

GM Allocation 27

Land at Hazelhurst Farm

Topic Paper

GMSF 2020

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Section A – Background

The following technical assessments have been produced on behalf of the majority landowner in support of the GMSF site allocation which they are promoting:

- Agricultural Land Classification (RAC – November 2019)
- Baseline Air Quality Assessment (Air Quality Consultants – March 2019)
- Ecological Assessment (ESL – July 2017)
- Education Briefing Note (EFM - March 2019)
- High level Archaeological Assessment (Peel - no specified date)
- Initial Heritage Appraisal (Turley – April 2020)
- Noise Review (Cundall – March 2019)
- Site Appraisal – Drainage and Flood Risk (WSP – March 2019)
- Transport Statement (TTHC – March 2019)
- Walkover Habitat Survey (TEP – March 2020)

These documents have not been subject to a comprehensive review by the relevant departments within the city council or any relevant external organisations such as the Greater Manchester Ecology Unit. As such, they are not endorsed by Salford City Council or the GMCA at this stage, but rather published for information as key pieces of technical work undertaken on behalf of the majority landowner of the site. It is considered helpful to publish these documents at this stage, so that people have as much information as possible in making their comments on the Publication Draft GMSF ('2020 GMSF'). The conclusions drawn in these reports are outlined for information, where relevant, in this topic paper.

1. Introduction

- 1.1. The site is located to the immediate south of the A580 East Lancashire Road and benefits from close proximity to the Leigh Salford Manchester (LSM) Busway, which provides good public transport access to the employment and leisure opportunities in the city centre.

2. Site Details

- 2.1 The 15.7 hectare greenfield site is currently in agricultural use. It is located within the residential area of Swinton within the Worsley ward and is bounded by residential properties to the south and east and the Worsley Woods Site of Biological Importance to the west. The site is designated as Green Belt through policy EN1 of the Salford Saved Unitary Development Plan policies (2009).

3. Proposed Development

- 3.1 The proposed allocation is for 400 houses, with a range of sizes expected. The precise housing mix will be informed by a masterplan/framework or Supplementary Planning Document (as required by criterion 1 of the policy), and the planning application process.
- 3.2 Criterion 2 of the policy requires that development of the site will be required to provide an affordable housing scheme equivalent to at least 50% of the dwellings on

the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision. Viability work by Three Dragons has confirmed this is financially viable (see below for further details).

3.3 Appendix 1 sets out the policy wording and boundary for the Hazelhurst allocation as set out in the 2020 GMSF.

3.4 There have been a number of changes to the wording of the allocation policy between the 2019 Revised Draft Stage and the 2020 GMSF. These changes are in response to comments received to the 2019 allocation policy, and updates to the evidence base (such as a transport locality assessment¹ prepared for the site). Key changes are set out below:

- New criterion which requires development to respond to the site's location, characteristics and surroundings to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area
- Added additional text to require that surface water flood mitigation does not have an adverse impact on the potential for flooding off-site
- Added reference to public rights of way through the site connecting to the wider pedestrian and cycling network and providing access to local facilities.

4. Site Selection

4.1. The site selection process undertaken to determine the priority allocations to be taken forward through the GMSF is detailed in a background paper². Land at Hazelhurst Farm has been selected on the basis of criterion 1 (Land which has been previously developed and/or land which is well served by public transport) of the assessment criteria. In particular, the site is in close proximity to stops on the Leigh Salford Manchester (LSM) Busway which runs, at this point, along the A580 East Lancashire Road to the north of the proposed allocation.

5. Planning History

5.1. There have been no recent planning applications within the allocation boundary. There have however been a number of planning permissions granted around its periphery, primarily relating to relatively minor changes / extensions to residential properties and the construction of 9 residential dwellings on land to the immediate south of Hazelhall Close (reference 17/70889/REM).

6. GMSF 2019 Consultation Responses

6.1. The landowner supports the allocation with amendments sought to the approach to affordable housing, the site boundary, school provision, quantum of development, and the removal of requirements relating to masterplanning and allotments.

6.2. A large number of objections to the allocation were received with the most significant numbers relating to the exacerbation of existing issues of congestion,

¹ Systra (November 2020) Transport Locality Assessments. Introductory note and assessments – Salford Allocations

² GMCA (September 2020) GMSF Site Selection Background Paper

particularly in peak times, on a number of local roads (with the impact on Leigh Road and Worsley Road most commonly mentioned). The cumulative impact of development with other housing developments and RHS Bridgewater was raised, alongside the lack of community infrastructure (particularly schools and doctors / medical facilities).

- 6.3. The issue of air pollution given the proximity of the site to the East Lancashire Road and motorway was a concern for many. Related to this, it was identified that buses (including the Vantage service) are full and overcrowded when reaching the local area and so do not provide a realistic alternative to driving.
- 6.4. A large number of representations objected to the loss of Green Belt / green infrastructure. A number of other negative impacts on the area were identified, including the area already being overcrowded from recent developments, the disruption during the building of the dwellings, a potential drop in property values, and increased crime.

7. GMSF Integrated Assessment

- 7.1 A summary of the GMSF 2019 and 2020 integrated assessment³ conclusions relating to the allocation are provided in the table below. Other than in respect of impacts relating to the development of greenfield land in agricultural use, the impacts identified were largely positive. Possible actions in respect of mitigation identified are considered to have been adequately addressed through the GMSF allocation policy itself, thematic policies within the GMSF and/or local policy proposed through the Publication Salford Development Management Policies and Designations Document (January 2020).

Objective	Summary of assessment and mitigation identified	Action on mitigation
1. Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	<p>Positive impacts arising from provision of housing and the site's proximity to Worsley Woods and the Leigh Manchester Guided Busway. No negative impacts identified.</p> <p>Despite this the 2019 integrated assessment identified as mitigation that reference could be made to the number of dwellings to be provided and details regarding the mix.</p>	<p>Subsequent to this recommendation details of the total number of dwellings and detailed requirements in relation to affordable housing were added to the policy.</p> <p>The mix on site can be determined through master-planning in line with criterion 1 of the allocation policy, and having regard to national, GMSF and Local Plan policies relating to the efficient use of land.</p>

³ Arup (January 2019, and October 2020) Integrated Assessment of the Greater Manchester Spatial Framework

Objective	Summary of assessment and mitigation identified	Action on mitigation
2 Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	<p>Positive impacts relating to policy requirements on school provision. No negative impacts identified.</p> <p>Identified as mitigation giving consideration as to how housing land can enhance work force skills and training, such as through construction jobs.</p>	<p>The issue identified is considered to be a detailed issue relevant to a range of sites and more appropriately addressed through thematic policies at the GM and/or local level.</p> <p>The Publication Salford Local Plan (January 2020) proposes policy requirements in relation to this issue and GMSF policies GM-P 1, GM-E 4 and GM-E 5 are also considered to address this issue.</p>
3.Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	<p>Positive impacts relating to policy requirements including access to public transport services and high quality pedestrian routes.</p> <p>Identified as mitigation to consider a feasibility study into utilities/ digital infrastructure requirements and ability of local network to support development.</p>	<p>The recommended mitigation is addressed by GMSF thematic policies GM-E 1 and GM-N 2, and a masterplan for the site as required by the allocations policy would also address the issue.</p>
4.Reduce levels of deprivation and disparity	<p>Identified impacts as uncertain as it was considered uncertain that development would affect deprived areas.</p> <p>Mitigation identified in respect of considering deprived areas in relation to benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities.</p>	<p>The importance of social value as part of new development in the city is clearly set out in the Publication Salford Local Plan (January 2020), along with associated policy requirements.</p> <p>It is also addressed by GMSF thematic policies GM-E 1, GM-E 4, GM-E 5 and GM-P 1.</p>

