

TRAFFORD COUNCIL

Report to: Executive
Date: 2 November 2020
Report for: Decision
Report of: Executive Member for Housing and Regeneration

Report Title

Greater Manchester Spatial Framework (GMSF): Approval of GMSF 2020 for consultation

Summary

This report summarises the content of the final draft Greater Manchester Spatial Framework (GMSF), with particular reference to the Trafford allocations and land supply position. The report seeks approval to publish the GMSF for an 8-week consultation and sets out the next steps for the GMSF.

Recommendation(s)

It is recommended that the Executive:

- (i) Approves the GMSF: Publication Draft 2020, including strategic site allocations and Green Belt boundary amendments, and reference to the potential use of compulsory purchase powers to assist with site assembly, and the supporting background documents, for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for a period for representations between 4 November 2020 and 31 December 2020;
- (ii) Recommends that Council approves the GMSF: Publication Draft 2020 for submission to the Secretary of State for examination following the period for representations;
- (iii) Delegates authority to the Corporate Director of Place, in consultation with the Executive Member for Housing and Regeneration, to approve the relevant Statement of Common Ground(s) required pursuant to the National Planning Policy Framework 2019;
- (iv) Delegates authority to the GM Lead Chief Executive for Housing, Homelessness and Infrastructure; in consultation with City Mayor, Paul Dennett, Portfolio Leader for Housing, Homelessness and Infrastructure to make minor or non-material amendments to the GMSF: Publication Draft 2020 and background documents prior to their publication.

Contact person for access to background papers and further information:

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Appendices

Appendix 1 – [Publication Draft Greater Manchester Spatial Framework 2020](#) (see also link to [Integrated Assessment and supporting evidence base](#))

Appendix 2 - New Carrington GMSF Masterplan

Appendix 3 - Timperley Wedge GMSF Masterplan

Appendix 4 – GMSF 2020 New Carrington Allocation Policy

Appendix 5 - GMSF 2020 Timperley Wedge Allocation Policy

Appendix 6 – Schedule of proposed replaced Core Strategy (2012) policies

Background Papers: None

Relationship to Policy Framework/Corporate Priorities	The GMSF will provide the overall strategic planning context for the Trafford Local Plan which will contribute to a number of the Council's Corporate Priorities, in particular Economic Growth and Development and Safe place to live - fighting crime
Relationship to GM Policy or Strategy Framework	The GMSF is being produced by the GMCA and will be one the key strategic policy documents produced at the GM level.
Financial	The GMSF is being produced jointly by the ten GM local authorities and the GMCA which contributes to the costs of its preparation and ultimate adoption. For Trafford, the costs of consultation, further evidence work required and the Examination in Public to secure adoption of the GMSF will be covered from Reserves that have been set aside.
Legal Implications	The GMSF will form part of the Trafford Development Plan. There is a requirement for the Council to keep its Development Plan documents up to date. Applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The next consultation stage will be carried out in accordance with Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012.
Equality/Diversity Implications	None arising directly out of this report, however the implications of the GMSF have been assessed as part of its preparation through an Equality Impact Assessment.
Sustainability Implications	The GMSF will be supported by a Sustainability Appraisal (SA), which will assess the plan against a number of economic, social and environmental indicators to ensure that development will be sustainable.

Resource Implications e.g. Staffing / ICT / Assets	The GMSF is in part being produced by staff from within the Council's Strategic Growth Service. The documents will be available to view electronically via the web. A small part of the allocations are on land or property owned by the Council.
Risk Management Implications	The GMSF is a key strategic planning document that provides the context for the Trafford Local Plan. If it is not progressed it may impact on the scope and delivery of the Trafford Local Plan.
Health & Wellbeing Implications	The GMSF will include a number of policies which will encourage more people to make healthier choices in life, including promoting cycling and walking. It will therefore contribute towards improving the health and wellbeing of Trafford's residents.
Health and Safety Implications	Not applicable

1.0 Background

- 1.1 The Greater Manchester Spatial Framework (GMSF) is a strategic spatial plan that is being prepared jointly by the ten GM Authorities and the Mayor of GM. The GMSF will set the housing and employment land requirements for each Local Authority and for GM as a whole, and as such tackles core strategic issues which otherwise would have to be addressed in the Trafford Local Plan. The GMSF will cover the period up to 2037 and will provide the overarching strategic context for the detailed policies of the forthcoming Trafford Local Plan.
- 1.2 Work commenced on the GMSF in 2014 and the first draft GMSF was published for consultation in 2016. Following the consultation significant changes were made to the Plan and a revised draft GMSF was published for further consultation in 2019. Over 17,000 responses were received across GM to this consultation and 1,700 responses were received in relation to the Trafford allocations. The responses were analysed and a consultation summary report published in October 2019. Since 2019, further work on the evidence base has been undertaken and changes have been made to the 2019 draft to take account of the new evidence and to respond to the consultation comments.
- 1.3 A Publication Draft GMSF (Regulation 19) has now been produced (see Appendix 1 link) which is the final draft of the Plan and any comments received to the consultation will be submitted alongside the Plan to the Secretary of State for Examination in Public.

2.0 GMSF Vision and Thematic Policies

- 2.1 The GMSF is a plan to manage growth so that GM is a better place to live, work and visit. It will:
- set out how GM should develop up to the year 2037;
 - identify the amount of new development that will come forward across GM, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;

- identify the important environmental assets across the conurbation which will be protected and enhanced;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities;
- define a new Green Belt boundary for GM.

2.2 The draft GMSF 2019 sought to concentrate development in the most sustainable locations, increase density of development, move to carbon neutral living, deliver more affordable housing and provide stronger protection for valuable green spaces. The same overall approach and key principles have been carried forward into the GMSF 2020.

Spatial Strategy

2.3 The GMSF 2020 spatial strategy seeks to deliver sustainable, inclusive growth. It has 3 key elements:

- Significant growth in jobs and housing at the core – continuing development in the ‘core growth area’ encompassing the city centre and beyond to the Etihad in the east, through to the Quays, Trafford Park and Port Salford in the west
- Boosting the competitiveness of the northern districts – provision of new employment opportunities and commitment that collectively the northern districts meet their own local housing need
- Sustaining the competitiveness of the southern districts – supporting key economic drivers, for example around Wythenshawe hospital and Manchester Airport, realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

Jobs

2.4 Economic growth is central to the overall strategy for GM. It will be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities. GM has the opportunity to lead with the ‘levelling up’ agenda helping to deliver a more successful North of England and aiding the long-term economic success of the country as a whole.

2.5 As such, the GMSF supports high levels of economic growth across GM and seeks to put in place the measures that will enable such growth to continue in the even longer-term. However, delivering these high levels of growth means that GM will need to continue to invest in the sites and critical infrastructure that will make it an even more attractive place for businesses to invest, bringing high-value, well paid jobs, to the city region, and supporting the continued progress towards a low-carbon economy.

2.6 In pursuit of this, the GMSF proposes at least 2,460,000 sqm of new office floorspace and at least 4,220,000 sqm of industrial and warehousing floorspace across GM over the plan period.

