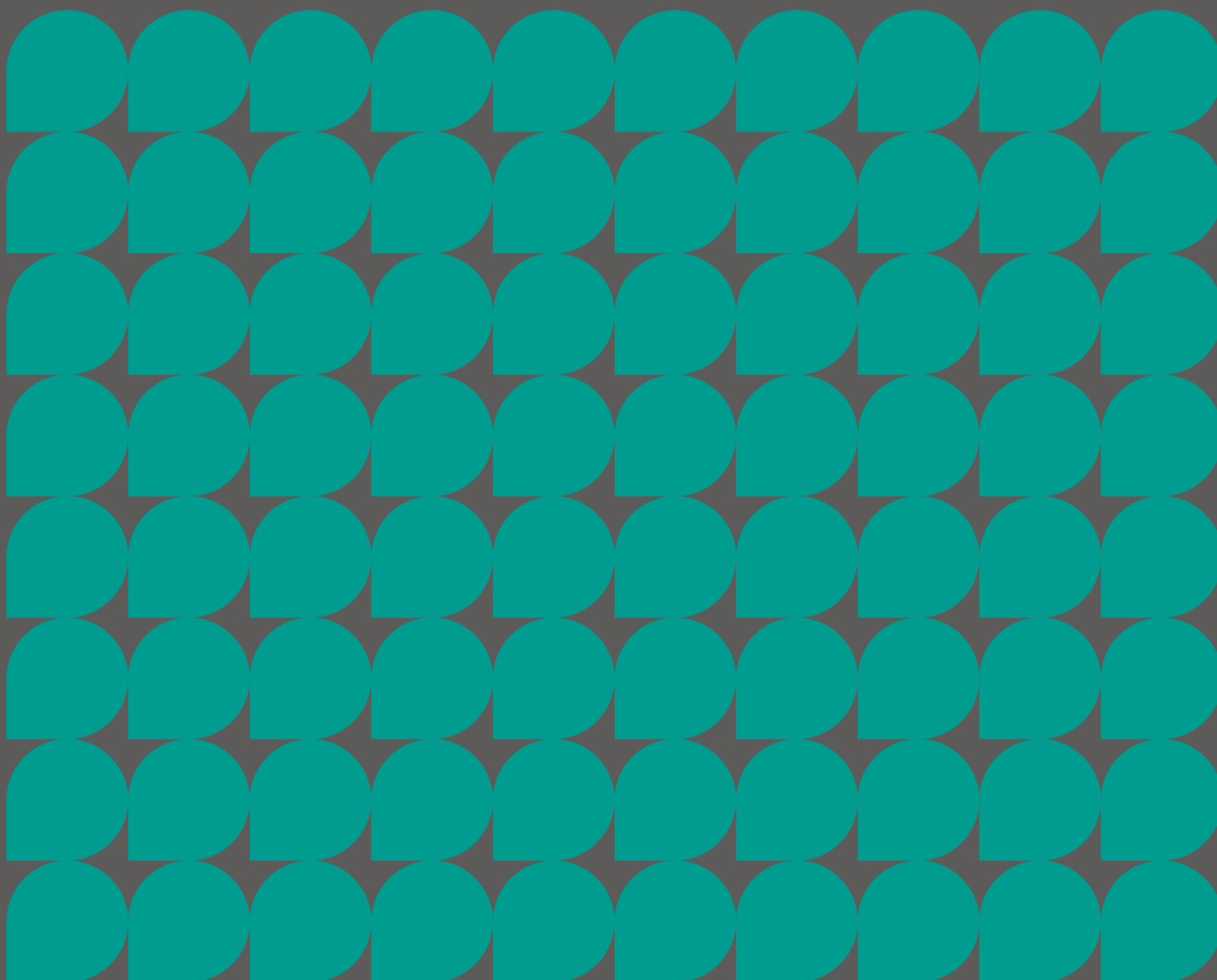


# Places for Everyone

Trafford Omission Sites Issues Summary

February 2022



# Omission Sites – Trafford

A summary of the issues raised in relation to Omitted Sites in Trafford and the relevant respondents to PfE 2021 is set out below:

