



Local Infrastructure Plan

Draft Infrastructure Capacity
Assessment

Consultation Statement

June 2009

LOCAL DEVELOPMENT FRAMEWORK

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1.0 Introduction

- 1.1 In accordance with Planning Policy Statement 12: Local Spatial Planning (June 2008) Trafford Council prepared a Local Infrastructure Plan: Draft Infrastructure Capacity Assessment. This baseline report forms part of the evidence base that is being used to inform the preparation of the Council's Local Development Framework (LDF).
- 1.2 The Local Infrastructure Plan: Draft Infrastructure Capacity Assessment (July 2008) was made available for public consultation for more than the statutory 6-week period, alongside Trafford's Core Strategy Preferred Options document between 16 July 2008 and 8 September 2008.
- 1.3 Stakeholders including statutory consultees, infrastructure service providers, community groups, other interested parties and Council service departments, were invited to make comments on the draft assessment undertaken by the Council. In particular information and comments were sought on current infrastructure capacity and gaps in provision set out in the document. A list of the stakeholders consulted is included in Appendix 1.
- 1.4 Stakeholders were also given the opportunity to submit new information about infrastructure provision, including any details of new/emerging strategies or plans that may introduce new infrastructure or merge facilities within Trafford that could further augment the draft assessment and be included in a revised published version of the baseline report.
- 1.5 The purpose of this report is to summarise the key comments received during the consultation exercise and to outline how these comments will help to shape the revised published version of the baseline report and inform the production of the local infrastructure plan. This report will also outline the additional work which needs to be done in order to produce the local infrastructure plan.
- 1.6 It should be noted that the baseline report is a living document and will continue to be updated with information as and when it is available.

2.0 Summary of Responses

- 2.1 In total 23 responses were received from a variety of interested stakeholders during the consultation. A list of those stakeholders who submitted comments can be found in Appendix 2.
- 2.2 A brief summary of the key points raised as part of the consultation process is included below. A full summary of comments received and the Council's response can be found in Appendix 3.
- 2.3 The following general points summarise the content of the consultation responses on the Draft Infrastructure Capacity Assessment:
- Support for the methodology of the study;
 - Support for information included within the assessment;
 - References to incorrect information and requests for the data to be amended to reflect the correct data / supplier;
 - Additional information on infrastructure provision and capacity and any known deficiencies;
 - Suggestion for the inclusion of additional infrastructure including freight and waterways;
 - Further information regarding studies that have been commissioned at the local, sub-regional and regional level that need to be included in the review of existing studies section;
 - Further information on funding that has been secured for the delivery of infrastructure within the Borough;
 - Comments regarding the need and support for joint working with other neighbouring authorities and partners; and
 - Feedback on what should be included in the next stage of the Plan.

3.0 Conclusions

- 3.1 The baseline report has been updated following a review of the consultation responses. However, this report will be a 'living' document with information needing to be kept under review and updated as appropriate. There is still a range of information required in terms of infrastructure provision and capacity.
- 3.2 A comprehensive revised Infrastructure Capacity Assessment (June 2009) has been published alongside the consultation on the Core Strategy – Further Consultation on the Preferred Option. Following this the report will continue to be updated as information is received from relevant partners and consultees and made available for each further consultation stage of the Core Strategy.
- 3.3 The Council will also commence the preparation of a Local Infrastructure Plan, which will set out what infrastructure needs to be provided, by when, who is responsible for its delivery and how it will be funded.

Appendix 1 – Stakeholders consulted.

First Name	Last Name	Organisation
Abdul	Razzaq	Trafford Primary Care Trust
Alethea	Faulkner	Greater Manchester Geological Unit
Ali	Shahid	North West Ambulance Service
Amanda	Wooley	Learning Skills Council
Andrew	Farrow	Cheshire County Council
Andrew	Hunt	Sustainability & Green Spaces (TMBC)
Andy	Farrall	Warrington Borough Council
Andy	Phoenix	CYPS Information & Performance (TMBC)
Anne	Higgins	Adult Social Services (TMBC)
Antoinette	Lythgoe	Trafford College
Avril	Saunders	Leisure Management (TMBC)
Bernie	Jones	Trafford Leisure Trust
Chris	Driver	Cheshire Wildlife Trust
Chris	Findley	Salford City Council
Colin	Barson	Voluntary Community Action Trafford
Dave	Arstall	GONW
David	Challis	Estates & Property (TMBC)
David	Hardman	United Utilities
Debbie	Cowley	Arts & Cultural Development (TMBC)
Debbie	Thompson	Economic Development & Tourism (TMBC)
Elizabeth	Read	Planning – Conservation (TMBC)
Filipina	Moore	Transport Strategy & Road Safety (TMBC)
George	Evans	Facilities Management (TMBC)
Geoff	Ball	Transportation (TMBC)
Geraint	Parry	Trafford College
		English Partnerships
Gill	Fitzpatrick	Access Trafford (TMBC)
Gill	Staniforth	Early Years (TMBC)
Graham	Parry	Groundwork Manchester, Salford, Stockport, Tameside & Trafford
Hayley	Crook	Gee Squared
Helen	Little	National Farmers Union
Helen	McFarlane	Community Safety, Culture & Sport (TMBC)
Helen	Telfer	Environment Agency
Ian	Bradley	Trafford NHS
Ian	Wray	NWDA
Jack	Howard	Scrutiny & Improvement (TMBC)
Jan	Walker	Performance & Service Development – Adult Social Services (TMBC)
Jane	Bracewell	Learning Skills Council
Janet	Bellfield	Natural England
Janet	Long	Parks & Countryside (TMBC)
Janet	Stanford	National Trust
Jenny	Chitryn	Sure Start Children's Centres (TMBC)
Jeremy	Valentine	Asset Management (TMBC)
Joan	Scott	Trafford College
John	Lamb	Environment Strategy (TMBC)
John	Smith	Altrincham Chamber of Commerce

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First Name	Last Name	Organisation
Jonathan	Parsons	JMP
Judith	Nelson	English Heritage
Kevin	Akister	GM Fire & Rescue Service
Leslie	Morris	National Grid
Lindsay	Alder	Highways Agency
Louise	Cumberland	Housing Strategy (TMBC)
Mark	Brazil	Parks, Greenspace and Bereavement Services (TMBC)
Mark	Chadwick	Environment Agency
Mark	Embling	Trafford Primary Care Trust
Matthew	Robins	National Grid
May	Gibbons	Connexions (TMBC)
Mike	Taylor	United Utilities
Milorad	Vasic	CYPS (TMBC)
Neville	McKenzie	JMP
Paul	Berry	Greater Manchester Police
Paul	Boyer	United Utilities
Paul	Corner	Economic Development & Tourism (TMBC)
Paul	Farrand	Sustainability & Green Spaces (TMBC)
Paul	Foster	GM Chamber of Commerce
Paul	Kelly	Highways, Bridges & Structures (TMBC)
Peter	Babb	Manchester City Council
Peter	Foster	Sustrans
Peter	Stephens	Warrington Borough Council
Phil	Lally	GONW
Richard	Critchley	GM Chamber of Commerce
Richard	Morris	Housing Strategy (TMBC)
Rosalind	Eyre	National Grid
Rosemary	Olle	GMPTE
Roy	Newton	GMLTP
Sean	Reynolds	Highways Agency
Yvonne	Vickers	NOMS