Homes

- 2.7 Government has introduced a standard methodology for calculating local housing needs to provide local authorities with a clear and consistent understanding of the number of new homes needed in an area. If insufficient new homes are provided to meet increasing demand, then there is a risk that affordability levels will worsen and people will not have access to suitable accommodation that meets their needs. The construction of new housing is also an important part of the economy, providing large numbers of jobs and often securing the redevelopment of derelict and underused sites.
- 2.8 Applying the current methodology means that around 10,534 new homes will be required per annum across GM over the plan period. The plan sets out GM's commitment to deliver more affordable housing, approximately 50,000 units over the plan period, including 30,000 for social rent.

Environment

- 2.9 GMSF is not just about accommodating development. It also includes a range of policies designed to protect and enhance GM's many and varied green spaces and features which are used in many different ways and afforded many different values by the people who live, work or visit the city-region.
- 2.10 The GMSF supports the important role of GM's natural assets by:
- Valuing the special qualities and key sensitivities of GM's landscapes;
 - Seeking to protect and enhance GM's network of green and blue infrastructure;
 - Seeking a significant overall enhancement of biodiversity and geodiversity; and
 - Seeking to maintain a new and defensible Green Belt which will endure beyond this plan period.
- 2.11 Furthermore, the GMSF supports wider strategies around clean air, walking and cycling and underpins GM's ambition to be a carbon neutral city-region by 2038. A key element of this is to require all new development to be net zero carbon by 2028 and to keep fossil fuels in the ground.

Brownfield land preference

- 2.12 There is a strong focus in the GMSF on directing new development towards sites within the existing urban area, which are often in sustainable locations, close to facilities and served by existing infrastructure. Maximising the use of land in the urban area reduces the need to release greenfield and Green Belt land for development.
- 2.13 There are significant viability issues in parts of the conurbation and there is a need to continue to press Government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery. The recently announced Brownfield Land Fund is targeted at Combined Authorities and the £81m allocated to GM begins to help to address viability issues but it is not enough to enable the full potential of our brownfield land supply to be realised.

- 2.14 GMSF 2020 proposes a limited release of Green Belt for both housing and employment. The net loss of Green Belt is 1,973 Ha. This represents a reduction of almost 60% (59.6%) from 2016 GMSF, and a further reduction of 20% from 2019 GMSF. The proposals in the GMSF 2020 would result in the overall extent of the GM Green Belt reducing by 3.1%.

GMSF Integrated Assessment

- 2.15 As part of the development of the GMSF 2020 an Integrated Assessment (IA) has been undertaken. The IA includes elements of an Equality Impact Assessment and Health Impact Assessment as well as a Sustainability Appraisal and Strategic Environmental Assessment. This integrated approach assesses the impact of the Plan on social, economic, environmental, health and equality objectives. The IA contributes to the development of the GMSF through an iterative assessment which reviews the draft policies and site allocations against the IA framework. Stakeholder consultation is a significant part of the IA, and opinions and inputs from stakeholders have been sought on previous iterations and will be sought on the 2020 IA as part of the consultation on the Draft GMSF 2020.

Strategic Statement of Common Ground

- 2.16 A key supporting document will be a strategic Statement of Common Ground. This will set out the key matters between the GM LAs agreeing on the distribution and quantum of development contained in the Publication Draft GMSF. It will also deal with any matters with other organisations that require agreement to enable the Plan to be submitted next year. There may be a need for additional Statements of Common Ground to deal with specific matters linked to the proposed site allocations.

3.0 Housing Land Requirements and Supply

- 3.1 The GMSF will set the housing and employment land targets for each of the GM LAs. The housing land target is set by the Government using the standard methodology for calculating Local Housing Need (LHN). The 2020 publication draft GMSF will have a start date of 2020 and the plan period will end in 2037. The total LHN for Trafford in this period is 23,273 homes.
- 3.2 In the GMSF, there is a total requirement across GM for 179,098 new homes, which is 10,534 new homes per annum. The GMSF takes the total LHN for GM and redistributes this across the 10 LAs in accordance with the GMSF spatial strategy. The spatial strategy seeks to focus growth in the urban core, whilst boosting the competitiveness of the northern parts of GM and ensuring that southern parts of GM sustain their economic growth. Trafford's total housing requirement in the GMSF, based on this redistribution, is 18,546 new homes which equates to 1,091 homes per annum.
- 3.3 A buffer then needs to be applied on top of the 18,546 new homes figure to allow for flexibility in the supply to ensure the required number of homes are built by 2037. For Trafford, the buffer is 15% of the 18,546 housing requirement figure, resulting in a need to identify land for a total of 21,289 homes. However, the set new homes requirement for Trafford in the GMSF is identified as 18,546 by the

end of 2037. Table 1 below shows the housing requirement and buffer, as well as the components which make up the Trafford housing land supply.

Table 1: Trafford housing land supply for the GMSF 2020

	Units up to 2037
Trafford housing requirement with the GMSF	18,546
15% buffer on housing requirement	2,743
TOTAL housing to be identified	21,289
Baseline Supply 2020 (urban area)	15,685
Allowances ¹	777 ¹
New Carrington	3,131 ²
Timperley Wedge	1,696
TOTAL Supply	21,289

¹This accounts for completions on small sites

²Note approx. 1,200 units at Carrington are already counted in the baseline supply

- 3.4 It is worth noting that without the GMSF, Trafford would be expected to meet 100% of its LHN which totals 23,273 new homes and would likely require the release of significant additional Green Belt land.

Employment Targets

- 3.5 There is no standard methodology for calculating employment land needs and therefore the GMCA commissioned work to calculate the employment land figure for GM. In calculating this, current take up rates and GM's economic growth aspirations were taken into consideration. Trafford's employment land supply is approximately 250,000 sqm of office space and 540,000 sqm of industry and warehousing, see Table 2 below for the GM and Trafford supply.

Table 2: Trafford employment land supply 2020

	GM	Trafford
Office supply	2,500,000sqm	258,428 sqm
Industry and warehousing supply	4,100,000 sqm	536,209 sqm

4.0 Trafford's Strategic Allocations

- 4.1 The 2019 GMSF included draft policies for both of Trafford's strategic allocations at New Carrington and Timperley Wedge. The New Carrington allocation was identified for approximately 6,100 new homes and 410,000 sqm industrial and warehousing floorspace; while the Timperley Wedge allocation was identified for 2,400 homes and 60,000 sqm of office floorspace.

- 4.2 Since the close of the last consultation, further evidence base work has been completed to review and support the allocations. High level Masterplans have been prepared for both strategic allocations, supported by viability assessments, to determine an appropriate development quantum for the sites and to establish a realistic delivery rate in the GMSF plan period to 2037. These studies have resulted in amended development totals for the strategic allocations, in the 2020 publication draft GMSF New Carrington is identified for 4,300 new homes and 380,000 sqm industrial and warehousing floorspace; while the Timperley Wedge allocation is identified for 1,700 homes and 15,000 sqm of office floorspace.

