

## **Proposed site allocation policy - Places for Everyone Publication Plan (August 2021)**

### **Policy JPA35 North of Mosley Common**

**Development of this site will be required to:**

- 1. Be in accordance with a masterplan that is agreed by the Council, and is effectively informed by detailed site investigations, an archaeological assessment, the presence of priority habitats and other constraints;**
- 2. Deliver around 1,100 new homes with higher densities close to existing and new bus stops on the LSM Guided Busway as applicable;**
- 3. Provide an additional stop on the LSM Guided Busway and/or new/improved pedestrian and cycle links to existing busway stops, and contribute effectively and efficiently to the provision of increased passenger capacity on the busway, subject to full detailed busway service analysis by Transport for Greater Manchester;**
- 4. Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road and Silk Mill Street; with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate;**
- 5. Deliver necessary highway capacity improvements to mitigate the impact of the full development, including at the junction of the A577 Mosley Common Road and the A580, Bridgewater Road and B5232 Newearth Road, and A5082 Armitage Avenue and the A6, as applicable;**
- 6. Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and LSM Guided Busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;**
- 7. Provide new community and health facilities on-site, potentially as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development;**
- 8. Provide new primary education facilities on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School, unless it is determined by the council that it is not needed; and provide a financial contribution to meet the demand generated by secondary school pupils;**

- 9. Protect and enhance the environs of Honksford Brook through the creation of a green infrastructure corridor, including safeguarding land for a flood storage area to mitigate the risk of flooding downstream;**
- 10. Provide a robust landscaped boundary with open countryside in the Green Belt to the north; and**
- 11. Provide necessary easements for the gas pipeline that crosses the western part of the site.**

Mosley Common and Tyldesley are located close to Salford and Manchester and offer an attractive location to help meet the city region's housing needs to the west of the conurbation.

The site forms a logical eastern extension to Tyldesley and maintains a substantial Green Belt gap with Walkden to the north east. It is a relatively flat and unconstrained site with capacity for around 1,100 homes in a sustainable location.

This site significantly benefits from the Leigh-Salford-Manchester Guided Busway which crosses the site providing direct and sustainable rapid public transport access to employment, leisure and retail services within Manchester City Centre and other places along its route. The busway opened in April 2016 and has strong patronage, with extra services added in 2017 to meet demand. There is an opportunity to create a new stop within the site to serve the development and increase the frequency of the service. Higher residential densities are appropriate and could be achieved close to any new stops and also the existing stop on Sale Lane to the west of the site. Provision will need to be made for pedestrian/cycle links from the development to busway stops.

The site is also well connected to the highway network with direct access to the A577 to the west and a short distance to the A580 to the south, which is the main non-motorway route between Manchester and Liverpool. However, the A577/A580 junction is regularly congested at peak times, therefore the development will be required to contribute significantly towards the delivery of highway capacity improvements at this junction and other junctions as applicable. Good quality road access will need to be provided into the site from the local highway network.

Walkden railway station is located within 2km of the northeast of the site and a number of bus routes, in addition to the guided services, connect the site to the wider area. Both Walkden Town Centre in Salford and Tyldesley local centre are within 2km of the site and provide a range of retail and community facilities, with additional facilities available locally in Mosley Common and Ellenbrook. Safe and convenient routes for pedestrians and cyclists will need to be provided from the development to enable residents to access these services and facilities. They will benefit the development and complement associated community facilities provided on the site, which could be developed as part of a new local centre. Alternatively, financial contributions could be required, if appropriate, to meet additional demand generated by the development in a location off-site.

In terms of educational provision, new primary education facilities will be required on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School which lies adjacent to the site, unless it is determined by the Council that this provision is not needed. A financial contribution will be required to meet the demand generated by secondary pupils.

Honksford Brook, which is classed as a main river, crosses the site and should be regarded as a priority green infrastructure asset. As such the habitat corridor should be protected and enhanced. Given its size, the site has potential to create significant volumes of runoff if infiltration is not possible. This will be mitigated through the safeguarding of land as flood storage areas within the allocation and through the provision of sustainable drainage systems as appropriate.

In order to ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by relevant site investigations, an archaeological assessment, the presence of priority habitats and other constraints and opportunities provided by the site. A robust landscaped boundary will need to be provided to the north of the site to limit its impact on the adjacent open countryside in the Green Belt. The development will also be required to provide easements for the gas pipeline that crosses the western part of the site.