Objective	Summary of assessment and mitigation identified	Action on mitigation
5.Promote equality of opportunity and the elimination of discrimination	<p>Identified a neutral impact in relation to this objective.</p> <p>As mitigation it was identified that the policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.</p>	<p>Subsequent to this recommendation detailed requirements in relation to affordable housing were added to the policy.</p> <p>In respect of the other issues raised, the policy requirement for masterplanning (criterion 1) to be developed with the local community and other stakeholders could be significant in this regard. Other issues of equality and opportunity are addressed in thematic policies of the GMSF and the Publication Salford Local Plan. In terms of the latter, this includes policy requirements relating to fairness, equality of access and design.</p>
6. Support improved health and wellbeing of the population and reduce health inequalities	<p>A largely positive impact was identified citing policy requirements relating to pedestrian routes, protection of natural features, including the neighbouring SBI, and the provision of allotment plots.</p>	<p>No mitigation identified.</p>
7. Ensure access to and provision of appropriate social infrastructure	<p>A lack of reference to healthcare facilities resulted in a negative/uncertain impact in this regard. Positive impacts resulting from requirements in relation to school provision and allotments.</p> <p>As mitigation it was identified that ensuring healthcare provision is accessible to all is considered through masterplanning.</p>	<p>Mitigation to be addressed through masterplanning and is also addressed in thematic policies GM-E 5, GM-E 6 and GM-E 7.</p> <p>Publication Local Plan includes additional requirements in relation to health provision.</p>

Objective	Summary of assessment and mitigation identified	Action on mitigation
8. Support improved educational attainment and skill levels for all	Policy requirement relating to school provision is identified as a major positive. A neutral impact is identified in relation to the education and skill levels in the working age population as it is not covered in the policy.	No mitigation identified.
9. Promote sustainable modes of transport	Positive impact identified with references to encouraging use of nearby public transport and high quality pedestrian routes.	No mitigation identified.
10. Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	<p>A positive/negative impact is identified, the assessment referencing proximity to the AQMA and also that the policy supports the use of active modes and public transport.</p> <p>Seeking to minimise private car use and considering mitigation solutions including green infrastructure, incentivising electric car use and/or masterplan layout which reduces emissions near sensitive receptors are all identified as mitigation.</p>	<p>The issues identified can be addressed through masterplanning and are also addressed through thematic policies.</p> <p>The allocation policy has been amended, including a requirement to incorporate green infrastructure that can most effectively benefit the site and the wider area. The policy also includes requirements which seek to encourage public transport use, and this is supplemented by policy requirements in the Publication Salford Local Plan. The Local Plan also includes requirements relating to electric vehicle charging and the incorporation of green infrastructure within development.</p>
11. Conserve and enhance biodiversity, green infrastructure and	The assessment identifies both positive and negative impacts in relation to this objective citing the site's location within a wildlife corridor, proximity to a protected habitat and	No mitigation identified.

Objective	Summary of assessment and mitigation identified	Action on mitigation
geodiversity assets	adjacency to Worsley Woods (an SBI). Also referenced are policy requirements relating to the protection of the SBI and other natural features. The requirement for allotment plots is also identified.	
12. Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	<p>A neutral impact was identified in 2019 as the site is relatively low flood risk and policy requires incorporation of sustainable drainage systems to mitigate surface water flooding. This has improved to a positive score in the 2020 assessment due to the requirement that there is no adverse impact on the potential for flooding off site.</p> <p>Issue is also addressed in thematic policies of the GMSF and Publication Salford Local Plan.</p>	No action required
13. Reduce the risk of flooding to people and property	<p>A neutral impact identified, the site is relatively low flood risk and policy requires incorporation of sustainable drainage systems to mitigate surface water flooding.</p> <p>Issue is also addressed in thematic policies of the GMSF and Publication Salford Local Plan.</p>	No action required
14. Protect and improve the quality and availability of water resources	<p>Positive impact identified in 2019 which was increased to very positive for one element in 2020. The policy requires development to protect the quality of watercourses through and around the site.</p> <p>Issue is also addressed in thematic policies of the GMSF and Publication Salford Local Plan.</p>	No action required

Objective	Summary of assessment and mitigation identified	Action on mitigation
15. Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions	<p>A positive impact identified in relation to the promotion of cycling and walking, but negative/uncertain impacts given a lack of reference to low carbon and renewable energy facilities and a proactive reduction in direct and indirect greenhouse gases.</p> <p>The assessment recommended making reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.</p>	Issues are addressed in thematic policies in the GMSF and a number of policies within the Publication Salford Local Plan, including in relation to climate change, design, access and energy.
16. Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	<p>Positive impacts identified in relation to retention of landscape features and ensuring that vehicular access does not compromise the quality of existing residential areas.</p> <p>In respect of mitigation, the assessment identifies a need to consider heritage assets outside of the site throughout the detailed design to reduce risk throughout construction and operational phases.</p> <p>Mitigation also includes a need to ensure that the policy is designed to take advantage of the natural landscape assets and connections to these both on and off site and also townscape assets that are present.</p>	<p>Mitigation issues identified are addressed by separate thematic policies in the GMSF and policies within the Publication Local Plan in respect of heritage, design and green infrastructure.</p> <p>Masterplanning requirements provide an opportunity to consider the issues raised further.</p> <p>A heritage impact assessment of the allocation has been undertaken.</p>
17. Ensure that land resources are allocated and used	Major negative impacts identified resulting from the development of greenfield land in agricultural use.	PDL (previously developed land) opportunities within the city are identified through Salford's

Objective	Summary of assessment and mitigation identified	Action on mitigation
<p>in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination</p>	<p>Mitigation included:</p> <ul style="list-style-type: none"> • Consider how PDL development and the development of derelict land, properties and infrastructure could be encouraged as a result of development • Further research into agricultural land quality <p>In the 2020 assessment, most of the impacts identified are still major negatives but a positive score was recorded against protecting the best and most versatile agricultural land.</p>	<p>Housing and Economic Land Availability Assessment (and Brownfield Register). No particular opportunities relating specifically to the site are apparent.</p> <p>Mitigation is included within chapter 4 and chapter 9 of the GMSF.</p>
<p>18. Promote sustainable consumption of resources and support the implementation of the waste hierarchy</p>	<p>A neutral impact is identified due to a lack of specific reference within the policy.</p> <p>Mitigation included the promotion of sustainable construction methods and giving consideration to waste and recycling facilities in design.</p>	<p>These issues are specifically addressed in the Publication Salford Local Plan including policy requirements relating to efficient and coordinated use of land, energy, design and waste.</p> <p>GMSF thematic policy GM-S 7 also addresses the issues.</p>

Section B – Physical

8. Transport

- 8.1. The allocation has good access to public transport services and was selected for inclusion within the GMSF for this reason. The Leigh Salford Manchester (LSM) Busway, which runs services adjacent to the allocation provides fast, high frequency services which operate along the LSM Guided Busway and A580 bus priority lanes. Since its implementation, the LSM service has become a highly successful and significant public transport service for this area of Greater Manchester. Improvements to the frequency of services are being considered along this corridor as well as enhancements to Park and Ride services along the A580.
- 8.2. A Locality Assessment⁴ has been prepared for the site allocation in order to confirm the potential transport impacts and identify appropriate mitigation to support the inclusion of the allocation in the GMSF. The assessment identifies that the traffic impacts of the site are 'less than severe', and it is considered that the site is deliverable from a transport perspective. At this stage, the modelling work is considered to be a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements associated with the significant continued investment proposals within the Greater Manchester 2040 Transport Strategy. It is considered that the LSM Guided Busway offers the opportunity to significantly reduce the trip generation associated with the site, particularly during the peak hours.
- 8.3. Whilst the modelling work indicates that the local area is congested and some junctions will experience capacity issues, they are not significantly worse than those experienced in the reference case situation (i.e. without this site being allocated) and are not directly attributable to the Hazelhurst Farm site allocation. For some local junctions which are identified as operating above capacity, the assessment has identified that there is limited scope for improvement.
- 8.4. With regards to walking and cycling infrastructure, national cycle route 55 runs to the south of the allocation offering traffic free connections. There is also a shared use cycle way along the A580. The 'Bee Network' includes various proposals for improvements to the cycle networks and new links in the surrounding area. It is important to the sustainable development of the site, that it is designed to maximise the use of public transport services. The following improvements have been identified in the assessment which would further improve the site's accessibility by sustainable modes and are reflected in the site allocation policy requirements, namely criteria 3 and 4:
 - A580 East Lancashire Road/ Moorside Rd crossing facilities
 - Worsley Road crossing
 - Ramped cycle and disabled access to NCN55 at Greenleach Lane (at Broad Oak Road).
 - The allocation should have a permeable network for pedestrian and cyclist priority within the development.

