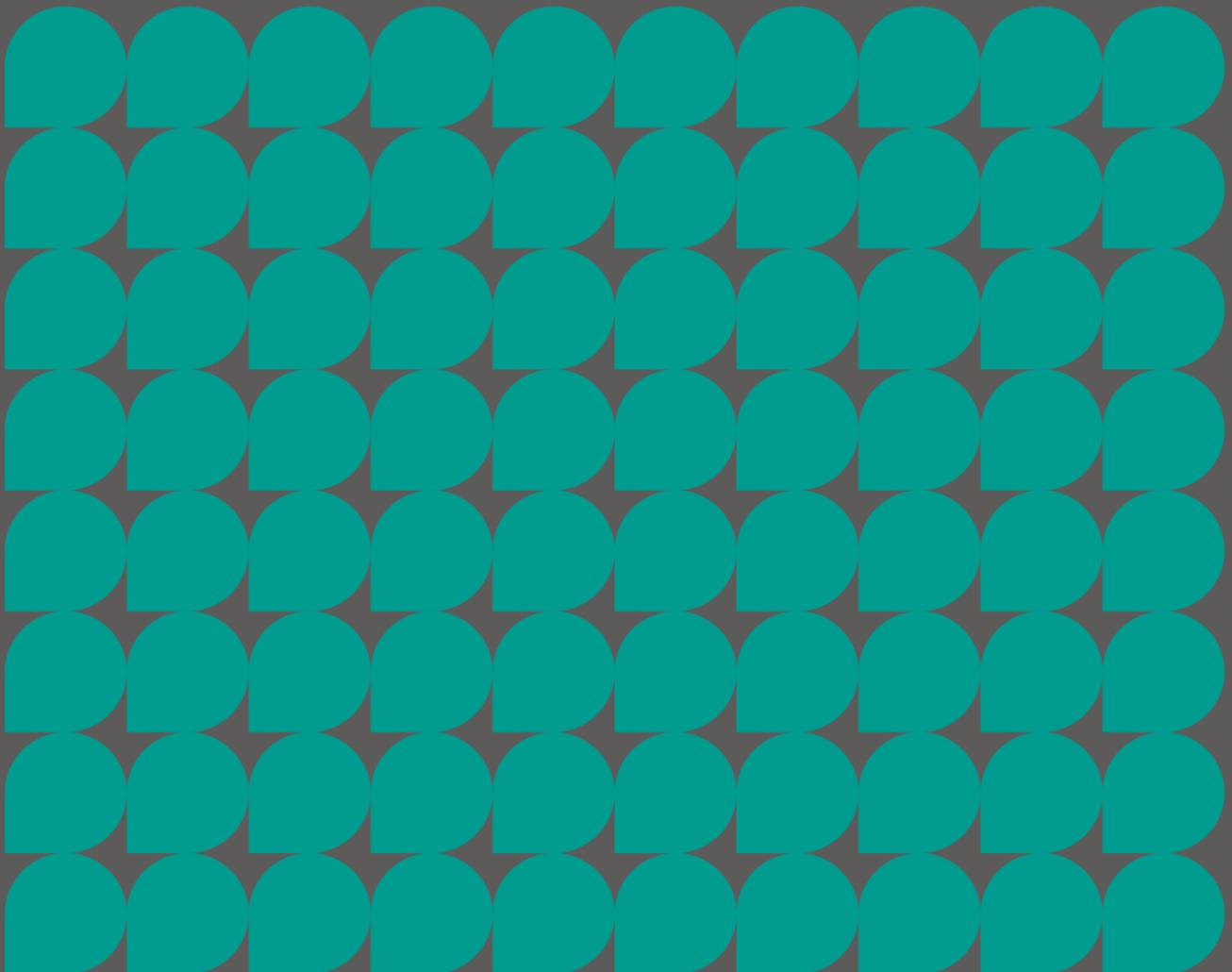


Places for Everyone

JPA3.2 Timperley Wedge Allocation Topic Paper

July 2021



Contents Page

- Section A – Background4
- 1.0 Introduction4
- 2.0 Timperley Wedge Overview6
- 3.0 Site Details7
- 4.0 Proposed Development.....9
- 5.0 Site Selection11
- 6.0 Planning History12
- 7.0 GMSF 2019 Consultation Responses14
- 8.0 GMSF 2019 Integrated Assessment15
- 9.0 GMSF 2020 Integrated Assessment17
- Section B – Physical.....19
- 10.0 Transport.....19
- 11.0 Flood Risk and Drainage.....23
- 12.0 Ground Conditions25
- 13.0 Utilities.....25
- 14.0 Other Constraints25
- Section C – Environmental26
- 15.0 Green Belt Assessment.....27
- 16.0 Green Infrastructure37
- 17.0 Recreation.....38
- 18.0 Landscape.....39
- 19.0 Ecological/Biodiversity Assessment40
- 20.0 Habitat Regulation Assessment41
- 21.0 Heritage Impact Assessment42
- 22.0 Air Quality.....45
- 23.0 Noise45
- Section D – Social46
- 24.0 Education46
- 25.0 Health.....47
- Section E – Deliverability48
- 26.0 Viability.....48
- 27.0 Phasing48
- 28.0 Indicative Masterplanning.....50
- Section F – Conclusion.....53
- 29.0 The Sustainability Appraisal53

30.0 The main changes to the proposed Timperley Wedge Allocation	53
31.0 Conclusion	54
Section G – Appendices	56
Appendix A - Timperley Wedge Policy JPA3.2 from PfE 2021	57
Appendix B - Timperley Wedge Policy GM3.2 from GMSF 2020	70
Appendix C - Timperley Wedge Policy GM46 from GMSF 2019	83
Appendix D - HS2 DRC 2 consultation Manchester Airport High Speed Station – 2020 ...	88
Appendix E - HS2 Consolidated Construction Boundary as at June 2021	89
References (added 09/08/2021)	90

List of Figures

Figure 1 JPA 3.2 Timperley Wedge Location Plan	7
Figure 2: Planning applications at Timperley Wedge.....	14
Figure 3: The indicative vehicle access points from the spine road and the existing and proposed active routes	22
Figure 4 Line of existing Sewer across Timperley Wedge	26
Figure 5 Harm of proposed Green Belt release in GMSF 2019 for Timperley Wedge by land parcel.....	30
Figure 6 Harm of proposed Green Belt release in GMSF 2020 for Timperley Wedge by land parcel.....	31
Figure 7 Green Infrastructure Plan	38
Figure 8 Sensitivity of archaeology by HECA	44
Figure 9 Timperley Wedge Phasing Regions	49
Figure 10 Indicative Masterplan.....	51

List of Tables

Table 1: Mitigation Measures from Locality Assessment.....	21
Table 2: Cost per pupil by education sector.....	47

Section A – Background

1.0 Introduction

- 1.1 In November 2014, the AGMA (Association of Greater Manchester Authorities) Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December 2020 Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.
- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable

a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.

- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA’s website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF

2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

2.0 Timperley Wedge Overview

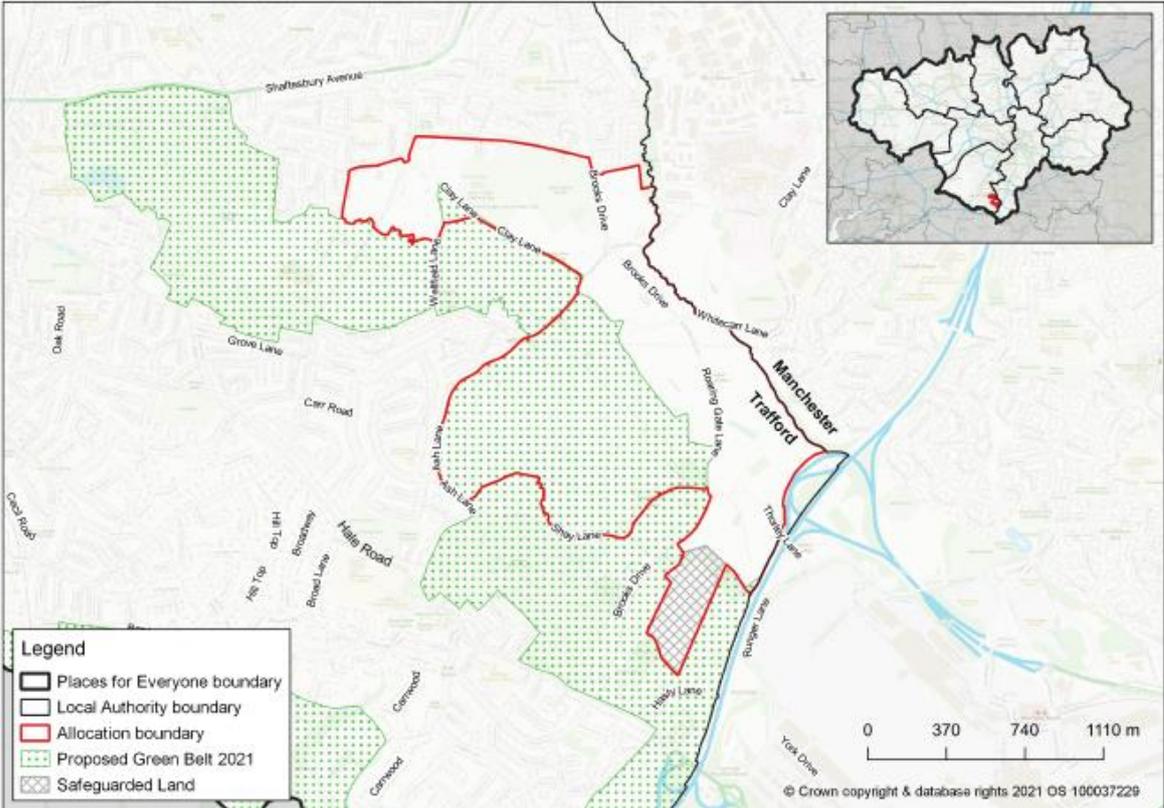
- 2.1 The Timperley Wedge strategic allocation in the Places for Everyone Plan 2021 (PfE 2021) provides an opportunity to deliver a substantial development with a broad mix of housing in a distinctive neighbourhood and high quality office space to support the expansion of Manchester Airport and University Hospital South Manchester.
- 2.2 The allocation is situated in Trafford between Timperley and Hale Barns which are popular residential areas. The allocation has well-connected transport links to surrounding residential areas and is also adjacent to the Manchester Council border with Newall Green and the M56 in the south east.
- 2.3 Timperley Wedge is located adjacent to two other key areas identified for growth in PfE 2021: Medipark and Manchester Airport. Both of these areas are located in Manchester. Medipark and Timperley Wedge are presented in the PfE 2021 as a cross boundary allocation as they are located next to each other and development at both allocations will complement each other. However they both have separate allocation policies and are likely to be subject to separate planning applications.
- 2.4 Growth at Medipark and Manchester Airport will provide a significant increase in employment floor space in the local area, in combination with new housing and additional employment floor space at Timperley Wedge, creating a complementary and mixed use community. Timperley Wedge is uniquely located to benefit from and support growth in these adjacent areas and provide cohesive transport links and green infrastructure connections with Medipark and Manchester Airport.
- 2.5 Connectivity will also be improved with the delivery of the proposed Metrolink Western Leg extension providing new stops through Wythenshawe, Medipark and Timperley Wedge, and High Speed 2 (HS2) giving a new link from the existing Roundthorn stop on the East Didsbury Line to Manchester Airport. This will give better connections south to Manchester Airport but also north to Trafford Park and other employment areas.

2.6 High Speed 2 (HS2) Phase 2b is proposed to have a station at Manchester Airport. The station location is adjacent to Timperley Wedge, to the west of the M56. In February 2020 the government announced its intention to proceed with HS2 Phase 2b any Hybrid Bill deposit for Phase 2b is expected to be early 2022. The HS2 Manchester Airport Station, as well as future proposals for Northern Powerhouse Rail (NPR) will create a step change in transport connectivity to the area.

3.0 Site Details

3.1 The total allocation area at Timperley Wedge is 226 ha. It comprises of land west of Junction 5 on the M56, running north along the boundary with Manchester to the existing urban area of Timperley. As illustrated in Figure 1 below.

Figure 1 JPA 3.2 Timperley Wedge Location Plan



3.2 The site is predominantly greenfield land with a limited amount of brownfield land. The land use is predominantly agricultural pasture land but also includes some airport car parking, garden nursery sites, Hale Country Club and playing fields at Bowdon Rugby Club and Manor Farm. Altrincham Masonic Hall on Clay Lane provides community facilities.

3.3 There are existing residential properties within the allocation which are not proposed for redevelopment, including isolated properties and farms as well as groups of

properties along Shay Lane, Wellfield Lane and part of Ridgeway Road and Wood Lane. There are some listed buildings along Roaring Gate Lane and non-designated heritage assets throughout the area.

- 3.4 The site includes a large Site of Biological Interest (SBI), Davenport Green Ponds and a smaller SBI which is ancient woodland at Davenport Green Wood. Neither are proposed for development as part of Places for Everyone 2021 (PfE).
- 3.5 Within the Trafford Core Strategy 2012 the site is allocated as follows:-
- The majority of the site is allocated as Green Belt in Policy R4
 - The site is within a Wildlife Corridor as identified in Policy R3.
 - The site includes 20ha of protected open space land at Hale Country Club, Bowdon Rugby Club and the playing fields at Manor Farm as identified in Policy R5
 - At Davenport Green 36 ha of land is not designated as Green Belt and is allocated for high quality office development in Policy R4.3 and W1.
- 3.6 New Development at the Timperley Wedge strategic allocation makes an important contribution to meeting the policies in the PfE 2021 Spatial Strategy, more specifically strategic policy JP- Strat 9 and policy Strat-10. Policy JP-Strat 9 Southern Areas is a strategic policy that supports the protection and enhancement of the economic competitiveness, neighbourhood quality and environmental attractiveness of the southern areas of Greater Manchester. Policy JP-Strat 10 Manchester Airport seeks to maximise the benefits to Greater Manchester of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Timperley Wedge is part of Southern Area and Manchester Airport localities in the spatial strategy.
- 3.7 A Timperley Wedge Masterplan has been prepared to support the allocation which sets out development totals and identifies indicative development parcels and phasing. A range of evidence base documents have been prepared to support the PfE strategic allocation and to inform the Masterplan. Further masterplanning work will be required to provide a detailed framework for how the Timperley Wedge site can come forward and this is a requirement of Policy JPA3.2.

4.0 Proposed Development

- 4.1 The site is proposed for the development of approximately 1,700 units within the plan period and around 2,500 residential units in total. There will be medium density development of 35 dwellings per hectare (dph) in the northern part of the allocation and higher density development of 70 dph close to a proposed new local centre at the Davenport Green Metrolink stop. This higher density is also appropriately located close to the proposed HS2 Manchester Airport station.
- 4.2 The housing is proposed to be a mix of houses and flats, housing an estimated population of around 5,500 based on ONS data for an average population by house type in Trafford. There is a requirement for a minimum of 45% of the housing to be affordable.
- 4.3 The allocation also proposes to deliver a minimum of 15,000 sqm of office employment land in plan period and around 60,000 sqm in total. The employment development will be located in the south-eastern area of the allocation at land known as “Davenport Green” which is not in Green Belt. A small amount of ancillary retail development is proposed to serve the development.
- 4.4 The development will be required to provide infrastructure to support the new community. This includes a new spine road through the site, more routes for walking and cycling, extended bus services including bus rapid transit, a new local centre with convenience shopping facilities, health facilities and a primary school.
- 4.5 There will be a large rural park of approximately 90 ha on the west side of the allocation, adjacent to Hale Barns that will remain in the Green Belt. Green corridors will run through the development and link the remaining Green Belt areas west of development through to Medipark in the east and other existing green corridors including Fairywell Brook and Brooks Drive. Other accessible green spaces will be provided throughout the allocation for sport, leisure and recreation.
- 4.6 The allocation also proposes an area of 11 ha of Safeguarded Land to the south-east and to the west of the proposed HS2 Airport Station for future growth post 2037. This would only be allocated after a Plan review has been undertaken, the rest of the allocation has been developed, and the HS2 station has been completed and it would only be for development that directly contributes to the Greater Manchester HS2 Growth Strategy. Until such time that the PfE Plan is reviewed and HS2 is

completed the land is protected from development and Green Belt policies will continue to apply.

4.7 See Appendix A for PfE 2021 Policy JP3.2 Timperley Wedge

4.8 **Key changes made to the Timperley Wedge allocation between GMSF 2019, GMSF 2020 :-**

- Inclusion of Timperley Wedge and Medipark as a cross boundary allocation with a map showing the location of the allocations together and wording setting out the opportunities for the integration of the infrastructure for the allocations and the wider benefits they can bring to the local area collectively
- Total residential quantum at Timperley Wedge has increased slightly from 2,400 to 2,500 units
- There is a reduction of development within the plan period to 1,700 dwellings and 15,000 sqm of employment floorspace up to 2037 as a result of HS2 requiring the temporary use of some of the allocation land for construction
- The location of the Safeguarded Land has changed so that it is closer to the HS2 line and the Manchester Airport Station
- 14ha more land is to be retained in the Green Belt
- An increase in the affordable housing requirement from a minimum of 30% to a minimum of 45%. The 2019 policy took a cautious approach due to the unknown infrastructure and viability costs. However in GMSF 2020 and PfE 2021 with further evidence from the Trafford Housing Needs Assessment 2019 and the viability appraisal demonstrating a positive outcome for viability with 45% affordable housing, the policy was amended to better meet the acute demand for affordable housing in the area.

4.9 **Minor changes made to the Timperley Wedge allocation between GMSF 2020 and PfE 2021.** The only changes have been:-

- A change in wording of policy 36 as requested by Historic England following their review of the GMSF 2020 wording. The change ensures that the Policy clearly integrates Historic Impact Assessment (HIA) as a requirement of the allocation policy.
- Deletion of the words “to be agreed with TFGM” (Transport for Greater Manchester) in Policy 15 as it is not possible for a Local Plan policy to require a third party to agree to a planning requirement other than with the Local Planning Authority

- Correction of the full name of Wythenshawe Hospital from University Hospital South Manchester to Manchester University NHS Foundation Trust Wythenshawe Hospital.

4.10 See Appendix B for GMSF 2020 Policy 3.2 and Appendix C for GMSF 2019 Policy GM49.

5.0 Site Selection

5.1 In the draft GMSF 2019, the site selection process identified sustainable locations for residential and employment development that could achieve the GMSF Vision, Objectives and Spatial Strategy. The draft GMSF 2019 Site Selection Topic Paper has been updated to reflect changes in GMSF 2020 and PfE 2021, although the methodology remains the same. The PfE Site Selection Topic paper is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

5.2 The methodology for site selection includes seven site selection criteria which have been informed by the Vision, Objectives and Spatial Strategy in the draft PFE 2021 and were used to guide the selection of sites for potential allocation.

5.3 Broad Areas of Search were identified which met at least one of the site selection criteria. These were mostly in locations where sites were submitted as part of the “call for sites” process in GMSF 2016.

5.4 An Area of Search Tr/Ma-AS-1 Manchester Airport/HS2/Roundthorn/Medi Park was identified around a cluster of call for sites. This Area of Search meets the following PfE 2021 site selection criteria:-

- Criterion 2- The site is close to the key assets of Manchester Airport and the proposed HS2 Manchester Airport Station. Employment development at this location can take advantage of links to these assets.
- Criterion 5 - Development has the potential to have a regenerative impact on deprived communities located to the east.
- Criterion 6 - The site can take advantage of the planned Metrolink Western Leg extension, as well as wider east/west improvements to Altrincham, the Airport and Stockport.
- Criterion 7 - The large number of new homes that can be supplied at Timperley Wedge alongside office employment allows the creation of a new sustainable

place, creating jobs and new homes together in a strong and desirable market area to meet the range of family housing needed in the south of the Borough.