Appendix 2 – Stakeholders who responded to the consultation

Organisation	Agent
NWDA	
Economic Development & Tourism (TMBC)	
National Grid	
United Utilities	
United Utilities	EKOS
GM Fire & Rescue Service	
Greater Manchester Police	
Warrington Borough Council	
Salford City Council	
Housing Strategy (TMBC)	
Sustainability & Green Spaces (TMBC)	
Environment Agency	
Natural England	
English Heritage	
National Trust	
GMLTP	
GMPTE	
Trafford College	Gee Squared
CYPS – Early Years (TMBC)	
Sure Start Children’s Centres (TMBC)	
VCAT	
Equality & Diversity (TMBC)	
Asset Management (TMBC)	

Appendix 3 – Summary of responses

Name	Topic Area/ Section	Para No./Pg	Summary of Response	Council's Response
NWDA	Section 13	13.1	Support methodology for next stage of the study, to establish what infrastructure will be required to support development within the Borough. It will be important to ascertain what barriers there may be to future economic development in the area.	The supportive comment is noted.
		Appendix 1	Suggest the involvement of utilities companies in addition to key partners listed in Appendix 1.	The key partners list includes the main transmission and distribution network operators for utilities (telecoms, gas, electricity, water and waste water). This plan will look at the utilities infrastructure from a strategic perspective in terms of capacity and provision and it is considered that the appropriate utilities companies have been contacted and are already engaged in this work. Due to resources and time constraints is not possible for the Council to contact and include all of the local distribution companies.
			Need to assess how any identified funding gaps could be resolved. Suggest the LIP could be used to influence the Council's approach to s106 contributions or the CIL.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Section 8	8.10	United Utilities have now sold their electricity distribution operation in the Northwest. The regulated Distribution Network Operator for Trafford is now Electricity Northwest (ENW).	The text referring to 'Electricity Distribution' in Section 8 has been updated with information supplied by ENW. ENW has also been added to the list of key partners in Appendix 1.
			You may be aware that the Agency has commissioned consultants to undertake a study into issues and constraints relating to utilities infrastructure. The study is nearing its conclusion and its findings may be helpful in the next stage of your work.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Transport		Suggest inclusion of section on freight transport – to illustrate any capacity constraints in Trafford. Network Rail, for example, has identified that there may be difficulty in accommodating rail freight growth to Trafford Park in the future.	Information from Network Rail has been added to Section 7 under the heading 'Freight Transport', to reflect this comment.

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Name	Topic Area/ Section	Para No./Pg	Summary of Response	Council's Response
		7.6	It may also be difficult to make more use of the rail network for passengers, particularly in the morning peak as services are generally running at capacity through stations in Trafford.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Highways		Suggest it could be helpful to include some information on existing highway congestion, for example the congestion hotspot on the A56 corridor.	Stress maps for the strategic road network (observed 2006 and forecast 2016, 2026) and maps showing average delay time in the am and pm peak on local highway authority roads, have been included in Appendix 4 and 5 retrospectively, to reflect this comment. Information explaining what the maps show has been added to Section 7 under the 'Strategic Road Network' and 'Local Authority Highway Road Network' headings.
			LIP should make reference to the TIF Bid and the considerable public transport investment being proposed.	The Council is awaiting further information on these proposals following the vote against the TIF Bid. Therefore, no reference will be made to these proposals in this document until a decision has been reached by GMITA and AGMA on the way forward.
Economic Development & Tourism Team	Section 1		No mention of the town centres in the Sustainable Community Strategy context as important economic and social hubs.	This section sets the context for the Local Infrastructure Plan and how it relates to the Sustainable Community Strategy. The importance of the town centres as economic and social hubs will be dealt with through the policies within the Core Strategy and not by the Local Infrastructure Plan.
	Section 4		The emerging Town Centres Plan should be included in the Review of Existing Studies.	The emerging Town Centres Plan has been added to Section 4.
	Section 7	Pg15	There is no mention of coach transport. The draft tourism strategy identifies a shortfall in town centre provision for official coach parking bays (specifically Sale & Altrincham). Private facilities make their own provision but we are missing the opportunity for linked visits to our	The comment is noted for future reference as the Local Infrastructure Plan is progressed.

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			town centres and facilities within them by not providing this. The alternative to public provision is to ensure new shopping centre development makes provision for this.	
		Flexible Transport	There is no Shopmobility service provided in Urmston currently. Is Stretford's provision still funded?	Trafford Shopmobility operates in Altrincham, Sale and Stretford. Stretford Mall no longer funds the Stretford scheme and all three schemes are now wholly funded by the voluntary sector with office space provided at Sale and Altrincham by Trafford Council.
		Parking provision	No of spaces – it may be an idea to split this (if possible) between long and short stay as this affects access to the town centres.	Currently exploring whether this is practicable.
			Is there any plug in points for electric cars in Trafford? Should we looking at the possible suitable locations for plug in points for electric cars within Trafford?	There is no current provision of plug in points for electric cars in Trafford. The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Section 11		There is no mention of waterways in this section. The Bridgewater Canal runs through most of Trafford and is home to water sports and leisure facilities such as Trafford Rowing Club (the only one in Manchester) and Sale Cruising Club and other water sports.	Information has been added to Section 11 under the 'Water Sports' heading, to reflect this comment.
			Under the Private Sports Club list, Sale Conservative Club is mentioned – is this a sports club?	Sale Conservative Club has a bowling green and is included within the emerging Outdoor Sports Facility Study. The list of private sports clubs includes those offering both indoor and outdoor sport provision.
		Pg65	The assessment of conservation and historic buildings makes no comparison to how the number and quality compare to other areas? These buildings have the potential not only to contribute to the physical environment but also the cultural opportunities and identity of the Borough if the public can be given access	The comment is noted for future reference as the Local Infrastructure Plan is progressed.