⁴ Systra (November 2020) Transport Locality Assessments. Introductory note and assessments – Salford Allocations

- 8.5. Vehicular access to the site would be provided from existing residential streets off Hazelhurst Road through the form of priority junctions and a minimum of two access points will be required. The site allocation policy explains that vehicular access to the site shall not have an unacceptable impact on the quality of existing residential areas.

9. Flood Risk and Drainage

- 9.1. The site is entirely within Flood Zone 1 (low risk), according to the Environment Agency Flood Map for Planning, and the Level 1 Strategic Flood Risk Assessment (SFRA)⁵. A small proportion of the site (less than 5% of the total area) is considered to be at risk of surface water flooding, generally low to medium risk. Flooding is not considered to be a significant constraint on this site, but a site-specific flood risk assessment would be required in advance of development and appropriate measures such as sustainable drainage would be required to mitigate the surface water flood risk.
- 9.2. Work commissioned by the landowner⁶ notes that the presence of sandstone within the site should enable the use of infiltration-based sustainable urban drainage systems (SUDS) to be used on site, subject to further site investigations. The work further notes the presence of a minor watercourse/drain along part of the western boundary of the site and another on the part of the eastern boundary, alongside the right of way next to the recreation ground.

10. Ground Conditions

- 10.1 Agricultural land data suggests that the entire site comprises grade 3 agricultural land (grades 1, 2 and 3a are defined as the best and most versatile). Grade 3 land is subdivided into sub grade 3a (good quality land) and sub grade 3b (moderate quality land). There is however no detailed Agricultural Land Classification data available for the site.
- 10.2 The majority landowner has undertaken an assessment of the agricultural land classification of the site allocation⁷ which is published alongside the 2020 GMSF for information. The assessment of the agro-climatic conditions indicates that the field capacity day regime (i.e. the period from autumn to spring where soil moisture deficit is zero) is longer than typical for lowland England and is therefore unfavourable. The soil survey mapping shows the 'Brickfield 3 association' to be present across the site. This is characterised by predominantly loamy and clayey surface-water gley soils that are waterlogged for much of the year and can make cultivation difficult.
- 10.3 The assessment concludes that the main factor affecting the classification of the land is limited workability due to the combination of poor soil drainage, the long field capacity day regime and the clayey topsoil textures. The assessment suggests that the agricultural land classification for most of the site is grade 3b or below and identifies around 4.5 hectares of the land in the southern part of the site as being grade 3a (good quality). Given the overall scale of development that needs to be accommodated across Greater Manchester up to 2037, a limited amount of

⁵ JBA consulting (March 2019) Level 1 Strategic Flood Risk Assessment for Greater Manchester - Update

⁶ WSP / Parsons Brinckerhoff (April 2017) OA19-Hazelhurst Farm: Site Appraisal – Drainage and Flood Risk

⁷ Reading Agricultural (November 2019) Agricultural Land Classification and Soil Resources

development on high grade agricultural land is proposed in the 2020 GMSF and considered necessary to meet development needs.

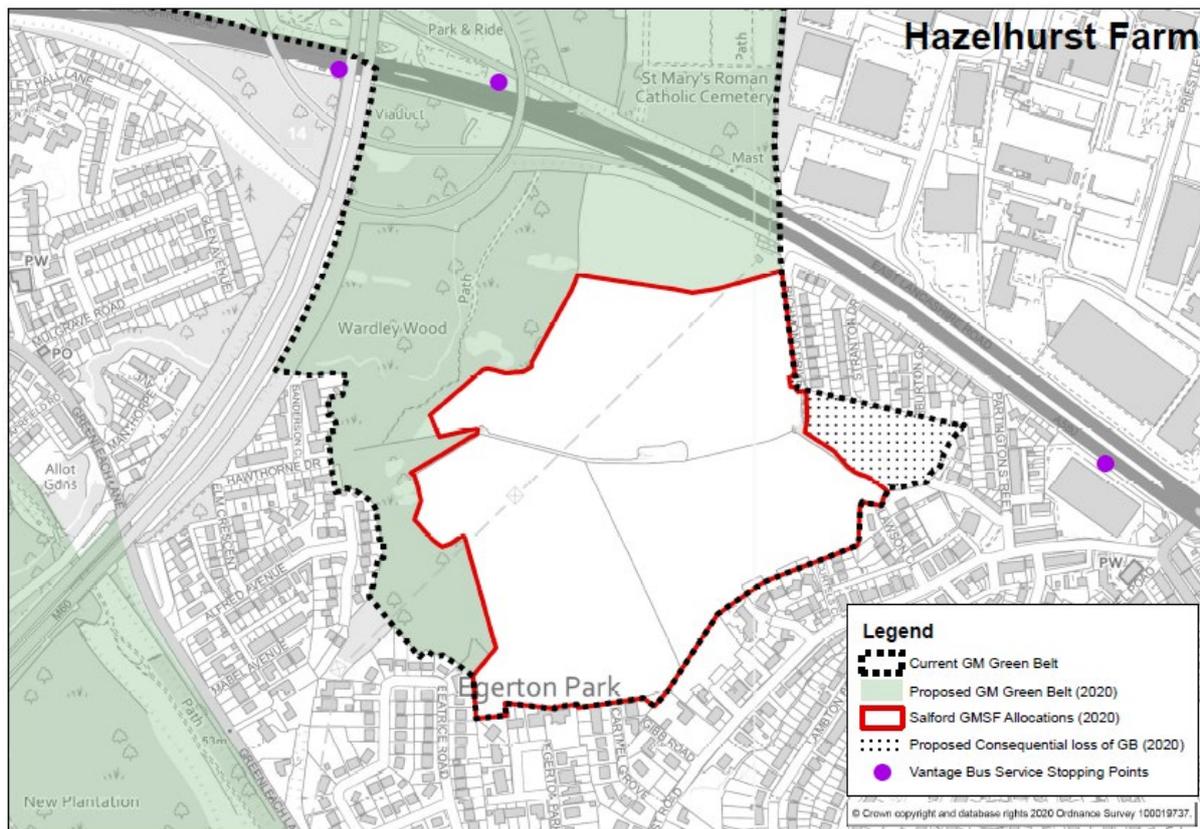
11 Utilities

- 11.1. Correspondence has been undertaken with United Utilities who has indicated that a pressurised sewer runs along the north western edge of the site, which would need to be planned around. Three gravity sewers are located adjacent to the site's southern boundary.
- 11.2. Cadent has confirmed that the site is served by gas mains with capacity and no reinforcement would be required as a result of this development. The site would need to connect to an existing gas main on Hazelhurst Road via Cartmel Grove. Alternatively, there is a gas main with capacity to the north of the site on the A580.
- 11.3. Overhead power lines run south west to north east through the site. A buffer to these would need to be provided in accordance with the National Grid requirements. This constraint is referred to in the site allocation policy.
- 11.4. Electricity North West (ENWL) estimates that the total electrical demand (I.e. the peak demands used to determine the size of the connections required) associated with this site would be 0.56MW. The demands associated with the city's baseline supply of housing and employment sites and the four GMSF allocations in Salford totals 243.3 MW. To inform their plans for the network, ENWL forecast how customers would use and generate electricity in their annual Distribution Future Electricity Scenarios (DFES) and information on developments are an important input to this. In assessing the impact of all proposed development across Salford on the network up to 2037, ENWL assumes each house would be heated by gas and half of the apartments would have electrical heating and the other half would have heat pumps which significantly increase the electrical requirements of the property. Assumptions are also made about the electrical consumption of the industrial and commercial spaces. The assessment is therefore an approximation, recognising that customers would change their needs over the same timescale.
- 11.5. ENWL has indicated that there is approximately 54MW spare capacity within Salford's 11 primary substations. ENWL concludes that by 2037, additional electrical demands would exceed spare capacity if all of the developments are realised. ENWL would therefore need to expand their network, and although they would first consider using the existing network more flexibly, the size of the estimated new capacity is likely to mean that new Primary substations would be needed. These are issues associated with accommodating the wider development requirements within Salford rather than being specific to this site. ENW has indicated that requirements would depend on the precise timing and extent of developments, interacting with the altered needs of other customers. Ongoing dialogue between the city council and ENWL will therefore be important and the masterplanning process provides an opportunity to consider further any site-specific requirements.

