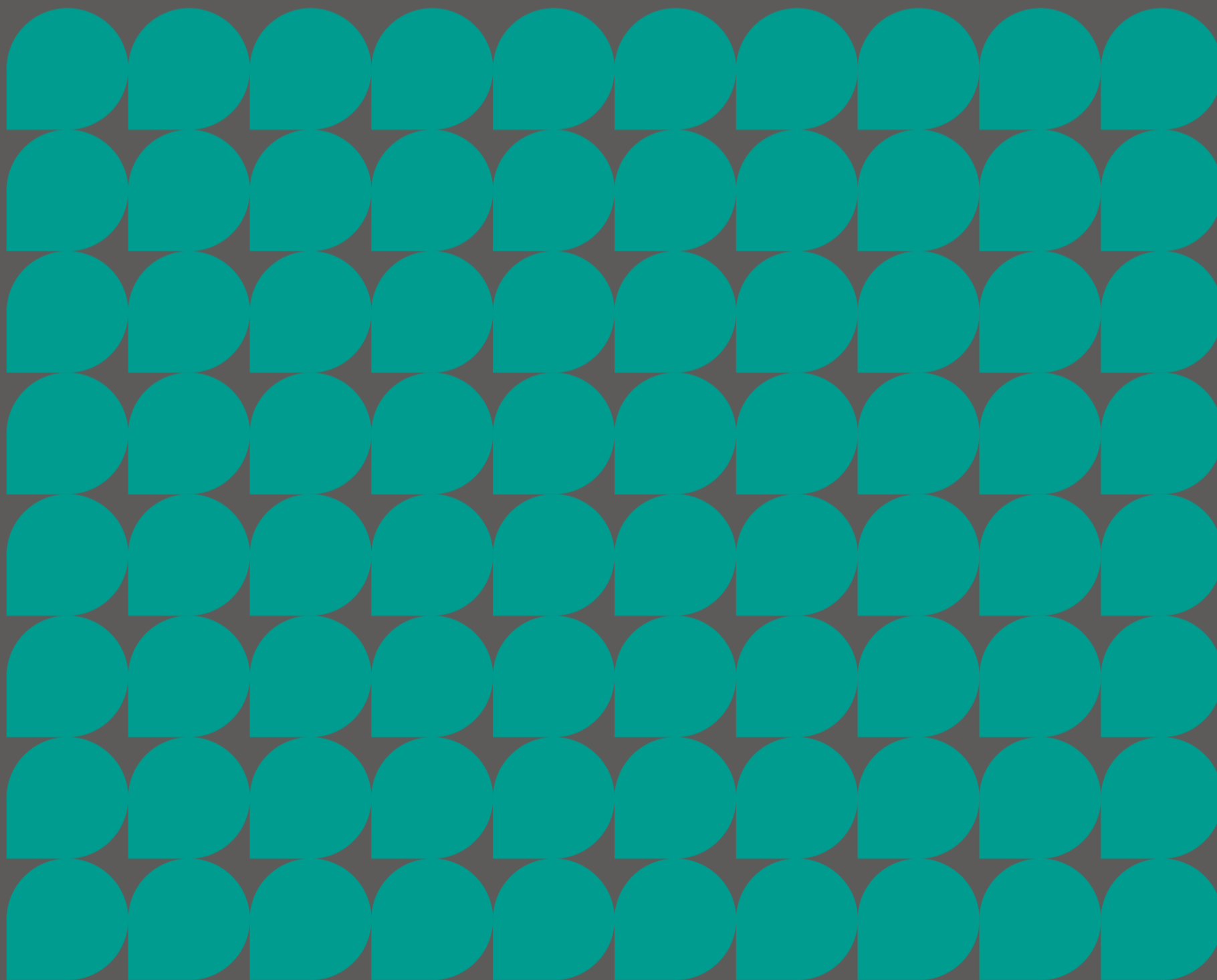


Places for Everyone

Salford Omission Sites Issues Summary

February 2022



Omission sites – Salford

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

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
1.	Land off Springfield Lane and School Lane, Irlam	<p>The site could come forward as a logical and small-scale urban extension to the built-up area of Irlam via a standalone site allocation or an extension to the draft allocation identified within the Draft GMSF 2019 (GM Allocation 32).</p> <p>The site is well associated with the settlement edge, any sprawl westwards or northwards is restricted by the M62 motorway. The site is not integral to the function of the wider Green Belt.</p> <p>The release of the site for housing is fully justified with regards to paragraphs 134-139 of the NPPF.</p> <p>The site would make a meaningful contribution towards meeting identified housing needs for Salford, including larger and family-sized housing and affordable housing.</p> <p>There would be few visual receptors affected by the development of the site with landscape impacts being localised.</p> <p>There are no known constraints to development of the site in terms of ecology and arboriculture.</p> <p>Technical work has been carried out with regard to ground conditions and our client's site is viable for new residential development.</p>	<p>The site is not proposed for allocation.</p> <p>The Site Selection Background Paper [03.04.01] sets out the process used to consider the suitability of sites that had been put forward as potential locations for development.</p> <p>This included the identification of Areas of Search to inform whether a site could be considered to be a reasonable alternative.</p> <p>The site falls outside of the identified Areas of Search and, as such, is not considered to be a reasonable alternative for meeting the overall vision, strategy and objectives.</p>	Wainhomes (NW) Ltd & Persimmon Homes

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>There are no obstacles to the delivery of this site for the quantum of residential development identified from a highways and transport perspective.</p> <p>The site is highly locationally sustainable in terms of access to key services and public transport.</p>		
2.	Land off at Moss Brow Farm	<p>The site was previously included as a Strategic Allocation in previous drafts of the GMSF.</p> <p>It continues to present a logical, sustainable and sound choice for future housing development. There are no technical reasons as to why the allocation has been reduced in size to discount our clients Site.</p> <p>The release of the site for housing is fully justified with regards to paragraphs 134-139 of the NPPF. The evidence presented by the GMCA does not provide the necessary justification as to why the Site shouldn't be included. The Site is already well associated with the settlement edge and its release is supported by the Green Belt Assessment.</p> <p>The Site would undoubtedly make a meaningful contribution towards meeting identified housing needs for Salford including larger and family-sized housing and affordable housing.</p> <p>The Site is capable of early delivery and meets the key tests in terms of suitability, availability and achievability and therefore is deliverable.</p> <p>At the very least the Site should be considered as a Site suitable to safeguard for future development in a future plan period.</p>	<p>The site is not proposed for allocation.</p> <p>Much of the site north / west of Roscoe Road falls outside of the areas of search identified in the site selection background paper [03.04.01] which sets out the process used to consider the suitability of sites that had been put forward as potential locations for development. Those parts of the proposed site that fall outside of the identified Areas of Search are not considered to be a reasonable alternative for meeting the overall vision, strategy and objectives of PfE.</p> <p>The justification for the site allocation boundary as proposed in PfE 2021, which excludes all of the proposed site including those elements that do fall within an area of search, is set out in chapters 4 and 5 of the North of Irlam Station topic paper [10.07.70].</p> <p>The justification relates to changes to the overall housing target and the need to balance both the positive and harmful impacts of development. The positive impacts include the potential to provide family and affordable homes in a location close to high quality public transport via Irlam Station, the harmful impacts in particular relate to the loss of peat in terms of biodiversity and its role storing carbon (an issue raised by Natural England), and the loss of Grade 1 Agricultural land.</p>	John Hamer

