

TRAFFORD LOCAL PLAN: CORE STRATEGY



**TRAFFORD
COUNCIL**

Adopted January 2012





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I INTRODUCTION

What Is The Core Strategy?

1.1 The Trafford Core Strategy is part of the Local Development Framework (LDF) for the Borough, and it has been prepared in accordance with the Planning and Compulsory Purchase Act 2004. The LDF will replace the Revised Trafford Unitary Development Plan as the local plan to guide development over the next 15 years and beyond. The Core Strategy, in specific, will provide the strategic framework against which decisions about the use of land can be planned.

1.2 The Core Strategy provides the overall spatial strategy for the LDF. It sets out what change is necessary, where and when, and how it is going to be managed and delivered. It establishes a balance between growth, regeneration and environmental protection and improvement to ensure that Trafford becomes a place where people want to live, learn, work and relax, in the period up to 2026 and beyond.

1.3 The Core Strategy Spatial Profile identifies the land use and development issues facing Trafford up to 2026 and considers the range of social, economic and environmental characteristics of the Borough. The Core Strategy provides the local spatial expression of national planning policies and of the Trafford Sustainable Community Strategy (SCS) for the Borough. It has also been developed to reflect the priorities of other local plans and strategies of the Council and its partners.

1.4 The Vision sets down the framework for a more sustainable Borough. The Strategic Objectives together with the Place Objectives form the link between the Vision and the Delivery Strategy and need to be met if the Vision is to be realised. The Delivery Strategy, including the Key Diagram, Strategic Locations and Core Policies demonstrate how the Vision and Objectives will be achieved. Finally, the implementation framework sets out a monitoring mechanism to ensure the Core Strategy is delivering its objectives and addressing the identified issues.

Sustainability Appraisal

1.5 During its preparation, the Trafford Core Strategy has been subject to a Sustainability Appraisal (SA) as an ongoing process. The overall approach used is based on the process set out in the Government's guidance on Sustainability Appraisal (November 2005) and has been conducted in line with the requirements of the Strategic Environmental Assessment (SEA) Regulations.

1.6 The Sustainability Appraisal process concluded that the Core Strategy Vision, Objectives and Delivery Strategy have the potential to deliver a wide range of social, environmental and economic benefits.

Habitat Regulations Assessment

1.7 The Core Strategy has also been subject to a Habitat Regulations Assessment (HRA) Screening Report as required under European and Domestic regulations. Further details can be found in the accompanying document "Habitat Regulations Assessment – Screening Report". As a result of this report, a more detailed Assessment was undertaken on the possible effects development within the Strategic Locations and the Core Policies may have on the Manchester Mosses SAC.

1.8 This Assessment concluded that, providing mitigating plans, policies and strategies are adopted and implemented appropriately through the development management process, development within the identified areas could proceed without harm being caused to the special interest of the Manchester Mosses Special Area of Conservation (SAC). It is recognised that the implementation of such plans, policies and strategies may restrict the scale and type of development brought forward in the identified Locations, but that it is not justifiable to restrict development per se in these areas.

Evidence Base

1.9 In preparing this document we have used the most up to date information available and have commissioned research and a number of surveys to complement existing information. This evidence gathering is an on-going process and will be used to inform and update the LDF. A list of the documents used to support this Core Strategy can be found in the Core Documents' List, which is available on the Council's website.

2 THE PROFILE

Trafford's Place in the North West

2.1 Trafford is one of the ten metropolitan districts of Greater Manchester within the north-west of England. The Northern Way Growth Strategy translated the concept of city regions into practical delivery and alongside the Manchester City Region, identified the Liverpool and Central Lancashire City Regions. These three City Regions together with remaining areas of Cheshire, Cumbria and Lancashire make up the North West region.

Trafford in the Sub-Region

2.2 The Trafford LDF will contribute to and support the vision of the Manchester City Region becoming a world class city. Trafford is one of the main economic drivers in the City Region's economy. Given Trafford's role in the City Region, we must ensure, through the implementation of this Plan, that growth benefits not only Trafford's residents but also that it contributes to the wider aspirations for Greater Manchester.

2.3 The 10 local authorities of Greater Manchester are working together with a common objective of ensuring that by 2020 a world class city region will exist at the heart of a thriving North of England.

2.4 Greater Manchester is one of the two pilot statutory city regions announced by the Government in the 2009 Budget. A comprehensive and independent economic review of the conurbation's future prospects is now complete, the Manchester Independent Economic Review (2009). Joint working and collaboration across almost all policy areas from shared services and cultural change to environmental and economic policy interventions, and transport infrastructure is being developed.

2.5 The 10 Greater Manchester local authorities and Greater Manchester Integrated Transport Authority submitted a scheme to the Government for the creation of a new authority. The Greater Manchester Combined Authority (GMCA) was established on 1 April 2011 and co-ordinates key economic development, regeneration and transport functions. Trafford will play a vital role in delivering the aims and objectives of the GMCA.

2.6 The creation of the GMCA has seen a real and significant transfer of powers from central Government to the City Region. Transport powers, for example, are now similar to those wielded by Transport for London; a new Transport for Greater Manchester Committee will now assist the GMCA in carrying out its transport functions.

2.7 The Greater Manchester Strategy (GMS) has established the strategic priorities for the City Region. Although it is not a statutory document, it is endorsed by AGMA and represents a foundation from which subsequent work can reflect the concept of the City Region.

- 2.8 The Manchester City Region is committed to delivering accelerated economic growth over the next few decades, so that by 2025 it is a world class city region with economic productivity levels matching those of London and the South East. The Greater Manchester Strategy sets a vision that: “By 2020, the Manchester city region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener city region where the prosperity secured is enjoyed by the many and not the few.”
- 2.9 The GMS covers a broad range of issues a number of which relate directly to spatial planning, such as the priority of economic growth through Knowledge Based Industries, whilst also ensuring that the jobs created are accessible to local people. There is also a strong link between the economy and housing. It considers that there is a need to create neighbourhoods of choice if skilled workers are to be attracted to and retained in the City Region. Transport networks will need to be efficient in order that the components of a vibrant city region function successfully. Climate change is also recognised as an issue which must be addressed.
- 2.10 The Manchester City Region has been divided into a number of sub-areas. Trafford is made up from parts of three of these, the Regional Centre, the Inner Areas and the southern part of the City Region. Within Trafford, the Regional Centre comprises Trafford Wharfside and Pomona; the Inner Areas Trafford Park and north Trafford with the remaining part of Trafford forming the southern part of the City Region.
- 2.11 The Regional Centre is the primary economic driver of the Manchester City Region, ensuring that the Regional Centre continues to provide the main focus for business, retail, leisure, cultural and tourism development in the City Region. In Trafford, Pomona, Wharfside (including MediaCity:uk and the Manchester United stadium) all play a significant role in one or more of these types of development and provide opportunities for growth in these sectors. Whilst Regional Spatial Strategy recognised that these parts of Trafford will be included within the Regional Centre, a precise boundary was not offered in that Plan.
- 2.12 In RSS (2008) the Regional Centre of Manchester City Region was defined as comprising Manchester City Centre and Central Park to the East, the higher Education Precinct and Central Manchester Hospitals to the south, and Salford University, Salford Quays, Trafford Wharfside and Pomona Docks to the West.
- 2.13 Proposals for residential development in the Regional Centre will be acceptable when they are part of mixed use employment schemes, comprising a good range of housing sizes, types, tenures and affordability and where they contribute to the vitality and viability of the Regional Centre. Additionally the expansion of the knowledge economy throughout the Regional Centre is a priority.

2 THE PROFILE

- 2.14 The Inner Areas will be a focus for residential development, securing a significant increase in their population to support major regeneration activity and the improvement of community facilities and the creation of sustainable mixed communities, appealing to a broad range of new and existing residents.
- 2.15 RSS (2008) Policy MCR2 offered no detailed boundary but stated that the Inner Areas surrounding the Regional Centre comprise of North Manchester, East Manchester and Central Manchester regeneration areas, Trafford Park, North Trafford and Central Salford. The expansion of the knowledge based economy will be a priority in the area which stretches from University of Salford in the West to Piccadilly Station in the east, via the Higher Education Precinct and the Central Manchester Hospitals campus.
- 2.16 Within the southern part of the City Region, economic development will be focused in the towns and on brown-field land to meet local needs and regeneration priorities. Similarly in this area residential development will meet local needs and support local regeneration strategies.
- 2.17 These boundaries will be detailed on the Proposals' Map as set out in Appendix I.

Trafford in Detail

2.18 Trafford is located in the south west of Greater Manchester and has a population of around 210,000 people (8.5% of the Greater Manchester population) and has a diverse mix of communities. It is one of the smaller Boroughs within the conurbation, covering an area of some 10,600 hectares (26,200 acres or 41 square miles).

2.19 To the north and east, Trafford adjoins the Metropolitan Districts of Salford and Manchester and, to the south, the Unitary Authority of Warrington and Cheshire East Council (formerly Macclesfield Borough Council), where the River Bollin forms the Borough boundary.

2.20 Trafford is a Borough of contrasts. It has important centres for industry and business with major and long established industrial estates; a high quality natural environment including leafy suburbs and large areas of countryside (the majority of which being Green Belt) and; some of the most disadvantaged neighbourhoods in the entire country.

Trafford's Places

2.21 Given that spatial planning is about producing outcomes for places, we have split Trafford into a number of places that we consider are locally distinctive. Figure 2 provides an indicative illustration of these places, and the following section sets out the key characteristics/spatial profile for these 10 locally distinctive places and sets the scene for the Vision and Objectives that follow.

FIGURE ONE: Places in Trafford



TRAFFORD PARK

SPATIAL PROFILE



Trafford Park lies at the northern end of the Manchester Ship Canal and is Europe's largest industrial park. Broadly speaking it is split into 3 sub areas: Wharfside in the east; the core industrial area in the centre; and that part in the west which surrounds the Trafford Centre regional shopping complex.

A net 15,000 more people come into Trafford to work every day, than those who travel out to work in other areas and Trafford Park provides the bulk of these jobs. It is responsible for employing in excess of 40,000 people (based on census of employment figures) injecting over £45 million in wages into the Manchester City Region economy.

It is home to major visitor attractions such as Manchester United and the Imperial War Museum North in the east and the Trafford Centre in the west.

A number of key inland waterways run through this area – the Bridgewater Canal with scope particularly to increase tourism and enhance its role as an environmental asset, and the Manchester Ship Canal with scope to provide opportunities for increased sustainable movement of freight.

Its industrial past is still visible and is characterised by heritage features such as Barton Swing aqueduct, on the Bridgewater Canal whose role in the industrial revolution was recognised by the Government as a tentative World Heritage Site.

The area also contains the Trafford Ecology Park designated a Local Nature Reserve.

The Park therefore plays a vital role not just within Trafford, but also across the sub-region.

Sustainable transport options within the Park are limited, particularly at morning peak times.

The Trafford Park core industrial area continues to have a very significant role to play in the economy of the region and more specifically in terms of achieving a significant improvement in the performance of the sub-regional economy.

| TRAFFORD PARK | SPATIAL PROFILE |
|---------------|---|
| | <p>The Key issues facing Trafford Park are:</p> <ul style="list-style-type: none"> Limited sustainable transport options that exist within the Park, particularly at morning peak times; The decline of manufacturing employment and the need to accommodate diversification of land uses; The lack of appropriate community facilities to serve those using the Park; The need to maintain, protect and/or enhance the Park's environmental assets; and, The need to maximise the potential of the Bridgewater and Manchester Ship Canals. |

OLD TRAFFORD



SPATIAL PROFILE

Old Trafford is a small and densely populated area at the north east tip of the Borough, close to Manchester City Centre and dissected by the A56, Bridgewater Canal and the Metrolink line between Manchester and Altrincham. It contains significant historic buildings many of which have listed building status and are contained in the Empress Conservation Area. It is home to dense residential development, both Victorian terraced housing and more modern social housing together with significant office development, anchored by Trafford Town Hall. Here too can be found the major tourist and leisure attraction of Lancashire County Cricket Club.

The area as a whole suffers from low levels of open space and provides few opportunities for young people. Part of the area is ranked among the 10% most deprived areas in the country and as a result is one of the Council's Priority Regeneration Areas; additionally the Gorse Hill Regeneration Area is within this Place.

The area is known for its very diverse population and vibrant communities with 52% of people who live there originating from black and minority ethnic (BME) backgrounds.

The area is relatively well served by bus links to the regional centre, however there is a need to develop better orbital links, particularly to Trafford Park. Metrolink facilities in the area have improved through the development of a new station at Old Trafford and the construction of a new depot and new line through Firswood to Chorlton.

Key issues facing Old Trafford are the need to:

- Tackle the inequalities that exist in this area as a priority;
- Increase/improve levels of open space and facilities for young people;
- Develop better orbital links, particularly to Trafford Park; and
- Maximise the potential of the Bridgewater Canal.

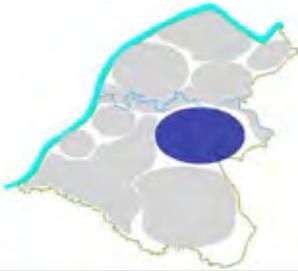
| STRETFORD | SPATIAL PROFILE |
|---|---|
|   | <p>Stretford is an urban area located in the north east of the Borough. It broadly covers Longford, Lostock and Stretford town centre. Transportation links to both the Regional Centre and the principal town centre of Altrincham are good with both the A56 and the Manchester to Altrincham Metrolink line running north-south through it. East-west linkages, however, are less strong through Edge Lane and Kingsway between south Manchester and Urmston.</p> <p>The Bridgewater Canal runs north-south through the area and offers potential to improve opportunities for recreation and wildlife.</p> <p>Although deficient in open space in some areas it contains one of Trafford's largest and well used parks, Longford Park.</p> <p>There are low levels of car ownership and unemployment levels are above the Trafford average.</p> <p>There is a need to provide more facilities for young people in order to maintain and enhance cohesive communities.</p> <p>There are high vacancy rates in the town, district, local and neighbourhood centres.</p> <p>A prominent historic feature of the area is the Essoldo Cinema.</p> <p>The Key issues facing Stretford are the need to:</p> <ul style="list-style-type: none"> Maintain a vibrant shopping centre; Provide facilities to meet the community's needs; Tackle the small pockets of inequalities that exist in this area; and Maximise opportunities for recreation, including the potential offered by Longford Park and the Bridgewater Canal. |

| URMSTON | SPATIAL PROFILE |
|--|---|
|   | <p>The Urmston area is made up of a number of distinct residential neighbourhoods including Flixton, Davyhulme, Woodsend and Urmston itself. The area is bounded by the M60, the Manchester Ship Canal and the Mersey Valley. It is traversed by the Manchester to Liverpool railway line.</p> <p>It is predominantly a residential area with Urmston town centre at its heart. It is located between the two main employment areas of Trafford Park and Carrington and is popular with commuters both travelling within Trafford and beyond to the City Region.</p> <p>Whilst not in this Place, the Trafford Centre Rectangle lies adjacent to it and the impacts of it can sometimes be felt here.</p> <p>Whilst it is very well provided for in terms of open space, including a number of golf courses, there are few facilities for young people.</p> <p>It has good links through to the strategic countryside area of the Mersey Valley.</p> <p>It is home to two strategic facilities, the Davyhulme Wastewater Treatment Works containing the Millennium Nature Reserve and Trafford General Hospital.</p> <p>Key issues facing Urmston are:</p> <ul style="list-style-type: none">Sufficient opportunities should be provided for young people;There is not undue pressure put on the strategic countryside and the urban fringe areas;As redevelopment opportunities arise, appropriate alternative uses are promoted; andThe impact of development within the Trafford Centre Rectangle, on this Place, needs to be managed. |

| MERSEY VALLEY | SPATIAL PROFILE |
|---|---|
|   | <p>The River Mersey runs east to west across the Borough separating the urban areas of Urmston and Stretford from Carrington and Sale. It is dissected by the M60 and A56. The valley either side of the river forms a unique green wedge of land which is predominately meadowland and agricultural land in the floodplain, containing few buildings and protected from development by Green Belt. It is a highly valued area balanced for nature conservation and recreation in close proximity to populated urban areas.</p> <p>The area contains Sale Water Park, a regional centre for water sports and recreation whose popularity is ever growing. The area also includes the disused Lesley Road landfill site known as Stretford Meadows.</p> <p>Key issues facing the Mersey Valley are:</p> <ul style="list-style-type: none"> To manage the high visitor numbers; and To maximise the potential offered by the former landfill tip at Stretford Meadows. |

SALE

SPATIAL PROFILE



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.

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.

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.

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.

The Bridgewater Canal runs north-south through the area and offers potential to improve opportunities for recreation and wildlife.

Key issues facing Sale are the need to:

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; and

Maximise opportunities for recreation.

ALTRINCHAM
AND NEIGHBOURING
COMMUNITIES

SPATIAL PROFILE



The town centre of Altrincham lies at the heart of this Place, with its vibrant commercial and cultural centre and traditional market town quarter protected by Conservation Area status. With numerous listed buildings, it retains many features of its historic past. It has a wide catchment area, stretching beyond Trafford to Cheshire in the south and can suffer from pressure on its car parks.

The somewhat outdated Altrincham Interchange is served by the Metrolink, heavy rail and many bus routes. The area is served by good links to the motorway network and Manchester Airport, with the A56 running north-south through it and the A560 and A538 running east-west. The Bridgewater Canal runs north-south through the area and offers potential to improve opportunities for recreation and wildlife.

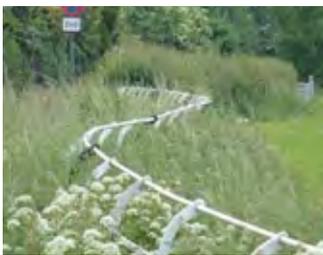
To the north of the town centre is a mixed suburban area, characterised by semi-detached housing, the historic Linotype Conservation Area, retail/commercial centres and traditional industrial land, most notably the Broadheath industrial area. It is comprised of a number of neighbourhoods, including Broadheath, Brooklands, Timperley and Broomwood (which is an area of need, in an otherwise affluent area).

To the South are attractive, high-quality residential suburbs including Bowdon and Hale Barns. They contain many listed buildings of historic significance and much of the area is covered by Conservation Area designation. There are a number of shopping areas including Hale and Hale Barns. The area features extensive open land including Green Belt land, which in the north east separates the built-up area from Timperley and, in the south, separates Trafford from East Cheshire (at the River Bollin). This area also contains Stamford Park which is a registered Park of Special Historic Interest.

| ALTRINCHAM AND NEIGHBOURING COMMUNITIES | SPATIAL PROFILE |
|---|--|
| | <p>Key issues facing Altrincham are the need to:</p> <ul style="list-style-type: none">Maximise the potential of the Principal town centre, whilst retaining its historical character;Ensure that the Interchange is fit for purpose;Ensure that appropriate levels of car parking are provided;Maximise opportunities for recreation, including the potential offered by Stamford Park and the Bridgewater Canal;Ensure that the valuable employment opportunities are maintained; andEnsure that the distinctive characteristics of the place are not lost through development, particularly within the residential suburbs such as Bowdon and Hale Barns. |

TRAFFORD RURAL
COMMUNITIES

SPATIAL PROFILE



Almost two fifths of Trafford is countryside the majority being within this area and protected from development by Green Belt and other protected open land status. It is bounded by the River Bollin to the south, Partington and Carrington to the west, Sale West, Altrincham and Bowdon to the east and the Mersey Valley to the north.

The area is thinly populated, and contains the historic rural settlements of Dunham, Dunham Woodhouses and Warburton, which offer no opportunities for growth other than to meet specific local needs, in particular to address the matter of affordability.

The area is a significant green wedge of land linking the wider countryside of Cheshire right up to the urban edge of Trafford and through to the Mersey Valley. It contains designated areas of high biodiversity importance including important mossland, wetland, ancient woodland and the Scheduled Ancient Monument, Watch Hill. Most of Trafford's farms and best agricultural land are located here, with most of it still being farmed, albeit with reduced employment levels.

It contains Trafford's most significant countryside visitor attraction – Dunham Massey park, house and garden giving the public access to a range of ecological and informal recreation experiences.

There are no major roads through this rural part of the Borough and public transport access to the Regional Centre and principal town centre is limited, thereby creating relatively isolated communities. Both the Bridgewater Canal and the Trans-Pennine Trail run through the Place, offering informal leisure and recreation opportunities.

Key issues for Trafford's Rural Communities are the need to:

- Manage the visitor flows to Dunham Massey;
- Maintain the quality and character of the historical settlements;
- Reduce the area's isolation by improving the public transport offer;
- Support the agricultural community;
- Protect the areas of high biodiversity importance; and
- Maximise opportunities for recreation, including the potential offered by the Bridgewater Canal and the Trans-Pennine Trail.

PARTINGTON

SPATIAL PROFILE



Partington is located in the west of the Borough, with the industrial area of Carrington to its north, Green Belt to the east and south and the Manchester Ship Canal to the west. It is approximately seven miles south-west of the Trafford Park area and ten miles south-west of Manchester City Centre. It began life as a small rural settlement (of which some historic buildings and features still remain) but was transformed when a large number of council houses were built to accommodate Manchester City Council residents. There is still a high proportion of rented accommodation with many of the properties being terraced.

The area has relatively high levels of unemployment with some parts ranked among the top 10% of the most deprived communities in England, and as a result is one of the Council's Priority Regeneration Areas. The shopping centre is in need of improvement/redevelopment to make it a more thriving shopping centre.

Access to the Regional Centre and Trafford's four town centres is very poor because of a single road – the A6144 – that links the Place to the M60 and Manchester, in the north, and to Warrington in the south.

Whilst green and open spaces exist to serve the community, their quality and accessibility are often poor, so too are the facilities for young people.

Key issues facing Partington are the need to:

Secure a revitalised shopping centre;

Widen the housing offer;

Reduce its physical isolation through the delivery of improved transport links;

Quality and accessibility of recreation opportunities, including those for young people; and,

Opportunities offered by the Manchester Ship Canal for increased sustainable transportation.

| CARRINGTON | SPATIAL PROFILE |
|---|--|
|   | <p>Carrington is located in the west of the Borough on the banks of the Manchester Ship Canal surrounded by Green Belt containing a number of areas of high biodiversity value.</p> <p>Traditionally it has been dominated by a long established petrochemicals works, with only a small residential community. More recently, a business park and off-airport parking have developed as the petrochemicals operations have declined. For some time Carrington was seen as a sub-regional asset, with the capability of providing much brown-field land for economic regeneration, but due to its isolation large scale economic regeneration has not proceeded. More recently, however consideration has been given to considering what opportunities could exist for creating a more mixed use sustainable community in Carrington.</p> <p>As with its neighbouring Place, Partington, transport infrastructure is very limited; a single road – the A6144, connects it and Partington to the Carrington Spur off the M60 and Manchester in the north and Cheshire in the south. As a consequence, access to the Regional Centre and Trafford's four town centres is very poor.</p> <p>Key issues facing Carrington are:</p> <ul style="list-style-type: none"> The need to secure the regeneration of a substantial area of brown-field land; The need to reduce its physical isolation through the delivery of improved transport links; and How to utilise the opportunities offered by the Manchester Ship Canal for increased sustainable transportation. |

3 THE VISION FOR TRAFFORD

Trafford's Sustainable Community Strategy

3.1 Trafford Sustainable Community Strategy (SCS) "Trafford Vision 2021: a blueprint" was first published in 2006. In 2007 the Trafford Partnership carried out its first ever survey of residents, together with a consultation with local people, businesses and partners.

