

Bewshill Farm

JPA4

Topic Paper

PfE 2021

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Section A – Background

1.0 Introduction

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On 30th October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3rd December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE 2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with the evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

2.0 Allocation Overview – Bewshill Farm

2.1 This 5.6 hectare site will provide a location for around 21,000 sq m of industrial and warehousing floorspace. This will complement the adjacent development at Logistics North, from which access will be taken.

2.2 The Logistics North site at Over Hulton is currently experiencing considerable pressure for development, and it is expected to be completely committed by the early 2020s. This site provides the opportunity for a modest extension to Logistics North.

3.0 Site Details

3.1 The site is located in the south of Bolton, close to the border with Salford. It is within the M61 Corridor and is adjacent to Logistics North. The total site size is 5.6 hectares. It is a greenfield site and lies entirely within the Green Belt.

4.0 Proposed Development

4.1 The site will provide a location for around 21,000 sq m of industrial and warehousing floorspace. Appendices A-C show how the Bewshill Farm policy has evolved through GMSF 2019, GMSF 2020 and PfE 2021.

4.2 The key changes between GMSF 2019 and GMSF 2020 are outlined below:

- The GMSF 2020 policy had an additional criterion outlining that development at the site will be required to contribute to the existing Logistics North Local Link demand responsive transport service, to reflect the Locality Assessment and the Integrated Appraisal.
- The GMSG 2020 policy removed the criterion relating to minerals. This issue is addressed through the Greater Manchester Joint Minerals Plan.

4.3 In relation to this policy there are no changes between GMSF 2020 and PfE 2021.

5.0 Site Selection

5.1 The Site Selection Topic Paper has set out criteria, which have been informed by the GMSF objectives. Bewshill Farm is considered to meet Criteria 3 and 5 which are:

Criteria 3: “land that can maximise existing economic opportunities, which have significant capacity to deliver transformational change and/ or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth”.

Criteria 5: “land which would have a direct significant impact on delivering urban regeneration”.

5.2 In relation to criteria 3 the relevant GMSF objectives are 3 and 5, which are:

Objective 3: Create a thriving and productive economy in all parts of Greater Manchester.

Objective 5: Reduce inequalities and improve prosperity.

5.3 In relation to criteria 5 the relevant GMSF objective is objective 5 which is outlined above.

5.4 In terms of the overall spatial strategy this allocation will support the aim of boosting the competitiveness of the northern boroughs of Greater Manchester.

6.0 Planning History

6.1 There is no relevant planning history for the Bewshill Farm allocation.

7.0 GMSF 2019 Consultation Responses

7.1 There was some support for this allocation due to it being a natural extension to Logistics North employment site. The main issues raised as objections were the loss of green belt, especially with adequate vacant brownfield sites able to accommodate employment, increased traffic, flood risk, pollution, decline in wildlife habitats and reduction of green spaces leading to poorer mental health.

7.2 There were particular recommendations including stronger references regarding Sustainable Drainage Systems and Green Infrastructure. There was also particular reference to the loss of grade 3 farmland and reference to the inclusion of a safe, accessible, sustainable transport scheme as part of the policy.

7.3 Suggested alternative strategies include various ways of protecting the green belt such as identifying brownfield sites to accommodate employment, filling unused industrial units at Logistics North and Wingates, reducing the plan period so that there is sufficient supply, and the provision of high-quality landscaping for stronger protection and buffering of the Cutacre Brook Site of Biological Importance.

8.0 GMSF 2019 Integrated Assessment

8.1 The 2019 Integrated Assessment concluded that the Bewshill Farm allocation would make a very positive contribution to GMSF objectives including:

- Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation

8.2 The 2019 Integrated Assessment concluded that the Bewshill Farm allocation would make a negative contribution to GMSF objectives including:

- Objective 9: Promote sustainable modes of transport
- Objective 10: Improve air quality

- Objective 11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets
- Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions

8.3 The 2019 Integrated Assessment concluded that the Bewshill Farm allocation would make a very negative to GMSF objectives including:

- Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, while reducing land contamination

8.4 The 2019 Integrated Assessment suggested some mitigation measures. These have been incorporated where appropriate. Further information can be seen in the description of the GMSF 2020 Integrated Assessment below.

9.0 GMSF 2020 Integrated Assessment

9.1 The 2020 Integrated Assessment concluded that the Bewshill Farm allocation would make a very positive contribution to GMSF objectives including:

- Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation

9.2 The 2020 Integrated Assessment concluded that the Bewshill Farm allocation would make a positive contribution to GMSF objectives including:

- Objective 9: Promote sustainable modes of transport
- Objective 10: Improve air quality

9.3 The 2020 Integrated Assessment concluded that the Bewshill Farm allocation would make a negative contribution to GMSF objectives including:

- Objective 11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets
- Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions

9.4 The 2020 Integrated Assessment concluded that the Bewshill Farm allocation would make a very negative contribution to GMSF objectives including:

- Objective 10: Improve air quality
- Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, while reducing land contamination.

