LUC

Greater Manchester Combined Authority

Stage 2 Greater Manchester Green Belt Study
Identification of Opportunities to Enhance the Beneficial Use of the Green Belt

Final report
Prepared by LUC
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Greater Manchester Combined Authority

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Identification of Opportunities to Enhance the Beneficial Use of the Green Belt

Project Number

10713

Version	Status	Prepared	Checked	Approved	Date
1.	Draft for Client Comment	S Crewe J Hyslop	N James	N James	01.11.20
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3.	Final Report	S Crewe	R Swann	S Young	01.09.20

PfE 2021 SITE REFERENCES INSERT

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

District	LUC Allocation Ref	LUC Allocation Name	GMSF 2020 policy number	2020 GMSF / 2021 PfE Allocation Name	2021 PfE policy number
Cross Boundary	GM1.1	Northern Gateway: Heywood/Pilsworth	GMA1.1	Heywood / Pilsworth (Northern Gateway)	JPA1.1
Cross Boundary	GM1.2	Northern Gateway: Simister/Bowlee	GMA1.2	Simister and Bowlee (Northern Gateway)	JPA1.2
Bury	GM1.3	Northern Gateway: Whitefield	Deleted	N/A	N/A
Cross Boundary	GM2	Stakehill	GMA2	Stakehill	JPA2
Cross Boundary	GM3	Kingsway South	Deleted	N/A	N/A
Manchester	GM11	Roundthorn MediPark Extension	GMA3.1	Medipark	JPA3.1
Trafford	GM46	Timperley Wedge	GMA3.2	Timperley Wedge	JPA3.2
Bolton	GM4	Bewshill Farm	GMA4	Bewshill Farm	JPA4
Bolton	GM5	Chequerbent North	GMA5	Chequerbent North	JPA5
Bolton	GM6	West of Wingates / M61 Junction 6	GMA6	West of Wingates / M61 Junction 6	JPA6
Bury	GM7	Elton Reservoir	GMA7	Elton Reservoir	JPA7
Bury	GM8	Seedfield	GMA8	Seedfield	JPA8
Bury	GM9	Walshaw	GMA9	Walshaw	JPA9

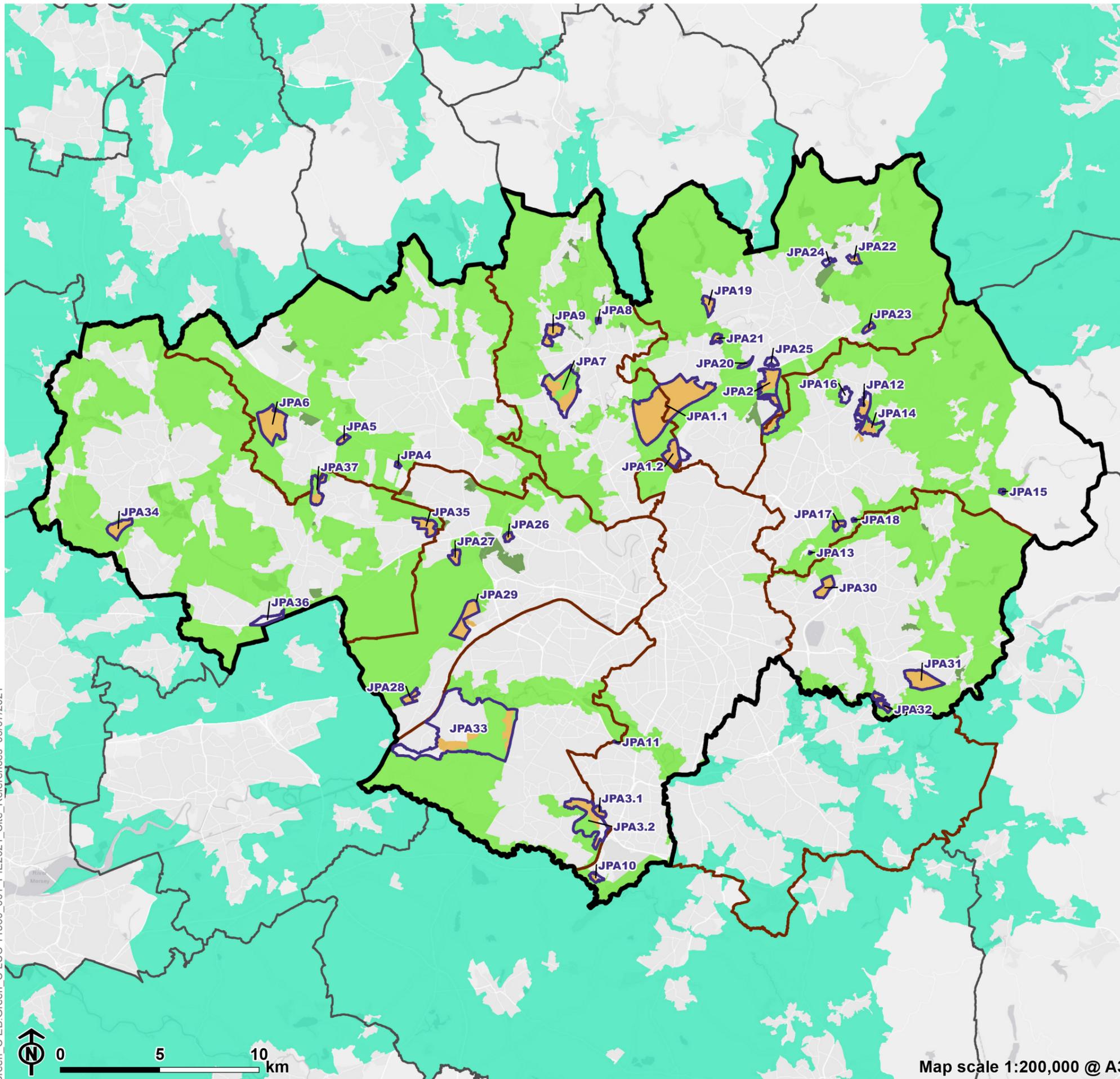| District	LUC Allocation Ref	LUC Allocation Name	GMSF 2020 policy number	2020 GMSF / 2021 PfE Allocation Name	2021 PfE policy number
Manchester	GM10	Global Logistics	GMA10	Global Logistics	JPA10
Manchester	GM12	Southwick Park	GMA11	Southwick Park	JPA11
Oldham	GM14	Beal Valley	GMA12	Beal Valley	JPA12
Oldham	GM22	Woodhouses	GMA13	Bottom Field Farm (Woodhouses)	JPA13
Oldham	GM15	Broadbent Moss	GMA14	Broadbent Moss	JPA14
Oldham	GM18	Robert Fletchers	GMA15	Chew Brook Vale (Robert Fletchers)	JPA15
Oldham	GM16	Cowlishaw	GMA16	Cowlishaw	JPA16
Oldham	GM17	Hanging Chadder	GMA17	Hanging Chadder	Deleted
Oldham	GM13	Ashton Road Corridor	GMA18	Land south of Coal Pit Lane (Ashton Road)	JPA17
Oldham	GM19	South of Rosary Road	GMA19	South of Rosary Road	JPA18
Oldham	GM20	Spinners Way / Alderney Farm	Deleted	N/A	N/A
Oldham	GM21	Thornham Old Road	Deleted	N/A	N/A
Rochdale	GM23	Bamford / Norden	GMA20	Bamford / Norden	JPA19
Rochdale	GM24	Castleton Sidings	GMA21	Castleton Sidings	JPA20
Rochdale	GM25	Crimble Mill	GMA22	Crimble Mill	JPA21
Rochdale	GM26	Land north of Smithy Bridge	GMA23	Land north of Smithy Bridge	JPA22
Rochdale	GM27	Newhey Quarry	GMA24	Newhey Quarry	JPA23
Rochdale	GM28	Roch Valley	GMA25	Roch Valley	JPA24
Rochdale	GM29	Trows Farm	GMA26	Trows Farm	JPA25
Salford	GM30	Land at Hazelhurst Farm	GMA27	Land at Hazelhurst Farm	JPA26
Salford	GM31	East of Boothstown	GMA28	East of Boothstown	JPA27