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Name	Topic Area/ Section	Para No./Pg	Summary of Response	Council's Response
			to these buildings.	
		Pg66	Pleased to see the council is developing a "Local List of Historically & Architecturally Important Buildings" to try and preserve these buildings of local interest, this is something that has been picked up in both the the Town Centres Plan and the Draft Tourism Framework.	The supportive comment is noted.
		Pg74	In the summary of findings under Cultural Provision it states <i>"Trafford is seen as being rich in cultural provision offering a range of venues for different interests including the Imperial War Museum North, Lancashire County Cricket Club & Manchester United Football Club"</i> . Whilst I know Dunham is mentioned elsewhere it is one of our "big 4" and could do with mentioning again at this point.	The 'Cultural Provision' summary in paragraph 12.2 has been amended, to reflect this comment.
			The "big 4" do not really capture the "range" of cultural facilities and other than IWMN, and the park at Dunham all have truncated annual opening periods. If one looks at the wider range of cultural facilities with year round public access outside of sport these are limited. Similarly in terms of the contribution of historic buildings to local and cultural identity one needs only look to Heritage Open Days when Trafford is only fielding 3 venues in 2008 to see that their value to the Borough is not currently being exploited.	Sale Waterside Arts Centre, Altrincham Garrick Playhouse, The Club Theatre and Cinnamon Club have been added to the list of cultural facilities, to reflect this comment. The comment is noted for future reference as the Local Infrastructure Plan is progressed.
			WIFI in town centres – should wireless internet access be highlighted in this document? Is this a feature we want to look at for increasing people's access to the internet in the town/shopping centres?	This is not a spatial planning matter and as such should be dealt with through the emerging Town Centres Plan.
National Grid		8.2-5	Do not foresee any major supply issues from the Gas Distribution Network, having looked at the large proposed development sites and assessed their potential gas usage.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
United	Section 8	8.10	Please note that United Utilities sold its electricity	The text referring to 'Electricity Distribution' in

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Utilities			distribution network in December 2007 and it is now owned by 'Electricity North West'.	Section 8 has been amended to reflect this comment.
		8.11	Please amend this paragraph by substituting 'Electricity North West' for 'United Utilities'	The paragraph has been amended to reflect this comment.
		8.12-14	Support the statements made in these paragraphs.	The supportive comment is noted.
	Section 12	12.2	Please amend the 'Electricity' bullet point by substituting 'Electricity North West' for 'United Utilities'	The bullet point in paragraph 12.2 referring to 'Electricity' has been amended, to reflect this comment.
	Section 13		United Utilities is very keen to continue with the excellent liaison process which Trafford MBC has pursued and will play our part to enable Trafford to realize its development aspirations wherever possible.	The supportive comment is noted.
United Utilities via EKOS	Section 8	8.14	Concern about Trafford Quay's site's proximity to two significant WWTWs. UU have already invested £10's of millions in odour prevention, in order for this development to proceed, our customers across the whole region would need to support further investment.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
		8.12	Reinforcement of local water supply network may be necessary for the following sites: Pomona, LCCC, Partington, Woodfield Road, Altrincham Town Centre, Wharfside/Media City.	This information has been added to Section 8 under the 'Water Supply' heading.
			Carrington Eco-town – no general issues with water supplies provided that industrial support still not required. Infrastructure will require enhancement to allow connectivity to network system.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	8.13	Pomona – there are sewer capacity problems to the immediate East of the site, therefore need to consider drainage issues.	This information has been added to Section 8 under the 'Waste Water' heading.	
		LCCC – there are sewer capacity problems to the immediate West of the site, therefore need to consider drainage issues.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.	
		Partington – the current plans for development at the side		

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			<p>of the Ship Canal approach the WwTW and therefore the South West extremity of this proposed development should not take place.</p> <p>Woodfield Road site and Altrincham Town Centre – there are severe sewer capacity problems in this area and the fate of surface water is very important. Surface water from new development must not be allowed into the foul/combined sewer.</p> <p>Wharfside / Media City site – there are sewer capacity problems to the South of this area and the fate of surface water is very important. Surface water from new development must not be allowed into the foul/combined sewer.</p> <p>Carrington – the drainage of this site is in private hands and this would need clarification and securing for the long term.</p>	
GM Fire and Rescue Service			No comment.	Noted.
GM Police			No Comment. Content useful and noted.	Noted.
Warrington Borough Council			Whilst taking on board the cross boundary issues, we have nothing to add at the current time to what is already reported in your infrastructure document. Suggest meeting to discuss cross-boundary issues, when we have progressed our work sufficiently.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
Salford City Council	Section 7		Need for infrastructure solutions to be developed in conversation with ourselves and coordinated with improvements outside of Trafford. For example, the identification of accessibility issues in respect of Trafford Park is an issue for residents outside of Trafford who rely on, or could potentially benefit from, the employment opportunities provided there. As such, the definition of	The comment is noted for future reference as the Local Infrastructure Plan is progressed.

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Name	Topic Area/Section	Para No./Pg	Summary of Response	Council's Response
			appropriate catchment areas should be a key consideration when defining any solution.	
	Section 13		Salford City Council and other neighbouring authorities should be identified as key stakeholders in the development of solutions to the issues you have identified.	Appendix 1 has been updated to include neighbouring local authorities as key partners. The comment is noted for future reference as the Local Infrastructure Plan is progressed.
Housing Strategy	Section 9		Comment on the need for infrastructure to support new housing growth i.e. school provision, transport system and utilities, and ensure development is sustainable.	The objective of the local infrastructure plan is to ensure that development is sustainable and supported by appropriate infrastructure.
		9.62	Community Services & Social Care looking at options to bring people with learning difficulties currently placed outside the Borough back into Trafford.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
		9.63	The recent success with the DoH bid and the allocation of NAHP funding to Kempton Court should improve the provision of Extra Care.	This information has been added to Section 9 under the 'Social Services' heading.
		9.64	Population forecasts indicate an increasing older population in these Wards and a continued need for suitable accommodation.	Noted.
		9.65	The Council and PCT are currently undertaking a Strategic Needs Assessment, the findings of which will be incorporated within the LIP in due course.	Noted.
		13.1-3	Noted next steps set out in section 13.	Noted.
Sustainability & Green Spaces Team	Section 7		Public transport links (particularly Metrolink) and cycle facilities in Trafford may come under more pressure than envisaged at present, given the current economic climate, and suitable contingency measures should be borne in mind.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
Environment Agency	Section 8	8.14	Support the Council in undertaking a utility impact assessment of the Trafford Quays area.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Section 10	10.11-13	Consider specific mention of watercourses in the Borough, e.g. the River Mersey, Bollin, Sinderland Brook,	Information has been added to Section 10 under the 'Valued Natural Resources' heading, to reflect this

