



2 PROFILE

SALE	SPATIAL PROFILE
 	<p>Sale is located in the middle of the Borough, six miles south west of Manchester city centre and is mostly suburban in character. It is made up of a number of distinct communities, including Ashton-Upon-Mersey, Brooklands, Sale Moor, the Sale West estate and Sale town centre itself. The character of some of these areas (such as Ashton Upon Mersey and Brogden Grove) is distinctive and preserved with Conservation Area status.</p> <p>The area is tightly constrained to the north and west by the Green Belt in the form of the Mersey Valley and Carrington Moss. It has a few small, older style industrial estates which offer valuable local employment opportunities, together with a number of local and district shopping centres. There are a wide variety of green spaces and sporting facilities including Sale Golf Club and Dainwell Woods.</p> <p>The Sale West estate and parts of Sale Moor suffer from relatively high levels of deprivation and poor quality open space. The provision of facilities for young people is limited.</p> <p>Transportation links to both the Regional Centre and the principal town centre of Altrincham are good with both the A56 and the Manchester to Altrincham Metrolink line running north-south through it. However, the A56 does dissect the area and can act as a barrier to communities in reaching opportunities and services. Also increasingly this main arterial route has seen an increase in the number of unused and underused properties.</p> <p>The Bridgewater Canal runs north-south through the area and offers potential to improve opportunities for recreation and wildlife.</p> <p>Key issues facing Sale are the need to:</p> <ul style="list-style-type: none">Tackle the inequalities that exist in this area;Provide sufficient opportunities for young people;Minimise the level to which the A56 acts as a barrier to communities;Address the issue of unused and underused properties along the A56; andMaximise opportunities for recreation.

4 STRATEGIC OBJECTIVES

4.1 The table below details the Strategic Objectives that provide the framework for the development of the Core Strategy.

STRATEGIC OBJECTIVE NO.	STRATEGIC OBJECTIVE
SO1	Meet housing needs – promote sufficient high quality housing in sustainable locations, of a size, density and tenure needed to meet the borough’s needs and to contribute towards those of the city region.
SO2	Regenerate – the physical, economic, environmental and social fabric of the most disadvantaged communities within the borough to reduce inequalities and improve prosperity.
SO3	Meet employment need – establish the right conditions to sustain employment sites for new and diverse investment to enable Trafford to remain competitive and contribute to the growth of the economy of the sub-region and to attract and retain employment opportunities.
SO4	Revitalise town centres – maintain a clear hierarchy of vibrant, diverse and distinct shopping centres across the borough to be the focus for commercial, retail and leisure uses to meet the needs of the local population.
SO5	Provide a green environment – achieve an appropriate level of green-space, to protect and enhance the landscape character, recreational and biodiversity value of the borough’s natural environment in both urban and countryside areas and to provide for the growing community.
SO6	Reduce the need to travel – promote significant levels of development in the most sustainable locations in the borough and make less sustainable locations accessible by improving transport links, particularly public transport.
SO7	Secure sustainable development – promote the reuse of resources, the principles of sustainable construction and the use of new technologies to combat and adapt to climate change to minimise impact of all new development on the environment.
SO8	Protect the historic built environment – protect, enhance and value the borough’s heritage to contribute to the attractiveness and distinctiveness of the borough.

5 PLACE OBJECTIVES

Sale

PLACE OBJECTIVE	STRATEGIC OBJECTIVE
<p>SAO1: To provide a more sustainable balance of housing types and tenures to meet the needs of the community.</p> <p>SAO2: To maximize the re-use or redevelopment of unused, under used or derelict land.</p> <p>SAO3: To secure appropriate levels of residential development within the town centre.</p>	SO1
<p>SAO4: To tackle the barrier that the A56 creates to pedestrian movement between residential and commercial areas.</p> <p>SAO5: To secure appropriate facilities and activities for young people.</p> <p>SAO6: To increase access to jobs for residents of the Sale West estate.</p> <p>SAO7: To tackle nuisance relating to late night dispersal in the town centre.</p> <p>SAO8: To secure opportunities for improved health care provision to meet the needs of local people.</p> <p>SAO9: To improve the appearance and quality of green and open space for recreational purposes.</p>	SO2
<p>SAO10: To ensure residents in Sale have the skills and the ability to access jobs in Trafford Park, Carrington, Altrincham and the Regional Centre.</p> <p>SAO11: To manage the change of industrial land to other uses effectively, in order to protect economic/employment uses in the area.</p>	SO3
<p>SAO12: To ensure the provision of adequate local retail provision in Sale West and Sale Moor.</p> <p>SAO13: To promote and enhance the role of Sale Town Centre – in particular to providing opportunities to support the growth of economic clusters.</p> <p>SAO14: To maximise the role of the town centre as a place for cultural success.</p>	SO4

PLACE OBJECTIVE	STRATEGIC OBJECTIVE
<p>SAO15: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities.</p> <p>SAO16: To tackle the quality of and uneven distribution of accessible green space and play facilities in the area – particularly in Ashton-Upon-Mersey, which is deficient in green space.</p>	<p>SO6</p>
<p>SAO17: To secure improvements to the quality of public transport provision particularly along the A56 and in the Sale West estate to encourage less reliance on the car.</p> <p>SAO18: To manage the high levels of congestion and pollution along the A56.</p> <p>SAO19: To secure improvements to pedestrian and cycling facilities along the Bridgewater Canal.</p>	<p>SO7</p>
<p>SAO20: To ensure all new development is constructed in accordance with the latest environmental standards.</p> <p>SAO21: To encourage and support opportunities to locate low-carbon/ decentralised energy facilities.</p> <p>SAO22: To maximise opportunities for green roofs and tree planting.</p>	<p>SO8</p>
<p>SAO23: To protect and enhance areas of historic character and archaeological importance.</p>	

- 10.1 This Core Policy seeks to protect and promote cohesive, mixed and thriving communities, offering the right kind of homes in the right locations. The scale of housing provision and its distribution is designed to meet the needs of the existing community and to support the economic growth of the City Region.

POLICY LI – LAND FOR NEW HOMES

LI.1

Within the overall supply of land made available for new development, the Council will seek to ensure that an adequate range of sites is made available across the Borough to allow a variety of types of housing, including accommodation that is affordable by all sectors of the local community, to be provided, subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment. The following matters will be taken into consideration in releasing land for new homes:

Scale

LI.2

Up to 2026 the Council will seek to deliver high quality housing affordable by all sectors of the local community, in line with the spatial development framework set out in this Plan by:

- Releasing sufficient land to accommodate a minimum 12,210 new dwellings (net of clearance), including an uplift of 20% (until 2018), to reflect the Housing Growth Point status; and
- Phasing the release of this land to accommodate at least **1,400** new dwellings between 2008/09 and 2010/11, **3,970** new dwellings between 2011/12 and 2015/16 and **3,800** new dwellings between 2016/17 and 2020/21, and **3,040** between 2021/22 and 2025/26.

LI.3

In the event that funding for the Housing Growth Point is not forthcoming, the Council will consider whether it is appropriate to retain the increased housing land targets (the 20% uplift referred to in LI.2) through to 2018. However any such revision of these targets will be made only if sites which were dependent on the availability of such funds cannot then be brought forward and in proportion to the level of housing provision which had been assumed to be made by those sites.

LI.4

This will be achieved through new-build, conversion and sub-division of existing properties. The Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate and sustainable locations at lowest risk of flooding, where it can be demonstrated that it is consistent with the provisions of L2. In less sustainable locations, housing development will only be acceptable where appropriate provision to meet local infrastructure needs will be delivered.

Distribution

L1.5

The locations where significant new housing development is to be directed, over the Plan period, are identified in Table LI.

L1.6

Table LI demonstrates that approximately 40% of the land to be released will be within the Regional Centre and the Inner Area and 60% within the South City Region area. Within the South City Region area half of the land to be released will support key regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres.

L1.7

An indicative 80% target proportion of new housing provision to use brownfield land and buildings over the Plan period has been set. To achieve this, the Council will release previously developed land and sustainable urban area green-field land, in the following order of priority:

- Firstly, land within the Regional Centre and Inner Areas;
- Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres; and
- Thirdly land that can be shown to be of benefit to the achievement of the wider Plan objectives set out in Chapters 4 and 5 of this Plan.

L1.8

The proposed scale and phasing of development set out in policy Table LI assumes the operation of normal market conditions throughout. Should regular monitoring reveal a significant (in excess of 20%) under-performance in the delivery of development as proposed in Table LI, the Council will seek to determine the reasons for the under-performance and take development management action to augment the supply of deliverable sites to improve performance. In circumstances where market conditions are perceived to have changed significantly, a review of the housing delivery proposals of the policy will be considered. Where the regular monitoring reveals a significant (in excess of 10%) under-performance against the indicative previously developed brownfield land use target set in L1.7 above, the Council similarly will seek to determine the reasons for the under-performance and take development management action to accelerate the delivery of development, firstly on previously developed sites with planning permission or allocated for development, to raise performance. Until such time as monitoring evidence indicates that the previously developed land use under-performance has been reduced to an acceptable level by the measures taken, the Council may reject applications for the development of greenfield sites where the overall delivery of new housing is not jeopardised.

LI.9

The development of greenfield land outside the urban area will only be considered favourably where it can be demonstrated that the proposed development will be capable of creating sustainable communities; will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region and the provision of affordable housing; and where it can be demonstrated that the development of that land will not compromise the Council's achievement of its brown-field land target over the Plan period and that without its release, the Council's 5-year housing land supply target could not be delivered.

LI.10

Where development proposals would involve the use of domestic gardens, due regard will need to be paid to local character, environment, amenity and conservation considerations.

LI.11

The Council will consider the need for housing development proposals to be referred for possible Habitat Regulation Assessment (HRA) within a 5km radius of Manchester Mosses SAC.

IMPLEMENTATION

Implementation Mechanisms

Implementation generally will be through private sector and RSL development. Significant development sites within the Strategic Locations and elsewhere in the Inner Area and South City Region, constituting the majority of the provision proposed in Table LI, will be identified in the Land Allocations Plan and/or Area Action Plans. Many of these sites will be smaller than identified through the Land Allocations DPD and delivered through the planning application process, taking account of the development monitoring arrangements set out in this policy.

Delivery Agent

The delivery agents will include the private sector and RSLs.

Timescales

This will be ongoing throughout the Plan period. The Land Allocations Plan is scheduled to be adopted in 2014. Phasing for the development of the Strategic Locations is set out in detail in Table LI. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will include RSL, private and public sector investment. Opportunities for further public sector investment will be explored for development within the Strategic Locations.

10 LI - LAND FOR NEW HOMES

Justification

- 10.2 National guidance provides the guiding principles for the location of new residential development and will be used in conjunction with this policy in determining applications for development.

Scale

- 10.3 The housing land target included in this policy has been arrived at through assessing the target originally adopted by RSS in 2008 and to acknowledge the support that the Council has given to the Housing Growth Point initiative. This combined housing land target reflects historical build rates and the importance that the GM districts afford to the delivery of new residential development on the City Region's economy. The housing land targets have been expressed net of any clearance replacement development.
- 10.4 Greater Manchester's commitment to providing a 20% uplift to housing targets through to 2018 was agreed in return for significant investment in key infrastructure. In Trafford this commitment translates to an increase in the average annualised target from 578 to 694 units per annum up to 2018.
- 10.5 Table LI shows that there is sufficient flexibility to demonstrate that the housing numbers including the 20% uplift could be delivered. However, in the event that the Housing Growth Point funding is not forthcoming it may not be possible to provide the infrastructure to support that level of residential development. In this circumstance the Council will consider the need to reduce the annualised target and the level of housing provision in proportion to the assumed level of contribution of any sites where the delivery of the site was dependent on the receipt of growth point funding.
- 10.6 It will be important to ensure that new residential development contributes not only towards the Council's objectives but also, as appropriate, those of the City Region. This growth must be seen to complement and not undermine the more vulnerable market areas both within and adjacent to Trafford. In this way the key regeneration objectives of the City Region as a whole will be achieved. Prioritising an appropriate mix of new residential development within those areas which continue to register significant levels of economic, social and environmental deprivation will contribute to securing social, economic and environmental improvements.
- 10.7 The Trafford Housing Strategy makes it clear that creating strong neighbourhoods requires the delivery of more than simply improvements to the existing housing offer or the addition of new housing development. Delivering complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) is critical to fostering genuinely sustainable communities.

Distribution

- 10.8** The Trafford Housing Strategy stresses the contribution that housing development can make to the economic growth agenda. The distribution of new housing proposed in this policy is designed to ensure the delivery of sufficient housing, in the right location to support Trafford's economic development ambitions.
- 10.9** The distribution of land identified in Table L1 reflects both the aspirations of the City Region and the Council's wider objectives, including those of the Housing Strategy as expressed in Policy L2, in particular the need to provide affordable family accommodation. It has been compiled taking into account data contained within the Strategic Housing Land Availability Assessment (SHLAA) 2009 report and adjusted to take account of more recently published information from the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment (SFRA).
- 10.10** The Sequential Testing of the Strategic Locations, which was undertaken in accordance with national guidance in March 2010, did not identify Pomona Island as a preferred location for residential development. The SA further concluded that other "more vulnerable uses" such as certain leisure uses, healthcare and educational facilities would be unlikely to pass the "Exceptions Test" and that therefore such uses should be excluded from the Pomona Strategic Location. However, the Council acknowledges that there may be some scope for these "more vulnerable uses" outside Flood Zone 3 within the Strategic Location. Therefore, due to the potential for flooding in parts of the Location which are identified as Flood Zone 3 in the SFRA Undefended Scenario, it is considered that the development of "more vulnerable uses" (including residential development over and above the 546 units which have already been granted planning permission) would not be appropriate in those parts of the Location.
- 10.11** Table L1 details that a significant proportion of the housing requirement will be delivered in the Strategic Locations and/or in areas that will support key regeneration priorities set out in Policy L3 and/or will strengthen and support Trafford's 4 town centres. Through the SHLAA work the Council has also identified that a range of smaller sites will be required to deliver the housing requirement over the plan period, in line with the Spatial Strategy. These sites will be identified and progressed through the Land Allocations Plan DPD. Further information in relation to the Strategic Locations is set out in the Strategic Locations section of this Plan.
- 10.12** The distribution and phasing of the land for residential development contained in L1 has been arrived at following the order of priority established in paragraphs L1.7. Where development is proposed on green-field land within this Plan (specifically at the Trafford Centre Rectangle and Partington), the Council is satisfied that the provisions of paragraph L1.7 have been met.
- 10.13** Table L1 demonstrates that the distribution proposed within this Policy meets the indicative 80% target proportion of housing provision to use brown-field land buildings, with the main areas of green-field land release being at Trafford Quays (see SL4); and the extant planning permissions at Partington Canalside (see L3) and Stamford Brook (saved UDP Policy H3).