District	LUC Allocation Ref	LUC Allocation Name	GMSF 2020 policy number	2020 GMSF / 2021 PfE Allocation Name	2021 PfE policy number
Salford	GM32	North of Irlam Station	GMA29	North of Irlam Station	JPA28
Salford	GM33	Port Salford Extension	GMA30	Port Salford Extension	JPA29
Stockport	GM34	Bredbury Park Extension	GMA31	Bredbury Park Extension	Deleted
Stockport	GM35	Former Offerton High School	GMA32	Former Offerton High School	Deleted
Stockport	GM36	Gravel Bank Road / Unity Mill	Deleted	N/A	Deleted
Stockport	GM37	Heald Green	GMA33	Heald Green 1 (West)	Deleted
Stockport	GM40	Griffin Farm, Stanley Green	GMA34	Heald Green 2	Deleted
Stockport	GM38	High Lane	GMA35	High Lane	Deleted
Stockport	GM39	Hyde Bank Meadows	GMA36	Hyde Bank Meadows	Deleted
Stockport	GM41	Woodford Aerodrome	GMA37	Woodford Aerodrome	Deleted
Tameside	GM42	Ashton Moss West	GMA38	Ashton Moss West	JPA30
Tameside	GM43	Godley Green Garden Village	GMA39	Godley Green Garden Village	JPA31
Tameside	GM44	South of Hyde	GMA40	South of Hyde	JPA32
Trafford	GM45	New Carrington	GMA41	New Carrington	JPA33
Wigan	GM47	Land South of Pennington	Deleted	N/A	N/A
Wigan	GM48	M6, Junction 25	GMA42	M6 Junction 25	JPA34
Wigan	GM49	North of Mosley Common	GMA43	North of Mosley Common	JPA35
Wigan	GM50	Pocket Nook	GMA44	Pocket Nook	JPA36

District	LUC Allocation Ref	LUC Allocation Name	GMSF 2020 policy number	2020 GMSF / 2021 PfE Allocation Name	2021 PfE policy number
Wigan	GM51	West of Gibfield	GMA45	West of Gibfield	JPA37

PfE 2021 Site References

▭ Places for Everyone Plan boundary

▭ Greater Manchester Local Authority boundary

▭ Other Local Authority boundary

▭ Site allocation

▮ PfE 2021 Green Belt proposed for release

▮ PfE 2021 Green Belt land to be retained

▮ PfE 2021 Proposed additional Green Belt

▮ Green Belt outside PfE boundary

JPA24 JPA22
JPA19
JPA9 JPA8 JPA23
JPA7 JPA21
JPA20 JPA25
JPA6 JPA2 JPA16 JPA12
JPA5 JPA1.1 JPA14
JPA37 JPA4 JPA1.2
JPA34 JPA35 JPA15
JPA26 JPA17 JPA18
JPA27 JPA13
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JPA29 JPA31
JPA28 JPA32
JPA33
JPA11
JPA3.1
JPA3.2
JPA10

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Map scale 1:200,000 @ A3

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Chapter 1
Introduction

Background and Scope

1.1 In May 2019, Greater Manchester Combined Authority (GMCA) commissioned LUC to undertake an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt in the vicinity of the Greater Manchester (GM) Allocation sites included within the revised 2019 Draft Greater Manchester Spatial Framework (GMSF)[1].

1.2 The report was undertaken in conjunction with a study assessing the potential harm to the Green Belt which would potentially result from development of the GM Allocation sites. Both studies form part of the evidence base to support the preparation of the Submission Draft of the GMSF.

1.3 This report provides evidence to enable GMCA to consider whether, in accordance with the National Planning Policy Framework (NPPF)[2] there are opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. This study therefore identifies the opportunities to enhance Green Infrastructure (GI) on remaining Green Belt within 2km of the allocation sites, acknowledging the multifunctional benefits of these enhancement proposals.