3.2 The results of this work helped the Partnership to understand the biggest areas that needed to be worked on to deliver its Vision 2021 for Trafford and informed two reviews, one in 2008 and one in 2010. The 2010 review involved a restructure of the SCS into a much clearer document that better reflects the needs and priorities identified by the local people, businesses and partners and culminated in the Partnership publishing a revised SCS, "Trafford Vision 2021: a Blueprint" in March 2010. The SCS is now structured around 7 Key Objectives that were highlighted in the 2007 consultation, and has the overriding principle of the Partnership's commitment to reducing inequality running through these 7 key objectives.

3.3 The full list of SCS Key Objectives is as follows: Safety and Reassurance; Strong Economy; Strong Communities; Brighter Futures; Positive Environmental Impact; Better Homes and; Health & Improved Quality of Life for All. The Strategic Locations and Core Policies sections of this document indicate which key objective(s) the policies seek to deliver.

Trafford's Core Strategy Vision

3.4 Whilst the Core Strategy provides the spatial expression of the SCS, the Council considers the Core Strategy should have its own unique Vision – one that gives additional spatial direction for growth, enhancement and/or protection within the Borough. The Core Strategy Vision therefore provides the planning framework for residential, business, retail, leisure, community, cultural and tourism development in the Borough, which ultimately will assist in the delivery of the Trafford Partnership's key objectives and commitment to reducing inequality.

BY 2026:

Trafford will have vibrant and inclusive, prosperous and well designed sustainable communities, served by an integrated transport network offering a choice of modes of travel. Trafford will have a high performing economy that makes a significant contribution to the North West Region and Greater Manchester City Region by continuing to attract and retain internationally competitive businesses, maintaining a strong local business base and positioning itself as a centre for enterprise.

The historic, built and natural environment, including the Green Belt, will be preserved, protected and enhanced.

The focus for economic and housing growth will be within the urban area, primarily in the north east of the Borough and the principal town centre (Altrincham). The following 5 Strategic Locations are identified as areas for change:

- Pomona Island (SL1);
- Trafford Wharfside (SL2);
- Lancashire County Cricket Club Quarter (SL3);
- Trafford Centre Rectangle (SL4),
- Carrington (SL5).

To achieve this Vision:

Attractive, sustainable communities, with good access to jobs, services and green infrastructure/ multi functional green space will be established across Trafford with a range of housing types and tenures (including affordable housing);

Inequalities will be reduced in all of our most deprived areas, with the main focus for regeneration being in the Priority Regeneration Areas of Old Trafford, Partington and Sale West;

- The established retail hierarchy will be maintained and the four town centres will be strengthened to remain the focus for retail, commercial and community facilities, and;
- High quality industrial and commercial premises for existing, new and expanding businesses and major relocations will be available in well-served locations such as Trafford Park and other employment areas, to support the local, City Region and Regional economies.

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. |

- 4.2 The Strategic Objectives above apply to the whole of Borough and as such are somewhat “generic”. Given that spatial planning is about producing outcomes for places, we have split Trafford into a number of places that we consider are locally distinctive; display their own characteristics; and that have their own set of key issues that need to be addressed over the lifetime of this Plan.
- 4.3 The Place Objectives that follow have been linked to the delivery of the Strategic Objectives. It is important to note that not all the Strategic Objectives apply to all the Places, for example SO4 – Revitalising Town Centres does not apply to the Mersey Valley.
- 4.4 The Strategic Locations and Core Policies sections of this document indicate which of these Strategic and Place Objectives the policies seek to deliver.

5 PLACE OBJECTIVES

Trafford Park

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>TPO1: To maximise the potential of the Wharfside and Trafford Centre Rectangle Locations to meet Trafford's housing needs, to support the growth of the City Region and to create sustainable residential development as part of high quality mixed use redevelopment/development schemes, supported by local community facilities.</p> <p>TPO2: To maximize the re-use or redevelopment of unused, under used or derelict land.</p> | <p>SO1</p> |
| <p>TPO3: To ensure that the Park as a whole is well served by public transport and in particular improve access to the area from locations with low car ownership.</p> <p>TPO4: To secure opportunities for improved health care provision to meet the needs of local people.</p> <p>TPO5: To ensure the new communities in Trafford Park are provided with sufficient and good quality open space for recreational purposes.</p> | <p>SO2</p> |
| <p>TPO6: To ensure that Trafford Park businesses have access to a workforce with the right skills to access jobs in growth sectors available locally.</p> <p>TPO7: To ensure that local communities benefit from the economic activity generated.</p> <p>TPO8: To provide the necessary conditions to meet the demands for growing key business sectors and the development of economic clusters, whilst protecting the established industrial base and related employment. To ensure that future development of the Trafford Park area reflects its significant role in meeting regional centre needs and supporting economic growth.</p> <p>TPO9: To maximise potential of visitor attractions such as the Imperial War Museum North and the Trafford Centre, including the provision of supporting facilities such as hotels, bars, restaurants, etc. to meet needs and retain visitor spend in the area.</p> | <p>SO3</p> |
| <p>TPO10: To ensure that new developments do not have a significant adverse impact on the vitality and viability of the Regional Centre and/or the retail hierarchy in the North of the Borough.</p> | <p>SO4</p> |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| <p>TPO11: To ensure that the role of the Ecology Park is safeguarded in the future and that other environmental and historic assets are protected and enhanced.</p> <p>TPO12: To maximise the potential of the Bridgewater Canal to provide new recreational and biodiversity opportunities.</p> <p>TPO13: To ensure that the new communities in Trafford Park are provided with sufficient and appropriate greenspace for the needs of the occupiers.</p> | <p>SO5</p> |
| <p>TPO14: To secure improved sustainable transportation links to the Regional Centre, Trafford Park and other employment areas.</p> <p>TPO15: To ensure that the Park as a whole is well served by public transport and in particular improve access to the area from locations with low car ownership.</p> <p>TPO16: To secure improvements for pedestrians and cyclists along the Bridgewater Canal.</p> | <p>SO6</p> |
| <p>TPO17: To ensure all new development is constructed in accordance with the latest environmental standards.</p> <p>TPO18: To encourage and support opportunities to locate low-carbon / decentralised energy facilities.</p> <p>TPO19: To maximise opportunities for green roofs and tree planting.</p> <p>TPO20: To support the development of waste management facilities.</p> | <p>SO7</p> |
| <p>TPO21: To protect and enhance the Barton Swing Aqueduct, All Saint's Church and the Presbytery and their settings.</p> <p>TPO22: To protect and enhance other important historical features in the Park.</p> | <p>SO8</p> |

5 PLACE OBJECTIVES

Old Trafford

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>OTO1: To improve the quality, mix and type of residential offer.</p> <p>OTO2: To maximize the re-use or redevelopment of unused, under used or derelict land.</p> | <p>SO1</p> |
| <p>OTO3: To secure opportunities for improved health care provision to meet the needs of local people.</p> <p>OTO4: To tackle the high levels of crime – particularly in terms of street crime, anti-social behaviour, wounding and domestic violence offences and gun crime.</p> <p>OTO5: To improve the appearance and quality of the environment, including green and open spaces for recreational purposes and the public realm.</p> <p>OTO6: To maximise opportunities to improve the road layout on the entrance to Old Trafford and improve connectivity between neighbourhoods.</p> <p>OTO7: To create opportunities for meeting the needs of young people, including young adults.</p> | <p>SO2</p> |
| <p>OTO8: To maximise the potential of the Pomona Island to create sustainable development within the Regional Centre.</p> <p>OTO9: To ensure residents in Old Trafford can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre.</p> <p>OTO10: To provide the area with the right conditions to retain more economically mobile residents.</p> <p>OTO11: To maximise potential of Lancashire County Cricket Club as a visitor attraction and its potential to lead major regeneration in the area.</p> | <p>SO3</p> |
| <p>OTO12: To ensure that the vitality and viability of the local shopping centres is maintained and enhanced.</p> | <p>SO4</p> |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>OTO13: To maximise access to the River Irwell/Irwell River Park.</p> <p>OTO14: To maximise provision of / access to open space at strategic locations.</p> <p>OTO15: To maximise potential to protect, enhance and improve biodiversity and access to green spaces in the area such as Seymour Park.</p> <p>OTO16: To reduce current deficiencies and issues of poor quality in open space provision and outdoor sports facilities.</p> | <p>SO5</p> |
| <p>OTO17: To secure improvements to public transport which are critical to opening up job opportunities for residents of Trafford's deprived neighbourhoods.</p> <p>OTO18: To tackle high levels of congestion on the A56, and reduce the impact off traffic on the area.</p> <p>OTO19: To secure improvements to sustainable modes of transport, particularly cycling and public transport infrastructure.</p> <p>OTO20: To secure improved sustainable orbital transport links, particularly to Trafford Park.</p> <p>OTO21: To maximise opportunities for improving pedestrian and cycling facilities along the Bridgewater Canal.</p> | <p>SO6</p> |
| <p>OTO22: To ensure all new development is constructed in accordance with the latest environmental standards.</p> <p>OTO23: To encourage and support opportunities to locate low-carbon / decentralised energy facilities.</p> <p>OTO24: To maximise opportunities for green roofs and tree planting.</p> | <p>SO7</p> |
| <p>OTO25: To protect and enhance the character of the areas historic buildings and land marks.</p> | <p>SO8</p> |

5 PLACE OBJECTIVES

Stretford

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| <p>STO1: To establish a better balance in housing types and tenure to meet people's needs in the area.</p> <p>STO2: To maximize opportunities for the re-use or redevelopment of unused, under used or derelict land for mixed, housing and/or employment schemes.</p> | <p>SO1</p> |
| <p>STO3: To secure opportunities for improved health care provision to meet the needs of local people.</p> <p>STO4: To secure improved facilities for young people.</p> <p>STO5: To improve the appearance and quality of green and open space for recreational purposes.</p> <p>STO6: To explore opportunities to realise the full development/redevelopment potential of the town centre and surrounding area.</p> | <p>SO2</p> |
| <p>STO7: To ensure residents in Stretford can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre.</p> <p>STO8: To focus economic activity on the town centre to provide employment for local residents.</p> | <p>SO3</p> |
| <p>STO9: To enhance the retail offer of the town centre, maximising opportunities for the re-use or redevelopment of unused, under used or derelict land including diversification to other uses including offices, leisure, cultural and residential.</p> <p>STO10: To secure a more balanced provision of retail and leisure development within the town centre area.</p> <p>STO11: To protect and enhance the vitality and viability of the local shopping provision.</p> | <p>SO4</p> |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>STO12: To protect and enhance the provision of biodiversity and access to green spaces in the area and address deficiencies by developing links to new facilities e.g. Stretford Meadows.</p> <p>STO13: To maximise potential of Longford Park to better serve the needs of residents in the north east of Trafford.</p> <p>STO14: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities.</p> | <p>SO5</p> |
| <p>STO15: To address high levels of congestion through the area, particularly along the A56.</p> <p>STO16: To address poor air quality in the area, particularly along the A56.</p> <p>STO17: To improve access to work and reduce economic deprivation.</p> <p>STO18: To secure improvements to pedestrian and cycling facilities along the Bridgewater Canal, and to the Trans Pennine Trail through Stretford Meadows.</p> | <p>SO6</p> |
| <p>STO19: To ensure all new development is constructed in accordance with the latest environmental standards.</p> <p>STO20: To encourage and support opportunities to locate low-carbon/ decentralised energy facilities.</p> <p>STO21: To maximise opportunities for green roofs and tree planting.</p> | <p>SO7</p> |
| <p>STO22: To protect and enhance the character of existing historic buildings and historic parks and gardens including Longford Park.</p> <p>STO23: To promote the reuse of existing historic buildings such as the Essoldo Cinema.</p> | <p>SO8</p> |

5 PLACE OBJECTIVES

Urmston

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| <p>URO1: To limit new residential growth to meeting local needs, particularly for affordable housing, with general 'market housing' (in sustainable locations, well served by public transport) supporting local needs and regeneration priorities.</p> <p>URO2: To ensure that the local character of the area is not undermined by new residential development, particularly in terms of existing plot sizes.</p> | <p>SO1</p> |
| <p>URO3: To secure opportunities for improved health care provision to meet the needs of local people.</p> <p>URO4: To ensure new developments help to reduce the incidents of crime and anti social behaviour in areas such as Woodsend, and Humphrey Park station.</p> <p>URO5: To improve the appearance and quality of green and open space for recreational purposes.</p> | <p>SO2</p> |
| <p>URO6: To ensure residents in Urmston can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre.</p> | <p>SO3</p> |
| <p>URO7: To protect and enhance the existing town centre and small neighbourhood shopping centres located in the area.</p> <p>URO8: To consolidate and improve the convenience and comparison retail offer of Urmston Town Centre and the diversification to other uses.</p> | <p>SO4</p> |
| <p>URO9: To ensure that maximum potential is made of the strategic countryside areas bordering this area to provide recreation and to mitigate against climate change and to improve the health of its residents.</p> <p>URO10: To protect and enhance sites of biodiversity opportunities, for example Millennium Nature Reserve and Wellacre Country Park.</p> | <p>SO5</p> |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>URO11: To secure improvements to east-west public transport linkages.</p> <p>URO12: To secure improvements to public transport to enable better access to Carrington, Trafford Park and the Regional Centre.</p> <p>URO13: To manage the congestion in the vicinity of the Trafford Centre and parking problems associated with Trafford General Hospital.</p> | <p>SO6</p> |
| <p>URO14: To ensure all new mixed use development is constructed in accordance with the latest environmental standards.</p> <p>URO15: To encourage and support opportunities to locate low-carbon/decentralised energy facilities.</p> <p>URO16: To maximise opportunities for green roofs and tree planting.</p> | <p>SO7</p> |
| <p>URO17: To protect and enhance areas of historic character and archaeological importance.</p> | <p>SO8</p> |

5 PLACE OBJECTIVES

Mersey Valley

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| <p>MVO1: To protect the fringes of this area from inappropriate residential development that would harm the character of the landscape.</p> | <p>SO1</p> |
| <p>MVO2: To improve access to and maximise the potential of this area to improve the health of Trafford's residents.</p> | <p>SO2</p> |
| <p>MVO3: To recognise the opportunities for employment in recreation and tourism in maintaining the quality of this resource.</p> | <p>SO3</p> |
| <p>MVO4: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities.</p> <p>MVO5: To maximise opportunities for recreation in addition to Sale Water Park.</p> <p>MVO6: To protect and enhance the very high quality natural environment and landscape of the area including the character of the different landscape types.</p> <p>MVO7: To promote Stretford Meadows as a woodland/recreation area.</p> <p>MVO8: To maximise opportunities for Stretford Meadows to improve the recreation and nature conservation offer in the Borough enhancing opportunities for connectivity of green infrastructure and improved accessibility for walking and cycling.</p> <p>MVO9: To secure improvements to biodiversity through connecting greenspaces.</p> <p>MVO10: To achieve a balance between the recreational needs of residents and nature conservation.</p> <p>MVO11: To manage tourism to maintain the quality of provision and minimise conflict between different recreation uses and with nature conservation.</p> | <p>SO4</p> |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| <p>MVO12: To secure improved access to the area by sustainable modes of transport, particularly from the Borough's most deprived areas.</p> <p>MVO13: Secure improvements for pedestrians and cyclists along the Bridgewater Canal.</p> | <p>SO6</p> |
| <p>MVO14: To promote measures that would mitigate the effects of flood risk on the surrounding built environment.</p> | <p>SO7</p> |
| <p>MVO15: To protect and enhance areas of historic landscape character and archaeological importance.</p> | <p>SO8</p> |

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> | <p>SO1</p> |
| <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> | <p>SO2</p> |
| <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> | <p>SO3</p> |
| <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> | <p>SO4</p> |

| 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> | |

5 PLACE OBJECTIVES

Altrincham and Neighbouring Communities

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>ALO1: To manage effectively, high levels of residential development pressure.</p> <p>ALO2: To maximise the provision of affordable units to meet the needs of the community.</p> <p>ALO3: To protect and enhance the historic character, landscape and amenity of the area providing new units in keeping with this.</p> <p>ALO4: To manage the potential impact of development on the urban fringes of the area.</p> <p>ALO5: To limit new residential growth to meeting local needs, particularly for affordable housing, with general 'market housing' (in sustainable locations, well served by public transport) supporting local needs and regeneration priorities.</p> <p>ALO6: To ensure that the local character of the area is not undermined by new residential development, particularly in terms of existing plot sizes.</p> <p>ALO7: To maximise the potential of the Norman Road site to help meet Trafford's housing needs and create a high quality sustainable residential-led mixed use development in this area.</p> | <p>SO1</p> |
| <p>ALO8: To tackle anti-social behaviour resulting from the night-time economy in Altrincham.</p> <p>ALO9: To improve the provision of youth facilities within this area.</p> <p>ALO10: To secure opportunities for improved health care provision to meet the needs of local people.</p> <p>ALO11: To improve the appearance and quality of green and open space for recreational purposes.</p> | <p>SO2</p> |
| <p>ALO12: To ensure residents in Altrincham and neighbouring communities, especially Broomwood, have the skills and the ability to access jobs in Broadheath, Altrincham Town Centre and the Regional Centre.</p> <p>ALO13: To consolidate and retain Broadheath as the principal location in the south of the Borough for industrial purposes.</p> <p>ALO14: To continue to promote Altrincham as the Principal Town Centre and key economic driver, in terms of employment, retail and leisure opportunities.</p> <p>ALO15: To manage the change of industrial land to other uses effectively, in order to protect economic/employment uses in the area.</p> | <p>SO3</p> |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| ALO16: To continue to promote Altrincham as the Principal Town Centre and key economic driver; in terms of its employment, retail and leisure opportunities. | SO4 |
| SAO17: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities. ALO18: To maintain the Green Belt surrounding this area for agricultural and recreational purposes. ALO19: To achieve more accessible greenspace in those parts of the area currently experiencing deficiency. ALO20: To protect and enhance the linear green network and wildlife corridors, including that of the Bollin Valley, Brooks Drive and Timperley Brook. | SO5 |
| ALO21: To manage the high levels of congestion and improve the quality of public transport provision, particularly along the A56, the A560 and the A538. ALO22: To secure improvements to the facilities at Altrincham Interchange. ALO23: To manage the adverse impact of new development along main transport corridors on the highway infrastructure/public transport provision. ALO24: To tackle the barrier that the A56 creates to pedestrian movement between residential and commercial areas. ALO25: To secure improvements to pedestrian and cycling facilities along the Bridgewater Canal and Trans Pennine Trail. | SO6 |
| ALO26: To ensure all new development is constructed in accordance with the latest environmental standards. ALO27: To encourage and support opportunities to locate low-carbon/ decentralised energy facilities. | SO7 |
| ALO28: To maximise opportunities for green roofs and tree planting. | SO8 |
| ALO29: To protect and enhance the character of the environment, landscape, skylines and historic features especially in the Conservation Areas. | SO9 |

5 PLACE OBJECTIVES

Trafford's Rural Communities

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| <p>RCO1: To safeguard and protect, from inappropriate residential development, the character; appearance; and amenity of Warburton, Dunham Town and Dunham Woodhouses and the Green Belt.</p> | <p>SO1</p> |
| <p>RCO2: To ensure the diversity of facilities for these communities is adequate to maintain their long term sustainability.</p> <p>RCO3: To improve access to and maximise the potential of this valuable informal recreation resource, to improve the health of Trafford's residents.</p> | <p>SO2</p> |
| <p>RCO4: To recognise the role that agricultural diversification can play in ensuring the long term economic viability of agriculture.</p> | <p>SO3</p> |
| <p>RCO5: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities.</p> <p>RCO6: To safeguard and enhance the landscape character, environment, biodiversity, amenity and visual attractiveness of the area for the recreational use of residents and visitors to the Borough.</p> <p>RCO7: To protect and enhance the very high quality natural environment, archaeological features and landscape character of the area.</p> <p>RCO8: To improve biodiversity for example by recreating Mossland habitat and connecting up protected sites both within Trafford and across boundaries with Warrington and Salford.</p> | <p>SO5</p> |
| <p>RCO9: To secure improvements to public transport connections, particularly Partington to Altrincham.</p> <p>RCO10: To secure improvements and use of pedestrian and cycling facilities along routes such as the Bridgewater Canal and Trans Pennine Trail.</p> | <p>SO6</p> |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| <p>RCO11: To manage effectively the reserves of sand and gravel in this area.</p> <p>RCO12: To protect and enhance the Mosslands as a natural carbon sink to mitigate the effects of climate change.</p> | <p>SO7</p> |
| <p>RCO13: To protect and enhance the historic buildings and the character of the rural villages embedded in the countryside.</p> <p>RCO14: To protect and enhance the cultural, recreational and ecological importance of Dunham Massey.</p> <p>RCO15: To manage effectively the tourist attractions, particularly at Dunham Massey.</p> | <p>SO8</p> |

5 PLACE OBJECTIVES

Partington

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>PAO1: To provide an appropriate level of new residential development to tackle population decline and achieve sustainable growth.</p> <p>PAO2: To maximise the potential of vacant and derelict sites for housing.</p> <p>PAO3: To establish a better balance in type and tenure of housing in the area.</p> | SO1 |
| <p>PAO4: To ensure the sustainability of the new Healthy Living Centre and other community facilities.</p> <p>PAO5: To maintain the viability of schools.</p> <p>PAO6: To secure appropriate facilities for young people, including young adults.</p> | SO2 |
| <p>PAO7: To tackle the skills shortages and support the development of the Training and Employment Centre.</p> <p>PAO8: To provide the right conditions to attract and retain economically mobile people to the area.</p> <p>PAO9: To establish improvements to the commercial sector within Partington.</p> | SO3 |
| <p>PAO10: To improve and enhance the existing retail offer within the local shopping centre to create a more vital and vibrant centre.</p> <p>PAO11: To maximise employment opportunities within a redeveloped local shopping centre.</p> | SO4 |
| <p>PAO12: To protect, improve and enhance the quality and accessibility of biodiversity and green spaces.</p> <p>PAO13: To maximise the potential to improve the leisure and recreational offer.</p> | SO5 |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>PAO14: To reduce the physical isolation of Partington.</p> <p>PAO15: To secure improved public transport linkages from Partington to the Regional Centre, Altrincham and Trafford Park.</p> <p>PAO16: To secure improved highway links.</p> <p>PAO17: To secure improvements and use of pedestrian and cycling facilities along routes such as the Trans Pennine Trail, but also through maximising opportunities to create new routes.</p> | <p>SO6</p> |
| <p>PAO18: To ensure all new large-scale development is constructed in accordance with the latest environmental standards.</p> <p>PAO19: To encourage and support opportunities to locate low-carbon/decentralised energy facilities.</p> <p>PAO20: To maximise opportunities for green roofs and tree planting.</p> | <p>SO7</p> |
| <p>PAO21: To protect and enhance the historic character and features of historic importance.</p> | <p>SO8</p> |