5.0 Evidence for Trafford's Strategic Allocations

- 5.1 As identified in 4.2 above, the publication draft GMSF is supported by a wide ranging and comprehensive evidence base which supports the draft policies in the Plan. A number of key evidence base documents relate specifically to Trafford's Strategic Allocations and these are detailed below.

(i) Transport Locality Assessments

- 5.2 The Council has worked closely with GMCA and TfGM to establish the high level highway, public transport, walking and cycling requirements of each strategic allocation. The Assessments identify strategic infrastructure requirements both within the sites and on the surrounding transport network. The purpose of the Assessments is to identify the overarching transport requirements for each of the Strategic Allocations, and they do not replace the need for detailed Transport Assessments at the planning application stage. The Assessments have identified that with a range of improvements and new transport infrastructure, planned growth can be sustainably accommodated.

(ii) Viability Assessments

- 5.3 Consultants 'Three Dragons' were commissioned by the GMCA to assess viability impacts of the whole GMSF and the site allocations. The results of the final Assessments found that Timperley Wedge is very viable and therefore there is sufficient funding for the transport interventions and other supporting infrastructure for the site. New Carrington is more marginal and the level of funding from the development would not be able to fund all the necessary transport interventions. Therefore, funding from external sources will be needed to support all the necessary strategic transport interventions identified.

(iii) Green Belt Assessments

- 5.4 The GMCA commissioned a Green Belt Assessment in 2016 and Green Belt Harm Assessment in 2019 to understand the impact of removing land from the Green Belt. This work was one of the key inputs into the site selection work in identifying the most appropriate development sites and in determining appropriate Green Belt boundaries for the allocations through the Masterplanning. In addition an assessment has been undertaken to identify opportunities to improve land which remains in the Green Belt, through improved access, biodiversity

enhancements and recreational spaces. The findings of this assessment are reflected in the Masterplans.

(iv) Historic Environment Assessments

5.5 Historic Environment Assessments have been produced for New Carrington and Timperley Wedge to identify areas which have particular sensitivities and where further investigative work is required to understand the heritage value, some of which will be required in advance of any planning application. These Assessments have informed the Masterplans and allocation policies for both sites

5.6 More detail on the individual evidence base documents can be found on the [GMCA website](#).

6.0 Allocation Masterplans

6.1 Masterplans were commissioned for each Strategic Allocation to support the allocation policies and to assist in demonstrating site deliverability. The Masterplans were developed in partnership with the key landowners on each site and two Landowner Steering Groups (chaired by the Council) were established to guide the masterplanning process. The work also involved engagement with a range of specialists from across the Council, United Utilities, the Environment Agency, Natural England and the GM Ecology Unit.

6.2 The Masterplans set a vision for how development could come forward over the Plan period at each allocation. The Masterplans, informed by the evidence documents set out in the above sections, identify development parcels for the allocations to establish a realistic residential and employment development total for each allocation. A high level phasing schedule has been produced for each allocation, which applies a realistic delivery rate to determine an appropriate Plan period total for the allocation. These figures have then fed into the overall Trafford land supply position. At this stage much of the proposals are indicative but aim to show that development is sustainable and deliverable, and to provide an illustration of what it could look like. It is important the allocations are planned for as a whole new community to deliver the high quality sustainable places with coordinated infrastructure delivery that Trafford needs. The full Masterplans can be viewed via a link in Appendix 2 and 3, and show potential development parcels, indicative green infrastructure, the location of new local / neighbourhood centres, highways and other necessary infrastructure.

7.0 Trafford Strategic Allocation Policies

7.1 The evidence base and the Masterplan work has then informed the New Carrington and Timperley Wedge allocation policies (see Appendix 4 and 5). The policies have been amended from 2019 and new policy requirements added in response to Integrated Assessment recommendations, consultation comments, new evidence and masterplanning. A summary of the policies is set out for each allocation below.

7.2 Policies that are applicable to both allocations include guidance around protection and enhancement of ecological sites, historic assets and important views and landscapes. Specific policies are also included on design, self-build, local training and construction jobs and climate change. Both allocation policies require the preparation of a more detailed masterplan / SPD which will be needed in advance of any development coming forward as a planning application. This will include details of a land equalisation mechanism to ensure all development makes a proportionate contribution to infrastructure delivery.

8.0 New Carrington Allocation Policy

- 8.1 The Allocation Policy for the site (see Appendix 4) identifies 4,300 homes to be delivered in the Plan period to 2037, and 5,000 homes in total beyond the Plan period; as well as around 350,000 sqm employment floorspace for industry and warehousing. It will be developed at a range of densities to reflect the four distinct character areas identified in the Masterplan, recognising the different landscape, historic environment and local character of the areas. Development parcels close to the existing Partington and Sale West urban areas will be developed at an average density of 40 dwellings per hectare (dph), and areas close to the local and neighbourhood centres at an average density of 50 – 70 dph. The parcels at Warburton Lane to the south of the Red Brook will be at a lower density of 25dph to reflect the landscape and historic environment sensitivities in this area. All other development parcels will be developed at an average of 35 dph. These development densities are broadly consistent with the GMSF density policy.
- 8.2 The overall development total for New Carrington has reduced from the GMSF 2019, which proposed 6,100 homes within the plan period and up to 10,000 homes in total (see Table 3). The number of residential units and amount of employment space has reduced following an increase in the development potential of sites in the existing urban area. In addition, the Masterplan identified a more realistic and appropriate delivery rate for such a large site. This has been determined following discussions with the landowner steering group and in considering evidence on the delivery rates of other large sites. This has resulted in a total of 4,300 homes being identified in the Plan period to 2037.
- 8.3 The amount of Green Belt to be removed to enable the New Carrington Allocation has been reduced from 241 ha in 2019 to 169 ha in 2020, a reduction of 72 ha (see Table 4). The reduction has been achieved through a reduced land take at New Carrington (see para 8.2) and through the Masterplanning process. The GMSF 2019 proposed safeguarding a significant area in the centre of the site for development beyond the plan period, this is no longer required and it has therefore been retained in the Green Belt.
- 8.4 The New Carrington Allocation will require significant infrastructure investment, including the Carrington Relief Road, as well as other significant highways infrastructure to upgrade the surrounding network and effectively access development parcels across the site. These will need to be delivered alongside public transport and active travel improvements. The alignment of the Carrington Relief Road as shown in the supporting diagram is based on current

assessments (see Appendix 4). However the detailed alignment will be subject to further evaluation and refinement and may require further amendment.

- 8.5 A new local centre will be provided in the East Partington area and neighbourhood centres at Carrington Village and Sale West, as well as provision for new primary and secondary school places. Significant areas of open and accessible green space will be delivered throughout the allocation as part of the wider strategic green infrastructure network, providing important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site.
- 8.6 Changes to the Policy from 2019 include strengthening protection of strategic green spaces close to Sale West and making it clear that these areas are not available for development. Further detail has also been added on land contamination which affects the brownfield land at New Carrington. Significant land remediation will be required to ensure there are no unacceptable risks to human health and the water environment.
- 8.7 The affordable housing policy has been amended from a minimum of 30% in the GMSF 2019, to a minimum of 15% affordable housing. This is following evidence from the viability assessment which found that a 30% requirement would be unviable. However the policy is clear that 15% is the minimum requirement and there may be opportunities for a greater affordable housing contribution in some areas, considering the distinct character areas across the site, as well as the long build-out period.