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			Baguley Brook and Timperley Brook within the Biodiversity and Valued Natural Assets sections. These watercourses provide important wildlife corridors for a variety of BAP species, and can connect SBIs and SSSIs.	comment.
	Section 13		We look forward to working with the Council to progress the next stage of the plan, considering the assessment of what infrastructure will be required for the borough.	The supportive comment is noted.
Natural England	Biodiversity Duty		Biodiversity is a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. From 1 October 2006, all local authorities and other public authorities in England and Wales have a Duty to have regard to the conservation of biodiversity in exercising their functions. The Duty is set out in Section 40 of the Natural Environment and Communities Act (NERC) 2006. The Local Infrastructure Plan should still refer to biodiversity and this document provides an ideal opportunity to add just a little additional text to explain the relevance of the Duty in this instance.	Information on the Biodiversity Duty has been added to Section 10 under the 'Biodiversity' heading, to reflect this comment.
			We note that this draft Plan will feed into the evidence base for the LDF. We would welcome inclusion of specific data concerning Sites of Special Scientific Interest (SSSIs) and Sites of Biological Importance (SBIs), Public Rights of Way (PRoW) and Parks and Gardens available for public access (page ii), and reference to where data has been included, e.g. SSSI data in section 10 and PRoW data in section 7.29 to 7.31.	Specific reference has been made to SSSIs, SBIs, PRoWs and accessible green and open space in the Executive Summary on page ii, to reflect this comment.
	Section 4		We welcome inclusion of 'Trafford's Green and Open Spaces: An Assessment of Need (June 2005)' and as it is now over 3 years old we would welcome it being brought up to date if deemed appropriate. We would also welcome cross reference here to section 11 and our	Reference has been made to the Local Accessible Natural Greenspace Standard in Section 4 under the bullet point relating to Trafford's Green and Open Space Report, to reflect this comment.

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			Accessible Natural Greenspace Standards document.	The Council has updated the accessible green space map (associated with Green and Open Spaces Report) and this has been included in Section 10 under the 'Environmental & Green Infrastructure' heading.
			We also welcome inclusion of material from the emerging Greater Manchester Urban Historic Landscape Characterisation Project.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Section 5		We support the breadth of facilities that have been included in the list in paragraph 5.3.	The supportive comment is noted.
	Section 7	7.29 to 7.31	We would welcome assessment concerning how the facilities are used, i.e. are they well used? Capacity issues? Under/over-demand? Good/bad condition?	Information has been added to Section 7 under the 'Public Rights of Way' heading, to reflect this comment.
7.30		States, ' <i>currently there is an even distribution of Public Rights of Way across the Borough, with the exceptions of Old Trafford and Stretford</i> ', what does this mean? Are the majority of paths located where there is demand?	Information has been added to Section 7 under the 'Public Rights of Way' heading, to reflect this comment.	
		Will Trafford's Rights of Way Improvement Plan also feed into the LDF evidence base? We would welcome recognition of the contribution that the Public Rights of Way and the access network make to the wider transport network. They also contribute to improving the health and well-being of the population and encourage reduction in the contributions to climate change.	Trafford's Rights of Way Improvement Plan (RoWIP) will feed into the LDF evidence base and, in particular to this Local Infrastructure Plan. The baseline assessment for the RoWIP was published in June 2007 and the Plan containing the 10-year vision for the improvement of the PRow network is currently out to public consultation. Information has been added to Section 7 under the 'Public Rights of Way' heading, to reflect this comment.	
	Section 10		We would welcome a short statement in the introduction to this section about the Biodiversity Duty.	A paragraph relating to the Biodiversity Duty has been added under the 'Biodiversity' heading in Section 10 to reflect this comment.
			We welcome inclusion of the data about SSSIs and SBIs, and we would also welcome cross reference to section 11	The supportive comment in noted.

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			and your 2005 Green and Open Spaces Assessment of Need.	Information has been added to section 10 under the 'Environmental & Green Infrastructure' heading along with an updated map to show all the accessible green space areas in Trafford, to reflect this comment.
	Section 11		We would welcome inclusion of map based data to show where there is under/over supply of green space within the borough to cover section 10 and 11. If this data is already available as part of the 2005 study cross reference or an extract would be welcomed.	A thematic map showing the areas of sufficiency and deficiency (from the Green and Open Space Report) has been added to Section 11 under the 'Open Spaces' heading, along with a paragraph explaining the findings, to reflect this comment.
			We welcome reference to our Accessible Natural Greenspace Standards (ANGSt) document in sections 11.14 to 11.18.	The supportive comment is noted.
	Section 12		Page 70 Public Rights of Way, will the RoWIP feed into the LDF evidence base? Timescale?	Trafford's Rights of Way Improvement Plan will feed into the LDF evidence base and, in particular to this Local Infrastructure Plan. The baseline assessment for the RoWIP was published in June 2007 and the Plan containing the 10-year vision for the improvement of the PRow network is currently out to public consultation.
			We would welcome conclusions from the report on the future direction that the borough needs to take as far as provision and access to greenspace and green infrastructure is concerned and assume that this will be the next phase of the L.I.P. on which we will be consulted.	The comment is noted for future reference as the Local Infrastructure Plan is progressed. The next phase of the LIP will be to determine what green infrastructure is required to support development in the borough and will be subject to public consultation in due course.
English Heritage			I am afraid at the present time I am unable to read or comment upon the LIP. I would however recommend that you take a look at the Daventry Infrastructure Plan which includes a Green Infrastructure and Landscape Technical Report which covers cultural heritage, townscape character and environmental character assessment together with a sensitivity review.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.

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National Trust	Section 1	Pg2, Para 1.11	Depending upon the definition of a 'country park' it is questionable as to whether it is in fact a proper description of Dunham, and it is certainly more than that in terms of its historic importance and the built structures. It is suggested that a more accurate description would be: "...destination, with the historic Dunham Massey Hall, its related Historic Park and Garden, and visitor facilities to the west of Altrincham and..."	The paragraph has been amended to reflect this comment.
	Section 2	Pg5, Para 2.2	The delivery of infrastructure should not be seen in isolation, but rather as part of an integrated approach to the pursuit of sustainable development in accordance with PPS1, and having regard to climate change implications in accordance with the Supplement to PPS1 (and PPS12 - para 2.1). In this regard it is suggested that some caveats need to be included, in terms of what is 'appropriate' infrastructure, and as a consequence what is implied by a 'sound' infrastructure delivery plan. In particular it is important to assess the implications of possible infrastructure proposals having regard to environmental capacity/environmental limits as set out in the UK Sustainable Development Strategy, rather than, say, an approach based on meeting all demands whatever the capital, social and/or environmental consequences might be. Again the climate change implications also need to be assessed and the findings used in determining the most appropriate infrastructure solution(s) - which sometimes may be 'no new provision', but an approach based upon reducing demand and the better management of resources instead.	<p>The text referring to 'appropriate infrastructure' and a 'sound infrastructure delivery plan' was taken from guidance by the Planning Advisory Service – Implementing your local development framework: the integration of infrastructure and development in plan-making (April 2008).</p> <p>The Council will determine what infrastructure is required to support development in the borough over the next 15 years and identify the most appropriate infrastructure solution(s) during the next phase of this work, which will be informed by national, regional, sub-regional and local policies and strategies.</p> <p>The comment is noted for future reference as the Local Infrastructure Plan is progressed.</p>
	Section 4	Pg8, Para 4.1	It is noted that the review of existing studies does not include any reference to the Borough's heritage assets and their condition and the need for investment. In particular attention is drawn to English Heritage's work on	The existing studies section includes reference to the emerging Greater Manchester Urban Historic Landscape Characterisation Project, which covers the importance of protecting and enhancing heritage