5 PLACE OBJECTIVES

Carrington

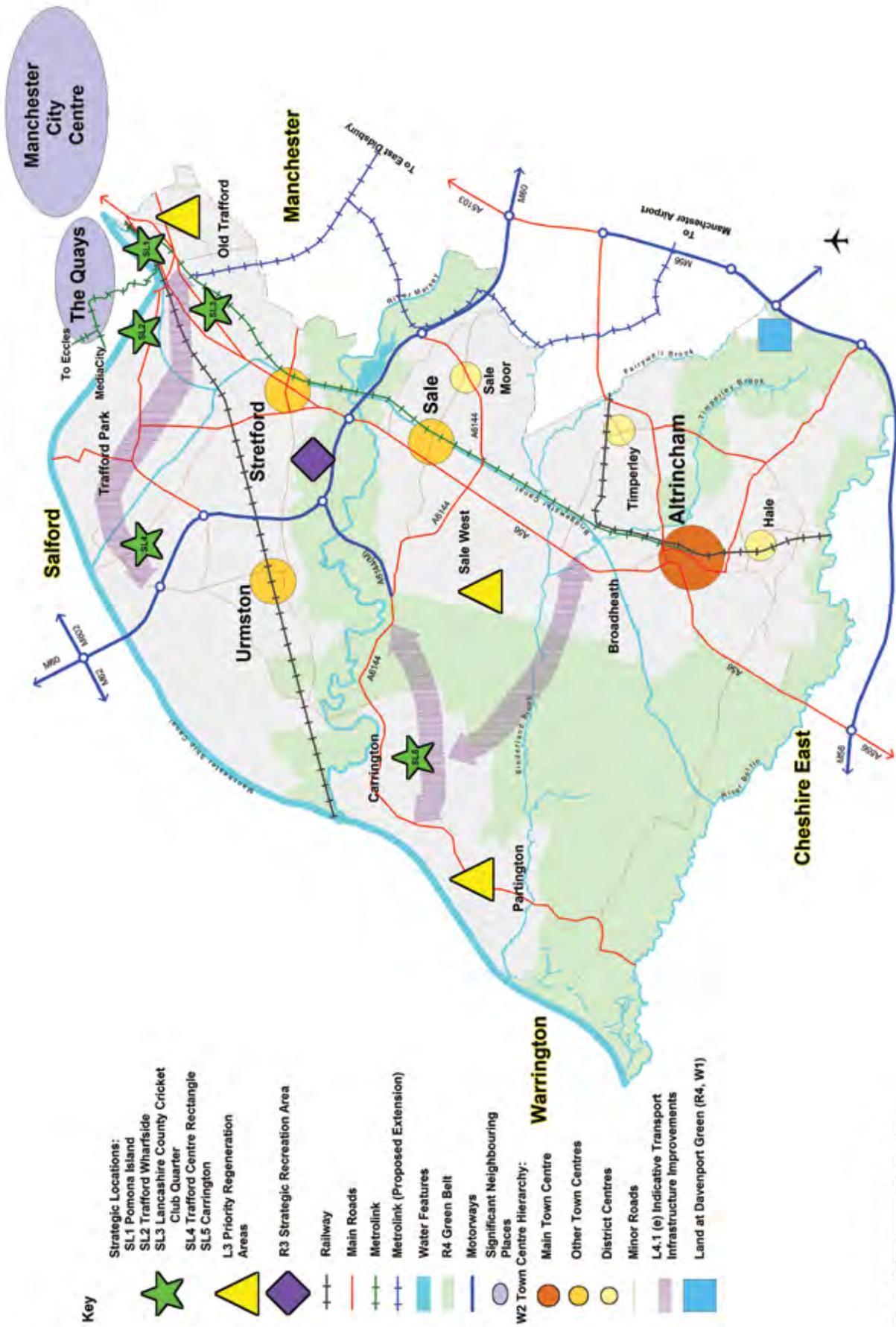
| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|---|---------------------|
| <p>CAO1: To create a high quality, sustainable residential development as part of high quality mixed use redevelopment scheme.</p> <p>CAO2: To ensure that there is an appropriate mix of housing types and tenures to contribute significantly to meeting the housing needs of Trafford.</p> <p>CAO3: To maximise the re-use or redevelopment of previously developed/derelict land.</p> | <p>SO1</p> |
| <p>CAO4: To provide the right conditions to support local community facilities and those of nearby Partington including health and education services.</p> <p>CAO5: To provide the right conditions for residents of Trafford, but particularly Partington and Sale West, to access employment opportunities.</p> <p>CAO6: To improve the levels of community facilities to provide for the needs of the new and existing community.</p> <p>CAO7: To improve and enhance the appearance and quality of the environment, including green and open spaces for recreational purposes and the public realm.</p> | <p>SO2</p> |
| <p>CAO8: To maximise the re-use or redevelopment of the substantial amounts brown-field land.</p> <p>CAO9: To provide the right conditions to attract and retain economically mobile people within Trafford.</p> <p>CAO10: To redevelop the economic capacity of Carrington and attract significant new activity to secure its future economic viability.</p> | <p>SO3</p> |
| <p>CAO11: To ensure the development of sustainable modes of transport to key town centres from Carrington.</p> <p>CAO12: To create a local population that will support the revitalised local shopping centre in Partington.</p> | <p>SO4</p> |

| PLACE OBJECTIVE | STRATEGIC OBJECTIVE |
|--|---------------------|
| <p>CAO13: To protect and enhance areas of environmental importance.</p> <p>CAO14: To protect and enhance the Mosslands as a natural carbon sink to mitigate the effects of climate change.</p> <p>CAO15: To provide clearly defined green corridors to join the urban fabric with the surrounding greenspace assets.</p> <p>CAO16: To improve access to the surrounding open countryside.</p> | <p>SO6</p> |
| <p>CAO17: To reduce the physical isolation of Carrington.</p> <p>CAO18: To secure significant improvements to the public transport infrastructure, including connecting Carrington with the rest of Trafford and beyond.</p> <p>CAO19: To secure improvements to the transport infrastructure including linkages to the motorway network.</p> <p>CAO20: To secure improvements and use of pedestrian and cycling facilities along routes such as the Trans Pennine Trail.</p> <p>CAO21: To investigate opportunities to link this part of Trafford directly with Salford.</p> | <p>SO7</p> |
| <p>CAO22: To ensure all new development is constructed in accordance with the latest environmental standards.</p> <p>CAO23: To maximise opportunities to locate low-carbon/decentralised energy facilities as part of the proposed new mixed use development.</p> <p>CAO24: To support the development of waste management facilities.</p> <p>CAO25: To maximise opportunities for green roofs and tree planting.</p> | <p>SO8</p> |
| <p>CAO26: To protect and enhance the historic character and features of historic importance.</p> | |

6 THE DELIVERY STRATEGY

6.1

The following sections of this document provide the Delivery Strategy for achieving Trafford's Core Strategy Vision and Objectives. This is made up of both of the Strategic Locations and the Core Policies and through these the Council has identified, where practicable, when, where and by whom the actions will take place. Each policy contains an implementation section setting out the implementation mechanisms, delivery agents, timescales, and funding opportunities. In respect of the Strategic Locations, this information is specifically linked to the delivery of the Development Requirements set out in the Location policies. Further information on the delivery of the Core Strategy can be found in the Local Infrastructure Plan, which the Council has produced as a living document.



8 STRATEGIC LOCATIONS

8.1 Throughout the Core Strategy process, the Council carefully considered the potential for significant, strategic change in a number of specific areas within the Borough. These key spatial proposals will deliver the vision and objectives of the Core Strategy.

8.2 Within the Core Strategy, the following 5 Strategic Locations are identified as the key areas for change:

- Pomona Island (SL1);
- Trafford Wharfside (SL2);
- Lancashire County Cricket Club Quarter (SL3);
- Trafford Centre Rectangle (SL4); and
- Carrington (SL5).

8.3 These 5 Strategic Locations are illustrated on the Key Diagram.

8.4 The definition of a Strategic Location is based on current planning guidance and representations received on the Core Strategy. For the purposes of the Trafford Core Strategy, a Strategic Location is defined as being:

- An important element in the achievement of the Core Strategy;
- Supported by information of what is to be provided, when it will be provided, who will provide it, and how it will be delivered. This information has been outlined, with general costs and funding sources identified, and will be agreed in principle by all delivery partners.

8.5 These Locations will be programmed for delivery through a further DPD.

8.6 Other significant areas that were not considered to be Strategic Locations are detailed in other policies within the Core Strategy and will contribute to the delivery of housing, employment, leisure and recreational facilities and/or help safeguard town centres. The site specific implications of these areas will be detailed and identified in the Land Allocations DPD. More details of the process of selecting the 5 Strategic Locations is set out in the Technical Note on Strategic Locations and Sites Selection (March 2010).

8.7 For each Strategic Location, the policy sets out what will be delivered and the essential requirements (e.g. infrastructure) to ensure development can be delivered in a sustainable way. The policy also details the phasing of development, a list of key infrastructure projects, including who has responsibility for delivering them, and how the Strategic Location will deliver the objectives of the Core Strategy.

- 8.8 The policy for each Strategic Location sets out an indicative minimum figure that can be delivered in each Location over the plan period. This enables flexibility for the Strategic Locations to deliver more or less development in line with the delivery strategy and all other policies of the Core Strategy. Development proposals that would ultimately vary the number of units built from the indicative target number set out for any location will be determined in the light of on-going monitoring work and compliance with the relevant Location development requirements and other policies in the Core Strategy.

Flood Risk Assessment

- 8.9 The Strategic Locations and other development areas have been subject, firstly to a sequential test and, secondly, where necessary, to an exceptions test, as required by national guidance on Flood Risk. This information has been used to assist in determining the suitability of different forms of development, and the range of measures which are required to ensure that new development is protected from flooding and it does not increase flood risk elsewhere. Further information and the results of these tests can be found in Trafford Core Strategy PPS25 Flood Risk Sequential Test Report (March 2010) and the Sustainability Appraisal Report (March 2010) contains the results of the exceptions testing.

Transport Assessment

- 8.10 The Council has been working with the Highways Agency to consider the impact of the Strategic Locations on the Strategic Road Network (SRN). Phase I of the Greater Manchester LDF Transport Modelling work provides a summary of the potential impacts on transport networks of the LDF Core Strategies for each of the districts in Greater Manchester.
- 8.11 The outputs of this study have been analysed and a number of 'concerns to be addressed' outlined by the Highways Agency for Trafford. These include: growth in traffic and increase in journey times between Junction 5 and 11 of the M60; Carrington and the increase in traffic and journey times on the A6144 and the impact on Junction 8 of the M60; the increase of CO2 emissions; the increase in traffic and journey times on key public transport corridors; and the increase in overall car use and reduction in public transport use across the modelling period.
- 8.12 The 10 Greater Manchester Authorities have agreed a "concordat" with the Highways Agency, detailing a "sound approach" to addressing the transport impacts of future development in Greater Manchester.
- 8.13 Further LDF Transport Modelling work will now look in more detail at the mitigation measures necessary to offset these identified concerns on the transport networks through the Land Allocations DPD.

8 STRATEGIC LOCATIONS

8.14

The Council will continue to work with the Highways Agency and Transport for Greater Manchester; the Greater Manchester Passenger Transport Executive's (GMPTE) successor; to identify and prioritise the required highway and public transport infrastructure provision and any necessary mitigation measures to support the sustainable delivery of the Strategic Locations. The outcomes of the Phase 2 work will inform the transport evidence base to support the Land Allocations DPD for the LDF and the review of SPD I: Developer Contributions to Highway and Public Transport Schemes.

Implementation of the 5 proposed Strategic Locations

8.15

The implementation schedules contained within Policies SL1 to SL5 build on work already done at the regional, sub regional and local level, and set out current information on programmed and planned infrastructure. To avoid the schedule being seen as simply a 'shopping list' of desired provision, a broad indication of priorities has been given by classifying each scheme as either:

- Priority 1 (committed schemes needed now to support existing development);
- Priority 2 (needed to ensure sustainability of growth proposed in Core Strategy);
- Priority 3 (would assist in ensuring the sustainability of planned growth); and
- Priority 4 (identified as a requirement in later stages of the Core Strategy but requires further investigation).

8.16

As these requirements may change during the lifetime of the Development Plan, the Core Strategy is supported by a Local Infrastructure Plan (LIP), which is a living document that will contain the most up-to-date information on infrastructure provision and delivery. The LIP is influenced in part by monitoring, with appropriate realignment procedures identified, and also through further partnership working with key agencies and developers and the preparation of the Land Allocations DPD.

8.17

Whilst it needs to be recognised that it is not possible to guarantee future levels of either public or private investment, particularly in an uncertain economic climate, the LIP helps to provide a clear indication of priorities for existing funds and future funding bids. It provides a framework to work with Government and other key agencies to secure as much certainty as possible that the necessary investment will be provided.

8.18

Taken with the Core Strategy, the LIP will assist in providing a clear basis for infrastructure providers to plan future investment and service delivery across the plan period to 2026.

8.19

Project delivery teams will be established to drive forward the infrastructure agenda and phase it with the development proposals. This will increase confidence in its delivery to support the planned growth and development proposals. These groups will include representatives from all the key agencies and developers, to secure the delivery of supporting infrastructure and achieve sustainable development.

8.20

Where they are known, the costs outlined within the implementation schedules are based on the best estimate at the time of publication, and may be subject to change during the plan period. In terms of the Priority 1 elements, these are based on committed funds for infrastructure that are currently programmed for delivery within the first 5 years.

8.21

Should issues of viability arise that will impact on the ability of key infrastructure to be delivered, the Council will determine which infrastructure requirement(s) are most critical to securing the development and to meeting the overall Vision and Objectives.

8 STRATEGIC LOCATIONS

SLI - POMONA ISLAND

8.22

Pomona is a key part of the Regional Centre in Trafford. This part of the former Manchester Docks has been vacant for over 20 years following its remediation and is one of the largest vacant sites in the Regional Centre. It represents a major opportunity to expand and diversify the offer of the Regional Centre and fill a huge gap close to its heart.

POLICY SLI - POMONA ISLAND

Strategic Proposal

SLI.1

A new mixed-use commercial and residential district will be created to complement the offers of the city centre and Salford Quays / Mediacity:uk. It will be a new destination for business, residential and leisure combining significant commercial and recreational development for people living in the Location and for communities in the city centre and Old Trafford areas.

SLI.2

The Council considers that this Location can deliver:

- 10 Ha of employment activity;
- 800 residential units;
- New commercial leisure facilities, including an hotel;
- Small scale ancillary retail and bar/restaurant uses;
- Appropriate new community facilities to support those people using the development;
- A substantial new area of open space for informal recreation; and,
- New and improved pedestrian links.

SLI.3

The site specific implications of this proposal will be detailed and identified in the Land Allocations DPD.

SLI.4

The design of development proposals in this Location should reflect its Regional Centre status, with a high density, high-rise built form.

Development Requirements

SLI.5

In order for development in this Location to be acceptable the following will be required:

- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall;
- An assessment of potential contamination must be carried out prior to development and any necessary remediation carried out in accordance with an agreed schedule;
- The provision of suitable pedestrian and cycle links to and from the existing Metrolink stations at Cornbrook and Pomona, to key bus routes and to the wider Irwell River Park area;
- The provision of a new informal recreation facility, centred around the canal basin;
- Improvements to local highway network and public transport infrastructure;
- A contribution towards the provision of a new I-form primary school by 2021 to serve the new residential community in this and the surrounding area (including SL2 Trafford Wharfside and SL3 LCCC Quarter);
- The provision of ancillary community facilities;
- A contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;
- Protect, preserve and enhance the grade II Brindley's Weir and its setting; and
- An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss.

SLI.6

Residential development in this Location will be largely apartments, appropriate to its Regional Centre Location. However, a proportion of the residential development should be suitable for families, either in terms of size or type, having regard to Policy L2.

SLI.7

Uses identified in national guidance as being more vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3.

Phasing

| | 2008/9 - 2010/11 | 2011/12 - 2015/16 | 2016/7 - 2020/1 | 2021/2 - 2025/26 | TOTAL |
|-------------|---------------------|----------------------|--------------------|---------------------|-------|
| Residential | 0 | 350 | 450 | 0 | 800 |
| Employment | 0 | 4 | 4 | 2 | 10 |

Residential – expressed in terms of units

Employment – expressed in terms of hectares

8 STRATEGIC LOCATIONS

Implementation

8.23

Implementation will be through private sector development. This Location is within a single ownership, part of location has the benefit of planning consent for residential units (546 units). Other significant sites within this Location will be identified and allocated in a Land Allocations DPD.

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|---|------------|--|---------------------|--|---|
| Bridgewater Way Scheme (Bridgewater Canal Watersmeet to Trafford Park and Manchester) | Priority 2 | Approx £500k | Required By 2011 | Bridgewater Canal Trust/ Trafford Council/ Sustrans | Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106 |
| Reinforcement of Water Supply Network | Priority 2 | Unknown | Required By 2013/14 | United Utilities/ Private Developer | UU AMP 05-06/ Private Developer |
| Improvements to Local Highway Network and Public Transport Provision | Priority 2 | In line with Policies L4, L8 and any associated SPDs | Required By 2016 | HA/ GMPTE/ Local Highway Authority/ Private Developer | Private Developer/ Section 106 |
| Improvements to Existing and Development of New Indoor/ Outdoor Sports Facilities | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Provision of Green Infrastructure and/ or Contribution Towards Off-Site-Provision | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|---|------------|------------------------------------|-----------------------------------|---------------------------------|--|
| On-Site Provision or Contribution Towards Off-Site Provision of New 1 Form Entry Primary School (Will also support development in Policy SL2 And SL3) | Priority 3 | Approx £4-5m (Plus Any Land Costs) | Required By 2021 | Trafford Council | Section 106/ Private Developer |
| Development of Small GP Practice to Supplement Media City Practice (Also supports development in SL2) | Priority 3 | Unknown | Subject To Phasing Of Development | NHS Trafford/ Private Developer | NHS Trafford/ Private Developer/ Section 106 |
| Reinforcement of the Local Waste Water Treatment Works | Priority 3 | Unknown | Unknown | United Utilities | UU AMP 05-06/ Private Developer |
| Reinforcement of the Local Electricity Supply Network | Priority 3 | Unknown | Unknown | Electricity Northwest Ltd | ENW Funds/ Private Developer |
| Reinforcement of the Local Gas Supply Network | Priority 3 | Unknown | Unknown | National Grid | National Grid Funds/ Private Developer |

* Lead responsibility is highlighted in bold, where known

Justification

8.24

Pomona is at Trafford's northern gateway, the redevelopment of this significant area of long-term vacant brown-field land for high quality mixed-use development, offering scope for large-scale development including tall buildings, represents a major opportunity to assist with the regeneration of this part of the Regional Centre. It will increase public safety in the area by introducing new levels of activity in the area and providing extensive opportunities for natural surveillance of paths and open space areas.

8 STRATEGIC LOCATIONS

8.25

In view of the Location's important position in relation to the Regional Centre, it will be important to secure high quality urban design to ensure an appropriate mix of land uses and inter-relationship of buildings/open spaces, because the appearance of this site once developed will have a significant bearing on the overall regeneration of the Priority Regeneration Area and the wider Regional Centre.

8.26

Pomona lies within the Salford Quays/Irwell Corridor Strategic Regional Site as identified in July 2009 by the NWDA. The purpose of this designation is to expand and integrate the area with the rest of the regional centre of Manchester through a mixed-use framework. Development here will also assist in the delivery of the objectives of the Irwell River Park, Bridgewater Way and Ordsall South Strategies by enhancing and opening up the waterfront for safe use and enjoyment.

8.27

The Trafford Other Main Town Centre Uses Study (2009) concluded that due to a low number of suitable and available sites in town centre locations, it may be necessary to consider further sites situated in other appropriate locations as defined in national guidance. Pomona is a long-term vacant and derelict site within the Old Trafford Priority Regeneration Area (see Policy L3), and the creation of new employment opportunities here would provide a valuable economic boost for the area and will serve to enhance Trafford's image as a tourism destination.

8.28

Opportunities will be created to improve pedestrian and cycle movements to the existing Metrolink stations at Cornbrook and Pomona and to the wider City Region through new foot/cycle paths.

8.29

Opportunities exist for the creation of multi functional green infrastructure enhancing the whole image of the area. The informal recreation facility, centred around the canal basin, will provide valuable amenity space for the new community; will help to reduce deficiencies and inequalities in open space provision in Old Trafford; and will enhance the ecological value of the wildlife corridor along the Manchester Ship Canal and Bridgewater Canal.

8.30

Due to the previous industrial use of the site, development cannot proceed unless potential contamination and its effect on controlled waters has been assessed.

8.31

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.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|--|
| Key Objective(s) of the SCS | SE2, SE4, SE5, SE7, SE10, PE1, PE3, PE5, PE6 BH1, BH2, BH3, BH4 |
| Strategic Objective(s) | SO1, SO2, SO3, SO5, SO6, SO7 & SO8 |
| Place Objective(s) | OTO1, OTO2, OTO8, OTO13, OTO14, OTO19 |

8 STRATEGIC LOCATIONS

SL2 - TRAFFORD WHARFSIDE

8.32

Wharfside is a key strategic part of Trafford lying as it does within the Regional Centre on the south bank of the Manchester Ship Canal opposite Salford Quays. The area has great potential as part of Mediacity:uk for new economic and residential development and also contains Manchester United Football Club which is a sporting and visitor destination of local, regional, national and international significance.

POLICY SL2 - TRAFFORD WHARFSIDE

Strategic Proposal

SL2.1

The Council will identify and promote land for development within this Location to create a major mixed-use area of regional and international significance. The focus will be on opportunities for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development.

SL2.2

The Council considers that this Location can deliver:

- In the Mediacity:uk area: high quality mixed-use development for employment activity (10 hectares of mainly B1 office and light industrial uses), leisure (including hotels) residential development (900 units) and an appropriate scale of supporting retail and community uses;
- A high quality, high density, multi-storey mixed-use redevelopment of Victoria Warehouses which is a prominent long-standing, under-used, 1.4 hectare site located at the Trafford Wharfside eastern gateway. The mixed-use redevelopment to comprise: residential apartments; commercial office accommodation; hotel accommodation; and ancillary leisure and retail accommodation; and
- In the Manchester United stadium area: development that supports the existing football stadium and associated hospitality, conference, retail and visitor facilities.

SL2.3

The site specific implications of this proposal will be detailed and identified in the Land Allocations DPD.

Development Requirements

SL2.4

In order for development in this Location to be acceptable, the following will be required:

- The provision of a new high-frequency public transport system for the area;
- The provision of a strategic processional route, suitable for a variety of users that will link Mediacity:uk to Irwell River Park, MUFC, and the LCCC Area providing high quality green infrastructure that will be a key element of the visitor experience and will link to existing and future public transport infrastructure improvements and canal crossings;
- A new bridge crossing that will provide a link within the Irwell River Park scheme and is closely related to other existing or proposed routes such as the strategic processional route referred to above;
- The provision of a new I-form primary school by 2021 to serve the new residential community in this and the surrounding area (including SL1 Pomona Island and SL3 LCCC Quarter);
- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall;
- Uses identified in national guidance as being more vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3;
- Provision of affordable housing, in accordance with Policy L2; and
- Design of development at Victoria Warehouses should be high quality given its strategic position as a gateway to The Quays and Trafford Borough. In particular, any tall buildings should be well-designed and iconic.

SL2.5

Residential development in this Location will be largely apartments, appropriate to its Regional Centre location. However a proportion of the residential development should be suitable for families, either in terms of size or type, in accordance with Policy L2.