9.0 Timperley Wedge Allocation Policy

- 9.1 The Allocation Policy for the site (see Appendix 5) identifies development of 1,700 homes and 15,000 sqm of employment land in Plan period to 2037, and 2,500 residential units and 60,000 sqm of employment land in total extending beyond the plan period. Development will be delivered at a medium density of 35 dph in the north and higher density development (70 dph) close to a proposed new local centre at the Davenport Green Metrolink stop. Higher density development is also appropriate close to the HS2 Manchester Airport station.
- 9.2 The development total in the Plan period has reduced by 700 units and 45,000 sqm of office employment land, in comparison to the draft GMSF 2019 (see Table 3) The reduced delivery in Plan period is due to the likely delay of HS2 who require part of the Timperley Wedge development site during the construction of the Airport Station, HS2 route and southern tunnel portal. However, overall, the development numbers have increased at Timperley Wedge to 2,500 units in total as a result of increased densities around the local centre and close to the HS2 station.
- 9.3 The Allocation Policy identifies an area of 'safeguarded land' around the HS2 station which is land to be removed from the Green Belt but which is not available for development within the GMSF plan period. The location of this area has been amended from the GMSF 2019 in order to maximise the available developable land and fully capitalise on the benefits of HS2 and the GM HS2 Growth Strategy. Due to this the Safeguard Land total has increased from 10 ha to 11ha. The

Policy specifies that the safeguarded land will not be available for development until the completion of HS2 and the development of the 2,500 homes and 60,000 sqm of office within the Timperley Wedge allocation.

- 9.4 The amount of Green Belt to be removed to enable the Timperley Wedge Allocation has been reduced from 114 ha in 2019 to 100 ha in 2020, a reduction of 14ha (see Table 4). The reduction has been achieved through the Masterplanning process and removing land north of Shay Lane due to a risk of harm to archaeological assets of significant importance and built heritage assets. In addition Green Belt land previously identified for the Allocation has now been retained, such as an area between Wellfield Lane and Clay Lane. The Policy has also strengthened the protection of Manor Farm playing fields by specifically identifying it as an area of green space on the policies map.
- 9.5 The Timperley Wedge allocation will require significant infrastructure investment, including a spine road through the site to provide increased capacity through the area and enable access to development parcels across the site. The spine road is also proposed to link across the Fairywell Brook through the proposed Manchester Medipark Allocation and has the potential to improve accessibility with the planned improvements at Wythenshaw Hospital. Highways improvements will need to be delivered alongside public transport and active travel improvements. A new primary school will also be needed. There is also a provision for a rural park together with more local parks and play facilities close to the new homes.
- 9.6 The affordable housing policy has been amended from a 30% requirement in the GMSF 2019 to a 45% requirement in the GMSF 2020. 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. The viability assessment was able to demonstrate that a requirement of 45% is viable for Timperley Wedge. The affordable housing requirement was also raised in many consultation responses in 2019, where it was considered that a 30% requirement was too low.

10.0 New Carrington and Timperley Wedge Residential and Employment Numbers

- 10.1 The number of residential units and employment floorspace for each Trafford allocation identified in the GMSF Publication Daft (Reg 19) is shown in Table 3 below. Numbers to be delivered in Plan period to 2037 are shown, as well as the total numbers that could be delivered beyond 2037. The Table also identifies the 2019 GMSF consultation draft figures for comparison.

Table 3: Trafford's proposed GMSF allocation development proposals in the draft GMSF 2019 and GMSF 2020, for the plan period to 2037 and in total

	2019		2020	
	Timperley Wedge	New Carrington	Timperley Wedge	New Carrington
Total no. of resi units (to 2037)	2,400	6,100	1,700	4,300
Total no of resi. Units (Total)	2,400	10,000	2,500	5,000
Emp floorspace (sqm) (to 2037)	60,000	410,000	15,000	350,000
Emp floorspace (sqm) (Total)	60,000	900,000	60,000	365,000

11.0 Impact on Trafford's Green Belt

- 11.1 Based on the proposed allocations set out in Table 4 below, the GMSF 2020 would result in 86ha less land being removed from the Green Belt in Trafford compared to the draft GMSF 2019. This represents a reduction in Trafford's Green Belt of 8.9% in the GMSF 2019 to 6.7% in the GMSF 2020 Plan.

Table 4: Green Belt loss at the proposed GMSF allocations

	Green Belt loss (ha)	
	GMSF 2019	GMSF 2020
Timperley Wedge	114 ¹	100¹
New Carrington	241	169
All Allocations	355	269

¹Of which 11 ha is safeguarded for the GM HS2 Growth Strategy related development beyond the GMSF plan period

- 11.2 Of the land removed from the Green Belt not all of it will be developed, significant areas of both allocations will remain open and will provide strategic green infrastructure. At Carrington this includes significant areas at Sale West which are currently woodland, these areas will be enhanced as part of the development providing green infrastructure and improved access to these areas. At Timperley Wedge the Manor Farm playing fields will be retained as open space within the allocation. In addition green infrastructure will be interspersed across the allocations providing open spaces and green connecting routes through the development parcels.

12.0 Consultation

- 12.1 There have been two previous consultations on the GMSF (2016 and 2019) and the next consultation will be the 'publication' stage, a formal consultation on the Plan.
- 12.2 Whilst anyone can make a representation on any part of the Plan, only those relating to the four tests of soundness will be taken into account by the Planning Inspector(s) which are:

- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.

- 12.3 The GMSF consultation will be in accordance with the Trafford Statement of Community Involvement. It will be slightly different to previous GMSF consultations due to Covid-19 restrictions and new government guidance, such as there is no longer a requirement for a physical copy of the Plan to be available for inspection in public buildings and libraries. Government guidance also strongly encourages the use of online engagement methods therefore a range of online tools will be used including a virtual exhibition and use of social media.
- 12.4 Representations on the Plan will be submitted online through the consultation portal on the GMCA website, or by email or post.

13.0 Next steps and timescales

- 13.1 Subject to approval from each of the ten LA’s, the GMSF will be published for Regulation 19 consultation in December 2020 for an 8 week consultation.
- 13.2 Upon completion of the consultation, a post-consultation report will be prepared and then the Plan will be submitted to the Secretary of State for Examination in Summer 2021. Depending on the timeframe for holding the Examination in Public, it is anticipated that the Plan will be ready for adoption sometime in 2022. If major new issues arise there will need to be further consultation.
- 13.3 Upon adoption of the GMSF a number of policies in the Trafford Core Strategy (2012) will be partially replaced by policies in the GMSF (see schedule of replaced policies in Appendix 6). Any part of the policy which is not replaced will be ‘saved’ and will remain part of the statutory development plan for Trafford, until the Core Strategy is replaced by the forthcoming Local Plan.