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			'Heritage Counts' and especially the 'Buildings at Risk' register which identifies heritage assets that require safeguarding and enhancement in order to make their contribution to the Borough's social infrastructure (and included as part of the 'Culture & Leisure' dimension of the work as per section 5 and the Table at para 5.3).	assets within the borough. The heritage assets are also monitored through the Annual Monitoring Report. The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Section 8	Pg23, Para 8.12	Water supply is a specific area where management measures are likely to be needed throughout the relevant processes, i.e. to ensure appropriate land management within water catchments (e.g. so that water is retained rather than being lost directly to river systems and out to the sea, especially during periods of heavy rainfall/flood events; and to ensure that siltation, discolouration and contamination do not occur during 'collection' and storage) right through to managing demand by water conservation measures such as using aerated taps and low flush WCs (as at Stamford Brook) and grey water recycling. Future land management practices, including the viability of upland farming in the Lake District, have consequences for Trafford's water supply.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
		Pg24, Para 8.15-17	It is clear that infrastructure provision in relation to waste is an area that will need to be addressed both in terms of provision for recycling and also the treatment of residual waste prior to final disposal.	Policies that will guide the development of infrastructure provision in relation to waste are covered in the GM Joint Waste DPD. The comment is noted for future reference as the Local Infrastructure Plan is progressed.
		Pg25, Para 8.18-19	Again, as with water and waste, the demands upon energy infrastructure can be significantly reduced by better management of existing resources. In particular, and in accordance with the Energy Hierarchy, we should all be reducing our energy needs by better energy conservation and efficiency. Again Stamford Brook is an exemplar case in demonstrating what can be achieved	The emerging AGMA Decentralised Energy Study will investigate constraints, current supply and the future potential across Greater Manchester to accommodate renewable / low carbon technologies and targets as required by PPS1 and RSS. The outcomes from this study will inform spatial planning policies in the LDF and this infrastructure plan.

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			with high standards of insulation allied with high levels of air tightness. There is potential for retro-fitting existing buildings to reduce the demand for energy. (NB Rainwater harvesting is important, and its use at Navigation Road Primary School is to be commended, but it is not a renewable energy feature.)	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Section 9	Pg50, Para 9.20	This Figure does not appear to include the significant amount of social housing being provided as part of the Stamford Brook development?	The figure includes the most up to date information available from relevant partners. As and when new information is available it will be used to update and inform this Plan.
	Section 10	Pg51, Para 10.1	The analysis as set out here is largely agreed; however, the implication of the pressure for new development is not just the direct threat that this poses to these resources, but also the consequent need for these resources, be they open spaces, footpaths or wildlife corridors, to be increased.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
		Page 55, Para 10.14-15 and Figure 10.4	Whilst it appears that the area shown on Figure 10.4 correctly identifies the National Trust's main land holdings within the Borough, it is the case that not all of this land has, to date, been declared inalienable (although obviously key components such as Dunham Massey Hall and its associated Registered Historic Park and Garden [and other land] clearly have been so declared). It is recommended that some clarification on the National Trust's land holdings, especially those that are alienable and inalienable is needed if this information is retained in future documents.	There is a project underway to map all of the alienable and inalienable land across the National Trust. However, this information is not available as yet for the Trafford area. Once this information is available the Plan will be updated.
	Section 11	Pg60, Para 11.1	As per the response to para 1.11 above it is not considered that it is accurate to refer to Dunham as a 'Country Park'; the following wording is more accurate: "...owned Dunham Massey Hall and its Registered Historic Park and Garden that attract visitors..." (NB the summary - Page 72 - also requires amendment.)	The paragraph in Section 11 and the 'Open Space' summary in Section 12 have been amended to reflect this comment.

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Name	Topic Area/ Section	Para No./Pg	Summary of Response	Council's Response
		Pg60, Para 11.1-3	It should be noted that there are a number of important linkages between various components of the Borough's infrastructure resources. A key one here is the direct link between the provision of health services and the value of open spaces where people can seek refreshment and exercise.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
		Page 65, Title for Para 11.19-26	The title to this section does not accurately reflect its content as it includes Historic Parks and Gardens, and archaeological resources. It is suggested that "Conservation Areas, Historic Buildings/ Parks and Gardens, and Archaeology " would be more appropriate.	The title of this section has been changed to 'Heritage Assets' to accurately reflect its content. The reference to Conservation Areas and Historic Buildings in paragraph 5.3 has also been changed to Heritage Assets.
		Page 66, Para 11.26	The Borough's archaeological resource is far more extensive than the one SAM as identified here. There are a number of other assets identified within the Sites and Monuments Record that should be added to the report.	The emerging Greater Manchester Urban Historic Landscape Characterisation Project will cover these assets, and be used to inform the Local Infrastructure Plan as it is progressed.
		Page 68, Para 11.32	It is noted that Dunham Massey Hall is a key cultural attraction within the Borough and should be included in the list provided here (it meets at least 7 of the 10 items listed in para 11.31).	The paragraph has been amended to reflect this comment.
			In respect of the Dunham Massey Estate there are a number of long-term developments that are expected to come forward to improve and maintain the range of valued infrastructure that it provides. These include: <ul style="list-style-type: none"> ▪ continuation of the regular maintenance regime for buildings owned and managed by the Trust, including finding suitable new uses for vacant and under-utilised properties ▪ management of the historic park and garden, including its flora and fauna ▪ retaining viable land uses and enterprises on the wider Estate land ▪ public access to and understanding of the 	This information has been added to Section 11 under the 'Cultural Facilities' heading.

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			<p>Dunham Massey Estate</p> <ul style="list-style-type: none"> ▪ improving visitor facilities at Dunham Massey Hall and Parkland/Garden ▪ maintaining and enhancing collections of cultural importance, especially those within Dunham Massey Hall ▪ understanding, recording and preserving archaeological features on the Dunham Massey Estate ▪ provision of a new area of community woodland associated with the Stamford Brook development ▪ protection and enhancement of the wider setting of the historic assets of the Dunham Massey Estate, including designed views <p>In addition the Trust remains committed to safeguarding the range of resources that are an inherent part of its ownership, such as water, soil and air quality; and tranquillity.</p>	
GMLTP	Metrolink capacity for growth.	7.2	This should be cross referenced with paragraph 7.26 where you describe the new trams on order to increase capacity and the further capacity that would be provided as part of the TIF bid.	<p>The paragraph has been amended to reflect this comment.</p> <p>In terms of cross referencing the TIF proposals, the Council is awaiting further information on these proposals following the vote against the TIF Bid. Therefore, no reference will be made to these proposals in this document until a decision has been reached by GMITA and AGMA on the way forward.</p>
	Rail patronage levels	7.6	It would be useful to explain why rail patronage is low – is it because of the level of service or the location of the stations? What contribution could rail make to the emerging spatial strategy?	The paragraph has been removed from the report in response to a comment made by GMPTE as it is not considered to be a true reflection of the service provided and its capacity. The low patronage levels were based on a sample of stations only.