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
OStr.1	Land at Bailey Walk, Bowdon (Residential development of 80-90 homes)	<p>The site is in a sustainable location and can deliver a range of homes to meet local needs, including affordable housing. There are no constraints from flooding, biodiversity, heritage, PROWS. A masterplan shows how the site could be developed.</p> <p>It is considered the site meets site selection criteria as it is close to transport modes and has access to local services. It is 4.7km from Manchester Airport and associated employment opportunities and is could take advantage of any potential new east west bus services. It is also adjacent to deprived parts of Trafford.</p> <p>The site selection process is too rigid in terms of the 800m buffer required under criterion 4 and has been too narrow in assessing sites to the south of Hale/Bowdon and therefore is not justified.</p>	<p>The site was submitted as a 'call for site' and was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>. The site is not considered to meet any criteria and therefore did not form an Area of Search and was excluded from the site selection process at stage 2.</p> <p>The site does not meet the PfE Strategy and is therefore not proposed for allocation.</p> <p>See Site Selection Background paper Appendix 9, page 95 <a href="#">[03.04.11]</a> where the site is included in the 'not proposed for allocation' list.</p>	PD Northern Steels
OStr.2	Land at Rossmill Lane, Hale Barns (Residential development)	<p>Land at Rossmill Lane is well contained, surrounded by permanent built development on all sides, and is physically and visually separated from the wider countryside.</p> <p>Propose the land is released from Green Belt and it could be allocated for development as per our representations to the Regulation 18 consultation 2019. Disagree with the assessment parcel TF53 in the 2016 Green Belt Assessment.</p>	<p>The site was submitted as a 'call for site' and was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>. The site is not considered to meet any criteria and therefore did not form an Area of Search and was excluded from the site selection process at stage 2. The site does not meet the PfE Strategy and is therefore not proposed for allocation. See Site Selection Background paper Appendix 9, page 95 <a href="#">[03.04.11]</a> where the site is included in the 'not proposed for allocation' list.</p> <p>The Green Belt Assessment was carried out by independent consultants to assess the performance of fairly large parcels of land against Green Belt purposes. It was one of a number of considerations used for site selection.</p>	Bobby Arora