Section C – Environmental

12 Green Belt Assessment

12.1 The allocation would result in the removal of 16.7 hectares of existing Green Belt. 15.6 hectares of the land would be within the development allocation itself and a further 1.1 hectares as a result of the removal of an area of open space (which would remain in that use) due to it becoming detached from the wider Green Belt.



Exceptional Circumstances

12.2 The strategic level exceptional circumstances that have required the identification of site allocations within the Green Belt are set out in detail in a Background Report⁸, with the key driver being the need to deliver the ambitions set out in the Greater Manchester Strategy and the objectively assessed need for both employment and housing.

12.3 Hazelhurst Farm has been selected to deliver part of the identified dwelling requirement given its proximity to high quality public transport infrastructure, namely the Vantage Rapid Bus Transit route between Bolton and Manchester which, at this point, runs along the A580 to the north of the allocation.⁹ This is consistent with paragraph 138 of the NPPF which states that “where it has been concluded that it is necessary to release Green Belt land for development, plans should give first

⁸ GMCA (October 2020) Our Exceptional Circumstances

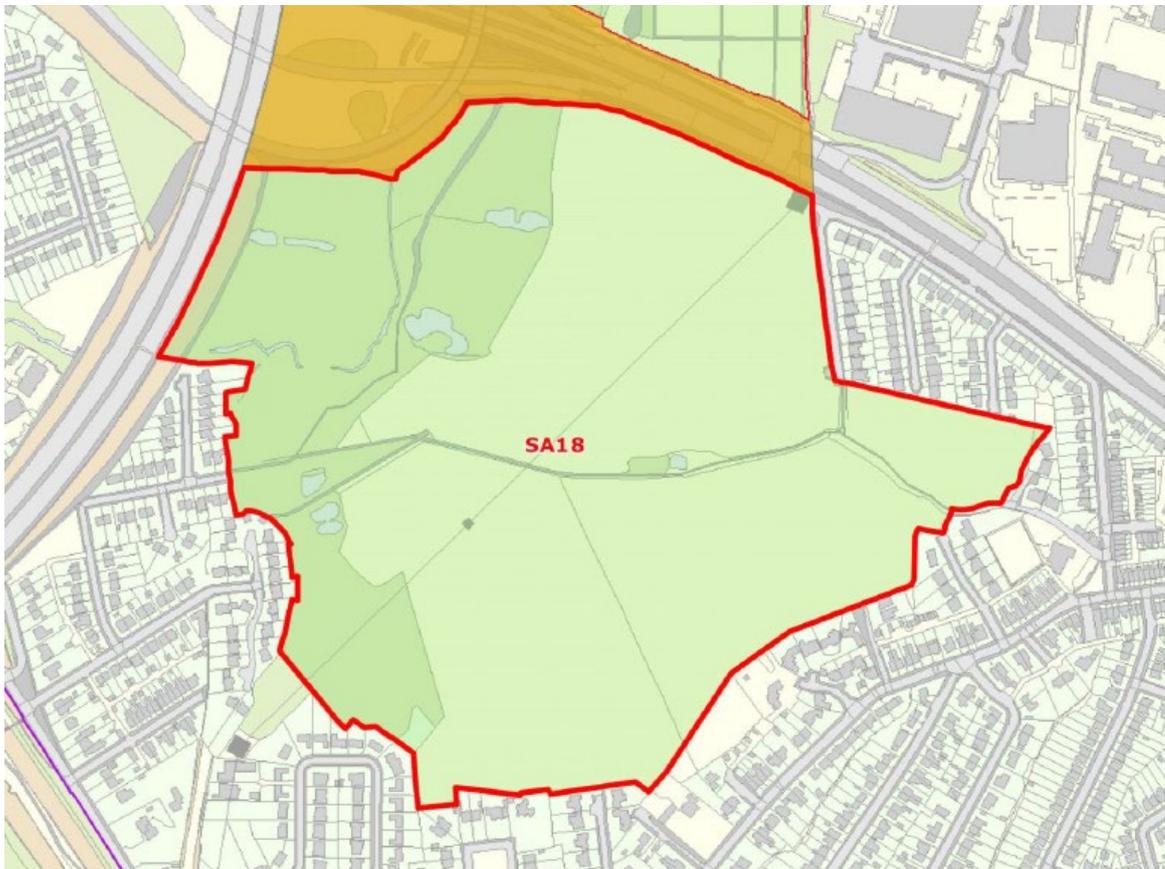
⁹ GMCA (September 2020) GMSF Site Selection Background Paper – Criterion 1

consideration to land which has been previously developed and/or is well-served by public transport.”

- 12.4 At the local level the site would contribute to a wider mix of dwellings coming forward in the city (particularly in Salford West) with the existing pipeline heavily weighted towards apartment development reflecting the city’s location at the heart of the GM conurbation and forming part of the City Centre. The allocation would also deliver a significant number of affordable dwellings, with the GMSF allocation policy requiring the provision of an affordable housing scheme equivalent to at least 50% of the 400 dwellings to be provided as part of the allocation (with some of this directed towards off-site provision).
- 12.5 The 2020 GMSF allocation policy identifies a number of requirements for the development of the site some of which have the potential to bring wider benefits. These are discussed in greater detail elsewhere in this topic paper but include the enhancement of the Worsley Woods SBI, a 10% biodiversity net gain, a primary school if there is no capacity within existing schools at the time the development comes forward, and the provision of off-site road crossings.

Contribution to Green Belt purposes

- 12.6 An assessment of the contribution that parts of the Greater Manchester Green Belt make to the Green Belt purposes defined in national policy was published in 2016¹⁰. The allocation was assessed as part of parcel SA18 in that document, which also included land immediately around it.



¹⁰ LUC / GMCA (2016) Greater Manchester Green Belt Assessment

12.7 A summary of this assessment is shown in the table below:

Green Belt Purpose	Assessment	Conclusion on contribution
Purpose 1 - Check the unrestricted sprawl of large built up areas		
1a - Does the parcel exhibit evidence of existing urban sprawl and consequent loss of openness?	No urbanising features within the parcel and a strong sense of openness	Strong
1b - Does the parcel protect open land from the potential for urban sprawl to occur?	The parcel plays some role in inhibiting ribbon development from Richmond Drive to the east and a number of minor roads to the south.	Moderate
Purpose 2 – To prevent neighbouring towns merging into one another		
Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?	Whilst already merged, the parcel plays some role in preventing further coalescence of Worsley and Swinton.	Moderate
Purpose 3 – To assist in safeguarding the countryside from encroachment		
Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside? Has the parcel already been affected by encroachment of urbanised built development?	The parcel has some characteristics of the countryside but is relatively small, enclosed by extensive urban development and lacks a strong rural character.	Weak
Purpose 4 - To preserve the setting and special character of historic towns		
Does the parcel contribute to the setting and 'special character' of a historic town(s)?	Limited visual or physical relationship with any historic settlements	Weak
Purpose 5 - Assist in urban regeneration by encouraging the recycling of derelict and other urban land		
The assessment does not provide a parcel by parcel assessment in relation to this purpose given difficulties in distinguishing the extent to which individual parcels delivers against it.		

