6 Junction 26.
1472150760088	Wigan	This is a greenfield site located along the M6 Corridor close to Junction 27 and in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). The site is being promoted for employment uses. However, it is detached from the existing settlement areas of Shevington Vale and Shevington Moor and it does not form a logical extension to them, so its development would result in Green Belt harm. Part of the south-west portion of the site is a designated Site of Biological Importance containing ancient woodland and a priority habitat lies adjacent to the site to the west. The Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor at Junction 25 of the M6 and this now has planning permission for employment development.
1472151475911	Wigan	This site includes elements of previously developed land but is a predominantly greenfield site. It is located along the M6 Corridor in proximity to Junction 27 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). The site is being promoted for employment uses. A designated Site of Biological Importance and a priority habitat lie adjacent to the site

		to the south-east. The Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor at Junction 25 of the M6 and this now has planning permission for employment development.
1473776652977	Wigan	This is a greenfield site located along the M6 Corridor close to Junction 27 and in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. This site covers the same land as Site Ref: 1452867129000 but is from a different site promoter. This site includes much of the same land as Site Ref: 1448285819038 but excludes an area of priority habitat in the form of woodland running alongside Back Lane, which is subject to a tree preservation order. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor at Junction 25 of the M6 and this now has planning permission for employment development.

1473864032061	Wigan	Smiths Farm is located within the Wigan-Bolton Growth Corridor and near to an area of deprivation. However, the site is within and surrounded by Green Belt and consequently is isolated from the urban area, and therefore the regenerative impact of the site on the area of deprivation is limited. This area of Green Belt performs an important role in maintaining a green break and preventing the merger of Atherton, Hindley and Leigh.
1474039520517	Wigan	This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. The site is greenfield. A significant proportion of the site is in Flood Zone 3 and the site also includes land in Flood Zone 2. Most of the site is identified as a surface water flooding hotspot. The western part of the site includes priority habitat and is part of a designated Site of Biological Importance. The site lies within 800 metres of a stop on the LSM Guided Busway.
1474384461167	Wigan	This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. The site is greenfield. A portion of the southern part of the site around Atherton Brook is in Flood Zone 3, with some land also in Flood Zone 2. The northern part of the site is identified as a surface water flooding hotspot. Overhead powerlines run through the north of site.
1474450639062	Wigan	The land at Atherleigh Lane is located within the Wigan-Bolton Growth Corridor and near to an area of deprivation. However, the site is within and surrounded by Green Belt and consequently is isolated from the urban area, and therefore the

		regenerative impact of the site on the area of deprivation is limited. This area of Green Belt performs an important role in maintaining a green break and preventing the merger of Atherton, Hindley and Leigh.
1474971582632	Wigan	This is a greenfield site located along the M6 Corridor close to Junction 27 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. This submission covers the same land as Site Refs: 1453292105297 & 1452162194963 but is from a different site promoter. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor at Junction 25 of the M6 and this now has planning permission for employment development.
1474980917288	Wigan	This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. The site lies within 800 metres of a stop on the LSM Guided Busway, but it is greenfield. A significant proportion of the site is in Flood Zone 3 and the site also includes land in Flood Zone 2. The north eastern part of the site lies within a designated Site of Biological importance.

1480514103978	Wigan	The area is located within the M6 corridor and has excellent access to Junction 27. The site is however being promoted for housing and therefore does not meet criterion 3. As such, the area does not meet any of the GMSF Site Selection criteria.
1480515162778	Wigan	The area is located within the M6 corridor and has excellent access to Junction 27. The site is however being promoted for housing and therefore does not meet criterion 3. As such, the area does not meet any of the GMSF Site Selection criteria.
1484510173399	Wigan	This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. The site is partially previously developed land. It is adjacent to the LSM Guided Busway but there are no stops within 800 metres of the site, which also limits its potential as a parking site for the busway. The site is small in scale and would only have a limited impact on delivering regeneration in Higher Folds, which is an area of high deprivation.
1484558531332	Wigan	The site is near to Atherton Station and development has the potential to have a regenerative impact on an area of deprivation. However, a high proportion of housing is already proposed in Atherton over the plan period, accounting for around one-eighth of the overall supply to 2037, with significant development on land south, west and east of the settlement. Further housing in Atherton would increase this proportion and may undermine delivery in the area. Vehicular access to the site is constrained as Shakerley Lane is a bridleway between the Shakerley area to the south and the A579 to the north.