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
OSTr.3	Land at Clay Lane (Residential development)	<p>The site is considered to be in a highly sustainable location and could capitalise on the benefits of the proposed HS2 Manchester Airport Station.</p> <p>It is located close to Manchester Airport and Airport City and could therefore support commercial growth.</p> <p>The site is unconstrained and deliverable within the early part of the plan period. The site can be safely accessed from the existing highway network from both Clay Lane and Wellfield Lane. The site is developer backed and requires no major infrastructure improvements to come forward. The land is in single ownership and together with two adjacent landholdings could provide up to 80 acres of readily developable land.</p> <p>Greater Manchester Green Belt Assessment (2016) identifies the land including Land at Clay Lane as having a weaker Green Belt role in relation to the Green Belt purposes than the land currently identified as allocation JP-A 3.2 Timperley Wedge.</p>	<p>The site was submitted as a 'call for site' and was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>. The site was identified in an Area of Search as the area meets Criterion 2 due to its close proximity to Manchester Airport and the proposed HS2 Manchester Airport Station, which have been identified as key assets in Greater Manchester.</p> <p>However, this site is not proposed for allocation as it was preferable to propose land for development which is located close to Whythenshawe Hospital, Medipark and the existing employment location at Davenport Green. The site is therefore outside the JP-A 3.2 Timperley Wedge allocation boundary.</p> <p>See Site Selection Background Paper Appendix 7 – Summary of Planning Assessments <a href="#">[03.04.09]</a>, site ref 1473240351788 page 68.</p> <p>Further information is also set out in JPA3.2 Timperley Wedge Allocation Topic Paper – section 5 Site Selection and section 15 Green Belt Assessment <a href="#">[10.01.58]</a>.</p>	Hollins Strategic Land
OSTr.4	Bradley Lane, Sale (Parcel A for up to 64,570 sqm of Class B8 and ancillary Class E floorspace. Parcel B for safeguarded land for employment)	<p>The site is located close to strategic transport links and is accessible by sustainable transport modes.</p> <p>The site has no technical constraints to prevent the site being developed. It is in Flood Zones 2 and 3 but has flood defences, no heritage assets, poor quality agricultural land, and no ecological constraints. The wildlife and landscape designations would be enhanced.</p> <p>The site will deliver sustainable development and will deliver social benefits and jobs close to homes.</p>	<p>The site was submitted as a 'call for site' and was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>. The site is within an Area of Search as it meets Criterion 1 as approximately 50% of the site is within the PfE Site Selection 'good public transport' area.</p> <p>However the site is not proposed for allocation as it is subject to a number of constraints: it was previously used for landfill, it is within Flood Zone 2 and it is within the Mersey Valley Green Infrastructure area. The site also has an important Green Belt role in maintaining the separation of Stretford and Sale. See Site Selection Background Paper Appendix 7 – Summary of Planning Assessments <a href="#">[03.04.09]</a> site ref 1454327480641.</p>	Morland Capital No1 Partners Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
OSTr.5	Land North of J8 M60 (Employment development or safeguarded site)	<p>The site is considered to be in a highly accessible location, with access to sustainable transport modes.</p> <p>The urban edge of Stretford and the M60 create an urbanising effect that minimises the contribution of the site to the Green Belt. The site is therefore a logical infill to the existing urban area of Stretford. The site does not form a critical gap between Stretford and Sale. The site makes a weak contribution to the Green Belt purposes.</p> <p>There are no significant constraints preventing development and bringing it forward imminently.</p>	<p>The site was submitted as a 'call for site' and was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>.</p> <p>The site is within an Area of Search as it meets criterion 1 as approximately 50% of the site is within the PfE Site Selection 'good public transport' area.</p> <p>However the site is not proposed for allocation as is subject to a number of constraints: it was previously used for landfill, it is within Flood Zone 2 and it is within the Mersey Valley Green Infrastructure area. The site also has an important Green Belt role in maintaining the separation of Stretford and Sale. See Site Selection Background Paper Appendix 7 – Summary of Planning Assessments <a href="#">[03.04.09]</a> site ref 1454084754042.</p>	NPL Group
OSTr.6	Land adjoining the M56, Hale Barns (Residential development)	<p>The site is considered to be in close proximity to Manchester Airport/HS2 Airport Station and development would promote sustainable patterns of development.</p> <p>HS2 will mean any land remaining in Green Belt will be meaningless in terms of the five purposes of Green Belt.</p> <p>By including this site a new Green Belt boundary would be clearly defined by physical features.</p>	<p>The site was submitted as a 'call for site' and was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>.</p> <p>The site meets Area of Search Criterion 2 as it is close to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester.</p> <p>However, this site is not proposed for allocation as the proposed HS2 Phase 2B line to Manchester Piccadilly will run through the centre of the site and the Green Belt at this location has an important role in maintaining a gap between Warburton Green and Manchester.</p> <p>See Site Selection Background Paper Appendix 7 – Summary of Planning Assessments <a href="#">[03.04.09]</a> - site ref 1452597302956, page 67.</p> <p>Further information is also set out in JPA3.2 Timperley Wedge Allocation Topic Paper– section 5 Site Selection and section 15 Green Belt Assessment <a href="#">[10.01.58]</a>.</p>	Peter Longworth