10 LI - LAND FOR NEW HOMES

- 10.14** Garden land is classified as “greenfield” land and its development would therefore need to satisfy the tests set out in LI.7 - LI.9.
- 10.15** Proposals for housing in the Carrington Strategic Location and the South City Region could have a negative effect on the Manchester Mosses SAC in relation to recreational pressures. HRA will propose appropriate mitigation for any damaging impacts. Further guidance will be provided in the Land Allocations Plan.
- 10.16** The Council will monitor at regular intervals the rate at which land comes forward; the location of development, and the type and level of affordability to determine whether or not a 5 year deliverable supply of development sites is being maintained and/or the spatial development strategy at the head of this Policy is being adhered to.
- 10.17** The Council will consider the findings of this monitoring work to determine whether or not a review of this development plan policy is needed.
- 10.18** A detailed housing trajectory is set out in Appendix 2 to illustrate the current year on year development progress over the Plan period anticipated to deliver the new housing target of Policy LI. The trajectory will be updated and published in the Council's Annual Monitoring Report to record the degree of progress being made towards meeting the policy target.
- 10.19** In consultation with the Regional Planning Body, the Council will consider the findings of this monitoring work to determine whether or not a review of this development plan policy is needed.

TABLE LI: Net Minimum indicative Housing Development Target 2008/09

	2008/9 - 2010/11	2011/12 - 2015/16	2016/7 - 2020/1	2021/2 - 2025/26	TOTAL	% BROWN-FIELD
SL1 Pomona Island Strategic Location	0	350	450	0	800	100%
SL2 Trafford Wharfside Strategic Location	0	400	300	200	900	100%
SL3 LCCC Strategic Location	0	60	300	40	400	100%
SL4 Trafford Centre Rectangle Strategic Location	0	250	250	550	1,050	0%
SL5 Carrington Strategic Location	0	360	600	600	1,560	100%
Strategic Locations Total	0	1,420	1,900	1,390	4,710	78%

	2008/9 - 2010/11	2011/12 - 2015/16	2016/7 - 2020/1	2021/2 - 2025/26	TOTAL	% BROWN-FIELD
Other Trafford Park/ North Trafford Area Sites	300	725	525	300	1850	95%
South City Region Area Regeneration/ Town Centre Schemes	100	475	375	350	1,300	58%
Other South City Region Sites	1,000	1,350	1,000	1,000	4,350	90%
South City Region Area Total *	1,100	1,825	1,375	1,350	5,650	85%
Trafford RSS Target	1,730	2,890	2,890	2,890	10,400	80%
RSS Target + 20% NGP Allowance (to 2018).	2,080	3,470	3,010	2,890	11,450	80%
Policy LI Net Minimum Indicative Development Target	1,400	3,970	3,800	3,040	12,210	83%

* The South City Region area referred to Table LI encompasses a broad area of the Borough beyond the Strategic Locations including Partington as well as Sale and the Altrincham, Hale and Bowdon areas.

Note: The figures set out in the Table, as minimum indicative targets, may be exceeded as the Plan period progresses and development schemes are brought forward to meet local needs. Strategic Locations SL4 and SL5, for example, have capacity to deliver development beyond the Plan period that may be brought forward into the Plan period if market and other considerations are favourable.

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	BH1, BH2, BH3, BH4
Strategic Objective(s)	SO1, SO2, SO4 & SO6
Place Objective(s)	TPO2 OTO1, OTO2 STO1, STO2 URO1, URO2 SAO1, SAO2, SAO3 ALO1, ALO4, ALO5, ALO6 PAO2, PAO3 CAO3

11 L2 - MEETING HOUSING NEEDS

11.1 The Council is required to not only ensure that sufficient land is made available to maintain a rolling five-year supply of deliverable land for housing, but also to ensure that there is an adequate mix of housing types and sizes to meet the needs of the community.

POLICY L2 – MEETING HOUSING NEEDS

Distribution

L2.1 All new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy.

L2.2 All new development will be required to be:

- (a) On a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents;
- (b) Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development;
- (c) Not harmful to the character or amenity of the immediately surrounding area; and
- (d) To be in accordance with L7 and other relevant policies within the Development Plan for Trafford.

L2.3 In order to meet the identified affordable housing need within the Borough, the Council will seek to achieve, through this policy, a target split of 60:40; market:affordable housing.

L2.4 The Council will seek to achieve, through this policy, a target split of 70:30; small:large (3+ beds) with 50% of the "small" homes being accommodation suitable for families.

L2.5 Based on the minimum housing land target of 11,800 for the Plan period as set out in Policy L1 the above targets will approximately equate to:

Table 2

	SMALLER, PREDOMINANTLY 2 BED ACCOMMODATION	SMALLER 2 BED FAMILY ACCOMMODATION	LARGER 3+ BED FAMILY ACCOMMODATION	TOTAL
Market	33%	33%	33%	7100
Affordable	50%	25%	25%	4700

Dwelling Type & Size

L2.6 The proposed mix of dwelling type and size should contribute to meeting the housing needs of the Borough, as set out in the Council's Housing Strategy and Housing Market Assessment. In particular, developers should make it clear how their proposed development will:

- (a) Make a contribution to the creation of mixed and sustainable local communities;
- (b) Be adaptable to the needs of its residents over time;
- (c) Contribute to meeting the target split between small and large accommodation; and
- (d) Increase the provision of family homes.

L2.7 1 bed, general needs accommodation – will, normally, only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. In all circumstances, the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need.

Affordable Housing

L2.8 In respect of all qualifying development proposals, appropriate provision should be made to meet the identified need for affordable housing.

L2.9 In order to take into account current issues relating to viability the Borough (excluding Trafford Park, which is currently not a residential area) will be split into 3 broad market locations:

- “cold” – being the Old Trafford, Carrington and Partington “Places”;
- “moderate” – being the Urmston, Stretford and Sale “Places”; and
- “hot” – being the Altrincham, the Mersey Valley and Rural Communities Places.

L2.10 Further definition of these market locations will be given within the Planning Obligations SPD.

L2.11 The minimum threshold for qualifying sites will be 5 residential units in the Borough's “hot” and “moderate” market locations and 15 within the Borough's “cold” market locations.

11 L2 - MEETING HOUSING NEEDS

L2.12

Under normal market conditions a geographically variable target, based on “cold”, “moderate” and “hot” market locations, will be applied to all qualifying developments, (except residential care homes) to assess the appropriate level of affordable housing contribution as follows:

- Within “cold” market locations, a 5% contribution will be sought;
- Within “moderate” market locations, a 20% contribution will be sought;
- Within “hot” market locations, a 40% contribution will be sought; and
- In those parts of Trafford Park identified for residential development, or in areas where the nature of the development is such that, in viability terms, it will perform differently to generic developments within a specified market location the affordable housing contribution will be determined via a site specific viability study, and will not normally exceed 40%.

L2.13

The outcomes of the Trafford Economic Viability Study will be used in the determination of individual planning applications. In accordance with Policy L8 of this Plan, where specific issues of viability arise, the Council will consider, on a site by site basis, whether it is appropriate to agree a reduction in the affordable housing contribution.

L2.14

In terms of the required affordable housing provision, the Council will adopt the following principles:

- (a) The expected method of delivery will be on site;
- (b) At least 50% of the affordable housing provision will be required to be accommodation suitable for families;
- (c) In developments where there is a mix of both houses and apartments, the affordable housing element should reflect the overall mix of unit types on the site; and
- (d) A split of 50:50 in the affordable housing units to be provided between intermediate (commonly shared ownership) and social/affordable rented housing units, unless exceptional circumstances can be demonstrated as set out in the Planning Obligations SPD.

L2.15

The Council will not normally support affordable housing provision that is only “affordable” at the time of first occupation. Developers will be required to demonstrate that the units will be “affordable” to subsequent occupiers.

L2.16

The Council will encourage and promote the involvement of Registered Social Landlords (RSL) in the provision and management of affordable housing. Where there is no involvement on the part of an RSL, more detailed arrangements to control long-term occupancy and management of the affordable units will be required to be secured by means of a planning condition or by an agreement under Section 106 of the Town and Country Planning Act 1990.

Older Persons Accommodation

L2.17

In order to meet the needs arising from the increasing longevity of the Borough's older residents, the Council will require developers to demonstrate how their proposal will be capable of meeting, and adapting to, the long term needs of this specific group of people.

L2.18

With specific reference to the "frail elderly" of the Borough, the Council will seek to meet their needs through allowing 4% (approximately 500 units) of the overall housing land target to be developed as new housing for older person households, suitable for a range of household circumstances (tenure and type), including 'extra-care' housing. Appropriate sites to meet this specific housing need will be identified through the Land Allocations DPD.

Gypsy, Roma and Traveller Communities and Travelling Showpeople

L2.19

The Council will seek to make appropriate new provision to meet the need for Gypsy, Roma and Traveller communities and Travelling Showpeople accommodation. Until such time that the LADPD is adopted the Council will secure the provision of this type of accommodation in accordance with the criteria set out below:

- (a) The site should be capable of providing safe and convenient vehicular and pedestrian access;
- (b) Sites should not exceed 15 pitches unless there is clear evidence to suggest otherwise;
- (c) For smaller sites of 3 to 4 pitches the Council will require developers to demonstrate how the proposal will provide adequate infrastructure on site, including for example, roads, water and energy supplies, to each pitch;
- (d) The site must be large enough to provide for adequate on-site facilities;
- (e) The site should be well located in relation to the highway network;
- (f) The site should be capable of providing safe and convenient access to schools and local community facilities;
- (g) The site should not have an unacceptable impact on the amenities of adjacent occupiers; and
- (h) Adequate levels of privacy and residential amenity for occupiers and neighbouring properties should be provided.

IMPLEMENTATION

Implementation Mechanisms

Implementation generally will be through private sector and RSL development. Significant sites in the Strategic Locations identified in this Core Strategy and elsewhere in the Borough will be allocated in a Land Allocations Plan. Other sites will be identified through the planning application decision making process taking account of the development monitoring arrangements set out in this policy.

Delivery Agent

The delivery agents will include the private sector and RSLs.

Timescales

This will be ongoing throughout the Plan period. The Land Allocations Plan is scheduled to be adopted in 2014. Phasing for the development of the Strategic Locations is set out in detail in Table LI. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will include RSL, private and public sector investment. Opportunities for further public sector investment will be explored for development of significant sites within the Strategic Locations.

Justification

- 11.2** This Policy seeks to support the delivery of a balanced “housing offer” – providing the right quality and type of housing in the right places in line with national guidance and taking account of the findings of the Trafford Housing Market Appraisal (2006), the Greater Manchester Strategic Housing Market Appraisal (2008), the Trafford Economic Viability Study (2009) and the policy statements and targets of the Trafford Housing Strategy (2009).
- 11.3** Should monitoring work, including future revisions of the Trafford Housing Strategy and the Local Area Agreement, indicate that the targets set within this policy need to be reviewed, the Council will determine whether or not a review of this development plan policy is necessary.

Dwelling Type and Need

11.4 The Trafford HMA (2006) shows a need for family housing across the Borough, but particularly in the north. The broad definition of family housing will include larger properties (three bedrooms and larger) as well as smaller two bedroom houses to meet a range of family circumstances. Accordingly, the Housing Strategy (2009) objective 2b (iii) is to deliver new family housing across the Borough to reflect the HMA. Additionally, the Housing Strategy identifies the need to meet the requirements of specific cultural and religious family needs; this will include the development of larger family homes.

11.5 The recommendations within the Greater Manchester SHMA recognised that alongside a sustained emphasis on the development of family housing it is important that the town centres across the Borough continue to attract high quality residential uses. This will continue to ensure the ongoing renaissance of the town centres and ensure that they continue to develop as vibrant centres of activity.

11.6 General needs housing is for a broad range of independent people who do not require specialist housing.

Affordable Housing

11.7 The CLG definition of affordable housing includes social rented, affordable rented housing and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and
- include provisions for the home to be retained for future eligible households; or if these restrictions are lifted, for any subsidy to be recycled for alternative affordable housing provision.

11.8 Social rented housing is rented housing owned and managed by local authorities and RSLs, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.

11.9 Affordable rented housing is rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime 34 but is subject to other controls that require a rent of no more than 80 per cent of the local market rent.

11.10 Intermediate affordable housing is housing at prices and rents above those of social rent but below market price or rents, and which meet the criteria set out above. These can include shared equity (e.g. HomeBuy) and other low cost homes for sales, and intermediate rent.