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		Importantly, the land is within a single ownership and entirely deliverable for residential purposes. It would make a very valuable contribution to housing land supply, which at the current time is significantly less than the required 5-year supply that is set out within NPPF.		
3.	Beesley Green	<p>The location of the site is on a par with the allocated site East of Boothstown (JP Allocation 27) and is one of only a small number of opportunities to deliver very high value housing in an extremely attractive environment. It will have a particular role in providing homes of exceptional quality to attract and retain highly skilled workers in accordance with the strategic objectives of PfE</p> <p>The site is identified in the Salford Local Plan as part of the 'Worsley Greenway' (Policy EN2) which is a locally strategic open space designation with the purpose of separating Worsley and Swinton.</p> <p>The site is located within the Roe Green and Beesley Green Conservation Area. It is not an 'essential component' of a wider historic area but an area of privately owned agricultural land that is distinct and separate to the historic fabric. Any rural character of the site has been diminished by the loss of its field boundaries and the construction and operation of the nearby M60 motorway. The high level of enclosure around Beesley Green means that the site is not easily appreciable or experienced from the wider conservation area and is not therefore of 'special architectural or historic interest' such that new development can be accommodated without causing harm to the conservation area. The grade II listed Beesley Hall is located to the north west of the site. The listed building sits within a relatively defined setting, separated from the site by existing dwellings and the Cricket Ground. It shares no historic, functional or visual connection with the site and development will not affect its significance.</p>	<p>The site is not proposed for allocation.</p> <p>The Site Selection Background Paper [03.04.01] sets out the process used to consider the suitability of sites that had been put forward as potential locations for development.</p> <p>This included the identification of Areas of Search to inform whether a site could be considered to be a reasonable alternative.</p> <p>The site falls outside of the identified Areas of Search and, as such, is not considered to be a reasonable alternative for meeting the overall vision, strategy and objectives.</p> <p>The site forms a part of the Worsley / West Salford Greenway. A strategic piece of green infrastructure subject to a protective designation through Salford's existing UDP and a similar such designation is proposed through the first part of Salford's Local Plan (Development Management Policies and Designations Document) which is due to be adopted in summer 2022.</p> <p>It is proposed that the site be designated as Green Belt through PfE. Exceptional circumstances have been identified to justify this designation and are set out in further detail in the Green Belt Topic Paper, Appendix 3, page 37, GBA27 [07.01.25].</p>	Peel L&P Investments (North) Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>Peel has prepared a Development Framework Document (DFD) and illustrative masterplan with supporting technical reports which show how the site could accommodate a development of around 50 new family homes in a very low density, highly landscaped setting. The DFD demonstrates there are no insurmountable technical or environmental constraints that cannot be overcome outside normal planning application considerations.</p> <p>The site, as part of the wider Worsley Greenway, makes no meaningful contribution to any of the five purposes of Green Belt and, regardless of the lawfulness of extending Green Belt as a matter of principle, there is no justification for including this land within it.</p> <p>Allowing for lead in times, it is likely that development will commence in 2023 and could be delivered within 2 years</p>		
4.	Broadoak	<p>The site comprises agricultural land located within the built up area of the City. It is well contained by existing development within Worsley, Monton and Swinton and benefits from access to the M60 via Junction 13. It is well located in relation to local services, including schools, shops and public transport connections.</p> <p>The site is located approximately 800m to the north of Monton Neighbourhood Centre.</p> <p>Broadoak is one of a small number of sites in Greater Manchester capable of delivering family housing of the very highest quality in a desirable, accessible and highly sustainable location and thus meeting the need for aspirational family homes which are underprovided for in Greater Manchester.</p>	<p>The site is not proposed for allocation.</p> <p>The Site Selection Background Paper [03.04.01] sets out the process used to consider the suitability of sites that had been put forward as potential locations for development.</p> <p>This included the identification of Areas of Search to inform whether a site could be considered to be a reasonable alternative.</p> <p>The site falls outside of the identified Areas of Search and, as such, is not considered to be a reasonable alternative for meeting the overall vision, strategy and objectives.</p> <p>The site forms a part of the Worsley / West Salford Greenway. A strategic piece of green infrastructure subject to a protective</p>	Peel L&P Investments (North) Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>The site has been subject to a recent planning application and subsequent appeals for up to 600 dwellings with a new marina and basin, retail and café uses, associated green infrastructure and provision for a primary school, alongside a separate application for up to 165 dwellings. Both appeals were dismissed by the Secretary of State in November 2018 due, primarily, to the restrictive (Greenway) policies of the adopted UDP.</p> <p>In his decision the Secretary of State concluded that development of the site would not give rise to unacceptable technical impacts and also recognised there are significant deficiencies in the number of larger/aspirational family homes in Salford; concluding that this should be addressed through the development plan process.</p> <p>Peel has prepared a Development Framework Document (DFD) which shows how the site could be developed to provide up to 600 high quality dwellings set within a strong landscape structure.</p> <p>The DFD demonstrates that the site can come forward in a manner which avoids adverse environmental impacts.</p> <p>The site, as part of the wider Worsley Greenway, makes no meaningful contribution to any of the five purposes of Green Belt and, regardless of the lawfulness of extending Green Belt as a matter of principle, there is no justification for including this land within it.</p> <p>Allowing for lead in times, it is expected that the site could start delivering units from 2023 onwards and be developed within 9 years.</p>	<p>designation through Salford’s existing UDP and a similar such designation is proposed through the first part of Salford’s Local Plan (Development Management Policies and Designations Document) which is due to be adopted in summer 2022.</p> <p>It is proposed that the site be designated as Green Belt through PfE. Exceptional circumstances have been identified to justify this designation and are set out in further detail in the Green Belt Topic Paper, Appendix 3, page 37, GBA27 [07.01.25].</p>	