- 5.5 From within the Area of Search, detailed allocation boundaries were produced for two adjacent allocations at Timperley Wedge and Medipark.
- 5.6 At Timperley Wedge only the land required to meet housing needs is proposed for Green Belt release and the options for which of the call for sites could best deliver this were assessed through consideration of the sustainability of each of the call for sites within the Area of Search and an overall consideration for minimising harm to Green Belt.
- 5.7 There were 11 call for sites within the Area of Search not proposed for allocation. These were located closer to Hale and Well Green in areas with predominately more open countryside.
- 5.8 In order to minimise harm to Green Belt it is proposed to maintain the separation of Hale and Timperley, with a corridor of Green Belt from the south of the site through to Altrincham. Therefore only the northern and eastern part of Timperley Wedge is proposed for development. These areas are considered more preferable for development as they have more brownfield land and urbanising features within them, are closest to development opportunities in Manchester at Wythenshawe Hospital and Medipark and are closest to Davenport Green, an area not in the Green Belt and already proposed for future development.

6.0 Planning History

- 6.1 Figure 2 shows the recent planning history within the allocation boundary considered to be relevant to the proposed allocation:

Application 83480/FULL/2014

Land at Clay Lane Nurseries, Thorley Lane, Timperley WA15 7AF

Proposal: Change of use from garden nursery to airport car parking

Status: Refused February 2015, but subsequently approved on appeal June 2015.

Application 88639/OUT/16

Land at Dobbinets Lane Hale WA15 7TU

Proposal: Residential development off Dobbinets Lane, comprising 13 dwellings

Status: Application withdrawn December 2016.

Application 89944/OUT/16

Land at World of Pets, Thorley Lane, Timperley WA15 7PJ

Proposal: Residential development comprising 23 dwellings

Status: Refused February 2017.

Application 86620/FUL/15

Land Adjacent To 74 Ridgeway Road Timperley WA15 7HD

Proposal: Residential development comprising 2 dwellings

Status: Disposed January 2019.

Application 99326/COU/19

Land at Holly Tree Cottage, Clay lane, Timperley WA15 7TS

Proposal: Change of use from residential dwelling (Use Class C3) to serviced accommodation (Use Class C1) at Holly Tree Cottage, Clay Lane

Status: Approved with conditions May 2020.

Application 99353/COU/19

Land at Paddock Farm, Wellfield Lane, Timperley WA15 7AD

Proposal: Change of use from residential dwelling (Use Class C3) to serviced accommodation (Use Class C1) at Paddock Farm

Status: Approved with conditions May 2020.

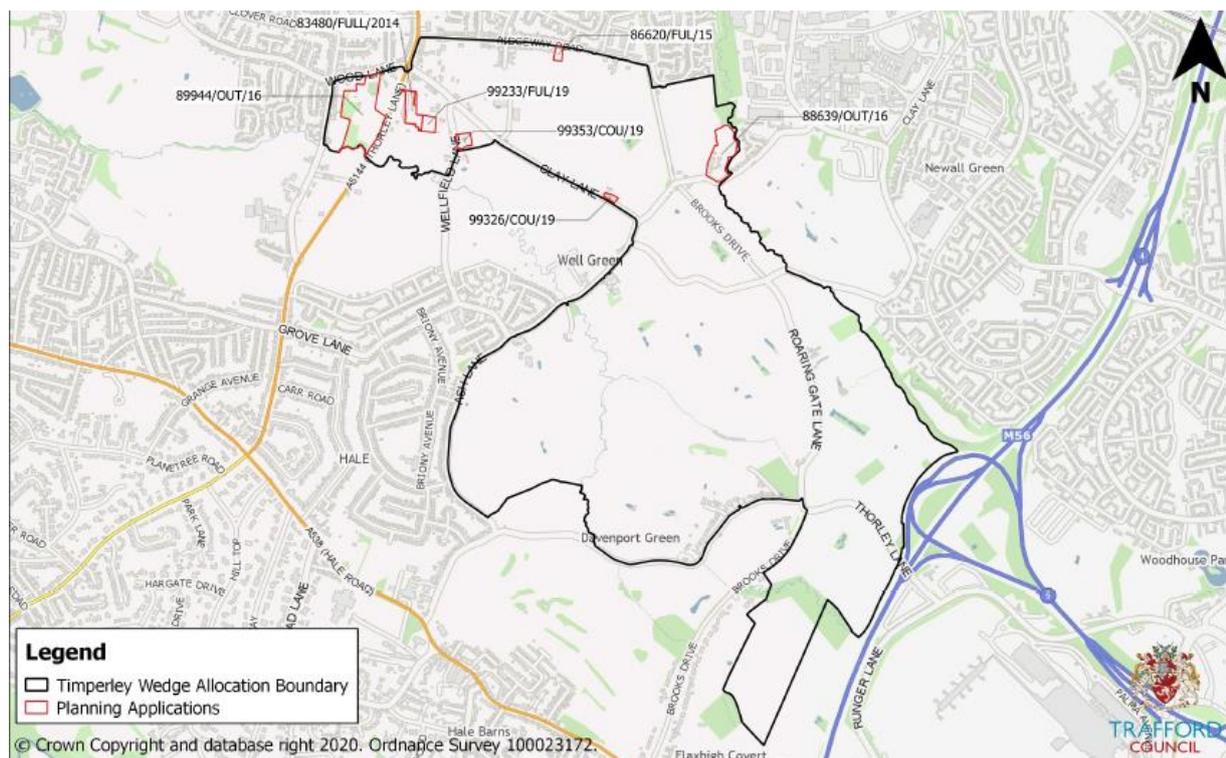
Application 99233/FUL/19

Land at Clay Lane Nurseries, Thorley Lane, Timperley WA15 7AF

Proposal: Change of use of land from nursery use to a mixed use of airport car storage, builder's storage and nursery use

Status: Refused February 2020. Appeal lodged then Dismissed July 2020.

Figure 2: Planning applications at Timperley Wedge



7.0 GMSF 2019 Consultation Responses

7.1 The consultation responses and consultation summary report , October 2020 is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

7.2 A total of 944 comments were submitted on the Timperley Wedge allocation.

7.3 Comments supporting the Timperley Wedge allocation said it will help meet the shortfall in residential and commercial development and also that it is on the edge of an existing settlement close to amenities and the airport. There were also supportive comments made recognising that there is high market demand for the type of development proposed and support for more investment in public transport. Some comments supported development of HS2 and the Metrolink extension and the allocation taking advantage of the growth and investment generated by these projects as well as taking advantage of employment growth at the Airport. The majority of landowners within the allocation boundary area sent in a response in support of the development.

7.4 There was support for affordable housing in the area, with responses stating that the (then) 30% requirement should be higher because it is an expensive area.

- 7.5 A large number of people objected to Green Belt loss, particularly its role as an important green buffer filtering noise and air pollution created by the expanding Airport from residential areas. Concerns were also raised that this is the final green space between Altrincham and Manchester Airport. Other objections to Green Belt loss stated that it is wrong to build on Green Belt until all other options have been exhausted and that Trafford has a relatively small percentage of Green Belt compared to other Greater Manchester boroughs. There were also comments saying that there is a danger of merging the character of different residential areas together and that instead of developing on Green Belt, more brownfield land and empty homes should be identified.
- 7.6 Concerns were raised that the roads are already too congested and they will not cope with the additional traffic the development would bring to the area. There were objections to roads being widened and the destruction of trees and hedgerows along the country lanes as a result of this. There were also concerns raised that existing infrastructure such as doctors, dentists, Wythenshawe Hospital, police, fire department, schools etc. will not cope with increased pressures from the new development and that these need more investment.
- 7.7 Comments were made that development will harm the environment, wildlife habitats, landscape character and ancient trees/hedgerows. However it was noted there are opportunities for biodiversity net gain. There were also comments that the proposals will remove green open space including existing playing fields that people enjoy.
- 7.8 It was questioned whether the site can accommodate the proposed quantum of development without harm to heritage assets and that this needs further investigation.
- 7.9 Other concerns included increased air pollution and increased flood risk. However it was suggested there are opportunities for net gain in flood storage for the wider catchment and/or actively reducing flood risk impacts downstream.

8.0 GMSF 2019 Integrated Assessment

- 8.1 The Integrated Assessment (IA) document is available here:
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

- 8.2 The IA reviewed how the draft GMSF 2019 policies could impact upon the environment, the economy, local communities/wider society, equality/discrimination and public health against a set of IA objectives. The IA also recommended ways in which the GMSF 2019 could be improved to ensure policies are as sustainable as possible.
- 8.3 The allocation policy performed positively against the IA objectives relating to housing, employment, transport investment, sustainable transport, deprivation, equality of opportunity, health, social infrastructure, education, biodiversity, green infrastructure, flooding, water resources, energy efficiency and the historic environment.
- 8.4 The policy wording performed negatively against the IA objective for improving air quality because an Air Quality Management Area is adjacent to the allocation.
- 8.5 The policy performed negatively against ensuring that land resources are used in an efficient way (IA objective 17) because the site is greenfield in Grade 3 agricultural use and so does not support development of previously developed land, protect best/most versatile agricultural land or encourage development of derelict/contaminated land.
- 8.6 The policy performed neutral against the IA objectives relating to utilities/digital infrastructure, climate change, low carbon energy, consumption of resources and waste.
- 8.7 IA recommended changes to strengthen the policy for the Timperley Wedge allocation including:
- Reference links to wider green network.
 - Make specific reference to energy efficiency of housing stock.
 - Consider how housing land can enhance workforce skills and training.
 - Consider feasibility study into requirements of local utilities/digital infrastructure to support development.
 - Benefits from the development should be maximised to benefit deprived areas.
 - Ensure new community infrastructure is accessible to all and that local capacity is considered throughout future masterplanning stages.
 - Seek to minimise the number of trips by private car to/from the site.

- A suitable flood risk assessment may be required and appropriate flood risk mitigation should be implemented for all developments within or near to areas of flood risk.
- Make reference to low carbon and renewable energy.
- Consider heritage assets throughout detailed design to reduce risk throughout construction phases.
- Consider how development of Previously Developed Land (PDL) sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL).
- Investigate whether impacts on grade 3a agricultural land can be avoided/minimised.
- Promote sustainable construction methods.
- Consider waste and recycling facilities in design.

8.8 It is important to note that the GMSF 2019 IA was focusing on each policy in isolation from other policies and that many of the recommended changes for the Timperley Wedge allocation policy were already addressed by other GMSF 2019 policies. However some wording changes to the allocation policy for Timperley Wedge in GMSF 2020 have been made as a result of the GMSF 2019 IA to improve links with the wider green network, infrastructure phasing and flood risk.

9.0 GMSF 2020 Integrated Assessment

9.1 Taking the findings of the GMSF 2019 Integrated Assessment (IA) into account, the policy wording for the allocation in GMSF 2020 was strengthened in the following areas:

- A local labour and skills plan/agreement will now set out how employment and training opportunities for local people (particularly through the construction phase of the allocation) can be created.
- Appropriate solutions to providing decentralised low carbon heat and energy as part of the new development will need to be explored and delivered.
- The design of new buildings and development layouts will be required to maximise the amount of renewable energy that can be generated via green technologies, and linked to the supply of electric vehicle charging infrastructure.
- Provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points will now be required.

- 9.2 The IA of the GMSF 2020 is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>. The changes to the Timperley Wedge GMSF 2020 allocation policies scored more positively than in 2019. These changes have been retained in the PfE Plan 2021.
- 9.3 A 2021 PfE Integrated Appraisal Addendum has been produced and has reviewed the changes made between GMSF 2020 and PfE 2021. As there have been no substantial changes to this specific allocation between GMSF 2020 and PfE 2021 and the 2020 IA recommendations which had been incorporated into the GMSF 2020 remain in the PfE Policy, there has been no change to the assessment of this Policy in relation to the IA Framework since 2020.

Section B – Physical

10.0 Transport

Transport Connectivity

- 10.1 The existing roads through the site are limited in capacity and do not provide a strategic link between Altrincham and Timperley to the north and Manchester Airport and communities to the south. A new spine road will link Timperley and the proposed interchange for HS2 and NPR at the Manchester Airport Station. The spine road will be a key route for bus services with the potential for future rapid bus transit. Other routes will be enhanced to promote pedestrian and cycling connections.
- 10.2 The allocation currently has a number of footpaths and rights of way within it. Although Brooks Drive is not a public right of way, it is an important existing route for pedestrians and cyclists. Existing footpaths and rights of way shall be retained and enhanced. Additional routes provide recreation opportunities and link up to public transport including Metrolink stops.
- 10.3 Timperley Wedge will link up to the surrounding cycle and pedestrian network including the TFGM (Transport for Greater Manchester) routes, the National Cycle Network routes and the proposed Bee Network, which is a proposal to have a fully joined up cycling and walking network across Greater Manchester.
- 10.4 Currently the closest Metrolink stops to the allocation are at Altrincham, Roundthorn and Manchester Airport, which are all in excess of 20 minutes walking travel time. TFGM is planning to extend the existing Metrolink network with three new stops as a new western leg route to Manchester Airport. Two of these stops will be located within the allocation close to Davenport Green and the HS2 Manchester Airport Station and integrated into the development

Transport Locality Assessment (2020)

- 10.5 The Locality Assessment for the Timperley Wedge allocation has been carried out as a joint assessment with the adjacent Medipark allocation within Manchester. As both allocations will collectively impact on existing road infrastructure in both areas the mitigations proposed address both site specific transport requirements as well as more strategic proposals. The Locality Assessment for Trafford is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

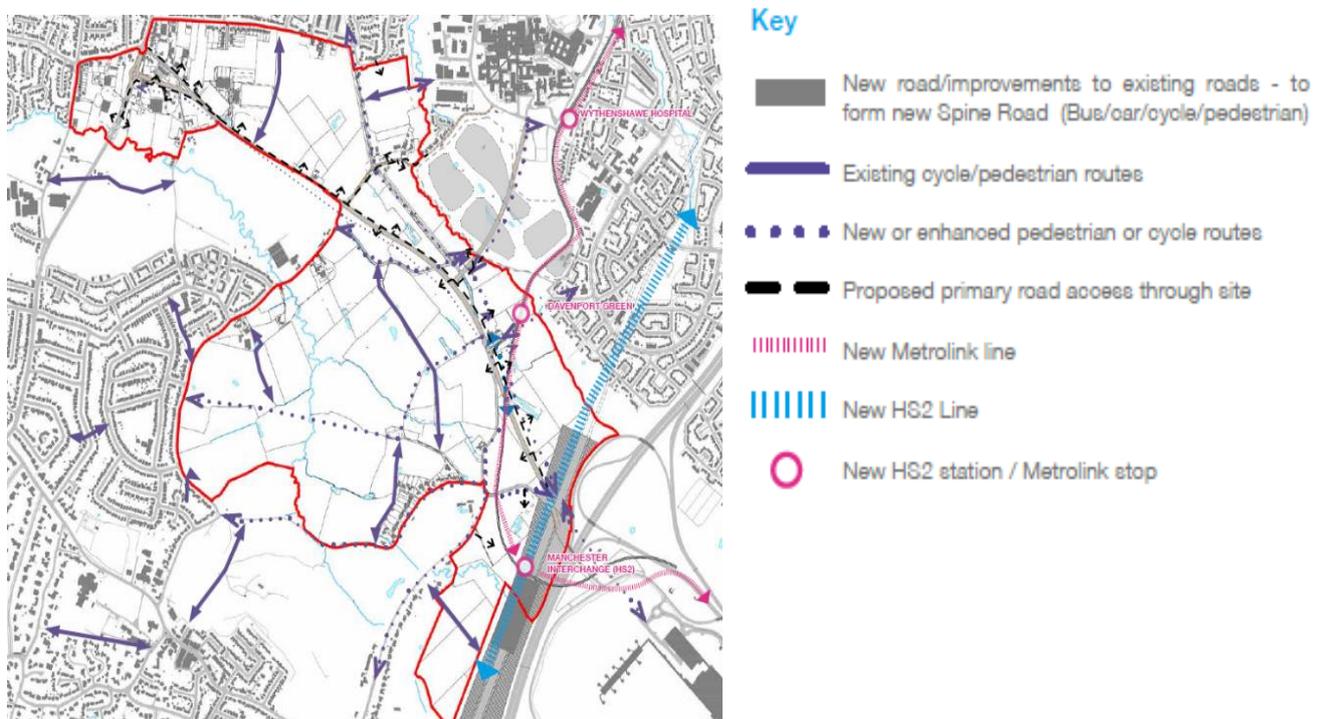
- 10.6 The Locality Assessment assessed new trip generation and distribution of traffic as a result of development on the site. The Locality Assessment concluded that development of the allocations at Timperley Wedge and Medipark (both in isolation and in consideration of the cumulative impacts with other nearby PfE 2021 allocations) are expected to materially impact both the strategic and local road networks.
- 10.7 The impact on the strategic road network is expected to be concentrated between junctions 3 and 6 of the M56. The local road network impacts are expected to mostly be on the road network adjacent to Manchester Airport (i.e. the links immediately north of the site including Dobbinetts Lane and the routes to the west of the site including Thornley Lane). Through the site itself a new spine road to take traffic away from the existing country lanes and upgrades to parts of Clay Lane will be the main interventions needed. Masterplanning has used this indicative route to illustrate how development parcels could be accessed directly from the road. However further Transport Assessments would be required as part of planning applications to provide more definitive route and access points. In addition, further work will be needed to establish how the spine road route would interact with the Metrolink line and HS2 Manchester Airport Station.
- 10.8 The modelling and analysis work undertaken has used what it considers to be a 'worst case' scenario (which does not take into full account the extensive opportunities for active travel and public transport improvements in the wider area). Based on this modelling a series of mitigation measures have been developed and tested to address the expected network congestion impacts on both the strategic and local road networks.
- 10.9 To support Timperley Wedge and Medipark, the local junction modelling undertaken as part of the Locality Assessment has identified the following list of mitigation measures:

Table 1: Mitigation Measures from Locality Assessment

Mitigation	Description
Site Access	
Alder Drive	T Junction
Dobbinetts Lane	Priority three arm junction
A5144 Thorley Lane/Clay Lane/Wood Lane	The link road access to the west of the site is proposed to create a new access onto Thorley Lane south of the junction with Clay Lane and Wood Lane. The new access would be a mini roundabout. The roundabout at Clay Lane and Wood lane would remain as it is and Clay lane will be changed to access only and blocked off at its junction with the new spine road.
Necessary Strategic Interventions	
Timperley Wedge Spine Road	To support the site a new spine road through the centre of the site is proposed, which runs from Thorley Lane in the north (new three arm roundabout), across the M56 motorway, to Runger Lane in the south
Roundthorn Medipark Spine Road	To support the site a new spine road through the centre of the site is proposed, which runs from Floats Road in the north (new signalised junction), across Whitecarr Lane, to Timperley Wedge Spine Road in the south (signalised junction). Including bridge over Fairywell Brook
Supporting Strategic Mitigations	
Bus Rapid Transit (BRT)	BRT link from Altrincham to Manchester Airport through site, running along spine road.
Metrolink Western Leg Extension	Metrolink western leg extension from Roundthorn to Newall Green/Timperley Wedge, including a turnback.
Necessary Local Mitigations	
Whitecarr Lane	Blocking access to through traffic
Clay Lane/Barnacre Avenue	Blocking access to through traffic
Clay Lane	Blocking access to through traffic. The new Timperley Wedge Spine Road will provide a new access on to Thornley Lane at the western end of the site south of the junction with Clay Lane and Wood Lane. It is proposed therefore to block access to through traffic at this point (also see mitigation at junction 17 A5144 Thornley Lane/Clay Lane/Wood Lane).
Dobbinetts Lane / Floats Road	Replace the three arm priority junction with a three arm signalised junction

Mitigation	Description
Dobbinetts Lane	It is proposed to widen Dobbinetts lane to a suitable standard; this will require widening of specific sections rather than the whole length. The upgrade will provide a route to a suitable standard to accommodate the level of traffic from both GM3.1 and GM3.2.
Thorley Lane/Runger Lane	Separate left turn stage from Thorley Lane to run with Thorley Lane North arm
Terminal 2 Roundabout	Replace the existing priority roundabout with a fully signalised roundabout.
Bus gate at Clay Lane	Bus gate giving priority to BRT services along Clay Lane
Provision for future Bus Rapid Transit (BRT)	BRT proofing Timperley Wedge Spine Road; also provision of BRT stops.
Bus service improvements	Extension of 102 through the site at current 2 buses per hour
Metrolink stop	Metrolink stop on Western Leg extension to serve allocation
Strategic Road Network (SRN) Interventions	
M56 Junction 3	A new free flow bypass lane from the western local road arm to the M56 on slip and localised widening on the eastern arm.