1.4 The National Planning Policy Framework (NPPF) defines Green Infrastructure as:

"A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities"

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[1] GMCA (2019) Greater Manchester's Plan for Homes, Jobs and the Environment – Greater Manchester Spatial Framework – Revised Draft – January 2019

[2] Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework (NPPF)

1.5 Consideration is also given in this Study to the potential opportunities to enhance areas where new Green Belt is proposed (Green Belt additions), where this lies within the boundary of the 2km study area for each allocation. However, a comprehensive assessment of potential improvements within all 65 proposed Green Belt additions included within the revised 2019 GMSF[1] has not been provided and is beyond the scope of this study.

1.6 This report does not take into account the deliverability of the potential opportunities as that is a matter for detailed consideration by each individual authority. Instead it presents a long list of potential opportunities which can be considered further and then taken forward or discounted by the relevant authority. The list of opportunities is also not necessarily exhaustive and there may be other measures not included in this report that could be equally suitable and which could be identified in consultation with key stakeholders.

1.7 The remainder of this report is structured as follows:

- Chapter 2: sets out the policy context for the study

- Chapter 3: outlines the methodology

- Chapter 4: sets out how the assessment findings are presented

- Chapter 5: sets out some initial guidance on consultation and additional surveys

1.8 The detailed study findings for each allocation are included in Appendices A-J for each authority in turn as follows:

- Appendix A: Bolton

- Appendix B: Bury

- Appendix C: Manchester City

- Appendix D: Oldham

- Appendix E: Rochdale

- Appendix F: Salford

- Appendix G: Stockport

- Appendix H: Tameside

- Appendix I: Trafford

- Appendix J: Wigan

Chapter 2
Context

National Approach

2.1 GI is multi-functional and can provide a wide range of environmental and social benefits. This includes potential improvements to health and wellbeing, climate change adaptation, landscape enhancement as well as biodiversity improvements. Contained within paragraph 138, the revised NPPF[2] states that where it has been concluded it is necessary to release Green Belt land for development, plans should:

> "set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land."

2.2 In addition, Paragraph 141 of the NPPF[2] goes on to state that:

> "Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land."

Greater Manchester Approach

2.3 Developed with the aim of delivering a high-quality network of green infrastructure across the city-region, the draft GMSF sets out a framework of principles which seek to encourage a standardised ecosystem approach to green infrastructure delivery. Contained within Policy GM-G 9 of the draft GMSF[1], the 'Principles and Standards for a Greener Greater Manchester' are

derived from Natural England's national principles for green infrastructure standards[3] and are set out as outlined below:

- NP01: Engagement and multifunctionality;

- NP02: Managed, maintained and funded;

- NP03: Strategically planned;

- NP04: Well designed;

- NP05: Multiple benefits;

- NP06: Meets people's needs;

- NP07: Health and wellbeing;

- NP08: Biodiversity and nature recovery;

- NP09: Resilience to climate change; and

- NP10: Drives value.

2.4 The enhancement of remaining Green Belt necessitates the delivery of initiatives for land which is not proposed for release for development. This could be through the delivery of strategic initiatives i.e. through a combined authority GI Strategy, and/or through enhancements in close proximity to the sites proposed for release, or in land within the sites retained in the Green Belt.

2.5 An overall GI strategy for Greater Manchester, detailing an overarching approach to GI is currently emerging[4]. The Strategy aims to provide guidance to Greater Manchester's Local Authorities on how best to deliver and integrate GI principles at a local level within local plans and GM Allocation sites. It outlines the proposed processes for embedding GI principles into planning through the development of a 'Green Infrastructure Framework', specific to each local authority. A summary of the proposed process is provided below:

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[3] Natural England (2009) Green Infrastructure Guidance

[4] GMCA (2019 – emerging) Guidance for Greater Manchester – Embedding Green Infrastructure Principles

- Check of overall GI approach against the ten Natural England Principles;

- Identify community and environmental issues that could be addressed through green infrastructure;

- Make linkages to relevant policy and initiatives within the LA and at the GM level;

- Develop local aspirations for each of Natural England's Principles;

- Set place-based objectives for delivery of GI improvements; and

- Consider setting local standards for new developments.

2.6 The approach outlined above has been used to inform the identification of potential GI enhancements within this study, including the strengthening of links to other city-region scale policies.

2.7 Access improvements, the provision of opportunities for outdoor sport and recreation, biodiversity enhancements and the retention and enhancement of landscape and visual amenity fall under the remit of GI enhancements. GI, as defined in the NPPF is:

"a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities."

2.8 This report identifies opportunities to enhance GI on remaining Green Belt land within 2km of GM Allocation sites contained within the revised draft GMSF 2019. A breakdown of the GM Allocation sites assessed as part of this report are included below within Table 2.1 and displayed visually in Figure 2.1. It is recognised that the allocation names and references listed may be subject to change in the planned 2020 iteration of the GMSF.

Table 2.1: Site Allocations

GMSF 2019 Reference	Name	Site Name (if available)
GM Allocation 1	Northern Gateway	Heywood / Pilsworth
GM Allocation 1	Northern Gateway	Whitefield
GM Allocation 1	Northern Gateway	Simister and Bowtee

GMSF 2019 Reference	Name	Site Name (if available)
GM Allocation 2	Stakehill	
GM Allocation 2	Stakehill	
GM Allocation 3	Kingsway South	
GM Allocation 4	Bewshill Farm	
GM Allocation 5	Chequerbent North	
GM Allocation 6	West of Wingates / M61 Junction 6	
GM Allocation 7	Elton Reservoir	
GM Allocation 8	Seedfield	
GM Allocation 9	Walshaw	
GM Allocation 10	Global Logistics	
GM Allocation 11	Roundthorn Medipark Extension	
GM Allocation 12	Southwick Park	
GM Allocation 13	Ashton Road Corridor	Land at the Junction of Coal Pit Lane
GM Allocation 13	Ashton Road Corridor	Land on the East Side of Ashton Road, Oldham
GM Allocation 14	Beat Valley	
GM Allocation 15	Broadbent Moss	
GM Allocation 16	Broadbent Moss	
GM Allocation 17	Hanging Chadder	
GM Allocation 18	Robert Fletchers	
GM Allocation 19	South of Rosary Road	Land South of Rosary Road
GM Allocation 20	Spinners Way / Alderney Farm	
GM Allocation 21	Thornham Old Road	
GM Allocation 22	Woodhouses	Bottom Field Farm