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
5.	Crossfield Drive	<p>The location of the site is on a par with the allocated site East of Boothstown (JP Allocation 27) and is one of only a small number of opportunities to deliver very high value housing in an extremely attractive environment. It will have a particular role in providing homes of exceptional quality to attract and retain highly skilled workers in accordance with the strategic objectives of PfE.</p> <p>The site is identified in the Salford Local Plan as part of the 'Worsley Greenway' (Policy EN2) which is a locally strategic open space designation with the purpose of separating Worsley and Swinton.</p> <p>The northern part of the site is partly located within the Roe Green and Beesley Green Conservation Area. It is a small area of agricultural land which is enclosed by mature trees to its east and south, with residential properties to the west and north. It has no historic, visual or functional connection with the conservation area and the proposed development will not have any adverse effects on its significance.</p> <p>The Grade II Listed Kempnough Hall is located c.50m to the north of the site. The building sits within a relatively well enclosed and defined setting, separated from the site by various residential dwellings and mature trees. It shares no historic, functional or visual connection with the site and development can be designed so that it will not affect the significance of the listed building or its setting.</p> <p>Peel has prepared a Development Framework Document (DFD) and illustrative masterplan with supporting technical reports which show how the site could accommodate development of c.150 new high quality family homes, including affordable housing, within a green infrastructure setting and accessible open space with footpath links into Worsley Woods.</p>	<p>The site is not proposed for allocation.</p> <p>The Site Selection Background Paper [03.04.01] sets out the process used to consider the suitability of sites that had been put forward as potential locations for development.</p> <p>This included the identification of Areas of Search to inform whether a site could be considered to be a reasonable alternative.</p> <p>The site falls outside of the identified Areas of Search and, as such, is not considered to be a reasonable alternative for meeting the overall vision, strategy and objectives.</p> <p>The site forms a part of the Worsley / West Salford Greenway. A strategic piece of green infrastructure subject to a protective designation through Salford's existing UDP and a similar such designation is proposed through the first part of Salford's Local Plan (Development Policies Management and Designations Document) which is due to be adopted in summer 2022.</p> <p>It is proposed that the site be designated as Green Belt through PfE. Exceptional circumstances have been identified to justify this designation and are set out in further detail in the Green Belt Topic Paper, Appendix 3, page 37, GBA27 [07.01.25].</p>	Peel L&P Investments (North) Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>The DFD demonstrates there are no insurmountable technical or environmental constraints that cannot be overcome outside normal planning application considerations.</p> <p>The site, as part of the wider Worsley Greenway, makes no meaningful contribution to any of the five purposes of Green Belt and, regardless of the lawfulness of extending Green Belt as a matter of principle, there is no justification for including this land within it.</p> <p>Allowing for lead in times, it is likely that development will commence in 2023 and could be delivered within 3 years.</p>		
6.	Land at Linnyslaw	<p>The site is suitable to deliver a predominantly residential-led mixed use development of up to c. 1,600 dwellings with local community and/or retail facilities, as required. Part of the site might also be developed for employment purposes.</p> <p>The site is well related to the existing urban area contained on all sides by existing physical and urban features; it represents a logical location for a sustainable urban extension.</p> <p>The site is in a sustainable location approximately 1,300m to the east of Walkden town centre which contains a wide range of shops and facilities. It is within walking distance of 4 primary and 3 secondary schools, a library and other local community facilities. There are a number of nearby employment opportunities, including Logistics North.</p> <p>The site is well connected for public transport access along the A6 bus corridor which provides regular direct connections into Bolton, Walkden, Swinton, Salford and the regional centre. Passenger rail stations are located within easy range of the Site at Walkden and Moorside (1.8km and 1.2km respectively) offering direct services into</p>	<p>The site is not proposed for allocation.