

Appendix I










Trafford

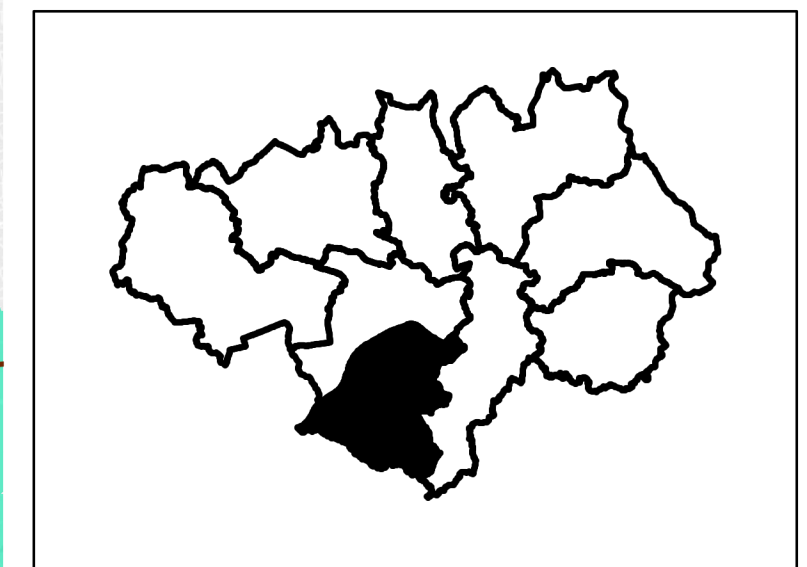
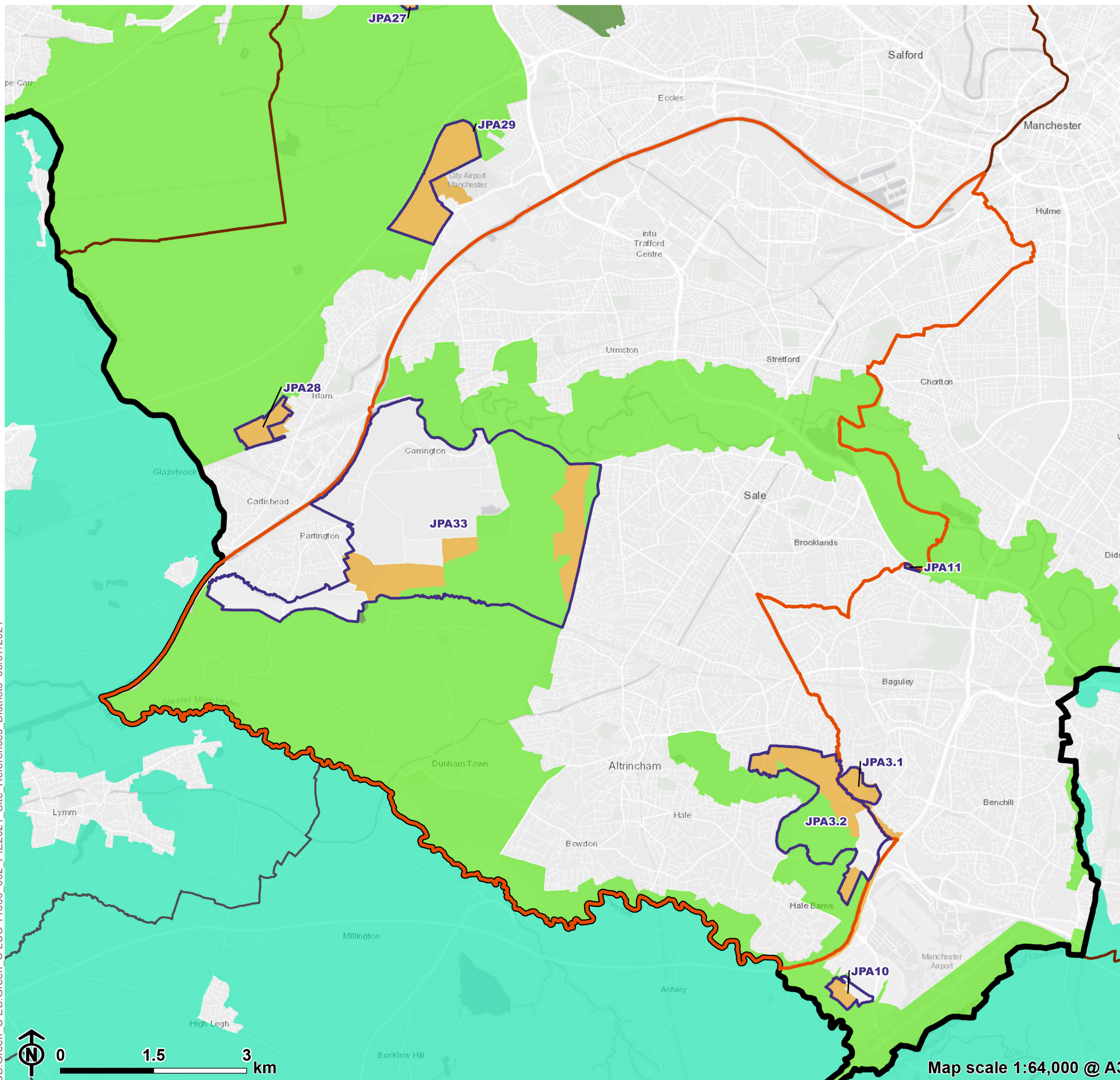
PfE 2021 SITE REFERENCES INSERT

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
Trafford	GM46	Timperley Wedge	GMA3.2	Timperley Wedge	JPA3.2
Trafford	GM45	New Carrington	GMA41	New Carrington	JPA33

PfE 2021 Site References: Trafford Metropolitan Borough Council

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

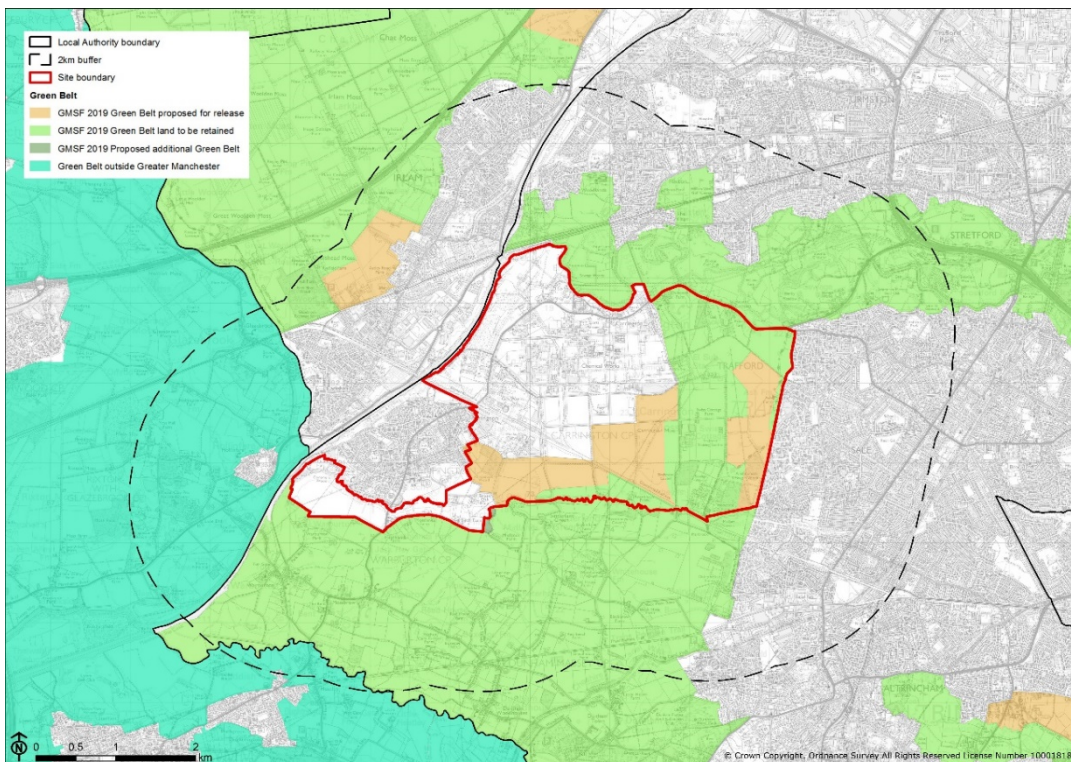


CB:Green_C EB:Green_C LUC 11560_002 PfE2021 Site References Districts 05/07/2021

GM Allocation 45, New Carrington



Above: View towards pastoral land use with visual containment provided by hedgerow trees



GM Allocation Area: 1137.73 ha

Potential Enhancement Opportunities
for the Green Belt

Study area definition

GM Allocation 45, New Carrington is located approximately 2.5km west of Sale and 2.1km north west of Altrincham, within the administrative boundary of Trafford MBC. The revised draft GMSF 2019 proposes to release Green Belt from 21% of GM Allocation 45, encompassing linear belts along the eastern boundary and within the central area, and is identified for future mixed development.