GMSF 2019 Reference	Name	Site Name (if available)
GM Allocation 22	Woodhouses	Land Between Farmstead Close, Ashton Road and M60
GM Allocation 22	Woodhouses	Trotting Track and Land to the North
GM Allocation 23	Bamford / Norden	
GM Allocation 24	Castleton Sidings	
GM Allocation 25	Crimble Mill	
GM Allocation 26	Land North of Smithy Bridge	
GM Allocation 27	Newhey Quarry	
GM Allocation 30	Land at Hazelhurst Farm	
GM Allocation 31	East of Boothstown	
GM Allocation 32	North of Irlam Station	
GM Allocation 33	Port Salford Extension	
GM Allocation 34	Bredbury Park Extension	
GM Allocation 35	Former Offerton High School	
GM Allocation 36	Gravel Bank Road / Unity Mill	
GM Allocation 37	Heald Green	
GM Allocation 38	High Lane	
GM Allocation 39	Hyde Bank Meadows	
GM Allocation 40	Griffin Park, Stanley Green	
GM Allocation 41	Woodford Aerodrome	
GM Allocation 42	Ashton Moss West	
GM Allocation 43	Godley Green Garden Village	
GM Allocation 44	South of Hyde	Bowface Farm
GM Allocation 44	South of Hyde	Apethorn Lane
GM Allocation 45	New Carrington	

GMSF 2019 Reference	Name	Site Name (if available)
GM Allocation 46	Timperley Wedge	
GM Allocation 47	Land South of Pennington	
GM Allocation 48	M6, Junction 25	
GM Allocation 49	North of Mosley Common	
GM Allocation 51	West of Gibfield	

Site Allocations

Greater Manchester local authorities
Site allocation
Greater Manchester Green Belt
Existing Green Belt
Proposed additional Green Belt
Green Belt outside Greater Manchester

Rochdale

Bolton

Bury

Wigan

Oldham

Salford

Manchester

Tameside

Trafford

Stockport
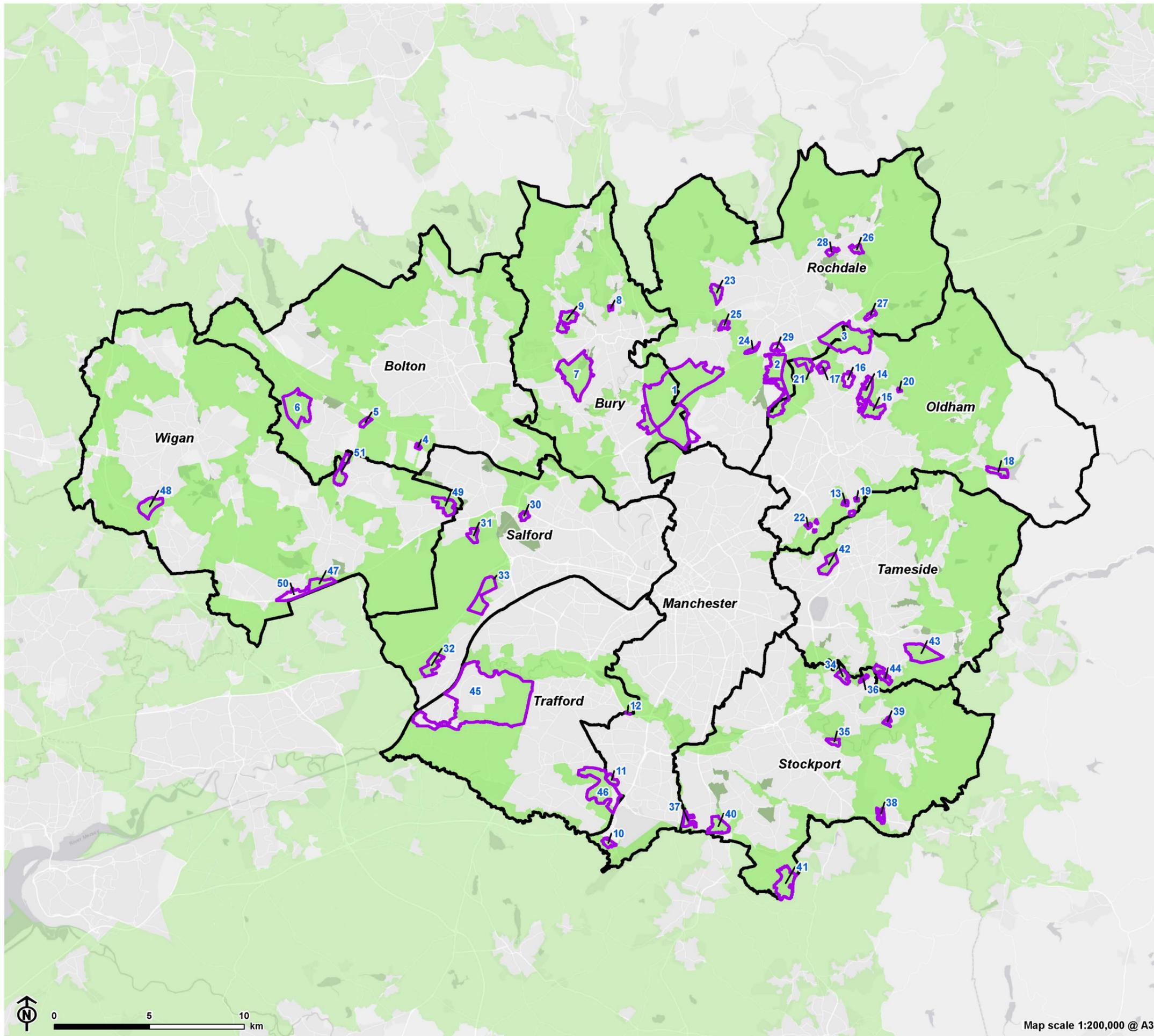
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Chapter 3
Methodology

Approach

3.1 The study has been undertaken by Chartered Members of the Landscape Institute (CMLI) and has sought to identify the opportunities to enhance GI on remaining Green Belt land within 2km of the GM Allocation sites.