11 L2 - MEETING HOUSING NEEDS

- 11.11 Due to the high and continuing demand for affordable housing units, coupled with high land values and site scarcity, the Council's expected method of delivery will be for the affordable housing units to be provided on site. Only in exceptional circumstances will the Council consider an off-site payment being made. The Planning Obligations SPD will provide guidance as to what may constitute exceptional circumstances in this instance.
- 11.12 The Trafford HMA (2006) concluded that Trafford had an annual affordable shortfall across the Borough of 541 units. When split between Trafford sub-markets there is a greater need for affordable housing provision in the Southern sub-market, and those demographic groups most likely to fall into affordable housing need are lone parent households and other households with one child.
- 11.13 The starting point for deriving the affordable housing target within this policy was the conclusion of the HMA that a 50% target on all qualifying developments would never yield its face value because some sites escape the target by being too small, others have viability problems etc. As a result of this the HMA considered that a ratio of 60:40 market:affordable housing would be a more realistic and achievable affordable housing target.
- 11.14 National guidance makes it clear that local planning authorities need to not only consider the need for affordable housing, but also the impact that the provision of such accommodation may have on the viability of sites. To this end the Council commissioned a viability study to consider this matter.
- 11.15 Therefore in the light of the conclusions of the HMA and the Economic Viability Study, the Council therefore considers that a more achievable overall target at this point in time would be approximately 40%, as illustrated by Table L2. When applying this target to individual sites there will however be some variations, arising from site specific viability issues as outlined in the policy.
- 11.16 Using the Places defined within this Core Strategy (Figure 2 – Places in Trafford) the Economic Viability study, under normal market conditions, found that a 5% affordable housing contribution would be viable in “cold” market locations – the Old Trafford, Carrington and Partington “Places”; 20% in “moderate” market locations – the Urmston, Stretford and Sale “places”; rising to 40% in “hot” market locations – the Altrincham, the Mersey Valley and Rural Communities Places. Trafford Park was identified as not currently residential. These areas will be further defined in the Planning Obligations SPD.
- 11.17 Policy L2 was produced assuming normal market conditions, as defined by the Economic Viability Study. Any variance from normal market conditions will be considered when determining the appropriate level of contributions which would be triggered by qualifying applications for development. It is recognised that under poor market conditions a 5% contribution could inhibit development in cold market locations and therefore applications for development in such locations will not trigger a requirement to make a contribution to affordable housing.

11.18 The Viability Study considered a number of specific sites that, in economic viability terms, appeared to out-perform their generic market location expectation and therefore would be able to deliver significant proportions of affordable housing, even at future CfSH levels. However given that the study was based upon broad development assumptions, such sites should be reappraised by the Council based upon further detailed site specific information, prior to negotiating affordable housing (and other) contributions.

11.19 The economic viability study concluded that varying this split between intermediate (commonly shared ownership) and social rented housing would not make a substantial difference to the viability of schemes. However it does recommend that the Council should remain flexible to variation in the affordable housing tenure split, where circumstances suggest that it is appropriate and that these should be established on a site by site basis. The Planning Obligations SPD gives further guidance in this respect.

11.20 Irrespective of market conditions, the viability study concluded that reducing the site size threshold downwards from the national guidance minimum threshold of 15 units, for affordable housing contribution, would not have a substantially adverse effect on the viability of sites within the “hot” and “moderate” market locations. However it concluded that taking such an approach would result in a significant increase in actual levels of affordable housing being delivered. In relation to the Borough’s “cold” market locations it concluded that that a threshold of 15 units should be applied.

11.21 The mechanism and required level of evidence for the variations relating to economic viability issues will be set out in the Planning Obligations SPD.

11.22 Residential care homes provide a unique type of accommodation and as such would be exempt from the requirement to deliver affordable housing. In cases of dispute as to whether accommodation represents “residential care”, rather than retirement/sheltered accommodation, the Community Services and Social Care Team will be the arbitrator.

Older Persons Accommodation

11.23 The Trafford Housing Strategy proposes that new housing for older households should be suitable for a range of household circumstances (tenure and type), including extra care housing and the adoption of lifetime homes principles. In this way the Housing Strategy considers that the provision of new housing will meet current shortfalls in meeting the needs of identified vulnerable household groupings, including older persons.

11.24 The Housing Strategy considers that emphasis should continue to be placed on ensuring that where possible, and where it is appropriate, older persons are able to remain within their existing home and certainly within close proximity to established family and social networks. Continuing to promote the principles of Lifetime Homes within new development is critical to ‘future-proofing’ the new generation of housing within the Borough.

11 L2 - MEETING HOUSING NEEDS

11.25 However the Housing Strategy recognises that whilst the application of these principles will assist in meeting the needs of a large proportion of households there is also a sustained need to deliver Extra Care housing to meet the specific needs of those residents whose needs can no longer be met through their existing accommodation. Specifically the Trafford HMA (2006) estimates that there are a total of 4,289 'frail elderly households' within Trafford with 10.4% of these living in unsuitable housing.

Gypsy, Roma and Traveller Communities and Travelling Showpeople

11.26 Local authorities are required to allocate sites to meet any identified accommodation needs of Gypsies and Travellers and set out the criteria for the assessment of sites that are not allocated.

11.27 Research that was conducted in relation to the Partial Review of the RSS suggested that there is a shortfall (to 2016) of 25 Gypsy and Traveller Pitches. Given that this research remains an important part of the Council's evidence base. This target will be applied until such time that more long-term targets are identified and agreed through the Gypsy and Traveller Accommodation Strategy to be prepared at the local level. The Strategy will identify sites to meet any identified accommodation needs of Gypsies and Travellers and provide further guidance in relation to the criteria for the assessment of sites that are not allocated. Sites to be allocated will be identified in the LADPD.

11.28 The CLG document Designing Gypsy and Traveller Sites – Good Practice Guide acknowledges that where sites of more than 15 pitches can be justified "Closes" can be used within the site to retain the sense of community and to provide a comfortable environment, and a site that is easy to manage.

11.29 The CLG Good Practice Guide considers that particular regard should be made to the convenience for residents; the safety for residents; the visual and acoustic privacy – both for people living on the site and those living nearby; aesthetic compatibility with the local environment and scope for social integration with the local community.

11.30 The CLG Good Practice Guide states that smaller sites of 3 to 4 pitches can also be successful, particularly where designed for one extended family. These can be advantageous in making good use of small plots of land, whilst retaining the qualities described in the above document and expected by families on modern sites.

11.31 Site ownership and management options are currently being explored including the possibility of the Council providing/acquiring land and RSL partners managing the site(s).

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	PE5 BH1, BH2, BH3, BH4, BH5
Strategic Objective(s)	SO1, SO2, SO6 & SO7
Place Objective(s)	TPO4 OTO1, OTO3 STO1, STO3 URO1, URO3 SAO1, SAO8 ALO2, ALO3, ALO5, ALO9 PAO1, PAO3, PAO4, PAO5 CAO2, CAO6

13 L4 - SUSTAINABLE TRANSPORT AND ACCESSIBILITY

- 13.1 Improving accessibility is essential to building sustainable communities and creating a competitive and efficient labour market within the sub region. Accessibility to housing, employment, health, education, shopping, culture, sports and leisure and other essential facilities is influenced by two factors: where development is located and the quality and choice of transport links available to serve that development.

POLICY L4: SUSTAINABLE TRANSPORT AND ACCESSIBILITY

- L4.1 To facilitate the Delivery Strategy, the Council will promote the development and maintenance of a sustainable integrated transport network that is accessible and offers a choice of modes of travel to all sectors of the local community and visitors to the Borough by:
- (a) Supporting the modernisation/improvement of the existing highway and public transport networks as appropriate to get the best possible use out of the infrastructure that is already in place;
 - (b) Bringing forward new highway and public transport infrastructure schemes that will improve accessibility and provide additional capacity and/or address identified congestion, access, safety and environmental impact problems to facilitate the continued safe, efficient and environmentally sustainable operation of the networks;
 - (c) Promoting integrated transportation axes to facilitate north-south-east-west linkages, with a particular objective of improving accessibility for communities within the disadvantaged neighbourhoods identified in Policy L3;
 - (d) Prioritising the location of development within the most sustainable areas accessible by a choice of modes of transport (as defined in the associated SPD);
 - (e) Ensuring that, as appropriate, development proposals within less sustainable locations throughout the Borough, including sites within the Strategic Locations of Carrington and Trafford Centre Rectangle, and the Partington Priority Regeneration Area will deliver, or significantly contribute towards the delivery of, measures to secure infrastructure and services that will improve access to more sustainable transport choices;
 - (f) Any necessary public transport, highways or freight schemes required for each phase of the development should be in place before first occupation of that phase, or an agreed mechanism put in place to ensure that it will be delivered to the required standards and timescale agreed by the Council and its partners, as set out in the associated SPD;
 - (g) Where appropriate, seeking developer contributions towards the provision or improvement of highway and public transport schemes in accordance with the Strategic and Place Objectives and Policy L8 of this Plan; and

- (h) Managing traffic movement along the main arterial route of the A56 to improve road safety and reduce congestion and its adverse impact on the environment.

Pedestrian and Cycling Network

L4.2 The Council will work with partners and developers to promote active travel through walking and cycling.

L4.3 In particular, the Council will seek to develop a network of pedestrian and cycle routes and associated facilities to provide safe, secure, convenient and attractive cycling and footpath access linking residential areas to schools, workplaces, tourist and leisure facilities, including promoting the integration of cycling and walking at public transport interchanges, as part of longer journeys.

L4.4 Developers should demonstrate, through the planning application process how their development will contribute towards these connections and deliver quality cycle and walking infrastructure where appropriate.

The Integrated Public Transport Network

L4.5 The Council will seek to secure improvements to the frequency and reliability of the public transport network and support further development of a high quality integrated public transport network where possible, that will encourage and promote:

- The improvement and extension of the Metrolink light rail network within the Borough;
- The improvement and development of the bus network, particularly on the main radial and cross-conurbation routes within the Borough;
- The improvement and development of the passenger heavy rail network; and
- Sustainable choices for accessing Manchester Airport.

The Strategic, Primary and Local Highway Network

L4.6 The Council will protect and support the maintenance and improvement of the Strategic Road Network and the Primary and Local Highway Authority Network, to ensure they operate in a safe, efficient and environmentally sustainable manner.

L4.7 The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until

13 L4 - SUSTAINABLE TRANSPORT AND ACCESSIBILITY

appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured.

L4.8

When considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way, either by ensuring that appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for their implementation is secured, or by securing contributions in accordance with the associated SPD, or by a combination of these means.

L4.9

In determining appropriate transport schemes including infrastructure improvements and/or traffic mitigation measures, the Council will consider the need for proposals to be referred for possible Habitat Regulation Assessment (HRA). As a preliminary guide proposals within 5km of Manchester Mosses SAC will be considered.

Safeguarded Highway and Public Transport Routes and Infrastructure

L4.10

Existing and proposed highway and public transport routes and infrastructure will be safeguarded from development that would prejudice their continued use and/or development for transportation use. Schemes for improvements to the highway network and high quality public transport network including routes safeguarded for future development will be identified and included within the Land Allocations DPD.

The Freight Transport Network

L4.11

The Council will safeguard and promote the improvement and development of the road, rail and water freight transport network and associated inter-modal freight transport facilities located in the Borough in order to assist in the sustainable and efficient movement of goods. In particular, it will safeguard and promote the improvement of:

- The internal Trafford Park railway network;
- The established rail served inter-modal freight facilities within Trafford Park;
- The Manchester Ship Canal as a sustainable transport route where this does not conflict with any other policy of the Development Plan for Trafford and will:
 - *Ensure safe and convenient operation of the facilities;*
 - *Secure environmental and quality of life improvements; and*
 - *Provide an opportunity for a significant reduction in commercial vehicle movements on the road network.*

L4.12

For the avoidance of any doubt the Council will seek only to promote and maximise the use of the Bridgewater Canal for leisure and educational purposes, in view of its historic value.

Transport Assessments and Travel Plans

L4.13

When considering planning applications, in order to achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail and water transport, the Council will require:

- Transport assessments that include measures to mitigate impacts by making appropriate transport infrastructure improvements, reducing car use and making appropriate contributions towards sustainable transport measures to be provided for all developments that are likely to have significant transport implications and impact adversely upon the safe and efficient operation of the existing highway network; and
- Travel plans for all qualifying developments that include measures to reduce congestion, improve road safety and promote public transport, walking and cycling as part of an integrated approach to managing travel demand. Further guidance is set out in the associated SPD.

Parking – Car and Cycle Parking Standards

L4.14

Maximum levels of car parking for broad classes of development will be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.

L4.15

The specific car parking standards set out in Appendix 3 to this Plan are maximum standards, except in relation to standards for disabled people, motor cycles and cycles, which are set out as minimum standards that each development will normally be expected to provide.

L4.16

Specific guidance in relation to the layout of parking provision is provided in the associated SPD.

Lorry Management Schemes and Parking

L4.17

The Council will grant planning permission for purpose built short stay lorry parking with driver facilities and new off street lorry parks proposed in locations that:

- Are well related to the trunk or primary road network;
- Avoid the need for significant lorry movements through residential areas to the detriment of the environment, amenity and safety of local residents; and
- Are not in conflict with any other part of the Development Plan for Trafford.

IMPLEMENTATION

Implementation Mechanisms

Highways and public transport and associated infrastructure will generally be implemented by the Local Highway Authority, the Highways Agency and/or Private Developers. Land will be safeguarded for the implementation of other significant highway and public transport improvements, particularly for significant sites within the Strategic Locations, in the Land Allocations DPD. Other highway and public transport needs for development elsewhere in the Borough will be identified and implemented through the planning application decision making process.

Delivery Agent

The delivery agents will include the Local Highway Authority, the Highways Agency, TfGM, Network Rail and the private sector.