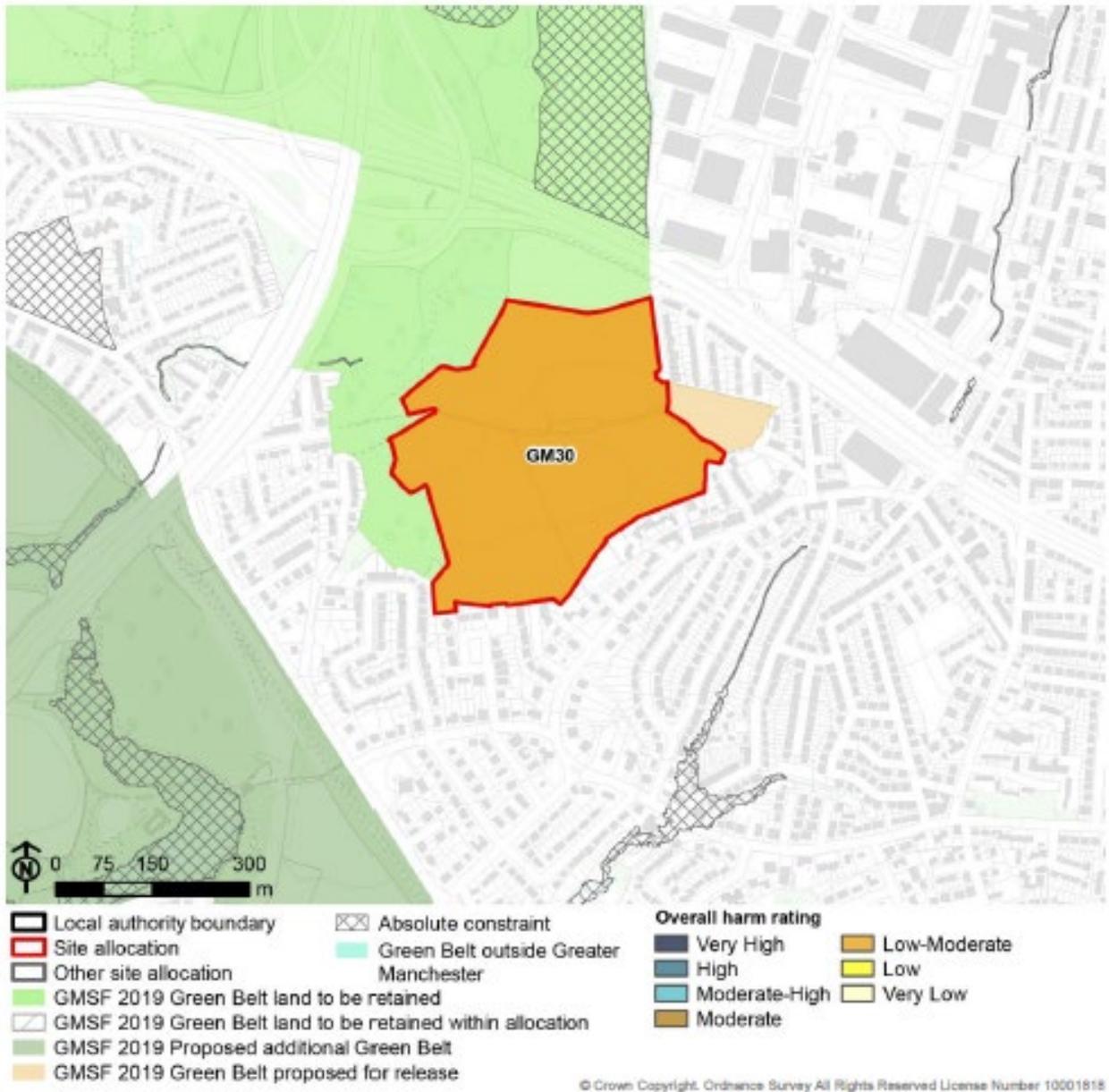
Potential Impact on the Green Belt

12.8 Further to the above, an assessment of the potential harm to the Green Belt arising from the allocation's release has been undertaken¹¹. This focuses on the allocation boundary as proposed in the Revised Draft GMSF published in 2019¹² and as shown

¹¹ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study, Assessment of Proposed 2019 GMSF Allocations

¹² GMCA (January 2019) Revised Draft Greater Manchester Spatial Framework

in the image below¹³. The same boundary has been retained in the 2020 version of the GMSF.



12.9 The new Green Belt boundary to the west of the allocation would be formed by the dense tree cover of Worsley Woods Site of Biological Importance. To the north the boundary on the ground is less clear but reflects the existence of a priority habitat identified by Defra. An appropriate boundary treatment to the north could be determined through masterplanning (which is a requirement of the allocation policy).

12.10 The potential harm to the Green Belt as a result of the allocation has been assessed as “low-moderate”¹⁴ due to the release constituting “moderate sprawl and encroachment on the countryside, and a negligible weakening of retained Green Belt

¹³ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study, Assessment of Proposed 2019 GMSF Allocations, Appendix B, page 180

¹⁴ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study, Assessment of Proposed 2019 GMSF Allocations

land.” A more detailed summary of the allocation’s potential impact on Green Belt purposes and on adjacent Green Belt, as identified in the Greater Manchester Assessment of Proposed Allocations¹⁵, is provided in the table below.

Impact on Green Belt purposes

Green Belt Purpose	Impact	
Purpose 1 – Check the unrestricted sprawl of large built-up areas	Moderate	The release would constitute sprawl. However, while free of urbanising uses, the sense of containment by the surrounding urban development and the lack of significant boundary features between the urban development and the Allocation limits to an extent the role of this land in preventing sprawl.
Purpose 2 – Prevent neighbouring towns merging into one another	Limited/No	The Allocation lies between the towns of Worsley and Swinton, but the towns are already linked to a significant degree. This limits the role of the land in preventing the merger of towns.
Purpose 3 – Assist in safeguarding the countryside from encroachment	Moderate	Its release would encroach on land which is free of urbanising uses. However, the extent of containment by the urban edge and the lack of distinction from urbanising uses limit the land's relationship with open countryside.
Purpose 4 – Preserve the setting and special character of historic towns	Limited/No	Worsley is a historic settlement, but land within the Allocation does not make a significant contribution to the setting of this town.
Purpose 5 – To assist in urban regeneration by encouraging the recycling of derelict and other urban land	Equal contribution	All Green Belt land is considered to make an equal contribution to this purpose.

Impact on adjacent Green Belt

Green Belt Purpose	Impact
No/negligible	Releasing this Allocation would increase the containment of retained open woodland to the west, but the wooded nature of this area means that its distinction from the urban area would not be significantly weakened. The release would result in a relatively distinct boundary between the inset settlement and retained Green Belt land, marked by dense tree cover.

12.11 The cumulative impact of all changes to the Green Belt proposed through the GMSF has also been assessed¹⁶. In this context it is similarly identified that the allocation’s release would constitute “sprawl” and “encroachment into the countryside” however

¹⁵ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study, Assessment of Proposed 2019 GMSF Allocations, Appendix B page 181

¹⁶ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study, Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions

the site's containment limits any wider impacts for the strategic area within which it fall (Strategic Area 14). The allocation is identified as falling between Worsley and Swinton however "the towns are already linked to a significant degree limiting its role in preventing their merger."¹⁷

Mitigation to address Green Belt harm

12.12 The principal cause of harm to the Green Belt is from the loss of Green Belt land within the Allocation itself and therefore "mitigation measures would not reduce the harm of release of this Allocation"¹⁸.

12.13 Nevertheless, NPPF paragraph 138 of the NPPF states that, when drawing up or reviewing Green Belt boundaries, strategic policy making authorities should "set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land". To this end an assessment of the potential to enhance the beneficial use of the Green Belt around GMSF allocations has been undertaken¹⁹.

12.14 The assessment identifies a number of potential projects as listed below²⁰:

¹⁷ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study, Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions - Strategic Area 14, page 42

¹⁸ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study, Assessment of Proposed 2019 GMSF Allocations, Appendix B page 179

¹⁹ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study: Identification of Opportunities to Enhance the Beneficial Use of the Green Belt in the vicinity of Proposed 2019 Green Belt Allocations

²⁰ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study: Identification of Opportunities to Enhance the Beneficial Use of the Green Belt in the vicinity of Proposed 2019 Green Belt Allocations, Appendix F

Potential enhancement projects	
Access	
1.	Consideration of multi-user access improvements to Roe Green Loopline.
2.	Potential new cycleway infrastructure.
3.	Footpath upgrading and extension, including access control and vegetation management.
4.	Accessibility upgrading, including Bridgewater Canal access path improvements and reinforcement of strategic links to Roe Green Loopline.
Sport and recreation	
5.	Potential spectator and access upgrades at Roe Green Cricket Club and Roe Green Tennis Club.
6.	Establishment of woodland play areas.
7.	Potential new allotment facilities.
Biodiversity and wildlife corridors	
8.	Potential species rich hedgerow reinstatement.
9.	Buffer planting reinforcing the M60 green corridor, incorporating a rich diversity of native species.
10.	The conservation and restoration of pond features within Worsley Woods SBI, including tree works within the SBI and LNR to open up marginal areas. Management of invasive species should also be considered.
Landscape and visual	
11.	Potential reinstatement of hedgerows and woodland blocks to help the restoration of historic landscape character.
12.	Enhance the ecological and hydrological beneficial features within the area of retained Green Belt by combining flood risk reduction with green infrastructure improvements.