Retained Green Belt borders the southern and northern boundaries of GM Allocation 45. Land identified as retained Green Belt within the allocation site itself as well as retained Green Belt lying within 2km of the GM Allocation site will form the focus of GI recommendations / mitigation to enhance the 'beneficial use' of the Green Belt.

Summary of evidence and policy influencing 'beneficial use' proposals

Published landscape character assessments – Greater Manchester Combined Authority

The area of retained Green Belt within GM Allocation 45 lies within Mosslands and Lowland Farmland LCT as defined within the Greater Manchester Landscape Character and Sensitivity Assessment, 2018¹. This LCT is further refined into LCA 44: Warburton and Carrington Mosses.

The key characteristics of the LCT, which are of relevance to the GM Allocation site, include landform generally flat or gently undulating with land use largely reclaimed lowland farmland, mainly arable but with some pasture, along with some recreational provision. Mosslands, as defined by the Greater Manchester Landscape Character and Sensitivity Assessment, 2018, are a simple, ordered landscape divided geometrically into a series of small to large sized fields with deep, open drainage ditches as field boundaries, interspersed with moss woodlands. Remnant moss areas and large geometric moss woodlands are an important nature conservation resource, and many are locally designated as SBIs. Farmland is drained by

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

narrow brooks, which contribute towards a network of wetland habitats within the landscape. Urban expansion and past widespread coal extraction have resulted in a fragmentation of the mossland landscape. Remnant spoil heaps and former railway corridors are now important for wildlife and recreation. In lowland farm areas, settlement comprises small villages along country lanes, and scattered farmhouses. In the mossland landscape, farm buildings are located along the long- straight lanes at the edge of the mosses. Parts of the landscape are influenced by large scale industrial development. Public footpaths tend to run along field boundaries. Views tend to be internal due to the flat or gently undulating, low-lying nature of the land, with surrounding development often forming the backdrop.

The Mosslands and Lowland Farmland LCT profile identifies the following guidance and opportunities for landscape enhancement of relevance to the GM Allocation 45:

- Maintain open and long ranging views across the mossland landscape from local high points, and long ranging views from more elevated areas of lowland farmland.
- Ensure that the sense of separation the landscape provides between distinct settlements is retained.
- Utilise areas of existing woodland (e.g. moss woodlands, valley woodlands, woodland along settlement edges) to integrate new development into the landscape, avoiding sites designated for their nature conservation importance.
- Utilise dips in the landform, including valley slopes, and existing tree/woodland cover to integrate new development into the landscape.
- Protect areas of semi-natural habitat, including mosses and moss woodlands, which are locally designated as SBIs. Seek to enhance these where possible and provide linkages to form robust habitat networks.
- Restore and enhance areas of deteriorating farmland including additional, species-rich, hedgerow planting to fill gaps and replace post and wire fencing. Reintroduce hedgerow trees where appropriate.
- Protect areas of moss woodland, which provide important semi-natural habitat and contribute to the distinctive geometric character of the mossland landscape. Utilise the screening effects of existing woodland to integrate development into the landscape where possible.

- Conserve and manage existing woodlands to encourage habitat diversity, using locally appropriate species and protecting from grazing during establishment.
- Consider additional woodland planting to enhance landscape structure, soften the urban fringe, screen industrial areas and reduce the noise and visual impacts of motorway corridors, where appropriate.
- Design-in the introduction of SuDS to any new development, addressing any changes in hydrology and subsequent knock-on effects, such as increased diffuse pollution from agricultural run-off.
- Consider the impact of overhead lines where these are proposed and mitigate the impact of existing lines where appropriate.
- Enhance existing public access and provide new informal recreational provision e.g. by creating circular routes with connections to canal tow paths, using derelict railways lines where possible. Tie in with proposals for a “Carbon Trail”² under the Carbon Landscape project.
- Improve signage, interpretation and waymarking at areas used for informal recreation, with parking provision where appropriate.
- Ensure that any development is in keeping with the mainly rural character of the landscape in terms of form, density and vernacular.
- Retain the quiet and tranquil character of the moorlands by discouraging inappropriate land uses and development.

Published landscape character assessments – Local level

The Trafford Metropolitan Borough Supplementary Planning Guidance Landscape Strategy (2004) identifies GM Allocation 45 as being located predominantly within the Mossland LCA, with the southern and western periphery edges located in Settled Sandlands LCA.

The key characteristics of this LCA, which are of relevance to the GM Allocation site, include a flat topography associated with relic mossland landscape and dominant arable agricultural land use within a planned enclosure system and conspicuous drainage ditches around field areas. A rectilinear network of tracks around large scale fields, often emphasised by scrub like vegetation and trees. A lack of built development, and a large-scale landscape, with open views, especially to rural areas to the south.

Potential Enhancement Opportunities
for the Green Belt

The Mossland LCA also identifies the following policy guidelines of relevance to GM Allocation 45:

- Conserve the mossland character. Agricultural use should be encouraged to maintain the traditional pattern.
- Conserve and enhance the structure and appearance of the Mossland 'Rides' exploring opportunities for new planting and access.
- Restore traditional ecological habitats including ditches, field boundaries, grassland management and establishment of wildflowers next to these.
- Conserve and enhance the visual unity of the open aspect and views, mitigating the impact of existing and new power lines.
- The screening around the Petro Chemical works should be encouraged.

The key characteristics of the Settled Sandlands LCA, which are of relevance to GM Allocation 45 include a dominant agricultural land use, arable with some pasture, and medium to large sized fields, generally defined by hedgerows and prominent hedgerow trees. Dispersed farmsteads throughout, linked by meandering country lanes, and the presence of small isolated blocks of woodland, watercourses and ponds.

The Settled Sandlands LCA also identifies the following guidelines of relevance to GM Allocation 45:

- Conserve, restore and maintain the pattern of hedgerows and hedgerow trees encouraging new planting and traditional management. Assessment of ancient hedgerows should be done.
- Conserve the visual unity particularly in relation to views and the impact of existing and new power lines.
- Conserve the rural character of the area ensuring development integrates with the landscape and is of appropriate scale and design. Opportunities to screen existing buildings should be encouraged.
- Conserve and maintain the historic settlement patterns in new development. Encourage the extension of conservation areas where appropriate.
- Conserve the vernacular style retaining traditional feature in walls, gates etc.

Potential Enhancement Opportunities
for the Green Belt

- Conserve the pattern of roads retaining traditional features and encouraging more landscape opportunities.
- Conserve and restore woodlands, including Ancient Woodlands in particular the opportunities to enhance Coroners Wood.
- Conserve, restore and enhance ecological features in particular the quality of ponds and enhancement of ditches.

Flood Risk²

The Environment Agency has identified small, narrow sections of the Green Belt along Sinderland Brook and Red Brook to be within Flood Zones 2 and 3. This presents an opportunity to combine Nature Based Solutions for Flood Risk reduction with green infrastructure enhancements.

Open Space Study³

GM Allocation 45 lies within the Bucklow St Martin, Bowdon and Broadheath Wards, as defined by Trafford MBC's Green and Open Space Assessment (2009). The report identifies these Wards as being sufficient in greenspace. Bowdon, where much of the retained Green Belt surround this GM Allocation site is located, is the most sufficient Ward in the Borough for greenspace, containing 146.33 hectares above the standard.

In 2010, Trafford MBC produced an updated Greenspace Strategy⁴. In this strategy the borough was split into 5 analysis areas and GM Allocation 45 lies mostly in the Partington & Carrington area, with a significant amount of the retained Green Belt to the south is within the Altrincham area. Access to quality play areas and semi-natural greenspace were highlighted as key improvement recommendations within Altrincham, in Partington & Carrington there was sufficient provision of green space, but quality was an issue, with no Green Flag or award winning sites.

² The Environment Agency (2018) Flood Map for Planning (Rivers and Sea)

³ Trafford Metropolitan Borough Council (2009) Green and Open Space Assessment

⁴ Trafford Metropolitan Borough Council (2010) Trafford Greenspace Strategy

Existing baseline

Access

A modest network of Public Footpaths, which tend to run along field boundaries, are located both within GM Allocation 45's retained Green Belt and the retained Green Belt surrounding the GM Allocation site to the south. In general, the Public Footpaths are not interconnected but linked by small roads and lanes. This includes routes Altrincham: 11 and Altrincham: 12, which follow the line of agricultural field boundaries adjacent to Sinderland Brook. Altrincham: 11 offer a link between the GM Allocation 45 and residential land use at Timperley.

There are very few Public Footpaths along the River Mersey to the north of the GM Allocation site.

The Public Footpath network to the north west of GM Allocation 45, and adjacent to GM Allocation 32, is well connected with routes located along the majority of field boundaries and drains.

The Trans Pennine Trail follows the route of a dismantled railway, the Mersey Path, to the south of GM Allocation 45, and then in a north-south axis along the Sale settlement edge. National Cycle Network route 62 shares the path of the Trans Pennine Trail.

The Bridgewater Canal is located to the south of GM Allocation 45, and encompasses the Cheshire Ring Canal Walk and short, unconnected sections defined as part of the local TfGM Cycle Network.