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Name	Topic Area/ Section	Para No./Pg	Summary of Response	Council's Response
	Accessibility to Trafford Park, Carrington & Partington	7.9/10	It would be useful if this could cover issues such as peak capacity, overcrowding and the limited funds available to support subsidised bus services.	Information has been added to Section 7 under the 'Bus Services' heading, to reflect this comment.
	Taxis and private hire vehicles	7.11	Are the numbers of taxi licences sufficient to meet current or future demand? Is there current or future capacity issues with respect to Ring and Ride?	<p>Information has been added to Section 7 under the 'Flexible Transport' heading, to reflect this comment.</p> <p>This report sets out a baseline position of infrastructure provision in Trafford and highlights any current capacity issues where known. The matters relating to future requirements will be dealt with during the next phase of the Local Infrastructure Plan as set out in Section 13.</p>
	Highways	7.13-17	This section seems to limit itself to looking at maintenance and operation of the network. It would be useful if it could identify which routes in the network are congested or will become congested as a result of future development and traffic growth.	<p>Stress maps for the strategic road network (observed 2006 and forecast 2016, 2026) and maps showing average delay time in the am and pm peak on local highway authority roads, have been included in Appendix 4 and 5 retrospectively, to reflect this comment.</p> <p>The emerging GM Transport Modelling work will be used to help identify which routes in the network are likely to be affected by future development in Trafford. The Council is working with both the Highways Agency and GMPTE to identify appropriate mitigation measures to offset any adverse affects on the road network and ensure development is sustainable.</p>
	Off street car parks	Table 7.2	The purpose of this table is unclear. Is the level of parking shown adequate for current needs and what level of parking will be required in the future taking into account	Looking at ways to clarify this table. Future parking provision requirements will need to be reviewed once Spatial Strategy is developed.

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			targets for modal switch and proposed development?	
	Cycling	7.24	Interesting statistics but what are the issues relating to cycling? Are there conflicts between general traffic and cyclists on certain routes? How do you intend to encourage the use of cycles for work, leisure, schools etc?	Information has been added to Section 7 under the 'Cycle Routes' heading, to reflect this comment.
	Tram capacity	7.26	How much capacity will the extra trams provide in both the peak and off peak? Will this be sufficient to solve the capacity now and in future particular with reference to the Preferred Option in your Core Strategy?	This paragraph clearly states that the additional trams will only provide a solution for existing capacity issues and not future capacity requirements. The matters relating to future requirements will be dealt with during the next phase of the Local Infrastructure Plan as set out in Section 13.
	Section 12		<p>It would be useful for your findings in Section 12 to include the following matters:</p> <ul style="list-style-type: none"> • Whether the planned increased capacity on Metrolink will meet your infrastructure requirements over the Core Strategy period and if not what further measures are required? • What public transport improvements are required to improve access to Trafford Park, Partington and Carrington and other areas (like Lostock and Clifford) both at present and consequent on future development? • What parts of the highway network are congested and what measures (preferably costed) will be required to deal with these problems both now and in the future? • What are the issues surrounding cycle use and how can these be resolved to encourage cycle use for journeys to work, leisure and schools? 	<p>This report sets out a baseline position of infrastructure provision in Trafford and highlights any current capacity issues where known. The matters relating to future requirements will be dealt with during the next phase of the Local Infrastructure Plan as set out in Section 13.</p> <p>The comment is noted for future reference as the Local Infrastructure Plan is progressed.</p>
			As funding may not be available to implement all of the measures you require there will be a need for you to	The comment is noted for future reference as the Local Infrastructure Plan is progressed.

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			indicate the priority that you would give to the measures. For measures that would be implemented by a third party you will also need to be clear that they appear in that organisation's programme and that you have their support. This may well impact on your ability to deliver all the elements of your Core Strategy. Finally any transport measures need to be reflected in the proposals of the Greater Manchester Local Transport Plan.	
GMPTE	Section 13		This will be a critical part of the process and it is important that GMPTE, as one of the key partners, is involved in future discussions.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
			It would be useful to identify the implications of each spatial option on traffic congestion, and on public transport patronage. For example GMPTE needs to know whether the planned increased capacity of Metrolink will meet the infrastructure requirements of the Core Strategy and what further public transport improvements are required.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
			The process for identifying local infrastructure requirements also needs to link with the development of Corridor Action Plans, since these will provide an explicit means of linking transport investment to wider economic and spatial priorities. It is intended that the monitoring of Corridor Action Plans will in turn feed back into LDF and LAA monitoring.	Corridor Action Plan 9 (Manchester-Sale-Altrincham-Hale) and Corridor Action Plan 14 (Manchester-TraffordPark-Urmston-Flixton) have been added to Section 4. The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Section 7	7.3	GMPTE is responsible for the maintenance of the Metrolink track and stations. The network has recently benefited from track renewals, structure upgrades and platform upgrade works costing around £25M. This is part of a £102M package to upgrade the existing Metrolink system, funded thus - £58 contribution from central government and £44M funded by GMPTE. Some of the other improvements in the planning stages	This information has been added to Section 7 under the 'Metrolink' heading.

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			<p>and expected to be completed in 2009 are:</p> <ul style="list-style-type: none"> ▪ Renewal of Altrincham Overhead Line equipment ▪ New Ticket vending machines ▪ Eight new trams to form double units for each direct service. ▪ Replacement of City Centre track ▪ Stop improvements and platform upgrades ▪ Extension of Queens Rd depot for stabling and maintenance of new LRV' ▪ Passenger information displays 	
		7.4	The railway lines through Trafford are: 'Mid Cheshire' from Manchester via Stockport and Altrincham to Chester, and 'CLC' (formerly Cheshire Lines Committee) from Manchester via Urmston and Warrington to Liverpool.	The paragraph has been amended to reflect this comment.
		7.5	The most recently published ticket sales data (2005-07) gives the following for the Trafford stations: MUFC Halt 62,000pa Trafford Park 32,000pa Humphrey Park 18,000pa Urmston 202,000pa Chassen Road 27,000pa Flixton 63,000pa Navigation Road 41,000pa Altrincham 217,000pa Hale 77,000pa Total 739,000pa Therefore Urmston represents 27% of passengers and Altrincham 29% of passengers.	The paragraph has been amended to reflect this comment.
		7.6	382 passengers for heavy rail is from a sample of stations, whereas the 3,489 passengers for Metrolink is from all stations. For Metrolink Trafford is the total for the service, whereas for heavy rail Trafford is only a small part of the whole. The total use of the services is many times the Trafford contribution. Although utilisation of assets should be improved Trafford is unlikely to contribute significantly to this objective. Indeed if the assets are to be used to best advantage on the patronage figures above Trafford Park, Humphrey Park, Chassen Road and Navigation Road should probably have their	<p>The paragraph has been removed from the report in response to this comment, as it is not considered to be a true reflection of the service provided and its capacity.</p> <p>The comment is noted for future reference as the Local Infrastructure Plan is progressed.</p>