12.15 Opportunities in this regard can be considered further through the masterplanning process required by the GMSF allocation policy (criterion 1) and any subsequent planning application. However, relevant to the above, the allocation policy includes the following key requirements.

- Criterion 3 - Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops
- Criterion 4 - Incorporate attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities
- Criterion 7 - Respond to the site's location, characteristics and surroundings to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area
- Criterion 8 - Protect and enhance the Worsley Woods Site of Biological Importance to the west of the site
- Criterion 9 - Retain mature woodland, hedgerows, swamp and water bodies as important landscape features within the site, supporting an overall increase in its nature conservation value
- Criterion 10 - Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species
- Criterion 14 - Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area

Summary

12.16 Exceptional circumstances have been identified to justify the allocation of Green Belt land for development. A “low-moderate” level of harm to the Green Belt has been identified resulting from the release of the Hazelhurst Farm allocation with “no/negligible” impact on adjacent Green Belt. The site would contribute both to Greater Manchester wide dwelling requirements and has been selected on the basis of the availability of public transport connections. At the local level the development of the site would contribute to the mix of dwellings (particularly increasing the supply of houses) within the city and deliver a significant number of affordable dwellings.

13 Green Infrastructure

13.1 Local residents have made clear in their representations that they value land at Hazelhurst Farm as an open space and for the informal recreation opportunities it provides, with benefits for their physical and mental wellbeing. There is a public right of way across the centre of the site which connects residential areas to the east with Wardley Woods and (via Greenleach Lane) to the wider network of rights of way and open spaces within the West Salford Greenway. The allocation policy requires any development to incorporate attractive public rights of way through the site which connect into the wider pedestrian and cycling network.

13.2 A number of potential enhancements to green infrastructure on the site and in surrounding areas are suggested in the Green Belt Opportunities work²¹. These opportunities and the potential deliverability of them would be considered through the masterplanning and planning application stages. The allocation policy requires development to respond to the site’s location, characteristics and surroundings to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area.

13.3 Work by Greater Manchester Ecology Unit²² identified that the western part of the site was part of the Greater Manchester Priority Green Infrastructure network, and most of the site as part of the Greater Manchester woodland green infrastructure network. This is thought to be due to the presence of the adjacent Site of Biological Importance at Worsley Woods and there is considered to be adequate mitigation within the policy to reflect the role the site currently plays as part of the city’s green infrastructure.

14. Recreation

14.1 The allocation policy requires that new allotment plots are provided to meet the local standard, unless suitable alternative provision can be made in the local area. In addition, the site would be required to contribute to the achievement of Salford City Council’s recreation standards in accordance with the Salford Greenspace Strategy (2019) and the relevant existing policies in the Unitary Development Plan (2009). New recreation standards are proposed in the Salford Local Plan: Development

²¹ LUC (September 2020) Stage 2 Greater Manchester Green Belt Study: Identification of Opportunities to Enhance the Beneficial Use of the Green Belt in the vicinity of Proposed 2019 Green Belt Allocations, Appendix F

²² GMEU (May 2018) GMSF Background Paper: The Natural Environment – Priority Green and Blue Infrastructure

Management Policies and Designations which was published in January 2020 and is due to be adopted in 2021.

15 Landscape

- 15.1. The site is identified in the Greater Manchester Urban Historic Landscape Characterisation (HLC) Salford District Report²³ as ‘Enclosed land – agglomerated fields.’ Such fields were generally created in the late 19th and 20th centuries and formed by the removal of a proportion of the existing boundaries. They are likely to retain some historic boundaries and the lines of relict boundaries may still be visible. Key characteristics include remains associated with earlier farming activity including farm buildings, relic field boundaries and earthworks. According to this report, management recommendations include enhancement and restoration of historic character; the development of links between the HLC and green infrastructure strategies, respecting the continuity of historic enclosure boundaries in a modern street scene; memories of historic identity reflected in street naming, and development conditioned to ensure investigation into the site’s archaeological potential.
- 15.2. The archaeological assessment for the site identifies that much of the site was in use of an agriculture nature throughout the industrial period of the 18th and 19th centuries. Of the established pre-Ordnance Survey field boundaries, a main east/west hedgerow survives across the centre of the Site, with a public footpath running parallel. Likewise, a hedgerow can be seen orientated northwest/south-east running from the centre of the Site to the south-east boundary which matches the line of the field boundary on the Ordnance Survey map of 1848²⁴. The proposed site allocation policy requires that woodland, hedgerows and other important landscape features within this site are protected. The landowner submitted a development framework for the site as part of their representations to the 2019 GMSF²⁵, which identifies a series of masterplanning principles including ‘retain and enhance existing landscape assets.’ It proposes that a green corridor would be created alongside the existing hedgerow which runs east to west through the site.
- 15.3. The Greater Manchester Landscape Character and Sensitivity Assessment 2018²⁶ identified the site to fall within the landscape character area “Historic Parks and Wooded Estates Farmland – Worsley and Egerton”. This 2018 assessment was informed for those sites within Salford by the Landscape Character Assessment published by Salford City Council in 2007²⁷. This identified the area as “Urban lowland fringe Sub area 3: Wardley Wood Wedge”, which is described as comprising a small area of woodland, 3 fields and a small recreation ground bordered to the west by the motorway and housing to the east and south. An informal network of paths extends into the woodland and between the fields.
- 15.4. As part of the 2018 GM Landscape Character and Sensitivity Assessment a number of potential mitigation measures and opportunities to consider for any new

²³ The Greater Manchester Archaeological Unit (November 2010) Greater Manchester Urban Historic Landscape Characterisation (HLC) Salford District Report

²⁴ University of Salford (2018) Archaeological Assessment – H3/15 Hazelhurst. Page 12, 4.3.1

²⁵ Peel Land and Property (March 2019). Hazelhurst Farm Development Framework. Page 38, paragraph 6.8

²⁶ LUC (August 2018) Greater Manchester Landscape Character and Sensitivity Assessment

²⁷ Salford City Council (September 2007) Landscape Character Assessment

development were identified. These included opportunities broadly relating to the following: maintaining the open and long ranging views, avoiding development on elevated areas and preventing of further fragmentation of the landscape; protecting and enhancing the sense of tranquillity and naturalness; the retention and conservation of existing woodlands and hedgerows with additional planting of both; the designing-in of sustainable urban drainage systems and addressing any changes to hydrology; the conservation of the setting of heritage assets; and the improvement of public access and provision of informal recreation provision. The site allocation policy now reflects most of these identified mitigation measures and opportunities.

16 Ecological/Biodiversity Assessment

- 16.1. The Worsley Woods Site of Biological Importance (SBI) borders the site on the western boundary and may therefore come under increased pressure from the proposed development. However, this is mitigated against through the policy requirement for any development to protect and enhance the Worsley Woods SBI.
- 16.2. The site is also located within the Great Manchester Wetlands Nature Improvement Area that extends across Salford, Wigan and Warrington. The site would be required to support its objectives as outlined in the GMSF site allocation policy and in accordance with policy BG1 (Nature Improvement Areas) of the Publication Salford Local Plan: Development Management Policies and Designations (January 2020).
- 16.3. In terms of habitats, the surveys provided by the landowner²⁸ are more up to date than the city council's habitat survey²⁹. Two hedgerows run through the site, dividing it into three fields. There are also a number of hedgerows around the edge of the site. There is an area in the northwest of the site which has been described as "marshy grassland" in the ESL study³⁰ and "swamp" in the more recent study by TEP³¹. The TEP survey concluded that this area did not qualify as priority habitat but given the time of year that the survey took place, a further survey of this area during the recommended survey season would be required prior to development. There are a number of ponds within the site which may be a priority habitat and would require further survey prior to development. The allocation policy requires these features to be retained, supporting an overall increase in the site's nature conservation value.
- 16.4. There are records of protected species on this site, and appropriate detailed ecological surveys would be required to accompany any planning application.