Figure 3: The indicative vehicle access points from the spine road and the existing and proposed active routes



Transport Locality Assessment Addendum 2021

- 10.10 The conclusions of the Transport Locality Assessment 2020 have been reviewed for PfE 2021 to ensure they remain valid following changes from the GMSF 2020, primarily the withdrawal of Stockport Council and therefore the removal of the proposed Stockport allocations. Full details are in the Addendum report available at: www.greatermanchester-ca.gov.uk/placesforeveryone
- 10.11 The review did not identify any significant changes in the modelling or proposed transport interventions. A minor change has been made to the proposed mitigation at Junction 3a of the M56 and an indicative mitigation scheme has also been included for Junction 6 of the M56.
- 10.12 At the M56 Junction 6 work is also underway as part of a study to develop a strategic approach to mitigate the significant impacts of HS2, NPR and other major developments including PfE and Airport City in the vicinity of Manchester Airport, all of which will impact the M56 Junction 6 area. This multi modal highway and transport study will develop an approach to mitigating the impact on the M56 which can be implemented in phases over a period of time as developments are realised.
- 10.13 As with the previous Locality Assessment, full Transport Assessments will be required for the development plots to consider the issues in more detail and ensure the potential mitigation measures remain appropriate as the allocation moves through the planning process. The allocation will also need to be supported by continuing wider transport investment across Greater Manchester.

11.0 Flood Risk and Drainage

- 11.1 The Greater Manchester Strategic Flood Risk Assessment (SFRA) highlighted the key strategic flood risks and recommended key priorities for intervention taking account of previous, existing and planned interventions. The SFRA focused on the management of flood risk issues of importance to Greater Manchester as a whole and did not include any site specific references to Timperley Wedge. The SFRA is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>
- 11.2 The majority of the allocation is in Flood Zone 1 (i.e. land assessed as having a lower than 1 in 1000 annual probability of river flooding) and is the lowest risk flood zone. Development is not proposed on flood zones 2 and 3.

- 11.3 Small sections of the site contain flood zones 2 and 3, including Fairywell Brook and Timperley Brook. Existing flood risk at Fairywell Brook is at low lying land near the intersection with Dobinetts Lane and also where it intersects Whitecarr Lane. The Masterplan proposes the areas at Whitecarr lane and Dobbinetts lane are left undeveloped as green infrastructure areas.
- 11.4 Flood zone 3 along Timperley Brook covers a stretch of land to the east of Clay Lane/Ash Lane that is to be retained as Green Belt. Remediation works may be necessary to prevent flooding downstream.
- 11.5 There is existing flood risk from surface water on Clay Lane and also where Timperley Brook approaches Roaring Gate Lane. During periods of substantial rainfall, new surface water tributaries of Timperley Brook develop, and in some places these cross into proposed development land.
- 11.6 Development of the Timperley Wedge allocation will be required to address flood risk and water management through the design and layout of development and in accordance with a comprehensive drainage strategy. The strategy must demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / Supplementary Planning Document.
- 11.7 Flood risk management measures could include allocating land for water storage within the landscape through Sustainable Drainage Systems (SuDS). As the site is not directly adjacent to these areas downstream that are affected by flooding, landscaping to create more storage is likely to be more effective than walls or conveyance improvements. It would also be more cost effective and provide wider natural capital benefits. However careful consideration needs to be given to a risk of bird strike from any open water areas given the close proximity of Manchester Airport. Surface water drainage issues on Timperley Brook can be largely managed within green infrastructure and drainage issues will need to be well managed within any proposed development areas. A swale SuDS scheme along the route of the new spine road through the site will also help address existing and future risks of surface water flooding.

12.0 Ground Conditions

12.1 The land is broadly flat. Moreover, the land is primarily greenfield and has been used for agricultural or sporting facilities such that it is not anticipated that there will be any constraints associated with pollutants. Detailed assessments of the ground conditions will be undertaken prior to the submission of any future planning application(s).

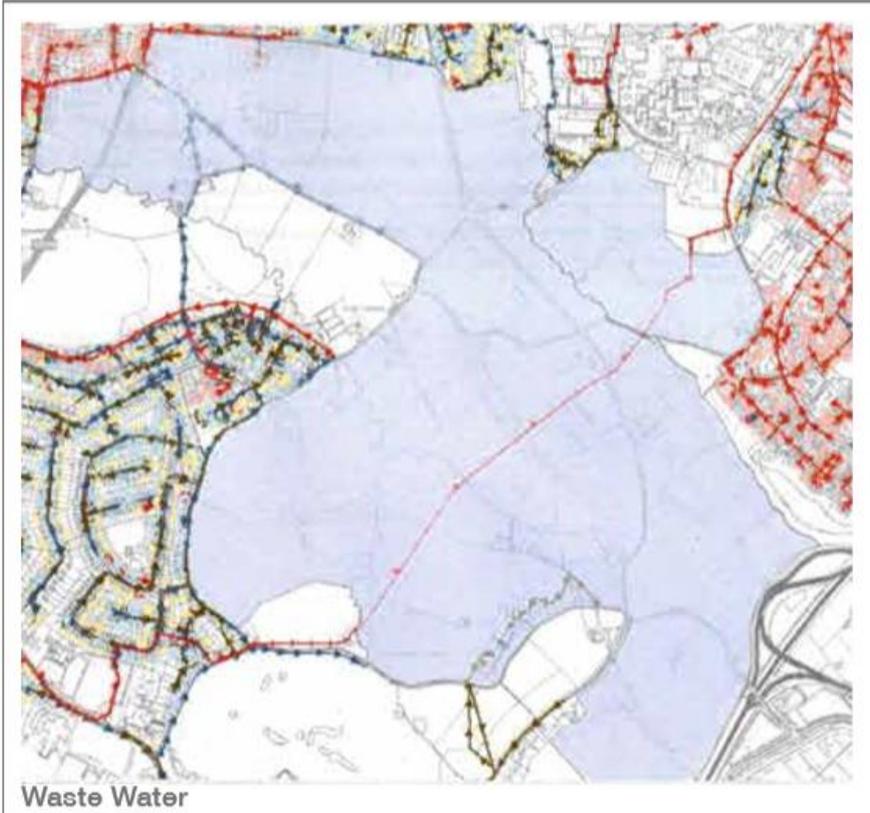
13.0 Utilities

13.1 United Utilities has provided direct input into the masterplanning process. The allocation currently has limited utilities infrastructure due to its primary use as farmland. Improvement to the utilities provision will be required to support development on the site. An existing United Utilities sewer which is pressurised crosses the centre of the area east to west as set out in figure 4 (on page 26). This needs to be avoided and an appropriate easement gap considered by any development layout. An existing easement also runs along the northern section of Brooks Drive. Care will need to be given to how new developments tie into existing networks. Early infrastructure improvements should also take into account later phased works to provide capacity for later developments to tie in to it. Developments towards the south will require more infrastructure provision than those further north.

14.0 Other Constraints

- 14.1 Maximum heights of buildings will need to be within the parameters as defined by their proximity to Manchester Airport to ensure flight safety. Building height is limited to 15m in the south and east of the site and 45m in the north-west. Any heights in excess of these parameters are subject to consultation with Manchester Airport.
- 14.2 Existing overhead power lines run across the southern parts of the allocation north-west to south-east and west to east across the centre of the site. The appropriate easements will need to be considered as part of any planning application(s).

Figure 4 Line of existing Sewer across Timperley Wedge



Section C – Environmental

15.0 Green Belt Assessment

- 15.1 To deliver the scale of growth required to meet the housing and employment needs of Trafford and other GM authorities covered by the PfE 2021, some Green Belt land will need to be released.
- 15.2 At Timperley Wedge, Green Belt release is required to deliver the proposed development and new Green Belt boundaries will therefore be established. The boundaries will, where possible, utilise existing strong defensible features (such as roads or tree belts) or they will be created / strengthened through green infrastructure and landscaping. A strategic Green Belt corridor will be retained throughout the allocation separating new development from Hale Barns.
- 15.3 The proposed revision to the Green Belt has been informed by several studies undertaken by consultants (LUC):-
- The Greater Manchester Green Belt Assessment July 2016
 - Stage 2 Greater Manchester Green Belt Study Assessment of proposed 2019 GMSF Allocations – September 2020
 - Stage 2 Greater Manchester Green Belt Study Addendum Assessment of proposed 2020 GMSF Allocations – September 2020
 - Stage 2 Greater Manchester Green Belt Study Contribution Assessment of Proposed 2020 GMSF Green Belt Assessment Additions - September 2020
 - Stage 2 Greater Manchester Green Belt Study Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions September 2020
 - Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial Use of the Green Belt September 2020
 - Stage 2 GM Green Belt Study – Cumulative Assessment of Proposed 2021 PfE Allocations and Additions
- 15.4 These documents are available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

GM Green Belt Assessment 2016

15.5 The Greater Manchester Green Belt Assessment 2016 assessed the extent to which the land within it performed against the purposes of Green Belts, as set out in the National Planning Policy Framework (2012). Timperley Wedge was included within Strategic Green Belt Area 24 of the assessment. The assessment was undertaken against 4 of the purposes of Green Belt and each strategic area was assessed and scored with a rating from strong through to moderate and then weak. The results were as follows:

- Purpose 1: To check the unrestricted sprawl of large built up areas: **Strong**
- Purpose 2: To prevent neighbouring towns from merging into one another: **Moderate**
- Purpose 3: To assist in safeguarding the countryside from encroachment: **Weak-Moderate**
- Purpose 4: Preserving the setting and special character of historic towns: **Weak**

Stage 2 GM Green Belt Assessment of proposed 2019 GMSF Allocations

15.6 In 2019 LUC carried out a study to assess the potential harm to the Green Belt that could result from the release of Green Belt land within allocations proposed in the GMSF 2019.

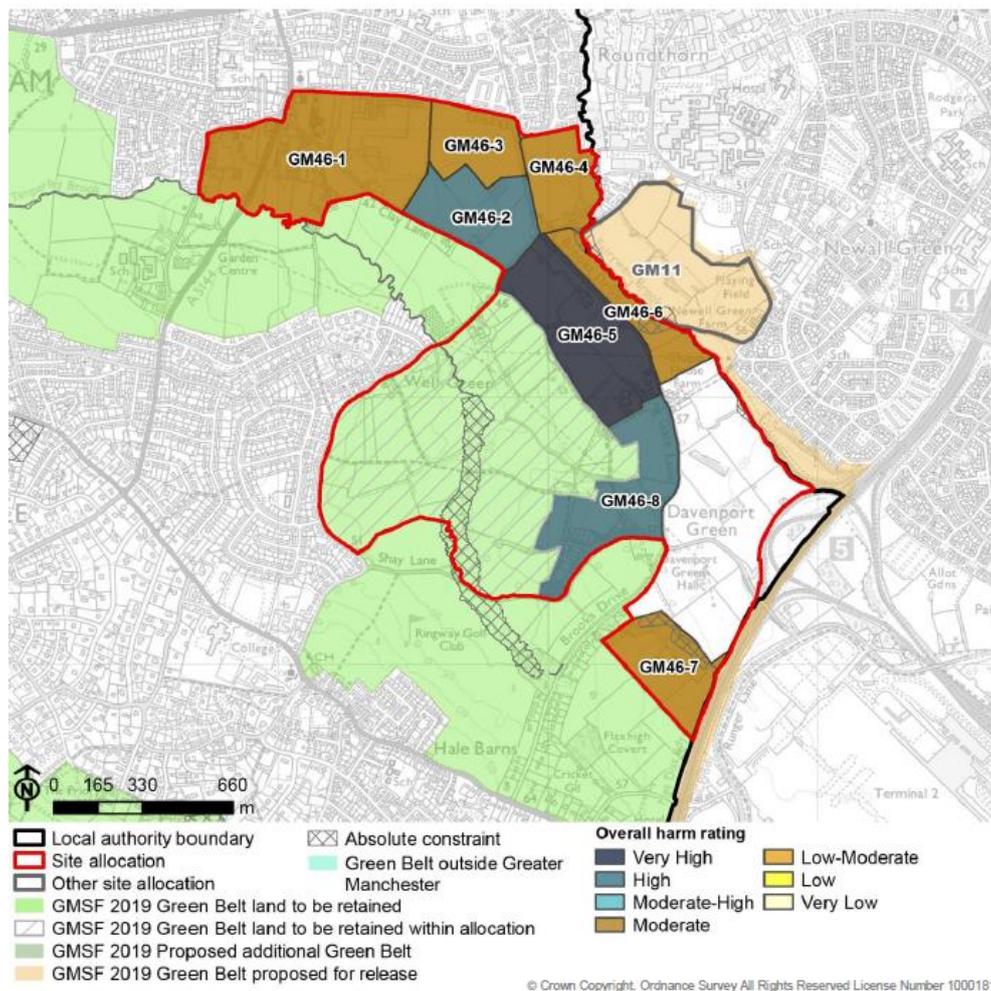
15.7 A summary of the overall harm to the Green Belt as a result of the release of specific parcels is set out below. The location of the parcels can be identified in Figure 5.

- **GM46-1, Land to the south of Ridgeway Road:** The overall harm to the Green Belt from release of this sub-area would be **Moderate**. Release of this sub area would constitute relatively limited sprawl and encroachment on the countryside, and a relatively limited impact on preventing the merger of towns. It would constitute a minor weakening of retained Green Belt land.
- **GM46-2, Land to the north of Clay Lane and west of Dobbinets Lane:** The overall harm to the Green Belt from release of this sub-area would be **High**. Release of this sub area would constitute relatively significant sprawl and encroachment on the countryside, and a relatively significant impact on preventing the merger of towns. The release would constitute a minor weakening of retained Green Belt land.
- **GM46-3, Land to the north of Ridgeway Road and to the west of Brooks Drive:** The overall harm to the Green Belt from release of this sub-area would be

Moderate. Release of this sub area would constitute relatively significant sprawl and encroachment on the countryside, and a moderate impact on preventing the merger of towns. The release would constitute a negligible weakening of retained Green Belt land.

- **GM46-4, Land to the south of Alder Drive:** The overall harm to the Green Belt from release of this sub-area would be **Moderate**. Release of the sub-area would constitute relatively significant sprawl and encroachment on the countryside, and a moderate impact on preventing the merger of towns. The release would constitute a negligible weakening of retained Green Belt land.
- **GM46-5, Land along Whitecarr Lane and Roaring Gate Lane:** The overall harm to the Green Belt from release of this sub-area would be **Very High**. Release of this sub area would constitute significant sprawl and encroachment on the countryside, and a significant impact on preventing the merger of towns. It would constitute a moderate weakening of retained Green Belt land.
- **GM46-6, Land bounded by Brooks Drive, Dobbinnets Lane and Whitecarr Lane:** The overall harm to the Green Belt from release of this sub-area would be **Moderate**. Release of this sub area would constitute relatively significant sprawl and encroachment on the countryside, and a moderate impact on preventing the merger of towns. The release would constitute only a negligible weakening of retained Green Belt land.
- **GM46-7, Land to the south of Thorley Lane:** The overall harm to the Green Belt from release of this sub-area would be **Moderate**. Release of this sub area would constitute moderate sprawl and encroachment on the countryside, and a relatively limited impact on preventing the merger of towns. The release would also constitute a minor weakening of retained Green Belt land.
- **GM46-8, Land to the west of Roaring Gate Lane:** The overall harm to the Green Belt from release of this sub-area would be **High**. Release of this sub area would constitute relatively significant sprawl and encroachment on the countryside, and a relatively significant impact on preventing the merger of towns. It would constitute a minor weakening of retained Green Belt land.

Figure 5 Harm of proposed Green Belt release in GMSF 2019 for Timperley Wedge by land parcel



Stage 2 GM Green Belt Addendum Assessment of proposed 2020 GMSF Allocations

15.8 A further report in the Greater Manchester Green Belt Study is the ‘Addendum: Assessment of the Proposed 2020 GMSF Allocations’. This report considers if there should be a change to Green Belt Harm ratings from those in 2019 as a result of changes made to the proposed Allocation boundaries and areas of Green Belt release from 2019 to those in the draft GMSF 2020.

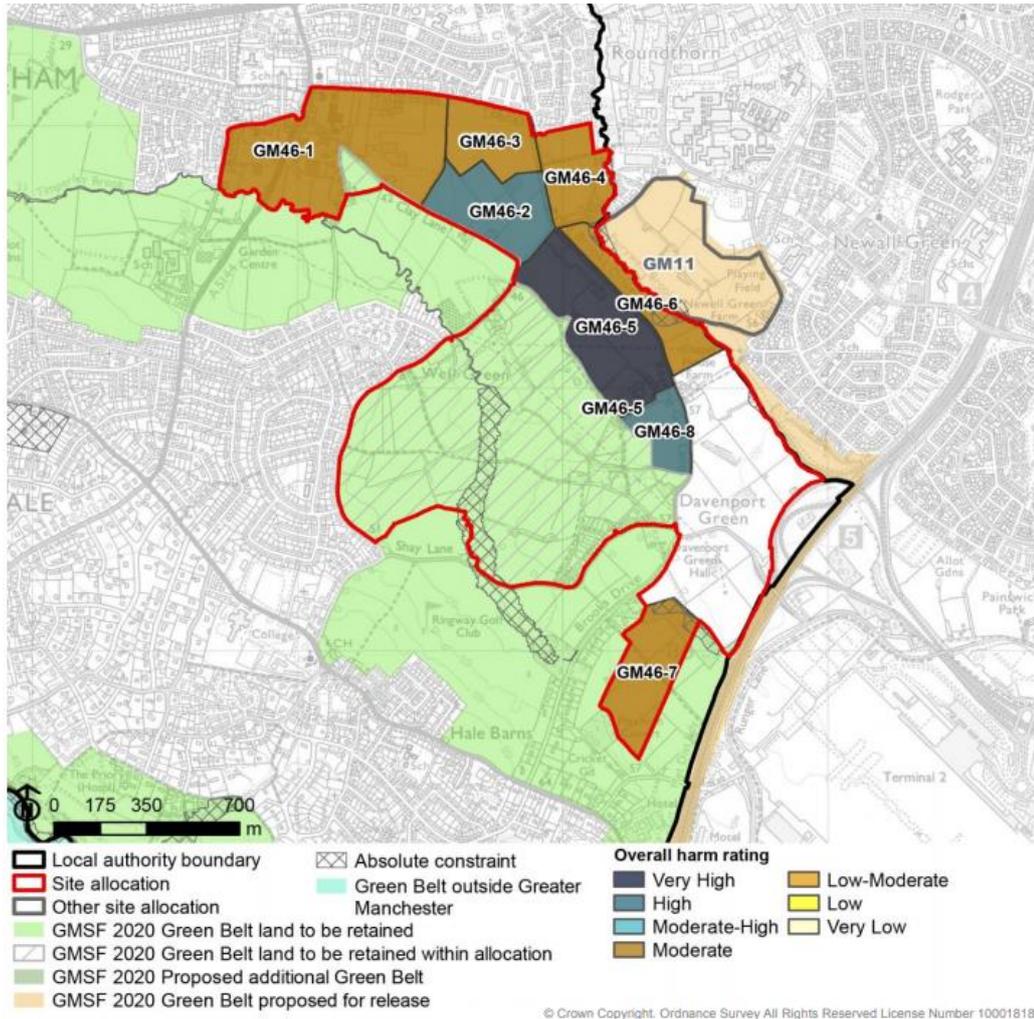
15.9 At Timperley Wedge changes from the 2019 to the 2020 GMSF were made as follows:-

- A small triangle of land to the south of the junction of Clay Lane and Wellfield Lane, although still within the Allocation area, will remain in the Green Belt.
- The area, approximately 12 ha, directly north of properties on Shay Lane, in the southern part of sub-area GM46-8, and a well-tree covered area of land to the

north of this, surrounding the dwelling called Davenport Green Farm, will now remain in the Green Belt.

- At the southern end of the Allocation, the land proposed as Safeguarded Land has been amended to extend further south, to the edge of Flaxhigh Covert, but with retention of more Green Belt land alongside the M56.