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			service levels reduced to enable trains to run faster so that journey times are quicker and reliability improved for the majority and, consequently, passengers numbers overall increased. The PTA, however, considers overall benefits, not just utilisation of assets, and therefore looks at future land use developments as well as bland ticket sales / passenger count data.	
	Future rail proposals		Urmston station will be improved under LTP2 (CCTV, real time information, seats, shelters, etc) and TIF will provide funding for Flixton and Hale stations to be improved. There are also proposals to redevelop Altrincham Interchange (including the rail station) and MUFC Halt. The latter involves moving the station to a new location to the east, to enable Liverpool - Manchester trains to stop in both directions. This would give interchange with Metrolink at Trafford Bar and Pomona, as well as access to local buses, White City, Pomona Island, local employment and the Old Trafford stadia. Both of these schemes are currently dependant on TIF funding. Network Rail proposes to improve infrastructure to reduce journey times between Liverpool and Manchester. This may also bring benefits for the local heavy rail services	Information has been added to Section 7 under the 'Rail Services' heading, to reflect the Network Rail proposals and Urmston station improvements outlined in this comment. In terms of TIF, the Council is awaiting further information on the proposals following the vote against the TIF Bid. Therefore, no reference will be made to these proposals in this document until a decision has been reached by GMITA and AGMA on the way forward.
			As you are probably aware there is modelling work of the Core Strategies being undertaken through Planning Officers Group, the results of which will feed into your work. Once this work is concluded it would be useful to have some discussions about the outcomes.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
Gee Squared Ltd (on behalf of Trafford College)	Section 9		Trafford College is considering the strategic future of its landholdings across the Borough. It is a highly successful and renowned institution, and in those terms is clearly fundamental to the social and economic wellbeing (and infrastructure) of the Borough. The College would request acknowledgement of the same from the Council,	The comment is noted for future reference as the Local Infrastructure Plan is progressed.

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CYPS – Early Years			combined with support to facilitate its strategic future.	
			I would like to see, as would 'Play England' and our local Play Partnership, Children and Young People's Play interest in their local environment in the broadest sense (whether it be a town center, a park, a play area, a cultural attraction, a leisure facility or the street on the way to a park, school or outside a child / young persons home.) given prominence in any audit of and any future investment in Local Infrastructure in Trafford.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
	Section 11		The Play Strategy is the current cross service policy document which exists to guide the development and improvement of infrastructure and resources which affect children and young peoples play opportunities. The Play Partnership is the cross service body responsible for pushing forward developments in this area.	The Trafford Play Strategy has been added to Section 4.
		11.15 & 11.17	The term 'resident' is used in these paragraphs and I wonder if this is an appropriate term to capture a reference to 'children and young people.' As a starting point I would like there to be direct reference to children and young people where facilities are of specific importance and relevance to them, as they are in these and possibly other examples.	The term 'local resident' is used to reflect the three groups that were consulted as part of the green and open space research – community groups, residents and children and young people.
		11.1	The terms 'recreation and leisure provision' and 'formal and informal leisure' are referred to and used in relation to local infrastructure where children and young people play. I would like there to be a direct reference to 'Play' to properly reflect the value these places have to children and young people.	This is not a spatial planning matter and should be dealt with through the emerging Play Strategy. These terms have been used to outline the broad selection of open spaces within the Borough and the spectrum of visitors they attract for different reasons.
	11.3	I would like to query this paragraph in relation to the issue of children and young people being able to independently access good quality green space and natural habitats. Does the statement that 'there is good access to green	The green and open space research involved consultation with community groups, residents and children and young people. There were 784 responses received in total, of which 414 of these	

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			space and natural habitats' consider the child and young person's independent ability to access these spaces. I suspect that data is not available to demonstrate that children and young people find it easy to access these places, with the obstacles of busy roads and lack of natural surveillance from other children and adults being key reasons why there is evidence to show that there has been a rapid and significant decline in children and young peoples independence to play outside, which is having a consequent effect on children's social and physical development, most particularly being evidenced in terms of rising childhood obesity. Perhaps some recognition of this could be reflected in the document.	were from children and young people (including 27 schools and school councils across the Borough). This statement is based on the outcomes of this research.
		11.18	The Play Strategy and Play Partnership are central to future cross service improvement in Play opportunities including Play Areas and other open spaces.	The comment is noted for future reference as the Local Infrastructure Plan is progressed.
			It also may be worth mentioning here that funding for improvement in Play is not confined to Planning contributions (Section 106 funds). Central Government is currently investing in 'Play' Nationally such that Trafford is currently using a grant of £450,000, made available through The Big Lottery Fund which is improving / providing 4 new/refurbished Play/free to access Games Facilities and will receive a further allocation of up to 1 million by 2010 for the provision of 22 new or substantially improved Play Areas for Children and Young People.	This information has been added to Section 11 under the 'Play Areas' heading.
			With respect to Play Infrastructure no mention is made of Play provision in terms of Out of School Clubs or Play Schemes in Trafford which form part of the 'indoor' aspect of Local Play Infrastructure and which link the Childcare, Education and Play sections. The extended schools agenda fits into this area. For your information Trafford has 3 Local Authority Play	This is not a spatial planning matter and as such should be dealt with through the Play Strategy. The provision of early years and out of school childcare is covered in Section 9 under the 'Childcare' heading.