9.5 The Integrated Appraisal resulted in changes to the Bewshill Farm policy. Some examples are provided below:

- In relation to Objective 9, promoting sustainable modes of transport, the IA suggested that the policy should make reference to enhancing sustainable transport and consider maximising the benefits from the use of existing facilities. As a result, changes have been made to the allocation policy wording including reference to the Local Link service. The IA scoring increased from negative to positive.
- In relation to Objective 10, improving air quality, the IA suggested the inclusion of air quality mitigation and protection including seeking to minimise the number of trips made to/from the site by private vehicle. As a result, changes have been made to the allocation policy wording including reference to the Local Link service. The scoring has increased from very negative to very negative/positive.

Section B – Physical

10.0 Transport

10.1 This section summarises the findings of the 2020 Locality Assessment, the 2021 Locality Assessment Review then outlines the policy requirements in terms of transport.

Access to site

10.2 The Locality Assessment outlines that the allocation is proposed to be accessed from the existing Logistics North development, from Bridgewater Avenue and Leadbeater Lane.

Logistics North Travel Plan

10.3 Logistics North is covered by an extensive travel plan and the Bewshill Farm development would have the opportunity to benefit from the same level of service.

Accessibility by Bus

10.4 The Locality Assessment states that the frequency of buses available offers excellent connectivity for a development where there is potential for employees to work shift patterns. The nearest bus stop is on Bridgewater Avenue to the west of the site. This provides access to the site from Manchester Piccadilly Gardens (55 minute journey every ten minutes), Salford (30 minute journey every ten minutes), Swinton (20 minutes journey every ten minutes) and Walkden (10 minute journey every ten minutes).

10.5 An additional form of public transport is the Local Link Demand Responsive Transport. The service offers a door to door service and acts as a taxi bus whereby you book and pay for journeys made.

10.6 It is concluded that the proposed site is accessible by bus from the local and surrounding residential areas.

Accessibility by Rail

- 10.7 The nearest train station is situated at Atherton on the Manchester to Wigan Corridor, approximately 2.5km from the Bewshill Farm Allocation. Bolton and Walkden Stations are also accessible via the 551/553 bus services.

Pedestrian Accessibility

- 10.8 The Bewshill Farm Allocation is accessible from the local residential areas of Over Hulton, Little Hulton and Farnworth by foot.

Cycle Accessibility

- 10.9 The Bewshill Farm Allocation:
- is accessible from Over Hulton within a 10 minute cycle ride;
 - is accessible from Little Hulton, Atherton, parts of Little Hulton, parts of Farnworth and the southern edge of Bolton within a 20 minute cycle ride.
 - is a 10 minute cycle ride from the nearest train station at Atherton, with Hag Fold Station being reached in a 15 minute cycle time.
- 10.10 Overall the Locality Assessment concludes that the proposed allocation is an appropriate location to be accessed by public transport.

The Highway Network

The Locality Assessment found that the Bewshill Farm Allocation would not have a material impact on the operation of the Strategic Route Network.

Final List of Interventions

- 10.11 Necessary interventions identified to support the Bewshill Farm Allocation are:
- Site access – 3 arm priority junction within Logistics North
 - Pedestrian and cycle facilities and connections to the existing network
 - Contribution towards a Local Link Service.

Summary and Conclusions

- 10.12 The Locality Assessment concludes traffic impacts are less than severe and that there are no reasons on highways or transport grounds why the site should not be allocated for commercial development purposes. The allocation is considered deliverable with the proposed mitigation measures in place.

2021 Locality Assessment Review

10.13 In 2021 the conclusions of the Locality Assessment were tested again, using updated modelling where necessary, to reflect recent changes such as Stockport's withdrawal from the plan. The review has not identified any significant changes, and on this basis, the conclusions arrived at in the 2020 Locality Assessment are still considered valid. No additional forms of intervention are considered necessary to support the allocation.

Bewshill Farm Policy

10.14 The Bewshill Farm Policy states that development at this site will be required to take access from the Logistics North site and contribute to the existing Logistics North Local Link demand responsive transport service.

11.0 Flood Risk and Drainage

11.1 The SFRA identified GM Allocation 4 (now JPA4) Bewshill Farm as a “*less vulnerable*” site to flood risk. The SFRA's Level 1 Strategic Recommendation suggests ‘Recommendation D’ for this policy allocation meaning that a site specific Flood Risk Assessment is required.

12.0 Ground Conditions

12.1 No known survey.

13.0 Utilities

13.1 Bewshill Farm is located immediately adjacent to Logistics North which has a wide range of existing services, which currently serve the existing industrial uses, including water, gas and electricity mains as well as telecommunications infrastructure.