</p> <p>The Greater Manchester Green Belt Assessment (2016) [07.01.04] identifies that the northern section of the site forms part of a critical gap between Walkden and Kearsley and the eastern section forms part of a critical gap between Walkden and Swinton.</p>	Peel L&P Investments (North) Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>the regional centre and Wigan. In addition, it is highly accessible to the strategic highways network and is well located to a range of destinations throughout Greater Manchester and beyond.</p> <p>Peel has prepared a Development Framework Document (DFD) and illustrative masterplan with supporting technical reports which show how the site could accommodate a high quality housing development with a diverse range of house types for a mixed and inclusive community, including affordable dwellings and 'downsizer' homes for older residents.</p> <p>The updated DFD demonstrates that there are no insurmountable technical or environmental constraints that cannot be overcome outside normal planning application considerations.</p> <p>The land is currently within the Green Belt. Peel's representations in Paper 2 demonstrates that there are exceptional circumstances to remove additional land from the Green Belt to meet GM development needs in the current plan period and beyond. In Salford, there is a compelling case for reviewing the Green Belt boundary to the clearly defined and long-term defensible boundaries of the strategic highway network and Bridgewater Canal. The site makes only limited contribution to Green Belt purposes.</p>		
7.	Land at Wardley	<p>The site is suitable to deliver a residential development of 700 dwellings of mixed size, type and tenure, with a focus on good quality family and affordable homes alongside new community facilities and a green infrastructure setting.</p> <p>The site abuts the existing urban area on its southern and eastern boundaries including existing residential development in the Moorside area and the St Ambrose Barlow RC High School. The northern and</p>	<p>The site is not proposed for allocation.</p> <p>The Site Selection Background Paper [03.04.01] sets out the process used to consider the suitability of sites that had been put forward as potential locations for development. The process includes selection criteria 1 to 7 which have been used to identify 'areas of search'.</p>	Peel L&P Investments (North) Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>western boundaries are clearly defined by the M60 motorway and Swinton Interchange. It is very well related to the existing urban area, contained on all sides by existing physical and urban features.</p> <p>The land at Wardley is in a sustainable location approximately 1.6km to the west of the centre of Swinton which contains a wide range of shops and facilities. Two primary schools and a secondary school are located directly adjacent to the site boundaries. The site is well connected to both the local and strategic highway networks. It has a frontage onto the A6 (Manchester Road) bus corridor which provides regular direct connections into Bolton, Walkden, Swinton, Salford and Manchester City Centre; whilst Moorside rail station is located approximately 700m to the east.</p> <p>Peel has prepared a Development Framework Document (DFD) and illustrative masterplan with supporting technical reports which show how the site could accommodate c.700 homes of mixed size, type and tenure, with a focus on good quality family homes. The DFD demonstrates that there are no insurmountable technical or environmental constraints that cannot be overcome outside normal planning application considerations.</p> <p>The land is currently within the Green Belt. Peel's representations in Paper 2 demonstrate that there are exceptional circumstances to remove additional land from the Green Belt to meet GM development needs in the current plan period and beyond.</p> <p>In Salford, there is a compelling case for reviewing the Green Belt boundary to the clearly defined and long-term defensible boundaries of the strategic highway. The site makes only a limited contribution to Green Belt purposes.</p>	<p>Only small elements of the site are within areas of search relating to transport connectivity (criterion 1). Only the north-eastern part of the site is within an identified area of high deprivation (criterion 5). The M60 is situated to the north and western edges and is likely to have significant impacts in terms of air quality and noise. The 2016 Greater Manchester Green Belt Assessment identifies that the northern eastern parts of this site form part of an important visual gap between the settlements of Swinton and western Clifton. South western parts of the site are identified as forming part of a wider collection of sites that maintain a gap between Swinton, Clifton, Kearsley and Walkden.</p>	