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
OSTr.7	Ash Tree Farm, Ashton-on-Mersey (Residential development of around 100 homes)	<p>The site does not fulfil the five purposes of Green Belt, making no more than a weak to moderate contribution. Development would round off the settlement whilst strengthening the Green Belt boundary to the north of Sale the boundary could follow a dual carriageway, rather than the rear gardens of existing properties.</p> <p>The site is available and in a sustainable location for local services and transport options and in an attractive market location</p> <p>The harm of developing the site is likely to be 'Less than Substantial' on heritage impacts</p> <p>The site is within Flood Zone 1 and not within influencing distance of ecology sites.</p>	<p>The site was submitted as a 'call for site' and was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>.</p> <p>The site is not considered to meet any criteria and therefore did not form an Area of Search and was excluded from the site selection process at stage 2.</p> <p>The site does not meet the PfE Strategy and is therefore not proposed for allocation.</p> <p>See Site Selection Background paper Appendix 9, page 90 <a href="#">[03.04.11]</a> where the site is included in the 'not proposed for allocation' list.</p>	Highgrove Strategic Land
OSTr.8	Shay Lane, Davenport Green (Residential development)	<p>The site is in close proximity to a number of services.</p> <p>The site is located adjacent to JP-A 3.2 Timperley Wedge allocation which means that the site would not make a meaningful contribution to Green Belt purposes and would be a logical rounding off opportunity of the Timperley Wedge allocation</p> <p>The site is close to the proposed Manchester Airport HS2 Station and ideally placed to provide excellent transport connectivity.</p> <p>Development here will also provide an integrated and high-quality network of public open space, green connections, and walking and cycling infrastructure.</p>	<p>Part of the site was previously submitted as a 'call for site' and it was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>.</p> <p>The whole site was also previously included in the Timperley Wedge allocation in the 2016 draft GMSF.</p> <p>The site meets Area of Search Criterion 2 due to its close proximity to Manchester Airport and the proposed HS2 Manchester Airport Station which have been identified as key assets in Greater Manchester.</p> <p>Following the 2016 consultation further assessment of the Timperley Wedge site was undertaken and this area of the site was excluded from the allocation. Development of the site could affect the wider setting of nearby listed buildings and there are difficulties in establishing a strong Green Belt boundary in this location.</p> <p>In addition, Trafford had also identified other sites to meet the housing land supply requirement and it was therefore possible to reduce the Green Belt land required.</p>	Bloor Homes

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
			<p>It is not considered the benefit of development on this site would outweigh the harm in this location and the site was removed from the allocation in GMSF 2019. The site is not proposed for allocation in PfE.</p> <p>The additional area which has been submitted to the PfE Reg 19 consultation is considered to be unsuitable for allocation under the site selection process for the same reasons as the formerly submitted smaller site.</p> <p>See Site Selection Background Paper Appendix 7 – Summary of Planning Assessments <a href="#">[03.04.09]</a> - site ref 1459864939596 page 63, in relation to the previously submitted site.</p> <p>Further information is also set out in JPA3.2 Timperley Wedge Allocation Topic Paper – section 5 Site Selection and section 15 Green Belt Assessment <a href="#">[10.01.58]</a>.</p>	
OSTr.9	Land at Bow Green, Bowdon (Residential development of 760 homes)	<p>Development of the site would contribute towards housing, provide economic benefits, improve transport connections, provide high quality open space and enhance landscape character.</p> <p>The site is near local services and has links to Hale, Altrincham and Manchester.</p> <p>The site is considered to be deliverable, viable, and suitable for release from the Green Belt</p>	<p>The site was submitted as a 'call for site' and was therefore assessed against the Site Selection criteria as set out in the Site Selection Background Paper <a href="#">[03.04.01]</a>.</p> <p>The site is not considered to meet any criteria and therefore did not form an Area of Search and was excluded from the site selection process at stage 2.</p> <p>The site does not meet the PfE Strategy and is therefore not proposed for allocation.</p> <p>See Site Selection Background paper Appendix 9, page 90 <a href="#">[03.04.11]</a> where site is included in the 'not proposed for allocation' list.</p>	Church Commissioners for England