SL2.6

Due to previous industrial uses in this area, development cannot proceed unless potential contamination and its effect on controlled waters have been assessed and any potentially

8 STRATEGIC LOCATIONS

Phasing

| | 2008/9 - 2010/11 | 2011/12 - 2015/16 | 2016/7 - 2020/1 | 2021/2 - 2025/26 | TOTAL |
|--------------------|---------------------|----------------------|--------------------|---------------------|-------|
| Residential | 0 | 400 | 300 | 200 | 900 |
| Employment | 0 | 3 | 3 | 4 | 10 |

Residential – expressed in terms of units

Employment – expressed in terms of hectares

SL2.7

The details of the site specific and infrastructure requirements will be addressed through the Land Allocations DPD.

Implementation

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|--|------------|--|---------------------|--|---|
| Bridgewater Way Scheme (Bridgewater Canal) Watersmeet to Trafford Park and Manchester | Priority 2 | Approx £500k | Required By 2011 | Bridgewater Canal Trust/ Trafford Council/ Sustrans | Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106 |
| Reinforcement or Water Supply Network | Priority 2 | Unknown | Required By 2013/14 | United Utilities/ Private Developer | UU AMP 05-06/ Private Developer |
| Increase intake at Old Trafford Primary School (Will also support development in Policy SL3) | Priority 2 | Unknown | Required by 2012 | Trafford Council | Section 106 |
| Improvements to Local Highway Network And Public Transport Provision | Priority 2 | In line with Policies L4, L8 and any associated SPDs | Required By 2016 | HA/ GMPTE/ Local Highway Authority/ Private Developer | Private Developer/ Section 106 |

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|---|------------|--|-----------------------------------|---|--|
| On-Site Provision or Contribution Towards Off-Site Provision of New I Form Entry Primary School (Will also support development in Policy SL1 and SL3) | Priority 3 | Approx £4-5m (plus any land costs) | Required By 2021 | Trafford Council | Section 106 |
| Provision of Green Infrastructure and Open Space and/or Contribution Towards Off-Site Provision | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Improvements to Existing and Development of New Indoor/Outdoor Sports Facilities | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer |
| New bridge crossing as part of the Irwell River Park scheme | Priority 3 | Unknown | Unknown | Irwell River Park/ Private Developer | Private Developer/ Section 106 |
| Strategic Processional Route (Sir Matt Busby Way / Waters Reach) | Priority 3 | Unknown | Unknown | Local Highway Authority/ MUFC/ Irwell River Park/ Private Developer | Private Developer/ Section 106 |
| Water Taxi | Priority 3 | Unknown | Unknown | Private Developer | Private Developer |
| Development of Small GP Practice to Supplement Media City Practice (Also supports development in SL1) | Priority 3 | Unknown | Subject To Phasing of Development | NHS Trafford/ Private Developer | NHS Trafford/ Private Developer/ Section 106 |
| Reinforcement of the Local Waste Water Treatment Works and Infrastructure | Priority 3 | Unknown | Unknown | United Utilities | UU AMP 05-06/ Private Developer |

8 STRATEGIC LOCATIONS

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|---|------------|---------|---------|---------------------------|--|
| Reinforcement of the Local Electricity Supply Network | Priority 3 | Unknown | Unknown | Electricity Northwest Ltd | ENW Funds/ Private Developer |
| Reinforcement of the Local Gas Supply Network | Priority 3 | Unknown | Unknown | National Grid | National Grid Funds/ Private Developer |

* Lead responsibility is highlighted in bold, where known

Justification

8.33

The area is wholly located on previously developed land that will provide significant scope for a substantial mixed-use development including tall buildings centred on the digital media and tourism industries capitalising on the proximity to Salford Quays to create a thriving media and knowledge based business focus in the Location.

8.34

Trafford Wharfside lies within the Salford Quays/Irwell Corridor Strategic Regional Site as identified in July 2009 by the NWDA. The purpose of this designation is to expand and integrate the area with the rest of the regional centre of Manchester through a mixed-use framework.

8.35

Office development in this area is consistent with the Trafford Other Main Town Centre Uses Study which concluded that due to a low number of suitable and available sites in town centre locations, it may be necessary to consider further sites situated in other appropriate locations as defined in national guidance. The creation of new employment opportunities here would help to regenerate the nearby Old Trafford neighbourhood (see Core Policy L3) and deprived neighbourhoods in Salford.

8.36

The area is well located in terms of its accessibility to the existing and planned public and private transport infrastructure linking the Wharfside/Trafford Park locations to surrounding business and residential areas but it is necessary to improve linkages to existing Metrolink facilities in particular and to contribute to the creation of a new high-frequency public transport system for the area, linking the Regional Centre to the Trafford Centre Rectangle.

8.37

The outcomes of the Greater Manchester Transport Modelling Assessment indicate that schemes are required to mitigate the impact of this development on the Strategic Road Network and the Primary and Local Authority Network and these will need to be agreed with the Highways Agency and GMPTA.

8.38 The redevelopment of the Victoria Warehouses will provide a significant amount of new high quality residential, commercial and leisure industry accommodation that will act as a catalyst for the development of The Quays and Media City UK regeneration projects within the Trafford Wharfside part of the Regional Centre thereby providing and supporting significant new business and tourism job opportunities and playing a major role in boosting the local and wider economy.

8.39 Development in this Location will be expected to deliver an appropriate scale of green infrastructure and open space including outdoor sports facilities, in line with Policies R3 and R5. This will provide the area with an enhanced image and an environment that can mitigate rising temperatures in this very built up area providing visitors with a more pleasant experience.

8.40 Due to the potential for flooding in the northern parts of the Location alongside the Manchester Ship Canal (identified as Flood Zone 3 In the SFRA undefended scenario), it is considered that residential development would not be appropriate in this part of the Location with it only being acceptable in the middle and southern parts of the Location where there is lower or no flood risk. The exact zones for residential development will be defined in the Land Allocations DPD.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|--|
| Key Objective(s) of the SCS | SE2, SE4, SE5, SE7, SE10 PE1, PE3, PE5, PE6 BH1, BH2, BH3, BH4 |
| Strategic Objective(s) | SO1, SO2, SO3, SO5, SO6, SO7 & SO8 |
| Place Objective(s) | TPO1, TPO3, TPO14 OTO13, OTO17 |

8 STRATEGIC LOCATIONS

SL3 - LANCASHIRE COUNTY CRICKET CLUB QUARTER

8.41

The Lancashire County Cricket Club Quarter and surrounding area is one of the most visited places in the Borough. It contains a major international sporting attraction in the Cricket Club, is adjacent to Manchester United Football Club and also contains a number of important community facilities such as Trafford Town Hall, Trafford College and the Stretford Leisure Centre. However, the area is fragmented by a number of large footprint single uses and a significant opportunity exists to improve the visitor experience for its sporting attractions and to create a new residential neighbourhood. This opportunity should promote linkages with existing communities in the area and help to provide a balance between the different, and sometimes conflicting, land uses.

POLICY SL3 – LANCASHIRE COUNTY CRICKET CLUB QUARTER

Strategic Proposal

SL3.1

A major mixed-use development will be delivered in this Location to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved stadium at Lancashire County Cricket Club.

SL3.2

The Council considers that this Location can deliver:

- A redeveloped LCCC sports stadium with ancillary sports and leisure facilities;
- 400 residential units comprising predominantly accommodation suitable for families;
- A redeveloped and renovated Trafford Town Hall providing new accommodation for Trafford Council's and administrative functions;
- Improvements to education, community and commercial facilities (including a superstore); and
- Improvements to the local highway network and better linkages with public transport infrastructure.

SL3.3

The site specific implications of this proposal will be detailed and identified in the Land Allocations DPD.

Development Requirements

SL3.4

In order for development in this Location to be acceptable the following will be required:

- The provision of community facilities to support the new community, including school provision, health facilities;
- A contribution to the provision of a strategic processional route, suitable for a variety of users with a high quality public realm area incorporating green infrastructure along Warwick Road and Brian Statham Way to enhance visitor experience and to link to existing and future public transport improvements;
- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall;
- To protect, preserve and enhance the listed Trafford Town Hall and its setting and secure its use for civic and community purposes;
- To contribute towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;
- To incorporate features to enhance the level of biodiversity in the area, such as green roofs and appropriate landscaping; and
- Provision of affordable housing in accordance with Policy L2.

SL3.5

The detailed phasing of the infrastructure requirements will be addressed through the Land Allocations DPD.

Phasing

| | 2008/9 - 2010/11 | 2011/12 - 2015/16 | 2016/7 - 2020/1 | 2021/2 - 2025/26 | TOTAL |
|-------------|---------------------|----------------------|--------------------|---------------------|-------|
| Residential | 0 | 60 | 300 | 40 | 400 |

Residential – expressed in terms of units

Implementation

8.42

The location is in a mix of private and public sector ownerships. Funding and delivery will be the responsibility of the private sector and their development partners. However opportunities for the utilisation of public sector land in the area and joint ventures with public sector partners and will be explored on a site by site basis.

8 STRATEGIC LOCATIONS

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|---|------------|--|-----------------------------------|---|--|
| Increase intake at Old Trafford Primary School (Will also support development in Policy SL2) | Priority 2 | Unknown | Required By 2012 | Trafford Council | Section 106 |
| On-Site Provision or Contribution Towards Off-Site Provision of New 1 Form Entry Primary School (Will also support development in Policy SL1 and SL2) | Priority 3 | Approx £4-5m (plus any land costs) | Required By | Trafford Council | Private Developer/ Section 106 |
| Improvements to Local Highway Network and Public Transport Provision | Priority 2 | In line with Policies L4, L8 and any associated SPDs | Required By 2021 | HA/ GMPTE/ Local Highway Authority/ Private Developer | Private Developer/ Section 106 |
| Provision of Green Infrastructure and Open Space and/or Contribution Towards Off-Site Provision | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Improvements to Existing and Development of New Indoor/Outdoor Sports Facilities | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Improvement of Local GP Practices and Facilities | Priority 3 | Unknown | Subject To Phasing of Development | NHS Trafford/ Private Developer | NHS Trafford/ Private Developer/ Section 106 |
| Development of a New Replacement Facility at Stretford Leisure Centre, Including a Swimming Pool, Sports Hall and Fitness Facility | Priority 3 | Approx £5-7.5m | Required By 2026 | Trafford Council/ Trafford Community Leisure Trust/ Private Developer | Capital & Revenue Funds/ Prudential Borrowing/ Private Developer |

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|---|------------|---------|---------|--|---|
| A strategic processional route with a high quality public realm area along Warwick Road and Brian Statham Way | Priority 3 | Unknown | Unknown | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Reinforcement of the Local Waste Water Treatment Works | Priority 3 | Unknown | Unknown | United Utilities | UU AMP 05-06/ Private Developer |
| Reinforcement of the Local Electricity Supply Network | Priority 3 | Unknown | Unknown | Electricity Northwest Ltd | NW Funds/ Private Developer |
| Reinforcement of the Local Gas Supply Network | Priority 3 | Unknown | Unknown | National Grid | National Grid Funds/ Private Developer |

* Lead responsibility is highlighted in bold, where known

Justification

8.43

Development in this Location will support the regeneration of the City Region Inner Areas through the creation of a new sustainable mixed-use neighbourhood. Development proposals will need to provide a positive contribution to reducing inequalities in the Old Trafford Priority Regeneration Area.

8.44

The redevelopment of the sports stadium at Lancashire County Cricket Club is identified as a priority to ensure that international cricket is returned to this historic venue and to help maintain Trafford's reputation as a location for national and international sporting events. Not only will this provide an enhanced physical environment but it will deliver additional employment opportunities for local people.

8.45

The LCCC Quarter is predominantly made up of brown-field sites in a variety of ownerships. High quality development which will function at the highest environmental standards will be pursued to provide an enhanced and unique living experience for new and existing residents.

8.46

Whilst the area is highly accessible from the Regional Centre, by a choice of modes of transport with access to the Metrolink and bus services, orbital links from this locality to places such as Trafford Park are poor. Development will therefore need to demonstrate how improvements to such links will be secured.

8 STRATEGIC LOCATIONS

8.47 In September 2010, the Council granted planning permission for the development of a 15,500 sq m (GIA) superstore on land at this location.

8.48 Development proposals in this area are required to contribute towards the provision of high quality public realm in the Location, particularly in terms of the upgrading of Sir Brian Statham Way and Warwick Road to create a strategic processional route which links to MUFC, Trafford Wharfside (SL2) and Salford Quays with a high quality approach focussed on design.

8.49 New development in this Location will also be expected to deliver an appropriate scale of green infrastructure and open space including outdoor sports facilities, in line with Policies R3 and R5. It will also need to contribute to towards the provision of a new I-form primary school by 2021 to serve the new residential community in this and the surrounding area alongside with contributions from SL2 Wharfside and SL4 Trafford Centre Rectangle.

8.50 The Council has produced a Development Framework for the LCCC Quarter. This provides more detail about the key opportunities within the area alongside further evidence for the delivery of this Proposal. This document supports the delivery of 400 residential units at this location as part of a mixed use scheme.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|---|
| Key Objective(s) of the SCS | SE2, SE10 PE1, PE3, PE5 BH1, BH2, BH3, BH4 HQ8 |
| Strategic Objective(s) | SO1, SO2, SO3, SO5, SO6, SO7 & SO8 |
| Place Objective(s) | OTO1, OTO2, OTO3, OTO5, OTO11, OTO17, OTO25 |

SL4 - TRAFFORD CENTRE RECTANGLE

8.51

The Trafford Centre Rectangle is a key strategic part of Trafford, forming the western part of Trafford Park. Whilst some parts of the Location, such as the Trafford Centre itself, are not expected to change over the life time of this plan, there are a number of sites within the Location that offer significant opportunities to contribute to both local and sub-regional priorities over the plan period and beyond.

POLICY SL4 – TRAFFORD CENTRE RECTANGLE

Strategic Proposal

SL4.1

A major mixed-use development will be delivered in this Location, providing a new residential neighbourhood, together with commercial, leisure and community facilities and substantial improvements to the public transport infrastructure.

SL4.2

The Council considers that this Location can deliver:

- 1,050 residential units comprising, predominantly, accommodation suitable for families, on the land known as “Trafford Quays”, commercial office (BI) space and, community facilities;
- 15 hectares of land for employment activity, a proportion of which is suitable for high quality commercial (BI) development, in line with Policy WI1;
- New community facilities to support those people using the development; and
- A high quality (4* minimum) hotel and conference facility, in the region of 200 bed spaces located close to Junction 9 of the M60.

SL4.3

The site specific implications of this proposal will be detailed and identified in the Land Allocations DPD.

Development Requirements

SL4.4

In order for development in this Location to be acceptable the following will be required:

- Significant improvements to public transport infrastructure including an integrated, frequent public transit system;
- The provision of the Western Gateway Infrastructure Scheme (WGIS);
- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Uses identified in national guidance as being more vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3;
- Contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;

8 STRATEGIC LOCATIONS

- Improvements to both the physical and environmental qualities of the Manchester Ship Canal, the Bridgewater Canal and the Barton Bridge Swing Aqueduct;
- Provision, where appropriate, to maintain, and/or enhance the Manchester Ship Canal and the Bridgewater Canal for leisure and transportation purposes; and
- The preservation or enhancement of the Barton-upon-Irwell Conservation Area, and its wider setting.

SL4.5

Specifically for development at the Trafford Quays site, the following will be required:

- That two thirds of the housing to be provided is made up of family accommodation;
- Community facilities including convenience retail, school provision and health facilities of a scale appropriate to the needs of the new community;
- An attractive, direct pedestrian link across Trafford Boulevard, connecting Trafford Quays to the Trafford Centre Bus Station, and the Trafford Centre;
- The routing, through the site, of local public transport provision;
- Provision of affordable housing to be made in accordance with Policy L2;
- To protect, preserve and enhance the setting of Pugin's Grade I listed Church of All Saints and the Grade II Presbytery;
- An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss; and
- That residential development is not located in areas of potentially poor air quality.

SL4.6

The detailed phasing of the infrastructure requirements will be addressed through the Land Allocations DPD.

Phasing

| | 2008/9 - 2010/11 | 2011/12 - 2015/16 | 2016/7 - 2020/1 | 2021/2 - 2025/26 | TOTAL |
|-------------|---------------------|----------------------|--------------------|---------------------|-------|
| Residential | 0 | 250 | 250 | 550 | 1050 |
| Employment | 0 | 2 | 6 | 7 | 15 |

Residential – expressed in terms of units

Employment – expressed in terms of hectares

Implementation

8.52

Implementation will be through private sector development. This Location is substantially within a single ownership, some sites within this area have the benefit of planning consent. Other significant sites within this Location will be identified and allocated in a Land Allocations DPD.

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|---|------------|--|------------------|--|---|
| Bridgewater Way Scheme (Bridgewater Canal) Watersmeet to Trafford Park and Manchester | Priority 2 | Approx £500k | Required By 2011 | Bridgewater Canal Trust/ Trafford Council/ Sustrans | Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106 |
| Improvements to Local Highway & Strategic Networks and Public Transport Provision | Priority 2 | In line with Policies L4, L8 and any associated SPDs | Required By 2016 | HA/ GMPTE/ Local Highway Authority/ Private Developer | Private Developer/ Section 106 |
| Provision of Green Infrastructure and Open Space and/or Contribution Towards Off-Site Provision | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Improvements to Existing and Development of New Indoor/Outdoor Sports Facilities | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Western Gateway Improvement Scheme (WGIS) Project | Priority 2 | Unknown | Unknown | HA/ Private Developer | Private Developer/ Section 106/ DfT Funds |
| Extension of Metrolink through Trafford Park/or Some Alternative Form of Public Transport | Priority 2 | Unknown | Unknown | Private Developer | Private Developer/ Section 106 |

8 STRATEGIC LOCATIONS

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|---|------------|---------|--|----------------------------------|--|
| Direct Pedestrian Link Across Trafford Boulevard | Priority 2 | Unknown | Unknown | Private Developer | Private Developer/ Section 106 |
| Managed Motorways Scheme – M60 J8 to J12 | Priority 3 | Unknown | Unknown | HA | DfT Funds |
| Additional Lane to Westbound M60 Between J12 and J15 | Priority 3 | Unknown | Unknown | HA | DfT Funds |
| Water Taxi | Priority 3 | Unknown | Full Planning Consent, Work Commenced On-Site 2009 | Private Developer | Private Developer |
| Development of a Branch Surgery With Walk In Centre Service | Priority 3 | Unknown | Subject To Phasing Of Development | NHS Trafford / Private Developer | NHS Trafford/ Private Developer/ Section 106 |
| Reinforcement of the Local Waste Water Treatment Works | Priority 3 | Unknown | Unknown | United Utilities | UU Amp 05-06/ Private Developer |
| Reinforcement of the Local Electricity Supply Network | Priority 3 | Unknown | Unknown | Electricity Northwest Ltd | ENW Funds/ Private Developer |
| Reinforcement of the Local Gas Supply Network | Priority 3 | Unknown | Unknown | National Grid | National Grid Funds/ Private Developer |
| Renewable Heat Opportunity from Davyhulme WwTW | Priority 4 | Unknown | Unknown | United Utilities | United Utilities/ Private Developer/ Section 106 |

* Lead responsibility is highlighted in bold, where known

Justification

8.53

The location is predominantly a brownfield development location (with the exception of greenfield land at the Trafford Quays site). The Trafford Centre Rectangle has the potential to provide a range of employment opportunities to meet the economic regeneration and development needs of the Borough and to contribute towards the economic prosperity of the City Region. Given that there are few sites in the borough (other than Trafford Quays) that are of sufficient size to deliver a mix of high quality residential accommodation that will help meet Trafford's identified housing needs up to and, potentially, beyond the end of the Plan period, using land efficiently within this Location will reduce the need to release further greenfield land elsewhere in the Borough.

8.54

The following developments all have existing planning consents and can therefore begin within the first phase of the plan period:

- The commercial development on the former Kratos site;
- The 4* hotel and conference facility;
- A new Ship Canal Basin within the Trafford Quays development area; and
- The WGIS highway scheme.

8.55

Notwithstanding the fact that these extant planning permissions exist given that substantial amounts of land are expected to change land use over the course of the Plan period, the Council considers that it is important to identify the whole of the Trafford Centre Rectangle as a Strategic Location in order to signal that this is an area of change from its current state.

8.56

This Location is expected to deliver a significant contribution towards the Borough's identified need for family accommodation. Policy L2 details that 1 bed, general needs accommodation should be specifically justified in terms of a clearly identified need. The phasing reflects the likely availability of funding and programme of works anticipated at this time.

8.57

The Economic Viability Study considered a number of specific sites (including Trafford Quays) 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. The study concluded that under normal market conditions Trafford Quays would remain viable with a 30% affordable housing provision. However given that the study was based upon broad development assumptions, the study concluded that sites such as Trafford Quays should be reappraised once more detailed site specific information is available and prior to negotiating affordable housing provision and other contributions.

8.58

Scope for increasing the level of residential and commercial development beyond that included in the Proposal will be determined in the light of monitoring work carried out in relation to Policies L1 and W1 of this Plan and the satisfactory provision of identified infrastructure requirements and appropriate mitigation measures. Such provision will be determined by way of future reviews of this Plan, this could include the redevelopment of the "Container Base" on Barton Dock Road.

8 STRATEGIC LOCATIONS

8.59 Proposals to improve the highway and public transport infrastructure serving the area will improve sustainability of the location as a focus for development, making it accessible by a choice of modes of transport. This will create and improve transportation links to areas of employment from existing communities and the Regional Centre.

8.60 The outcomes of the Greater Manchester Transport Modelling Assessment indicate that schemes are required to mitigate the impact of this development on the Strategic Road Network and the Primary and Local Authority Network.

8.61 Transport mitigation measures will be identified to offset the impact of traffic generated by the development on the M60, in agreement with the Highways Agency and TfGM, with funding streams identified and obtained and be operational in advance of the first occupation of the development in accordance with Policy L4.

8.62 Development in this Location will be expected to deliver an appropriate scale of green infrastructure and open space including outdoor sports facilities, in line with Policies R3 and R5. Particular opportunities exist for enhanced biodiversity and cycling and walking provision along the Manchester Ship Canal.

8.63 The location of specific uses within Trafford Quays will be designed to reflect the outcome of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment, including appropriate mitigation measures, and will be detailed in the Land Allocations DPD, in line with Policy L5.

8.64 Similarly the location of specific uses within this location will need to have regard to the Air Quality Management Areas. Currently some of the poorest air quality in Trafford is within this Location, adjacent to Barton Bridge and Trafford Boulevard.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|---|
| Key Objective(s) of the SCS | SE2, SE4, SE5, SE7, SE10 PE1, PE3, PE5, PE6 BH1, BH2, BH3 |
| Strategic Objective(s) | SO1, SO2, SO3, SO5, SO6, SO7 & SO8 |
| Place Objective(s) | TPO1, TPO2, TPO3, TPO4, TPO5, TPO6, TPO7, TPO8, TPO9, TPO10, TPO12, TPO13, TPO14, TPO15, TPO16, TPO17, TPO18, TPO20, TPO21, OTO17, OTO20 |

SL5 - CARRINGTON

8.65

Carrington is a key strategic location within the south of the Borough. The location offers the opportunity to reduce the isolation of both Carrington and Partington by creating a substantial new mixed use sustainable community on large tracts of former industrial brown-field land.

POLICY SL5 – CARRINGTON

Strategic Proposal

SL5.1

A major mixed-use development will be delivered in this Location, providing a new residential community, together with employment, educational, health and recreational facilities. This will be supported by substantial improvements to both public transport and road infrastructure.