Figure 6 Harm of proposed Green Belt release in GMSF 2020 for Timperley Wedge by land parcel



15.10 The assessment of Green Belt harm for the 2020 allocation and changes from the 2019 allocation made the following analysis:

- The retention of a small area of GM46-1 in Green Belt will result in a slightly stronger Green Belt boundary formed by Clay Lane and Wellfield Lane rather than a footpath, but this is too localised to have any bearing on the harm of releasing the rest of this sub-area, which was assessed as moderate on the basis of the 2019 GMSF Allocation boundaries.
- The extent to which GM46-7 is contained by inset areas and urbanising washed-over development (along Brooks Drive) limits the harm caused by any release of

land in this area. Although the proposed amendment will take the inset area closer to Hale Barns, the extent of existing washed-over development along Brooks Drive limits this and resulting impact on the adjacent Green Belt to minor, and therefore the harm from release of this altered sub-area will still be moderate overall.

- Although it will have a well-treed boundary to the south, the reduced GM46-8 will still have a weaker boundary to the west. The reduction in area means that there will be less impact on the settlement gap between Hale and Wythenshawe, but there will still be an impact on adjacent Green Belt land, and the harm of releasing this sub-area will still be high.
- There is a very small reduction in the area of GM46-5 and release of this area is still considered to result in very high harm to the Green Belt.

Note:- Consultants LUC have produced an Addendum Green Belt study for PfE but as Timperley Wedge has not been changed since GMSF 2020 this is not applicable to this allocation.

Stage 2 GM Green Belt Study – Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions and Stage 2 GM Green Belt Study – Cumulative Assessment of Proposed 2021 PfE Allocations and Additions

15.11 The Greater Manchester Green Belt Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions Report (September 2020) assessed the combined effect of releasing proposed allocations and the designation of new Green Belt, as proposed within the 2020 GMSF. For information there are no Green Belt additions proposed in the vicinity of Timperley Wedge that affect this assessment. In the Assessment, allocation GM46 (now renamed JPA 3.2 in PfE 2021) Timperley Wedge was included within Strategic Green Belt Area 24 (SGBA 24). Other allocations within this Area are GM10 Global Logistics (renamed in PfE JPA10) and GM11 Roundthorn Medipark Extension (renamed in PFE JPA 3.1).

15.12 The study considered the cumulative harm on SGBA 24 against the four purposes of Green Belt identified in the NPPF. In summary the results showed :-

- Purpose 1: there was some narrowing of the Green Belt in this location, weakening the strength of the Green Belt to prevent urban sprawl
- Purpose 2: the gap was reduced at one of its narrower points between Wythenshawe/Broomwood/Hale weakening the potential for these

neighbourhoods to merge. However strategically there is no impact on merger to settlements in the south

- Purpose 3: a reduced gap weakens the connectivity of the surrounding Green Belt in the north but not the south
- Purpose 4: Green Belt release would detract from the wider setting of the historic settlements of Hale and Northenden but its release would not diminish components important to their historic character
- In PfE 2021 the proposed 41.28 ha Green Belt Allocation GM37 – Heald Green now lies outside of the PfE Plan area and is not part of SGBA 24. There are no changes to the analysis as a result of this change

15.13 Overall the study concluded that SGBA 24 still serves purposes of Strategic Green Belt.

Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial Use of the Green Belt September 2020

15.14 In 2019 consultants LUC carried out an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt within 2km of the allocation sites. The study considered opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land thereby enabling some mitigation for the loss of Green Belt.

15.15 The potential Green Infrastructure (GI) opportunities in the Green Belt relevant to Timperley Wedge identified in the assessment include:

- A circular footpath could be introduced along the settlement boundary of Hale and Altrincham.
- Short extensions to existing Public Rights of Way (PRoW) such as links with Timperley Moat, King George V Pool and across Timperley Brook.
- A new PRoW along Timperley Brook and the River Bolin. Improved access could be further developed into a linear riverside park.
- Enhancement and extension of the TfGM (Transport for Greater Manchester) cycle network route on Brooks Drive.
- Resurfacing National Cycle Network (NCN) Route 85 adjacent to Manchester Airport tunnels.

- Introduction of footpaths and crossing points to help promote pedestrian movement such as interventions at the Green Lane and Thorley Lane junctions.
- Improvements to local playing fields along the Hale Barns settlement edge. Playing fields within the proposed release of Green Belt should be retained and enhanced where practicable.
- Potential for the creation of a rural park within the retained Green Belt to the north east of Hale.
- There may be opportunities to expand the ponds and grasslands associated with the Site of Biological Importance (SBI).
- Opportunity to introduce a Sustainable Drainage System (SuDS) strategy utilising nature-based solutions.
- King George V Pool could be managed and improved to enable a locally important ecological designation.
- Existing historic field boundaries and associated features should be retained and actively maintained and historic field boundaries restored or reinstated to enhance the legibility of historic landscapes.
- Green buffers and green wedges of native woodland and shrub planting could be utilised at the junction between existing and proposed development.
- 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 Timperley Wedge and the surrounding Green Belt, particularly to the west, through woodland creation.

15.16 Many of these opportunities have either been included within the policy requirements for the allocation or are appropriate to be included in more detailed proposals as part of planning applications. The list of opportunities is not exhaustive and will be subject to review as part of further work, however it demonstrates that there are opportunities that can be delivered to help offset the loss of Green Belt.

How the Green Belt Studies have informed the revised Green Belt at Timperley Wedge

15.17 Findings from all of the studies and assessments on Green Belt have been used to minimise harm in relation to the remaining Green Belt. They have been used to inform a revised Green Belt boundary from that proposed in 2016 and also the location of indicative development parcels in the masterplanning process.

15.18 A strategic Green Belt gap between Sale/Wythenshawe and Hale will be maintained with a large part of the area providing a rural park where many of the opportunities for improving remaining Green Belt proposed by the report from consultants LUC will be implemented. Additionally, allocation policies will ensure the creation of strong, defensible Green Belt boundaries using landscape features to minimise encroachment upon the countryside, particularly along the western boundary of development in the centre of the allocation. This area is also proposed to have a significant east west green corridor running through it linking the rural park to Medipark; to the benefit of both biodiversity and sustainable active travel. This is set out in more detail within the masterplan. Both these measures will help to mitigate the very high harm rating to loss of Green Belt in the centre of the allocation.

15.19 The current proposed allocation would remove 100 hectares of land from the existing Green Belt; a reduction of 12% (14ha) from that proposed in GMSF 2019

Exceptional Circumstances

15.20 The Green Belt evidence is only one part of the evidence base and findings need to be balanced against other factors such as sustainability, viability and deliverability and local benefits which make up the exceptional circumstances for amending the Green Belt boundary.

15.21 The strategic case for seeking the proposed release of Green Belt to bring forward the allocations in the PfE 2021 Plan is set out in the Exceptional Circumstances Paper which is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>.

15.22 In addition to the strategic case there are also local circumstances that compliment this, and are considered to justify the release more specifically of Timperley Wedge.

15.23 The Timperley Wedge allocation will make a significant contribution to meeting Trafford's housing requirement in PfE 2021 and is a strategically important location in Greater Manchester close to the Manchester Airport and Medipark employment areas. The allocation also reflects Spatial Strategy policy JP-Strat 10 Manchester Airport.

15.24 The scale of development planned within Timperley Wedge and the large number of new homes that can be supplied alongside office employment allows the creation of

a new sustainable community creating jobs and new homes together in a strong and desirable market area to meet local needs. Its strong viability will provide a high proportion of affordable homes.

15.25 The allocation will deliver transport infrastructure improvements with a choice of active travel routes and sustainable modes such as metrolink and fast bus services improving east west connectivity and providing regenerative benefits to the wider area due to it being close to deprived communities to the east in South Manchester. Also provision of a school, local centre and health facilities within the allocation, will ensure that it can cater for the needs of new residents.

Safeguarded Land

15.26 The Timperley Wedge PfE 2021 Allocation Policy identifies an area of 'safeguarded land' around the HS2 Manchester Airport Station which is to be removed from the Green Belt, but which is not available for development within the plan period.

15.27 Paragraph 139 of the NPPF requires that plans need to be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period. The delivery of HS2 in this area will change the area significantly and it is sensible to safeguard this area so that future economic growth opportunities can be achieved beyond plan period as set out in the GM HS2 Growth Strategy (https://assets.ctfassets.net/nv7y93idf4jq/4sSHKQVxGMQuM488IMsWqG/cdc77581d9f6ce8d407b07976a2417e0/17-1060_HS2_Growth_Strategy.pdf)

15.28 The location of this area has been amended from the GMSF 2019 in order to maximise the opportunities of this potential developable land and fully capitalise on the benefits of HS2. As a result the Safeguarded Land total has slightly increased from 10 ha to 11 ha. The Policy specifies that the Safeguarded Land will not be available for development until the completion of HS2 and the completed development of the 2,500 homes and 60,000 sqm of office set out within the PfE Timperley Wedge allocation.

15.29 The HS2 Design Refinement Consultation in 2020 proposed four refinements to the design of the Western Leg of HS2 Phase 2B, one of which related to changes to the design of the Manchester Airport High Speed station. The update from the previous 2018 HS2 design proposals included a plan showing the woodland planting belt, between Brookes Drive and the HS2 Manchester Airport Station. This will also

become the boundary of the PfE 2021 Safeguarded Land and the new Green Belt boundary (see Appendix D).

16.0 Green Infrastructure

- 16.1 The Green Infrastructure Plan from the Timperley Wedge Masterplan shown in Figure 7 sets out the indicative location and extent of strategic open spaces proposed and illustrates the connecting corridors between open space, development and the existing areas of green infrastructure.
- 16.2 A large area of rural park land is proposed within the allocation that will remain in the Green Belt west of the development area, which is currently farmland. The new park will open up this green space to the surrounding communities to provide recreation opportunities and ecological benefits. The area for the new park includes a medieval deer park, identified in the Timperley Wedge Historic Environment Assessment and the Site of Biological Importance (SBI) at Davenport Green Ponds. These existing assets will be protected and enhanced within the setting of the rural park.
- 16.3 The park would accommodate a wide range of uses, including upgrading and widening existing footpaths to accommodate a range of uses including facilitating wheelchair and buggy access, cycling and horse riding. Other features could include bike trails, heritage routes with signage and play areas. A variety of landscape character areas would enhance biodiversity and offer opportunities for community involvement such as routes through farmland, wetlands, orchards and allotments. A new café and activity hub could create a focal point.
- 16.4 Green corridors are proposed throughout the allocation including a green corridor between and along Timperley and Fairywell Brook, and green corridors to Manor Farm Sports Fields, Medipark and the new rural park, Davenport Green Ponds SBI and connections to Altrincham. The green corridors will provide habitat connections, recreational routes, areas for Sustainable Drainage Systems (SuDS) and links between green spaces.

Figure 7 Green Infrastructure Plan



Key

-  Existing Hedgerow/Trees to be retained as far as possible
-  Retained Greenbelt
-  Retained Green Belt - New Rural Park
-  Key Green Corridors (Indicative)
-  New Green Belt boundary
-  Key Green Infrastructure Connections

17.0 Recreation

17.1 New play areas and sports facilities will be required to support the delivery of housing at Timperley Wedge. The existing sports pitches at Manor Farm within the allocation will be retained. The new rural park will be a key space for the natural environment, biodiversity and local open space.

17.2 For the 2,500 dwellings, there is a requirement for approximately 3 play areas for young people and 10 children's play areas based on current Trafford Core Strategy (2012) and emerging Local Plan policy.

18.0 Landscape

- 18.1 The allocation is within the character area called Wooded Claylands as defined by the Trafford Landscape Strategy (2004). Core Strategy Policy R2 ensures the protection and enhancement of Trafford's landscape character.
- 18.2 The allocation is designated as part of the Urban Fringe Farmland Landscape Character Type as identified within the Greater Manchester Landscape Character and Sensitivity Assessment 2018. It is further defined within the same assessment as Landscape Character Area 41: Altrincham and Hale. The predominant landscape characteristics of the allocation include a rolling, elevated farmland landscape with small to medium irregular shaped fields, remnant of parliamentary enclosure.
- 18.1 Guidance and opportunities from the Landscape Character and Sensitivity Assessment to consider within this Landscape Character Area include:
- Avoid siting development on highly visible skylines.
 - Ensure that the sense of separation the landscape provides between distinct settlements is retained.
 - Utilise areas of existing woodland to integrate new development into the landscape. Avoid sites designated for their nature conservation.
 - Consider the potential to restore less productive areas of farmland to lowland raised bog habitats.
 - 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.
 - Encourage woodland creation schemes on areas of low grade agricultural land, including through the Community Forest initiative.
 - Woodland planting along motorways and staggered blocks of planting should be used to help screen views of traffic and reduce noise.
 - Enhance public access and provide new informal recreational provision.
 - Protect the pockets of tranquillity and relative remoteness associated with the landscape and the role the Landscape Character Type plays as a rural backdrop and buffer between discrete urban areas.
 - Improve signage, interpretation and waymarking at areas used for informal recreation.

- Ensure any development is in keeping with the mainly rural character of the landscape in terms of form, density and vernacular.

19.0 Ecological/Biodiversity Assessment

- 19.1 Two Sites of Biological Importance (SBI) are located within the allocation. SBI is a non-statutory term for a locally valued site of biological diversity which are described as Local Wildlife Sites by the UK Government.
- 19.2 The largest SBI, Ponds at Davenport Green, is located in the centre of the proposed rural park area to remain in Green Belt. It is classified as a Grade B site by the Greater Manchester Ecology Unit (GMEU). The SBI is made up of a cluster of ponds and associated terrestrial habitat including marsh, grassland, hedgerows and streams. The ponds support the largest known population of great crested newts in Trafford together with other amphibians, aquatic invertebrates and a range of plant species. The site supports a range of pond habitats. These vary from small shallow ponds, to large open ponds and ponds with deep water all at different successional stages. Many of the ponds are UK Biodiversity Priority Habitats and the marsh is identified as a Greater Manchester Biodiversity Habitat.
- 19.3 A small part of the SBI is within the area proposed for Green Belt release due to its position adjoining proposed development on three sides and the need to create a strong robust Green Belt boundary to the development as explained in the above Green Belt section. The SBI is not proposed as a development parcel in the concept masterplanning and offers the opportunity as part of surrounding development to enhance the recreational and ecological value of this area as part of a green corridor linking the rural park through to the Fairywell Brook in Manchester as detailed above.
- 19.4 The smaller SBI, Davenport Green Wood is located in the south of the allocation, and is designated as ancient woodland, rated Grade A by the Greater Manchester Ecology Unit. This SBI is within the Safeguarded Land of the allocation which is not proposed for development within the PfE plan period. This area is subject to a Plan Review and delivery of HS2.
- 19.5 Davenport Green Wood and the trees lining Brooks Drive have Tree Protection Order (TPO) status. There are some small areas of TPOs on Clay Lane and Ash Lane on the edge of Hale Barns. There are historic hedgerows in the area and they will be maintained where possible.

- 19.6 Preliminary ecological assessment using a phase 1 habitat survey approach has been carried out by several landowners/site promoters. These have not raised any major issues preventing development. However these assessments were carried out some time ago and additional ecological information will be required prior to planning applications coming forward. Consequently, it would be premature at this stage to carry out detailed surveys.
- 19.7 The allocation will make appropriate provision for the long-term management of habitats and geological features. The allocation policy will require development to protect and enhance the habitats and corridors along Timperley Brook on land to remain in the Green Belt and also along Fairywell Brook.
- 19.8 Development must enhance ecology by delivering Biodiversity Net Gain in line with the requirements of NPPF and the forthcoming Environment Bill. This requires delivery of a minimum 10% biodiversity improvement as part of any development. Further work will be required prior to submission of planning applications to establish areas for protection.
- 19.9 Development must enhance the existing water bodies of Fairywell and Timperley Brooks that are monitored under the Water Framework Directive. These will be improved through renaturalisation, removal of barriers and tackling invasive species to create better connected ecological networks.

20.0 Habitat Regulation Assessment

- 20.1 A Habitat Regulation Assessment (HRA) was required for the GMSF as it is considered to have the potential to cause harm to the special nature conservation interest of European protected sites.
- 20.2 For Timperley Wedge the HRA for the GMSF 2020 reported that the allocation is too distant and too separated from any European sites for discernible effects to occur. However it states that Timperley Wedge would likely have significant affect arising from cumulative road traffic increases in turn leading to pollution impacts. The document is available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

21.0 Heritage Impact Assessment

- 21.1 The Centre for Applied Archaeology at Salford University undertook a comprehensive Historic Environment Assessment (HEA) of the Timperley Wedge allocation alongside recommendations. The HEA documents are available here: <https://www.greatermanchester-ca.gov.uk/placesforeveryone>
- 21.2 The evidence provided in the report has informed masterplanning work for PfE 2021 to guide decisions on allocations, approximate development densities and to inform planning policy to ensure they can be delivered in a way that minimises the risk of harm to heritage assets and proposes the appropriate level of mitigation. This HEA is not to be considered as a Heritage or Archaeology Impact Assessment and is not to be relied upon for current or future planning applications.
- 21.3 The HEA identifies and describes the Historic Environment Character Areas (HECAs) the Site has been divided into. A total of 18 HECAs have been defined, as well a number of designated built heritage assets within, and in close proximity to, the Site. These, along with the undesignated built heritage, have been subject to significance assessments, including considerations of setting (HEA - Appendix 3).
- 21.4 The archaeological sensitivity and potential are concentrated particularly within the former Sunderland Deer Park as well as the landscapes around watercourses such as the Fairywell Brook and Timperley Brook (HEA - Appendix 2). Areas of enhancement have also been identified, where it is recommended that consideration is given to the opportunity for incorporating and preserving elements of the historic environment within the masterplan for the site (HEA - Appendix 4).

Archaeological Resource

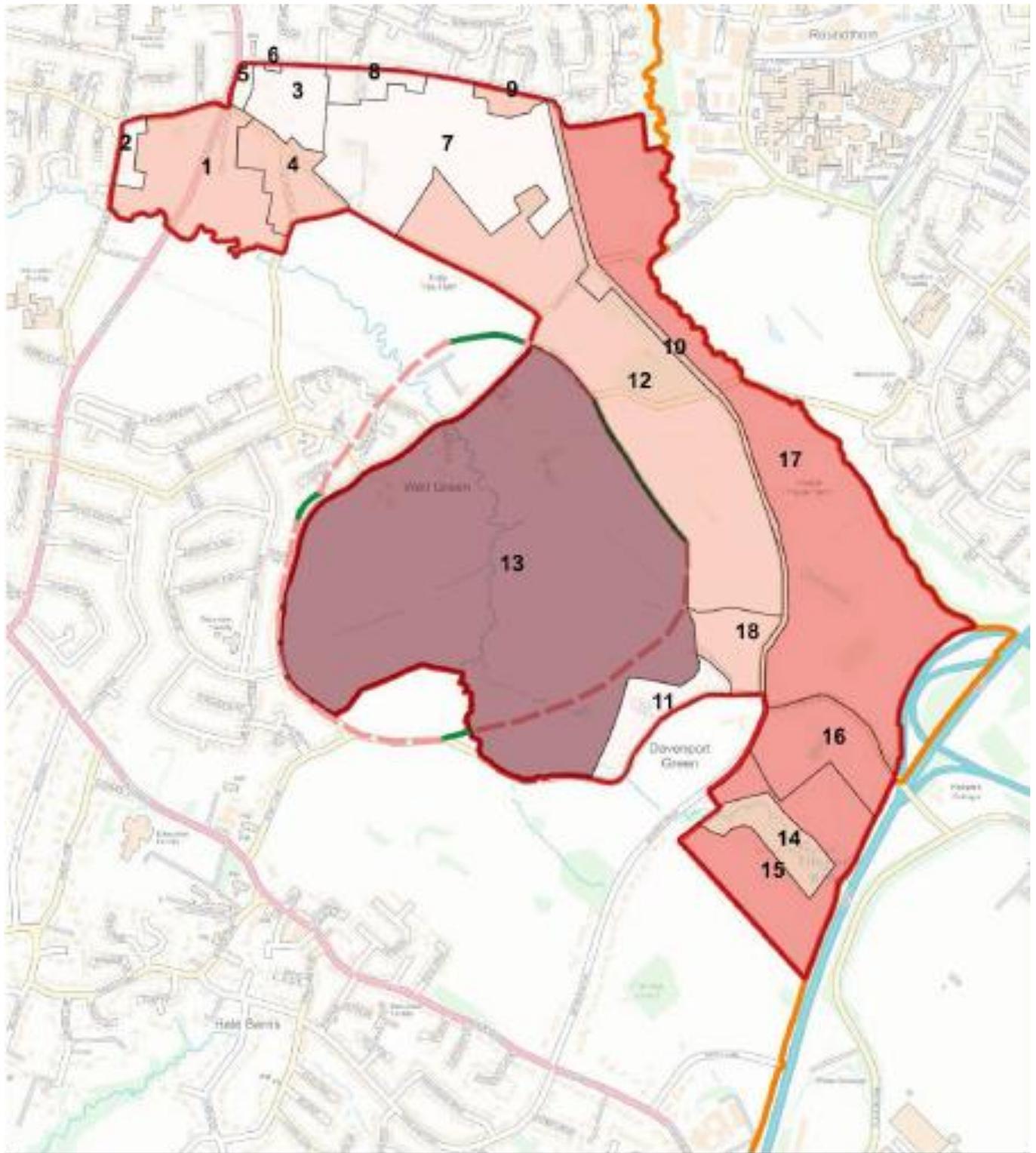
- 21.5 The area of highest archaeological potential is within the south-western portion of the allocation, east of Ash Lane.
- 21.6 The area rated as very high sensitivity was proposed for development in the GMSF 2019 but in GMSF 2020 and PFE 2021 it is proposed to remain within the Green Belt and not proposed for development. It has the potential for enhancement.
- 21.7 Much of the agricultural land is archaeologically sensitive and in many areas the archaeology is still an 'unknown quantity' in terms of its extent, condition and significance. Therefore a programme of geophysical survey and archaeological

evaluation is recommended for areas of medium and high archaeological sensitivity which covers large areas of the allocation. This should be carried out in consultation with The Greater Manchester Archaeological Advisory Service (GMAAS) to determine what further steps need to be taken. It is envisioned that some archaeological work can be dealt with as part of a condition of planning permission, however for more significant remains, further work prior to the submission of a planning application may need to take place to determine their future treatment.