Section C – Environmental

14.0 Green Belt Assessment

14.1 The total site size is 5.6 hectares, this lies entirely within the Green Belt. No Green Belt is being retained in the allocation. There is no Green Belt loss outside the allocation boundary.

2016 GM Parcel Assessment (Land Use Consultants)

14.2 The Bewshill Farm allocation falls within parcel BT57 in the 2016 GM parcel assessment. The location of parcel BT57 is shown below:



The results of the assessment for parcel BT57 are summarised below.

Assessment Criteria	Rating and Justification
<p>Purpose 1 – Check the unrestricted sprawl of large built up areas.</p> <p>1a - Does the parcel exhibit evidence of existing urban sprawl and consequent loss of openness?</p>	<p>Strong: The parcel is adjacent to Little Hulton. There are no urbanising features within the parcel. There is a relatively strong sense of openness within this farmed landscape. The parcel plays a strong role in checking the unrestricted sprawl of</p>

	Little Hulton. However, once the logistics park has completed construction the parcel will be surrounded by large warehousing units to the east and west.
<p>Purpose 1 – Check the unrestricted sprawl of large built up areas.</p> <p>1b - Does the parcel protect open land from the potential for urban sprawl to occur?</p>	Moderate: The parcel is adjacent to Little Hulton. There are no strong barrier features at the outer edge (or close to the outer edge) of the parcel that could prevent urban sprawl from taking place within the parcel. The parcel plays some role in inhibiting ribbon development south of the A6.
<p>Purpose 2 - To prevent neighbouring towns merging into one another</p> <p>Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?</p>	Weak: The parcel forms part of a gap between the settlements of Little Hulton and Atherton but it is not of critical importance to the separation of the two settlements given that parcel BT59 forms the majority of this gap and there is a quarry in between.
<p>Purpose 3 - To assist in safeguarding the countryside from encroachment</p> <p>Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?</p> <p>Has the parcel already been affected by encroachment of urbanised built development?</p>	Strong: There is limited/no sense of encroachment with the parcel being generally free of urbanised built development. It has an intact and rural character and displays characteristics of the countryside. However, once the construction of the logistics park has been completed, the parcel will be surrounded by large warehousing units which will reduce the rural character of the parcel and lead to encroachment of the countryside.
<p>Purpose 4 - To preserve the setting and special character of historic towns</p> <p>Does the parcel contribute to the setting and 'special character' of a historic town(s)?</p>	Weak: The parcel has a limited visual or physical relationship with historic settlements and is considered unlikely to be important to their setting or significance.
<p>Purpose 5 - Assist in urban regeneration by encouraging the recycling of derelict and other urban land</p>	It is difficult to distinguish the extent to which each Green Belt parcel delivers against this purpose and therefore this study did not undertake a parcel by parcel assessment of the contribution made in relation to Purpose 5.

Potential Green Infrastructure Opportunities

14.3 The *Identification of Opportunities to Enhance the Beneficial Use of Green Belt* that was prepared by LUC states the following:

- Land lying within 2km of the allocation will form the focus of Green Infrastructure recommendations/mitigation to enhance the beneficial use of the Green Belt.
- There are two proposed additions to the Green Belt within 2km of the allocation at Cutacre Country Park and Wharton Playing Fields

14.4 The following small-scale interventions were identified:

- Hedgerow restoration in Green Belt north of M61
- Woodland block and belt plantations at settlement and industrial development edge to afford greater landscape integration
- Footpath upgrading in Green Belt to South West

14.5 The following Investment Projects were identified:

- Accessible walking/cycling trail linking key local assets such as the Registered Hulton Park, Cutacre Country Park and the surrounding urban settlements of Little Hulton, Over Hulton and Westhoughton.
- Enhancement of Pretoria Pit Local Nature Reserve into an accessible local recreation asset
- Large scale woodland plantations on reclaimed mining land in Green Belt south of the industrial estate
- Creation of new sports playing pitch facility
- Improvements to Mill Dam Stream to improve water quality in line with WFD 'good' standard

Green Belt Harm Assessment

14.6 The Green Belt Harm Assessment concludes that the overall harm of the release of land from the Green Belt to Green Belt purposes is low. Specifically, it states that release of the allocation would constitute relatively limited sprawl and a negligible weakening of retained Green Belt land. The conclusion of the Green Belt Harm Assessment in relation to the 5 Green Belt purposes is summarised below:

Purpose 1: Check the unrestricted sprawl of large built up areas

Impact of the release of Green Belt is considered to be relatively limited – the land is largely contained and the lack of significant distinction on the urban edge limit its role in preventing sprawl.

Purpose 2: Prevent neighbouring towns merging into one another

Impact of the release of Green Belt is considered to be limited/no impact - given the extent of its containment by surrounding industrial uses, the allocation effectively does not lie in the gap between neighbouring towns.