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
8.	Land north of Leigh Road, Worsley	<p>The north of the site is bound by the East Lancashire Road (A580) and the southern boundary is bound by Leigh Road (A572). Both roads are lined with existing residential dwellings. To the east, the site is bound by the A575 with existing residential dwellings beyond, while to the west lies the residential area of Boothstown, with local amenities including library, doctors, and convenience shops. The site is therefore surrounded by a range of existing physical features which are largely urban and permanent in nature.</p> <p>The land is promoted by Peel for release from the Green Belt. Whilst not proposed for development at the present time, it is clear that the site does not form a logical part of the Green Belt and that designation should be removed in PfE as part of a strategic review of the Green Belt to strong and defensible long-term boundaries. It is therefore suitable to be identified as Safeguarded Land to meet longer term development needs beyond the plan period.</p> <p>Peel's representations in Paper 2 demonstrate that there are exceptional circumstances to remove additional land from the Green Belt to meet GM development needs in the current plan period and beyond. In Salford, there is a compelling case for reviewing the Green Belt boundary to the clearly defined and long term defensible boundaries of the strategic highway network and Bridgewater Canal.</p> <p>South of Leigh Road is the new RHS Garden Bridgewater and emerging residential allocation, land East of Boothstown (Policy JPA 27). Once the allocation comes forward this site will be completely divorced from the remainder of the Green Belt.</p>	<p>The site is not proposed for allocation or as safeguarded land.</p> <p>A margin of flexibility has been identified in the housing land supply see Housing Topic Paper [06.01.03]. Whilst the margin of flexibility will ensure a sufficient choice of sites is available to meet the identified housing needs, in line with the evidence base, it will also result in surplus land being available at the end of the plan period, which will provide land supply in the early years of the next plan period. Therefore, it is considered that PfE provides an appropriate policy framework to ensure long-term land supply, consistent with NPPF.</p> <p>The Greater Manchester Green Belt Assessment (2016) [07.01.04] identified that the site plays a strong role in respect of a number of Green Belt purposes including as part of the gap between Boothstown and Ellenbrook and Worsley, and protecting the setting of historic settlements. Part of the site is in a conservation area, forming the setting of the Grade II listed Worsley Old Hall. Whilst there is also some previously developed land within the site, this is not significant in its extent. Much of the area is in use as a Golf Club and Sports Club.</p> <p>The RHS Bridgewater Garden to the south of Leigh Road is within the Green Belt, therefore the site would retain this connection to the wider Green Belt despite the allocation of land East of Boothstown (JPA27).</p>	Peel L&P Investments (North) Ltd
9.	Land off Walkden Road, Worsley	<p>The site lies within the established urban area and is surrounded on all sides either by residential uses or, to the south and west, for recreational and sports uses including the Ellesmere Sports Club and</p>	<p>The site is not proposed for allocation.</p>	Peel L&P Investments (North) Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>associated buildings. It is a small area of 'left over' land at the road junction that serves no meaningful open space or amenity purpose.</p> <p>Development of the land would be appropriate as a minor 'infill' development site suitable for a range of uses, including residential, community or small-scale commercial development.</p> <p>The site is currently in the Green Belt. Peel's representations in Paper 2 demonstrate that there are exceptional circumstances to remove additional land from the Green Belt to meet GM development needs in the current plan period. Those representations also demonstrate why a strategic review of the Green Belt is required.</p> <p>The site comprises a small parcel of land at the north-eastern tip of a larger parcel contained by the A580 to the north, Leigh Road to the south, Walkden Road, beyond which lies urban development to the east, and the urban area of Boothstown to the west. South of Leigh Road lies the new RHS Garden Bridgewater and the emerging residential allocation, land East of Boothstown (Policy JPA 27). Once this development comes forward the larger parcel of land will be completely divorced from the remainder of the Green Belt.</p> <p>Peel has made representations seeking removal of the wider parcel, including this site, from the Green Belt and re-drawing the boundary to the Bridgewater Canal which presents a logical and long-term defensible boundary consistent with National Planning Policy.</p> <p>Notwithstanding those representations on the wider parcel, this site should be excluded from the Green Belt since it makes no contribution to any of its purposes.</p>	<p>The Greater Manchester Green Belt Assessment (2016) [07.01.04] identified that the site, as part of a wider area of Green Belt, plays a strong role in respect of a number of Green Belt purposes including as part of the gap between Boothstown and Ellenbrook and Worsley, and protecting the setting of historic settlements.</p>	