Built Heritage

- 21.8 The assessment identifies that there are three listed buildings within the allocation in an area proposed to remain in the Green Belt, these are Davenport Green Farmhouse and the associated barn and Paddy's hut. The importance of these buildings as a grouping gives this area particular sensitivity and it is recommended its immediate setting is preserved and further screening and a landscape buffer considered to any nearby development that will affect views to and from the buildings. This area was proposed to be removed from the Green Belt in GMSF 2019 but is now proposed to be retained in Green Belt in PfE 2021.
- 21.9 There are a further four listed buildings (Christ Church, Newall Green Farm and barn, Rose Cottage and Davenport Green Hall) outside of the allocation where there needs to be a consideration of the effect of development on views and their setting. There is also a range of non-designated heritage assets which are assessed with regards to their overall contribution to the character of the area and it is recommended these are preserved together with their settings.
- 21.10 Davenport Green Hall is adjacent to the allocation boundary but not within it, and will remain in Green Belt. However, its close proximity will mean proposed development adjacent to Roaring Gate Lane will need to be sensitively designed to protect its setting.

Figure 8 Sensitivity of archaeology by HECA



<p>GMSF Trafford: Timperley Wedge</p> <p>Archaeological Sensitivity of the HECA's. Also marked is the Deer Park boundary</p>		<p>N</p>	<p>Key:</p> <p> Site Boundary</p> <p> District Boundary</p> <p>Archaeological Sensitivity</p> <p> Low</p> <p> Medium</p> <p> High</p> <p> Very High</p>
<p>The Centre for Applied Archaeology</p>	<p>0 500m</p>		

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Historic Landscape

21.11 A large number of historic field boundaries made up of historic hedgerows survive across the allocation and should where possible be retained. Hedgerows making up the landscape contribute to the historic and rural character of the area and will help provide a unique sense of place, continuity, character, and historic interest to the new development.

21.12 Part of Brooks Drive runs across the Site and is a substantial feature within the landscape today.

21.13 As a result of this work the allocation policy has been amended to include the preservation of historic hedgerows, retention of existing field boundaries where possible, creation of landscape buffers alongside a requirement to incorporate and retain important views.

22.0 Air Quality

22.1 The allocation is adjacent to an Air Quality Management Area along the M56 to the south-east. A full air quality assessment will need to be submitted as part of the planning application process.

23.0 Noise

23.1 Development at the allocation will be required to incorporate appropriate noise mitigation particularly along the M56 motorway, the Metrolink and HS2 corridors. A noise assessment will be required to be submitted as part of the planning application process. The assessment should consider the nature and extent of noise (and vibration if applicable) generated by the proposed development.

Section D – Social

24.0 Education

- 24.1 Trafford Council forecasts primary school places 4 years ahead based on the number of GP registered children in each academic year who may go on to request a school place in 4 years' time. A forecast is made for pupils resulting from housing developments but these places are expected to be funded by the developer and do not attract basic need funding.
- 24.2 A high level housing yield rate of 3 pupils per each year group, per 100 homes for both primary and secondary sectors is used. This is based on the average yield in established school catchment areas extracted from the 2011 census. Only dwellings of more than 1 bedroom in new developments are used in forecasts. It is found that new affordable developments around popular schools generate a higher yield in the shorter term.
- 24.3 For large housing developments, developer contributions towards new school places should provide both funding for construction and land where applicable, subject to viability assessment when strategic plans are prepared and using up-to-date cost information. If this is near existing schools that have potential to expand, then these schools will be expanded first to safeguard their viability. In this case land set aside by the developer will be banked for a future school to be provided by the Local Authority as and when required. In this scenario the developer will be required to provide the land and a contribution towards the building – proportionate to the pupil yield.
- 24.4 Each development that generates a need for a number of pupils should contribute the respective pupil rate (see Table 2) towards the expansion of the existing school (if this is possible) or contribute towards the nearest new school associated with a larger development.

Table 2: Cost per pupil by education sector

Sector	Cost per pupil	Source
Primary	£13,659	Basic Need rate per primary place 2021-22
Secondary	£17,757	Basic Need rate per secondary place 2021-22

- 24.5 An actual primary and secondary pupil yield rate for each school catchment area in Trafford is currently being developed.
- 24.6 The proposed development of 2,500 houses at Timperley Wedge will generate a need for 420 new primary school places. In the short term there is a small surplus at existing schools and some expansion room to take on extra pupils. In the longer term, a new two form entry primary school will be needed to be provided by the development at a cost of £6 million.
- 24.7 No new secondary school provision is needed as existing secondary schools could provide for the needs generated by the development. However a contribution to expanding/enhancing these existing schools will be needed.
- 24.8 Education facilities such as the new primary school will be located at a new local centre by the proposed Davenport Green Metrolink stop. This will form an accessible location for a hub of local services and facilities for the new community.

25.0 Health

- 25.1 In addition to the nearby Wythenshawe Hospital facility, which contains an A&E department, there are six GP surgeries located close to the proposed Timperley Wedge site. Each of these is currently listed as accepting new patients. Development will be required to provide healthcare facilities to support the new community. Any new healthcare facilities should be local or within the Local Centre at Davenport Green.

Section E – Deliverability

26.0 Viability

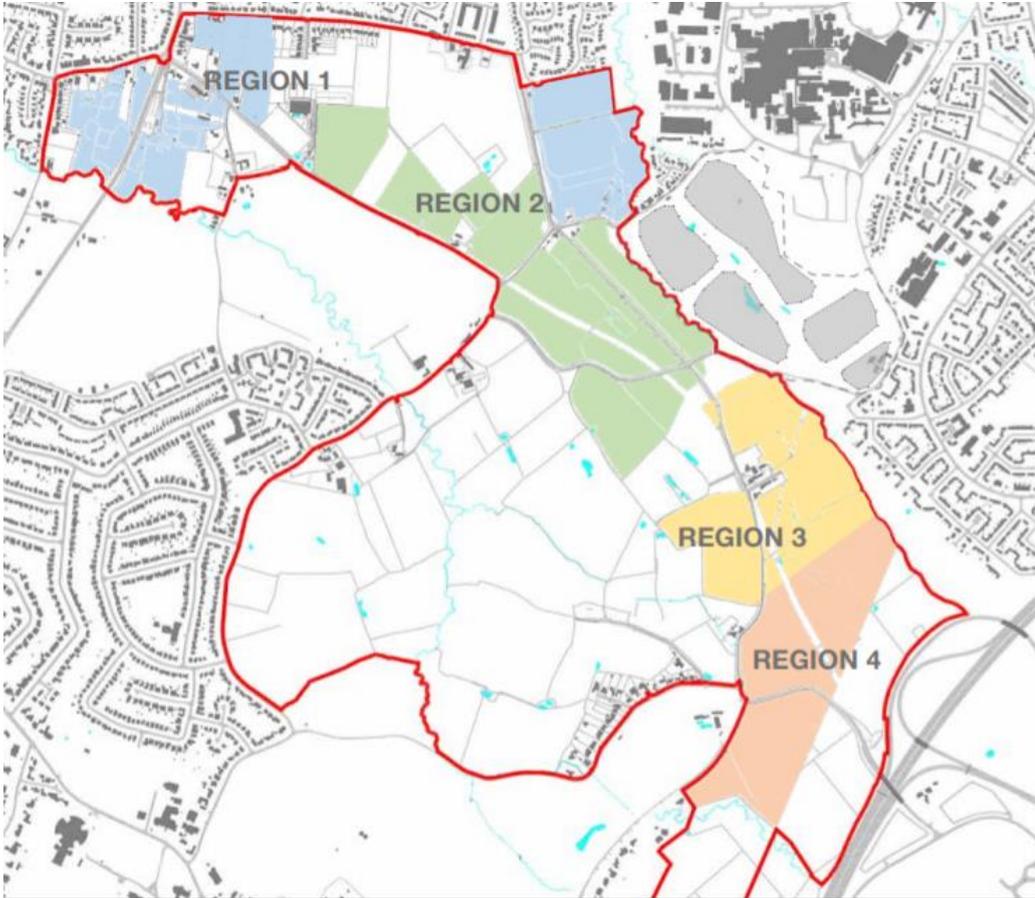
- 26.1 Three Dragons, Ward Williams Associates and Troy Planning and Design were commissioned to undertake a Viability Assessment for the GMSF 2020 with an addendum for PfE to update where necessary and a separate site specific assessment was carried out for each 2020 GMSF allocation. As Timperley Wedge has not changed from GMSF 2020 the PfE Viability addendum is not relevant to this allocation.
- 26.2 The Viability Assessment for the Timperley Wedge allocation tested the total development quantum on the site, including development which is expected to be delivered post plan period.
- 26.3 The starting point for the assessment was a base test case carried out with the costs associated with policy requirements of the GMSF 2019 and existing Local Plan Policies. However where changes were proposed for policies in GMSF 2020, new evidence being available or where there were viability issues from the results in base test further sensitivity tests were carried out. Timperley Wedge was subject to a sensitivity test due to the policy change in affordable housing provision that was 30% in GMSF 2019 being increased to 45% in GMSF 2020. This change was made as a result of further information gained from the Trafford Housing Needs Assessment 2019.
- 26.4 Once standard development costs, fees, profit, standard and specific infrastructure costs for the development have been taken into account, including the strategic transport costs, Timperley Wedge is estimated to have an out turn residual value of £18 million. It is therefore considered to be viable and deliverable.

27.0 Phasing

- 27.1 The high level masterplan for the site includes an indicative phasing plan which reflects identified development parcels and anticipated delivery rates and sales outlets on the site. It should be noted due to the anticipated need for High Speed 2 (HS2) to use phase 4 land temporarily for HS2 construction of this parcel is phased beyond the Plan period.

27.2 Phasing delivered across four regions is shown in Figure 9. Development within these will depend on the provision of new infrastructure being put in place to support development. This is indicative and subject to change:

Figure 9 Timperley Wedge Phasing Regions



- Region 1 – Development of approx. 600 dwellings. This Region is closest to the existing urban area and has the potential to be developed more quickly. Access to Region 1 will be via the existing road network, although upgrades will be required in some areas.
- Region 2 – Development of approx. 600 dwellings. Region 2 is closer to the centre of the allocation and will be accessible from the new spine road, as well as improved roads at Clay Lane and Dobbinetts Lane. The sites here will be served by road improvements as they are finalised.
- Region 3 – Development of approx. 450 dwellings, approx. 3,136sqm of retail/commercial and 1 school. Region 3 is towards the south of the allocation. Development in this area would be accessible via the new spine road as well as the new Davenport Green Metrolink stop and new local centre.
- Region 4 – Development of approx. 850 dwellings and approx. 60,000sqm of retail/commercial. Region 4 is located north east of the new HS2 Manchester

Airport Station. The land is required as a temporary HS2 construction compound and will therefore only be available for development once it is released (See Appendix E for the latest boundary at June 2021).

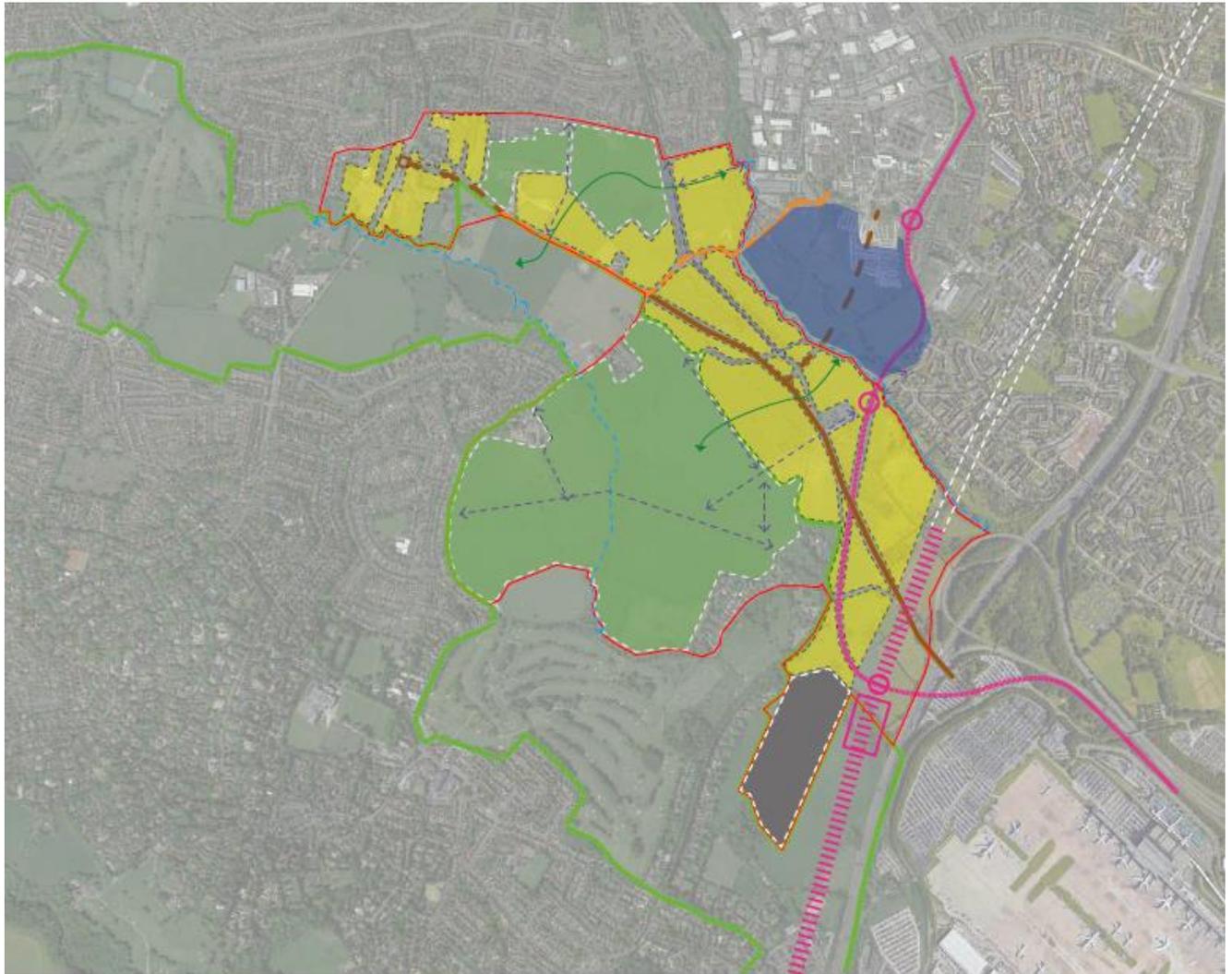
27.3 An indicative phasing schedule for all regions is included in the Masterplan. The phasing and density outlined above is based on proposed transport infrastructure developments (including HS2, Metrolink, and the Timperley Wedge Spine Road) taking place.

28.0 Indicative Masterplanning

28.1 The Council has worked with nine of the main landowners in the allocation area to produce a concept masterplan for how proposed development could come forward on the allocation. The masterplan was commissioned independently by Trafford Council on behalf of a Steering Group of these landowners and chaired by Trafford Council. The masterplan has been used to inform policy wording and presents one option for how the allocation could come forward.

28.2 An indicative concept plan of the proposed development is included in Figure 10. This provides an indicative location of the housing and employment development, the alignment of the new spine road, the new local centre, green infrastructure, rural park and sustainable transport links such as indicative locations for new Metrolink stops. The indicative masterplan also shows an area of land proposed as Safeguarded Land for growth beyond 2037 following completion of HS2 only.

Figure 10 Indicative Masterplan



Key

— — — Proposed Road (indicative route)

— Proposed Road

- - - Proposed Road Improvements

← — → Key green corridors

← - - - → Key blue corridors

← - - - → Key locations for improvement of pedestrian and cycle infrastructure

■ Key areas for sport, recreation, and leisure

■ Indicative development areas

||||| Indicative Metrolink route

○ Indicative Metrolink Stop

||||| Indicative HS2/NPR rail route

□ Indicative HS2/NPR Station

■ Safeguarded Land for growth following completion of HS2

— Allocation Boundary

■ Adjacent Medipark allocation

||||| Proposed Greenbelt Boundary

- 28.3 The masterplan proposes some design considerations for creating a new sustainable place, and how development areas can be integrated into the existing surrounding communities. The masterplan then sets out in more detail the amount of land that is suitable for development, what densities and numbers of residential units are appropriate and what infrastructure needs to be provided to meet the needs of its new residents, enhancing the natural and historic environment to create a carbon neutral place for future generations.
- 28.4 An alternative phasing scenario has also been developed 'without HS2'. Whilst HS2 Phase 2b is expected to come forward and to include a station at Manchester Airport, this is not yet a committed scheme and therefore an alternative scenario has been developed to demonstrate that the Timperley Wedge allocation is not dependent on the delivery of HS2. The alternative scenario without HS2 is included in the masterplan in section 6.
- 28.5 The full masterplan can be found in the PfE 2021 supporting documents:
<https://www.greatermanchester-ca.gov.uk/placesforeveryone>

Section F – Conclusion

29.0 The Sustainability Appraisal

- 29.1 As outlined in paragraph 8 of this paper, Policy GM Allocation 46 (2019) Timperley Wedge scored positively against a wide range of the Integrated Assessment (IA) Objectives (including key areas such as housing, employment, sustainable transport, health, education and green infrastructure). However, not all of the objectives resulted in a positive score and a series of recommended policy wording additions were identified.
- 29.2 Taking the findings of the Integrated Assessment (IA) into account, the policy wording for the allocation since 2019 has now been strengthened in the following areas:
- A local labour and skills plan/agreement will now set how employment and training opportunities for local people (particularly through the construction phase of the allocation) can be created.
 - Appropriate solutions for providing decentralised low carbon heat and energy as part of the new development will need to be explored and delivered.
 - The design of new buildings and development layouts will be required to maximise the amount of renewable energy that can be generated via green technologies, and linked to the supply of electric vehicle charging infrastructure.
 - Provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points will now be required.
- 29.3 The IA addendum for PfE 2021 has made no changes to the IA GMSF 2020 as the policy has not changed from GMSF 2020.

30.0 The main changes to the proposed Timperley Wedge Allocation

- 30.1 The main changes to the allocation from GMSF 2019 to GMSF 2020 are set out in paragraph 4.8 and the reasons for these changes are explained more fully in the subject specific sections of this document. There were only minor changes from GMSF 2020 to PfE 2021 and these are set out in paragraph 4.9.
- 30.2 The significant amount of evidence base work and masterplanning work that has been produced to support the allocation since 2019 has supported these changes

and also allowed the development requirements within the policy to be expanded upon and be more specific to the allocation.