3.2 The approach has encompassed the following three stages; desk-based review of baseline information, site visit and the identification of enhancement opportunities as described in the following paragraphs.

Definition of study area

3.3 The NPPF[2] and PPGs do not provide guidance on the definition of study areas for GI enhancements as part of proposals for Green Belt release.

3.4 The study area of this report encompasses land within a 2km radius from each GM Allocation site. This study area was defined by a combination of professional judgement and field survey. It is considered that this area is proportionate in scale to both the GM Allocation sites and the proposed interventions.

3.5 Due to the nature of the 2km radii, the study area of a number of GM Allocation sites incorporates neighbouring districts within GMCA. Where opportunities exist to connect interventions with existing GI lying outwith the boundary of GMCA, these proposals are also identified.

3.6 In the 2019 Draft GMSF, a number of areas of proposed new Green Belt were identified. This study has considered the opportunity to enhance these areas of land where they fall within the 2km radius of a proposed allocation.

Deliverability

3.7 The interventions are presented as a series of 'potential enhancement projects' with the objective of identifying key themes or project types. The list of schemes is therefore not necessarily exhaustive and should allow the relevant Councils sufficient flexibility to define and agree the detail of the interventions at the appropriate point in the development process. This would be achieved through planning applications or integration within Local Plans at the district level.

3.8 Limitations to the potential deliverability of improvements are not considered within the scope of this study. In addition, detailed site surveys have not been undertaken to assess the viability of the proposals. A likely scale of costs for the interventions has therefore not been determined. Where projects relate to areas of private land, the schemes would also be subject to agreement with relevant landowners.

Biodiversity Net Gain (BNG)

3.9 Currently under preparation by GMCA and Natural England, the emerging guidance on BNG within Greater Manchester aims to embed BNG principles on a city-wide scale. Consequently, the opportunity exists to link these enhancements with requirements to deliver BNG associated with future development proposals. However, the indicative nature of the suggestions dictates that a detailed consideration of BNG has not been included as part of this study.

Desk-based review of baseline information

3.10   In order to identify enhancements suitable at a local level, it was necessary to understand where there were existing deficiencies and opportunities to ameliorate and enhance provision. Consequently, the study involved a detailed review of a wide range of relevant evidence base and guidance documents covering GI issues within the GM region.

3.11   The review has focussed specifically on highlighting the existing evidence base and baseline evaluation relating to the four criteria set out below:

- Access;

- Sport and Recreation;

- Biodiversity and wildlife corridors; and

- Landscape and visual amenity.

3.12   A detailed review of Geographical Information System (GIS) mapping layers, aerial photography and the evidence base detailed below was undertaken covering land within 2km of the GM Allocation sites judged as being suitable for retention within the Green Belt, as well as land surrounding allocations proposed for inclusion within the revised draft GMSF[1] 2019.

Access

Greater Manchester Rights of Way data set

3.13   This includes footpaths, bridleways and byways – defined by local authorities and compiled by Salford City Council.

The Greater Manchester Transport Strategy[5] and Draft Delivery Plan[6]

3.14   Commissioned on behalf of GMCA and the Greater Manchester Local Enterprise Partnership (LEP), the document outlines the plan to establish a fully integrated, high capacity transport system across Greater Manchester. The overarching aim is to ensure 50% of all journeys in Greater Manchester are made by walking, cycling and public transport by 2040.

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[5] Transport for Greater Manchester (TfGM) (2018) Greater Manchester Transport Strategy 2040 Progress Report

[6] Transport for Greater Manchester (TfGM) (2020) Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025)

Sport and Recreation

Made to Move[7]

3.15   The report seeks to make a radical change to the modal share of cycling across GM and establish walking as the 'natural choice'. It pre-empts the later walking and cycling infrastructure plan.

Greater Manchester's cycling and walking infrastructure proposal[8]

3.16   Spearheaded by Greater Manchester's Cycling and Walking Commissioner, Chris Boardman, the strategy builds on the Made to Move[7] report. The document outlines a plan for directing £160 million of investment (and projected future investments) to overhaul active transport infrastructure across GM. The plan is structured around a network of 'Beelines' and aims to create the UK's first fully joined up cycling and walking network, to accelerate a modal shift from cars.

3.17   While most 'Beeline' routes are proposed in urban locations, the proposal states that "off-road, green routes may also be considered as Beelines if they reach the necessary quality standard". The proposal aspires to create a series of routes that get people from A to B based on the assumptions that when cycling or walking, people naturally gravitate towards quieter routes.

3.18   Key features of the Bee Network data set include:

■ Beeways – Beelines that get people from A to B;

■ Busy Beeways – Potential Beelines that are on busy roads. More design intervention will be required for these routes;

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[7] Greater Manchester's Cycling and Walking Commissioner (2018) Made to Move

[8] Andy Burnham Mayor of Greater Manchester, Greater Manchester Combined Authority and Transport for Greater Manchester (2018) Beelines: Greater Manchester's cycling and walking infrastructure proposal

- Severance Lines – Barriers to pedestrians and cyclists; and

- Crossing Points – These are existing and proposed crossings that meet certain standards.

3.19   In addition, the data set includes locations of parklets, pocket parks and suggested parklets; confirmed Beeline infrastructure, and approved comments from the public.

GreaterSport Changing our Lives Together[9]

3.20   GreaterSport is a charity that works to delivery on the priorities of 'GM Moving' referenced in the Greater Manchester strategy. Section 7 of its Action Plan acknowledges the importance of the local environment and amenities for supporting the health and wellbeing of residents and the need for "cleaner areas and more green spaces, parks and leisure facilities". Aims include to take a lead in maximising the potential of outdoor environments to inspire more active lifestyles.