NCN Route 62 is located within retained Green Belt east of Carrington Moss linking Lymm in the south with Stretford to the north.

Church Road (B5213), which is located through Green Belt to the north of the GM Allocation 45, is identified as a Busy Beeway. This indicates that a higher level of design intervention is needed to improve cycling and walking here.

The Trafford: Urmston Active Area Neighbourhood is situated to the north of the GM Allocation site partly within the retained Green Belt. This is an area of Confirmed Infrastructure under the Mayors Challenge Fund Scheme, including confirmed cycling and walking routes.

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

Potential Enhancement Opportunities
for the Green Belt

The River Mersey and railway line form barriers between the GM Allocation 45 and parts of the retained Green Belt to the north and west.

The A6144 which runs through GM Allocation 45 and cuts through the retained Green Belt to the north and south is an additional Severance Line, along with several other roads within the retained Green Belt.

A dismantled railway line dissects the southern section of GM Allocation 45, intersecting with areas of the retained Green Belt in the south of the area. The route connected Glazebrook and Timperley and includes the now disused Partington railway station.

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

Access

Within GM Allocation 45, the opportunity exists to link the short sections of Public Footpath, creating a wider ranging and cohesive network creating better north-south and east-west linkage.

This could include links between Altrincham: 9 and Carrington: 14 north-south across Carrington Moss. The potential to accommodate additional users on these routes, including cyclists and horse riders, should also be explored.

Highlighted as a potential opportunity for improvement as part of comments sourced from the public on the Bee Network proposals, it is reported that access to Carrington: 22, east of BCA Logistics Hub, is actively deterred by a security guard, and there is a barrier over the road here and at Carrington: 1. Permanent public access could be reviewed and agreed.

The surfacing of the Trans Pennine Trail within GM Allocation 45 is reportedly very poor and prone to flooding, in particular along the settlement edge of Sale and along the length of the Mersey Path. There is an opportunity to upgrade and improve the surfacing to become a multi-use trail, to allow for year-round use for all. Further south, between Ashton Road and Dairyhouse Lane, the Tran Pennine Trail is routed through a sewage farm. There is the opportunity to create a new route to avoid the sewage farm, a direct north-south connection between Ashton Road and Dairyhouse Lane, and therefore creating a more attractive setting for this access route. There are also numerous gates and barriers obstructing the access points

Potential Enhancement Opportunities
for the Green Belt

along the Mersey Path section of the Trail, designed to deter motorcyclists, but also inadvertently creating difficulty for cyclists, wheelchair users and the disabled. There is an opportunity to revise the access points and provide a more cycle-friendly and accessible entrance solution in conjunction with existing Sustans projects in and around Carrington.

Local connections to NCN Route 62 should be explored within the retained Green Belt, particularly with links north west to Carrington and east to the urban fringe of Sale to promote urban fringe access to more strategic sustainable transport routes. The opportunity also exists to enhance links between Urmston Active Neighbourhood and the former William Wroe Golf Course as a publicly accessible greenspace.

There is an opportunity to incorporate a segregated cycle route along the length of the Church Road Busy Beeway east west, in order to promote cyclist priority.

The Urmston Active Area Neighbourhood will focus on public realm improvements to create "quiet" walking and cycling routes to and from key attractors. A package of new and upgraded crossing points and junctions in the Urmston area are proposed to improve accessibility for both pedestrians and cyclists.

A pedestrian footbridge, over the A6144, connects Ashton upon Mersey with the Trans Pennine Trail/Bank Lane. There is an opportunity to improve the accessibility of the bridge.

Conservation and enhancement of the disused railway line is a key consideration for retention within development proposals associated with the release of the Green Belt, and in the section, which is located within the retained Green Belt. Not only does this feature provide links with the industrial heritage of the landscape, including Cadishead Viaduct over the Manchester Ship Canal, but also a new opportunity for multi-use (cycle, footpath, bridleway) recreational links. The new route could provide an extension to either the existing Glazebrook Trail or The Salford Trail.

Existing baseline

Sport and recreation

Sale Sharks Rugby Club Training Ground is 6ha and is located within the retained Green Belt of GM Allocation 45.

Potential Enhancement Opportunities
for the Green Belt

There are relatively few areas identified as OS Open Green Spaces and therefore likely to be accessible to the public within both the retained Green Belt and 2km from GM allocation 45.

North of GM Allocation 45 Flixton Park which includes playing fields, child's play space and ornamental gardens covers around 10ha. The access to this space is mostly from Flixton Road (B5158), to the north of GM Allocation 45. Within the wider study area, there is also Flixton Golf Course.

Located to the north of this GM Allocation site, the former William Wroe Municipal Golf Course is to be designated as a Town / Village Green and new area of publicly accessible greenspace.

There are open space sites on the fringe of Partington.

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

Sport and recreation

Participation in initiatives such as Green Flag Awards could aim to recognise the continued improvement to the landscape management regime at Flixton Park.

The presence of private recreational assets (Flixton Golf Course, Sale Sharks Rugby Club Training Ground) affords the opportunity to offer accessible packages to local residents.

There is also an opportunity to review and develop the currently publicly inaccessible sections of the River Mersey in order to link up with the wider Mersey Valley recreational resource and improve the green infrastructure links to the surrounding landscape.

The green loop proposals at Partington / Lock Lane could be incorporated within wider green infrastructure enhancements to create accessible recreational assets.

Existing baseline

Biodiversity and wildlife corridors

The area of retained Green Belt is devoid of land described as SAC or SPA, as defined by Natural England. The majority of GM Allocation 45 is within Greater Manchester Wetlands NIA boundary.

Defined as non-statutory areas of substantive nature conservation important within Greater Manchester, both the retained Green Belt and GM Allocation 45 incorporate numerous SBIs, indicating areas of high biodiversity interest. This includes Birchmoss Covert SBI featuring woodland and Altrincham Sewage Works SBI featuring swamps and birds, both located within GM Allocation 45.

The River Mersey corridor, retained Green Belt to the north of the GM Allocation site, includes River Mersey SBI which features running water and birds.

To the south of GM Allocation 45 are numerous, small and scattered SBI's. This includes Hogswood Covert SBI and Brookheys Covert SBI, both also identified as featuring Ancient Woodland.

Brookheys Covert is also designated as a SSSI. The majority of the site comprises well-established pedunculate oak-hazel-ash woodland with a large number of small pools. Woodland of this type is uncommon in G.M.C. and the site contains a wide range of woodland and wetland habitats which make it the most diverse example in the county. Its proximity to a heavily populated area makes Brookheys Covert a valuable educational site.

Land encompassing the retained Green Belt within GM Allocation 45, the Green Belt to the north and to the south, is defined as a Green Infrastructure Opportunity Area (GMSF 2019), identified as having potential for delivering improvements to the Greater Manchester green infrastructure network.

Sections of this area are already identified as Green Infrastructure (2018), which defines various aspects of green infrastructure around Greater Manchester including wildlife, habitats and land types.

Red Brook and Sinderland Brook, within GM Allocation 45 are both identified as part of the local open water network.

Potential Enhancement Opportunities
for the Green Belt

Areas of retained Green Belt parallel to these waterways are also defined as EA Flood Zones 2 and 3.

The River Mersey, located within the Green Belt to the north of GM Allocation 45, is also designated as part of the local open water network, with large areas either side of the main channel being defined as EA Flood Zones 2 and 3.

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

Biodiversity and wildlife corridors

The opportunity exists to enhance existing green infrastructure networks through the creation of new wetland areas to connect with existing SBIs and provide a contiguous habitat network. There is also the potential to review GMEU's SBI designation criteria in order to ensure management plans are in place to protect and enhance the key habitat features of existing designations.

Consideration could also be given to the creation of increased wetland habitat through the adoption of Countryside Stewardship schemes. Enhancement of the adjacent River Mersey SBI has the potential to provide recreational and educational opportunities to replace those which are to be lost as a result of the release of Green Belt from the eastern edge of GM Allocation 45. The opportunity also exists to work in conjunction with community-led organisations at woodland and wetland sites within the study area. The creation of wider linkages with the National Trust's Riverlands Project, including Sinderland Brook, offers the potential for wider biodiversity enhancements.

Subject to discussions with United Utilities, the opportunity exists to enhance the disused Flixton Sewage Works (Davyhulme Millennium Nature Reserve) and Flixton Sludge Beds within the retained Green Belt immediately north of GM Allocation 45. The site forms an important undisturbed wintering site for wildfowl and has potential for further accessible biodiversity improvements. Links with the Mersey Valley sites in the west (Wellacre and Urmston Meadows) and the William Wroe site could also be strengthened in partnership with community and environmental charities.

Proposals to enhance the land defined as a Green Infrastructure Opportunity Area (GMSF 2019) for ecological benefit should also be considered. The enhancement of the existing woodland resource could be achieved through community forest initiatives such as Manchester City of Trees / Northern Forest.

Due to the proximity of EA Flood Zones 2 and 3, any future GI enhancements could seek to enhance the ecological and hydrological beneficial features within the area of retained Green Belt by combining flood risk reduction with green infrastructure improvements. The opportunity also exists to create links with the National Trust Riverlands Project.