SL5.2

The Council considers that this Location can deliver:

- 1,560 residential units comprising, predominantly, accommodation suitable for families;
- 75 hectares of land for employment activities;
- New road infrastructure to serve the development area to relieve congestion on the existing A6144;
- Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system;
- Community facilities including convenience retail, school provision, health and recreational facilities of a scale appropriate to support the needs of the new community; and
- High quality green infrastructure within the new community and connects with the surrounding open countryside and protects and enhances the existing sites of environmental importance.

SL5.3

The site specific implications of this proposal will be detailed and identified in the Carrington Area Action Plan.

Development Requirements

SL5.4

In order for development in this Location to be acceptable the following will be required:

- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Uses identified in national guidance as being more vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3;

8 STRATEGIC LOCATIONS

- Contributions towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks; these include public transport and highway infrastructure schemes;
- That approximately 80% of the housing to be provided is made up of family accommodation;
- Development must demonstrate high standards of sustainable urban design in accordance with Policies L5 and L7;
- Provision of affordable housing to be made in accordance with Policy L2;
- Improved access for residents on foot or cycling, to the surrounding green space and open countryside;
- A contribution towards the provision of additional utility capacity;
- The protection and enhancement of the mossland as a carbon sink to mitigate the effects of climate change;
- The Council will consider the need for development proposals to be referred for possible Habitat Regulation Assessment (HRA);
- The protection and enhancement of the sites of nature conservation and biological importance, including the Carrington Rides, Broadoak Wood and Brookheys Covert; and
- To protect, enhance and preserve, heritage assets and their wider settings, including the Listed Church of St George.

SL5.5

The detailed phasing of the infrastructure requirements will be addressed through the Carrington Area Action Plan.

| | 2008/9 - 2010/11 | 2011/12 - 2015/16 | 2016/7 - 2020/1 | 2021/2 - 2025/26 | TOTAL |
|--------------------|---------------------|----------------------|--------------------|---------------------|-------|
| Residential | 0 | 360 | 600 | 600 | 1560 |
| Employment | 0 | 25 | 25 | 25 | 75 |

Residential – expressed in terms of units

Employment – expressed in terms of hectares

Implementation

8.66

Implementation will be through private sector development. This Location is substantially within a single ownership. The site specific implications of this proposal will be detailed in the Carrington Area Action Plan.

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|--|------------|--|---|--|---|
| Refurbishment of 132kV High Voltage Electricity Distribution Network Between Barton and Carrington | Priority 1 | Unknown | Required By 2011 | Electricity Northwest Ltd | ENW Funds |
| Flixton Road/ Manchester Road Junction Improvement Works | Priority 1 | Approx £1.3m | Required By 2011 | Local Highway Authority | Integrated Transport Fund/ Private Developer/ New Growth Point Fund |
| 860MW Gas Fired Combined Cycle Gas Turbine Generating Power Station | Priority 1 | Unknown | Full Consent Granted under the Electricity Act (1989), To Commence On-Site By 2013 | Utility Provider | Private Sector |
| 1520MW Gas Fired Combined Cycle Gas Turbine Power Station | Priority 1 | Unknown | Awaiting Full Consent under the Electricity Act (1989), To Commence On-Site Between 2013 And 2016 | Utility Provider | Private Sector |
| Carrington Link Road to the Development Site | Priority 2 | Approx £3m | Required By 2017 | Private Developer | Private Developer/ Section 106 |
| Improvements to Local Highway Network and Public Transport Provision | Priority 2 | In line with Policies L4, L8 and any associated SPDs | Required By 2024 | HA/ GMPTE/ Local Highway Authority/ Private Developer | Private Developer/ Section 106 |

8 STRATEGIC LOCATIONS

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|--|------------|--|-----------------------------------|--|--|
| On-Site Provision or Contribution Towards Off-Site Provision of New 2 Form Entry Primary School | Priority 2 | Approx £7-8m (plus any land costs) | Required By 2026 | Trafford Council | Private Developer/ Section 106 |
| Provision of Green Infrastructure and Open Space and/ or Contribution Towards Off-Site Provision | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Improvements to Existing and Development of New Indoor/ Outdoor Sports Facilities | Priority 2 | In line with Policies R5, L8 and any associated SPDs | Required By 2026 | Trafford Council/ Private Developer | Private Developer/ Section 106 |
| Development of Small GP Practice | Priority 3 | Unknown | Subject to Phasing of Development | NHS Trafford/ Private Developer | NHS Trafford/ Private Developer/ Section 106 |
| Significant Investment in the Local Waste Water Treatment Assets | Priority 3 | Unknown | Unknown | United Utilities | UU AMP 05-06/ Private Developer |
| Reinforcement of the Local Electricity Supply Network | Priority 3 | Unknown | Unknown | Electricity Northwest Ltd | ENW Funds/ Private Developer |
| Reinforcement of the Local Gas Supply Network | Priority 3 | Unknown | Unknown | National Grid | National Grid Funds/ Private Developer |

* Lead responsibility is highlighted in bold, where known

| PROJECT | STATUS | COSTS | PHASING | RESPONSIBILITY* | FUNDING SOURCE |
|--|------------|-------------|---------|-------------------|-------------------|
| Provision of a New Canal Crossing Across Manchester Ship Canal | Priority 4 | Approx £49m | Unknown | Private Developer | Private Developer |
| Increase intake at existing secondary schools | Priority 4 | Unknown | Unknown | Trafford Council | Private Developer |

* Lead responsibility is highlighted in bold, where known

Justification

8.67

The Carrington Location is predominantly a brownfield development location, with much of the land (but not exclusively) being made up from the substantially contracted chemicals complex. It has the potential to deliver a mixed use sustainable community, providing high quality family accommodation that will help meet Trafford's identified housing needs up to and potentially beyond the end of the Plan period. It will also provide a range of employment opportunities to meet the economic regeneration and development needs of the Borough and to contribute towards the economic prosperity of the City Region in the 21st Century.

8.68

All residential units in this Location will be expected to deliver affordable housing provision in line with Policy L2, this will be determined via a site specific viability study, but will not normally exceed 40%. Similarly the site offers the capacity to meet a substantial proportion of the Borough's family housing needs.

8.69

This Location is therefore capable of delivering a significant contribution towards both the Borough's economic and residential development priorities of meeting local needs and regeneration priorities within this part of the southern City Region.

8.70

The phasing reflects the likely availability of funding and programme of works anticipated at this time.

8.71

The scale of development proposed at this location is designed to be of such a level that it will establish an additional local population, which will assist in maintaining the viability of valuable community facilities in the neighbouring Priority Regeneration Area of Partington, such as the rejuvenated shopping centre and health and education facilities.

8 STRATEGIC LOCATIONS

8.72

Scope for increasing the level of residential and commercial development beyond that included in the Proposal will be determined in the light of monitoring work carried out in relation to Policies LI and WI of this Plan and the satisfactory provision of identified infrastructure requirements and appropriate mitigation measures. Such provision will be determined by way of future reviews of this Plan.

8.73

Proposals to improve the highway and public transport infrastructure serving the area will improve the sustainability of the Location as a focus for development, making it accessible by a choice of transport modes. This will create and significantly improve transportation links to the Strategic Road Network, Metrolink and cross conurbation to Salford (a Manchester Ship Canal crossing will be subject to further investigation). The alignment of the link road to serve the development area and ease congestion along the A6144 will be determined by the Carrington Area Action Plan.

8.74

The outcomes of the Greater Manchester Transport Modelling Assessment indicate that significant schemes are required to mitigate the impact of this development on the Strategic Road Network and the Primary and Local Authority Network.

8.75

Transport mitigation measures will be identified to offset the impact of traffic generated by the development on the M60, in agreement with the Highways Agency and TfGM, with funding streams identified and obtained and be operational in advance of the first occupation of the development in accordance with Policy L4.

8.76

An ecological assessment and survey(s) will be expected to be undertaken to determine the potential impact of the proposal on any habitats and sites of, nature conservation and biological and ecological importance. It will also be expected to produce an environmental assessment to determine the impact of the development on factors including air pollution and noise. A further Habitat Regulations Assessment will be carried out as part of the Carrington Area Action Plan to assess any effects that could arise from potential atmospheric pollution and recreational pressure on the Manchester Mosses Special Area of Conservation (SAC).

8.77

Development in this Location will be expected to deliver an appropriate scale of green infrastructure provision and open space, sport and recreational facilities in line with Policies R3 and R5.

8.78

The Trafford Historic Landscape Characterisation Report identified elements of the chemical works at Carrington Moss to be a good example of an Industrial sub type and the core of Carrington as a settlement of historic importance. In line with Policy R1, elements of these previous uses are deemed to be of historic interest and its features identified and retained, where appropriate.

8.79

The location of specific uses within Carrington will be designed to reflect the outcome of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment, including appropriate mitigation measures, and will be detailed in a future DPD, in line with Policy L5.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|--|
| Key Objective(s) of the SCS | SE2, SE4, SE5, SE10 PE1, PE3, PE5 BH1, BH2, BH3, BH4 |
| Strategic Objective(s) | SO1, SO2, SO3, SO4, SO5, SO6, SO7 & SO8 |
| Place Objective(s) | RCO9 PAO14 CAO1, CAO2, CAO3, CAO4, CAO5, CAO6, CAO8, CAO10, CAO11, CAO13, CAO14, CAO15, CAO16, CAO17, CAO18, CAO19, CAO20, CAO21, CAO26 |

9 CORE POLICIES

- 9.1 17 Core Policies are presented in this section and provide the Council with a framework within which new development within the Borough can be controlled and managed. The justification text details where the policies have evolved from, and signals the principle sources of evidence. They should not be seen as mutually exclusive to each other nor Government guidance.
- 9.2 References to Supplementary Planning Documents (SPDs) within this document indicate where an existing SPD will be updated or a new one will be produced. These documents will not be adopted until after the Core Strategy has been adopted and once the necessary consultation process has been carried out.

- 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 |

12 L3 - REGENERATION AND REDUCING INEQUALITIES

12.1 Although often perceived as an affluent Borough, not everyone in Trafford has the opportunity to share in this excellent quality of life and growing prosperity. Trafford is a Borough of contrasts and some of its neighbourhoods are amongst the most disadvantaged in the country. At the heart of the Council's objectives is the provision of accessible employment opportunities and the promotion of sustainable communities to foster community cohesion.

POLICY L3: REGENERATION AND REDUCING INEQUALITIES

L3.1 Within Trafford's Regeneration Areas the Council will secure:

- Improvements to accessibility between the Regeneration Areas and employment areas such as Trafford Park, Carrington, the town centres and the Regional Centre by a choice of modes of transport, including walking and cycling;
- Improved access to and/or the provision of community (including cultural) facilities for the communities within the Regeneration Areas;
- Healthier lifestyle choices for the communities within the Regeneration Areas;
- Improved access to education, training and advice centres to/from the Regeneration Areas;
- Improved quality of design and construction and range (including affordability and type) of the Borough's housing stock on offer to residents within the Regeneration Areas;
- Improvements to the local environment of the Regeneration Areas; and
- Opportunities to reduce crime and to enhance community safety.

L3.2 Within these Regeneration Areas the Council will support appropriate development(s) that will reduce inequalities, secure regeneration benefits; create truly sustainable communities; and make positive contribution(s) to achieving the Plan's Strategic Objectives and relevant Place Objectives as follows:

Priority Regeneration Area - Old Trafford

L3.3 In the eastern section of the Regeneration Area, housing led redevelopment will be promoted which will improve the quality and diversity of the housing stock, improve access to the Regional Centre and Trafford Park and provide further commercial, cultural and community facilities. Specifically development will provide approximately 1,000 (net) new residential units; small scale office development; and small scale retail facilities to meet local needs.

- The amount, location and type of development will be as specified in the LA DPD, with further guidance being provided through supplementary planning document(s) for Old Trafford, if required;
- Development proposals must demonstrate how they will make a positive contribution to achieving the Strategic Objectives and Place Objectives for Old Trafford; and
- Development proposals should accord with the development guidelines set out within the A56 corridor SPD;

Priority Regeneration Area – Partington

L3.4

Within Partington, development and redevelopment will be supported which will provide or contribute to the provision of approximately 850 units of new residential accommodation, suitable for families, (part of which will be provided on a substantially vacant/unused 16 hectare greenfield site abutting the Manchester Ship Canal); a redeveloped local shopping centre; and improvements to open space and amenity areas in terms of quality and access, including the provision of a 'green loop' to connect existing areas of green space to create an accessible, attractive route for walking and cycling around Partington.

- Development will be required to contribute to the improvement of the public transport infrastructure to mitigate against the impact of the development on the highway network and to address the deficiencies in the existing public transport provision;
- The impact of the proposed development on flood risk related to the adjoining Ship Canal and Red Brook should be assessed in accordance with Policy L5 of this Plan;
- Development within Partington should be built at a density that will safeguard an appropriate level of high quality, accessible open amenity space;
- The release of greenfield land for development will only be allowed where it can be demonstrated that it will make significant contributions to the regeneration priorities for Partington and will not have a significant adverse impact on the ecological value of the land;
- Where development is proposed on amenity open space this will be allowed provided this will not lead to a deficiency in open space in Partington and works contributions are provided to secure improvements to the quality of remaining areas of open space;
- In addition to works/improvements made by means of compensation for loss of amenity space, contributions will be required to meet the needs of new residents in accordance with Policy R5;

12 L3 - REGENERATION AND REDUCING INEQUALITIES

- As appropriate, the development proposal should improve the housing mix, type and tenure across Partington as a whole; and
- Developers will be required to locate uses identified in national guidance as being 'more vulnerable' to flooding such as residential, certain leisure uses, healthcare and educational facilities outside Flood Zone 3 unless the relevant policy test set out within national guidance can be met.

L3.5

In line with the current commitment for residential development on the greenfield site known as Partington Canalside, developer(s) will be required to:

- Demonstrate how the development will secure or contribute to the redevelopment of the existing local shopping centre;
- Where development results in a loss of amenity space, provide contributions towards the provision/improvement of open space and public realm in and around the township by means of compensation. Additional contributions may be sought to meet the needs of new residents in accordance with Policy R5;
- Locate vulnerable uses such as those identified in national guidance outside of the areas identified as Flood Zone 3 unless the relevant policy test set out within national guidance can be met; and
- Provide public transport contributions equivalent to SPD1 and work with the Council and its Partners to ensure that they are directed towards transport and accessibility projects that will deliver sustainable transport benefits to Partington.

Priority Regeneration Area - Sale West

L3.6

Within Sale West development and redevelopment will be supported in order to regenerate this former Council estate. Development should focus on improvements to the residential mix and quality, the neighbourhood centre, the public realm and access to employment opportunities. The Council will seek the net addition of 100 residential units during the plan period as part of the regeneration proposals for Sale West. The new housing will be designed to a high standard, with a particular emphasis on improving the relationship between buildings and the street and the quality of neighbourhood open space.

Other Regeneration Areas

L3.7

Within these neighbourhoods the Council will seek to encourage developments that will address and reduce inequalities identified within the Index of Multiple Deprivation.

L3.8

Outside any identified Regeneration Area the ability of a development proposal to provide facilities that would be of significant benefit to one or more of the identified regeneration areas, would be a material consideration in the determination of that application.

L3.9

The level of information to be supplied by the developer in relation to any of these matters will vary on site by site basis but will need to be produced to the satisfaction of Local Planning Authority, guidance will be provided on these issues through supplementary guidance documents.

L3.10

All Trafford's priority and other regeneration areas will be identified on the Land Allocations Plan and Supplementary Planning Documents and development briefs will be prepared as necessary to provide further guidance to developers.

Prior to the adoption of the LA DPD and supplementary planning documents, the Council will seek to ensure that development within the Borough's regeneration areas will not compromise the deliverability of long term regeneration priorities.

12 L3 - REGENERATION AND REDUCING INEQUALITIES

IMPLEMENTATION

Implementation Mechanisms

Implementation will be through private and public sector development of new facilities within the specified neighbourhoods. The Council can assist through the preparation of the Land Allocations DPD, Area Action Plans and Supplementary Planning Documents for the appropriate Strategic Locations and planning briefs for particular sites, where necessary, and through the planning application decision making process.

Delivery Agent

The delivery agents will include the private sector, public sector and private financial initiatives (PFIs).

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 Tables LI and WI. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will largely be through private and public sector investment and Section 106 monies.

Justification

- 12.2** The Council will secure improvements within the Regeneration Areas through the implementation of Policies of this Plan and future DPDs.
- 12.3** Trafford is a Borough where in some locations extremes of wealth and poverty continue to exist side by side. This brings with it mixed employment prospects and access to services. Although predominantly wealthy and prosperous, Trafford has a number of pockets of acute deprivation at neighbourhood level, which because of the surrounding prosperity, go unrecognised in terms of being able to attract external funding in order to address these issues.
- 12.4** In 2004 and 2007, a national comparison of deprivation was commissioned, which looked at levels of deprivation in smaller neighbourhoods within wards, known as Super Output Areas (SOAs). In the case of Trafford, many of these most deprived SOAs lie within the borough's already recognised deprived areas, namely, Old Trafford to the north, Partington, in the west and Sale West in the centre of the Borough.

- 12.5 In 2004, 16% of Trafford's SOAs were among the 20% most deprived areas of the country. However, by 2007, only 11% came into this category, mainly due to increased levels of income and employment amongst residents living in these areas.
- 12.6 Reducing inequalities and improving engagement in our most disadvantaged neighbourhoods is a commitment made by national government and is at the heart of Trafford Partnership's SCS.
- 12.7 Based on the 2007 Indices of Multiple Deprivation the Council has identified 3 priority regeneration areas and 7 other regeneration areas that will be a particular focus for investment and change. The detail of the extent and nature of the deprivations in these neighbourhoods is contained within the 2007 Indices of Multiple Deprivation.
- 12.8 Trafford's Priority Regeneration Areas are those areas that are in the worst 10% of the most deprived in the country, as identified in the Index of Multiple of Deprivation. Other Regeneration Areas are those neighbourhoods identified within the worst 20% of the most deprived in the country.

Priority Regeneration Area - Old Trafford

- 12.9 The Council has been committed to regeneration within Old Trafford for sometime. This proposal seeks to provide developers with a framework to ensure that developments that come forward prior to the adoption of the LA DPD and supplementary planning documents, do not compromise the deliverability of long term regeneration projects.
- 12.10 The Place Objectives section of this plan identifies a number of objectives for Old Trafford. This proposal provides an opportunity to develop a mix of type and tenure of residential development to meet the evolving needs of the local community. Additionally it, together with L4, seeks to improve connectivity using sustainable modes of transport (within and out of the area) to ensure good access to a range of employment opportunities and services. The scale of development will provide the opportunity to improve the level of open space provision which has been identified as deficient within Trafford's Green and Open Spaces An Assessment of Need (June 2009), combined with improving the quality and appearance of local buildings and the surrounding environment, and opportunities to maximise the provision of green roofs and tree planting.
- 12.11 The eastern section of Old Trafford is the subject of a jointly prepared master plan. This area is a key part of the Old Trafford Priority Regeneration Area. The Master Plan sets out a vision for the area and this policy seeks to provide the planning policy framework to deliver the aims of that document. Key issues that the Master Plan document highlights are the need to improve the quality of the environment, the quality and diversity of the housing stock and transportation links within and beyond the area.

12 L3 - REGENERATION AND REDUCING INEQUALITIES

12.12 The western section of the Priority regeneration Area is covered in part by Strategic Location SL3.

Priority Regeneration Area – Partington

12.13 Partington is in an area in need of investment in its local economy (particularly the shopping centre) and diversification of its housing stock. Proposals should provide a significant opportunity to broaden the range of housing types and tenures to provide for local need/demand and help create a mixed sustainable community. Currently it is poorly connected with the rest of Trafford and the Regional Centre, being served by a single road in and out. Development within Partington will bring about vital improvements to public transport access.

12.14 A combined residential and retail development scheme, on a significant, substantially vacant/unused 16 hectare greenfield site abutting the Manchester Ship Canal to provide 550 residential units of the overall 850 supply has been approved by the Council subject to the signing of a Section 106 Agreement. The development of this new housing scheme will facilitate the redevelopment of the main local shopping centre in Partington – to provide and sustain improved retail/service facilities for the local population and to contribute towards the regeneration of Partington and aid the establishment of a more sustainable community development.

12.15 Redevelopment of the shopping centre will bring vitality to the centre and a new retail offer which will provide employment opportunities for local residents to support a mixed sustainable community.

12.16 Partington is in an area of sufficiency in terms of the quantity of open space, however there needs to be significant improvement to the quality and accessibility of open space in Partington. The development of some of these poorer quality sites will offer the opportunity to facilitate the improvement and accessibility of other open space provision in the area.

12.17 The development of the large scale private market sector housing scheme, at Partington Canalside, linked to the redevelopment of the shopping centre, will help diversify and stabilise the population of Partington and facilitate its development as an attractive and sustainable residential location; offer the capacity to contribute to the housing needs of the Borough up to and beyond the end of the Plan period; improve the quantity, quality and diversity of the stock on offer in the township, facilitate the improvement of public transport provision to and from it; facilitate improved local recreational provision, via the creation of a proposed “green access loop” around the township and; help to reduce pressure for development on the Green Belt.

Priority Regeneration Area – Sale West

12.18 In Sale West the proposal represents an opportunity to focus improvement and development on this former council estate to remodel it and improve the mix of housing offer available to the local community. Development will provide the opportunity to improve public access and to encourage walking and cycling; provide enhanced linkages to employment opportunities and; to enhance the quality, appearance and utility of the local environment for the benefit of the local community.

12.19 Currently, based on the 2007 Indices of Multiple Deprivation, the 7 Other Regeneration Areas are as follows:

- Gorse Hill;
- Stretford;
- Longford;
- Priory;
- Sale Moor;
- Broadheath; and
- Broomwood.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|---|
| Key Objective(s) of the SCS | SR3 SE2, SE10 SC3 PE1, PE3, PE5 BH1, BH2, BH3, BH4 |
| Strategic Objective(s) | SO1, SO2, SO3, SO4, SO5, SO6 & SO7 |
| Place Objective(s) | TPO3 OTO4, OTO6, OTO7, OTO9, OTO10, OTO12, OTO17, OTO20 STO4, STO7, STO17 URO1, URO4, URO6 MVO12 SAO5, SAO6, SAO7, SAO10, SAO17 ALO5, ALO7, ALO8, ALO11 PAO1, PAO6, PAO7, PAO8, PAO9, PAO10, PAO11, PAO12, PAO13, PAO16 CAO4, CAO5, CAO9, CAO12 |

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 |

- 15.1 Waste management can play a key role in helping to deliver sustainable development. Greater Manchester as a whole produces a range of waste types which require management using a variety of modern facilities. The Council will work with other Districts, landowners, developers, local communities and other stakeholders to ensure that facilities are developed in appropriate locations and utilise sustainable modes of transport wherever possible.

POLICY L6:WASTE

L6.1 The Council recognises the importance of sustainable waste management and the need for Trafford to make an appropriate contribution towards enabling Greater Manchester to meet its waste management needs, including those requirements identified in the Greater Manchester Joint Waste Development Plan Document, and having regard to the Greater Manchester Municipal Waste Management Strategy.

L6.2 The Council will, therefore:

- (a) Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to identify, and where necessary safeguard, sites/areas for waste management in appropriate locations, including parts of Trafford Park and Carrington;
- (b) Require all developers of new waste management facilities within the Borough to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort);
- (c) Require all developers of new waste management facilities within the Borough to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal; and
- (d) Require all developers to adopt best practice techniques to prevent and minimise waste during the design and construction phases of development and, where necessary, produce site waste management plans.