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
10.	Lumber Lane, Worsley	<p>The site lies in a highly sustainable location that is in close proximity to a range of community and recreational facilities, including local schools. Bus stops on Walkden Road are located within c. 100m of the site and the Leigh-Salford-Manchester Guided Busway runs along the East Lancashire Road to the north. There are direct links to the national cycle network and pedestrian routes into the existing urban area.</p> <p>Peel has prepared a Development Framework Document (DFD) with illustrative masterplan and supporting technical reports which shows how the site could be developed for c.63 homes set within an attractive landscape / open space framework. Vehicular access to the site will be taken from Lumber Lane, with pedestrian and cycle links into the existing networks, including a direct route to bus stops on the A580.</p> <p>The DFD demonstrates that the land makes no contribution to the objectives of the Greenway designation and there are no insurmountable technical or environmental constraints that cannot be overcome outside normal planning application considerations. The DFD is supplied in support of this Paper within Volume 2.</p> <p>For consistency, both of approach in PfE and with the emerging Salford Local Plan, the site should be identified as an allocation in the Plan.</p> <p>The allocation will support the strategic objectives of the plan to meet housing needs and diversify the housing stock by increasing the range and quality of family housing in GM generally, and Salford in particular.</p> <p>Allowing for lead in times, it is likely that development will commence in 2023 and could be delivered within 2 years.</p>	<p>The site is not proposed for allocation.</p> <p>The Site Selection Background Paper [03.04.01] sets out the process used to consider the suitability of sites that had been put forward as potential locations for development.</p> <p>This included the identification of Areas of Search to inform whether a site could be considered to be a reasonable alternative.</p> <p>The site falls outside of the identified Areas of Search and, as such, is not considered to be a reasonable alternative for meeting the overall vision, strategy and objectives.</p> <p>The site currently forms a part of the Worsley / West Salford Greenway. A strategic piece of green infrastructure subject to a protective designation through Salford's existing UDP.</p> <p>Salford's emerging Local Plan (Development Management Policies and Designations Document), which is due to be adopted in summer 2022, includes a similar such Greenway designation however this site has been excluded from it. The site is not however allocated for development within the plan and is instead shown as 'white land'.</p> <p>The site is not proposed as a Green Belt addition through PfE and as such the site's allocation for development can be considered further through the second part of Salford's Local Plan (Core Strategy and allocations document).</p>	Peel L&P Investments (North) Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
11.	Land at Moss Lane, Walkden North, Salford	<p>Any allocation of the Site for development would be a matter for the Salford Development Allocations Plan, EAS wish to express the following comments on PfE. EAS consider a residential allocation would provide a significant contribution towards Salford's identified housing needs.</p> <p>Land at Moss Lane, Walkden North, Salford is no longer required by EAS. EAS have received unsolicited approaches from residential developers and are considering a sale. The Site provides a suitable, available and deliverable site that is capable of making a significant contribution to the housing need of Salford – and is therefore a prime candidate for residential development in a forthcoming Salford Development Allocations document.</p>	<p>The site is not proposed for allocation.</p> <p>The site identified is not designated in Salford's adopted Unitary Development Plan and is recognised as having potential for residential development within Salford's latest Housing and Economic Land Availability Assessment (October 2021).</p> <p>The site is therefore already accounted for within Salford's baseline land supply and a further allocation through PfE is not considered necessary. Given its size and recognised potential for housing development, its allocation would nonetheless be a matter for consideration in the second part of Salford Local Plan (Core Strategy and Allocations Document) rather than PfE.</p>	Emerson Automation Systems UK Limit
12.	Moss Lane, Walkden	<p>The site represents a logical extension to the Linnyslaw Industrial Estate and has the potential to align with the Council's economic development strategy and cater for local employment needs.</p> <p>There are no significant constraints, technical or otherwise, associated with the Site which would preclude it from coming forward for development, and it would be deliverable within five years.</p> <p>Our Client is willing to consolidate and enhance the Country Park within what is perceived to be its natural boundary. In particular, our Client would be prepared to safeguard land that it owns (outside of the Site that we believe should be allocated for employment development) as open space/woodland if this forms part of a comprehensive plan. This could involve transferring the land to the Council, and it could provide an exciting opportunity to increase biodiversity and mitigate any loss of habitat arising from the future employment development of our Client's land.</p>	<p>The site is not proposed for allocation.</p> <p>The site is currently subject to protective designations through Salford's adopted Unitary Development Plan and will continue to be protected as part of a wider Green Infrastructure resource through the first part of Salford's Local Plan: Development Management Policies and Designations (Policy R3) which is due to be adopted in summer 2022.</p> <p>It is proposed through PfE that the site is designated as part of a wider Green Belt addition, reference GBA30 Blackleach Country Park. The exceptional circumstances to justify this designation are set out in further detail in the Green Belt Topic Paper, Appendix 3, page 50, GBA30 [07.01.25].</p>	Casey Group