30.3 The full policy can be read in Appendix A. However the following changes are considered to be of most significance:-

- An inset Policy Map (see Appendix A) to accompany the policy has been added to give clarity as to which areas within the allocation are to be for residential, mixed use residential with employment, leisure, strategic Green space and where the rural park is to be located. The map also shows clearer protection of Manor Farm playing fields by specifically identifying it as an area of strategic green space.
- The main transport interventions required.
- The affordable housing policy has been amended from a minimum 30% requirement in the GMSF 2019 to a minimum 45% requirement in the GMSF 2020 and PfE 2021. This increase recognises the significant need for affordable housing in the south of the borough and the findings of the Trafford Housing Needs Assessment 2019. Affordable housing requirement was also raised in many consultation responses in 2019, where it was considered that a 30% requirement was too low.
- Policies are more detailed particularly around protection and enhancements in respect of environmental, historic, design and climate change.

31.0 Conclusion

31.1 The evidence summarised in this report demonstrates that delivery of much needed homes and employment within this allocation is both sustainable and viable. The allocation meets the PfE 2021 spatial strategy to deliver inclusive growth, it is in one of the key locations best placed to support this growth in close proximity to one of the key assets at Manchester Airport.

31.2 The Timperley Wedge allocation can deliver approximately 2,500 new homes in total and 60,000 sqm of employment land that will create safe and attractive communities and be neighbourhoods of choice. It will benefit from the excellent connections to both the existing urban area, existing transport systems, the Western Leg Metro link extension, expansion of Manchester Airport as well as benefit from longer term

economic growth opportunities brought by HS2 and Northern Powerhouse Rail (NPR).

- 31.3 A significant area of the allocation at Davenport Green is not in the Green Belt and already allocated as employment land. By integrating housing into some of this area and on adjacent land, providing homes close to job opportunities, a sustainable development can be achieved.
- 31.4 The requirement for a masterplan for the allocation in advance of any development coming forward will ensure development is not built piecemeal and can be planned to ensure that the right level of infrastructure will be funded and delivered, at the time it's needed, benefiting all residents to create a whole new and sustainable place.

Section G – Appendices

Appendix A: Timperley Wedge Policy JPA3.2 from PfE 2021

Appendix B: Timperley Wedge Policy GM3.2 from GMSF 2020

Appendix C: Timperley Wedge Policy GM46 from GMSF 2019

Appendix D: HS2 DRC 2 consultation Manchester Airport High Speed Station – 2020

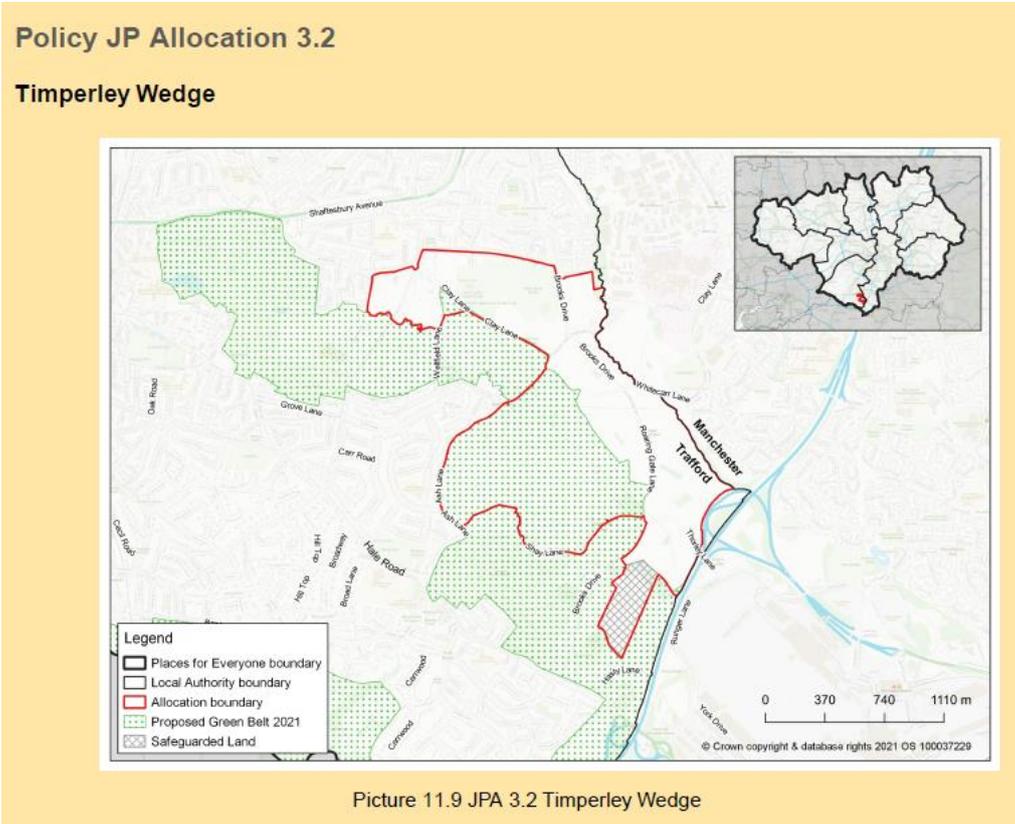
Appendix E: HS2 Consolidated Construction Boundary as at June 2021

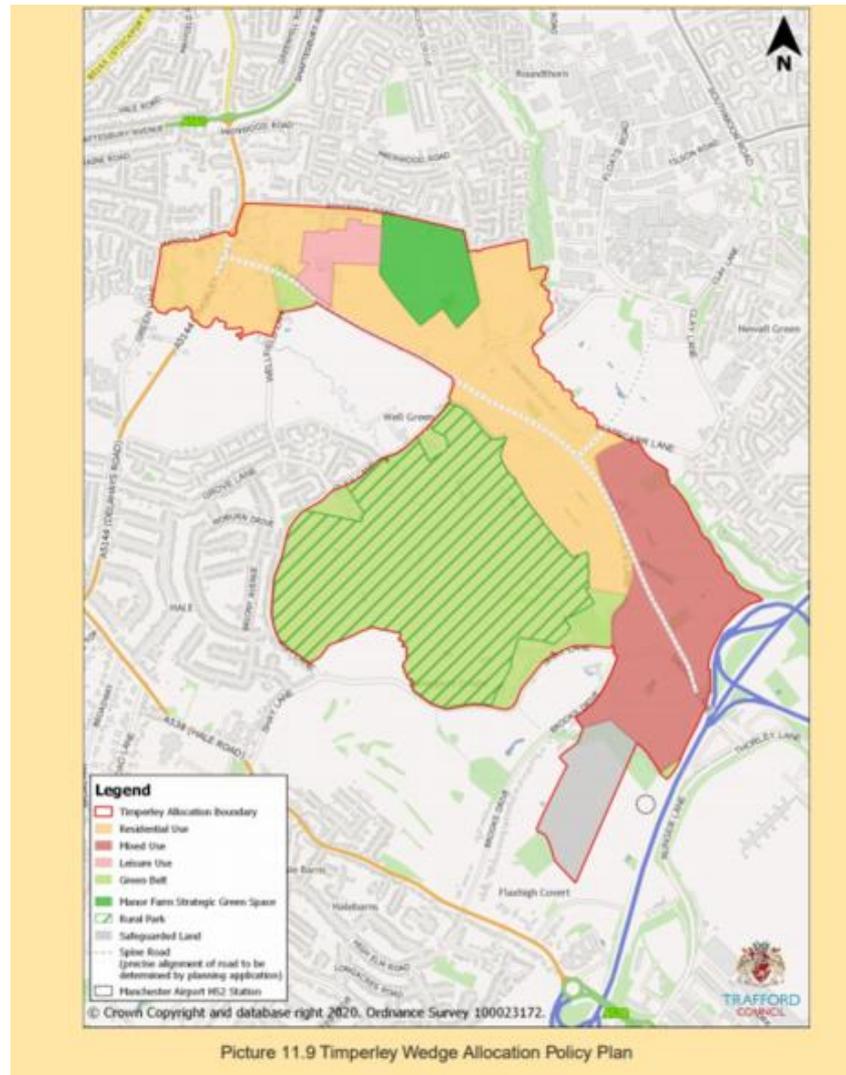
existing businesses, inward investment and job creation and the advantages this gives to new development in this location are hugely significant.

Strategically situated between Manchester University NHS Foundation Trust, Wythenshawe Hospital, Manchester Airport and Airport City, these allocations form part of the Manchester Airport Strategic Location (Policy JP-Strat 10 'Manchester Airport'). The significance of these locations collectively, as regards delivering in an integrated manner development which meets the Joint Plan area's needs, is considerable. The Global Logistics (Policy JP Allocation 10 'Global Logistics') allocation for B2/B8 will meet a different but complementary need to Medipark with more specialist knowledge based business and the Timperley Wedge will serve with the B1 Employment.

Significant transport improvements are required and will need to be subject to further more detailed traffic assessment and masterplanning for each of the allocations.

There is significant potential to provide strong green infrastructure connections between the two allocations, especially along new walking and cycling routes and across and along in particular Fairywell Brook both north into Manchester and south towards Manchester Airport and into the wider countryside south of Timperley Wedge into Cheshire and north along Timperley Brook towards Altrincham.





Development of this site will be required to:

1. Be in accordance with a masterplan or SPD agreed by the Local Planning Authority to ensure the site is planned and delivered in a coordinated and comprehensive manner;

Residential Development

2. Deliver around 2,500 homes of which 1,700 will be in the plan period as set out in the Allocation Policy Plan;
3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;
4. Deliver a range of house types, sizes, layouts and tenures through a place-led approach;
5. Deliver residential development at an average density of 35 dph in the northern part of the allocation area, reflecting the existing urban area. Higher density development at an average of 70 dph will be appropriate close to the new local centre, Davenport Green Metrolink stop and the HS2 / NPR Manchester Airport station;

6. Provide a minimum of 45% affordable housing throughout the site;
7. Make specific provision for self-build custom build plots, subject to local demand as set out in the Council's self-build register;

Employment Development

8. Deliver around 60,000 sqm B1 office employment land within a mixed employment residential area set out in the Allocation Policy Plan; of which 15,000 sqm will be in the Plan period;
9. Create legible streets and space within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and the local centre;
10. Create employment and training opportunities for local people, in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan policies;

Delivery and Phasing

11. Co-ordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
12. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;

Transport Integration and Accessibility

13. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
14. Deliver a network of new safe cycling and walking routes through the allocation, including enhancements of Brooks Drive and creating new/enhancing existing Public Rights of Way;
15. Accommodate and contribute to the delivery of the Manchester Airport Metrolink Line Western Leg extension including Metrolink stop(s);
16. Deliver a new spine road through the site with connections to the existing road network and local access to development sites, incorporating separate pedestrian and cycling space and provision for future bus rapid transit to improve east west connections between Altrincham and Manchester Airport;
17. Make the necessary improvements to the Strategic, Primary and Local Road Networks to enable the proposed level of development and mitigate the impact of increased vehicle numbers, including:
 - i. Road Widening at Dobbinetts Lane

- ii. Junction improvement to Thorley Lane/Runger Lane
- iii. New roundabout junction at Thorley Lane/Green Lane/Clay Lane
- iv. Contributions to improvements at M56 Junction 3 and Terminal 2 roundabout

Community Facilities

18. Provide a new local centre with convenience shopping facilities as a hub for local services in the region of 3,000 sqm of retail floorspace close to the Davenport Green stop of the Metrolink Western Leg extension;
19. Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places;
20. Provide and contribute to new health facilities to support the new community

Green Belt

21. Create defensible Green Belt boundaries utilising, where appropriate, existing landscape features;
22. Mitigate any impact on and improve the environmental quality and accessibility of remaining Green Belt land;

Green Infrastructure

23. Provide a significant area of enhanced and accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt identified on the Allocation Policy Plan, ensuring protection of heritage assets in this area;
24. Create wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure including green links:
 - i. From Clay Lane through to Brooks Drive and Fairywell Brook
 - ii. Through Davenport Green Ponds SBI to Medipark
25. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space standards, including local parks and gardens; natural and semi-natural greenspace, equipped and informal play areas; outdoor sports pitches and allotment plots, ensuring arrangements for their long term maintenance;
26. Protect Manor Farm identified in the Allocation Policy Plan and promote its use for future sports provision including, where appropriate, new access and car parking;
27. Promote improvements to leisure facilities at Hale Country Club;

Natural Environment

28. Protect and enhance natural environment assets within the site and surrounding area, including SBIs, woodland and hedgerows;

29. Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may include SUDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;
30. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin management plan (2019);

Landscape

31. Retain important landscape views and landscape features such as ponds, woodland and hedgerows and use these features to develop a distinct sense of place;
32. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the Green Belt boundary to mitigate the impact on the rural landscape to the south west of the allocation area;

Design

33. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;
34. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage;
35. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting and demonstrate high standards of urban design;

Historic Environment

36. Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated HIA submitted as part of the planning application process;
37. Protect and enhance archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Timperley Wedge Heritage Assessment 2020 to understand where especially significant archaeology must be preserved in situ;

Utilities, Environmental Protection and Climate Change

38. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;

39. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;
40. Ensure new development maximizes on-site renewable energy measures in line with the energy hierarchy, for example, via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;
41. Make provision for other necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant Places for Everyone or Local Plan policies;
42. Mitigate flood risk and surface water management issues including provision of SUDS through the design and layout of development in accordance with a flood risk, foul and surface water management strategy. The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;
43. Incorporate on-site measures to deal with surface water and control the rate of surface water run off. Planning applications will be expected to apply the full surface hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution;
44. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;
45. Seek to actively reduce the impact of potential flood risk both within and beyond the site;
46. Incorporate appropriate noise and air quality mitigation, such as woodland buffers, particularly along the M56 motorway, the Metrolink and HS2/NPR corridor in line with Environmental (Noise) Regulations;

Safeguarded Land - HS2 Growth Area

47. The land identified to the south and west of the HS2 Airport station as shown on the Allocation Policy Plan, although removed from the Green Belt, is not allocated for development at the present time;

48. The land is safeguarded in accordance with Policy JP-G 11 'Safeguarded Land';
49. Any future allocation is subject to an assessment that the land directly contributes to the Greater Manchester HS2 / NPR Growth Strategy and it should only be developed after completion of development set out in the Timperley Wedge masterplan/SPD and following the delivery of HS2 Airport station; and
50. Should a HS2 Airport station not be developed, the land will return to Green Belt following a future Plan review.

Development of the site will require a coordinated approach between all landowners and developers and Trafford Council is committed to working with stakeholders to bring forward a detailed Masterplan / SPD which provides a framework for the sustainable delivery of a new community at Timperley Wedge.

Residential development

The Timperley Wedge allocation will deliver around 1,700 homes in the plan period and around 2,500 in total. In the northern areas of the allocation site, development will deliver medium density housing to be in keeping with the existing character of the area. Lower density is not considered to be appropriate as this would not be an efficient use of land. Higher density housing, including apartments, will be appropriate close to the local centre, within the mixed housing and employment area to the south east of the allocation between the Local Centre and the HS2/NPR Airport Station. The density of areas closest to Green Belt and areas of ecological or historic importance may need to be lower subject to detailed design.

The site is expected to deliver affordable housing across all parts of the site at a minimum of 45% in line with the requirements identified in the Housing Needs Assessment 2019. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.

There are a number of existing pockets of residential development across the site some of which contain locally distinctive design features. New development should therefore be designed so that it is sensitively integrated into these areas.

Employment development

Employment development will deliver around 15,000 sqm in the plan period and 60,000 sqm in total. This will be located in the south eastern area of the site at Davenport Green as a mixed use area with some higher density residential units. It will support the expansion of

Manchester Airport and Manchester University NHS Foundation Trust, Wythenshawe Hospital. This land is already allocated for high quality office use.

The area is close to areas of deprivation, including Wythenshawe in Manchester and Broomwood in Trafford and it will also be accessible by bus and tram to other areas of deprivation in Trafford. Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure a realistic number of local people benefit from training and new jobs as a result of the development.

Delivery and phasing

Approximately 800 new residential units and 45,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 construction boundary and therefore will be unavailable for a temporary period whilst the HS2 route, Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of HS2 Airport Station and the build-out is very likely to extend beyond the Places for Everyone plan period. The timescales for development in this area are, in part, dependent on the HS2 timescales. The area of land required for construction may therefore be altered if changes are made to the overall HS2 construction programme. However delivery of development is not dependent on HS2/NPR and in the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.

All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan or SPD together with information on trigger points for when infrastructure such as road and junction improvements, a new school and the spine road will be required to be linked to the development trajectory.

Transport integration and accessibility

The delivery of new and improved public transport and active travel infrastructure is integral to the success of the Timperley Wedge allocation enabling modal shift from car travel to sustainable travel modes. The Western Leg Metrolink extension will provide links to Manchester Airport, as well as to employment areas in Trafford Park and other main employment areas in the borough and GM. This will benefit both existing and new residents

providing improved access to jobs and services. A proportionate contribution towards the Metrolink extension infrastructure is, therefore, appropriate and will need to be agreed with TfGM.

The road network currently consists of country lanes which are unable to support the proposed development but will be enhanced to promote them as cycling and walking routes promoting healthier lifestyles. These, together with new routes, will provide links through the allocation and to Medipark, Hale Barns, Timperley and beyond. A new spine road will provide safe capacity for car use and link to the surrounding road network. The route identified is indicative at this stage and further work on the most appropriate alignment will be required as part of future masterplanning / planning applications. It is envisaged the spine road will be delivered incrementally by the development as and when it requires access from it. The spine road will have a safe route for walking, cycling and bus rapid transit and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area. The Timperley Wedge/Medipark Transport Locality Assessment has determined the key necessary transport interventions and supporting interventions needed to mitigate the impact of the development. These include interventions specific to each allocation but also shared interventions between the allocations.

An appropriate proportioning of contributions between the allocations and individual development plots together with more local interventions will need to be determined by further masterplanning, detailed design and a Transport Assessment.

Community Facilities

A new local centre close to the proposed Metrolink stop will be a hub for community infrastructure and will service the needs of the community. The site will be an attractive location for families, and it is anticipated that this will generate the need for a new primary school located close to the local centre. Secondary schools within the area can accommodate the new pupils but will require a contribution per pupil place. Small high street shops and community facilities including health facilities and a local supermarket would also be appropriate within the local centre.

Green Belt

The development will involve the removal of some land from the Green Belt, however, a considerable area of Green Belt within the allocation boundary will remain. This area of

retained Green Belt will maintain the separation of Timperley and Hale, and will be enhanced to improve green infrastructure functionality, creating new accessible recreation areas particularly along the Timperley Brook and the large SBI areas.

Opportunities exist to enhance areas of SBI, existing woodland and hedgerows throughout the allocation. The incorporation of 'old' (19th century or earlier origins) hedgerows within development areas will help to enhance the sense of place of the local landscape. These will also contribute to the green setting of development.

Green Infrastructure

Where green spaces remain in the part of the allocation area that is to be removed from the Green Belt, there is a need to provide the highest level of protection in line with policies in Trafford's Local Plan.

The allocation contains Bowdon Rugby Club along Clay Lane. As part of the development proposals, it may be appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.

Manor Farm sports fields along Ridgeway Road are an existing valued community resource and will be protected in line with policies in Trafford's Local Plan. The facilities have the potential to be enhanced and more widely used with a new access created from Clay Lane. Hale Country Club is looking to make improvements to its leisure facilities creating job opportunities and providing a higher quality of leisure experience for local communities.

Natural Environment

The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the habitats and green corridors along Fairywell Brook and Timperley Brook.

Landscape

An area of open land will remain alongside the allocation and development will therefore be required to consider the landscape setting and enhance the transition between the urban edge and the open countryside having regard to views / vistas into and out of the site.

Design

Development will need to set a new high quality design standard for this area and should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

Historic Environment

The Timperley Wedge Historic Environment Assessment 2020 considered the characterisation of the land in respect to the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets, their settings and important views, and this has been taken into account in considering appropriate quantum of development for the site. The area of highest archaeological potential is within the south-western portion of the site. Although this particular area remains in the Green Belt there is potential for enhancement as part of development proposals.