L6.3 In determining applications for new waste management facilities within the Borough, the Council will have full regard to the environmental, social and economic impacts of such development, including the scope for securing long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses.

IMPLEMENTATION

Implementation Mechanisms

Waste facilities will be identified and implemented through the Greater Manchester Joint Waste DPD, the Land Allocations DPD and the planning application decision making process.

Delivery Agent

The delivery agents will include the Greater Manchester Waste Disposal Authority, the public sector, and the Greater Manchester Geological Unit.

Timescales

This will be ongoing throughout the Plan period. The Greater Manchester Joint Waste DPD and the Land Allocations DPD are scheduled to be adopted in 2012 and 2014 respectively.

Funding

Funding will include private and public sector investment

Justification

- 15.2** Waste management in Trafford, as in the rest of the country, is facing a period of change. Driven by sustainability, European legislation, Government targets, the need for improved environmental protection and public expectations, the way in which we deal with waste has to move forward from our current dependence on disposal by landfill to reduction, reuse and recycling.
- 15.3** The principal element of the evidence base which supports the Council's assessment of waste management needs is the Needs Assessment produced for the Greater Manchester Joint Waste Development Plan Document (2010). In common with the regional Commercial & Industrial and Construction & Demolition waste studies (2007), this document provides limited data disaggregated to the Borough level but does provide forecasts for the principal waste streams across the county as a whole. The Council has also taken full account of the Greater Manchester Waste Disposal Authority's Municipal Waste Management Strategy (2007).
- 15.4** The Council is working jointly with other Greater Manchester districts, through the Joint Waste Development Plan Document, to develop detailed waste policy and identify sites for a range of facilities across the county.

- 15.5 There is a range of best practice guidance, produced by national government, the Building Research Establishment and other bodies, on preventing and minimising waste production in new development. The preparation of specific site waste management plans is governed by the Site Waste Management Plans Regulations 2008.
- 15.6 Waste management facilities have a range of environmental, social and economic impacts which need to be taken fully into account in the planning decision-making process.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|---------------------|
| Key Objective(s) of the SCS | PE2, PE7 |
| Strategic Objective(s) | SO7 |
| Place Objective(s) | TPO19 CAO24 |

- 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 |

- 18.1 In order for Trafford to remain competitive and contribute to the growth of the economy of the sub-region, it needs to continue to diversify its range of employment types. The aim of this policy is to facilitate the continued modernisation and revival of industrial and commercial activity through the release of sufficient land.

POLICY WI: ECONOMY

Supporting Growth

WI.1 In order to encourage the development of clusters of economic activity the Council will identify a range of sites for a variety of employment uses, with the appropriate infrastructure to attract key economic growth sectors to Trafford. Employment uses within this policy refers to B1 business/office, B2 general industry and B8 storage or distribution and similar appropriate uses.

WI.2 The Council recognises the significant contribution that existing successful manufacturing industries make to the economy of the Borough and will continue to support these industries where appropriate within the context of the Development Plan for Trafford.

Distribution

WI.3 The Council will focus employment uses in the following places:

- Pomona Island;
- Trafford Wharfside;
- Trafford Park Core;
- Trafford Centre Rectangle;
- Carrington;
- Broadheath; and
- Town Centres.

In addition to the above list the Council will support the development of land at Davenport Green where proposals come forward in accordance with Policy R4 (at R4.3 and R4.4).

WI.4 Table WI sets out an indicative minimum figure for the amount of land proposed for a range of employment development, by place, over the plan period. The land supply figures in Table WI include the recycling of existing employment land and buildings and land that is being brought into employment use for the first time.

WI.5

B1 office uses will be focused in the Regional Centre (Pomona and Wharfside), and the town centres. B1 office development will be appropriate within Trafford Park Core, Carrington, Broadheath and at Trafford Centre Rectangle where it is accessible by sustainable transport modes and meets other relevant criteria in national planning guidance and at Davenport Green where it meets the criteria of Policy R4.4.

WI.6

Trafford Park Core will be a key location for industry and business activity within the Manchester City Region Inner Area and will be the principal location for employment development in the Borough. The focus will be on the provision of modern industrial, storage and distribution and office development with residential development not normally supported. Improvements to public transport infrastructure to provide an integrated, frequent public transit system linking the location with surrounding residential and commercial areas will be required.

WI.7

Carrington has significant potential to accommodate large-scale employment development, particularly for general industrial, storage and distribution uses and office development, in order to complement the offer in Trafford Park. Part of the former Shell site at Carrington is proposed for employment development as part of the creation of a new mixed-use neighbourhood. Further details are set out in Location SL5.

WI.8

Broadheath will be retained and supported as a principal employment location in the south of the Borough.

WI.9

Policy R4 identifies land at Davenport Green for an exemplar, very high quality B1 business/office development in the event that it satisfies all criteria in Policy R4.4.

WI.10

Employment development in the other places identified will be detailed in Policy W2 or through each individual Strategic Location.

WI.11

Outside of these places and any smaller sites identified within the Land Allocations DPD, the Council will only permit employment uses provided that it is in accordance with other policies in the Development Plan for Trafford and that:

- It will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region;
- It will contribute significantly to the achievement of the regeneration priorities set out in Policy L3;

- It promotes the use of derelict, vacant or under-used previously developed land; and
- It will be accessible by a range of alternative modes other than the private car.

W1.12

In determining applications for non employment uses on unallocated employment sites, sites outside of the Strategic Locations and employment places identified in W1.3, developers will be required to provide a statement to the satisfaction of the Local Planning Authority, demonstrating that:

- There is no need for the site to be retained for employment purposes and it is therefore redundant;
- There is a clear need for the proposed land use(s) in this locality;
- There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
- The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users; and
- The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.

Hazardous Installations

W1.13

The Council will only permit the development of hazardous or bad neighbour industries where it can be demonstrated that it will not:

- Increase the risk for residents and members of the public, unless suitable measures can be agreed to mitigate risk;
- Compromise the primary function of the employment locality or the operations of neighbouring users;
- Compromise the potential for economic regeneration of the wider area;
- Bring about a significant deterioration in the quality of the environment of the surrounding areas; and
- Be contrary to other policies in the Development Plan for Trafford.

Scale

WI.14

The Council will identify sufficient quantity and choice of land to deliver the new employment provision. The distribution of this employment development is shown in Table WI below.

Table WI: The Supply of Land for New Employment Development 2008/9 to 2025/6*

| | UP TO 2015/6 | 2016/7 - 2020/1 | 2021/2 - 2025/6 | TOTAL LAND SUPPLY FOR B USE (HECTARES) |
|---------------------------------------|-----------------|--------------------|--------------------|---|
| Pomona Island | 4 | 4 | 2 | 10 |
| Trafford Wharfside | 3 | 3 | 4 | 10 |
| Trafford Park Core | 18 | 22 | 15 | 55 |
| Trafford Centre Rectangle | 2 | 6 | 7 | 15 |
| Carrington | 25 | 25 | 25 | 75 |
| Broadheath | 3 | 3 | 4 | 10 |
| Town Centres | 1 | 2 | 2 | 5 |
| Elsewhere | 3 | 3 | 4 | 10 |
| Policy WI Allocation Total | 59 | 68 | 63 | 190 |

* Davenport Green – In the event that development proposals come forward at Davenport Green in accordance with Policy R4 (at R4.3 and R4.4) such new employment development provided by that proposal will be in addition to that set out in the table above.

IMPLEMENTATION

Implementation Mechanisms

Implementation will be through development at the Strategic Locations identified in this Core Strategy. These and other significant sites elsewhere in the Borough will be allocated in a Land Allocations DPD and Area Action Plan(s). Other sites will be identified through the planning application decision making process.

Delivery Agent

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 identified employment areas is set out in detail in Table 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.

Justification

18.2 Policy WI seeks to guide economic regeneration and development across the Borough to achieve the aims, objectives and spatial development requirements of the Trafford Sustainable Community Strategy and the Trafford Economic Development Plan.

18.3 Trafford is a fundamentally important part of the City Region economy and a location where the development of significant clusters of economic activity in key economic growth sectors, supported by appropriate infrastructure, will be essential for the Borough to diversify and grow its employment base to properly contribute to the City Region, maintaining and improving its competitiveness and developing into one of Europe's premier city regions.

18.4 The key economic growth sectors the policy is seeking to foster and allow to develop are those that have been identified by the NWDA, the Greater Manchester Forecasting Model and the Trafford Economic Development Plan. The key economic growth sectors are:

- Financial and business services;
- Distribution;
- Cultural, creative and media industries;
- Advanced engineering; and
- Other personnel services.

18 WI - ECONOMY

- 18.5 Other key growth sectors such as retail, commercial leisure and hotels and waste management facilities are covered in Policies L6, W2 and R6.
- 18.6 The findings of the Trafford Employment Land Study of May 2009 indicate that a sufficient supply of suitable and developable employment sites exists to meet the Borough's contribution to the requirement suggested in the Greater Manchester Employment Land Position Statement of August 2009 (170 hectares of land plus or minus 10% up to 2026).
- 18.7 The new employment land development proposals set out in Table WI take account of the site by site findings of the Trafford Employment Land Study, current (April 2010) known development commitments and expectations for the recycling/re-use of currently developed land to provide accommodation to meet the changing needs of business. The amount of land proposed for new employment development in this policy is set as a global total supply to accommodate all the types of development required to meet the Borough's needs over the Plan period, allowing flexibility to accommodate inevitable changes in the requirements of businesses over time as they seek to respond to changing economic circumstances. Detailed proposals, disaggregated by broad employment use (B1 office, B2 industry and B8 warehousing) will be included in the Land Allocations DPD.
- 18.8 Due to an insufficient amount of sites within or on the edge of town centres required to meet the identified need for office uses, the Council considered further locations outside of the town centres in line with national and regional guidance. This led to the identification of the foci for office development to be as set out in Policy WI.5.
- 18.9 An indicative minimum land supply figure provides the flexibility for the employment locations to deliver more or less development in line with the strategy and all other policies of the CS. However, any development proposals that vary the amount of land from the indicative target number will be determined in the light of on-going monitoring work and compliance with the relevant Location development requirements and other policies in the Core Strategy.
- 18.10 The historic development and current (April 2010) land supply data used to compile Table WI indicates an overall 85:15% split between industry/warehousing and office development. The Council expects that this ratio will be maintained over the Plan period, albeit that there may be geographical variations dependant upon the characteristics of those areas.
- 18.11 The strategic development locations identified in Policy WI are key proposals intended to secure the revival, modernisation and development of a diversity of industrial, commercial, warehousing/distribution, service and support activities. The range of activities to be prioritised and encouraged in each of the Strategic Locations is set out in greater detail in Strategic Locations section of the Plan, detailed employment allocations will be identified in the Land Allocations DPD.

- 18.12** In addition to the New Employment Development figures set out in Table W1, Policy R4 identifies land at Davenport Green for an exemplar, very high quality B1 business/office development in the event that it is needed to support approved development proposals at Airport City or MediPark at University Hospital South Manchester, or that a need has been generated by a significant change to the economic context of the region as a result of either the growth of Airport City or the MediPark. Until such time as proposals emerge which satisfy all criteria of Policy R4.4, the land is protected as Countryside, outside the Green Belt.
- 18.13** Outside the Strategic Locations, the land identified in Policy R4.3 and those sites identified within the LADPD, development and redevelopment for economic purposes will be supported in a measured way commensurate with the need for the development, the availability or otherwise of suitable alternative development locations and their effect on environment and amenity of surrounding land uses.
- 18.14** All proposals for the development of any industrial, commercial, warehousing and storage uses associated with Manchester Airport will be subject to very careful assessment in consultation with Manchester Airport Group Plc and other appropriate agencies to determine the appropriateness of the proposal.
- 18.15** Insofar as the development of new hazardous installations is concerned all such proposals will be subject to very careful assessment in consultation with the Health and Safety Executive to determine the scale of risk both to the prospective workforce and the occupiers of adjacent developments before any planning consent for development is granted.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|---|
| Key Objective(s) of the SCS | SE1, SE2, SE3, SE4, SE5, SE7, SE10, SE13 |
| Strategic Objective(s) | SO2, SO3, SO4 & SO6 |
| Place Objective(s) | TPO3, TPO8, TPO14 OTO8, OTO10 STO8, STO17 SAO4, SAO11 ALO12, ALO14, ALO23 CAO9, CAO10, CAO17 |

19.1

Trafford is a borough with four town centres each with its own distinct identity and character and offering an individual experience. They are key drivers in Trafford's economic prosperity and the focus will be on the continued development of the centres as commercial, retail and leisure hubs. In addition, the Council will seek to enhance their vitality and viability through encouraging diversity (particularly in terms of community and cultural facilities), accessibility and environmental quality.

POLICY W2: TOWN CENTRES & RETAIL

W2.1

The future strategy for town centres within the Borough is as follows:

The Principal Town Centre

W2.2

Altrincham, as the main town centre in the Borough, will be the principal focus for high quality comparison retail supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential. The Council considers that Altrincham Town Centre is capable of delivering:

- 20,000sqm of retail floorspace;
- 10,000sqm of office floorspace;
- Significant new leisure and hotel facilities;
- A new and/or improved hospital facility;
- 250 residential units;
- Improved public transport interchange;
- Enhancements to the public realm;
- Improvements to pedestrian routes to encourage better circulation, particularly in an east-west direction across the town centre; and
- The town centre contains a number of Conservation Areas and historic buildings which make a significant contribution to its character. Developers will be required to demonstrate how their proposal will preserve or enhance the character and wider setting of the Conservation Area.

W2.3

The main development opportunity within Altrincham Town Centre is Altair which is a high quality, high density multi-storey mixed-use development on a 3 hectare brown-field site immediately to the east of the Altrincham transport interchange. The mixed-use development is expected to deliver:

- Retail, café, bar, and restaurant accommodation (15,000 sqm);
- Commercial office accommodation (8,500 sqm);
- Hotel accommodation (7,700 sqm);
- Ice Rink and other leisure development (11,600 sqm);
- Residential apartment accommodation (150 units) comprising a mix of sizes and tenures;
- Hospital and healthcare facility;
- New areas of public realm; and
- Improvements to pedestrian linkages to the rest of the town centre, in particular a new pedestrian bridge link between the development and the Interchange.

Other Town Centres

- Sale;
- Stretford; and
- Urmston.

W2.4

Within these centres there will be a focus on the consolidation and improvement of the convenience and comparison retail offer, with the potential to strengthen and enhance the retail offer where suitable, as well as diversification to other uses such as offices, services, leisure, cultural and residential, as appropriate.

W2.5

In Sale the aim is to consolidate and improve the town centre. The Council considers that the following can be delivered:

- Improvements to the mix and quality of the existing retail offer;
- New retail floorspace (4,000sqm);
- New commercial office accommodation (3,000sqm);
- Additional leisure, hotel and community facility development; and
- Additional residential accommodation (100 units).

W2.6

In Stretford, the regeneration of the town centre and adjacent area will be the focus. The Council considers that the following can be delivered:

- New/improved retail floorspace to enhance the offer of the town centre, in particular within Stretford Mall and immediate vicinity;
- New/updated commercial office accommodation and family-oriented leisure facilities;
- New residential (apartment and family) accommodation (250 units);
- Public realm enhancements and accessibility improvements around the A56 Chester Road – A5145 Edge Lane / Kingsway junction and between the town centre and the Metrolink station; and
- Securing the active reuse and preservation of the Essoldo building.

District Centres

- Hale;
- Sale Moor; and
- Timperley.

W2.7

Within these centres there will be a focus on convenience retailing of an appropriate scale, plus opportunities for service uses and small-scale independent retailing of a function and character that meets the needs of the local community.

W2.8

Whilst there is a need to enhance the convenience retail offer of all 3 District Centres, there is a particular need to plan for a small to medium-sized supermarket within Sale Moor District Centre.

Local Centres

W2.9

There is a network of local centres where the focus will be on convenience retail facilities and services to meet local needs.

W2.10

There is a particular need to redevelop the existing local centres in Partington and Hale Barns to create modern shopping centres including a medium-sized supermarket and other retail units.

W2.11

Within all the centres identified in the Land Allocations DPD, the following will apply:

- Sustainable urban design will be a priority, with a particular emphasis on encouraging a mix of uses appropriate to the centre, active frontages and high quality in the design and finish of the public realm;
- Changes of use from A1 retail to other uses should be carefully considered in terms of their impact on the function, character, vitality and viability of the centre as a whole and on specific frontages, particularly within primary shopping frontages;
- Where appropriate, new development within town centres should include a variety of unit sizes in order to encourage diversity in the retail offer; and
- The need to make appropriate provision for the preservation and enhancement of prominent, historic buildings.

Out-of-Centre Development**W2.12**

Outside the centres identified above, there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government Guidance.

W2.13

There is a presumption against large-scale extensions to the Trafford Centre.

W2.14

Proposals to expand any of the three existing retail warehouse parks (White City, Trafford and Altrincham) should be justified against the tests set out in national guidance. Further development within the retail warehouse parks should be limited to the sale of bulky comparison goods only.

IMPLEMENTATION

Implementation Mechanisms

Implementation will primarily be through private sector development of new facilities within the town and other centres.

The Council can assist through the preparation of the Land Allocations DPD, for the appropriate Strategic Locations and planning briefs for particular town centre sites, where necessary, and through the planning application decision making process.

The Council will work with local stakeholders and the community (including the town centre partnerships) to assess the need for new floorspace for different uses, and to identify deficiencies in provision and capacity for new developments within the town centres.

Delivery Agent

Delivery agents will include the private sector, public sector and town centre partnerships.

Timescales

This will be ongoing throughout the plan period. The Land Allocations DPD is scheduled to be adopted in 2014.

Justification

19.2

Government planning policy statements are clear that established town and district centres should remain the main locations for new shopping, leisure, cultural and office development attracting many linked trips and a wide range of age and social groups through the day and into the evening. The future viability of the town centres will depend on securing the right mix of retail, services, cultural and community facilities and housing. Measures to maintain and enhance their strength, diversity and vitality should be pursued through the Local Development Framework.

19.3

Where development is proposed outside of the identified centres, the Government Guidance expressed currently in national guidance, is clear that the development must be considered against the tests and policies set out in this statement.

19.4

Policy W2 sets out an indicative minimum figure that can be delivered in each Town Centre over the plan period. This enables flexibility for the Town Centres to deliver more or less development in line with the strategy and all other policies of the Core Strategy. Proposals that would ultimately vary the amount of development from the indicative target number set out for any centre will be determined in the light of ongoing monitoring work and compliance with other relevant policies in the Core Strategy.

19.5 Altrincham Town Centre is a location where comparison retailing facilities should be enhanced and encouraged and is therefore expected to be the primary focus for this type of development. However, it is not the only centre that should experience development through the plan period. Sale and Stretford are highlighted as additional locations for regeneration and change over the plan period. Urmston, on the other hand, is currently undergoing a major regeneration therefore, it is not anticipated that there will be any further substantial change within Urmston during the Plan period although there is some potential for smaller scale redevelopment of other existing sites (e.g. Victoria Parade).

19.6 Partington Local Centre has been the subject of a planning permission for its regeneration, related to new residential development within the Priority Regeneration Area. Further details of these proposals can be found in Core Policy L3. The Square, Hale Barns has been the subject of a planning permission for its comprehensive regeneration, comprising of a retail food store and 14 additional retail units, plus residential development.

19.7 Policies SL1 to SL5 of the Core Strategy refer to the provision of community or commercial facilities to support the needs of people living, working or using the area. In retail terms, except where stated, the expectation is that these will be small-scale convenience retail facilities of a scale appropriate to support the needs of the new community.

19.8 The Trafford Centre is an important retail facility, but it is not appropriate to propose any large-scale expansion of its floor-space.

19.9 The Trafford Retail and Leisure Study was published in 2007 and, whilst expenditure on retail is expected to grow over the Plan period, the study concludes that the current planned expansions within the Borough's town centres and other existing commitments will largely meet this anticipated growth. This policy therefore does not propose or identify any new sites for large-scale growth in the retail sector other than those identified in the Retail Study. Instead it makes proposals to consolidate and enhance the retail offer available within Trafford's town, district and local centres and identify scope for the expansion of the hotel, leisure and evening economy sectors – particularly high quality and family-oriented facilities – in them all.

19.10 The Retail Study is clear that development should be considered within the town centres first but it does recognise that the existing retail warehouse parks do play a role in providing a particular type of retail. However, the study is clear that new development in the retail warehouse parks should be limited to bulky-comparison goods only to prevent them going to other uses which would compete with the town centre offer.

19.11 The Borough's hierarchy of centres as identified in the Retail Study is as follows:

- Main Town Centre – Altrincham;
- Other Town Centres – Sale, Stretford and Urmston;
- District Centres – Hale, Sale Moor and Timperley; and
- Local Centres, including Partington.

19 W2 - TOWN CENTRES & RETAIL

19.12

The precise boundaries of the town, district and local centres and the primary and secondary shopping areas will be detailed in the forthcoming Land Allocations DPD.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|---|--|
| Key Objective(s) of the SCS | SE1, SE2, SE3, SE5 PE1, PE3, PE5 BH1, BH2, BH3, BH4 |
| Strategic Objective(s) | SO1, SO2, SO3, SO4, SO6 & SO8 |
| Place Objective(s) | TPO10, TPO14 OTO12 STO6, STO8, STO9, STO10, STO11 URO7, URO8 SAO3, SAO12, SAO13, SAO14 ALO13, ALO21 PAO10, PAO11 |

20.1

National and regional policy requires Trafford, as a Minerals Planning Authority, to make provision for future mineral supplies and infrastructure within its Local Development Framework. Greater Manchester as a whole possesses a range of primary minerals resources which may offer opportunities for extraction, together with a variety of opportunities for new infrastructure. The Council will work with other Districts, landowners, developers, local communities and other stakeholders to ensure that minerals development takes place in appropriate locations and utilises sustainable modes of transport wherever possible.

POLICY W3: MINERALS

W3.1

The Council recognises the importance of sustainable management of mineral resources and the need for Trafford to make an appropriate contribution towards enabling Greater Manchester to meet its sub-regional aggregates provision as identified in the National and Regional Guidelines for Aggregates Provision in England.

W3.2

The Council will, therefore:

- (a) Work with other Districts, through the Greater Manchester Joint Minerals Development Plan Document (GMJMDPD), to define minerals safeguarding areas as well as identifying sites, preferred areas and/or areas of search for minerals extraction, including energy minerals, and identify and safeguard sites for minerals storage, recycling, processing and transfer;
- (b) Facilitate the efficient use of minerals and promote the use of secondary/recycled aggregates, as an alternative to primary extraction, where appropriate, by way of condition when approving relevant planning applications; and
- (c) Require all developers of new minerals facilities within the Borough to plan for and, where appropriate, use sustainable modes for transport of minerals, including by use of modes such as rail and the Manchester Ship Canal.

W3.3

In determining applications for new minerals extraction, storage, recycling, processing and transfer within the Borough, the Council will have full regard to the environmental, social and economic impacts of such development, including the need, where necessary, to ensure effective restoration and aftercare of sites.

IMPLEMENTATION

Implementation Mechanisms

Minerals facilities will be identified and implemented through the Greater Manchester Joint Minerals DPD, the Land Allocations DPD and the planning application decision making process.

Delivery Agent

Private Sector

Timescales

This will be ongoing throughout the Plan period. The Greater Manchester Joint Minerals DPD is scheduled for adoption in 2012 and the Land Allocations DPD is scheduled to be adopted in 2014.