Purpose 3: Assist in safeguarding the countryside from encroachment

Impact of the release of Green Belt is considered to be limited/no impact – the release would encroach on land which is too contained and associated with surrounding urbanising uses to be perceived as open countryside.

Purpose 4: Preserve the setting and special character of historic towns

Impact of the release of Green Belt is considered to be limited/no impact – the land does not make a significant contribution to the setting of any historic town.

Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land

All Green Belt land is considered to make an equal contribution to this purpose.

The impact on **adjacent Green Belt** is considered to be negligible/no impact. – releasing this land would truncate the strip of retained Green Belt land to the south, which separates the two clusters of industrial buildings, however, the land in question does not make a significant contribution to Green Belt purposes.

Site Specific Exceptional Circumstances

14.7 There are strategic exceptional circumstances for the release of employment land from the Green Belt. There are also allocation specific exceptional circumstances and the Green Belt Topic Paper sets these out. For Bewshill Farm these include:

- The removal of adjacent land from the green belt in 2014 to allow the construction of Logistics North, has resulted in Bewshill Farm being relatively isolated from other green belt land. Since 2014, the only adjacent green belt land is on the opposite side of a significant main road, the A6, and a very narrow strip of green belt running through the middle of the Logistics North site.
- The site lies within the Wigan to Bolton growth corridor, is immediately adjacent to Logistics North, and is accessible to M61 junction 5.

15.0 Green Infrastructure

- 15.1 Policy JPA4 Bewshill Farm states that that development will be required to provide high quality landscaping especially along its prominent frontage with the A6.

16.0 Recreation

- 16.1 Not applicable: this is a small employment site.

17.0 Landscape

Greater Manchester Landscape Character and Sensitivity Assessment

- 17.1 The Bewshill Farm allocation is located within the Reclaimed Land / Wetlands LCT in the Greater Manchester Landscape Character and Sensitivity Assessment (2018). This is a landscape strongly influenced by its industrial past with distinctive artificial landforms remnant of past mineral extraction and landfill. Land use is predominantly medium sized, regularly shaped pastoral fields. The M61, on raised embankments, exerts a strong visual and audible influence on the landscape. Large scale industrial developments which have been located along major transport routes provide sharply defined boundaries to the LCT and form prominent skyline features in many long ranging views. Guidance and opportunities to consider within this Landscape Character Area include:
- Avoid siting development on highly visible areas which form the skyline in views
 - Ensure that the sense of separation the landscape provides between distinct settlements is retained.
 - Ensure that any development is in keeping with the mainly rural character of the landscape in terms of form, density and vernacular
 - Utilise areas of existing woodland to integrate new development into the landscape
 - Conserve and manage existing woodlands to encourage habitat diversity, using locally appropriate species and protecting from grazing during establishment
 - Consider additional woodland planting to enhance landscape structure, soften the urban edge, screen industrial areas and reduce the noise and visual impacts of motorway corridors

- Restore and enhance areas of deteriorating farmland including additional species-rich hedgerow planting to fill gaps and replace post and wire fencing. Reintroduce hedgerow trees where appropriate.
- Design-in the introduction of SUDs to any new development
- Enhance existing public access and provide new informal recreational provision e.g. by creating circular routes
- Improve signage, interpretation and waymarking at areas used for informal recreation
- Maintain open and long ranging views across the Greater Manchester conurbation from elevated parts of the urban fringe

17.2 Policy JPA4 Bewshill Farm requires development at the site to provide high quality landscaping especially along its prominent frontage with the A6.

18.0 Ecological/Biodiversity Assessment

18.1 Approximately 1% of the site is covered by a priority habitat: deciduous woodland.

18.2 There is an SBI approximately 40 metres from the site: Ponds near Lomax Brow.

18.3 The Bewshill Farm policy does not specifically address ecology/biodiversity.

19.0 Habitat Regulation Assessment

19.1 The Habitats Regulation Assessment provides a screening opinion and assessment in regard to whether the Plan needs to be amended in order to avoid harm to European sites or needs to go forward for further, more detailed Assessment of impacts.

19.2 The outcomes from the screening process have concluded the following for the Bewshill Farm site:

There are no likely significant effects- the site is too distant and too separated from any European sites for discernible effects to occur.

20.0 Historic Environment Assessment

- 20.1 A historic environment screening exercise has been undertaken by the Greater Manchester Archaeological Advisory service and the Centre for Applied Archaeology. This 'screened in' the site for further consideration, albeit as category 5 which is defined as sites where only non-designated heritage assets are likely to be impacted.
- 20.2 There are no designated heritage assets within the site and none have been identified within the immediate vicinity. There is potential for archaeological remains relating to the Prehistoric period. There appears to be little potential for historic hedgerows.
- 20.3 Further work is recommended including:
- Geophysical survey and targeted intrusive work to assess the potential for prehistoric remains.
 - Historic building assessment of the Bewshill Farm Complex (HA1)

21.0 Air Quality

- 21.1 No Air Quality Statement/Assessment has been carried out.
- 21.2 The 2019 Integrated Appraisal stated that the site is within 150m of an Air Quality Management Area and that the policy does not make reference to public transport improvements. The revised 2020 policy makes reference to the Local Link Demand Responsive Transport Service.