14.0 Wider Corporate Links

- 14.1 The GMSF is consistent with the Council’s Corporate Plan and Corporate Objectives, as it seeks to deliver sustainable communities, provide new homes and employment space and enhanced green infrastructure. The GMSF will set the strategic framework for the Local Plan and will link to the Housing Strategy and Carbon Neutral Action Plan. At a GM level, the GMSF shares the same vision as the GM Strategy and the policies in the GMSF are designed to support this vision.

15.0 Other options

- 15.1 The GMSF will ensure that development in GM and Trafford can come forward in a sustainable manner giving developers, investors, communities and the Council certainty in decisions on planning matters. The only other option is for Trafford to not be part of the GMSF, which would require Trafford to deliver a higher housing number, requiring the release of more Green Belt land in Trafford. Not progressing the GMSF risks greater uncertainty and delay in delivering sustainable growth in Trafford.

16.0 Reasons for Recommendations

- 16.1 The GMSF enables a strategic approach to delivering growth and housing needs in GM and in Trafford and it will also set the strategic framework for the Local Plan. The GMSF needs to be approved by each LA in Greater Manchester to ensure that the Plan can progress to Examination and Adoption.

Key Decision (as defined in the Constitution): Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer Clearance PC

Legal Officer Clearance JC

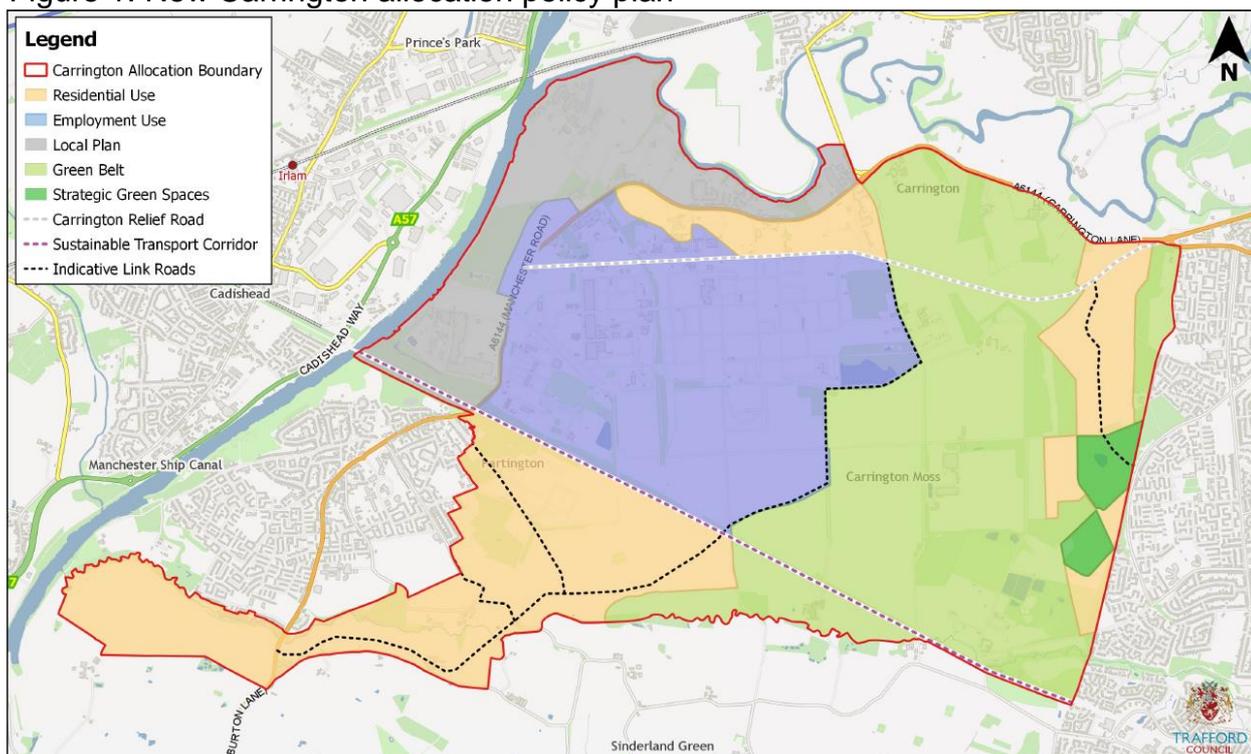
[CORPORATE] DIRECTOR'S SIGNATURE



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

Appendix 4 – GMSF 2020 New Carrington allocation policy

Figure 1: New Carrington allocation policy plan



Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been approved by the Local Planning Authority, to ensure the site is planned and delivered in a coordinated and comprehensive manner;

Residential development

2. Deliver around 5,000 units, of which 4,300 will be delivered in the plan period at Carrington / Partington and Sale West, in the following distinct character areas, as set out in Figure 1:
 - Carrington Village – approximately 600 units
 - Sale West – approximately 1,450 units
 - East Partington – approximately 2,600 units
 - Warburton Lane – approximately 420 units
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. Demonstrate how the constraints on land to the west of Warburton Lane can be addressed. Planning applications will need to demonstrate how the site will:
 - i. Integrate into and reflect the character of the historic landscape; avoiding areas of the highest heritage significance;
 - ii. Integrate successfully into Partington and the wider Carrington allocation, both in terms of physical linkages and the ability to understand the wider area as a distinct place.

Development proposals which do not address these constraints will not be accepted;

5. Deliver a range of house types, sizes, layouts and tenures through a place-led approach based on each of the Character Areas in the New Carrington Masterplan / SPD and the Trafford Local Plan;
6. Deliver residential development at the following average densities, recognising the distinct characteristics of each area:
 - Carrington Village – average 35 dph
 - Sale West – average 40 dph
 - East Partington – average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55dph will be appropriate close to the local centre;
 - Warburton Lane – average 25 dph
7. Provide a minimum of 15% affordable housing across the New Carrington allocation. In determining appropriate affordable housing provision regard should be had to the distinct Character Areas within the New Carrington site which each reflect different housing markets. The New Carrington Masterplan / SPD and the Trafford Local Plan will provide additional guidance on appropriate affordable housing contributions for each of the Character Areas;
8. 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

9. Deliver around 350,000 sqm (gross) of employment opportunities for industry and warehousing as set out in Figure 1;
10. 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 local / neighbourhood centres;
11. 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

12. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
13. 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

14. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
15. Deliver a network of safe cycling and walking routes through the allocation, utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;
16. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook to successfully integrate development;
17. Utilise the route of the disused railway line through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area as part of the Carrington Greenway scheme which includes reinstatement of the Cadishead viaduct for pedestrians and cyclists, as well as contributing to future improved east/west public transport linkages;
18. Deliver bus priority infrastructure within the site and, where appropriate, on key bus routes linking to the site;
19. Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and a strategic link through Carrington, incorporating provision for pedestrians, cyclists and bus priority measures. Other highway links to access development parcels will also be required, including:
 - i. Southern link – connecting the A6144 Warburton Lane and the A6144 Manchester Road (via either Moss Lane or Broadway), crossing the Red Brook and providing a local route around the Partington urban area
 - ii. Eastern link – connecting development parcels in the East Partington area to Isherwood Road, crossing the rail line and linking through the employment parcels
 - iii. Sale West link – from the Carrington Relief Road and extending south through the Sale West development parcel and linking to Firs Way.
20. Make the necessary improvements to the Strategic, Primary and Local Road Networks including the following key new / upgraded junctions to enable the proposed level of development and mitigate the impact of increased vehicle numbers:
 - i. Carrington Spur widening on the approach to M60, J8 (approx. 500m)
 - ii. Carrington Relief Road widening between Isherwood Road and the Carrington Spur
 - iii. Upgrades to the Flixton Road junction
 - iv. Upgrades to the Carrington Relief Road / Banky Lane / Carrington Spur junction
 - v. Upgrade Isherwood Road