Funding

Funding will be mainly through private sector investment.

Justification

20.2 The extraction, storage, recycling, processing and transfer of minerals is an important activity providing materials for the power, construction and manufacturing industries and creating jobs.

20.3 Minerals development also has a range of environmental, social and economic impacts which need to be taken fully into account in the planning decision-making process. In particular, it can create problems in that it may scar the landscape with quarries, pits, or spoil heaps, bring heavy traffic onto unsuitable roads, create noise and dust, and take place in areas of attractive countryside, on productive agricultural land or in areas valued for recreation.

20.4 Modest minerals resources, including sand and gravel, are known to exist in Trafford ('Investigation into Minerals Resources in Greater Manchester', 2007), principally in the open countryside areas. Some extraction has taken place in the past but operations have been on a small scale. Minerals, however, are a finite resource and deposits should not be sterilized unnecessarily.

20.5 The Council is working jointly with other Greater Manchester districts to develop detailed minerals policy across the county through the production of the Joint Minerals Development Plan Document, the timetable for which is detailed in the current Local Development Scheme.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|---------------------|
| Key Objective(s) of the SCS | PE7 |
| Strategic Objective(s) | SO7 |
| Place Objective(s) | RCO11 |

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 R3 – GREEN INFRASTRUCTURE

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 |

24 R4 - GREEN BELT, COUNTRYSIDE AND OTHER PROTECTED OPEN LAND

24.1 Approximately two fifths of Trafford is countryside, which is under continued pressure from a wide variety of development uses. Green Belt land, Countryside and Protected Open Land serve the important purposes of preventing urban sprawl, controlling development pressures to preserve the open character of the countryside and to assist in urban regeneration.

POLICY R4: GREEN BELT, COUNTRYSIDE AND OTHER PROTECTED OPEN LAND

Green Belt

R4.1 The Council will continue to protect the Green Belt from inappropriate development.

R4.2 New development, including buildings or uses for a temporary period will only be permitted within these areas where it is for one of the appropriate purposes specified in national guidance, where the proposal does not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal.

Countryside Land outside the Green Belt at Davenport Green

R4.3 The Council will protect the land at Davenport Green as detailed in Appendix 4 from development unless it can be demonstrated that proposals for development of the land will deliver an exemplar, very high quality, sustainable B I business/office employment related development which satisfies the criteria set out in Policy R4.4.

R4.4 Development on this land will only be permitted where it can be demonstrated that:

- It is needed to support approved development proposals at Airport City or for a medipark at the University Hospital South Manchester (the MediPark) or that a need has been generated by a significant change to the economic context of the region as a result of either the growth of Airport City or the MediPark;
- The opportunity will deliver substantial new investment and employment to the sub-region;
- It is in accordance with national guidance;
- There is a comprehensive scheme for the development of the whole site;
- It would contribute significantly to the Plan's objectives, including the sustainable economic growth of the City Region;

- It will contribute significantly to the achievement of the regeneration priorities set out in Policy L3;
- The site will be accessible by a range of alternative modes other than the private car;
- The 99Ha of land adjoining the development site will be protected, enhanced and managed for ecological interest, recreational access and farming as a rural park; and
- It is in accordance with other relevant policies in the Development Plan for Trafford.

Agricultural Land

R4.5 The Council will protect existing agricultural land as an important resource for Trafford's local economy. In particular, the Council will seek to protect the Borough's:

- (a) Richest soils located south of Carrington Moss (Settled Sandlands) for agricultural purposes; and
- (b) Pastural landscape located within the Timperley Wedge for agriculture and recreational purposes.

R4.6 In order to support Trafford's agricultural community, the Council will consider appropriate farm diversification proposals where it can be demonstrated that the proposal would not:

- (a) Replace the existing agricultural use;
- (b) Have a detrimental impact on the existing ecology and landscape of the area; and
- (c) Be contrary to Government Guidance or other policies within this Plan.

Other Protected Open Land

R4.7 The Council will protect the following areas of open land (that are not included within the Green Belt) from development:

- (a) Land in Warburton (immediately to the south of Partington); and
- (b) Land south of Shell, Carrington.

R4.8 Development on this land will only be permitted where it is:

- (a) Required in connection with agriculture or forestry; or
- (b) Proposed for agricultural diversification in accordance with national guidance and other Policies in the Development Plan for Trafford; and
- (c) Would not prejudice the future use of the land.

IMPLEMENTATION

Implementation Mechanisms

Agricultural development and development in the Green Belt will be managed and controlled through the planning application decision making process.

The Green Belt, Countryside, other protected open land and agricultural land will be implemented through the appropriate allocation of land in the Land Allocations DPD.

Delivery Agent

This will be through the public sector.

Timescales

This will be ongoing throughout the Plan period.

Funding

N/A

Justification

- 24.2** Within the Green Belt, development will be restricted to those uses that are deemed appropriate in the context of national guidance and which maintain openness. For all other types of development it will be necessary for the applicant to demonstrate very special circumstances to warrant the granting of any planning permission for development.
- 24.3** The main purpose of the Green Belt in Trafford is to keep land open and free from development to maintain the character and identity of individual settlements and to enhance the environmental and recreational value of the countryside.
- 24.4** This Policy will assist the Council in its aim to create sustainable communities by concentrating new development in urban areas particularly the regional centre and inner area and town centres.
- 24.5** National planning guidance covering Green Belt describes the purpose of including land within the Green Belt, the objectives for the use of land in the Green Belt, defines appropriate and inappropriate development in the Green Belt, and advises on defining Green Belt boundaries for the long term and on safeguarding land to meet future development needs.
- 24.6** This Core Strategy Policy sets out strict control of development in the open countryside areas. For the avoidance of any doubt no new building other than that covered by national guidance will be allowed in the “washed over” village settlements of Dunham Town, Dunham Woodhouses and Warburton.

24.7 In relation to the “washed over” village settlements of Warburton, Dunham Town and Dunham Woodhouses, parts of all three of which are designated as Conservation Areas, the Council considers that the scope for further in-filling development is effectively exhausted and that further development, other than in the very limited circumstances would adversely affect the character of these settlements.

24.8 Supplementary Planning Documents will set out specific criteria in relation to new residential development, conversion of buildings and house extensions in the Green Belt.

Countryside Land outside the Green Belt at Davenport Green

24.9 National guidance states that Green Belt boundaries in development plans should be altered only exceptionally and should not normally be needed to be altered at the end of the plan period. National guidance details that Safeguarded land can be identified in order to meet long term development needs stretching well beyond the plan period.

24.10 The Council will support the development of the land at Davenport Green in the circumstances outlined in this Policy. These proposals could come forward in the Plan period therefore it is not appropriate to consider designating the land as Safeguarded land but protection against development is required until such time as proposals emerge which satisfy all criteria of Policy R4.4. This is due to the uncertainty/fluidity which exists at the date of the Plan in relation to the development of Airport City or the MediPark proposals at the University Hospital South Manchester. Davenport Green is well positioned to support such development, however the timing of any such support has not yet been determined.

24.11 By protecting the land as Countryside the Council is maintaining its approach to delivering a balance of growth and regeneration which is consistent with the thrust of the Government's “Plan for Growth” document and the duty incumbent upon local planning authorities to work with developers.

24.12 The Policy requirements set out at R4.4 ensure the Policy's compliance not only with “Plan for Growth” but also with national guidance.

24.13 It is recognised that there are areas of countryside around urban areas that are highly valued locally, are important to those who live in nearby urban areas and provide the nearest and accessible countryside for those urban residents. Accordingly, any development meeting the criteria of Policy R4.4 will also be required to deliver concurrently the existing proposal for a 99ha rural park to protect, enhance and manage the land adjoining the development site for ecological interest, recreational access and farming.

24 R4 - GREEN BELT, COUNTRYSIDE AND OTHER PROTECTED OPEN LAND

24.14 Consistent with all other Policies there is a requirement for development at Davenport Green to be in accordance with all other relevant policies in the Plan. Amongst other matters, this will ensure that the need for and scale of any contribution towards infrastructure schemes to mitigate either the individual or cumulative impact of development is identified and agreed by the Council and its partners.

Agricultural Land

24.15 National guidance sets out the general guiding principles for sustainable development within rural areas and recognises that the presence of a successful agricultural economy can be essential to the sustainability of these communities. In order to ensure the long term economic viability of agriculture in Trafford, the Council also recognises the role that appropriate agricultural diversification can play within this Policy.

24.16 However, the sub division of agricultural land into smaller plots can cause problems. It can create an eyesore which detracts from the openness of the countryside, and when plots are sold and no longer in agricultural use this can lead to neglect, with owners being hard to trace. Furthermore, the subdivision of fields gives the impression that development of land is bound to occur, regardless of any Green Belt status. Therefore where agriculture in Trafford takes place within the Green Belt any appropriate agricultural diversification will be determined in line with National guidance.

24.17 The Trafford Landscape Strategy identifies land to the south of Carrington Moss, known as Settled Sandlands, as the area with the richest soils to support arable farming, and Timperley Wedge in the East with less rich soils to support a mixture of pasture and horticulture together with recreational uses.

24.18 Applications for agricultural dwellings or buildings and for the removal of agricultural occupancy conditions will be determined in accordance with National guidance and SPDs, where relevant.

Other Protected Open Land

24.19 The areas of protected open land detailed in R4.7 that are excluded from the Green Belt and not allocated for development in the Core Strategy or Land Allocations DPD may be required to meet development needs beyond the Plan period. Therefore, these areas will be protected from all but limited essential development to enable them to make a contribution to meeting future, as yet, unquantified needs. This will reduce the need for the Council to consider alterations to the Green Belt boundary to accommodate the future allocation of land for development in the Borough.

24.20

The land in Warburton, south of Partington and the land south of Shell, Carrington are the only significant areas of land (not within the Green Belt) which are not identified for development within the Plan Period. Therefore until such time that a strategic review of the Green Belt takes place they are being protected for potential residential use and potential economic development respectively.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|---|
| Key Objective(s) of the SCS | PE1 |
| Strategic Objective(s) | SO3 & SO5 |
| Place Objective(s) | MVO1 ALO4, ALO17 RCO1, RCO2, RCO4 |

25.1

Green spaces are important to local communities. The availability of open space, sport and recreation facilities are key factors to the quality of life and physical well being of people and can, by adding to the attractiveness of the Borough, encourage potential investors and thereby help stimulate urban regeneration. The Council is keen to raise and sustain an awareness of the health and other benefits of leisure pursuits amongst all ages of the local population.

POLICY R5: OPEN SPACE, SPORT AND RECREATION

R5.1

In order to remedy deficiencies in the provision of facilities in identified parts of the Borough and ensure that appropriate facilities are available to meet the needs of its residents across the whole of Trafford, the Council will secure the provision and maintenance of a range of sizes of good quality, accessible, play, sport, leisure, informal recreation and open space facilities.

R5.2

The Council will seek to address key areas of deficiency in quality and quantity of open space and indoor/outdoor leisure provision, in accordance with the recommendations and priorities of the Greenspace Strategy, the Leisure Management Review, Greenspace Assessment of Need, Outdoor Sports Facilities Study, and other associated reviews and strategies by adoption of the following actions and standards set out below:

- Protecting existing and securing the provision of areas of open space and outdoor sports facilities;
- Protecting and improving the quality of open space and outdoor sports facilities so they are fit for purpose;
- Securing a network of high quality play spaces and activity areas that are easily accessible to children and young people close to where they live;
- Establishing a clear hierarchy of greenspace sites with provision of Borough Parks, Town Parks, Neighbourhood Parks and Local Parks to serve communities appropriately;
- Establishing a clear hierarchy of leisure and sports facilities based on 3 types of provision across the Borough:
 - *Major wet and dry facilities (Stretford, Sale/Altrincham, Urmston, and Partington);*
 - *Satellite facilities (dry only), based in neighbourhoods; and*
 - *Multi-sport clubs.*
- Making the best use of community buildings, schools and other suitable assets to provide facilities and promote participation in a range of leisure activities; and
- Securing provision of cemetery and burial space in line with projected needs and improve the quality of existing sites.

R5.3

Accordingly developers will be required as appropriate to demonstrate how their development will protect, and encourage the use of Trafford's open space and sports/ recreation facilities.

| Facility | Quantity Standard (Per 1000 Population) | Accessibility |
|---|--|--|
| Local open space | 1.35 hectares | 300 metres |
| Semi natural greenspace | 2 hectares | 1,200 metres |
| Provision for children/ young people, including equipped play and teenage provision | 0.14 hectares | 240 metres children 600 metres young people |
| Outdoor sports | 1 hectare | 1,800 metres |
| Swimming pools (pay to play) | 10.2 square metres | 1,800 metres |
| Health and fitness (pay to play) | 3.6 stations | 1,800 metres |
| Cemeteries and burial areas | No Standard * | |

*There are no definitive national or local standards for cemeteries, therefore it is unrealistic to set quantitative standards or catchment areas. The current level of provision and capacity has been identified to meet the burial ground need of all faiths and application of standards will therefore focus on improving the quality of existing sites.

R5.4

All development will be expected to contribute on an appropriate scale to the provision of the above standards and the green infrastructure network (see Policy R3) either by way of on site provision, off site provision or by way of a financial contribution towards improving quantity or quality of provision. Such contributions will be secured in accordance with Policy L8 and Supplementary Planning Guidance linked to this policy. Development which results in an unacceptable loss of quantity of open space, sport or recreation facilities, or does not preserve the quality of such facilities will not be permitted.

R5.5

The Council will identify, protect and enhance Trafford's open spaces and sports facilities, through the Land Allocations DPD and Supplementary Planning Documents as appropriate.

IMPLEMENTATION

Implementation Mechanisms

Implementation will be through development within the Strategic Locations, Planning Obligations SPD, the Greenspace Strategy and through the planning application decision making process. The provision of open space 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; the Strategic Leisure Group (a partnership between the Council, Trafford Community Leisure Trust and NHS Trafford) and the 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 be mainly through public and private sector investment and S106 contributions.

Justification

25.2

In accordance with national guidance Trafford has assessed the needs of its population through separate assessments of open space, outdoor sports and leisure.

25.3

In 2005 the Council published "Trafford's Green and Open Spaces - An Assessment of Need". The quantitative audit of green space in that document was updated in March 2009 and the qualitative section will be updated in 2010 as part of the Greenspace Strategy.

25.4

Overall, the Borough is reasonably well provided with open space to meet its future demands in line with the Natural England standard of 2 hectares of greenspace per 1000 population. Trafford has assessed 346 accessible greenspaces and concluded Trafford meets this standard. Consultation carried out as part of the assessment concluded the majority of residents felt there was enough open space and their use was local. Therefore local standards based on existing provision have been set. However the amount and particularly the quality of provision does vary across the Borough and opportunities to remedy local deficiencies must be maximised. Old Trafford, Stretford and some parts of Sale are deficient but areas close to the countryside such as Bowdon, Urmston, Flixton, Davyhulme, Partington and Sale are sufficient in the quantity of accessible semi natural green space. The general quality of provision in Flixton, Urmston, Partington and Sale West is poor. In particular many outdoor play areas do not meet the standards set by Fields in Trust and Play England. This is being addressed partially through the Trafford Play Strategy 2007, which lays out the vision of ensuring that Trafford offers the best possible play experiences for its children and young people, with strong links to other provision for children and young people such as children's centres and youth facilities. The Strategy includes an action plan to improve the quality of outdoor play spaces. Regular surveys will be carried out to assess the quality of open space sport and recreation facilities. Further information on quality standards will be detailed in SPD.

25.5

Accessibility Standards have been set based on Natural England's standard for Local Open Space, a 20 minute walking distance for semi natural greenspace based on consultation responses from the Greenspace Assessment, a 5-15 minute walk based on Fields in Trust standards for children/ young people and a 30-minute walk/5-minute drive for sports/leisure facilities based on the maximum distance the Outdoor Sports Study felt it reasonable to expect residents to travel.

25.6

Countryside sites such as Sale Water Park and Dunham Massey have a role to play in meeting some of the formal and informal recreation needs of the local population. However, provision of readily accessible facilities within the urban area is essential to ensure sustainable communities and to reduce reliance on the private car. These urban areas, particularly those in Old Trafford, Timperley and Stretford, are shown to be deficient. The development of Stretford Meadows will help address this.

25.7

The Council has produced a Greenspace Strategy (January 2010) that will establish a hierarchy of open space with appropriate local standards of quality and quantity for each sub category of open space ranging from Country Parks and Town Parks through to Local Parks, Semi Natural Greenspaces, and Formal Gardens, with an associated catchment area/distance standard, level of facility provision and maintenance regime/staff presence. This hierarchy will be mapped and the Strategy will be used to guide decisions on capital and revenue resource allocation, as well as to highlight key spatial priorities and deficiencies to be addressed through funding bids and S106 planning obligations.

25.8

This important document will also be used to influence planning decisions and inform the update of the existing SPG on Informal/Children's Playing Space and Outdoor Sports Facilities Provision and Commuted Sums.

25.9

The Outdoor Sports Facilities Study 2009 concludes that the Borough is well provided for in terms of sports provision with some high quality facilities for football and athletics in the north of the Borough N.B. Provision for golf was not part of the study. In assessing the quantity of provision the study found this has not changed significantly since the 2001 Outdoor Sports Study. It is therefore recommended that standards in the UDP are taken forward. However, the number of teams playing football is increasing and there is more use of school sites. Work is ongoing into assessing this local demand and proposing improvements. A need for improvements in terms of quality, particularly to changing facilities and pitch drainage was identified in Trafford's PPG 17 Assessment of Need. The Quality was assessed in the Outdoor Sports Facilities Study using an adapted method based on the Sport England Pitch Quality Assessment Tool. More information is available in the Outdoor Sports Facilities Study. The wider use of school pitches would also help meet the increasing demand. Further consultation work will be carried out and reviewed annually to assess local issues of demand. This will inform the SPD.

25.10

Provision for public facilities in the south of the Borough is more limited but opportunities for community use of private facilities could be developed. The study also highlights facilities for community tennis are poor and a Tennis Strategy is recommended to address the situation.

25.11

The Trafford Leisure Management Review was carried out on behalf of a partnership between Trafford Community Leisure Trust, NHS Trafford and Trafford Council. The Review suggests pay to play is acceptable to users but the role of sports development is critical in increasing participation particularly in terms of under represented groups.

25.12

The Review has indicated a current small surplus of sports hall provision (4 courts), swimming pools and health and fitness facilities although a number of these facilities are in need of quality improvements. However many of these facilities are private member clubs and not accessible to the whole community. Therefore in looking at accessible facilities only, there is a deficiency in accessible (pay and play) provision for swimming pools and health and fitness. This was identified using modelling based on Sport England methods. Data was used from "Active Places" and Trafford data from the Regional Facilities Planning Modelling used in Sport England North West's Regional Facilities Strategy. Therefore, in order to address this deficiency a standard for swimming pools and health and fitness has been introduced. Existing sports hall provision will be retained and subject to periodic review to ensure there is adequate provision to meet demand.

25.13

There is also a significant need for capital investment to maintain provision. The review therefore recommends rationalisation of facilities in line with a hierarchy of provision. This will be carried out in a way that meets the identified needs of improving community health, increasing participation and reducing inequality.

25.14

Cemeteries and churchyards can be a significant source of open space, with valuable functions beyond their primary purpose, including supporting biodiversity and providing opportunities for informal recreation, whilst also improving accessibility by linking other greenspaces together. The quality of cemeteries is assessed independently on an annual basis, including quality of infrastructure, horticultural displays and biodiversity value. Trafford is presently preparing a Cemeteries Strategy to identify particular issues and priorities and areas for improvements.

25.15 However, research has revealed that capacity at current levels of demand is as follows, based on unused capacity set against demand for graves per annum:

- Hale** – nil
Urmston – 18-24 months
Stretford – 24-30 months
Dunham – 6 yrs
Sale – 8 yrs

25.16 New development will place increased pressure on the limited capacity of the sites listed above and a contribution towards meeting future demand will be needed to ensure there is adequate supply of cemeteries and burial grounds. The SPD will provide more detail on how contributions will be calculated and funded. If required, land for new cemeteries will be identified in the Land Allocations DPD.

25.17 An unacceptable loss of open space, sport or recreation facilities is deemed to be that which leads to a loss in quantity which could not be replaced with an area of equivalent or better quality in a suitable location to meet present and predicted future demand.

25.18 The Council will monitor at regular intervals the supply of and demand for open space, sport and recreation facilities and the location of new facilities to determine whether sufficient amounts of facilities are provided.

25.19 The Council in consultation with the Trafford Community Leisure Trust and other key stakeholders will consider the findings of this monitoring work to determine whether or not a review of this development plan policy is needed.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|---|
| Key Objective(s) of the SCS | BF3 PE1 HQ8, HQ9 |
| Strategic Objective(s) | SO5 |
| Place Objective(s) | TPO5, TPO13 OTO5, OTO14, OTO15, OTO16 STO5, STO12, STO13 URO5 MVO5, MVO10 SAO9, SAO16 ALO10, ALO18 RCO14 PAO12, PAO13 CAO7 |

- 26.1** Trafford already has a wide variety of cultural and tourism facilities that attract considerable numbers of visitors both from within and outside the Borough. Improving this offer will need to be about more than simply increasing the quantity, it will need to include improving the quality of facilities as well.

POLICY R6: CULTURE AND TOURISM

R6.1 The Council will encourage and continue to support the culture and tourism offer, and related developments where appropriate, that highlight and enhance the cultural heritage of the Borough, in accordance with national guidance and policies within the Development Plan for Trafford, in the following key areas:

- The Regional Centre, particularly within the Trafford Wharfedale Strategic Location;
- Trafford's Town Centres, particularly Altrincham;
- The Trafford Centre Rectangle Strategic Location;
- Lancashire County Cricket Club Strategic Location;
- Dunham Massey Park and House; and
- Within the regeneration areas of Bucklow St Martins, Old Trafford and Sale Moor.

R6.2 Outside these locations, the Council will support appropriate improvements to, and the expansion of, the tourism and cultural offer; in accordance with national guidance and policies within the Development Plan for Trafford.

R6.3 Planning obligations will be sought in line with Policy L8, where appropriate, to link new development to improvements to the cultural setting of the proposed development including the provision of public art and improvements to the quality of existing facilities. Further guidance will be provided to developers in supplementary planning document(s).

R6.4 In addition, consideration will be given to the identification of a site through the Land Allocations DPD for the provision of the following:

- A hotel (upper-mid market) on the A56 corridor between Sale and Altrincham; and
- An art gallery with a local/regional focus.

R6.5 The Council will seek to protect existing theatre venues within the Borough. Where a development proposal results in the loss of such a facility consideration should be given to a replacement or the applicant will need to demonstrate that the facility is no longer required.

IMPLEMENTATION

Implementation Mechanisms

Implementation will be primarily through the planning application decision making process. The provision of cultural and tourism facilities will be enhanced through the appropriate allocation of land in the Land Allocations Plan.

Delivery Agent

Delivery agents will include the private sector, public sector and cultural partnership.

Timescales

This will be ongoing through the Plan Period. The Land Allocations Plan is scheduled to be adopted in 2014.

Funding

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

Justification

26.2 Trafford has a wide variety of cultural and tourism facilities that attract considerable numbers of visitors from within and outside of the Borough. However, there is a big divide between the resources available to the larger facilities and those for the local communities.