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>In view of the above, the Site should be recognised as having development potential for the employment uses proposed as part of this representation. The proposed addition of the land to the Green Belt will unnecessarily impact on the future development prospects of the Site.</p> <p>Accordingly, our Client objects to its proposed designation as Green Belt land under Green Belt Addition 30: Blackleach Country Park.</p>		
13.	Port Salford Extension Additional Land	<p>Peel is seeking an amendment to the Green Belt boundary to remove land to the east of Irlam and allocate the site as part of the existing draft Port Salford Extension allocation. The proposed addition to the allocation retains the clear Green Belt defensible boundary, the M62, while also ensuring the Council's objective of retaining a gap between the built developments of Port Salford and surrounding residential development is carried forward.</p> <p>The illustrative masterplan in the DFD clearly illustrates that a gap between residential and commercial uses can be maintained between Irlam and the Port Salford Extension, such that the character and distinctiveness of the settlement can be maintained.</p> <p>The proposed uses for the additional land are complementary to the land uses at the Port Salford Extension which can boost the attractiveness of City Gateway as an employment destination.</p> <p>The additional land to the Port Salford Extension can deliver small scale employment units with space for a business centre and, roadside amenity uses, and other ancillary uses such as college or academy providing space for training and apprenticeship development with an emphasis on logistics and supply chains. This additional space will act as a 'hub' for Port Salford at a gateway entrance into Salford,</p>	<p>The site is not proposed for allocation.</p> <p>Whilst adjoining an area of deprivation the site would have limited links to it. Although the Greater Manchester Green Belt Assessment 2016 [07.01.04] identifies a relatively limited role in preventing the merger of towns, the retention of the area as Green Belt would ensure that a green gap remains to the north of the A57 (Liverpool Road) between the existing residential area of Irlam and the proposed Port Salford extension.</p>	