22.0 Noise

- 22.1 No noise statement/assessment has been carried out.

Section D – Social

23.0 Education

23.1 Not required because this allocation is for employment development only. There is no residential element to the proposals.

24.0 Health

24.1 Not required because this allocation is for employment development only. There is no residential element to the proposals.

Section E – Deliverability

25.0 Viability

25.1 Three Dragons, Ward Williams Associates and Troy Design and Planning carried out a viability assessment. The Allocated Sites Summary Report outlines that Bewshill Farm is a category one site. Category one sites are defined as follows: ‘the residual value is positive and the residual value is 10% or more above the benchmark land value. Schemes in this group are viable and should be able to proceed’.

26.0 Phasing

26.1 This is a relatively small site that is expected to be developed early in the plan period.

27.0 Indicative Masterplanning

27.1 This is a small site, masterplanning is not considered necessary at this stage.

Section F – Conclusion

28.0 The Sustainability Appraisal

28.1 The Integrated Appraisal showed that the allocation makes a range of positive and negative contributions to the GMSF objectives. The policy has been adjusted to minimise the negative effects as explained earlier. The Integrated Appraisal resulted in reference to the Local Link demand responsive transport service in the policy.

28.2 The 2021 Integrated Assessment Addendum concludes that the change from GMSF 2020 to PfE 2021 made no difference to the scorings for the Bewshill Farm Allocation.

29.0 The main changes to the Proposed Allocation

29.1 The GMSF 2020 policy had an additional criterion outlining that development at the site will be required to contribute to the existing Logistics North Local Link demand responsive transport service. This was an outcome of the Integrated Appraisal.

29.2 The GMSF 2020 Policy removed the criterion relating to minerals. This issue is addressed through the Greater Manchester Joint Minerals Plan.

29.3 The PfE 2021 policy for this site is identical to the GMSF 2020 policy. Appendices A-C show the Bewshill Farm policy in GMSF 2019, GMSF 2020 and PfE 2021.