The enhancement and management of existing drainage ditches will be a key opportunity, particularly in the potential of increasing flood storage opportunities and alleviate surface water issues in the area. It may also be feasible to provide features such as drainage ditches which could also function as SuDS, providing benefits for biodiversity.

Existing baseline

Landscape and visual

The retained Green Belt within GM Allocation 45 and the surrounding land to the south lies within the Urban Fringe Farmland LCT, as published within the Greater Manchester Landscape Character Assessment, which is further refined into LCA 44: Warburton and Carrington Mosses. The GMCA Landscape Character Assessment (2018) advises for the consideration of additional woodland planting to enhance landscape structure, soften the urban fringe, screen industrial areas and reduce the noise and visual impacts of motorway corridors, where appropriate.

To the north and west of GM Allocation 45, along the River Mersey corridor, the retained Green Belt lies within Broad Urban Fringe Valleys LCT, which is further refined into LCA 45: River Mersey. The GMCA Landscape Character Assessment (2018) advises for the introduction of staggered blocks of planting along motorways and main roads to help screen views of traffic and reduce noise.

Industrial relicts such as the disused railway lines (currently proposed as an active travel corridor), and the Bridgewater Canal and Manchester Ship Canal are key features in the

landscape. These features should be retained and enhanced alongside any development proposals.

GM Allocation 45 itself and the retained Green Belt is predominantly characterised by enclosed land according to the Greater Manchester Urban Historic Landscape Characterisation (2008). The enclosed farmland in Trafford is mainly made up of Agglomerated Fields from the late 1800s – 1900s. Parts of the enclosed land represent areas of former mossland that have been drained and improved.

There are several small pockets of woodland, including areas of Wet Woodland. Some of these Wet Woodland areas are located within the GM Allocation site itself, in the area proposed to be released from the Green Belt.

If development does take place within GM Allocation 45, the landscape will play an important role in maintaining a degree of separation between settlements to prevent coalescence.

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

Landscape and visual

There is an opportunity to strengthen the links between GM Allocation 45 and the surrounding Green Belt through woodland creation. The agricultural classification in the Green Belt to the west of the GM Allocation site, adjacent to the Manchester Ship Canal, is grade 3 with potential to extend the existing woodland infrastructure at Coroners Wood into fields south.

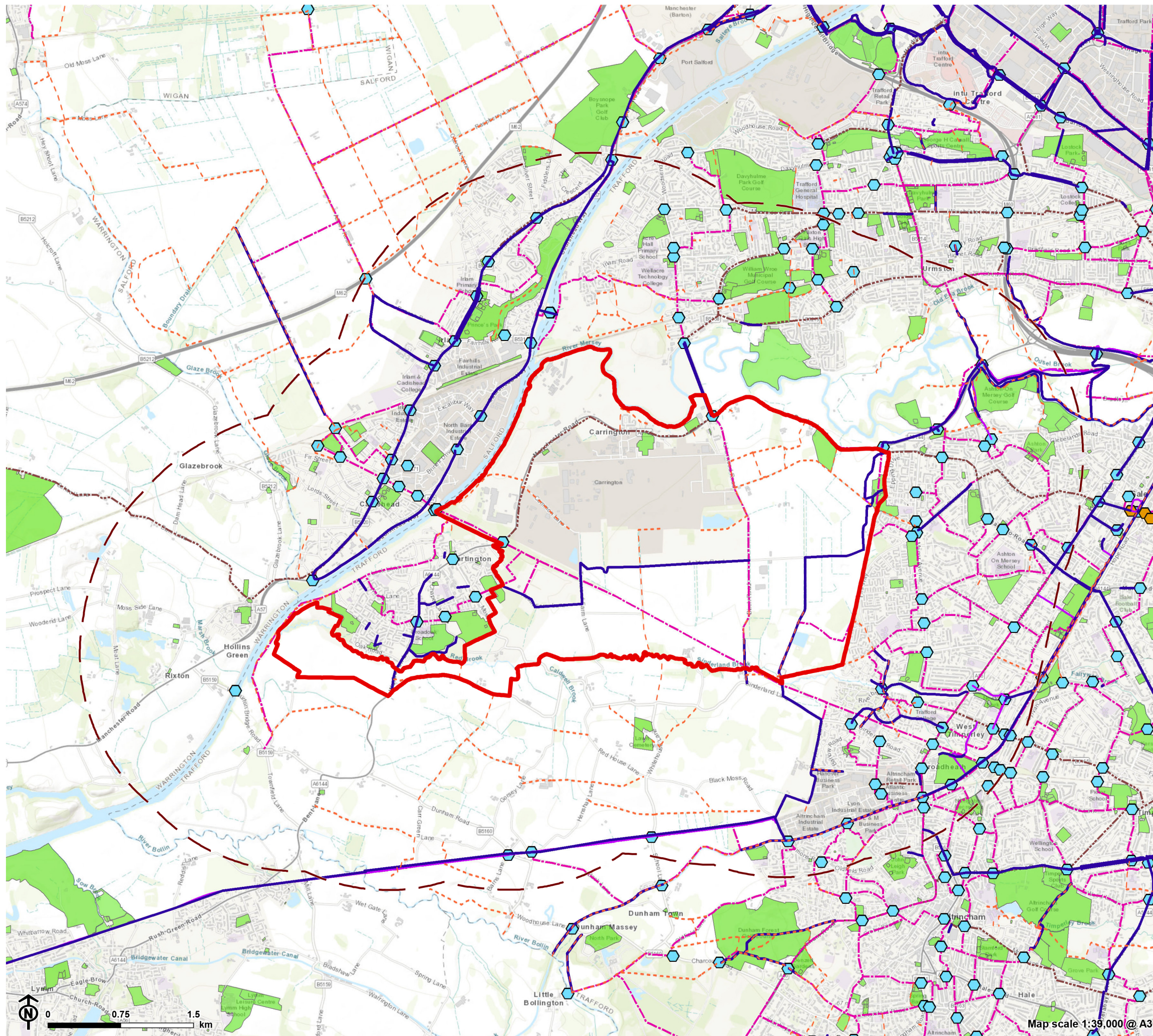
Roadside planting to form distinct boundaries and act as buffers to noise and air pollution could be promoted to strengthen landscape character and strengthen habitat networks.

Settlement edge planting to create softer edges and promote green wedges should be considered within the retained Green Belt.

Within the retained Green Belt in GM Allocation 45 site, there is an opportunity to build on historic and remnant land-use practices adjacent the canal and the disused railway lines. Additional signage and interpretation could be introduced to ensure the story of the industrial past is retained.

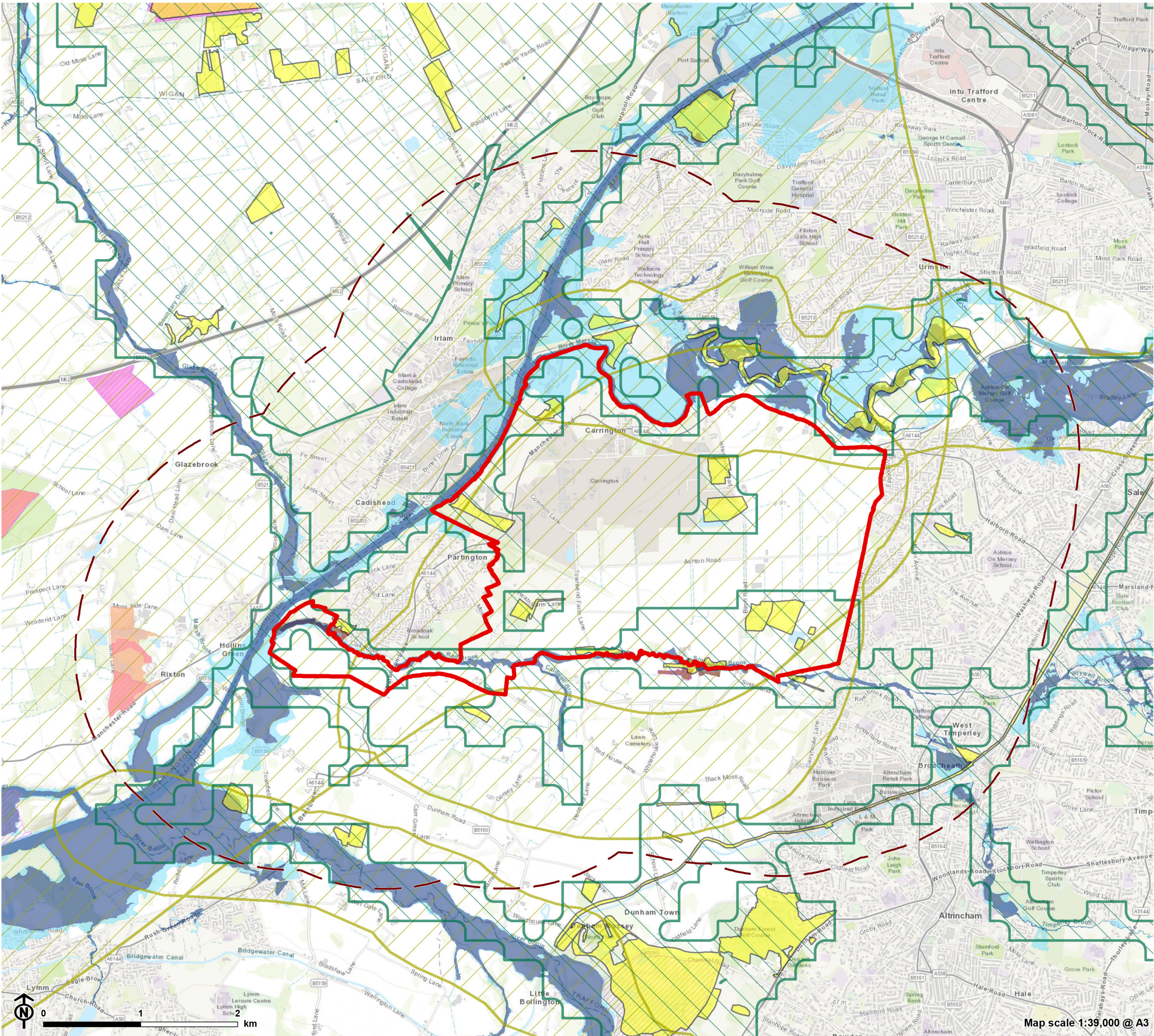
It is important that new development does not dilute the strong field patterns associated with this landscape. Such locations should be enhanced with native hedgerow planting and selective hedgerow trees to improve on the species diversity.