Areas of particular sensitivity are the Deer Park and listed structures including Davenport Green Farmhouse, Hall and Barn. The Assessment makes recommendations for mitigation, and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

Utilities, environmental protection and climate change

Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. The Brooks currently have a rating of 'moderate' under the North West River Basin Management Plan (2019), the development should seek opportunities to improve this to 'good'.

A high quality, coordinated drainage strategy will be required which is integrated with the green and blue environment and which is a key component of the new high quality design standard for this area.

Landowners and developers will be expected to work together in the interest of sustainable drainage. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

The incorporation of a swale adjacent to the spine road has the potential to reduce surface water runoff.

Downstream from this allocation there is an area with an existing risk of flooding and as such the development of this site has the potential to take a strategic approach to flood risk management and provide additional opportunities for upstream storage. Further investigation is needed into this as open areas of water in this location are a risk for bird strike due to the close proximity of Manchester Airport.

Noise mitigation such as fencing and bunds will ensure areas like the M56, Metrolink line and HS2 are not seen to be bad neighbours to development.

Safeguarded Land - HS2 Growth Area

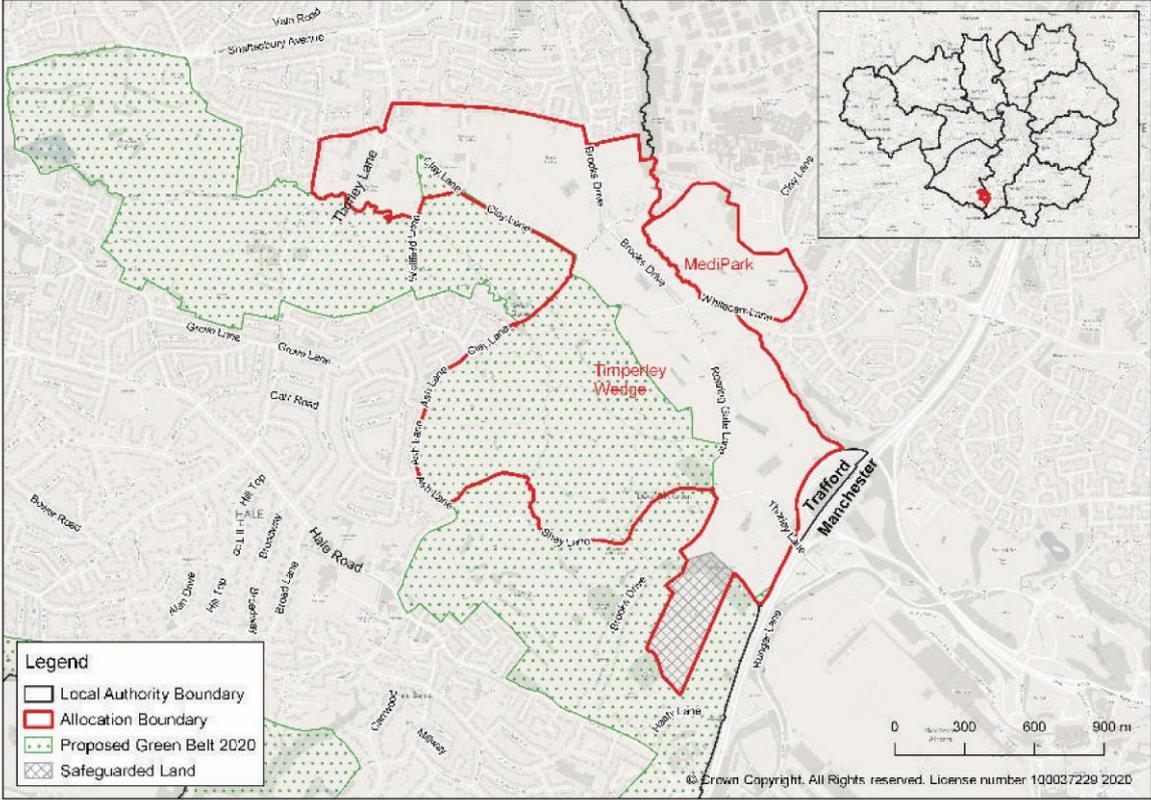
The Greater Manchester HS2/NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the HS2 Airport station. The exceptional circumstances for taking this land out of the Green Belt are directly related to the potential this land has to capitalise directly on the economic benefit brought by HS2. The south eastern area of the allocation, adjacent to the HS2 station, has therefore been removed from the Green Belt to support the delivery of the wider Greater Manchester HS2 Growth Strategy ambitions.

In the longer term this area may also benefit from Northern Powerhouse Rail (NPR) (or an equivalent project) which will deliver fast east west rail connections across the north, further enhancing public transport connections to the station.

The area around the Manchester Airport HS2 Station has been removed from the Green Belt, but will only be considered a sustainable location after delivery of HS2 Airport Station. It is likely much of this land will be utilised to support HS2 during construction but after the delivery of HS2, land adjacent to the station could be available for potential housing and employment development that will benefit from this sustainable, well connected location. As part of the delivery of HS2 a substantial landscaped screen / buffer will form a boundary to this land and housing on Brooks Drive and will form the new Green Belt boundary.

Appendix B - Timperley Wedge Policy GM3.2 from GMSF 2020

Chapter 11a.iii Cross-Boundary – Medipark/Timperley Wedge



Picture 11.6 GMA 3 Medipark/Timperley Wedge

Development of this area will take advantage of its well-connected location to create a new living and working experience providing new homes, jobs and training opportunities to the benefit of both new and surrounding communities through two allocations: Medipark (See Policy GM Allocation 3.1 'Medipark')

Timperley Wedge (See Policy GM Allocation 3.2 'Timperley Wedge')

Together, Medipark and Timperley Wedge is one of the very best opportunities for a strategic location in the UK, offering outstanding potential to help the City Region to achieve its ambition. The allocation is already a well-connected location adjoining Manchester Airport and the M56 Motorway, on the edge of one of the UK's major growing and thriving cities, and close to the countryside of Cheshire.

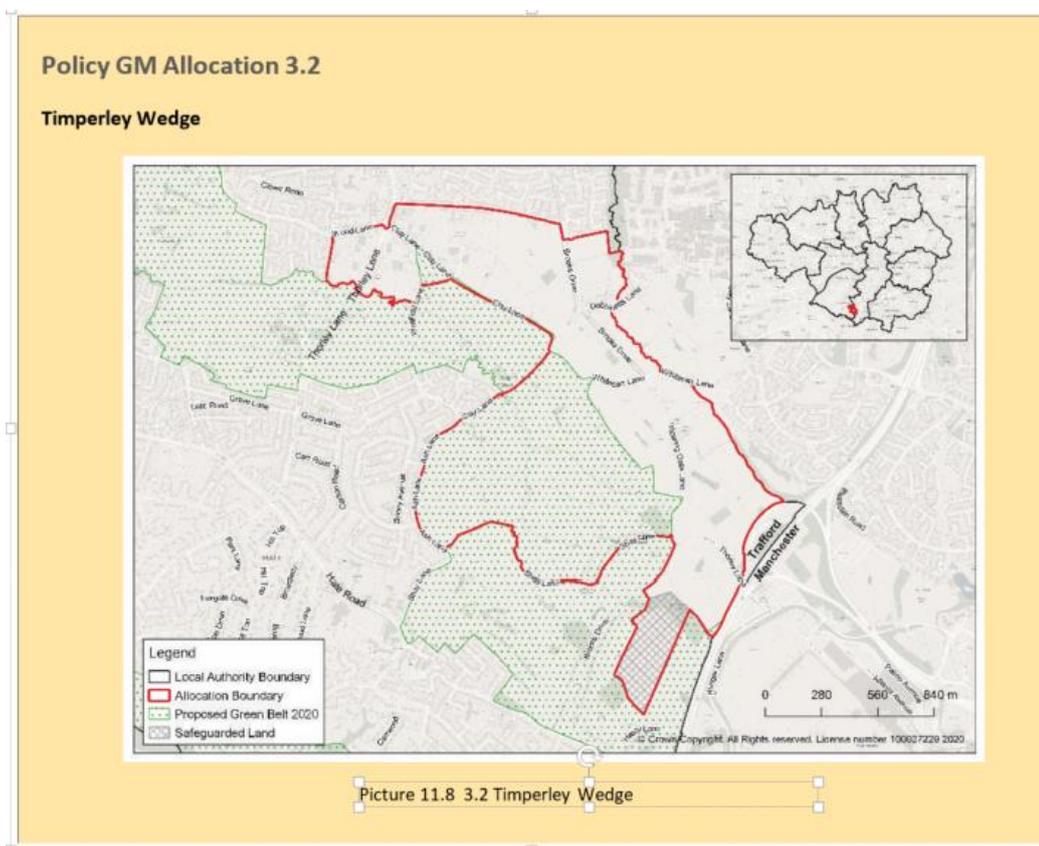
In the future the Location will also benefit from HS2 which is one of the most significant transport infrastructure projects in the UK over recent decades and together with Northern Powerhouse Rail (NPR) will provide high speed rail connections to London via Birmingham and between the cities of the north. The economic benefits of HS2 and NPR will support

existing businesses, inward investment and job creation and the advantages this gives to new development in this location are hugely significant.

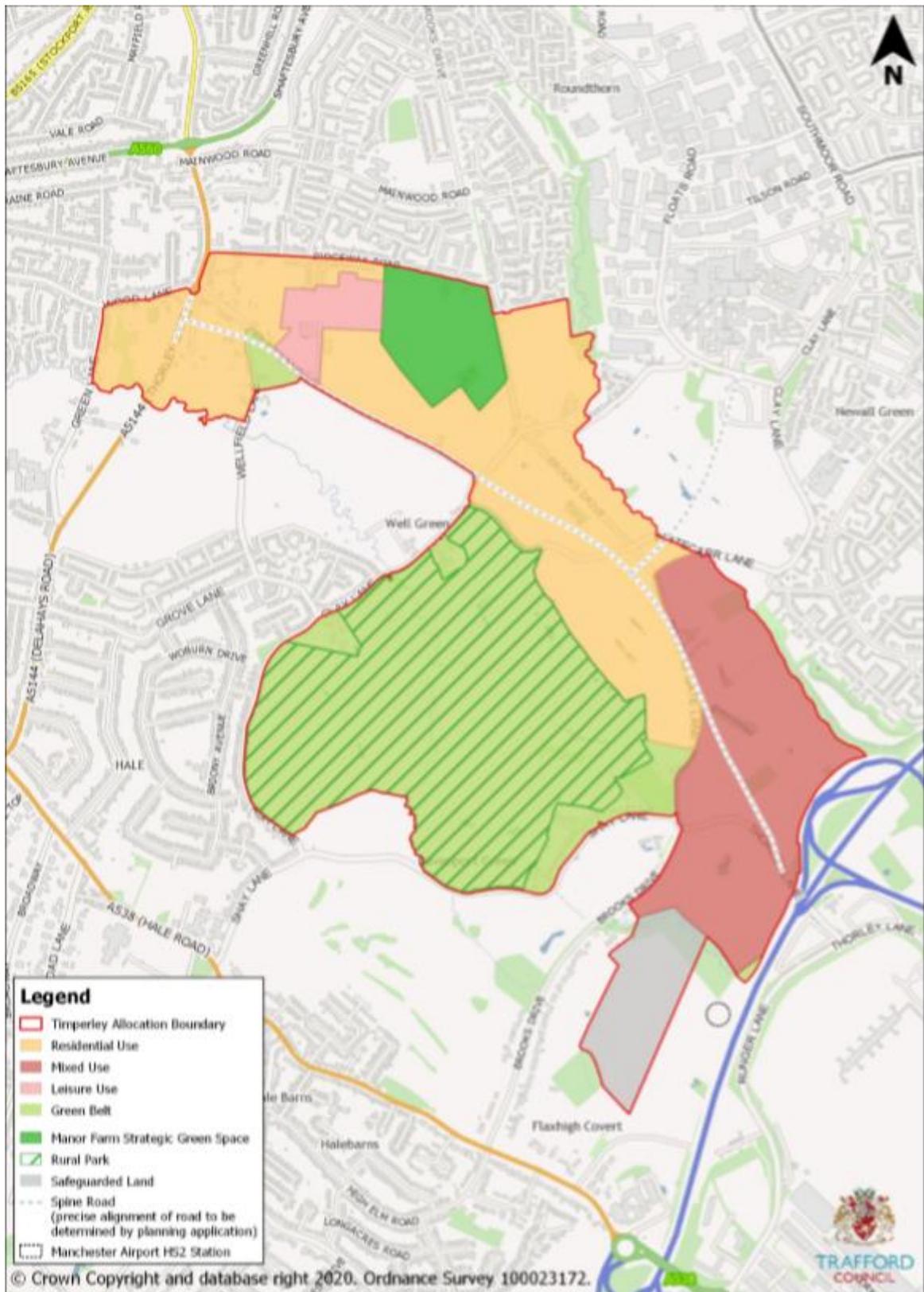
Strategically situated between Manchester University NHS Foundation Trust, Wythenshawe Hospital, Manchester Airport and Airport City, these allocations form part of the Manchester Airport Strategic Location (Policy GM-Strat 10 'Manchester Airport'). The significance of these locations collectively, as regards delivering in an integrated manner development which meets GM's needs, is considerable. The Global Logistics (Policy GM Allocation 10 'Global Logistics') allocation for B2/B8 will meet a different but complementary need to Medipark with more specialist knowledge based business and the Timperley Wedge will serve with the B1 Employment.

Significant transport improvements are required and will need to be subject to further more detailed traffic assessment and masterplanning for each of the allocations.

There is significant potential to provide strong green infrastructure connections between the two allocations, especially along new walking and cycling routes and across and along in particular Fairywell Brook both north into Manchester and south towards Manchester Airport and into the wider countryside south of Timperley Wedge into Cheshire and north along Timperley Brook towards Altrincham.



Timperley Wedge allocation policy plan



Development of this site will be required to:

1. Be in accordance with a masterplan or SPD agreed by the Local Planning Authority to ensure the site is planned and delivered in a coordinated and comprehensive manner;

Residential Development

2. Deliver around 2,500 homes of which 1,700 will be in the plan period as set out in Figure 2 of the GMSF;
3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;
4. Deliver a range of house types, sizes, layouts and tenures through a place-led approach;
5. Deliver residential development at an average density of 35 dph in the northern part of the allocation area, reflecting the existing urban area. Higher density development at an average of 70 dph will be appropriate close to the new local centre, Davenport Green Metrolink stop and the HS2/ NPR Manchester Airport station;
6. Provide a minimum of 45% affordable housing throughout the site;
7. Make specific provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;

Employment development

8. Deliver around 60,000sqm of B1 office employment land within a mixed employment residential area set out in Figure 2 of the GMSF; of which 15,000 sqm will be in the Plan period;
9. Create legible streets and spaces within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and the local centre;
10. Create employment and training opportunities for local people, in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan Policies;

Delivery and phasing

11. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
12. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;

Transport Integration and Accessibility

13. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
14. Deliver a network of new safe cycling and walking routes through the allocation, including enhancements of Brooks Drive and creating new/enhancing existing Public Rights of Way;

15. Accommodate and contribute to the delivery of the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s) to be agreed with TfGM (Transport for Greater Manchester);
16. Deliver a new spine road through the site with connections to the existing road network and local access to development sites, incorporating separate pedestrian and cycling space and provision for future bus rapid transit to improve east west connections between Altrincham and Manchester Airport ;
17. Make the necessary improvements to the Strategic, Primary and Local Road Networks to enable the proposed level of development and mitigate the impact of increased vehicle numbers, including:
 - i. Road widening at Dobbinetts Lane
 - ii. Junction improvement to Thorley Lane/Runger Lane
 - iii. New roundabout junction at Thorley lane/Green Lane/Clay Lane
 - iv. Contributions to improvements at M56 junction 3 and Terminal 2 roundabout

Community Facilities

18. Provide a new local centre with convenience shopping facilities as a hub for local services in the region of 3,000 sq m of retail floorspace close to the Davenport Green stop of the Metrolink Western Leg extension;
19. Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places
20. Provide and contribute to new health facilities to support the new community;

Green Belt

21. Create defensible Green Belt boundaries utilising where appropriate, existing landscape features;
22. Mitigate any impact on and improve the environmental quality and accessibility of remaining Green Belt Land;

Green Infrastructure

23. Provide a significant area of enhanced and accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt identified on Figure 2, ensuring protection of heritage assets in this area;
24. Create wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure including green links:
 - i. From Clay Lane through to Brooks Drive and Fairywell Brook;

- ii. Through Davenport Green Ponds SBI to Medipark;
- 25. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space standards, including local parks and gardens; natural and semi-natural greenspace, equipped and informal play areas; outdoor sports pitches; and allotment plots, ensuring arrangements for their long term maintenance;
- 26. Protect Manor Farm identified in Figure 2 and promote its use for future sports provision including as appropriate new access and car parking;
- 27. Promote improvements to leisure facilities at Hale Country Club;

Natural Environment

- 28. Protect and enhance natural environment assets within the site and surrounding area, including SBIs, woodland, and hedgerows;
- 29. Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may include SuDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;
- 30. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin management Plan (2019);

Landscape

- 31. Retain important landscape views and landscape features such as ponds, woodland and hedgerows and use these features to develop a distinct sense of place;
- 32. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the Green Belt boundary to mitigate the impact on the rural landscape to the south west of the allocation area;

Design

- 33. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;
- 34. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage;
- 35. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of urban design;

Historic Environment

36. Positively conserve all aspects of the historic environment as appropriate without harm to the significance of heritage assets or their setting and in line with a Heritage Impact Assessment;
37. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Timperley Wedge Heritage Assessment 2020 to understand where especially significant archaeology must be preserved in situ;

Utilities, Environmental Protection and Climate Change

38. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;
39. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;
40. Ensure new development maximizes on-site renewable energy measures in line with the energy hierarchy, for example via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;
41. Make provision for other necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
42. Mitigate flood risk and surface water management issues including provision of SuDS through the design and layout of development in accordance with a flood risk, foul and surface water management strategy. The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;
43. Incorporate on-site measures to deal with surface water and control the rate of surface water run off. Planning applications will be expected to apply the full surface water hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution.

44. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;
45. Seek to actively reduce the impact of potential flood risk both within and beyond the site;
46. Incorporate appropriate noise and air quality mitigation, such as woodland buffers particularly along the M56 motorway, the Metrolink and HS2/NPR corridor in line with Environmental (Noise) Regulations;

Safeguarded Land – HS2 Growth Area

47. The land identified to the south and west of the HS2 Airport station as shown on figure 2, although removed from the Green Belt is not allocated for development at the present time;
48. This land is safeguarded in accordance with Policy GM-G 12 Safeguarded Land;
49. Any future allocation is subject to an assessment that the land directly contributes to the Greater Manchester HS2 / NPR Growth Strategy and it should only be developed after completion of development set out in the Timperley Wedge masterplan/SPD and following the delivery of HS2 Airport station; and.
50. Should an HS2 Airport station not be developed, the land will be returned to Green Belt following a future Plan review.

Justification

Development of the site will require a coordinated approach between all landowners and developers and Trafford Council is committed to working with stakeholders to bring forward a detailed Masterplan / SPD which provides a framework for the sustainable delivery of a new community at Timperley Wedge.

Residential development

The Timperley Wedge allocation will deliver around 1,700 homes in the plan period and around 2,500 in total. In the northern areas of the allocation site, development will deliver medium density housing to be in keeping with the existing character of the area. Lower density is not considered to be appropriate as this would not be an efficient use of land. Higher density housing, including apartments, will be appropriate close to the local centre, within the mixed housing and employment area to the south east of the allocation between the Local Centre and the HS2/NPR Airport Station. The density of areas closest to Green Belt and areas of ecological or historic importance may need to be lower subject to detailed design.

The site is expected to deliver affordable housing across all parts of the site at a minimum of 45% in line with the requirements identified in the Housing Needs Assessment 2019. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.

There are a number of existing pockets of residential development across the site some of which contain locally distinctive design features. New development should therefore be designed so that it is sensitively integrated into these areas.