Timescales

This will be ongoing throughout the Plan period. The Land Allocations DPD is scheduled to be adopted in 2014. Phasing for the development of the Strategic Locations is set out in detail in Tables LI and WI. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will generally be through private and public sector investment, Local Transport Plan funds and S106 contributions towards highway and public transport schemes.

Justification

- 13.2 National guidance seeks to integrate planning and transport at the national, regional, strategic and local level to promote more sustainable transport choices both for carrying people and for moving freight.
- 13.3 This Policy seeks to manage travel demand by reducing the need to travel and increasing accessibility. The aim is to significantly improve the quality and provision of public transport and promote a more structured approach to managing and selectively improving the highway network.

Accessible Locations for Development

- 13.4 It is important that new development is located in the most sustainable locations, accessible by a choice of travel modes, including public transport, walking and cycling. This is to reduce the need for people to travel, reducing congestion, improving road safety and meeting climate change reduction targets. This also links with the need to improve people's health by creating more opportunities for people to walk or cycle rather than use the car.
- 13.5 The accessibility categories set out in the associated SPD (most accessible, accessible and least accessible) will be used to guide the location of new development to ensure that it is located in areas well served by public transport, this includes housing, employment, health, education, leisure, tourism and cultural facilities. Any development proposed in locations that do not currently offer access through a choice of modes of transport will be expected to deliver, or significantly contribute towards measures to improve public transport and highways infrastructure.
- 13.6 The Local Infrastructure Plan will identify what measures are required and by when, to ensure the sustainable delivery of the LDF. This will be informed by the GM LDF Transport Modelling work and other transport related evidence base. Major development including that within regeneration areas, should be sustainable and not contribute to congestion. Any necessary public transport or highways schemes should be in place before first occupation of developments.
- 13.7 Accessibility is the key relationship between transport and different land uses such as housing, employment and services, and defines how easily people can move between where they live and the places they need to get to in their daily lives. The main purpose of improving accessibility is to tackle the barriers that people, particularly those from disadvantaged groups and areas who do not have access to a car, face in accessing jobs and services.
- 13.8 Accessibility and good communications are also essential for fostering economic growth and improving the attractiveness of the Borough for inward investment, and for increasing the competitiveness of its business and industry. The Council will explore opportunities to enhance sustainable choices for accessing Manchester Airport, which is a major asset with the potential to stimulate economic activity and to improve local highway access in Partington and Carrington.

13 L4 - SUSTAINABLE TRANSPORT AND ACCESSIBILITY

- 13.9 New highway and public transport infrastructure schemes could lead to increases in atmospheric pollution, which could potentially have a negative effect on the European Site. HRA will determine the appropriate mitigation required to off-set any damaging impacts. Further guidance will be provided in the Land Allocations DPD.

Congestion

- 13.10 Commuters using the A56 suffer from extended journey times during peak times and contribute to congestion levels along this major A-Road in Trafford. Transport for Greater Manchester (TfGM) and the Council has improved bus stop infrastructure along and across the Quality Bus Corridor (QBC) network, including the A56. This high frequency bus route will be complemented with junction improvement schemes which will aim to deliver significant capacity improvements and bus priority measures that will relieve congestion and reduce the impact on the environment and climate change. Future development along the A56 will be influenced by development guidelines set out in the A56 Corridor Development Guidelines SPD.

The Local Transport Plan

- 13.11 The Greater Manchester Integrated Transport Strategy (GMITS) provides a framework for Local Transport Plan (LTP) transport policies and investment programmes and it shows how the transport network needs to develop over the long term so that it can respond to the demands placed on it by a growing economy, and at the same time influence future patterns of spatial development and economic growth. It must also enhance the local environment and address the issue of social exclusion by the creation of more truly sustainable communities. The key strands are:

- More use of public transport for trips to centres;
- Better facilities to encourage shorter journeys to be made on foot or by cycle; and
- Land use planning and regeneration strategies to minimise trips to out of centre locations.

- 13.12 The third Local Transport Plan (LTP3) provides a long-term (15-year) vision for transport alongside more detailed proposals for the period to 2014/15. Trafford Council has also developed a Local Area Implementation Plan to accompany the LTP3, which sets out the local context and delivery priorities in relation to the wider plans set out in the LTP3.

- 13.13 The LTP accommodates the trips generated by the projected increase in jobs in Greater Manchester in the most sustainable way so as to improve social inclusion, protect the environment and improve quality of life. The LTP shapes investment priorities, prioritising schemes that can be implemented in the short term, in particular focusing on measures to increase walking, cycling and the use of buses.

Walking and Cycling

13.14 Integrating cycling and walking into longer journeys by public transport will be developed in partnership with TfGM, TfGM Committee and public transport operators. This will include the provision of secure cycle parking facilities at bus and rail stations, in line with the Greater Manchester Cycle Parking Guidelines.

Safeguarded Routes and Infrastructure

13.15 Routes and infrastructure to be safeguarded and included within the Land Allocations DPD will have the potential to contribute towards the provision of an efficient and sustainable transport network and will include routes and/or site(s) which are:

- Included within the LTP or Greater Manchester Strategy and for which there is a preferred route or site;
- A strategic road link, or improvements to a strategic road link for which there is a preferred route;
- Adjacent to the existing public transport network;
- Along a former railway line; and
- A cycle or pedestrian route identified in the Highway Authority plan or strategy.

Freight Transport

13.16 Better utilisation of railways, ports and shipping services has a vital role to play in building a sustainable distribution system. When intensively used, railways can offer a substantially more energy-efficient means of distribution.

13.17 The inland waterways are important assets that the Council are keen to see maintained in a sustainable way to fulfil their economic, social and environmental potential. The Council will actively support future development as set out in this Policy to exploit the different qualities and opportunities these waterways present.

13.18 The promotion of the Manchester Ship Canal as a sustainable transport route is consistent with national guidance regarding the protection, improvement and development of the water transport network. The enhanced role of inland waterways for freight distribution will have positive environmental benefits, in particular in terms of climate change. However, in addressing future development affecting shipping use of the Manchester Ship Canal the Council will give consideration to the traffic implications in Warrington arising from more frequent opening of swing bridges.

13 L4 - SUSTAINABLE TRANSPORT AND ACCESSIBILITY

- 13.19 The Manchester Ship Canal Company is a Statutory Undertaker, Port Authority and Navigation Authority and will be consulted by the Council to advise upon safety and operational matters that may arise from any development proposed on land adjacent to, or affecting, the two canals.

Transport Assessments and Travel Plans

- 13.20 Proposals for developments which are likely to have a significant transport impact (as defined in national guidance) will be required to include a Transport Assessment. This provides the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility, including the production of a Travel Plan.

- 13.21 Travel Plans are an essential tool in terms of ensuring that people are encouraged to use public transport as an alternative to the private car. Further guidance on the preparation of Travel Plans is set out in the associated SPD.

Parking

- 13.22 The car parking standards set out in this Core Strategy have been prepared in accordance with national guidance. The standards specify the requirements which each development will normally be expected to provide, although every planning application is treated on its individual merits. The standards are intended to mitigate the impact of parking needs and encourage a modal shift to more sustainable modes of transport and minimise the dangers to public and highway safety and the loss of amenity and convenience likely to be caused by on-street parking.

- 13.23 The three accessibility areas identified in Trafford are: Area A covering Altrincham town centre, Area B covering the town centres of Sale, Stretford and Urmston, the district centres of Hale, Sale Moor and Timperley and local centres and Area C covering all other areas.

Lorry Management & Parking

- 13.24 The Council will control and restrict the movement of lorries to minimise the damaging effect they have on the quality of life of the local community and the environment by way of excessive noise, vibration, air pollution, congestion, loading, parking, accidents, wear and tear on the carriageway and damage to buildings and paving.

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	SE5, SE6 PE1, PE3, PE4
Strategic Objective(s)	SO2, SO3, SO6, SO7 & SO8
Place Objective(s)	TPO3, TPO12, TPO15 OTO10, OTO17, OTO18, OTO19, OTO20, OTO21 STO15, STO16, STO17, STO18 URO11, URO12, URO13 MVO12, MVO13 SAO17, SAO18, SAO19 ALO20, ALO21, ALO22, ALO24 RCO9, RCO10 PAO8, PAO14, PAO15, PAO16, PAO17 CAO9, CAO11, CAO17, CAO18, CAO19, CAO20

- 14.1 Climate Change is one of the biggest challenges we face and it impacts on a wide range of different policy areas. The effects of climate change need to be considered at all stages of the development process in order to ensure that development minimises its impacts and mitigates its effects.

POLICY L5: CLIMATE CHANGE

- L5.1 New development should mitigate and reduce its impact on climate change factors, such as pollution and flooding and maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.

CO2 Emissions Reduction

- L5.2 Major built development proposals will be required to demonstrate how they will seek to minimise their contribution towards and/or mitigate their effects on climate change, in line with both national standards and local opportunities and programmes. For the purposes of this policy, "major development" is defined as comprising:

- Residential development equal to or greater than 10 units; and
- Non-Residential development above a threshold of 1,000m² floor area.

- L5.3 Developments below the thresholds, but involving the erection of a building or substantial improvement to an existing building (such as extensions or change of use), will be encouraged to adopt the principles of energy efficiency and incorporate appropriate micro-generation technologies, to help contribute towards reducing CO₂ emissions within Trafford. Those developments within Conservation Areas or which include Listed Buildings will also be encouraged to adopt these principles.

CO2 Emissions Reduction Target

- L5.4 Development will need to demonstrate how it contributes towards reducing CO₂ emissions within the Borough. This should include incorporating measures such as applying sustainable design and construction techniques prior to utilising renewable energy generation technologies, examples of which can be found in the supporting Technical Note.

- L5.5 The Council recognises that the achievable levels of reduction in CO₂ emissions in new developments are strongly influenced by, and are dependent upon the scale and location of the proposed development. Therefore, the following spatial areas have been identified which have distinct opportunities for major development to deliver different CO₂ reduction targets:

- Low Carbon Growth Areas (LCGAs) - where there is potential to deliver CO2 reduction target of up to 15% above current Building Regulations; and
- Outside LCGAs - where there is potential to deliver CO2 reduction target of up to 5% above current Building Regulations.

L5.6

The main focus for high levels of both residential and economic growth have been tested to determine a CO2 reduction target(s) for the Borough. This has resulted in three LCGAs being identified in which the Council considers major development to have the potential to deliver a higher local CO2 emissions reduction target, than the rest of the Borough. This is subject to the new energy generation infrastructure and programmes in these locations being delivered within the plan period. Location plans outlining the LCGAs (Altrincham Town Centre, Carrington and Trafford Park) are provided within the supporting SPD.

L5.7

These higher CO2 reduction targets will only be applicable where the required infrastructure, as detailed in L5.6 above, exists at the time that the relevant planning application is determined. The higher reduction targets will only be applied until the national standards (Building Regulations) require developments to achieve zero carbon.

How to Calculate and Reduce CO2 Emissions

L5.8

All new built development meeting the thresholds set within Policy L5.2 should detail how they will meet the requirements of this policy alongside their planning application. A template Carbon Budget Statement is included within the associated SPD to help applicants calculate the baseline level of CO2 emissions to be emitted from the proposed development and to provide guidance on measures to reduce emissions.

L5.9

CO2 emissions should be reduced by applying the following hierarchy:

1. Design and construction techniques to reduce the demand for energy (for example: through the orientation of building; internal layout; and superior energy efficiency measures such as extra insulation);
2. Technology (for example through sourcing low carbon or renewable energy generation, including any district energy network which may be accessible).

L5.10

The Council will encourage applicants to consider and incorporate CO2 reduction design techniques within the building prior to investigating technology solutions. Guidance on both these options is detailed in the associated SPD and the supporting Technical Note.

L5.11

The Council expects that all new major development will deliver the required CO2 emission reductions, however in those circumstances where it can be demonstrated that these cannot be feasibly delivered without having a significant adverse impact on the viability of the development, a lower level will be accepted by the Council.

Energy Generating Infrastructure Opportunities – Commercial or Community

L5.12

The Council recognises the role that commercial and community low carbon, renewable and decentralised energy generation and distribution facilities can play in reducing CO2 emissions and providing viable energy supply options to serve new and existing developments. The impact of such infrastructure and any suitable mitigation measures will be assessed in line with the policies within this Plan, in particular Policy L7 – Design Quality and Protecting Amenity.

Pollution

L5.13

Development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place.

L5.14

Where development is proposed close to existing sources of pollution, noise or vibration, developers will be required to demonstrate that it is sited and designed in such a way as to confine the impact of nuisance from these sources to acceptable levels appropriate to the proposed use concerned.

L5.15

Within the Borough's Air Quality Management Zones developers will be required to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality.

Water

L5.16

The Council will seek to control development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the level of risk in the specific location. This will involve a sequential approach to determining the suitability of land for development and application of the exception test, as outlined in national planning policy, where necessary.

L5.17

Developers will be required to demonstrate, where necessary by an appropriate Flood Risk Assessment (FRA) at the planning application stage, that account has been taken of flood risk from all sources (including rivers, canals, sewers, surface water run-off and groundwater) as identified in the Council's Strategic Flood Risk Assessment and/or shown on the Key Diagram, and that the proposed development incorporates flood mitigation and management measures appropriate to the use and location.

L5.18

Developers will be required to improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDS) appropriate to the various parts of the Borough, as mapped in the Council's Strategic Flood Risk Assessment. Further guidance will be set out in the supporting Technical Note and SPD.

IMPLEMENTATION**Implementation Mechanisms**

Implementation will be through public/private sector development. Climate change priorities will be identified and allocated in the Land Allocations DPD. Other climate change needs will be implemented through the planning application decision making process.