Local authority – level sport and recreation strategies

3.21   Including, among others:

- Manchester City Council: City Wide Open Spaces, Sport and Recreation Study[10]

- Salford City Council: Salford Greenspace Strategy SPD (2019) (Policies GS9 and GS10)[11]

- Trafford Playing Pitch Strategy (2017)[12]

- Bury City Council: Open Space, Sport and Recreation Provision in New Housing Development (2015)

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[9] GreaterSport (2019) Changing Our Lives Together

[10] Manchester City Council (2009) City Wide Open Spaces, Sport and Recreation Study

[11] Salford City Council (2019) Salford Greenspace Strategy Supplementary Planning Document

[12] Trafford Council (2017) Trafford Playing Pitch Strategy

Biodiversity & wildlife corridors

Natural Environment Topic Paper[13]

3.22 This document forms one of a suite of topic papers produced to explain the reasoning to support the draft GMSF. The study encompasses green infrastructure (and strategic habitat types); landscape character; accessible natural greenspace; biodiversity and geodiversity conservation; soil resources; river valleys; flood risk and water management; and canals.

3.23 The paper also summarises the results of consultation on the GMSF regarding policies affecting the natural environment.

Greater Manchester Springboard to a Green City Region[14]

3.24 The report was produced as a result of the first Green Summit held in March 2018, to set out a new environmental vision for GM to become one of Europe's leading green cities. The report summarises the input received to the Green Summit, which will be used to develop an Environmental Vision and 5-year Delivery Plan for agreement at the second Green Summit in March 2019.

3.25 The proposed vision set out in the report states that:

> "All citizens will have access to green space in every community, more trees in urban area, active travel networks, environmental education and to healthy and locally-produced food"

Greater Manchester Priority Blue and Green Infrastructure Study[15]

3.26 The Greater Manchester Ecology Unit (GMEU) has identified and mapped a strategic priority GI network for GM, building on existing data and studies. Priority is given to infrastructure that delivers the most important ecosystem services – including flood

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[13] Greater Manchester Spatial Framework (2019) Natural Environment Topic Paper

[14] 2018 Green Summit (2018) Greater Manchester's Springboard to a Green City Region

[15] The Greater Manchester Spatial Framework (2018) The Natural Environment Priority Green and Blue Infrastructure

management; carbon storage/sequestration; water quality management; habitat and wildlife conservation; public recreation; and sustainable travel.

3.27   The study maps the priority infrastructure, identifies strategic opportunity areas and sites to enhance GI, and explores the setting of targets and standards. The data sets produced (on GI and 'GI opportunity areas') are not currently available under an open license.

Natural Capital Account for Greater Manchester[16]

3.28   Produced by consultancy Eftec, this report presents a natural capital account for GM. Headline findings state that natural capital in the GMCA area has a combined value of nearly £1 billion per year, with half of that due to benefits to human health and wellbeing. The results are broken down by the various GMCA districts to show spatial variation. Detailed steps of the analysis are provided in Excel format.

Towards a Green Infrastructure Framework for Greater Manchester[17]

3.29   As a condition of GM being designated a New Growth Point (NGP) in 2008, this feasibility study was produced to set out a 'route map' for the AGMA (prior to the establishment of the GMCA) to develop a city regional GI framework, advising on how such a framework might be structured.

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[16] Economic for the Environment with Countryscape (2018) Natural Capital Account for Greater Manchester (For Environment Agency)

[17] Association of Greater Manchester Authorities, Natural England, and The Environment Partnership (2008) Towards a Green Infrastructure Framework for Greater Manchester (Summary Report)

Greater Manchester Tree Audit

3.30   Undertaken by environmental charity Red Rose Forest in 2011, the report estimated that trees cover an average of 16% of the land in GM and highlight spatial disparities between districts of GM.

Tree and Woodland Strategy for Greater Manchester[18]

3.31   The strategy is being prepared by City of Trees, the 10 GM local authorities, Natural England, the Woodland Trust and the Forestry Commission. The plan aims to identify priority areas for planting trees, ensure trees/woodland reach maximum potential and provide best practice for managing existing resources.

Plans for City Forest Park[19]

3.32   The 'City Forest Park' project is being led by City of Trees, the Forestry Commission and other partners, and involves the transformation of a partially derelict 330-hectare site on the edge of Manchester city centre (crossing the authorities of Salford, Bolton and Bury) into a 'world class green space'. The partners are currently looking to secure investment.

Urban Pioneer: Strategic Plan – Greater Manchester[20]

3.33   One of four pioneer projects created by DEFRA in 2018, the plan aims to 'pioneer' new ways of working to protect and enhance the natural environment. The goal is to inform the development and implementation of the government's 25-year environment plan (25YEP).

3.34   Notably, through the Urban Pioneer program, GM is committed to embedding a biodiversity net gain (BNG) approach to the planning system, and to explore and demonstrate

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[18] Emerging

[19] Ongoing

[20] Environment Agency and Greater Manchester Combined Authority (2018) Urban Pioneer Strategic Plan – Greater Manchester)

how this will deliver wider natural capital net gains and benefits to peoples' health, wellbeing, prosperity and growth.

Greater Manchester Guidance on Biodiversity Net Gain[21]

3.35   Under preparation by GMCA and Natural England, the document provides clear guidance for local authorities, developers, NGOs and business, with the aim of encouraging and embedding BNG principles on a city-wide scale. It aims to find new ways to value, manage and invest in the Natural Environment and to establish best practice that can spread to other cities.

Greater Manchester Net Gain Road Map[22]

3.36   The Road Map focuses on how Greater Manchester Capital Group partners and stakeholders will work together to embed biodiversity net gain in GM. The goal is to agree standardised methods for assessing BNG, lessons learned from trials of the approach, and clear mechanisms for its delivery.

GMCA Ecosystem Services opportunity layer

3.37   Greater Manchester Combined Authority has produced a new map showing ecosystem services opportunity areas across the whole of Greater Manchester. This dataset is the first city region-wide ecosystem services opportunity assessment.

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[21] Emerging

[22] Emerging

Landscape & Visual amenity

Greater Manchester Landscape Character & Sensitivity Assessment[23]

3.38   The GMCA commissioned LUC to complete this assessment, which provides an evidence base for landscape character/sensitivity of GM - providing a bridge between the Natural England National Character Area profiles, the North West Regional Character Framework, and character assessments undertaken by individual districts.

3.39   The Assessment identifies 10 distinct landscape character types. It also considers cross-boundary issues e.g. views from the Peak District National Park and provides guidance for shaping more detailed area-specific assessments when required.