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>establishing it as a diverse, sustainable and inclusive employment destination.</p> <p>The additional land provides opportunities for infrastructure and landscape enhancements as well as significant community and social benefits. As demonstrated in the DFD, the masterplan shows the potential for a LEAP, NEAP, MUGA, skate park, pump track, trim trail and tree top adventure park could be provided to the benefit of existing residents of Irlam and visitors. The Mossland Gateway Opportunity and event space could include amenities and facilities such as farm shops, community space and cafes for people visiting the proposed Nature Park or living in Irlam to enjoy.</p>		
14.	Off Manchester Road and Moss Colliery Road, Clifton	<p>The site is currently within the Green Belt, but should be considered in order to ensure that current and medium and long term development needs and growth can be accommodated.</p> <p>The site is ideally suited as a housing opportunity site. Large parts of the site are previously developed and do not sustain any meaningful vegetation growth due to its occupation by Government highway contractors in the 1990's. Ground conditions are poor for agricultural uses.</p> <p>Its release would be consistent with the policy in paragraphs 137 to 143 of the National Policy Framework (NPPF), in particular paragraph 141 which requires local authorities to consider a strategy which makes as much use as possible of suitable Brownfield sites and underutilised land.</p>	<p>The site is not proposed for allocation.</p> <p>The Site Selection Background Paper [03.04.01] sets out the process used to consider the suitability of sites that had been put forward as potential locations for development.</p> <p>This included the identification of Areas of Search to inform whether a site could be considered to be a reasonable alternative.</p> <p>The site falls outside of the identified Areas of Search and, as such, is not considered to be a reasonable alternative for meeting the overall vision, strategy and objectives.</p>	Redcliff Estates

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>The site is a sustainable opportunity with good access and connectivity to various forms of public transport. The local area is well served by essential day to day services.</p> <p>Previous submissions relating to this site have included transport statements, ground condition statements and a noise assessment, all of which have concluded that the site is suitable and deliverable as a housing opportunity site.</p> <p>The site does not perform particularly well in terms of the five purposes of Green Belt (paragraph 138 of the NPPF). It is well contained by existing housing development and by the M60 motorway, it does not contribute to the prevention of neighbouring towns merging, it does little in terms of portraying countryside characteristics, its release would not lead to encroachment into the countryside, and it makes no contribution to the setting or special character of a historic town.</p> <p>The site would assist in urban regeneration by encouraging the recycling of what is clearly a derelict site which has most recently been in urban land use.</p> <p>The release of this site would be entirely consistent with the overall spatial and planning strategy set out in the PfE document. In particular it would be consistent with the policy preference within the document to see the development of suitable Brownfield and derelict sites, particularly where that would be consistent with the focus on existing urban areas.</p>		
15.	Astley - Boothstown	Peel has previously promoted the site as a proposed allocation through the GMSF and now PfE. The site is located south of the A580 between	This site (ID ref: 1072843252) was assessed in Appendix 7 of the Site Selection Background Paper [03.04.09] , which concludes that it does not meet any of the site selection criteria.	Peel L&P Investments (North) Ltd

Row	Site name	Summary of issues raised to PfE2021	Summary response to issues raised to PfE2021	Respondent name(s)
		<p>Astley to the west and Boothstown to the east. The site is located in Wigan and Salford.</p> <p>The site is in a sustainable location. It is well related to the existing urban area and has firm and clearly defined boundaries on all sides comprising built development and the East Lancashire Road to the north, housing to the east and west and the Bridgewater Canal to the south. It has direct access to the East Lancashire Road, such that it is well located for access to a range of destinations through Greater Manchester and beyond.</p> <p>It is suitable for a mixed use residential and employment development and is not subject to any environmental or other constraints which would present an insurmountable obstacle to development.</p> <p>The land has been promoted by Peel throughout the plan-making process for release and allocation for a sustainable urban extension. It was identified as an allocation for 'about 1000 units' in the 2016 draft GMSF; recognising the contribution that the site can make to both the quantitative requirement and qualitative need to improve the housing stock in the borough.</p> <p>Notwithstanding, the allocation has now been omitted from PfE and the site is retained as Green Belt.</p>	<p>As it offers an attractive location for new housing to the west of the conurbation, the site was previously proposed for allocation in the 2016 GMSF for 1,000 homes, on the premise that it delivered significant public transport infrastructure to provide much enhanced sustainable connectivity with the Regional Centre.</p> <p>However, the site is currently remote from services and existing public transport provision and the level of improvements required are no longer considered feasible or viable within the plan period.</p>	
16.	Land between Astley and Boothstown	Representation referring to an area for a potential Green Belt site between Astley and Boothstown located next to the dual carriageway providing traffic links.	See row 15.	Dan Schofield