Delivery Agent

The delivery agents will include the public and private sector.

Timescales

This will be ongoing throughout the Plan period. Phasing for the development of the Strategic Locations is set out in detail in Tables LI and WI. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will include private and public sector investment.

Justification

CO2 Emissions Reduction

14.2 The policy requires major development to fully consider opportunities of how to reduce CO2 emissions of their proposed development. The Carbon Budget Statement is a tool to help applicants determine how much CO2 their proposed development will emit. Further guidance is set out in the 'How to calculate and reduce CO2 emissions' section of this policy. The thresholds applied within this policy have been tested by the Trafford Low Carbon Study (2011). Developments below these thresholds, Listed Buildings or those located in Conservation Areas are encouraged to adopt the principles of energy efficiency and low carbon energy generation detailed in this policy. Further guidance on energy efficiency for Listed Buildings and developments in Conservation Areas can be found on the English Heritage website.

CO2 Emissions Reduction Target

14.3 The Climate Change Act (Amendment 2009) sets out a target of 34% reduction in CO2 emissions by 2020 and 80% reduction by 2050. This supports the Government's policy commitment through Building Regulations to progressively reduce CO2 emissions from new buildings through to 2016 and from non-residential buildings through to 2019, or any subsequent superseding timescales.

14.4 The justification to set local CO2 emissions reduction targets is detailed in national, sub-regional and local documents. National guidance sets out the guidance for local authorities to identify the potential for renewable and low carbon technologies and to set local requirements for decentralised energy supply within Development Plan Documents.

14.5 In 2009, the UK government designated Greater Manchester as a Low Carbon Economic Area for the Built Environment. This designation indicates that the city region is expected to be an exemplar for low carbon buildings, to provide a focus for job creation and economic development in the low carbon sector. This is supported by the Greater Manchester Strategy, of which a key component is to achieve a reduction in CO2 emissions of between 30-50% by 2020.

14.6 Trafford's Sustainable Community Strategy contains key objectives around carbon emissions reduction: PE5 (more energy saving environmentally friendly homes) and PE6 (less carbon emissions from businesses per capita).

14.7 The Trafford Low Carbon Study (2011) identified opportunities across the Borough to reduce CO2 emissions by more than the national standards. In key areas of the Borough identified as Low Carbon Growth Areas (LCGA's) the reduction could be up to 15%¹, dependent on the nature of the development being proposed.

14.8 These areas have been identified as the Council considers that they have the potential to deliver a higher CO2 emissions reduction target for major development by virtue of the scale, the mix of uses and density which will create opportunities.

¹ The Low Carbon Study (2011) refers to a 40% reduction in carbon emission using 2006 Building Regulations. For the purposes of this policy and when determining planning applications, the current Building Regulations are to be applied (2010). Therefore this translates to a 15% reduction in carbon emissions.

14.9 The LCGAs identified are Altrincham Town Centre (Policy W2), Carrington (including Policy SL5) and Trafford Park (including Policies SL2 and SL4), the location plans will be identified in the associated SPD.

14.10 Within the LCGAs opportunities for both micro-generation technologies and large scale low/zero carbon energy generating infrastructure options (known as Area Wide Options) exist. The micro-generation technologies (of a scale for individual households) tested include: solar hot water, ground source heat pumps, air source heat pumps, biomass boiler, solar photovoltaic, wind and combined heat and power. The Area Wide Options (of a scale to serve large scale development proposals) include: district heat networks, energy from waste, a combination of micro-generation technologies, biomass combined heat and power and utilising waste heat via pipeline from the Carrington power stations.

14.11 The Trafford Low Carbon Study (2011) details that up to 5%² CO₂ reduction above national standards can be achieved outside of LCGAs where realistic opportunities exist to connect to existing low/zero carbon energy generating facility(s).

14.12 The targets were determined following assessments which considered the scale of the development, the requirements of Affordable Housing and other s106 contributions, the build cost element for Code for Sustainable Homes (Level 4), technology construction costs and land costs. The selection of development typologies and housing market areas, has demonstrated that delivering CO₂ emissions reductions targets higher than national standards would not impact upon the supply or pace of housing delivery set out in the Council's housing trajectory and provision of affordable housing (Policies L1 and L2).

How to calculate and reduce CO₂ emissions

14.13 All new built development meeting the thresholds should seek to minimise its use of energy. The Council requires the application of good design principles and construction techniques to reduce the energy demand of the development, prior to incorporation of technologies. For example, this could include siting, passive solar gain, thermal performance, internal layouts of rooms, extra insulation (including green roofs and walls resulting from their insulation properties) to maximise the energy efficiency of the development. Further guidance is included in the supporting Technical Note and associated SPD.

14.14 A tool, to help applicants identify how much CO₂ their proposed development will emit and to calculate the CO₂ reduction target has been produced in the form of a Carbon Budget Statement (CBS). A template for the CBS is available in the supporting Technical Note. Applicants are advised to complete a CBS, or incorporate the content within the Design and Access Statement or Planning Statement which may accompany their planning application. An equivalent document will be accepted if it meets the required content of the CBS. The associated SPD and supporting Technical Note also offer guidance on design and construction techniques and appropriate technologies.

² The Low Carbon Study (2011) refers to a 30% reduction in carbon emission using 2006 Building Regulations. For the purposes of this policy and when determining planning applications, the current Building Regulations are to be applied (2010). Therefore this translates to a 5% reduction in carbon emissions.

Delivery

14.15 Applicants are advised to use the following to help determine the appropriate percentage reduction in CO₂ emissions to be delivered by the proposed development:

- The Trafford Low Carbon Study (2011);
- The supporting Technical Note (for guidance on matching/combining technologies to suit development type(s));
- The Carbon Budget Statement; and
- Pre-application discussions with the Council to assist in understanding the opportunities for major developments.

Energy Generating Infrastructure Opportunities – Commercial or Community

14.16 National guidance states that planning authorities should provide a framework that promotes and encourages renewable and low carbon energy generation and distribution. Trafford encourages the development of commercial and community energy generation infrastructure in suitable locations, providing the opportunity for new and existing developments to use energy which is more carbon efficient. This position reflects the Department of Energy and Climate Change (DECC) progression towards formulating a strategy for national and local government to help people individually, and as a part of their community, to heat and power their homes and businesses, to provide energy security as well as CO₂ emissions reduction, and delivery of such energy infrastructure should take both of these factors into account.

14.17 The impact of commercial or community energy generating facilities will be assessed in line with the policies within this Plan and against any suitable mitigation measures proposed. Impact will be assessed with particular regard to:

- Matters of design quality: addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping, boundary treatment; and
- Matters of protecting amenity: the development to be compatible with the surrounding area; not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

Pollution

14.18 The Borough generally possesses a good quality environment which the Council intends to retain and improve wherever possible. Pollution, noise and vibration damage the environment and should be prevented or mitigated. The Council will use its planning powers as the most effective mechanism to control pollution, noise and vibration at source. Proposals for development close to sources of pollution, noise or vibration will be required to ensure an acceptable environment for users of the development.

14.19 The Trafford Air Quality Management Area identifies where air quality will not reach the national health based objectives. Trafford and the 9 other Greater Manchester Authorities published their Air Quality Action Plan, which sets out how the conurbation will improve air quality. The plan is mainly concerned with tackling transport related emissions, and is closely tied to the Local Transport Plan for Greater Manchester.

Water

14.20 A Strategic Flood Risk Assessment for Greater Manchester was published in August 2008 and identified broad flood risk arising from all sources within the sub-region, including Trafford. Detailed mapping was produced for river flood zones 2 (medium risk), 3a (high risk), 3b (functional floodplain) and 3 (with climate change). A map identifying the different types of Sustainable Drainage System which are appropriate in various parts of the sub-region was also produced.

14.21 Due to a number of data limitations in the sub-regional SFRA, in May 2009 Manchester, Salford and Trafford Councils commissioned further work in the form of a Level 2/Hybrid Strategic Flood Risk Assessment (SFRA). This detailed study, the first outputs from which were published in March 2010, provides an updated assessment of flood risk arising from rivers (including revised maps for the river flood zones) together with an assessment of flood risk from canals, sewers, surface water and groundwater.

14.22 The Manchester, Salford and Trafford Level 2/Hybrid SFRA comprises 4 volumes:

- 1.1 User Guide
- 1.2 Level 1 Report
- 1.3 Level 2 Report
- 1.4 Maps

14.23 Key elements of relevance to Trafford include detailed outputs on flood risk arising from the Manchester Ship Canal, Bridgewater Canal, the River Mersey at Carrington and within Sinderland Brook catchment. A number of Critical Drainage Areas (CDAs) are also identified due to known surface water/sewer flooding issues. The User Guide provides technical advice on reducing runoff within CDAs and advises that Flood Risk Assessments (FRAs) will be required for developments within these areas on sites of 0.5 Hectares or above.

14 L5 CLIMATE CHANGE

- 14.24** In accordance with national policy, the Manchester, Salford and Trafford Level 2/Hybrid SFRA will be used to assist in the application of the Sequential and Exception tests in identifying strategic locations and other development areas, and in determining planning applications. Information within the SFRA will also be of benefit in informing a range of other Council functions, including those identified in the Flood and Water Management Act 2010 and related Regulations.
- 14.25** Trafford has developed a Climate Change Adaptation Strategy setting out in more detail action planned over the next 10 years. It highlights opportunities for water efficiencies and reducing surface runoff. Stamford Brook with its wider more holistic approach to water management is a good example of SUDS.
- 14.26** In developing its strategic policies for flood risk, the Council has also had regard to the Environment Agency's North West River Basin Management Plan, the objectives of which will need to be achieved by 2015, and Catchment Flood Management Plans for the Upper Mersey and the Irwell.
- 14.27** Recognising the close hydrological and functional links with neighbouring authorities, the Council will continue to work with other AGMA districts, the Environment Agency, United Utilities and other stakeholders as required on documents such as Surface Water Management Plans, other flood risk/water management studies and strategies

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	SE7 PE5, PE6, PE7 BH3
Strategic Objective(s)	SO7
Place Objective(s)	TPO16, TPO17 OTO22, OTO23 STO19, STO20 URO14, URO15 MVO14, SAO20, SAO21 ALO25, ALO26 PAO18, PAO19 CAO22, CAO23

- 16.1 In considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and, in particular, satisfies the following:

POLICY L7: DESIGN

Design Quality

L7.1 In relation to matters of design, development must:

- Be appropriate in its context;
- Make best use of opportunities to improve the character and quality of an area;
- Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment; and
- Make appropriate provision for open space, where appropriate, in accordance with Policy R5 of this Plan.

Functionality

L7.2 In relation to matters of functionality, development must:

- Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
- Provide sufficient off-street car and cycle parking, manoeuvring and operational space;
- Provide sufficient manoeuvring and operational space for service vehicles, as appropriate;
- Be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications;
- Be satisfactorily served in terms of the foul sewer system; and
- Provide appropriate provision of (and access to) waste recycling facilities, preferably on site.

Protecting Amenity

L7.3

In relation to matters of amenity protection, development must:

- Be compatible with the surrounding area; and
- Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

Security

L7.4

In relation to matters of security, development must:

- Demonstrate that it is designed in a way that reduces opportunities for crime; and
- Not have an adverse impact on public safety.

Accessibility

L7.5

In relation to matters of accessibility, development must:

- Be fully accessible and useable by all sections of the community;
- Provide good connections within the site and to adjoining areas;
- Where relevant ensure that streets and public spaces are designed to provide safe and attractive environments for walkers and cyclists; and
- Provide safe, convenient links to public transport and community facilities.

As appropriate, details on the above matters should be demonstrated by way of a Design and Access Statement associated with a planning application.

IMPLEMENTATION

Implementation Mechanisms

Implementation will generally be through private sector development and the planning application decision making process.

Delivery Agent

The delivery agent will be the private sector.

Timescales

This will be ongoing throughout the Plan period.

Funding

Funding will be through private sector investment.

Justification

16.2 High quality design is a key element to making places better and delivering environmentally sustainable developments, as detailed in national guidance, Where there is an opportunity to create residential environments that fully meet the needs of people this should be demonstrated by creating visually attractive, safe, accessible, functional, and inclusive environments which improve the character and quality of the area (CABE – Sense of Place 2007). The benefits of instilling all these design aspects and the climate change principles set out in Policy L5 make a positive contribution towards attracting and maintaining socially, environmentally and economically sustainable communities.

Design Quality

16.3 The use of planning and design can play a major role in enhancing the environment and promoting a high quality of life for new and existing communities. Therefore in order to protect the attractiveness of the Borough, it is important for developments to enhance the street scene and not adversely impact the amenity of the surrounding area and neighbours.

16.4 Developments should show consideration of both: the CABE – Building for Life document to demonstrate how the neighbourhood scheme has evolved, showing good quality housing design, how the scheme will improve social wellbeing, including quality of life, reducing crime, instilling a more active environment and easing transport problems by creating linkages to key services, jobs and recreational areas and open space; and By Design – Urban Design in the Planning System to demonstrate how the new development reflects its design objectives to secure successful,

inclusive and sustainable design and is responsive to the context.

Functionality

16.5 To ensure minimal impact on the surrounding amenity of the area as detailed in national guidance and to demonstrate that the development is serviceable, all new developments, particularly major development, will need to demonstrate:

- That parking provision is integrated within the design and is supportive of the street scene;
- Consideration of or if appropriate communication with utility providers, to serve the new development with utilities and foul water system; and
- That the scheme is in compliance with Building Regulations (2002), and will provide space to accommodate on site waste recycling facilities.

Protecting Amenity

16.6 In accordance with national guidance, the design of the development should protect and where appropriate enhance the character, quality and amenity of an area.