Greater Manchester Urban Historic Landscape Characterisation Project (HLC)[24]

3.40   The HLC is being undertaken by the Greater Manchester Archaeological Unit (GMAU) based at the University of Manchester. It is primarily funded by English Heritage, with contributions from Greater Manchester authorities.

3.41   The study uses a GIS-based technique to create a database that creates classifications of historic landscape types, which are supported by written descriptions of the landscape types and historical processes that they represent.

3.42   To date studies have been completed for Bolton, Trafford, Bury, Manchester, Oldham, Rochdale, Salford, Tameside and Stockport, and planning authorities have been provided with GIS data and reports.

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[23] LUC (2018) Greater Manchester Landscape Character and Sensitivity Assessment

[24] Historic England (2012) Greater Manchester Urban Historic Landscape Characterisation Project (HLC)

Greater Manchester Climate Change Strategy (2011-2020)[25]

3.43   The strategy sets out how GM will build a greener, more sustainable region, and co-ordinates the carbon reduction plans crafted by the 10 local authorities to provide an integrated approach. It sets a strategic objective of reducing collective carbon emissions by 48% on 1990 levels (later, at the 2018 Green Summit, the Mayor committed to making the city region carbon neutral by 2040).

3.44   Key outcomes include the protection of carbon sinks (e.g. peat/mossland areas); delivery of a green and blue infrastructure network; integration of GI into all strategies and the promotion of the natural landscape.

3.45   Green and blue infrastructure initiatives (Section 7.4) are highlighted as key actions to 2020, helping to achieve carbon reductions and protecting the urban environment from the impacts of a rapidly changing climate.

EU RESIN project[26]

3.46   GM is a partner in the Horizon 2020 RESIN program to improve climate change adaptation planning.

3.47   Rather than producing a standalone GM-specific adaptation strategy, GM is working to embed resilience throughout its wider plans and delivery documents, including the Climate Change strategy.

3.48   Existing initiatives to manage climate change risks in GM include:

- Salford Second Basin: creation of a flood storage area on the old racecourse in Castle Irwell, including the creation of new wetland habitats.

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[25] Association of Greater Manchester Authorities and Environment Commission (2011) The Greater Manchester Climate Strategy 2011-2020

[26] RESIN with Research Partner University of Manchester, Our Tier 1 Cities – Greater Manchester http://www.resin-cities.eu/greatermanchester/

- Howard Street SUDS: trial to capture the impact of tree planting on improving water quality and flood resistance.

- Restoration of River Medlock: renaturalisation of a stretch of the river.

- Revealing the River Roch: deculverting of the river as part of regeneration of Rochdale town centre.

Greater Manchester Strategic Flood Risk Management Framework[27]

3.49   A Level 1 Strategic Flood Risk Assessment (SFRA) has been carried out for GM, as a requirement of para 156 of the NPPF2. The document provides a strategic overview of flood risk, including the identification of critical drainage areas and the location of natural opportunities for flood management in GM.

3.50   All these data sources were used to assist in the identification of potential opportunities and were correct at the time of writing. It is acknowledged that there may be additional local information and assessments that the relevant authorities may have access to and wish to consider in conjunction with the findings of this study.

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[27] JBA Consulting for Greater Manchester Combined Authority (2018) Greater Manchester Strategic Flood Risk Management Framework

Chapter 4
Assessment Findings for Each Allocation

Assessment pro formas

4.1 For each GM Allocation site, an assessment pro-forma has been completed which includes the following information:

- Representative photograph of the GM Allocation site and / or surrounding study area.

- Illustrative map showing the 2km study area surrounding the GM Allocation site and the extent of Green Belt within the revised draft GMSF 2019.

- Indication of the GM Allocation site area (ha).

- Description of the how the study area has been defined.

- Summary of evidence base and policy influencing the 'beneficial use' proposals, including an overview of the landscape character of the area as defined within published landscape character assessments.

- Review of the key potential GI opportunities; subdivided into access, sport & recreation, biodiversity & wildlife and landscape & visual.

- Maps showing the existing GI assets and baseline features within the study area of the GM Allocation site.

- Map showing the location of the potential opportunities to enhance the Green Belt.

- Summary of potential enhancement projects; divided into access, sport & recreation, biodiversity & wildlife corridors and landscape & visual.

Appendices

4.2 The assessment proformas for each authority area are included in Appendices as follows:

- Appendix A: Bolton

- Appendix B: Bury

- Appendix C: Manchester

- Appendix D: Oldham

- Appendix E: Rochdale

- Appendix F: Salford

- Appendix G: Stockport

- Appendix H: Tameside

- Appendix I: Trafford

- Appendix J: Wigan

Acronyms

4.3 A list of acronyms used in the Appendices are provided in Table 4.1 below:

Table 4.1: Acronyms

Acronym	Definition
AOD	Above Ordnance Datum
BNG	Biodiversity Net Gain
EA	Environment Agency
GMCA	Greater Manchester Combined Authority
GMEU	Greater Manchester Ecology Unit
GMSF	Greater Manchester Spatial Framework
HLC	Historic Landscape Characterisation
HLCT	Historic Landscape Character Type
LCA	Landscape Character Area

LCT	Landscape Character Type
LEP	Local Enterprise Partnership
LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LPA	Locla Planning Authority
NCN	National Cycle Network
NIA	Nature Improvement Area
NNR	National Nature Reserve
OS	Ordnance Survey
PRoW	Public Right of Way
RSPB	Royal Society for the Protection of Birds
SAC	Special Area of Conservation
SBI	Site of Biological Importance
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
TfGM	Transport for Greater Manchester
UHLC	Urban Historic Landscape Characterisation

Chapter 5
Consultation, Additional Surveys and Funding

5.1 The enhancement opportunities outlined in this report provide a long list of potential examples of how the remaining Green Belt within 2km of the GM Allocation sites could be enhanced. However, there may be other measures not included in this report that could be equally suitable and which could be identified in consultation with key stakeholders. Likewise, it is not anticipated that all the opportunities identified within this report could be delivered for any one allocation.