Green buffers and green wedges of native woodland and shrub planting can be utilised at the junction between existing and proposed development, and along transport corridors such as the A6144 to provide softer edges to urbanised areas.



Access, Sport and Recreation
GM Allocation 45

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



**Biodiversity, Landscape and Visual
GM Allocation 45**

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

Potential enhancement projects

Access

1. Ensure access is available and improve the surface condition and connectivity of the PRow network.
2. Upgrade the surfacing, to improve drainage and allow for year-round access, and entrance points, removing any discriminatory barriers, along the Trans Pennine Trail.
3. Upgrade surfacing along key TfGM cycle routes to create a continuous local cycle network with onward strategic links to NCN Routes.
4. Improve the accessibility of the pedestrian bridge over the A6144, which connects Ashton upon Mersey with the Trans Pennine Trail/Bank Lane.
5. Creation of a new PRow and cycle link along the dismantled railway line which dissects the southern section of GM Allocation 45, connecting Glazebrook and Timperley.

Sport and recreation

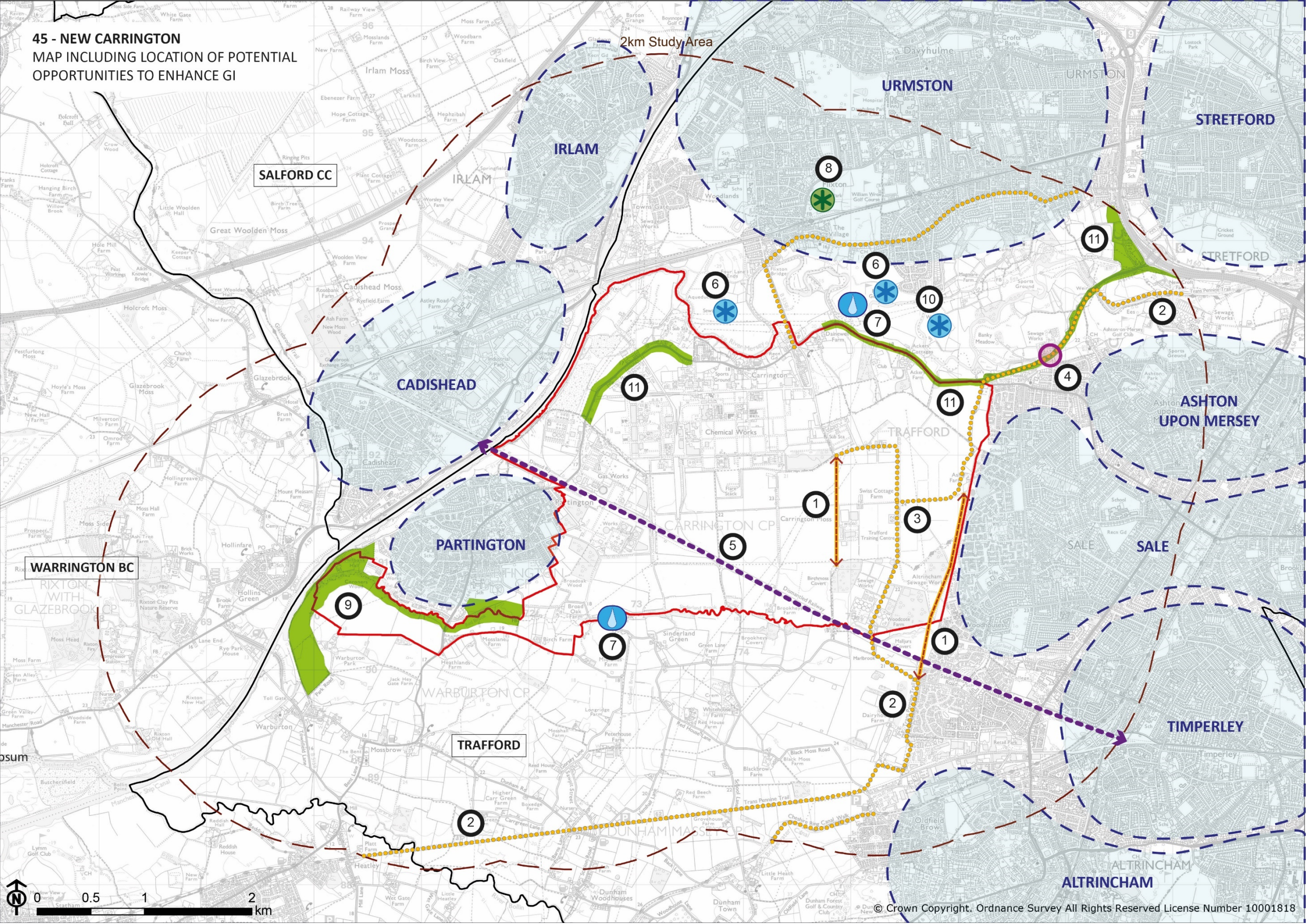
6. Offer accessible packages to local residents for private recreational assets (Flixton Golf Course, Sale Sharks Rugby Club Training Ground).

Biodiversity and wildlife corridors

7. Introduce a SUDs strategy, particularly in areas prone to surface water flooding, utilising nature-based solutions to create multi-functional and beneficial GI interventions.
8. Improve the ecological diversity of recreational facilities with the provision of new planting and leaving uncut areas of grass and wildflowers – in particular around open space boundaries.
9. Creation of new wetland areas to connect with existing SBIs to provide a contiguous habitat network.
10. Creation of a new Local Nature Reserve within the disused Flixton Sewage Works subject to discussions with United Utilities. Strengthen links with the Mersey Valley sites in the west (Wellacre and Urmston Meadows) to the William Wroe site in partnership with community and environmental charities.

Landscape and visual

11. Increase buffer planting to major road corridors and settlement edges.

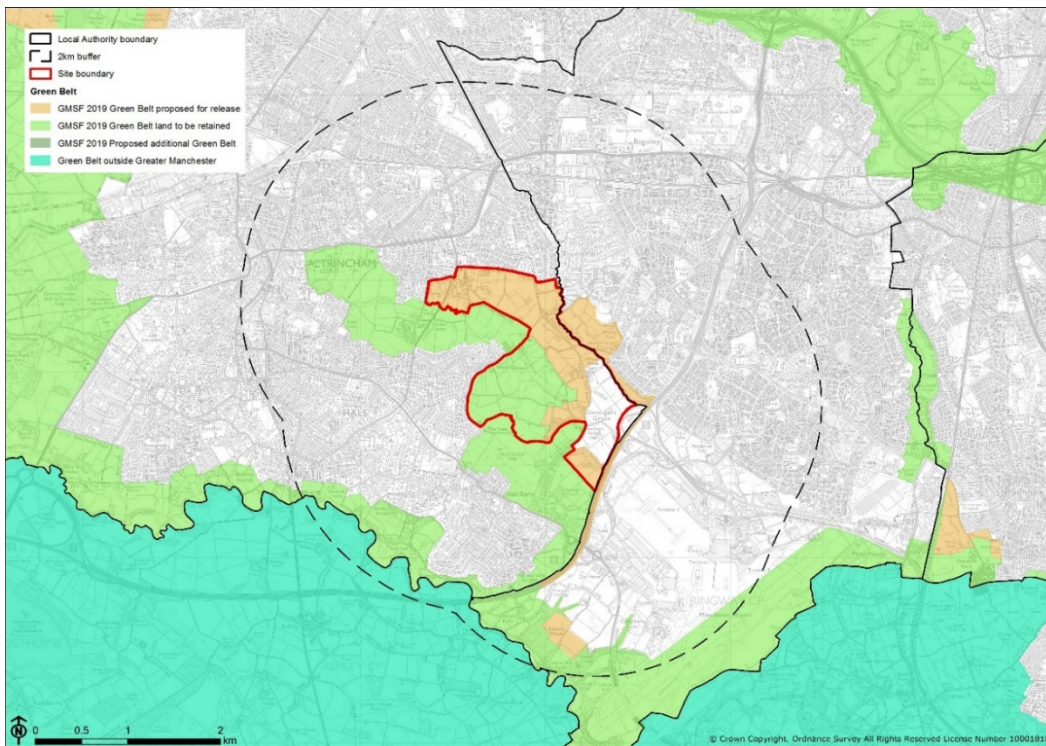


Potential Enhancement Opportunities
for the Green Belt

GM Allocation 46, Timperley Wedge



Above: View from Clay Lane looking west over retained Green Belt towards the urban fringe of Hale



GM Allocation Area: 225.03 ha

Potential Enhancement Opportunities
for the Green Belt

Study area definition

GM Allocation 46, Timperley Wedge is located approximately 1.5km south west of Wythenshawe town centre and within the administrative boundary of Trafford MBC. The revised draft GMSF 2019 proposes to release Green Belt from 46% of GM Allocation 46, encompassing the northern, eastern and southern quadrants, and is identified for future mixed development.