Community Facilities

21. Provide a new local centre with convenience shopping facilities and services in the region of 2,500 sqm of retail floorspace, within the East Partington development area at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area;
22. Provide new Neighbourhood Centres at Carrington Village and Sale West to provide local services and community facilities;
23. Provide and contribute to the provision of additional primary and secondary school places. Extensions will be required to primary and secondary schools in Partington and Sale West;
24. Provide and contribute to new health facilities to support the new community;

Green Belt

25. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, accessible green infrastructure;
26. Create defensible Green Belt boundaries utilising, where appropriate, existing landscape features;
27. Mitigate any impact and improve the environmental quality and accessibility of remaining Green Belt land;

Green Infrastructure

28. Provide significant areas of open and accessible green space throughout the allocation as part of the wider strategic green infrastructure network. These will provide important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site;
29. Retain, create and enhance wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure;
30. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space and outdoor sports policies, including: local open space; natural and semi-natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long term maintenance;
31. Protect the green spaces at Sale West identified on Figure 1 and promote their use as an accessible green infrastructure area. These areas are protected from development and proposals will need to demonstrate how they

will deliver improved Green Infrastructure and access (including new/improved public rights of way) to these parcels to mitigate the impact of development;

Natural Environment

32. Protect and enhance natural environment assets within the site and the surrounding area, including Brookheys Covert Site of Special Scientific Interest (SSSI), local Sites of Biological Importance (SBIs) and local nature conservation sites and features including woodland and hedgerows both within and adjacent to the allocation;
33. Achieve enhanced delivery of ecosystem services through the restoration and creation of areas of wetland within the site, commensurate with the identified high potential of the area in this regard and the role of the allocation site in the context of the Local Nature Recovery Network for Greater Manchester;
34. 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;
35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin Management Plan (2019);
36. Provide a project specific Habitats Regulation Assessment for planning applications for over 50 residential units or 1,000 sqm employment floorspace;

Landscape

37. Retain important landscape views and features such as the rides, hedgerows and tree belts and use these features to develop a distinct sense of place at Carrington;
38. Conserve and enhance local landscape character, including the setting of the Dunham Massey estate and Warburton Deer Park;
39. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation area;

Design

40. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;

41. 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;
42. 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 design;

Historic Environment

43. Positively conserve all aspects of the historic environment as appropriate without harm to the significance of heritage assets or their setting and in accordance with a Heritage Impact Assessment;
44. Positively conserve archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the New Carrington Heritage Assessment 2020 to establish where especially significant archaeology should be preserved in situ;

Utilities, Environmental Protection and Climate Change

45. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;
46. 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;
47. Ensure new development maximises 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;
48. Make provision for necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
49. Mitigate flood risk and surface water management issues, both within and beyond the site, including provision of SUDS through the design and layout of development and 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.

50. 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.
51. 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;
52. Address land contamination issues by undertaking appropriate site investigations to identify the level of contamination and deliver effective remediation to ensure there are no unacceptable risks to human health and the water environment;
53. Incorporate appropriate noise and air quality mitigation particularly along major transport corridors, including HS2, and in relation to existing and new businesses, facilities and employment uses, including existing operational wastewater treatment works;
54. Development proposals at the existing Partington and Altrincham wastewater treatment works will be supported where they are needed to respond to future foul and surface water infrastructure requirements.

Reasoned Justification

The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site.

The successful development of the site will require a coordinated approach between all landowners and developers. Trafford Council is therefore 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 Carrington, Partington and Sale West. The delivery strategy must ensure that a mechanism is put in place to secure proportionate contributions from all developers within the New Carrington allocation and deliver the wide ranging infrastructure required.

A high level Masterplan has been prepared for the New Carrington site which assessed the existing site constraints and determined the overall residential and employment development quantum, as well as identifying green infrastructure areas and opportunities. The Masterplan identifies four distinct character areas across the allocation: Carrington Village, Sale West, Partington East and Warburton Lane.

Residential development

The New Carrington site will deliver around 4,300 homes in the plan period and up to 5,000 new homes in total. High quality design will be essential to ensuring the successful integration of development with existing communities and in delivering a positive step change in the local area.

Some areas of the site have particularly high sensitivity and will require additional work to be undertaken in advance of any planning application to ensure that any impacts can be suitably addressed. The land to the west of Warburton Lane was previously designated as safeguarded land in the Trafford Core Strategy and is a particularly sensitive parcel. The New Carrington Heritage Assessment 2020 identified that the area has potentially significant heritage value and it is therefore necessary to take a cautious approach to the development potential of this area in advance of the necessary investigative works being undertaken. The site is also located on the periphery of the Carrington allocation and any future planning application will therefore need to demonstrate how the site can be integrated with Partington to the north and the wider New Carrington development area. Such measures will need to include pedestrian / cycle crossings over the Red Brook linking to Oak Road, providing well lit, safe access to Partington. The high level phasing of the New Carrington site has taken a cautious approach and development of this parcel is not expected to come forward within the GMSF plan period, recognising the significant issues which development in this area will need to overcome.

The site will primarily deliver family housing at a medium density to meet the identified need and reflect the existing residential communities around the site. Slightly higher densities of 40 dph are appropriate close to the existing Partington and Sale West communities, which reflects and builds on existing suburban development to create a sustainable urban extension. A lower density of 25 dph is appropriate on the land at Warburton Lane to reflect the rural character of this area and the need to avoid assets of heritage significance. The highest density of development (up to 55 dph) will be appropriate in and close to the local or neighbourhood centres. Development should be innovatively designed across the site to deliver the specified density whilst acknowledging the local landscape character and site characteristics.

Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. A minimum of 15% affordable housing contribution is required across the whole allocation, however, regard will be given to the distinct Character Areas identified within the New Carrington allocation: Carrington Village, East Partington, Sale West and Warburton Lane in determining an appropriate contribution. Further guidance will also be provided in the Carrington Masterplan / SPD and the Trafford Local Plan.

Employment development

Employment development will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing COMAH zone constraints. The employment land will provide an important contribution to Greater Manchester's overall

employment land needs and provide a strategic employment location in southern Greater Manchester. Careful consideration should be given to the design of the employment development to ensure that it is well connected and integrated with the surrounding residential development.

The site is close to deprived communities in Partington, Carrington and Sale West and it will also be accessible by bus and tram to other deprived areas 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 local people, particularly from these more deprived communities, benefit from training and new jobs as a result of the development.