17 Habitat Regulation Assessment

- 17.1. The 2020 Habitats Regulations Assessment³² initially screened in this allocation for further assessment (alongside all the other allocations), stating that there was a "likely significant effect arising from cumulative road traffic increases in turn leading

²⁸ ESL (July 2017) Ecological Assessment of land at Hazelhurst Farm and TEP March 2020, Hazelhurst Farm, Worsley – Walkover Habitat Survey

²⁹ Penny Anderson Associates (2008) Salford Extended Phase 1 Habitat Survey

³⁰ ESL (July 2017) Ecological Assessment of land at Hazelhurst Farm, Paragraph 3.2.4

³¹ TEP (March 2020) Hazelhurst Farm, Worsley – Walkover Habitat Survey, Target Note 2

³² Greater Manchester Ecology Unit (September 2020) Habitats Regulations Assessment of the Greater Manchester Spatial Framework

to air pollution impacts.” However, at the more detailed “Appropriate Assessment” stage, it was identified that no further consideration of air pollution impacts from road traffic increases was needed for this site, beyond the generic mitigation contained within the thematic policies of the plan.

18 Heritage Impact Assessment

- 18.1. A heritage screening exercise was undertaken by Salford City Council and GMAAS in September 2017³³. The site allocation does not contain any built heritage assets and there is limited visibility between the site and the identified heritage assets within its vicinity. It was therefore screened out from requiring further assessment in respect of built heritage.
- 18.2. The site was screened in for a further assessment of its archaeological value³⁴, and the assessment identified that it does not contain any known remains of national importance that would merit preservation in situ. It noted that there is the potential for the survival of archaeological remains in the west of the site associated with early coal mining dating to the early 19th Century and the potential for linear earthwork features to be present in the northern part of the site. It concluded that further investigation could be undertaken in advance of submitting a planning application or as a condition attached to a planning consent.

19 Air Quality

- 19.1. It is recognised that there are some existing air pollution challenges in Salford and Greater Manchester more widely, primarily associated with road transport and the Greater Manchester local authorities are working jointly to tackle these issues.
- 19.2. In Salford, the current Air Quality Management Area (AQMA) was defined in 2016 and was declared for potential exceedances of the annual mean Nitrogen Dioxide (NO₂) air quality objective. The AQMA associated with the A580 East Lancashire Road and M60 is located to the immediate north and west of the site. The landowner of this site has completed a Baseline Air Quality Assessment, which is published alongside the Publication GMSF for information. This highlights the constraints associated with the site and notes that it would be subject to the impact of traffic emissions from the adjacent road network (namely the A580 and M60), explaining that the masterplan would need to consider the location of new properties with respect to these roads. A detailed air quality impact assessment would be required at the planning application stage.
- 19.3. The site benefits from its location adjacent to the Leigh-Salford-Manchester bus rapid transit service, with the potential to maximise trips by sustainable modes of travel. In this regard, the GMSF site allocation policy includes a requirement for the site to be designed to encourage the use of the nearby public transport services and accommodate pedestrian and cycle routes to connect the existing cycle and walking network, local services and public transport facilities (criteria 3 and 4). Encouraging a

³³ This screening exercise was published in the following document: Salford City Council (February 2019) Heritage Assessment of site allocations

³⁴ GMAAS (November 2018) Greater Manchester Spatial Framework and Salford Local Plan. Archaeological Assessment: H3/15 Hazelhurst

shift to the use of more sustainable modes of travel would assist in reducing emissions, alongside other measures as part of a coordinated effort.

- 19.4. A Greater Manchester Spatial Framework: Strategic Modelling Technical Note has been published alongside the GMSF. This provides an estimate for each modelled scenario (2025 and 2040) regarding air quality impacts derived from a combination of cumulative vehicle mileage change and national fleet change assumptions. There is a forecast reduction in both carbon dioxide (CO₂) and nitrogen oxides (NO_x) emissions, although this is not appropriate for identifying specific air quality changes at an individual highway level.
- 19.5. Greater Manchester also released a Clean Air Plan for consultation in October 2020. The 10 Greater Manchester local authorities have worked together to consider a range of interventions and research has determined that the most appropriate approach is to implement a Clean Air Zone (CAZ) across the whole of Greater Manchester, with supporting measures to help owners upgrade to less polluting vehicles. The implications of a proposed GM-wide CAZ would lead to significant vehicle fleet improvements and associated air quality improvements in advance of the GMSF modelling scenario years of 2025 and 2040. While this plan is focussed on reducing Nitrogen Dioxide (NO₂) emissions, the proposals may also impact Carbon Dioxide emissions (CO₂) due to fleet changes. The outcome of the Greater Manchester Clean Air Plan is that roadside Nitrogen Dioxide (NO₂) levels, in Greater Manchester, would be below the legal limit by 2024. The Strategic Road Network, including motorways and some major roads, is not included in the CAZ as these are under the control of Highways England.
- 19.6. Various policies within Greater Manchester's Transport Strategy 2040, and also within the GMSF itself, are also aimed at reducing emissions and improving air quality across the sub-region.
- 19.7. Policy PH1 (Pollution control) of the Publication Salford Local Plan: Development Management Policies and Designations (January 2020), requires that development in Salford shall be consistent with achieving a substantial improvement in Salford's air quality and meeting statutory air quality targets. The development of this site allocation would need to comply with this policy once the plan is adopted and an air quality impact assessment would be required at the planning application stage.

20 Noise

- 20.1. The site is located to the immediate east of the M60 and south of the A580 such that it would be subject to some traffic noise.
- 20.2. The landowner has undertaken an initial noise review of the site.³⁵ Their assessment is based on the wider site boundary as proposed in the 2016 Draft GMSF. It identifies that the key noise sources affecting the development is road traffic noise from the A580 and M60, with the north-west part of the site experiencing the highest road traffic noise levels. It considers that noise impacts could be controlled by considering the acoustic impacts in the masterplanning process and through the use

³⁵ Cundall (March 2019) Strategic Environmental Noise Review.

of appropriate mitigation measures. Various measures are identified including incorporating a buffer zone to protect future residents from noise impacts.

- 20.3. The GMSF site allocation policy includes a requirement to provide mitigation to address noise pollution from nearby roads (criterion 13). The noise impacts would need to be considered at an early stage in the masterplanning process and detailed noise assessments would need to be submitted alongside any planning application.

Section D – Social

21 Education

- 21.1. Criterion 15 of allocation GM30 requires that land is set aside to accommodate additional primary school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing.
- 21.2. Education Facilities Management (EFM) on behalf of the landowner has prepared an Education Briefing note for the allocation³⁶. It is acknowledged by EFM in their conclusions at paragraphs 14.2 and 14.3 that:

“14.2 With regards primary, this development at 400 dwellings will give rise to approximately 95 pupils. While there are likely to remain a number of places in local primary schools for a period of time, this cannot be guaranteed and it is almost undoubted that the school site earmarked for the development will be requested. The cost of that portion of the school site that is not required for this development should be reserved as an option for SCC to purchase in order to meet the needs arising from other developments.

14.3 It is recommended therefore, that as this development is brought forward the position with regard existing places and the need for the site be reviewed. Engagement with SCC will be important to better understand the options at the time.”

- 21.3. The city council will work with the landowner / developer to secure an appropriate solution for primary school provision at the time the development comes forward, having regard to actual and forecast capacity, pupil yields from housing developments and the cost of making provision for primary school places.

22. Health Impact Assessment

- 22.1. There is no site-specific health provision identified as being required as a result of the proposed development. The landowner has however produced a development framework for the site which identifies that the provision of 450 dwellings at the site (which they are promoting rather than the 400 dwellings within the 2020 GMSF), could accommodate an estimated 992 residents, based on the average household size in Salford at the 2011 Census. Based on the national benchmark of 1,800 patients per GP and 1,400 per dentist the site might generate demand equivalent to 0.5-0.75 GPs and dental practitioners³⁷.
- 22.2. The identification of the specific needs of the city’s growing population and the best way to serve them is a continually evolving process which is being considered by Salford Together through updates to their Strategic Estates Strategy and Locality Plan. This work will inform the production of the required masterplan / framework

³⁶ Education Facilities Management (March 2019) Education Briefing Note – Land at Hazelhurst Farm (GM Allocation 30)

³⁷ Peel (March 2019). Hazelhurst Farm Development Framework. Page 41, paragraph 7.10

that is to be developed in consultation with the local community, as required by criterion 1 of the policy.

- 22.3. Policy HH2 of the Salford Publication Local Plan: Development Management Policies and Designations (January 2020) requires that sites subject to masterplanning requirements (which includes all GMSF allocations in Salford) would need to ensure that appropriate provision is made for primary health care facilities. The developer should engage with the Clinical Commissioning Group at the earliest opportunity in order to determine health care requirements associated with the development. Where satisfactory provision cannot otherwise be made in the local area, individual developments that would generate additional demand for primary health care would be required to incorporate primary health care facilities.