Retained Green Belt borders the north western and southern boundaries of GM Allocation 46. Land lying within retained Green Belt included within the allocation site itself as well as within 2km of the GM Allocation site will form the focus of GI recommendations / mitigation to enhance the 'beneficial use' of the Green Belt. There are no proposed additions to the Green Belt within 2km of GM Allocation 46.

Summary of evidence and policy influencing 'beneficial use' proposals

Published landscape character assessments – Greater Manchester Combined Authority

The area of retained Green Belt within GM Allocation 46 lies within Urban Fringe Farmland LCT, as defined within the Greater Manchester Landscape Character and Sensitivity Assessment (2018)¹. This LCT is further refined into LCA 41: Altrincham and Hale.

The key characteristics of the LCT, which are of relevance to the GM Allocation site, include a rolling, open landscape drained by a network of streams and ponds throughout. Low grade pasture defined by small-medium sized fields typifies the land use, with a network of road and rail routes forming dominant features within the landscape. The noise of traffic and activity along these routes weakens the sense of rural tranquillity, as does the regular noise of planes overhead in virtue of the proximity to Manchester Airport in the east. A dispersed settlement pattern predominates, with some twentieth century ribbon development evident along road

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

networks. Recreational uses such as sports fields and golf courses are located close to the urban edge.

The Urban Fringe Farmland LCT profile identifies the following guidance and opportunities for landscape enhancement of relevance to GM Allocation 46:

- Utilise dips in the landform, including valley slopes, and existing tree/woodland cover to integrate new development into the landscape.
- Protect and where possible enhance semi-natural habitats and networks, including pockets of ancient and riparian woodland (e.g. Warburton Wood), patches of acid grassland, remnant semi-natural grasslands and ponds.
- Strengthen and restore the hedgerow network in association with any new development, reflecting local characteristics (choice of stone and building style; hedgerow species and management regimes). Encourage the restoration of traditional boundaries where fencing is present.
- Ensure any new development does not dilute the strong field patterns associated with the landscape.
- Conserve the role that the landscape plays as a rural setting to adjacent Conservation Areas.
- Design-in the introduction of SuDS to any new development, addressing any changes in hydrology (and subsequent knock-on effects such as increased diffuse pollution from agricultural run-off).
- Encourage woodland creation schemes on areas of low grade agricultural land, including through the Northern Forest initiative (partnership project between The Woodland Trust and The Community Forests (including Manchester City of Trees)). Woodland planting along major roads and staggered blocks of planting should be used to help screen views of traffic and reduce noise.
- Conserve the rural road network, ensuring any new highway design minimises unnecessary signage and lighting and reflects local characteristics (e.g. road verges/boundaries).
- Protect the pockets of tranquillity and relative remoteness associated with the landscape, and the role the LCT plays as a rural backdrop and buffer between discrete urban areas.

- Utilise dips in the landform, including existing tree / woodland cover to integrate new development into the landscape.

Published landscape character assessments – Local level

The Trafford Metropolitan Borough Supplementary Planning Guidance Landscape Strategy (2004)² identifies GM Allocation 46 as being located within the Wooded Claylands LCA. Key characteristics of this LCA include a predominantly pastoral landscape, where views are typically restricted by hedgerow trees and development. The LCA exhibits a small to medium scale landscape pattern, characterised by scattered marl pits, a piecemeal enclosure pattern and narrow winding lanes.

The Wooded Claylands LCA also identifies the following policy guidelines of relevance to the GM Allocation site:

- Conserve, enhance and strengthen the traditional landscape pattern. Particular opportunities for hedgerows and hedgerow trees should be looked for.
- Conserve and enhance other topographical features encouraging ecological diversity and recreation.
- Protect and enhance the quality of ponds using traditional management. Look to create new ponds.
- Enhance the ecological diversity of recreational facilities e.g. provide new planting and leave uncut areas of grass and wildflowers.
- Protect, retain and strengthen the pattern of roads and lanes taking account of traditional features and linking the highway design to the surrounding landscape.

Flood Risk³

Sections of the retained Green Belt parallel Timperley Brook occupy Flood Zones 2 and 3, as defined by the Environment Agency. This presents an opportunity to combine nature-based solutions for flood risk reduction with green infrastructure enhancements.

² Trafford Metropolitan Borough Council (2004) Supplementary Planning Guidance: Landscape Strategy

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

Open Space Study⁴

The majority of GM Allocation 46 lies within the Hale Barns Ward, which Trafford MBC's Green and Open Space Assessment⁴ identifies a deficiency in access to open space.

In 2010, Trafford MBC produced an updated Greenspace Strategy⁵ which reassigned GM Allocation 46 to the Altrincham area. Access to quality play areas and semi-natural greenspace were highlighted as key improvement recommendations.

Existing baseline

Access

A network of PRow, predominantly routed along field boundaries, connect GM Allocation 46 with the surrounding settlement edges. This pattern continues towards both the north western and southern extents of the study area. Public Footpath Altrincham 25 connects Hale with Altrincham, via Altrincham Golf Course. Public Footpaths Altrincham 27 and Hale 19 provide connections with local B roads.

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

A series of short TfGM cycle routes span the width of the Green Belt surrounding GM Allocation 46, linking the adjacent settlement edges and following the routes of local roads and PRow. NCN 85 (Manchester Airport Orbital Cycleway) is routed through the edge of the Green Belt, adjacent to GM Allocation 10.

Whitecarr Lane and Clay Lane are defined as Busy Beeways within the Greater Manchester Bee Network. This means they have been identified by TfGM as busier roads that will require a higher level of design intervention to improve cycling and walking.

⁴ Trafford Metropolitan Borough Council (2009) Green and Open Space Assessment

⁵ Trafford Metropolitan Borough Council (2010) Trafford Greenspace Strategy

A large proportion of roads surrounding and within GM Allocation 46 are identified as Severance Lines. These include the A5144 Thorley Lane, Clay Lane, Whitecarr Lane, Roaring Gate Lane, and Shay Lane. Severance Lines are identified by TfGM as barriers to pedestrians and cyclists from the natural and built environment.

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

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

Access

The opportunity exists to improve the surface condition and enhance the wider connectivity of PRow linkages within and surrounding GM Allocation 46. With the retained Green Belt forming a green corridor along the settlement edge of Hale and Altrincham, a circular footpath route could be introduced. The potential also exists to explore short extensions to existing PRow, creating a wide ranging and cohesive network. This could include links with Timperley Moat and King George V Pool and, an additional route across Timperley Brook. The potential to accommodate additional users on these routes, including cyclists and horse riders, could also be considered.

Connectivity could also be enhanced with the introduction of a new PRow along the river courses including the Timperley Brook and the River Bollin. Improved access could be further developed into a linear riverside park, and would be consistent with the Trafford published landscape character assessment² which encourages ecological diversity of recreation facilities.

The enhancement of existing local cycle links should also be considered. The TfGM cycle network route on Brooks Drive is 115m in length and could be extended south towards Hale Barns and north along Roaring Gate Lane to connect with the existing network. Street lighting and the widening of roads to provide separated pedestrian and cycle paths could also be considered.

There are opportunities to link the areas of retained Green Belt within the allocation site with Hale.

Potential Enhancement Opportunities
for the Green Belt

The surfacing of the cycle network route across Altrincham Golf Course is referenced within the comments sourced from the public on the Bee Network proposal. It is also classified as a Beeway ('representing the most direct route between crossing points') and has the potential to be utilised as a popular route between Timperley and Hale. This Beeway may be more appropriately located around the northern fringe of the allocation due to safety concerns raised by the Golf Course.

Resurfacing is also required to NCN 85 adjacent to the Manchester Airport tunnels.

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

The route of the Spine Road will affect this junction but there may be opportunities to utilise existing minor roads as priority cycle and pedestrian routes.

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

Existing baseline

Sport and recreation

There are several OS Open Greenspace sites within the retained Green Belt which lie to the west and south of the GM Allocation 46.