Security

16.7 As detailed in national guidance and the principles within supplementary planning guidelines: Crime and Security, all development proposals need to demonstrate that the design and layout has helped to create safe environments and reduce the potential for crime. Measures to reduce crime will include:

- The layout to be designed, so that it discourages criminal activity;
- Maximising opportunities for natural surveillance of the street; and
- Security measures such as perimeter fences that are both effective in preventing crime and attractive in design.

Accessibility

16.8 The Council is meeting the needs of pedestrians, cyclists, disabled and other disadvantaged groups by setting out its intention for the design of developments to be considerate of access issues. In accordance with the Building Regulations Act 1984 Part M Approved Guidance, all new public buildings and commercial developments to provide reasonable provision to ensure that buildings are accessible and useable.

16.9 Developments should be designed so that they are accessible and well connected within the development site and with the adjoining areas. Developments should be designed to maximise

16 L7 DESIGN

opportunity for sustainable travel to occur. The layout should be designed to encourage pedestrian movements and cycling, with the design of the street to provide a safe and attractive environment for these users.

16.10 The introduction of new streets or re-design of existing streets proposed as part of a development, the Council requires, where appropriate compliance with the Department of Transport – Manual for Streets.

16.11 Public spaces include the roads, streets, parks, squares, natural green spaces and other outdoor places that do not require a key to access them and are available without charge for everyone to use, as detailed in *Creating Inspirational Spaces, Places Matter*. New major residential and mixed use developments will need to demonstrate success at integrating the function of the public space with its surrounding area and have a suitable maintenance plan in place, as detailed in the *Building for Life, CABE and Creating Inspirational Spaces, Places Matter*. The public space should be high quality, multifunctional, accessible to all and well located to ensure high levels of activity. As detailed in the *CABE Building for Life* document, the benefits of well located, accessible public spaces can lead to improvements in the community cohesion, quality of life and health. The potential health benefits of this policy link with Policy R5.

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	BH3 PE5, PE6, PE7
Strategic Objective(s)	SO6 & SO7
Place Objective(s)	OTO5 CAO7

- 17.1 Planning obligations are an established and valuable mechanism for bringing development in line with policies and proposals contained in relevant national and local planning policies.

POLICY L8: PLANNING OBLIGATIONS

Design Quality

L8.1 In relation to proposed development that would, if implemented, create a need for a particular facility or generate specific adverse impacts that cannot be provided for, or mitigated against through the use of planning conditions, the Council will seek to negotiate appropriate planning obligation(s) to make the development acceptable and sustainable.

L8.2 In accordance with Circular 5/2005, the Community Infrastructure Levy Regulations 2010, policies in this Plan and the Council's Local Infrastructure Plan, the Council will seek developer contributions towards the delivery of environmental, economic and social infrastructure. A planning obligation can only be applied if it meets all of three statutory tests:

- 1) The obligation is **necessary** to make the development acceptable in planning terms;
- 2) The obligation is **directly related** to the development; and
- 3) The obligation is **fairly and reasonably related in scale and kind** to the development.

L8.3 Contributions will be sought for all new development (including mezzanines), redevelopment, and changes of use. The nature and level of contributions will be established on a site by site basis, relating to the type and size of the development proposal. The Council's approach to planning obligations is based on two elements: the 'Trafford Developer Contribution' (i.e. the 'Required Element'), to ensure a proposal is acceptable in planning terms, and a bespoke 'Negotiated Element' which will only be applied on a case-by-case basis where there is a need to address any specific impacts that are not covered by the Trafford Developer Contribution. The Trafford Developer Contribution is a formula-based standard charge which is calculated on a dwelling size (number of bedrooms) or gross internal area (sqm) basis. It reflects the calculated impact of different types of development on different planning obligation matters.

L8.4 The following list sets out what the Council will seek contributions towards through the Trafford Developer Contribution ("TDC"). This list is not definitive and in the future the Council may expand the list of contributions included in the TDC:

- Affordable Housing;
- Highways infrastructure;
- Sustainable transport schemes, including bus, tram, rail, pedestrian and cycle schemes;
- Measures to reduce the impact of climate change;
- Specific Green Infrastructure, such as tree planting;
- Spatial Green Infrastructure, such as parks, play areas and outdoor sports facilities;
- Indoor sports facilities, including swimming pools and gyms;
- Education facilities; and
- Health facilities.

L8.5

The following list illustrates likely contributions under the Negotiated Element, but is not exhaustive:

- Reducing Inequalities;
- Community facilities;
- Allotments and Cemeteries; and
- Public art.

L8.6

Contributions will be principally delivered through 'Section 106 Agreements'. There will be a presumption in favour of the on-site provision of benefits sought by planning obligations and the Council will normally expect the developer to carry out the works. However, where it is not possible or practical to provide these benefits on-site, or where a development is required to contribute towards strategic infrastructure or facilities, a financial contribution will be sought towards the provision of these benefits offsite. The collected monies will form a pool for each specific contribution which will be used for delivery of the infrastructure needed to offset the impacts of development. The Council's governance framework for implementing planning obligations will provide safeguards to ensure that financial contributions are spent in accordance with the 3 statutory tests set out above. The Council will pool contributions over the 2011-2026 period to ensure that the delivery and management of long term infrastructure integral to the future sustainability of the borough is not undermined.

L8.7

Contributions towards the maintenance of new facilities are identified under some of the individual contributions (e.g. the cost for Specific Green Infrastructure includes a provision for the care and maintenance of new trees). However, the Council or other organisations have a statutory responsibility to maintain some types of infrastructure, such as adopted highways, and so contributions towards the maintenance of these cannot be collected. For all other infrastructure, where the developer and the Council agree to transfer maintenance and management liabilities to the Council or other organisations, a commuted maintenance sum will be required as a Negotiated Element of a Section 106 agreement.

L8.8

Contributions remaining unspent at the end of a time period specified in the Section 106 agreement will, on request, be returned to the payee along with any interest accrued based on the investment returns achieved by the Council. Given that the tariff contributes to infrastructure needs which can take a long time to deliver, the default period will be 15 years from the date of the agreement, although this may vary depending on the precise nature of the obligation.

L8.9

Any S106 Agreement will include provisions for both overage and review mechanism(s). If the development is not completed within 3 years of the date of the planning permission, a further consideration of viability will be carried out at that stage (and every 3 years thereafter) for the purposes of determining whether the level of contribution should increase for the balance of the development still to be completed. In order to explore phased payments and/or a clawback mechanism, it will be necessary to use a cash flow model to explore the range of options and to measure the relative impacts of different potential solutions on project viability.

L8.10

The Council acknowledges that, in certain circumstances, a development may not be able to address all of the required planning obligations without the scheme becoming economically unviable. On these occasions, the Council will engage with developers on a site-by-site basis to consider whether contributions should be reduced in order to make development viable.

L8.11

The monitoring and management of planning obligations will be undertaken regularly to ensure that all obligations entered into are complied with on the part of both the developer and the Council, and that all financial contributions are spent in accordance with the S106 Agreement. The Trafford Developer Contribution system will be closely monitored and updated as necessary, having regard to its overall effectiveness, macro and local economic conditions, development viability, the emerging national and local policy and financial context, best practice, and the infrastructure delivery requirements of the borough.

L8.12

Further guidance on the Trafford Developer Contribution system and how it applies to specific localities and the likely quantum of contributions is provided in an associated Supplementary Planning Document.

IMPLEMENTATION

Implementation Mechanisms

Implementation will principally be through the planning application decision making process.

Delivery Agent

The delivery agent will be the private sector.

Timescales

This will be ongoing throughout the Plan period.

Funding

Funding will be through S106 contributions.

Justification

17.2 In order to make development acceptable and bring it into line with the objectives of sustainable development it is reasonable to seek planning contributions where a development can contribute to specific needs e.g. affordable housing or where developments have an adverse impact on local infrastructure, services and/or local amenities. In this way the Council is able to ensure that development proposals contribute, appropriately, to the provision of community infrastructure necessary to help achieve the sustainable community development and environmental improvement objectives of the Sustainable Community Strategy and the Core Strategy, including tackling climate change.

17.3 The Council already has a number of supplementary planning documents which detail arrangements for planning obligations for affordable housing, informal children's playing space/outdoor sports facilities, Red Rose Forest and highway and public transport scheme provision. However it will be necessary for new development to provide the necessary level of infrastructure as detailed in the Council's Local Infrastructure Plan and those associated with the climate change agenda.

17.4 Government guidance makes it clear that developers may reasonably be expected to pay for or contribute to the cost of all, or that part of, additional infrastructure provision which would not have been necessary but for their development. Although the effect of the infrastructure investment may be to confer some wider benefit on the community, the payments should be directly related in scale to the impact which the proposed development will make.

- 17.5 Securing such obligations will help to ensure that the site specific impacts of development proposals on the area surrounding the intended development site are properly mitigated by actions wholly funded and put in place by prospective developer(s) to make the development acceptable in physical planning and operational terms.
- 17.6 In relation to affordable housing, Policy L2 provides developers with more guidance on the level and type of planning obligations being sought by the Council. These policies have been informed by the Housing Market Assessment, the Housing Strategy and the Economic Viability Study.
- 17.7 The Council's Economic Viability study made an allowance for all planning obligations currently sought through the Revised UDP Adopted June 2006, before applying varied affordable housing contribution levels. The outcomes of this Study informed Policy L2 and will be used in the determination of individual planning applications. In cases where site specific issues of viability arise the Council will consider whether it is appropriate to agree a reduction in the total value of the contributions required for the proposed development, (whether or not such reduction is subject to an overage provision), or a phasing of the payments. The Council will either reduce all contributions payable pro rata or reduce/delete specific contributions to ensure that a larger portion of the total contribution received can be applied in accordance with an appropriate prioritisation for that particular development based on the objectives of this Plan. Further guidance on this is provided in the associated SPD.
- 17.8 It may not always be appropriate to agree to reduce the total amount of contributions payable where there are issues of viability relating to a specific development. Such a situation would arise, for example, where a developer seeks a reduction in the level of on-site affordable housing required to be provided, but to reduce the level of provision would prejudice the deliverability of affordable housing as required by this Plan. In such circumstances, the Council will engage with the developer at the earliest opportunity to try and agree an appropriate contribution or explore alternative means of delivering the plan objectives.
- 17.9 The SA acknowledges that securing the provision of public transport improvements will ensure the maximum positive outcome for SA Objectives: E1 "Reduce the effect of traffic on the environment"; E3 "Reduce contributions to climate change"; E8 "Protect and improve air quality"; and EC5 "Improve the social and environmental performance of the economy".
- 17.10 Community facilities could provide new education or health facilities to reduce locally identified inequalities, or for the promotion of community cohesion/wellbeing within a neighbourhood through the provision of a "community hall" for example. The specific requirements for developments will be judged on a site by site basis, based on the level of identified adverse impact that the development would have on local infrastructure, services and/or local amenities.
- 17.11 Planning obligations could be used to reduce inequalities by, for example, securing training opportunities in the construction trades during the development period and for other permanent opportunities created by development. The SA considers that such action would ensure the maximum positive outcome for SA Objective EC2 "Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage".

17 L8 PLANNING OBLIGATIONS

17.12

The Community Infrastructure Levy (CIL) Regulations 2010 came into effect on 6 April 2010. These empower local authorities to charge a levy on most types of new development. A charging schedule setting out CIL rates will be produced in due course and used alongside planning contributions to help fund the provision of infrastructure needed to support development in the Borough and make it acceptable and sustainable. Trafford Council will amend its developer contributions regime, as and when new legislation, guidance and regulations are issued.

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	SE7 SC3 PE1, PE3, PE4, PE6, PE7 BH2, BH3 HQ8, HQ9
Strategic Objective(s)	SO1, SO2, SO3, SO4, SO5, SO6 & SO7
Place Objective(s)	TPO5, TPO13, TPO14, TPO15, TPO18 OTO5, OTO14, OTO15, OTO17, OTO19, OTO20, OTO21, OTO24 STO5, STO12, STO13, STO14, STO18, STO21 URO5, URO10, URO11, URO12, URO13, URO16 MVO4, MVO5, MVO8, MVO12, MO13 SAO9, SAO15, SAO16, SAO17, SAO19, SAO22 ALO10, ALO16, ALO18, ALO19, ALO20, ALO21, ALO22, ALO24, ALO27 RCO5, RCO6, RCO8, RCO9, RCO10 PAO12, PAO13, PAO14, PAO15, PAO16, PAO17, PAO20 CAO7, CAO11, CAO16, CAO17, CAO18, CAO19, CAO20, CAO25

- 21.1 Trafford's historic environment makes a major contribution to the attractiveness and local distinctiveness of the Borough. Heritage assets are buildings, monuments, sites, or landscapes of historic, archaeological, architectural or artistic interest whether designated or not. The significance, character, and appearance of these heritage assets are qualities that will be protected, maintained and enhanced.

POLICY RI: HISTORIC ENVIRONMENT

RI.1 All new development must take account of surrounding building styles, landscapes and historic distinctiveness.

RI.2 Developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

Conservation Areas

RI.3 Trafford's Conservation Areas will be identified within the Land Allocations' DPD. Within these areas the Council will:

- Carry out, and update where necessary, Conservation Area Appraisals, to inform the production of new and revised Supplementary Planning Documents;
- Develop Management Plans for existing Conservation Areas;
- Determine applications for demolition, taking account of the contribution made by the building or structure to the character, appearance or special architectural interest of the area as a whole, including the merits of any proposed (re)development. Where development is to follow demolition, it will be a requirement that detailed planning permission for the proposed redevelopment shall be obtained and the implementation of that proposal is secured before the existing building or structure is demolished; and
- Require developers to demonstrate how the proposed development will preserve or enhance the Conservation Area, and its wider setting in the light of relevant Supplementary Planning Documents and area specific guidance notes.