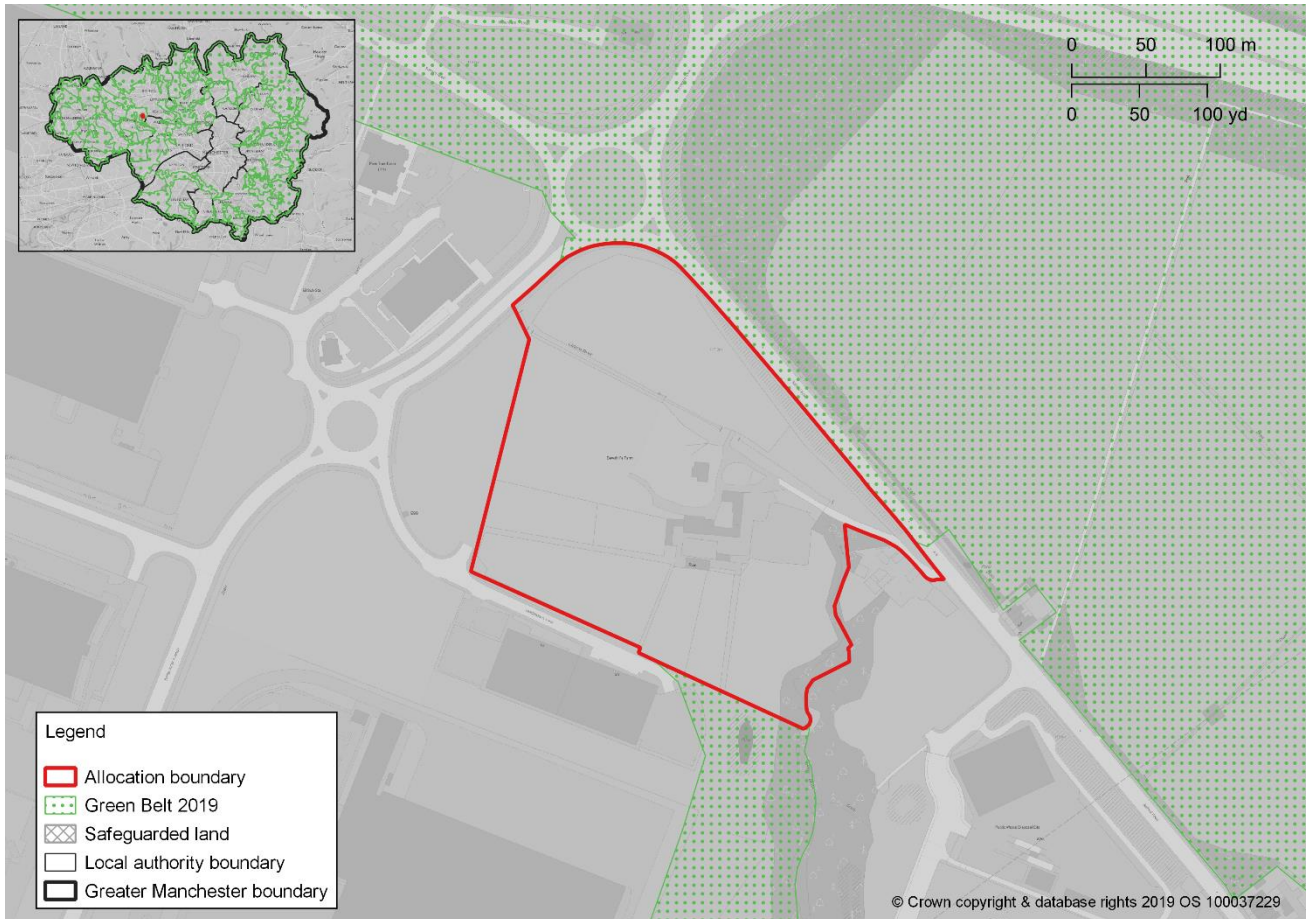
30.0 Conclusion

30.1 The Logistics North site at Over Hulton is currently experiencing considerable pressure for development, and it is expected that it will be completely committed by the early 2020s. This site provides the opportunity for a modest extension to Logistics North. Access would be taken from the Logistics North site. Development would be for around 21,000 sq m of industrial and warehousing uses to reflect the uses at Logistics North.

- 30.2 The Bewshill Farm site is currently allocated as Green Belt. There are strategic and local exceptional circumstances justifying the release of this Green Belt land for employment development.
- 30.3 Development at Bewshill Farm would contribute to boosting the competitiveness of the northern boroughs of Greater Manchester. It will help improve prosperity and reduced inequalities.
- 30.4 A copy of the policy in full can be seen in Appendices A-C, for GMSF 2019, GMSF 2020 and PfE 2021.

Section G – Appendices

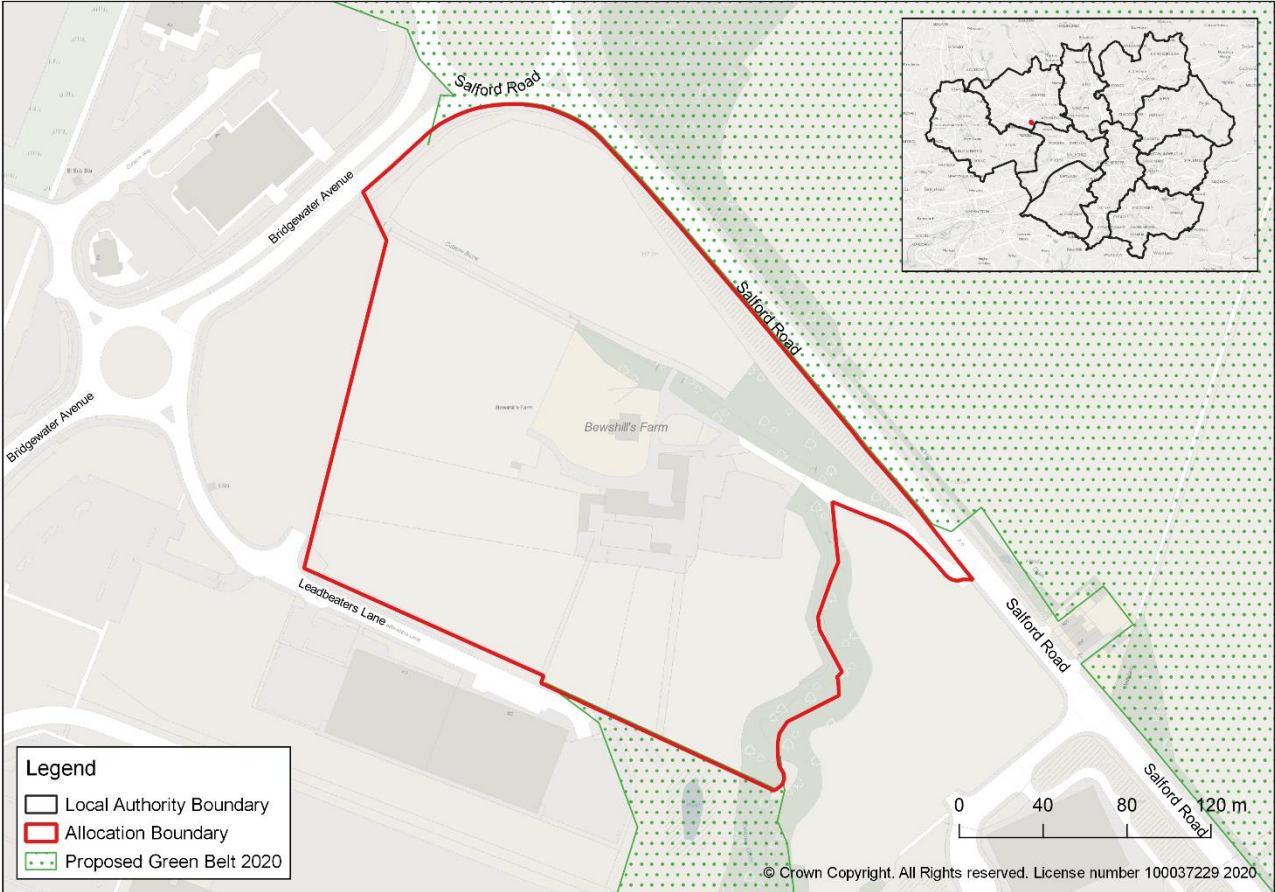
Appendix A: GMSF 2019 Policy GM Allocation 4 (Bewshill Farm)