Section E – Deliverability

23. Viability

- 23.1. Three Dragons has assessed the financial viability of all of the GMSF allocations on behalf of the GMCA and districts³⁸. The proposed development of 400 houses on the Hazelhurst Farm site has been assessed as being clearly viable, with this taking into account local transport mitigation measures and the requirements of the allocation policy, including the provision of a one form entry primary school on the site, and also 50% of the total dwellings being affordable housing (with the affordable housing comprised of 37.5% social rented, 37.5% affordable rented and 25% shared ownership).
- 23.2. Full details of the methodology used by Three Dragons and also the base assumptions and testing summary are set out within the Stage 2 allocations viability report that has been published as part of the evidence base for the 2020 GMSF.

24. Phasing

- 24.1. The detailed phasing of development on the site would respond to, and form part of, the masterplan / framework or Supplementary Planning Document (SPD) that has to be developed in consultation with the local community and other stakeholders, and be considered acceptable by the city council (in line with criterion 1 of the allocation policy).
- 24.2. In advance of the masterplan plan process, it has been indicatively assumed by the city council that initial completions on the site could be delivered from 2025/26 at an average annual rate of 50 per annum. If delivered at this rate throughout the build programme, all 400 dwellings could be completed by 2032/2033. Given the size of the site, it has been assumed that there would only be one developer.

25. Indicative Masterplanning

- 25.1. Criterion 1 of the allocation policy requires that development of the site will:

“Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD) that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;”

- 25.2. It is clear therefore that any masterplan of this site would have to have been developed with the local community and other stakeholders. The layout of the development would need to clearly respond to the requirements of the allocation policy, including:

- Incorporating attractive public rights of way through the site (criterion 4)

³⁸ Three Dragons et al (October 2020) Greater Manchester Spatial Framework. Stage 2 Allocated sites viability report

- Protecting watercourses that run through and around the site (criterion 6)
- Protecting and enhancing the Worsley Woods Site of Biological Importance (criterion 8)
- Retaining features that support an overall increase in nature conservation (criterion 9)
- Incorporating sustainable drainage systems (criterion 11)
- Providing a buffer for the overhead power lines that run across the site (criterion 12)
- Providing mitigation to address noise pollution from nearby roads (criterion 13)
- The potential provision of allotments (criterion 14) and a primary school on-site (criterion 15)

25.3. An illustrative masterplan has been prepared by the landowner as part of a development framework that was submitted by the landowner in their representations to the Revised Draft 2019 GMSF. This is set out below:



25.4. As can be seen above, the illustrative masterplan provides an indicative layout of the development, including:

- The location of the housing, primary and secondary roads
- Green space and infrastructure
- Proposed water bodies and wetlands
- Proposed pedestrian routes and linkages

- The existing overhead power line which is to be retained as part of the proposed development.

25.5. The illustrative masterplan appears to respond to many of the allocation policy requirements and shows that at a high-level the site is deliverable for new housing³⁹. Notwithstanding this, the above masterplan should be treated as purely indicative as to how the site may be developed at this stage; it is not endorsed by the city council at this stage. In addition, the masterplan proposes a different boundary to that put forward by the city council through the 2020 GMSF (see below for more details).

Allocation boundary

25.6. The 2020 GMSF identifies the same boundary for the Hazelhurst Farm allocation as that identified in the 2019 Revised Draft GMSF; the landowner suggested through their representation to the Revised Draft GMSF that additional land immediately to the south of the A580 should form part of the allocation boundary. This is not considered to be appropriate given that the land in question may potentially be affected by proposals that may be forthcoming as part of the North West Quadrant study and given DEFRA information identifies that part of the land is a priority habitat (lowland fen).

Development yield

25.7. The landowner in their representations to the 2019 GMSF proposed 450 dwellings on the site, whereas the allocation was for 400 dwellings. 400 dwellings has been retained in the 2020 GMSF, given that the boundary of the allocation is smaller than that proposed by the landowner (for reasons set out above), and given that the illustrative masterplan prepared by the landowner for 450 dwellings does not take into account the possible on-site requirement for allotment provision and a new primary school.

³⁹ It is however noted by the city council that the landowner's masterplan does not make provision for a school or allotments which could potentially be required on-site unless other provision could be made off-site within the local area.

Section F – Conclusion

26. The Integrated Assessment

- 26.1 Other than in respect of impacts relating to the development of greenfield land in agricultural use, the impacts identified were largely positive. Possible actions in respect of mitigation identified are considered to have been adequately addressed through the GMSF Policy itself, thematic policies within the GMSF and/or local policy proposed through the Publication Salford Development Management Policies and Designations Document (January 2020).

27. The main changes to the Proposed Allocation

- 27.1 The site allocation boundary has not been subject to any amendments since the Revised Draft GMSF was published in 2019 and only minor amendments have been made to the policy wording. These include some additions to the policy to reflect the transport locality assessment recommendations⁴⁰, to ensure the provision of cycling routes that connect the site to nearby bus stops and that rights of way within the site connect into the wider pedestrian and cycling network.
- 27.2 An addition has also been made to the policy regarding off-site flooding impacts, in response to comments received from the landowner of the site allocation.
- 27.3 This explains that the development of the site would be required to respond to its location, characteristics and surroundings to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area.
- 27.4 The revised policy is included in appendix 1.

28. Conclusion

- 28.1. The 15.7 hectare site is located within an existing residential area and benefits from its close proximity to the Leigh Salford Manchester (LSM) Busway, which provides good public transport access to the employment and leisure opportunities in the City Centre. The impacts of development identified in the Integrated Assessment were largely positive. The site is considered to represent a sustainable development opportunity in a highly accessible location within the urban area.
- 28.2. It is proposed that the site could accommodate 400 houses and would provide an affordable housing scheme equivalent to at least 50% of the dwellings (with some provision off-site). Evidence indicates that the site can be viably developed taking into account the requirements of the site allocation policy. Various technical assessments have been undertaken in support of the site, which indicate that whilst there are some constraints that would need to be considered in the site's development, these can be overcome and are reflected in the site allocation policy requirements.

⁴⁰ Systra (November 2020) Transport Locality Assessments. Introductory note and assessments – Salford Allocations

Section G – Appendices

Appendix 1 – Policy wording for Hazelhurst allocation (in the 2020 Publication GMSF)

Policy GM Allocation 27

Land Hazelhurst Farm



Picture 11.39 GMA 27 Land at Hazelhurst Farm

Land at Hazelhurst to the east of the M60 and south of the A580 East Lancashire Road will be developed for around 400 dwellings.

Development of this site will be required to:

- 1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD) that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;**
- 2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision;**
- 3. Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;**

4. **Incorporate attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities;**
5. **Ensure that vehicular access to the site does not have an unacceptable impact on the quality of existing residential areas;**
6. **Protect the quality of watercourses through and around the site;**
7. **Respond to the site's location, characteristics and surroundings to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area;**
8. **Protect and enhance the Worsley Woods Site of Biological Importance to the west of the site;**
9. **Retain mature woodland, hedgerows, swamp and water bodies as important landscape features within the site, supporting an overall increase in its nature conservation value;**
10. **Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;**
11. **Incorporate sustainable drainage systems to mitigate the surface water flooding on the site, while ensuring that there is no adverse impact on the potential for flooding off-site;**
12. **Provide a buffer for the overhead power lines that run across the site, in accordance with National Grid requirements;**
13. **Provide mitigation to address noise pollution from nearby roads;**
14. **Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area; and**
15. **Set aside land to accommodate additional primary school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing.**

11.266 The site benefits from close proximity to stops for the Leigh-Salford-Manchester bus rapid transit service, providing good public transport access to the employment and leisure opportunities in the City Centre. It is important to the sustainable development of the site that it is designed to maximise the use of those services, and this is likely to require some off-site improvements to pedestrian routes to the stops as well as influencing the on-site layout. The landscape features within and around the site are important to the character of the wider area, and their retention would help to differentiate its development and ensure a high quality residential environment. The woods to the west of the site are already designated for their nature conservation importance, and the development should secure further improvements. A desk-based assessment of the site's archaeological interest would be required.