5.2 This section considers what consultation and additional surveys may be required to further develop the proposed enhancement opportunities. Further brief guidance on design, maintenance and monitoring issues is also provided.

Consultation

5.3 Consultation will form an essential component in the effective delivery and long-term maintenance of the GI features. Planning Practice Guidance: Green Belt[28] highlights that identification of the scope for compensatory improvements to the Green Belt is likely to require early engagement with landowners and other interest groups.

5.4 Key groups to involve would include the Environment Agency, Natural England, Network Rail, TfGM, statutory authorities, highways authority, local wildlife groups, local recreation/access groups, developers, property management companies and neighbourhood forum representatives.

5.5 Consultation should seek to achieve the following:

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[28]   Ministry of Housing, Communities and Local Government (2019) Planning Practice Guidance: Green Belt

- Allow interested parties to comment on opportunities which have been identified on their property or related to sites and infrastructure in which they have an interest.

- Provide an opportunity to raise any concerns about the proposals, identify constraints, and comment on potential design.

- Enable the partnership to refine its priorities and deliver GI enhancements with the support of the wider business and residential communities.

5.6 Consultation could take the form of one to one sessions or a roundtable workshop type meeting, where complementary objectives could be matched as a basis for future partnership working, and any conflicts identified and addressed. This could be supported by a follow up session as proposals are developed.

Additional surveys

5.7 For some of the opportunities identified, further survey work will be required to ensure that the area is suitable for the proposed project.

5.8 For all tree proposals close to the urban edge (and those involving large/specimen shrubs with large root systems), a detailed assessment would be required of the presence and vicinity of underground services and associated way leaves, plus overground services/power lines/cables/street lighting. Sight lines and visibility splays in relation to highways and site accesses should also be considered, in liaison with the adopting authority/highway authority.

5.9 In selecting tree species, detailed consideration should be mindful of climate change.

Design

5.10 For many terrestrial features, design advice should be sought. Appropriate types of design guidance include:

- Planting advice, including species which are beneficial to wildlife.

- Horticultural, landscape architectural and landscape management expertise will be important for most features, in order to ensure that an appropriate palette of species is identified for the conditions.

- Landscape and/or townscape assessment and design plans to ensure continuity with existing streetscape enhancement proposals, and with the established character of the place.

Maintenance

5.11   Maintenance of the new GI features would be essential to maintain both the provision of functions such as alleviation of surface water flooding, and their visual appearance. The options for maintenance need to be considered by the partnership at the outset, as this is likely to influence prioritisation of opportunities to be delivered.

5.12   There should be a clear plan in place for maintenance prior to delivery, and the key partner organisations which will be responsible for maintaining the features should be agreed. As some of the identified opportunities are within the private land ownerships, the authorities will have a key role to play in agreeing responsibility for the management and maintenance.

Monitoring

5.13   A monitoring approach should be agreed for the delivery of the identified opportunities. This should monitor:

- The delivery of the GI features and the extent of green features across the study area.

- The quality of the GI features and whether they are being appropriately maintained (site-based assessments as part of maintenance contracts, visitor/user surveys).

Funding

5.14   There are two main mechanisms by which financial contributions to Green Infrastructure can be secured from new proposed development through the planning process: S106 agreements and the Community Infrastructure Levy (CIL). Section 106 (of the Town and Country Planning Act) is used when it can be reasonably demonstrated that a development directly affects a community or Green Infrastructure feature, therefore investment in Green Infrastructure is needed as part of the mitigation package. The Community Infrastructure Levy was introduced through the Planning Act (2008) as a levy payable by developers towards the

cost of local and sub-regional infrastructure to support development. This can apply to strategic council-wide projects and does not need to be directly related to the proposed development.

Section 106 agreements

5.15   Developer contributions under Section 106 of the Town and Country Planning Act 1990 provide a mechanism for securing funding for the Councils Green Infrastructure priorities. Section 106 agreements are a tool which makes a development proposal acceptable in planning terms, which would not otherwise be acceptable. There are three legal tests which must be met, in order for a Section 106 agreement to be appropriate:

- Must be necessary to make the development acceptable in planning terms;

- Must be directly related to the development; and

- Must be reasonably related in scale and kind to the development.

5.16   The limitation of Section 106 in the past had been that contributions could not be pooled (beyond 5 developments) to invest in a strategic site. However, the Government lifted this restriction in 2019. This means that S106 can now be used to enhance or promote the wider Green Infrastructure network and could fund Green Infrastructure opportunities.

Community Infrastructure Levy

5.17   Councils could also consider using the Community Infrastructure Levy (CIL) to finance GI projects. The implementation of CIL could be a vital component in the funding of essential infrastructure projects. Across Greater Manchester, although most Local Authorities have initiated work on introducing a CIL, only one Local Authority has progressed work sufficiently to implement a CIL charging schedule, which was adopted in Trafford in July 2014. It will be important that if Councils do progress with CIL, they should set their charging schedule at a suitable level and ensure that key Green Infrastructure priority projects are included within an Infrastructure Funding Statement.

5.18   Regular updating of this Statement will be key as Green Infrastructure projects and other infrastructure projects get completed so as to ensure that completed projects are taken off the

list and new key projects are added. This will allow for continued delivery of priority projects throughout the Plan period.

Wider Funding

5.19   Beyond funding from developer contributions, Green Infrastructure opportunities could be delivered from a diverse range of funding mechanisms. Funding will be dependent on the type of scheme, its origins and functions. Some proposals will need capital funding to establish a Green Infrastructure asset and subsequently revenue funding to secure its long term management. A new sustainable urban drainage installation, for example, will require capital investment to initially create the scheme as part of development proposals, as well as revenue funding for its long-term maintenance and management to secure its functionality. Potential sources of funding for different forms of Green Infrastructure could include: Agri-environment schemes; woodland grant schemes; endowments, community management trusts and local councils.

5.20   The capital and revenue costs of Green Infrastructure will be determined by the requirements of any individual scheme. Green Infrastructure can be a cheaper and a more viable alternative to investment in more traditional grey infrastructure. The multi-functional characteristics of Green Infrastructure, also often mean that it delivers well on value for money in comparison to other options.