Development at this site will be required to:

1. Provide a location for around 21,000sqm of industrial and warehousing floorspace to complement the adjacent development at Logistics North;
2. Take access from the Logistics North Site;
3. Provide high quality landscaping especially along its prominent frontage with the A6;
and
4. Ensure the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan

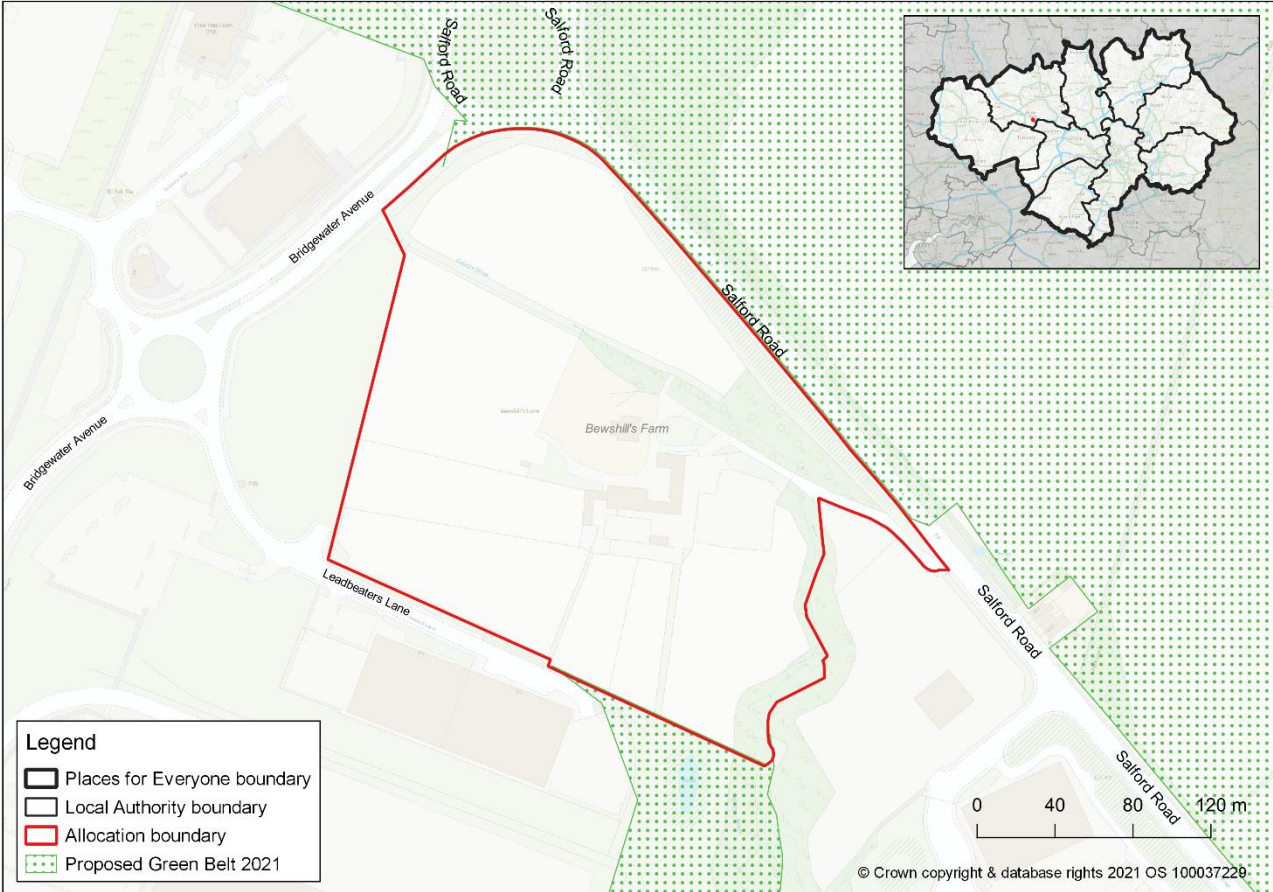
Appendix B: GMSF 2020 Policy GM Allocation 4 (Bewshell Farm)



Development at this site will be required to:

1. Provide a location for around 21,000 sq m of industrial and warehousing floorspace to complement the adjacent development at Logistics North;
2. Take access from the Logistics North site;
3. Contribute to the existing Logistics North local link demand responsive transport service
4. Provide high quality landscaping especially along its prominent frontage with the A6.