Altrincham Golf Course lies 300m west of GM Allocation 46, covering approximately 50ha. Immediately south of the GM Allocation site is Ringway Golf Course (over 40ha in size). Further south (<1.5km), Hale Golf Course covers over 20ha of the land north of Bollin River.

Additionally, there are several playing fields within 2km of the retained Green Belt. Wellfield Lane Park is located 500m from the GM Allocation site and includes a play area. Further west lies Grove Park Recreation Ground, which is 8ha and is accessed off Grove Lane, Long Hey and Delaney's Road (A5144). North of this is a cricket ground associated with Timperley Sports

Potential Enhancement Opportunities
for the Green Belt

club. This is 500m from the GM Allocation 46 and covers nearly 1.5ha. Hale Barns Cricket Club is 1.5ha in size and accessed from Brooks Drive.

Within the retained Green Belt to the west are two allotments (Moss Lane/Golf Road Allotments and Wellfield Lane Allotments), totalling approximately 5ha.

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

Sport and recreation

In accordance with deficiencies in access to open space identified within Trafford MBC's Green and Open Space Assessment⁴, the opportunity exists to improve the network of local playing fields along the Hale Barns settlement edge. This could include enhanced access control, way-marking and interpretation to encourage healthy lifestyles and increase accessibility to public green space assets.

The majority of GM Allocation 46 lies within the Hale Barns Ward, which Trafford MBC's Green and Open Space Assessment identifies a deficiency in access to open space.

Playing fields within the proposed release of Green Belt should be retained and enhanced where practicable. Such features provide a green wedge to the east of Altrincham.

There is scope for a radical review of the agricultural land within the retained Green Belt to the north east of Hale, to understand the potential for the creation of a rural park extending the current recreational offer at Wellfield Lane Park. The proposals could retain the identified landscape character and improve the green infrastructure links to the surrounding landscape.

Existing baseline

Biodiversity and wildlife corridors

There is a large SBI located within the central part of the GM Allocation 46, within the retained Green Belt. This ecological designation (The Ponds at Davenport Green) is associated with the Timperley Brook and forms a prominent feature within the landscape.

Potential Enhancement Opportunities
for the Green Belt

Timperley Brook in retained Green Belt within GM Allocation 46 is classified as 'Moderate' according to the Water Framework Directive (WFD).

King George V Pool is located west of Altrincham Golf Course and provides habitat for wildlife as well as recreational fishing opportunities.

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

Biodiversity and wildlife corridors

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

There may be opportunities to expand the ponds and grasslands associated with this SBI, albeit with consideration given to the proximity of the airport. Medium grade farmland to the west adjacent to Ash Lane could be utilised for this purpose.

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

The ecological diversity of recreational facilities could also be encouraged, with the provision of new planting, and leaving uncut areas of grass and wildflowers – in particular around facility boundaries. This would also tie-in the policy guidelines included within Trafford's published landscape character assessment².

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

There is also the opportunity to introduce a SuDS strategy utilising nature-based solutions, such as tree planting, to create multi-functional and beneficial green infrastructure interventions.

The management and enhancement of drainage ditches, particularly in agricultural land at the eastern urban fringe of Altrincham and Hale would reduce surface water flooding within the neighbouring urban environment.

Potential Enhancement Opportunities
for the Green Belt

King George V Pool could be managed and improved to enable a locally important ecological designation in order to create a more resilient habitat.

Existing baseline

Landscape and visual

Within the retained Green Belt, a significant proportion of the land is categorised as Ornamental, Parkland and Recreational, as defined within the Greater Manchester UHLC. There are also significant areas of Enclosed Land, particularly within GM Allocation 46 itself, which should be investigated for preservation in situ or for recording. The areas of Enclosed Land are further refined into Piecemeal Enclosure and Surveyed Enclosure.

The opportunity exists to protect and enhance semi-natural habitats and networks, including riparian, broadleaved and ancient woodland tracts bordering the River Bollin. The opportunity exists to strengthen the links between GM Allocation 46 and the surrounding Green Belt, particularly to the west, through woodland creation. The agricultural land classification in this area is Grade 3, with potential to extend the existing woodland infrastructure along field boundaries and road verges.

As defined by GMEU, the River Bollin forms a corridor of Green Infrastructure (2018) based on numerous layers of wildlife, habitats and land types. According to the GMSF (2019) this corridor also represents a Green Infrastructure Opportunity Area.

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

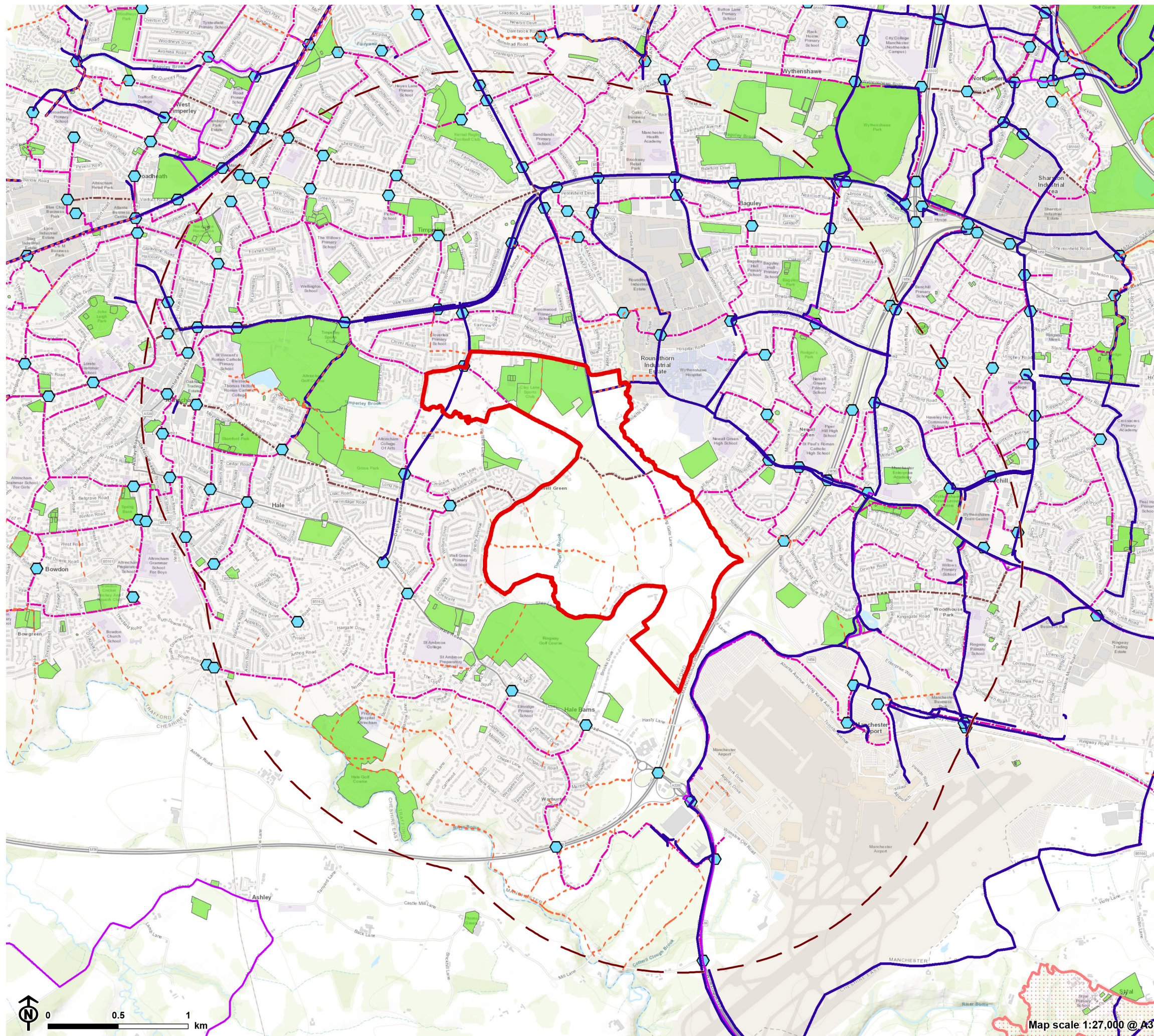
Landscape and visual

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

should be enhanced with native hedgerow planting and selective hedgerow trees to improve species diversity.