RI.4 As appropriate, the Council will designate additional areas of the Borough for Conservation Area status through the Land Allocations DPD.

Heritage Assets

RI.5

In addition to preserving or enhancing Conservation Areas, the Council will identify, preserve, protect and enhance the positive features and characteristics of Trafford's historic environment, through the Land Allocations DPD, the maintenance of the Historic Environment Record, the preparation of local lists, Supplementary Planning Documents and development briefs, as appropriate.

RI.6

Accordingly developers will be required, where appropriate, to demonstrate how their development will protect, preserve and enhance the following heritage assets including their wider settings:

- Listed buildings;
- Buildings and structures identified on a local list which make a significant contribution to the townscape by reason of their architectural or historic interest;
- Listed buildings and locally significant historic buildings and structures, identified on a local list, which are at risk;
- Sites included on the English Heritage Register of Parks and Gardens of Special Historic Interest;
- Scheduled Monuments;
- Sites of archaeological significance;
- Other sites of significant historic designed landscapes identified from the Trafford Urban Historic Landscape Characterisation Report on a local list; and
- The character of prominent skylines, particularly those running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon and any other important skylines, identified through the Conservation Appraisals.

RI.7

The Council will encourage development proposals that, where appropriate, seek to re-use or modify an identified heritage asset by improving its environmental performance to mitigate and adapt to the effects of climate change.

RI.8

In areas of archaeological importance developers will be required to:

- Identify the presence or absence of remains of archaeological significance and take into account the potential for new finds; and
- Set out a framework for dealing with investigation, recording and preservation of any remains.

RI.9

The level of information to be supplied by a developer in relation to any of these matters should refer to the significance of the heritage asset and will vary on a site by site basis but will need to be provided to the satisfaction of LPA.

IMPLEMENTATION

Implementation Mechanisms

The historic assets will be protected and enhanced through the planning application decision making process. These assets will be managed and maintained through the appropriate allocation of land in the Land Allocations Plan.

Delivery Agent

The delivery agents will include the public and private sectors.

Timescales

This will be ongoing throughout the Plan period.

Funding

Funding will generally be through public and private sector investment.

Justification

21.2

The importance of protecting the historic environment is recognised in national and regional planning policy. National guidance and government circulars provide guidance on the identification and protection of listed buildings, conservation areas, and the historic environment.

21.3

The following circulars should be read in conjunction with national guidance:

- Circular 01/01: Arrangements for Handling Heritage Applications – Notification and directions by the Secretary of State;
- Circular 09/05: Arrangements for Handling Heritage Applications – Notification To National Amenity Societies Direction 2005;
- Circular 01/07: Revisions to Principles of Selection for Listed Buildings; and
- Circular 08/09: Arrangements for Handling Heritage Applications – Notification to the Secretary of State.

21.4

Circulars 01/01 and 09/05 discuss arrangements for handling heritage applications. Circular 01/07 contains revised principles for use in listing decisions.

21 RI - HISTORIC ENVIRONMENT

- 21.5** National guidance sets out a holistic approach to the management of the historic environment and heritage assets through the planning system. It comprises 12 key policies, supported by national guidance. The Guide outlines how government policy requires consideration of how new development contributes positively to the character, distinctiveness and significance of the historic environment.
- 21.6** The re-use of existing assets and the modification of building stock within the historic environment contributes to achieving the national planning policy aim of sustainable development. These provisions, to promote mitigation of and adaptation to the effects of climate change, would support the sustainable principles contained in Policy L5. Within the context of complementing and enhancing the historic environment, it is important that such mitigation measures are sought without harm to the significance of the heritage assets identified. Specific advice as to appropriate methods of improving environmental performance can be found in English Heritage guidance.
- 21.7** English Heritage urges all local authorities to take a holistic view in defining all of the attributes making up landscapes and townscapes, for it is the accumulation of these which combine to make one place distinct from another. Such an approach enables the value of whole areas to be appreciated. In its document Conservation Principles, Policies and Guidance (April 2008) it builds on earlier statements and experience, to formalise an approach which takes account of a wide range of heritage values thereby taking account of the diverse ways in which people value the historic environment as part of their cultural and natural heritage.
- 21.8** Trafford has a significant number of historic assets: twenty-one Conservation Areas, over 240 listed buildings, three registered parks and gardens of special historic interest, one Scheduled Monument and over 500 non-designated sites with archaeological potential.
- 21.9** National guidance makes clear the importance for Local Authorities to provide Historic Environmental Records.
- 21.10** The Greater Manchester Historic Environment Record (HER) is a database comprising records of heritage assets, investigative events, sources, landscape and character data. The database sits on a geographic information system, and is linked to a substantial paper and digital image archive, and supported by the expert knowledge of GMAU staff. It is used for objective decision making in planning process, provides an evidence base for local authority spatial strategies, and is a key educational, research and public information tool.
- 21.11** The HER should be used to assess the extent, significance and condition of known heritage assets and the contribution that they may make to future development in the area. It should also be used to help predict the likelihood that new heritage assets, particularly sites of historic and archaeological interest, will be discovered, including through the development process.

21.12

Heritage assets in the Borough contribute to the unique character and quality of the historic built environment. These sites and buildings are an irreplaceable record of the Borough, which can contribute to our learning and understanding of the past including its social and economic history, and are also a resource for the future. It is therefore essential that we seek to preserve, protect and where appropriate, enhance these special buildings and sites, in line with national and regional planning policy guidance.

21.13

There is an opportunity for greater understanding, protection and enhancement of the distinctive characteristics within Trafford through the identification of locally significant historic buildings, structures and designed landscapes. The Greater Manchester Historic Landscape Characterisation Study may provide a useful, but not exhaustive, basis for this process.

21.14

Trafford's Urban Historic Landscape Characterisation Report was carried out by the Greater Manchester Archaeological Unit in July 2008. The report sets out an overview of Trafford's Historic Character as it has evolved over the centuries. Trafford has been split into 3000 separate records and mapped on GIS. These have been categorised into 13 broad character types. These broad types have then been further broken down into 45 historic landscape character sub types for example the residential broad type is broken down into 9 historic landscape character sub types including planned estates, terraced housing etc. Several types are considered to be of historical significance. These include the following:

- Open Field Type. The main areas identified of this type are in Warburton and Davenport Green;
- Historic Settlement Core which covers parts of Warburton, Dunham Town, Partington and Carrington. Altrincham shows areas of historic settlement core as a previous type but although there is some preservation of historic street layouts and building plots its present type is "commercial";
- Planned estates, although not very old, are also important to consider in terms of visual impact on a landscape scale as they are designed with a characteristic plan form; and
- Chemical works are identified as a sub type under Industrial. The chemical works at Carrington Moss is of a significant size to be a good example of this character type and could be deemed to be of historic interest and its features identified and retained.

21.15

It is also recognised that society is constantly developing and, as a result, historic assets are always under threat. Whilst it is acknowledged that social and economic development is essential for the Borough, it is important to ensure that this respects the Borough's distinctive historic character and contributes to its sense of place.

21.16

This policy seeks to ensure that all the Borough's heritage assets are safeguarded for the future, where possible enhanced and that change is appropriately managed and tested for its impact on the historic environment, for example street furniture, street layouts and lighting.

21 RI - HISTORIC ENVIRONMENT

21.17 More guidance to developers on the opportunities and appropriate management of historically significant character types will be produced through Supplementary Planning Documents. This will set out appropriate assessment work required prior to planning permission that will ascertain important features both above and below ground.

21.18 Guidance to safeguard the character and assist future development in Conservation Areas has been produced for The Downs, The Devisdale, Bowdon, Ashley Heath Linotype, Warburton Village and South Hale. These will be revised and further guidance produced for other Conservation Areas following Character Appraisals for the Areas.

21.19 The prominent skylines, particularly those running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon are visible from considerable distances. Development by virtue of its height, scale or inappropriate siting must not affect these important landscape features.

21.20 The Council has a duty to identify, evaluate and protect archaeological remains in the Borough. In addition to already identified sites and monuments Trafford's Urban Historic Landscape Characterisation Report contains information of previous landscape types highlighting the potential of further sites to be identified and the need for further investigation. This will be the subject of more detailed guidance.

21.21 Public access to the historic environment, both intellectual and physical, plays strongly into the local sense of place and place-making policy. In line with national guidance local communities should have access to their local heritage evidence base. With regard to sites of archaeological importance, developers will be encouraged, where appropriate, to maximise opportunities for participation, such as interpretation panels or heritage trails, to allow community access for further understanding as a public benefit.

21.22 For the avoidance of doubt, until such time that the Land Allocations DPD is adopted, the existing Conservation Areas will continue to be protected by policy ENV21 and ENV22 of the adopted Trafford UDP.

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	PE1
Strategic Objective(s)	SO8
Place Objective(s)	TPO11, TPO20, TPO21 OTO25 STO22, STO23 URO17, MVO15 SAO23 ALO3, ALO28, RCO7, RCO13, PAO21, CAO26

22.1

A pleasant, clean, unpolluted and visually attractive environment is important to the quality of life enjoyed by residents, to the quality of the image the Borough presents to the outside world, and is essential for attracting investment and jobs to the area. The protection and enhancement of the environment is therefore a key element of the Council's Sustainable Community Strategy for the Borough.

POLICY R2: NATURAL ENVIRONMENT

R2.1

To ensure the protection and enhancement of the natural environment of the Borough, developers will be required to demonstrate through a supporting statement how their proposal will:

- Protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban and countryside assets having regard not only to its immediate location but its surroundings; and
- Protect the natural environment throughout the construction process.

R2.2

Where the council considers it necessary, in order to protect the natural environment, developers will be required to provide an appropriate ecological assessment report to enable the Council to properly assess and determine the merits or otherwise of the development proposal. All planning applications submitted for development within, or in close proximity to, any of the Borough's assets, must be supported by such a report.

R2.3

The Borough's assets include:

- (a) Designated sites and species of national, regional and local importance:
- Sites of Special Scientific Interest (SSSI);
 - European Protected Species;
 - Local Nature Reserves;
 - Ancient Woodland ;
 - Sites of Biological Importance (SBI);
 - Sites of geological and geomorphological importance;
 - Local Nature Conservation Sites;
 - Wildlife Corridors; and
 - Open countryside landscape character areas;
- (b) Woodland, hedgerows and hedgerow trees and trees including street trees and ancient trees;

- (c) Areas of open water and watercourses;
- (d) Areas of strategic importance as identified in The Greater Manchester Ecological Framework and Trafford's Climate Change Strategy;
- (e) Historic Parks and Gardens and historic landscapes including Dunham Massey; and
- (f) Habitats and species identified in the Greater Manchester Biodiversity Action Plan (BAP).

R2.4

These assets will be identified and protected in the Land Allocations Plan as appropriate.

IMPLEMENTATION

Implementation Mechanisms

Implementation will be through development at the Strategic Locations, and the delivery of the Tree Strategy and Biodiversity Action Plan, and through the planning application decision making process. This provision will be protected and enhanced through the appropriate allocation of land in the Land Allocations DPD.

Delivery Agent

The delivery agents will be the Public Sector, Private Sector, Red Rose Forest, Greater Manchester Ecological Unit and Greater Manchester Geological Unit.

Timescales

This will be ongoing throughout the Plan period. Phasing for the development of the Strategic Locations is set out in detail in Tables LI and WI. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will generally be through public and private sector investment and S106 contributions.

Justification

22.2

Guidance is also set out in the Development Management Application Validation checklist on the appropriate details to include in a supporting statement to meet Policy R2.1.

22.3

National planning policy on the natural environment and accompanying guide(s) seek to ensure that biological and geological diversity are conserved and enhanced as part of sustainable development. National guidance states Planning Authorities should enhance the environment as part of development proposals and policies should protect the wider countryside and the impact of development on landscape quality.

22.4

The National Environmental and Rural Communities Act (NERC) 2006 places a responsibility on local authorities to have regard to biodiversity in exercising their functions, so that it becomes properly embedded in all relevant policies and decisions made by public authorities. In order for new development to comply with the NERC Act and ensure the long term benefits to biodiversity a management plan or other appropriate mechanism(s) should be implemented.

22.5

Only 0.8% of Trafford is covered by SSSI and 4.9% (2010 Trafford Tree Audit) by woodland. There are 6 Ancient Woodlands that are protected in Trafford as part of the UK Biodiversity Action Plan. Statutory protection is also afforded to European species of which bats, great crested newts, floating water plantain and the otter are likely to be found in Trafford. As of 2009, Trafford has 52 SBIs that support a number of habitats and species identified as priorities in UK and Greater Manchester BAPs. Trafford is part of the Greater Manchester Local Sites Partnership, established to coordinate work around SBI designation and surveying in line with National Indicator 197, whilst The Environment Partnership (sitting within the Local Strategic Partnership) co-ordinates multi agency work relating to biodiversity, nature conservation and countryside.

22.6

A Geodiversity Action Plan for Greater Manchester (GMGU, October 2009) has been produced that sets out actions to conserve, protect and enhance the unique geological and geomorphological heritage of these assets.

22.7

Trafford's Landscape Strategy SPG (2004) sets out the character of landscapes in the countryside areas and appropriate management for their retention. The following areas are identified:

- Wooded Claylands – Timperley Wedge and open areas adjacent to River Bollin;
- Wooded Estate lands – centred around the Dunham Massey Estate;
- Settled Sandlands – Dunham and Warburton;
- Mossland – Carrington Moss;
- River Meadowlands – low-lying areas of the River Bollin and Mersey;
- Wooded River Valley – east section of the River Bollin from M56 to A56; and
- Urban River Valley – Manchester Ship Canal and canalised River Mersey.