Appendix C: PfE 2021 Policy JP Allocation A4 (Bewshill Farm)



Development at this site will be required to:

1. Provide a location for around 21,000 sqm of industrial and warehousing floorspace to complement the adjacent development at Logistics North;
2. Take access from the Logistics North site;
3. Contribute to the existing Logistics North local link demand responsive transport service; and
4. Provide high quality landscaping especially along its prominent frontage with the A6

Section H – Bibliography

Places for Everyone Written Statement

Places for Everyone Consultation Summary Report

Employment Topic Paper

Green Belt Topic Paper

Carbon and Energy Topic Paper

Natural Environment Topic Paper

Transport Topic Paper

Greater Manchester Transport Strategy 2040 Refresh

Our 5-year Transport Delivery Plan 2020-2025

Greater Manchester Transport Strategy – 2040 Right Mix Technical Note

Transport Strategic Modelling Technical Note

Existing Land Supply and Transport Technical Note

Transport Locality Assessments – Introductory Note and Assessments – Bolton Allocations

Addendum: Transport Locality Assessments Review – Bolton Allocations

Places for Everyone Integrated Appraisal Report

Places for Everyone Integrated Appraisal Addendum Report

Greater Manchester Spatial Framework Integrated Appraisal Non-technical Summary 2020

Site Allocation Topic Paper – PfE 2021

Places for Everyone Integrated Appraisal Non-technical Summary 2021

Greater Manchester Spatial Framework Integrated Assessment Scoping Report 2020

Places for Everyone Integrated Assessment Scoping Report Addendum 2021

Integrated Assessment of GMSF Growth and Spatial Options Paper

Habitat Regulations Assessment of Places for Everyone

Habitat Regulations Assessment of Places for Everyone – Air Quality Assessment

Places for Everyone Strategic Viability Assessment Stage 1

Places for Everyone Strategic Viability Assessment Stage 2: Technical Appendices

Places for Everyone Strategic Viability Assessment Stage 2: Allocated Sites

Carbon and Energy Implementation Part 1 - Technical Analysis

Carbon and Energy Implementation Part 2 – Carbon Offsetting

Carbon and Energy Implementation Part 2 – Fund Size Appendix B

Greater Manchester Strategic Flood Risk Assessment Level 1 Report

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix A Bolton
Interactive Maps

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix B Sites
Assessment Part 1

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix B Sites
Assessment Part 2

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix C Development Sites Assessments Summary Reports

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix D Functional Floodplain Methodology

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix E GMCA Climate Change Models

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix F: SUDS Techniques and Suitability

Greater Manchester Flood Risk Management Framework

Greater Manchester Flood Risk Assessment Level 2 – Report

Greater Manchester Flood Risk Assessment Level 2 – Appendices

Flood Risk Sequential Test and Exception Test Evidence Paper

Carbon and Fracking Evidence Paper

Economic Forecasts for Greater Manchester

Employment Land Needs in Greater Manchester

COVID-19 and Places for Everyone Growth Options

Green Infrastructure Policy Context

Guidance for Greater Manchester: Embedding Green Infrastructure Principles

Biodiversity Net Gain Proposed Guidance for Greater Manchester

Integrated Assessment of Places for Everyone Growth and Spatial Options Paper

Stage 1 Greater Manchester Green Belt Assessment (2016)

Stage 1 Greater Manchester Green Belt Assessment – Appendices (2016)

Greater Manchester Spatial Framework Landscape Character Assessment (2018)

Stage 2 Greater Manchester Green Belt Study: Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions

Stage 2 Greater Manchester Green Belt Study: Cumulative Assessment of Proposed 2021 PfE Allocations and Additions (Addendum 2021)

Stage 2 Greater Manchester Green Belt Study: Assessment of Proposed 2019 Allocations – Appendix B (2020)

Stage 2 Greater Manchester Green Belt Study - Addendum: Assessment of Proposed GMSF Allocations (2020)

Stage 2 Greater Manchester Green Belt Study - Assessment of Proposed PfE Allocations (Addendum 2021)

Stage 2 Greater Manchester Green Belt Study - Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)

Greater Manchester Spatial Framework 1 Historic Environment Assessment Summary Report June 2019

The above documents can be found on the [GMCA](#) website