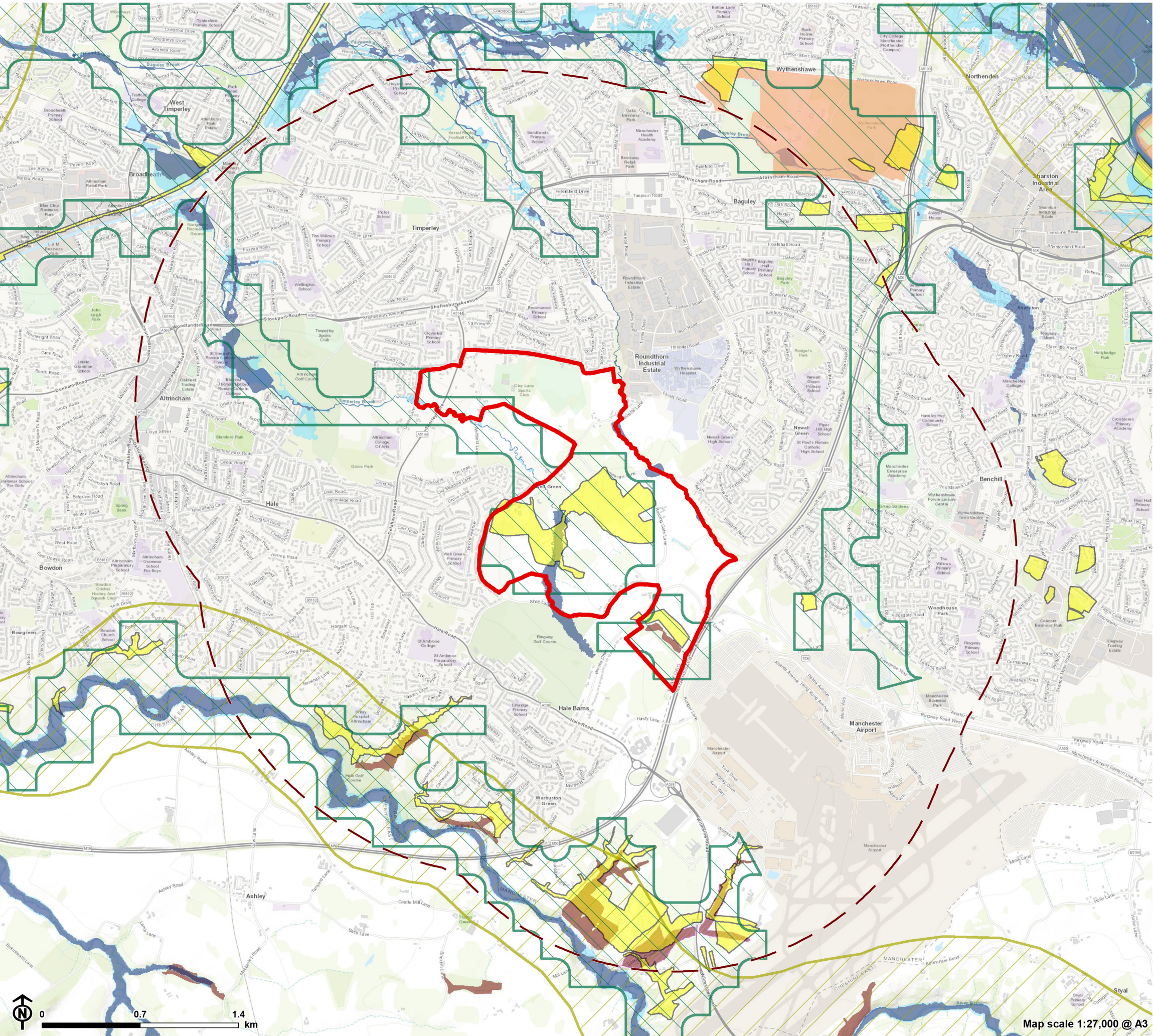
Green buffers and green wedges of native woodland and shrub planting could be utilised at the junction between existing and proposed development. This could also be achieved along transport corridors such as the M56 to provide softer edges to urbanised areas, in conjunction with Highways England. This could be achieved in particular within the adjacent Green Belt to the west of GM Allocation 46 and around the existing urban fringe of Hale.

The opportunity exists to protect and enhance semi-natural habitats and networks, including riparian, broadleaved and ancient woodland tracts bordering the River Bollin. The opportunity exists to strengthen the links between GM Allocation 46 and the surrounding Green Belt, particularly to the west, through woodland creation. The agricultural land classification in this area is Grade 3, with potential to extend the existing woodland infrastructure along field boundaries and road verges.



Access, Sport and Recreation
GM Allocation 46

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



**Biodiversity, Landscape and Visual
GM Allocation 46**

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

Potential enhancement projects

Access

1. Improve surfacing to the existing PRow network.
2. Introduction of a Public Footpath along the length of the River Bollin. This could be further developed into a linear riverside park, or regional country park.
3. Enhancement of existing local cycle links.
4. Create a new pedestrian crossing on the Whitecarr Lane / Roaring Gate Lane junction.
5. Introduction of a circular PRow around the linear Green Belt wedge at the settlement edge of Hale and Altrincham.

Sport and recreation

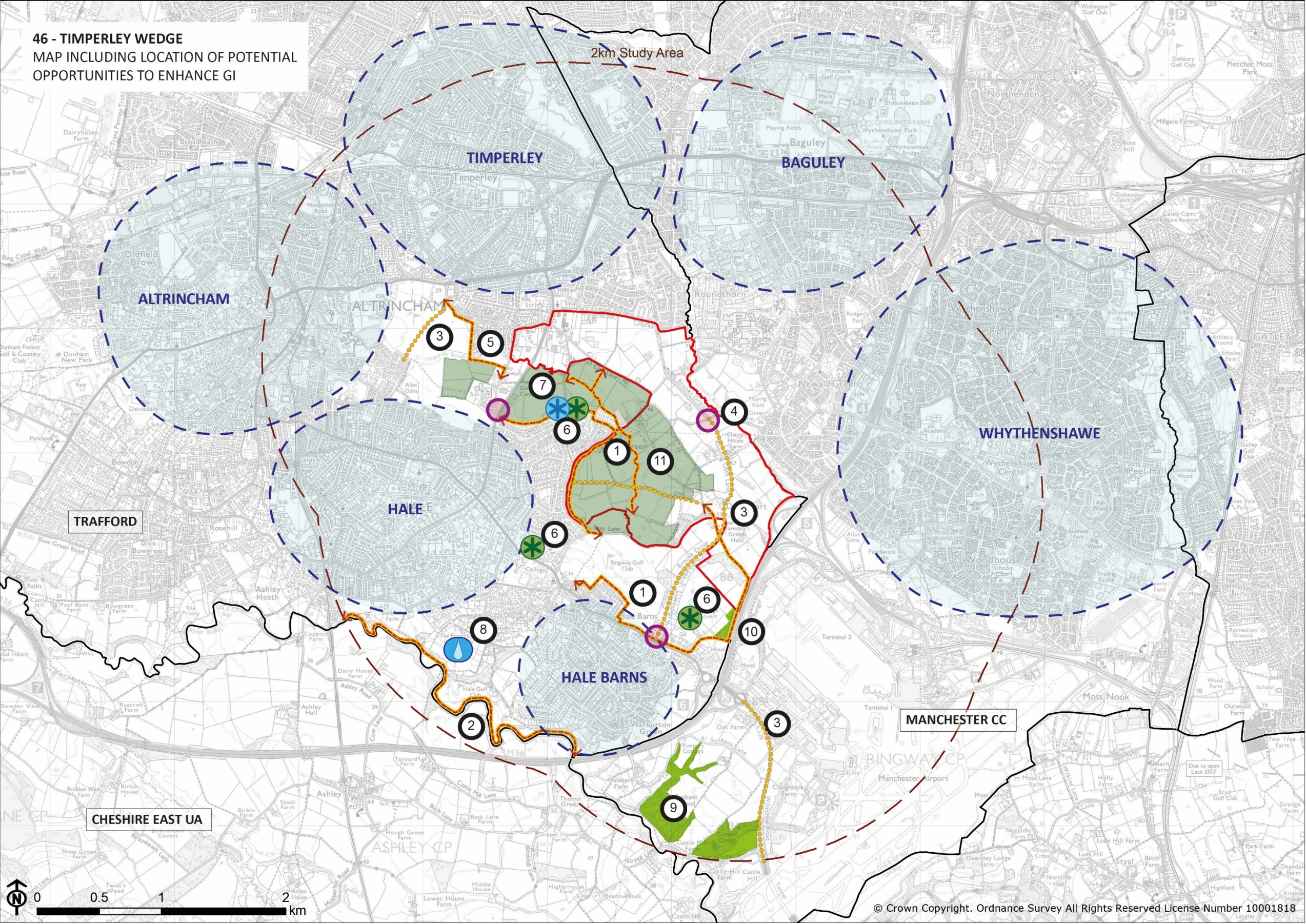
6. In accordance with deficiencies in access to open space identified within Trafford MBC's Green and Open Space Assessment⁴, improve the network of local playing fields through enhanced way-marking and interpretation to encourage healthy lifestyles and increase accessibility to public green space assets.
7. Explore the potential for the creation of a rural park extending the current recreational offer at Wellfield Lane Park.

Biodiversity and wildlife corridors

8. Introduce a SuDs strategy utilising nature based solutions to create multi-functional and beneficial green infrastructure interventions.
9. Improve the ecological diversity of recreational facilities with the provision of new planting and leaving uncut areas of grass and wildflowers – in particular around facility boundaries.

Landscape and visual

10. Extend the existing woodland belt along the M56.
11. Protect and enhance semi-natural habitats and networks, including hedgerows within close proximity to the Timperley Brook.



Potential Enhancement Opportunities
for the Green Belt