1490110617135	Wigan	<p>The site is within an area of search close to an area of deprivation at Higher Folds and partly within an 800 metre buffer of stops on the LSM Guided Busway.</p> <p>However, this site is a proposed extension to the Tyldesley/Astley area to the east, which is over 800 metres from busway stops and falls outside LSOAs in the top 10% most deprived nationally, with no relationship with Higher Folds. There is therefore limited potential for them to have a regenerative impact on this area of deprivation.</p>
1492611541603	Wigan	<p>The site is within an area of search close to an area of deprivation at Higher Folds and partly within an 800 metre buffer of stops on the LSM Guided Busway.</p> <p>However, this site is a proposed extension to the Tyldesley/Astley area to the east, which is over 800 metres from busway stops and falls outside LSOAs in the top 10% most deprived nationally, with no relationship with Higher Folds. There is therefore limited potential for them to have a regenerative impact on this area of deprivation.</p>
1518431464797	Wigan	<p>This site is of a sufficient scale to have a regenerative benefit on the adjacent deprived area of Beech Hill and would potentially form a logical Green Belt extension whilst retaining a sufficient Green Belt gap between Standish, Shevington and Wigan. However, this site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy, and it is considered that the borough's housing needs can be met on other sites that will deliver more benefits to the borough.</p>

1518457735841	Wigan	<p>This site is of a sufficient scale, both individually or cumulatively with the adjacent site suggestion (G&B North West Ltd), to have a regenerative benefit on the adjacent deprived area of Beech Hill and would potentially form a logical Green Belt extension whilst retaining a sufficient Green Belt gap between Standish, Shevington and Wigan. However, this site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy, and it is considered that the borough's housing needs can be met on other sites that will deliver more benefits to the borough.</p>
1519063999011	Wigan	<p>This is a predominantly greenfield site located along the M6 Corridor in proximity to Junction 25 and is in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). However, the site is being promoted for residential use which is not in accordance with criterion 3 and the site does not meet any of the other site selection criteria. This submission covers part of the same land as Site Ref: 1447079074706 but also includes additional land to the south. A small part of the south-west of the site lies in Flood Zone 3. Development of this site could also lead to Green Belt harm by contributing to the merging of Bryn with Garswood. From an employment perspective, the Council is proposing a major employment allocation to maximise economic opportunities within the Wigan-Bolton growth corridor to the north of Junction 25 of the M6 and this now has planning permission for employment development.</p>

1521640350242	Wigan	This site covers the majority of the Green Belt land between Standish and Shevington and would represent significant harm to the Green Belt through the merging of the settlements of Standish, Shevington, and Wigan.
1522752162443	Wigan	This is a greenfield site in an area of search relating to land that can maximise economic opportunities to deliver transformational change and/or boost the competitiveness of Greater Manchester (criterion 3). The site is however suggested for residential development and therefore does not satisfy this criterion. The site is also within 800 metres of Gathurst rail station and therefore relevant to Priority 6. However, the walking environment between the site and the station is poor with narrow footpaths and a steep hill, which would likely deter non-car travel.
1522753326907	Wigan	This site formed the residential element of a proposed employment-led allocation in the 2016 GMSF for 150,500 sqm of employment floorspace and 170 homes. Whilst the housing element did not meet site selection criteria 3, it formed a logical extension to the existing adjacent housing area and was within a part of the site which would need to be removed from the Green Belt to achieve an appropriate defensible boundary. However, despite its strategic and local benefits, the site is no longer needed quantitatively to address identified employment needs to 2037 and there are concerns over its deliverability within the plan period. Subsequently, the housing development is also no longer proposed for allocation, as without the employment it does not address any of the GMSF site selection criteria.

1072843252-3	Wigan	This site is not needed because sufficient housing land has been identified in Wigan to meet its PfE target to achieve the overall spatial strategy. The site is greenfield. It is in within 800 metres of a stop on the LSM Guided busway. It is near to, but detached from, an area of deprivation at Higher Folds, so would have a negligible impact on delivering regeneration in this locality. The northern part of the site is woodland, which is a priority habitat.
1072843252	Wigan	This site is located to the south of the A580 between Higher Green and Boothstown and bordered by the Bridgewater Canal to the south, It was proposed for allocation in the 2016 GMSF for 1,000 homes. Given its location and setting, the site offers an attractive location for new housing to the west of the conurbation. However, the area is currently remote from services and existing public transport provision, and would therefore require the delivery of significant public transport infrastructure to provide much enhanced sustainable connectivity with the Regional Centre. It does not meet any of the GMSF site selection priorities.
1474980191830	Bolton and Wigan	The site is currently surrounded by Green Belt, and its development would close an important Green Belt gap between the settlements of Hindley, Atherton and Westhoughton and isolate the Green Belt to the south between Pickley Green and Howe Bridge, which separates Leigh and Atherton.