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			Schemes which provide Play Services (and childcare) to children in the borough and there are a number of Voluntary Sector Play Schemes. Information on these is held on the Child Information System.	
		11.27	Library services are mentioned as offering a range of services. I wonder what portion of those services is utilized for children and how much of a role they have in providing Play Infrastructure in terms of activities held in libraries for children.	This is not a spatial planning matter and as such should be dealt with through the Play Strategy.
		11.31	In the definition of Cultural Facilities I wonder why 'Food' is not included in this definition. Food infrastructure whilst on the whole in the private sector is also evident in the Voluntary Sector/ Community Sector and I would argue forms a very important aspect of 'culture' in terms of local infrastructure. I wonder has this point been given consideration and is anything known about the existence of Community Cafes, Café's in parks which would be worth documenting in terms of culture or at least referring to. It links to the Community Centre section but may also link to Health Centre's in some instances and links to Play infrastructure in Parks and Open Spaces as one of the key requests of park users when asked about what they want in parks.	Food infrastructure as is referred to here will be influenced and guided by national, regional and local planning policy guidance. The Core Strategy in particular will guide retail development within the Borough – this is not something which will be covered within the remit of the LIP. This comment has been noted for future reference and the LDF and the Core Strategy is progressed.
	Section 7		With reference to the section on Transport, though you have documented what is available in terms of road, rail, cycle provision and the plans there are to increase capacity no mention is made of road safety infrastructure in terms of Traffic calming measures, including home zones. I wonder why this is. It is of significant importance to the quality of the road infrastructure. There is clear evidence to show that reducing traffic speed reduces road casualties and deaths and this is directly linked to perceptions of road safety which directly links to child /	This is not a spatial planning matter. Road safety is a key indicator that is being addressed through LTP2.

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			young person outdoor play, health and development needs and the major public health challenge, obesity.	
	Section 12		In relation to this I wonder if there is room to add in your summary findings information about the numbers of children who go to school by car. In the summary findings section 12.2, mention is made that 'two thirds of Trafford residents choose to travel to work using or as a passenger in a private vehicle' but no mention of how this relates to children and young people is made.	Information regarding 'travel to school by private car' has been added to Section 7 under the 'Private Car' heading and within Section 12, to reflect this comment.
	Section 9		Should mention be made of Trafford special schools in section 9.24	This paragraph provides a factual outline of public schools in the Borough by type.
			Finally I wonder if the Play Partnership could have some feedback on how the consultation went with Children and Young People via face book and any other means chosen on the Core Strategy and could have more involvement in the future development of the LIP, LDF and Sustainable Community Strategy.	The comment is noted for future reference as the LDF and Local Infrastructure Plan is progressed. The comment has also been sent to Regeneration, Economic Development, Policies and Partnerships team responsible for the preparation of the Sustainable Community Strategy.
Sure Start Children's Centres	Section 9		The report states that we are awaiting information about the new Children's Centres and reach figures. I can now provide the information you require.	The information received has been added to Section 9 under the 'Children's Centres' heading.
VCAT	Section 9	9.57	Alter the wording to state: "VCAT is committed to the development of all Trafford's communities, and work to support the development of interventions in the priority and vulnerable communities."	The paragraph has been amended to reflect this comment.
		9.58	Alter the paragraph to say: "VCAT and the VCS sector use these buildings. Our members and other groups also access these buildings."	The paragraph has been amended to reflect this comment.
			Add the following sentence – "VCAT are committed to continue to develop a community HUB and community space for the developing VCS of Trafford."	This sentence has been added to the end of the paragraph above.
Equality & Diversity			In terms of my role as the corporate lead for disability, my comments are that this is a very significant document,	The LIP forms part of the evidence base for the Local Development Framework, and in particular

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			<p>which potentially will be very important to the prospects of disabled people. Therefore</p> <ul style="list-style-type: none"> - has there been any involvement of disabled people in drawing up the LIP - is there specific involvement of disabled people planned as part of the consultation, and has there been any discussion with disabled people about how consultation can take place in order to ensure it is fully accessible to disabled people - has any Equality Impact Assessment work been done, or is any planned. 	<p>the Core Strategy. The preparation of the Core Strategy has involved engaging with the Equality and Diversity Manager at the Council and the Trafford Access Group and Disability Advisory Group amongst others.</p> <p>The Core Strategy Preferred Options document was supplemented with an EIA which was published alongside it.</p> <p>As part of the consultation process we have sent out accessibility forms to ensure that we cater for the needs of people who are attending events that the LDF Team is holding.</p>
Asset Management	Section 4		<p>The Disability Equality Duty requires us to pro-actively involve disabled people in things, and there is a general requirement to take account of the wider equality issues, and it is always best to undertake involvement at the earliest stage possible. I would strongly recommend that you consult with the Equality and Diversity Manager over the broader issue of equalities and involvement, and the more specific issues around disability. I am sure disabled people will welcome the chance to contribute to this planning work.</p>	<p>The Asset Management Plan has been added to the review of existing studies in Section 4.</p>
	Section 9	9.15	<p>Hospitals - the NHS bodies are also carrying out reviews of the uses at their Altrincham General and Trafford General sites</p>	<p>This information has been added to Section 9 under the 'Secondary Care' heading.</p>
		9.24	<p>Refers to schools in Trafford and I think (I only have figures where they are ours) includes community, voluntary aided and foundation schools? Have private</p>	<p>Private schools have not been included within the Plan, but this information will be requested from the relevant partners and updated in the report in due</p>

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			schools been included as they will have an impact on numbers, especially in the south of the Borough.	course.
		9.54	Refers to 13 community centres and these are solely Council linked community centres. As such I think reference to the existence of many others would be helpful, and also the 13 excludes facilities at Sale Waterside, Altrincham Town Hall and Broomwood.	This paragraph has been amended to reflect the comments made regarding the existence of other centres and other community facilities within the borough.
		9.61	Why is Pathways shown separately.	The information is presented in the form it was received from relevant partners.
		9.75	Missing "0" from 14,000 PO branches.	The text in this paragraph has been corrected.
	Section 10	10.14	NT land - a query - is it all inalienable? - I thought some was held for commercial purposes to support the inalienable elements, e.g. Dunham Park is inalienable, supported by other land bequeathed by Lord Stamford as part of the wider estate. I may be wrong though.	There is a project underway to map all of the alienable and inalienable land across the National Trust. However, this information is not available as yet for the Trafford area. Once this information is available the Plan will be updated.
		10.18	The Council is in the process of acquiring additional land - it may be worth putting something in about the needs of the various faith groups as they require specific areas for their burials, and face the same issues re little capacity being currently available.	The text will be updated when information is received regarding the capacity of burial areas for the various faith groups and cemeteries capacity in general, from relevant partners.
	Section 11		The 10 leisure centres etc are correct, but the table covers private sports clubs some of whom are using council facilities.	The comment is noted for future reference as the LDF and Local Infrastructure Plan is progressed.
		11.32	There is no reference to Sale Arts Centre and other facilities such as the Garrick.	Sale Waterside Arts Centre, Altrincham Garrick Playhouse, The Club Theatre and Cinnamon Club have been added to the list of cultural facilities, to reflect this comment.
	Appendices	p84	ML1 is operated by Arriva	The text has been updated on p84 to reflect this comment.
		p92	371 will be Stagecoach not Bullocks by the time the Plan is published (will change early August).	The text has been updated on p92 to reflect this comment.