22.8

The Trafford Urban Historic Landscape Character Assessment highlights the importance of mossland as a significant Historic Landscape Character sub type. Mossland was previously found in Stretford, Urmston, Warburton, Hale, Sale and Brooklands.

22.9

The Woodland Trust Space for People Report (2010) showed in Trafford 25.7% of people have a small wood within 500m of their home and 59.2% have a larger wood within 4km. Trafford is one of the 10 local authorities within the Red Rose Community Forest. The Trafford Forest Plan will set out a vision to increase and improve woodland, green infrastructure and wildlife habitats across Trafford, linked to the principles of the 'Towards a Green Infrastructure Framework for GM' document, which maps the green infrastructure for Greater Manchester. Natural areas are key to improving green infrastructure, more details of which are included in Policy R3. Natural areas are

not only on greenfield land but also brownfield land and it is important to recognise that in some places these can have significant ecological value.

22.10

Watercourses are a natural asset and can be managed more effectively for wildlife benefit for example DEFRA advise in its Environmental Stewardship Guidance that a buffer strip should be put in place.

22.11

The strategy document “Adapting to Climate Change in Trafford” (October 2009) highlights the importance of gardens and landscaped areas in tackling the effects of climate change and providing areas for wildlife to adapt. It recommends returning watercourses back to their natural state which benefits ecology, water quality and helps combat flood risk. The River Basin Management Plan (NorthWest) aspires to facilitate the opening up of culverts. Not only is there a mitigation of flood risk and biodiversity benefit but water quality can also be improved. Stamford Brook in Broadheath is an example of how new development can help to achieve this with the de-culverting of Sinderland Brook and addition of a Sustainable Drainage System scheme. Policy L5 contains more information on this matter.

22.12

The Greater Manchester Ecological Framework Study (2006 - 2009) is a key source of evidence in determining the ecological resource of the Borough. It identifies priority areas for protection and enhancement and parts of the Borough where there are opportunities through new development and/or land management to enhance biodiversity as part of a network. Three large areas in Trafford have been identified as Biodiversity Opportunity Areas where there is the potential to recreate priority habitats. Connectivity of fragmented habitats is vital to species preservation and the expansion of existing habitats will provide an effective means of preservation. In view of the fact that opportunities for this are limited, a framework that identifies core areas, buffers and corridors or stepping stones for movement of wildlife between areas must be created.

22.13

The Ecological Framework will enable a spatial map of the Borough to be drawn up that will identify 5 different areas of wildlife opportunity:

- Mosaics of habitats – these are areas where there are existing habitats with the potential to support a diversity of different species;
- Gardens – these are areas of the Borough where gardens are either of significant size, quantity or close to other natural areas of the network that have the potential to be of value to wildlife;
- Most natural areas – areas that are already protected e.g. ancient woodland;
- Species hot spot areas – these are areas of value for particular species identified in the Greater Manchester Biodiversity Action Plan e.g. great crested newts; and
- Locally specific measures – these are areas where opportunities to enhance the network are ad hoc, small scale but valuable in terms of providing “stepping stones” e.g. green roofs and pond creation.

22.14 The map will ensure that, as part of new development, opportunities to improve conditions for wildlife and mitigate against any negative effects to existing wildlife will be maximised.

22.15 The Greater Manchester BAP identifies priority species and habitats. In Trafford these include:

- WaterVole;
- Brown Hare;
- Reed Bunting;
- Song Thrush;
- Grey Partridge;
- Skylark; and
- Bluebell.

22.16 These species occur in the priority habitats present in Trafford including:

- Canals;
- Lowland Broadleaved woodland;
- Neutral Grassland;
- Ponds and Lodges;
- Mossland; and
- Marsh and Marshy grassland.

22.17 For the avoidance of doubt those assets listed in Policy R2 are currently protected by policies contained in the Revised Trafford UDP and will continue to benefit from that protection until such time that the Land Allocations DPD is adopted.

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	PE1
Strategic Objective(s)	SO5, SO8
Place Objective(s)	TPO11, TPO12 OTO15, OTO25 STO12, STO14, STO22 URO9, URO10 MVO4, MVO6, MVO9 SAO15 ALO16, ALO19 RCO3, RCO5, RCO6, RCO7, RCO8, RCO12, RCO14 PAO12 CAO7, CAO13, CAO14

23.1

Trafford contains a range of physical environmental assets, collectively referred to as green infrastructure (GI), which provide multiple social, economic and environmental benefits. The Council will promote a cross cutting initiative, which can integrate GI with social and economic priorities, and thus help contribute to the development of sustainable communities.

POLICY R3: GREEN INFRASTRUCTURE

R3.1

The Council working with local communities, developers and partners, will develop an integrated network of high quality and multi-functional green infrastructure (GI) that will:

- Contribute to the diversification of the local economy and tourist development through the enhancement of existing, and provision of new facilities;
- Improve health and well being;
- Improve and enhance cross-boundary connectivity and accessibility through the delivery of joint development proposals;
- Protect and connect existing and potential sites of nature conservation value and historic landscape features, and seek to create new wildlife habitats as recommended in the GM Ecological Framework;
- Protect and provide appropriate natural space to connect landscapes and allow wildlife to move through them to adapt to climate change;
- Mitigate the negative effects of climate change and support biodiversity, for example inclusion of green roofs, green walls and tree planting;
- Maximise the potential climate change benefits of the network and deliver, where appropriate, the opportunities and requirements set out in Policy L5, including enhanced flood risk management through water storage or run-off protection, integrating mitigation measures such as SUDS into the design, controlling temperatures through shade and other cooling effects, and reducing air and water pollution; and,
- Create appropriate access for a wide range of users to enjoy the countryside, including improved linkages to formal and informal recreation opportunities, particularly in the priority regeneration areas identified in Policy L3.

R3.2

At a strategic level this network will include all assets listed in Policy R2 and (but not restricted to):

- Public rights of way including cycle-ways, footpaths and bridleways and other recreational routes;
- Open countryside and Country Parks;
- Strategically significant greenspaces including Sale Water Park;
- Open and amenity space, children's play space, playing fields and urban parks, private gardens, incidental landscaping and street trees;
- Allotments and cemeteries;
- Corridors and linear features including hedgerows, ditches, disused railways and verges; and
- Open areas where there is a significant high flood risk and opportunity to mitigate against flooding and/or provide additional compensatory flood storage.

R3.3

The Council will identify, protect and enhance Trafford's GI assets through the Land Allocations DPD, Trafford's GI Plan and Supplementary Planning Documents as appropriate.

R3.4

All planning applications submitted to the Council for development must, where required by the SPD, be supported by an appropriate statement to enable the Council to properly assess and determine the contribution made by the development to GI in line with Policy R5 and L8.

Stretford Meadows

R3.5

The Council will promote the development of Stretford Meadows, a 50 hectare former landfill site within the Green Belt, as a woodland/meadow recreation area. This will enhance the strategic Green Infrastructure of Greater Manchester by linking the Mersey Valley with Salford and Manchester. The development will include:

- The provision of attractive, accessible links from surrounding residential areas;
- The creation of a strategic route encouraging cycling and walking, linking urban and countryside areas, that is highly accessible by a large number of Trafford residents;

- The inclusion of measures to secure improvements to biodiversity, for instance by enhancing the area adjacent to the existing wetland to encourage Reed Buntings, improving meadow habitat for Skylarks and supplementing naturally regenerating oak trees;
- Tree planting to create woodland to help tackle air pollution and remove carbon dioxide from the atmosphere; and,
- Improvements to the water course running through the site and, where appropriate, the implementation of other measures which are necessary to mitigate the effects of flood risk on the surrounding built environment.

IMPLEMENTATION

Implementation Mechanisms

Green infrastructure will generally be implemented through development at the Strategic Locations and through the planning application decision making process. Green infrastructure provision will be managed, protected and enhanced through the appropriate allocation of land in the Land Allocations DPD.

Delivery Agent

The delivery agents will be the Public Sector, Private Sector, Red Rose Forest, and the Environment Agency.

Timescales

This will be ongoing throughout the Plan period. Phasing for the development of the Strategic Locations is set out in detail in Tables LI and WI. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will generally be through public and private sector investment and S106 contributions.

Justification

23.2

The main purpose of GI in Trafford is to provide a network of green space that connects ecological, historic, and cultural and landscape assets, which contribute to local distinctiveness by conserving and managing existing and creating new GI, and enhancing its functionality, quality, connectivity and accessibility it will improve the quality of life for residents and visitors.

- 23.3** Having a planned network of GI can have wide ranging benefits. These include encouraging economic growth and investment, improving recreation opportunities and health and well-being, improving biodiversity and the adaptation to and mitigation of climate change, such as preventing the heat island effect and absorbing carbon dioxide. It can also encourage more sustainable travel along routes such as the Trans Pennine Trail and Bridgewater Canal.
- 23.4** The importance of GI cuts across many strategies. It is identified as 1 of 4 key elements of quality of place in the Government Strategy “World Class Places” (May 2009). National guidance also advocates the value of GI to urban cooling, sustainable drainage systems, and conserving and enhancing biodiversity and national guidance highlights the importance of establishing networks of natural habitats.
- 23.5** Towards a Green Infrastructure Framework for Greater Manchester is research that was carried out to establish the feasibility of developing a framework of GI across the City-region. The study sets out a ‘route map’ to develop a city regional GI framework and also advises on the possible structure of the GI framework and how its delivery might be enhanced.
- 23.6** The GI route map illustrates the pattern of existing GI assets from local to strategic in scale; including parks, managed open spaces, woodlands, rivers, canals, Conservation Areas and ecological sites. The urban fringes and river valleys support networks of informal and ecological greenspace. In the inner urban areas, the rivers, canals, multi-user routes, formal parks and pocket spaces for play, amenity and recreation are the principal GI assets. It also suggests that much urban fringe countryside is neither particularly accessible nor of significant biodiversity value.
- 23.7** The Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment will also be used to inform which areas in Trafford could be identified as GI to mitigate against flooding.
- 23.8** The reclamation of brownfield land through development can contribute towards multi-functional GI through the provision of private and public open space, tree planting and landscaping.
- 23.9** Trafford has 259 designated Public Rights of Way (PRoW), with a total length of 106.6km and is currently preparing a Rights of Way Improvement Plan (RoWIP), required under the Countryside and Rights of Way Act 2000. This will provide a detailed assessment of the potential of the network to meet present and future needs of various user groups, and identify measure to improve the network over a 10 year period.
- 23.10** The Council will ensure that the GI network contributes positively to the adaptation and mitigation of climate change, in support of Policy L5. AGMA has commissioned a study that will give developers more information on the provision of green roofs such as their potential benefits and practical implementation advice. Furthermore, the Adaptations Strategy for Climate Change in the Urban Environment (ASCCUE) report identifies tree planting as a very effective way to reduce temperatures.

23.11 The Trafford Forest Plan will set out a more strategic approach to tree planting across the borough to ensure it maximises this potential.

23.12 Natural England's Character Area Climate Change Project is designed to assess the impact of climate change on the natural environment. The project is looking at pilot areas and reports to date reveal a wide range of potential effects on biodiversity, landscape, recreational and historic assets. The reports suggest practical actions that would make these areas more resilient to climate change.

23.13 Where Strategic Locations are specifically identified within the Delivery Strategy, the Council will seek to maximise the potential for the provision and enhancement of the GI network within these developments, and to improve accessibility and connectivity to the wider area. The Council will also seek to ensure that cross-boundary projects such as Irwell River Park and the Bridgewater Way provide significant strategic benefits to the GI network.

Stretford Meadows

23.14 The Council has identified Stretford Meadows as a significant opportunity area that will deliver a number of GI functions including enhanced image of a prominent economic gateway, deficiencies in open space and climate change mitigation measures.

23.15 It is located within the Green Belt at a strategic, highly visible and very busy (M60/A56) crossroad gateway to the Regional Centre and surrounding Inner Areas, and will help to mitigate some of the negative impacts of traffic levels.

23.16 The proposal will help complete the greening of the Mersey Valley corridor running east to west through the Borough – linking Sale Water Park to the east with Carrington, Dunham and Warburton, and Cheshire Green Belt to the south west, as well as providing seamless connectivity to Salford and Manchester. It is directly accessible from the Bridgewater Canal and Trans Pennine Trail, which will help enhance access to and from these two assets, and also provides an alternative recreational resource to nearby Sale Water Park, to take some of the visitor pressure off this facility.

23.17 Stretford Meadows is located in close proximity to a number of high deprivation housing areas and Stretford Town Centre, and will help contribute to the regeneration of these areas making them more desirable locations in which to live. Certain urban areas, particularly those of highest population density such as Old Trafford and Stretford are known to be deficient in open space. Stretford Meadows provides a major opportunity for a new large area of publicly accessible open space which will help to address these deficiencies.

23.18

Stretford Meadows is identified as a Biodiversity Opportunity Area in the GM Ecological Framework and the proposal will help sustain and augment biodiversity in the Borough. Additional tree planting on the site will also help in mitigating carbon emissions from the surrounding environment.

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
Key Objective(s) of the SCS	PE1, PE3
Strategic Objective(s)	SO3, SO5, SO6, SO7 & SO8
Place Objective(s)	TPO18 OTO14, OTO15, OTO24 STO12, STO14, STO16, STO18, STO21 URO9, URO10, URO16 MVO2, MVO3, MVO4, MVO5, MVO7, MVO8, MVO9, MVO10, MVO11, MVO12, MVO13, MVO14 SAO15, SAO19, SAO22 ALO16, ALO19, ALO24, ALO27 RCO3, RCO5, RCO6, RCO10, RCO12 PAO12, PAO13, PAO17, PAO20 CAO15, CAO16, CAO20, CAO25