Employment development

Employment development will deliver around 15,000 sqm in the plan period and 60,000 sqm in total. This will be located in the south eastern area of the site at Davenport Green as a mixed use area with some higher density residential units. It will support the expansion of Manchester Airport and University Hospital South Manchester. This land is already allocated for high quality office use.

The area is close to areas of deprivation including Wythenshawe in Manchester and Broomwood in Trafford and it will also be accessible by bus and tram to other areas of deprivation in Trafford. Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure a realistic number of local people benefit from training and new jobs as a result of the development.

Delivery and phasing

Approximately 800 new residential units and 45,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 construction boundary and therefore will be unavailable for a temporary period whilst the HS2 route, Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of HS2 Airport Station; and the build-out is very likely to extend beyond the GMSF plan period. The timescales for development in this area are, in part, dependent on the HS2 timescales. The area of land required for construction may therefore be altered if changes are made to the overall HS2 construction programme. However, delivery of development is not dependent on HS2/NPR and in the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.

All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan or SPD together with information on trigger points for when infrastructure such as road and junction improvements, a new school and the spine road will be required linked to the development trajectory.

Transport integration and accessibility

The delivery of new and improved public transport and active travel infrastructure is integral to the success of the Timperley Wedge allocation enabling modal shift from car travel to sustainable travel modes. The Western Leg Metrolink extension will provide links to Manchester Airport, as well as to employment areas in Trafford Park and other main employment areas in the borough and GM. This will benefit both existing and new residents providing improved access to jobs and services. A proportionate contribution towards the Merolink extension infrastructure is, therefore, appropriate and will need to be agreed with TFGM (Transport for Greater Manchester).

The road network currently consists of country lanes which are unable to support the proposed development but will be enhanced to promote them as cycling and walking routes promoting healthier lifestyles. These, together with new routes, will provide links through the allocation and to Medipark, Hale Barns, Timperley and beyond. A new spine road will provide safe capacity for car use and link to the surrounding road network. The route identified is indicative at this stage and further work on the most appropriate alignment will be required as part of future masterplanning / planning applications. It is envisaged the spine road will be delivered incrementally by the development as and when it requires access from it. The spine road will have a safe route for walking, cycling and bus rapid transit and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area. The Timperley Wedge/Medipark Transport Locality Assessment has determined the key necessary transport interventions and supporting interventions needed to mitigate the impact of the development. These include interventions specific to each allocation but also shared interventions between the allocations.

An appropriate proportioning of contributions between the allocations and individual development plots, together with more local interventions, will need to be determined by further masterplanning, detailed design and a Transport Assessment.

Community Facilities

A new local centre close to the proposed Metrolink stop will be a hub for community infrastructure and will service the needs of the community. The site will be an attractive location for families, and it is anticipated that this will generate the need for a new primary school located close to the Local Centre. Secondary schools within the area can accommodate the new pupils but will require a contribution per pupil place. Small high street shops and community facilities including health facilities and a local supermarket would also be appropriate within the Local Centre.

Green Belt

The development will involve the removal of some land from the Green Belt, however, a considerable area of Green Belt within the allocation boundary will remain. This area of retained Green Belt will maintain the separation of Timperley and Hale and will be enhanced to improve green infrastructure functionality, creating new accessible recreation areas particularly along the Timperley Brook and the large SBI areas.

Opportunities exist to enhance areas of SBI, existing woodland and hedgerows throughout the allocation. The incorporation of 'old' (19th century or earlier origins) hedgerows within development areas will help to enhance the sense of place of the local landscape. These will also contribute to the green setting of development.

Green Infrastructure

Where green spaces remain in the part of the allocation area that is to be removed from the Green Belt, there is a need to provide the highest level of protection in line with policies in Trafford's Local Plan.

The allocation contains Bowdon Rugby Club along Clay Lane. As part of the development proposals, it may be appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.

Manor Farm sports fields along Ridgeway Road are an existing valued community resource and will be protected in line with policies in Trafford's Local Plan. The facilities have the potential to be enhanced and more widely used with a new access created from Clay Lane.

Hale Country Club is looking to make improvements to its leisure facilities creating job opportunities and providing a higher quality of leisure experience for local communities.

Natural Environment

The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the habitats and green corridors along Fairywell Brook and Timperley Brook.

Landscape

An area of open land will remain alongside the allocation and development will therefore be required to consider the landscape setting and enhance the transition between the urban edge and the open countryside having regard to views / vistas into and out of the site.

Design

Development will need to set a new high quality design standard for this area and should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

Historic Environment

The Timperley Wedge Historic Environment Assessment 2020 considered the characterisation of the land in respect to the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets, their settings and important views, and this has been taken into account in considering appropriate quantum of development for the site. The area of highest archaeological potential is within the south-western portion of the site. Although this particular area remains in the Green Belt there is potential for enhancement as part of development proposals.

Areas of particular sensitivity are the Deer Park and listed structures including Davenport Green Farmhouse, Hall and Barn. The Assessment makes recommendations for mitigation, and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

Utilities, environmental protection and climate change

Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. The Brooks currently have a rating of 'moderate' under the North West River Basin management Plan (2019) and the development should seek opportunities to improve this to 'good'.

A high quality, coordinated drainage strategy will be required which is integrated with the green and blue environment and which is a key component of the new high quality design standard for this area. Landowners and developers will be expected to work together in the interest of sustainable drainage. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development. The incorporation of a swale adjacent to the spine road has the potential to reduce surface water runoff.

Downstream from this allocation there is an area with an existing risk of flooding and as such the development of this site has the potential to take a strategic approach to flood risk management and provide additional opportunities for upstream storage. Further investigation is needed into this as open areas of water in this location are a risk for bird strike due to the close proximity of Manchester Airport.

Noise mitigation such as fencing and bunds will ensure areas like the M56, Metrolink line and HS2 are not seen to be bad neighbours to development.

Safeguarded Land - HS2 Growth Area

The Greater Manchester HS2/NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the HS2 Airport station. The exceptional circumstances for taking this land out of the Green Belt are directly related to the potential this land has to capitalise on the economic benefit brought by HS2. The south eastern area of the allocation, adjacent to the HS2 station, has therefore been removed from the Green Belt to support the delivery of the wider Greater Manchester HS2 Growth Strategy ambitions.

In the longer term this area may also benefit from Northern Powerhouse Rail (NPR) (or an equivalent project) which will deliver fast east west rail connections across the north, further enhancing public transport connections to the station.

The area around the Manchester Airport HS2 Station has been removed from the Green Belt, but will only be considered a sustainable location after delivery of HS2 Airport Station. It is likely much of this land will be utilised to support HS2 during construction but after the delivery of HS2, land adjacent to the station could be available for potential housing and employment development that will benefit from this sustainable, well connected location.

As part of the delivery of HS2 a substantial landscaped screen/ buffer will form a boundary to this land and housing on Brookes Drive and will form the new Green Belt boundary.

7. Phase development to align with the delivery of key infrastructure ensuring sustainable growth at this location;
8. Deliver the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s);
9. Deliver a new spine road through the site to provide access and improve east west connections between Altrincham and Manchester Airport;
10. Incorporate a route for cycling and bus rapid transit to improve east west connections between Altrincham, HS2 and the Airport;
11. Contribute to the necessary improvements to the existing Strategic, Primary and Local Road Networks ensuring incorporation of the necessary public transport;
12. Deliver a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles;
13. Provide a new local centre with convenience shopping facilities close to the Metrolink Western Leg extension and Davenport Green stop;
14. Provide community infrastructure including education and health facilities to support the new community;
15. Provide a significant area of enhanced and accessible green infrastructure within the area of the allocation to remain in the Green Belt;
16. Provide new accessible green spaces for recreation use, within the development areas, which will be protected from future development. Consideration will be given to identifying some of this land as Local Green Space;
17. Protect enhance and minimise adverse effects on environmental assets including SBIs and ancient woodland both within and adjacent to the allocation and enhance landscape features to create defensible Green Belt boundaries;
18. Deliver a clear and measurable net gain in biodiversity and make appropriate provision for long-term management of habitats and geological features;
19. Increase and enhance the level of sports and recreation facilities to meet the future needs of the existing and new local community;
20. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive;
21. Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy;
22. Protect and enhance heritage assets and their settings within the allocation, particularly listed structures including Davenport Green Farmhouse, Hall and Barn; and

24.23. Incorporate appropriate noise mitigation particularly along the M56 motorway, the Metrolink and HS2 corridors.

Safeguarded land

The land identified to the south of the HS2 station, although removed from the Green Belt, is protected from development unless it can be demonstrated that proposals for development on the land directly contribute to the Greater Manchester HS2 Growth Strategy. Prior to the delivery of HS2, Green Belt policies will continue to apply.

The northern areas of the development will deliver medium density housing to be in keeping with the existing character of the area. Lower density is not considered to be appropriate as this would not be an efficient use of land. Higher density housing, including apartments, will be appropriate close to the local centre, the proposed HS2 station and the employment area. The site is expected to deliver affordable housing across all parts of the site at a minimum of 30%. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.

There are a number of existing pockets of residential development across the site each containing locally distinctive design features, new development should therefore be designed so that it is sensitively integrated into these areas.

Employment development will be located in the south eastern area of the site at Davenport Green. This land is already allocated for high quality office use. Delivery of this land is constrained by the construction of HS2 and it is therefore anticipated that this will come forward late in the plan period, following the completion of HS2 and the build-out will extend beyond the GMSF plan period.

It is expected that multiple residential sites will deliver alongside each other throughout the plan period, with the phasing guided by the delivery of significant new infrastructure.

The delivery of new transport infrastructure is integral to the success of the Timperley Wedge allocation. The Western Leg Metrolink extension will provide links to Manchester Airport, as well as to employment areas in Trafford Park and other main employment areas in the borough and in Manchester. This will benefit both existing and new residents providing improved access to jobs and services. The road network currently consists of

country lanes which are unable to support the proposed development; a new spine road will therefore provide increased capacity and link to the surrounding road network. The spine road and a route for cycling and bus rapid transit will also be a key sustainable transport corridor through the site and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area, a key priority of the 2040 Transport Strategy.

The network of existing lanes and paths through the allocation will be enhanced to promote them as cycling and walking routes. These, together with new routes, will provide sustainable links through the allocation and to adjoining communities.

A new local centre close to the new Metrolink stop will be a hub for community infrastructure and will service the needs of the community. The site will be an attractive location for families, and it is anticipated that this will generate an additional demand for school places, the majority of which will need to be accommodated within the site.

The development will involve the removal of an area from the Green Belt; however a considerable area of Green Belt in the allocation area will remain to the west of Timperley Brook and Clay Lane. This area will also maintain the separation of Timperley and Hale, as well as enhance green infrastructure functionality, creating new accessible recreation areas particularly along the Timperley Brook and protecting large SBI areas.

Where green spaces remain in the allocation area that is to be removed from the Green Belt there is a need to provide the highest level of protection. Therefore, where these sites are deemed to be of sufficient local community value, it may be appropriate to designate sites through the Local Plan as Local Green Space.

Opportunities exist to enhance areas of SBI, existing woodland and hedgerows throughout the allocation. These will contribute to the green setting of development.

The allocation contains areas of sports pitches along Ridgeway Road and Clay Lane that provide facilities for the local community. As part of the development proposals, it may be appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.

Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. The Brook's currently have a rating of 'moderate' under the EU Water Framework Directive, the development should seek opportunities to improve this to 'good'.

A Heritage Impact Assessment will determine any potential harm and opportunities for enhancement of the listed buildings and their setting within the allocation. A detailed archaeological desk-based assessment will also be required in advance of and during the construction process.

Noise mitigation such as fencing and bunds will ensure areas like the M56, Metrolink line and HS2 are not seen to be bad neighbours to development.

HS2 Growth Area

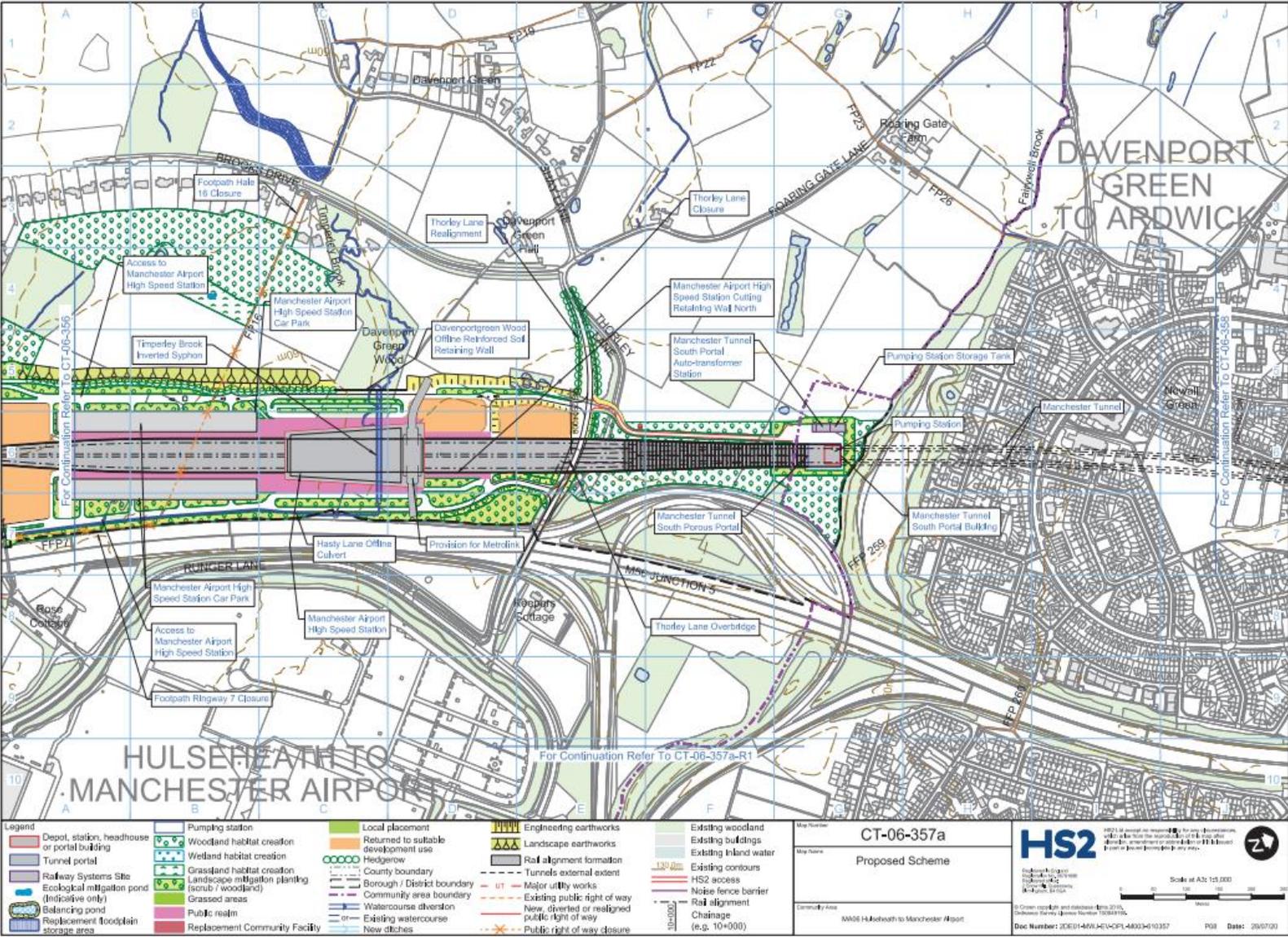
The southern area of the allocations adjacent to the proposed HS2 station will be removed from the Green Belt to enable the delivery of the wider Greater Manchester HS2 Growth Strategy only. Protection from any other development is required until such time as HS2 is built to ensure that GM's aspirations associated with this significant infrastructure are not compromised.

National guidelines state that when defining new Green Belt boundaries consideration should be given to longer-term development needs and that Green Belt boundaries should endure beyond the plan period. The area around the Manchester Airport HS2 Station is therefore removed from the Green Belt, but is not available for development until after the delivery of HS2.

The HS2 Growth Strategy sets out ambitious development proposals and this area will contribute to these proposals, taking advantage of this strategically important and well-connected location.

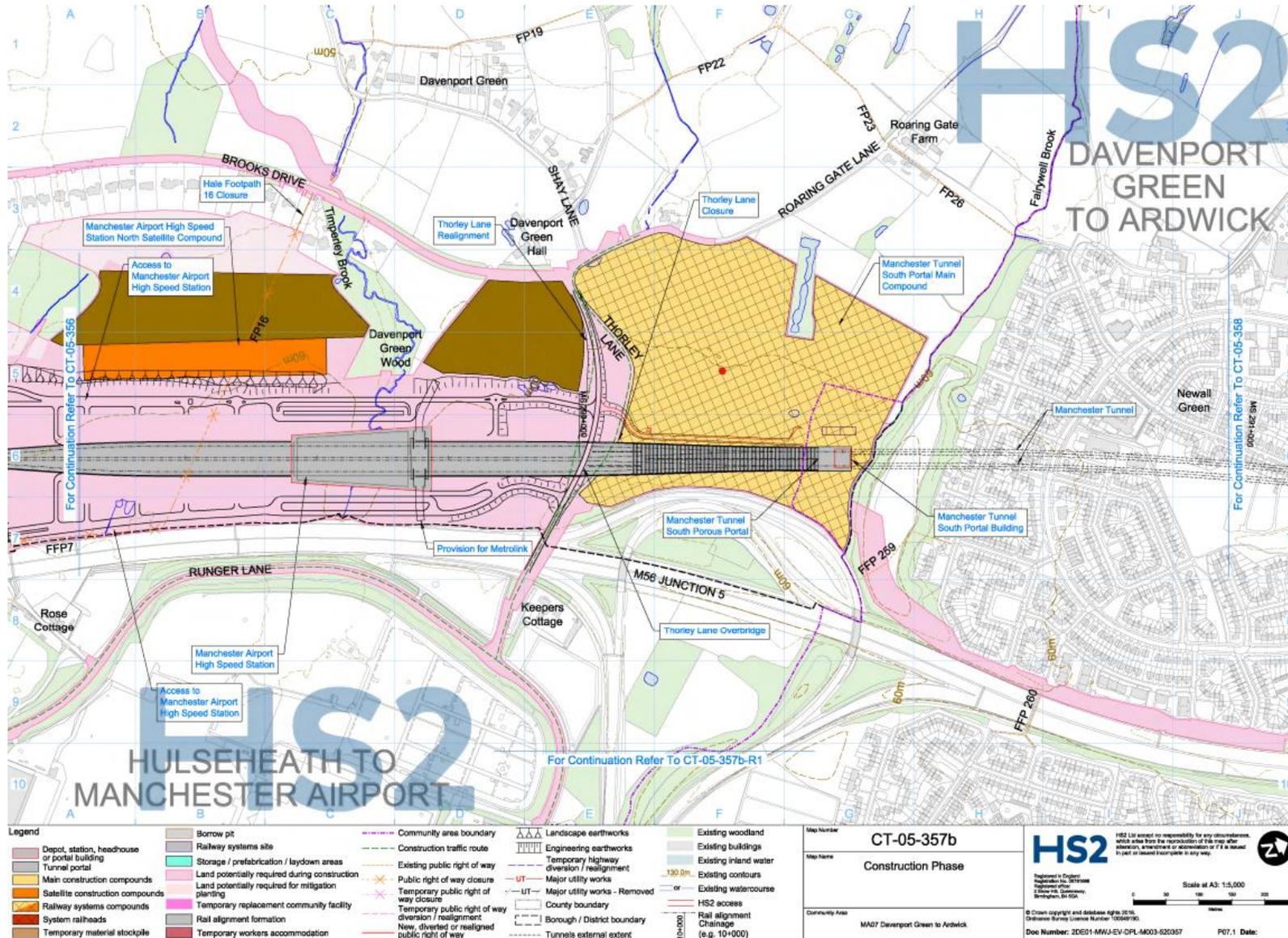
Appendix D - HS2 DRC 2 consultation Manchester Airport High Speed Station – 2020

Area shown as 'woodland habitat creation' to the east of Brooks Drive will form the boundary of the Safeguarded Land.



Appendix E - HS2 Consolidated Construction Boundary as at June 2021

Area shaded pink and yellow hatch is land identified by HS2 as being needed during HS2 construction



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Trafford Council. 2020. "Timperley Wedge Masterplan"
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