Delivery and phasing

Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan / SPD. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.

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 including road improvements, new schools and link roads will be required, linked to the development trajectory.

Transport, integration and accessibility

A significantly improved active travel and public transport network is central to the success of the New Carrington allocation. Development will be designed to support walking and cycling, encouraging sustainable short journeys and promoting healthier lifestyles. The development should have regard to the 2040 Transport Strategy, providing improved links to the regional centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the disused rail route. This route will deliver the Carrington Greenway providing an important active travel link to Irlam Station, as well as a future public transport corridor.

Public transport from the New Carrington area is currently unattractive in relation to the private car and it will therefore be essential for the development to provide genuinely attractive alternatives. This will require significant investment in bus priority measures (potentially including bus gates, dedicated bus lanes or busways and priority and signalised junctions) to minimise any delay from congestion on key roads.

The New Carrington Transport Locality Assessment provides a high level assessment of current highways infrastructure and identifies key transport

interventions which will be required to mitigate the impact of the New Carrington allocation. The Carrington Relief Road, a new strategic link through the site, is integral to delivering the development at New Carrington, providing increased capacity and access to the development parcels. Development proposals within the New Carrington allocation will need to make a proportionate contribution to the Carrington Relief Road, as well as other highways infrastructure across the site.

The New Carrington Transport Locality Assessment also identified a series of key highway junctions which will require intervention to mitigate the impact of development on the surrounding highway network, as well other link roads which will be required to access development parcels within the site. Details around the design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.

These transport infrastructure improvements will enhance the attractiveness of New Carrington as an employment and residential location and also promote modal shift from car travel to sustainable travel modes.

Community facilities

A new local centre, located in the east Partington area, will be a hub for community infrastructure and will service the needs of the new community. Smaller neighbourhood centres will also provide local community hubs at Sale West and Carrington Village. The large number of new residents will also help to support existing shops and services in the surrounding area, such as the existing Partington Local Centre.

The site will be an attractive location for families, and this will generate an additional demand for school places and as a result, the development will need to provide new facilities for primary and secondary education. Development will also be required to provide new and improved health facilities to support the new community.

Green Belt

The development will require the removal of some land from the Green Belt; but a significant area of Green Belt will remain within the allocation through the middle of the site which will prevent the merging of Carrington/Partington and Sale West. This green wedge will also provide an attractive setting for the development and will be an important green resource. It will include features which characterise the landscape such as the existing woodlands, hedgerows and rides. The wedge will be protected as a green infrastructure corridor, connecting Sinderland Brook to the Mersey Valley in the north.

Green Infrastructure

The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary

(which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure enhancement to the green spaces identified at Sale West which are protected from development. Improved access within and through these parcels will be a priority and should include enhancement of the Trans Pennine Trail. Where green spaces remain in the allocation area that is to be removed from the Green Belt, the highest level of protection will be applied in accordance with the Trafford Local Plan.

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 Sinderland Brook and Red Brook.

Parts of the proposed Carrington allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area particularly suitable for restoration to important wetland habitats. Much of the wetland area is within the identified Green Belt gap and will therefore be protected from development; other locations across the site will also be considered in relation to their wetlands potential. The Carrington area is included in the Great Manchester Wetlands Nature Improvement Area and has been identified as a potentially important part of a developing Wetlands Ecological Network. In addition, the conservation of organic soils will help to reduce carbon emissions.

A project specific Habitats Regulation Assessment will be required for all development proposals of over 50 units / 1,000 sqm floorspace. The site has the potential, by 2040, to result in traffic increases on the M62 motorway because of its size and relative proximity to the motorway and whilst it is recognised that New Carrington does not have direct connectivity to the M62, a precautionary approach has been taken considering the size and scale of this allocation. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

Landscape

Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and enhance the transition from the urban edge to the open countryside, having regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features and the introduction of additional tree planting and vegetation to soften new development. Areas of the site, such as Warburton Deer Park and Carrington Moss, have particularly high landscape sensitivity and therefore development proposals in these areas will need to demonstrate how any landscape impact can be appropriately mitigated.

Design

The New Carrington development will need to set a new high quality design standard for this area and development 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.

The development will reduce the isolation of existing communities at Carrington, Partington and Sale West, and to fully achieve this, it will be essential for development to be carefully integrated with the existing communities. Issues such as design and linkages through the site should be carefully considered.

Historic Environment

The New Carrington Heritage Assessment considered the characterisation of the site in respect of 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 and this has been taken into account in considering an appropriate development quantum for the site. The area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. Other areas of the Carrington site which are of potentially high value include large areas of peat where assessments to establish the depth and condition of any remaining peat will be required. For the areas of highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

The Heritage Assessment also identified the designated and non-designated built heritage assets, their settings and important views that enhance the historic character and identity of the area. 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.

Utilities, Environmental Protection and Climate Change

A high quality, coordinated drainage strategy will be required for New Carrington 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 / developers will be expected to work together in the interest of sustainable drainage and if pumping stations are identified as necessary, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

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

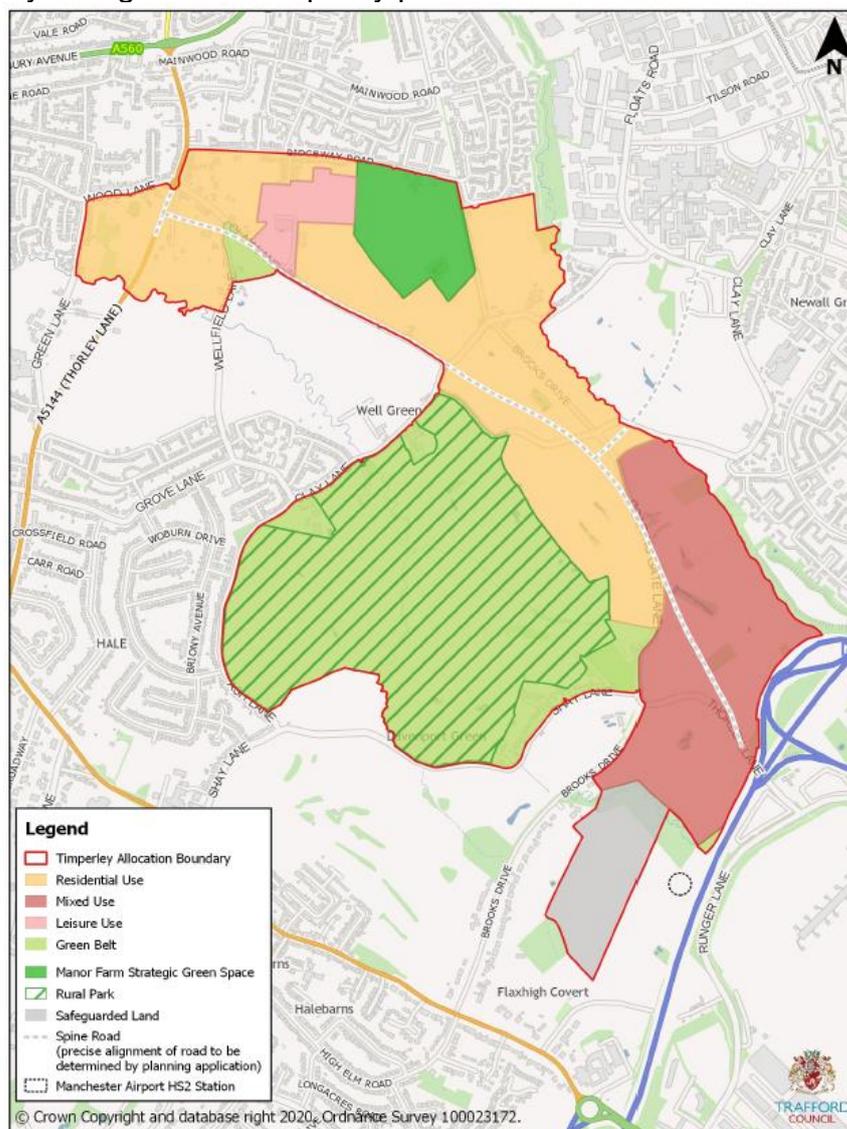
The allocation includes the former Shell Carrington industrial estate and other industrial land uses. Prioritising development across these areas provides an opportunity to bring previously developed land back into beneficial use. However,

in doing so new development will need to ensure that any contamination risks are appropriately remediated and do not give rise to the pollution of any watercourse or groundwater and/or present risks to human health. The area is particularly sensitive for the water environment given its location above a Principal Aquifer and nearby surface waters (including the River Mersey and Sinderland Brook).

Noise mitigation such as woodland buffers and landscape bunds will ensure major transport corridors and employment uses are not seen to be bad neighbours to development.

Appendix 5 – GMSF 2020 Timperley Wedge allocation policy

Figure 2: 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;
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 ;
16.2
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.

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.

Appendix 6 – Schedule of proposed replaced Core Strategy (2012) policies

Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 explains that ‘where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.’

Upon adoption of the GMSF a number of policies in the Trafford Core Strategy (2012) will be partially replaced by policies in the GMSF (see table below). Any part of the policy which is not replaced will be ‘saved’ and will remain part of the statutory development plan for Trafford.

The strategic allocation policies – GM Allocation 3.2 Timperley Wedge and GM Allocation 41 New Carrington - provide further site specific policies for each allocation.

Core Strategy Policy	Core Strategy Policy Title	GMSF Policy
SL1	Pomona Island	Partially replaced with Policy GM-Strat 5 Inner Areas
SL2	Trafford Wharfside	Partially replaced with Policies <ul style="list-style-type: none"> • GM-Strat 1 Core Growth Area • GM-Strat 3 The Quays
SL3	Lancashire County Cricket Club Quarter	N/A
SL4	Trafford Centre Rectangle	N/A
SL5	Carrington	Partially replaced with Policies <ul style="list-style-type: none"> • GM-Strat 9 Southern Areas • GM-Strat 11 New Carrington • GM Allocation 41 New Carrington
L1	Land for new homes	Partially replaced with Policies <ul style="list-style-type: none"> • GM-H 1 Scale, Distribution and Phasing of New Housing Development • GM-H 4 Density of New Housing
L2	Meeting housing needs	Partially replaced with Policies <ul style="list-style-type: none"> • GM-H 2 Affordability of New Housing • GM-H 3 Type, Size and Design of New Housing
L3	Regeneration and reducing inequalities	Partially replaced with Policies <ul style="list-style-type: none"> • GM-Strat 5 Inner Areas • GM-Strat 11 New Carrington
L4	Sustainable transport and accessibility	Partially replaced with Policies <ul style="list-style-type: none"> • GM-Strat 14 A Sustainable and Integrated Transport Network • GM-N1 Our Integrated

Core Strategy Policy	Core Strategy Policy Title	GMSF Policy
		<p>Network</p> <ul style="list-style-type: none"> • GM-N3 Our Public Transport • GM-N4 Streets for All • GM-N5 Walking and cycling • GM-N6 Freight and logistics • GM-N7 Transport requirements of new development
L5	Climate change	<p>Partially replaced with Policies</p> <ul style="list-style-type: none"> • GM-S 2 Carbon and Energy • GM-S 3 Heat and Energy Networks • GM-S 5 Flood Risk and the Water Environment • GM-S 6 Clean Air
L6	Waste	Partially replaced with Policy GM-S 7 Resource Efficiency
L7	Design	Partially replaced with Policy GM-E 1 Sustainable Places
L8	Planning obligations	<p>Partially replaced by Policies</p> <ul style="list-style-type: none"> • GM-D 1 Infrastructure Implementation • GM-D 2 Developer Contributions
W1	Economy	<p>Partially replaced by Policies</p> <ul style="list-style-type: none"> • GM-Strat 9 Southern Areas • GM-P 1 Supporting Long-Term Economic Growth • GM-P 2 Employment Sites and Premises • GM-P 3 Office Development • GM-P 4 Industry and Warehousing Development
W2	Town centres and retail	<p>Partially replaced by Policies</p> <ul style="list-style-type: none"> • GM-Strat 9 Southern Areas • GM-Strat 12 Main Town Centres • GM-E 4 New Retail and Leisure Uses in Town Centres
W3	Minerals	Partially replaced by Policy GM-S 7 Resource Efficiency
R1	Historic environment	Partially replaced by Policy GM-E 2 Heritage
R2	Natural environment	<p>Partially replaced by Policies</p> <ul style="list-style-type: none"> • GM-Strat 13 Strategic Green Infrastructure

Core Strategy Policy	Core Strategy Policy Title	GMSF Policy
		<ul style="list-style-type: none"> • GM-G 1 Valuing Important Landscapes • GM-G 3 River Valleys and Waterways • GM-G 4 Lowland Wetlands and Mosslands • GM-G 7 Trees and Woodland • GM-G 9 Standards for a Greener Greater Manchester • GM-G 10 A Net Enhancement of Biodiversity and Geodiversity
R3	Green infrastructure	Partially replaced by Policies <ul style="list-style-type: none"> • GM-Strat 13 Strategic Green Infrastructure • GM-G 2 Green Infrastructure Network (Nature Recovery Network) • GM-G 3 River Valleys and Waterways • GM-G 4 Lowland Wetlands and Mosslands • GM-G 7 Trees and Woodland • GM-G 9 Standards for a Greener Greater Manchester
R4	Green Belt, countryside and other protected other land	Partially replaced by Policies <ul style="list-style-type: none"> • Policy GM-Strat 9 Southern Areas • Policy GM-Strat 10 Manchester Airport • Policy GM-Strat 11 New Carrington • GM-G 11 The Greater Manchester Green Belt • GM-G 12 Safeguarded Land • GM Allocation 3.2 Timperley Wedge
R5	Open space, sport and recreation	Partially replaced by Policies <ul style="list-style-type: none"> • GM-G 6 Urban Green Space • GM-E 7 Sport and Recreation
R6	Culture and tourism	Partially replaced by Policy GM-E3

Core Strategy Policy	Core Strategy Policy Title	GMSF Policy
		Cultural facilities