26.3 The diversity of cultural and tourism facilities within Trafford is showcased by regionally and nationally recognised institutions such as the Dunham Massey Park and House, the Imperial War Museum North, Lancashire County Cricket Ground and Manchester United Football Stadium. These facilities attract large numbers of visitors from both within and outside of the Borough. This policy recognises the importance of these institutions and will support developments which will reinforce the provision of cultural and tourism facilities in key locations, particularly those located within the Regional Centre, the Town Centres and the Trafford Centre Rectangle. In the south of the Borough outside of Altrincham Town Centre, the existing cultural and tourism facilities and supporting developments such as farm diversification – cafes and working farms, will be protected and encouraged to improve the tourism offer and to encourage local transport movements to areas of quality recreational value and leisure, in line with government advice contained in national guidance.

26 R6 - CULTURE AND TOURISM

26.4

The Trafford Other Town Centre Uses Study (2009) refers to the growing importance of tourism to the sub-region's economy and anticipates an increasing demand for tourist facilities. Trafford receives a high proportion of overnight visitors (38% for Trafford in relation to 24% for Greater Manchester) due to the international and regional status of its attractions, which combined with the above average hotel occupancy rate for Greater Manchester, highlights the importance of securing appropriate hotel accommodation within the Borough. The provision of upper mid-market hotel provision and associated conference centre facilities would fulfil a qualitative need and serve a distinct geographical market identified in Trafford for hotel activity in proximity to Altrincham, Sale and Manchester Airport.

26.5

This policy recognises the importance of protecting and retaining theatre venues in order to sustain the strong demand for this cultural activity in the Borough. The loss of facilities reduces the opportunity for participation and puts pressure on the remaining venues. When a development proposal would result in the loss of such a facility the policy approach will be to determine why the facility is no longer required and give consideration to the provision of a replacement. In addition, there is an insufficient number of art galleries in Trafford alluding to an additional capacity of 2 or 3 additional galleries being able to be sustained by the Borough's population over the plan period. It is important to promote the provision of art galleries with a local or regional focus to contribute to increasing participation in and raising the profile of culture, which are objectives of the Cultural Strategy due to the recognised value of culture to improving well-being.

26.6

The provision of additional local cultural facilities will be targeted to those areas in greatest need of addressing spatial disparities, as detailed in the Cultural Strategy Action Plan (Year 4). The areas of greatest need are Bucklow St Martins, Old Trafford, Pomona, LCCC Area, Sale West and Sale Moor. The introduction of accessible cultural facilities can play a role in achieving the goals of the Sustainable Community Strategy, in particular those of increasing participation, reducing crime, promoting learning, increasing prosperity and improving health.

| WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY | REFERENCE NUMBER(S) |
|--|--|
| Key Objective(s) of the SCS | SE2, SE5 PE1, PE3 HQ8, HQ9 |
| Strategic Objective(s) | SO2, SO3, SO8 |
| Place Objective(s) | TPO9 OTO11 SAO14 RCO14, RCO15 |

- 27.1 Deliverability is one of the key determinants of a sound Core Strategy, ensuring that a clear and robust framework for development will be provided so that investment is co-ordinated to support the delivery strategy. The primary implementation coordination responsibility for delivery of the Core Strategy lies with Trafford Council, but it will also depend heavily upon effective partnership working with developers and key agencies.
- 27.2 Each of the Core Policies outlines an implementation mechanism and identifies which agencies will contribute towards their delivery, timescales and funding, where appropriate. The detailed implementation of the policies will vary depending on their nature. In some cases, this will be through the Land Allocations DPD and Supplementary Planning Documents. However in many other cases, delivery depends on integrated working with other agencies and partnerships. The Council is actively involved in many key delivery partnerships such as the Trafford Partnership, which brings together service providers to work in a co-ordinated way.
- 27.3 Implementation schedules have been produced for each of the Strategic Locations. The implementation tables within Policies SL1 to SL5 detail that infrastructure will be delivered broadly in line with the timing/phasing of development. However, it is difficult to define precisely the timings of individual items as development proposals at the Core Strategy stage are only broad. Further work will be carried out to identify infrastructure requirements and delivery mechanisms to support the allocations within these Strategic Locations through the preparation of the Land Allocations DPD.
- 27.4 The evidence base and consultation on earlier options details that the Strategic Locations which have been identified in the Core Strategy are in accessible locations with established/good public transport links, or support a local regeneration priority. Where a site has been identified because of its regeneration potential, the Council will ensure that the infrastructure required to support the development is delivered.
- 27.5 The Council will use planning obligations in line with Circular 05/2005 and the Community Infrastructure Levy (CIL) Regulations 2010, as a mechanism to deliver the infrastructure needed to support development in the Borough and make it acceptable and sustainable. A charging schedule setting out the CIL rates will be produced in due course. Trafford will seek to ensure that its developer contributions regime is in line with any new legislation, guidance and regulations that are issued.
- 27.6 Trafford Council's approach to delivery including funding, phasing and responsibility will be set out in a Local Infrastructure Plan (LIP) that will be published alongside the Core Strategy. Taken with the Core Strategy, the LIP will assist in providing a clear basis for infrastructure providers to plan future investment and service delivery across the Plan period to 2026.
- 27.7 The scope of the LIP, building on the implementation mechanisms/schedules set out in the Core Strategy, is to establish what needs to be done and when, who needs to do it and what the priorities for action are. It is a 'living' document with the information kept under review and updated as appropriate, including alteration to the priority level where necessary.

27 IMPLEMENTATION

27.8 The Council is engaging with key agencies, partners and developers to ensure the resources required are given due consideration and have a realistic prospect of delivery. A number of liaison groups have been established to date to support the work on implementation and the preparation of the LIP. Further liaison groups, covering a broader range of facilities, will be established throughout the preparation of the Land Allocations DPD.

Transport

27.9 An LDF Transport Liaison Group has been established that includes representatives from the Highways Agency (HA), Transport for Greater Manchester (TfGM), and the Local Highway Authority and LDF Team. This group progresses matters relating to the GM LDF Transport Modelling work, and will identify and prioritise the required highway and public transport infrastructure provision and any necessary mitigation measures to support the delivery strategy and ensure development is sustainable.

Utilities and Waste

27.10 The Council attends the United Utilities (UU) Upper Mersey Catchment Core team meeting, and has established liaison meetings with UU to ensure that water supply and sewer capacity requirements are identified in the Core Strategy and prioritised to support the delivery strategy and ensure development is sustainable.

Social Infrastructure

27.11 The LDF Team is working with NHS Trafford and Children and Young People's Service to ensure these services are addressed in the Core Strategy, and to identify the need for the provision of infrastructure such as health and education facilities to support the delivery strategy, and ensure that services match demand and growth is sustainable.

Environmental & Green Infrastructure

27.12 Regular liaison meetings take place with the Environment Agency (EA) to identify and ensure that any flood risk issues which could affect the delivery strategy are addressed. Mitigation measures required to support the delivery strategy will be identified and prioritised in partnership with the EA and developers, to address the outputs of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment and the requirements of national guidance.

27.13 The progress of Green Infrastructure (GI) is being led by a GI Steering Group across Greater Manchester. Consultants are producing a more detailed phased Framework to feed into the delivery of GI at a more local level. Trafford is a representative on this steering group.

Culture & Leisure

- 27.14 The LDF team is working closely with the Greenspace Strategy, Sports Development, and Culture and Sport teams within the Council, and also the Trafford Community Leisure Trust to identify and prioritise infrastructure requirements to support the delivery strategy and ensure development is sustainable.

New Growth Point: Funding and Committed Schemes

- 27.15 The identification of Trafford as one of the Greater Manchester New Growth Point (NGP) authorities provides an opportunity for the Council to access new sources of funding to help deliver enhanced levels of growth within the Borough. This work is being championed by the Housing Growth Manager.

Other Public Sector Funding and Committed Schemes

- 27.16 In addition to the Regional Growth Fund the authority is also working with other agencies such as the Homes and Communities Agency and the Highways Agency to identify other potential sources of public sector funding that can assist in delivering the schemes important to the development of higher growth levels.

Project Delivery Teams

- 27.17 The Housing Growth Manager will look to establish project delivery teams for the Strategic Locations, as appropriate, to drive forward the infrastructure agenda and increase confidence in its delivery to support the planned growth and development proposals. With representatives including all the key agencies and developers, there will be emphasis placed on their commitment to the delivery of supporting infrastructure needed to make developments acceptable and sustainable.

28.1 Development progress and the effectiveness or otherwise of the Core Strategy policies over the Plan period will be monitored, assessed and reported in an Annual Monitoring Report (AMR). Each AMR will be published in the December of each year – reporting in detail on development performance over the previous twelve months (the previous financial year) and trends over previous years of the Plan period.

28.2 The AMR will seek to highlight whether and where there have been deviations from expected Core Strategy or Sustainability Appraisal outcomes and therefore whether and where action will be required to adjust the means of implementing the agreed policy framework or bring forward some alteration to some or all of the content of that policy framework.

28.3 The monitoring findings of the AMR will be assessed and discussed with Council Officers and the Trafford Partnership to determine and agree the appropriate policy action to be pursued.

28.4 Table 3 below summarises the monitoring proposals policy by policy. Table 4 lists for information the monitoring indicators that have been included in the most recently published AMR covering the reporting period April 2008 to March 2009.

TABLE 3: CORE STRATEGY POLICY MONITORING PROPOSALS

| Policy | Policy Title | Policy Targets and How the Policy Will Be Monitored |
|--------|--------------------|--|
| LI | Land for New Homes | <p>Policy Targets Land release to accommodate a net minimum 12,210 dwellings by 2025/26. Phased release to accommodate a net minimum 1,400 between 2008/9 & 2010/11 – 3,970 between 2011/12 & 2015/16 – 3,800 between 2016/17 & 2020/21 – 3,040 between 2021/22 & 2025/26. Land release to provide for a variety of types of accommodation. Land release to provide for 30% provision in the Regional Centre and Inner Areas – 70% within the South City Region area. Brown-field land use target of 80%.</p> <p>Monitoring Existing indicators (CH2 to 5 and LH1 to 10) to be drawn from the Housing Development Monitoring Section of the Annual Monitoring Report to determine the scale and distribution of development. New indicator(s) to be drawn from the planning and building control development management systems to determine the types of accommodation to be provided by developments.</p> |

| Policy | Policy Title | Policy Targets and How the Policy Will Be Monitored |
|--------|---------------------------------------|---|
| L2 | Meeting Housing Needs | <p>Policy Targets 60-40 Market-Affordable housing split. 70-30 Small-Large (3+ bed) housing split. 4% (500 unit) Older Person housing provision.</p> <p>Monitoring Existing indicators (CH2 to 5 and LH1 to 10) to be drawn from the Housing Development Monitoring Section of the AMR to determine in conjunction with Housing Needs Survey data the extent to which identified needs are being met. New indicator(s) to be drawn from the planning and building control development management systems to determine the large/small and older person provision.</p> |
| L3 | Regeneration & Reducing Inequalities | <p>Policy Targets Generally to create sustainable local communities, reduce health & education inequalities, enhance community safety and secure environmental improvements. Net new dwelling targets of approximately 1,000 for the Old Trafford PRA – 850 for the Partington PRA – 100 for the Sale West PRA</p> <p>Monitoring Existing indicators (LH1 to 10) to be drawn from the Housing Development Monitoring Section of the AMR to determine the extent to which the PRA targets are being met. New indicator(s) to be drawn from the Sustainable Community Strategy Area Profile data compiled by the Council and the Indices of Multiple Deprivation and National Indicators published by Government to determine the extent to which the inequalities are being addressed.</p> |
| L4 | Sustainable Transport & Accessibility | <p>Policy Targets Generally to protect and support the maintenance/improvement of the highway, public transport, pedestrian and cycling networks and the efficient/effective use thereof. Vehicle maximum parking standards. Major development Travel Plan requirement.</p> <p>Monitoring Existing indicators (LT1 to 3, ST1 to 3 and FCT1 to 3) to be drawn from the Transport Development Monitoring Section of the AMR to determine the extent of investment progress, public transport network patronage change data, accessibility, major development adherence to parking standards and Travel Plan delivery data. New indicator(s) to be drawn from TfGM published data and National Indicators to determine road traffic volume, average peak journey time and road casualty change data.</p> |
| L5 | Climate Change | <p>Policy Targets Carbon emissions reduction targets of up to 5% – 15% are required for large developments in the Borough where opportunities exist to connect to low/zero carbon energy generating infrastructure.</p> <p>Monitoring Existing indicators (SP3 and 4) to be drawn from the Pollution and Climate Change Section of the AMR (drawing from National Indicators - Greenhouse gas Emissions by local authorities, monitoring of annual data published by Department of Energy and Climate Change) to record emissions change data. New indicators to be drawn from the Carbon Budget Statement and planning and building control development management systems to determine the proportion of development approvals which are able to deliver the potential reduction targets (drawing on the Building for Life National Standard for Well Designed Homes & Neighbourhood Report).</p> |

| Policy | Policy Title | Policy Targets and How the Policy Will Be Monitored |
|--------|----------------------|---|
| L6 | Waste | <p>Policy Targets No specific targets set in the Core Strategy. Targets are to be set for monitoring in the GM Joint Waste DPD.</p> <p>Monitoring General monitoring of development progress as contained within Minerals and Waste Development Monitoring Section of the AMR until the GM Joint Waste DPD is adopted.</p> |
| L7 | Design | <p>Policy Targets No specific targets set in the Core Strategy.</p> <p>Monitoring New indicator(s) to be drawn from the planning and building control development management systems to measure the standard of design achieved by new development proposals (using CABE Building for Life criteria as a guide).</p> |
| L8 | Planning Obligations | <p>Policy Targets No specific targets set in the Core Strategy.</p> <p>Monitoring Existing indicator (LP4) to be drawn from the Development Management Process Monitoring Section of the AMR to record planning obligations secured data. New indicator to be drawn from the planning and building control monitoring and finance monitoring systems to record the value of the various contributions received and subsequently spent.</p> |
| WI | Economy | <p>Policy Targets Release of 190 hectares of land for employment development by 2025/26 – phased to provide 59 hectares by 2015/6 – a further 68 hectares by 2020/1 – and a further 63 hectares by 2025/26. Supply to be distributed – 75 hectares to Carrington – 55 to Trafford Park – 15 to Trafford Centre Rectangle – 10 each to Pomona, Trafford Wharfside, Broadheath – 5 to Town Centres – and 10 elsewhere.</p> <p>Monitoring Existing indicators (CB1 to 3 and LB1 to 6) to be drawn from the Business Development Monitoring Section of the AMR – adjusted as necessary to quantify land area as well as floor-space area developed and available for development. Further general monitoring material to be drawn from the Trafford Annual Economic Assessment.</p> |

| Policy | Policy Title | Policy Targets and How the Policy Will Be Monitored |
|--------|-------------------------|---|
| W2 | Town Centres and Retail | <p>Policy Targets Itemised retail, office, leisure, housing and other developments for Altrincham, Sale and Stretford Town Centres. Generally to focus provision in the District Centres of Hale, Sale Moor and Timperley on convenience retailing, small independent retailing and service uses. Redevelopment of the Partington and Hale Barns Local Centres.</p> <p>Monitoring Existing indicators (CB4 and LB8) to be drawn from the Business Development Monitoring Section of the AMR – adjusted as necessary to provide District and Local Centre development data. Existing indicator (SB10) to be drawn from the Business Development Monitoring Section of the AMR to assess the vitality and viability status of Altrincham, Sale, Stretford and Urmston town centres.</p> |
| W3 | Minerals | <p>Policy Targets No specific targets set in the Core Strategy. Targets are to be set for monitoring in the GM Joint Minerals DPD.</p> <p>Monitoring General monitoring of development progress as contained within Minerals and Waste Development Monitoring Section of the AMR until the GM Joint Minerals DPD is adopted.</p> |
| R1 | Historic Environment | <p>Policy Targets Generally to preserve and enhance Conservation Areas and protect and enhance the historic environment.</p> <p>Monitoring Existing indicator (LE2) to be drawn from the Environment Quality Monitoring Section of the AMR to record the general extent of protection achieved. New indicator(s) to be drawn from the GM Historic Environment Record and Urban Landscape Characterisation data to add detail to the above.</p> |
| R2 | Natural Environment | <p>Policy Targets Generally to protect and enhance the landscape character; biodiversity, geo-diversity and conservation value of the Borough's natural urban and countryside assets.</p> <p>Monitoring Existing indicators (E2, LE1, LE4 and SE1) to be drawn from the Environment Quality Monitoring Section of the AMR to record the general extent of protection achieved. New indicator(s) to be drawn from GM Ecological Framework data to add detail to the above within the Bio-diversity Opportunity Areas.</p> |

| Policy | Policy Title | Policy Targets and How the Policy Will Be Monitored |
|--------|--|---|
| R3 | Green Infrastructure | <p>Policy Targets Generally to protect and improve the Borough's multi-functional green infrastructure provision and provide a woodland and meadow recreation area at Stretford meadows.</p> <p>Monitoring Existing indicators (E2, LE1, LE3, LE4, LE5 and SE1) to be drawn from the Environment Quality Monitoring Section of the AMR to record the general extent of protection and improvement achieved. Targets will be set for monitoring following Council approval of the recommendations arising from the forthcoming Trafford Forest Plan.</p> |
| R4 | Green Belt & Other Protected Open Land | <p>Policy Targets Generally to protect the Green Belt and Other Protected Open Land from development.</p> <p>Monitoring Existing indicator (LE3) to be drawn from the Environment Quality Monitoring Section of the AMR to record the extent of protection achieved.</p> |
| R5 | Open Space Sport and Recreation | <p>Policy Targets Generally to protect the available provision and to improve the quantity and quality of provision in areas of deficiency.</p> <p>Monitoring Existing indicator (LE3 and SE3) to be drawn from the Environment Quality Monitoring Section of the AMR to record accessibility and provision data. New indicator(s) to be drawn from Greenspace Strategy and Outdoor Sports Facilities data to record improvement progress.</p> |
| R6 | Culture and Tourism | <p>Policy Targets Generally to enhance cultural and tourism provision in the Regional Centre, Trafford Centre Rectangle and LCCC Quarter Strategic Locations, Town Centres, Dunham Massey Park and Old Trafford, Sale Moor and Bucklow St Martins Regeneration Areas. To protect existing theatre venues.</p> <p>Monitoring Existing indicators (CB4 and LB8) to be drawn from the Business Development Monitoring Section of the AMR to record culture, leisure and tourism development progress.</p> |

TABLE 4: CURRENT ANNUAL MONITORING REPORT INDICATORS
I – Business Development Indicators

| CORE INDICATORS | |
|-------------------------------|---|
| CB1 | Amount of Employment Floor-space Developed |
| CB2 | Amount of Employment Floor-space Developed on PDL |
| CB3 | Amount of Employment Land Available |
| CB4 | Amount of Town Centre Use Floor-space Developed |
| LOCAL INDICATORS | |
| LB1 | Amount of B2/B8 Floor-space Developed by Area |
| LB2 | Amount of B2/B8 Floor-space Developed by Area |
| LB3 | Amount of B2/B8 Floor-space Under Development by Area |
| LB4 | Amount of B1 Floor-space Under Development by Area |
| LB5 | Amount of B1/B2/B8 Land Lost to Other Uses |
| LB6 | Amount of B1/B2/B8 Land Available by Area |
| LB7 | Total B1/B2/B8 Floor-space Available |
| LB8 | Amount of Town Centre Use Floor-space Committed |
| LB9 | Total Retail Floor-space Available |
| SIGNIFICANT EFFECT INDICATORS | |
| SB1 | Total Number in Employment |
| SB2 | % of Working Age People in Employment |
| SB3 | Job Seekers Allowance Claimant Count and % |
| SB4 | Working Age People Claiming Benefits in the Worst Performing Neighbourhoods |
| SB5 | Total benefit Claimants and % of Working Age People |
| SB6 | Total New Business Start-ups |
| SB7 | Total New Business Start-ups in SIC J and K |
| SB8 | Total Active Business Units |
| SB9 | % of Total GVA Output from Key Sectors |
| SB10 | Town Centre Vitality/Viability |

2 – Housing Development Indicators

| CORE INDICATORS | |
|-------------------------------|---|
| CH1 | Development Plan Period Planned New Housing Provision |
| CH2 | Amount of New Housing Delivered (net of clearance) |
| CH3 | Additional Housing to be Delivered in Future Years |
| CH4 | Amount of New Housing Delivered on PDL |
| CH5 | Amount of Gypsy and Traveller Pitches Delivered |
| CH6 | Amount of New Affordable Housing Delivered |
| CH7 | Housing Quality – Building for Life Assessment |
| LOCAL INDICATORS | |
| LH1 | Amount and Type of New Housing Developed |
| LH2 | Amount of New Housing Developed in Priority Regeneration Areas |
| LH3 | Number of Houses Cleared |
| LH4 | Number and Type of New Housing Granted Planning Permission |
| LH5 | Number of New Houses Granted Planning Permission on PDL |
| LH6 | Number of New Houses Granted Planning Permission in Priority Regeneration Areas |
| LH7 | Total Amount of Land Available for New Housing Development |
| LH8 | Amount of Land Available for New Housing on PDL |
| LH9 | Amount of Land Available for New Housing in Priority Regeneration Areas |
| LH10 | Total Affordable Housing Development Commitments |
| SIGNIFICANT EFFECT INDICATORS | |
| SH1 | Total Dwelling Stock and Dwelling Stock Change |
| SH2 | Vacant Dwelling Stock |
| SH3 | Average House Price Data |
| SH4 | Accessibility of New Development to Public Transport Infrastructure |

3 – Transport and Communications Indicators

| LOCAL INDICATORS | |
|-------------------------------|---|
| LT1 | Completed Public Transport Improvement Schemes |
| LT2 | Completed Cycle Route Improvement Schemes |
| LT3 | Completed Local Highway Improvement Schemes |
| LT4 | Improvement Schemes Secured by Planning Obligations |
| SIGNIFICANT EFFECT INDICATORS | |
| ST1 | Bus Mileage (week-day peak) |
| ST2 | Metrolink Patronage level (Altrincham Line)(AM peak) |
| ST3 | Heavy Rail Patronage (Irlam Line) |
| FORMER CORE INDICATORS | |
| FCT1 | Major Retail, Leisure, Employment Developments Complying with Car Parking Standards |
| FCT2 | New Residential Development within 30 minutes Public Transport Time of Health, School, Employment Provision |
| FCT3 | Number of Travel Plans Secured with New Development Proposals |

4 – Environment Quality Indicators

| CORE INDICATORS | |
|-------------------------------|---|
| E1 | Number of Planning Permissions Granted Contrary to Environment Agency Flooding and Water Quality Advice |
| E2 | Change in Areas of Bio-diversity Importance |
| E3 | Planned and Installed Renewable Energy Generation Capacity |
| LOCAL INDICATORS | |
| LE1 | Areas of Bio-diversity Importance |
| LE2 | Areas of Architectural, Archaeological and Historic Importance |
| LE3 | Areas of Recreational Importance |
| LE4 | Tree and Woodland Cover |
| LE5 | Derelict Land – Cumulative Remediation, Restoration, Development Proposals |
| LE6 | Allotment Provision |
| SIGNIFICANT EFFECT INDICATORS | |
| SE1 | % of SSSI's in a Favourable Condition |
| SE2 | Local Nature Conservation Area Provision |
| SE3 | Green Space (Park and Open Space) Provision |
| SE4 | Woodland Provision |

5 – Pollution and Climate Change Indicators

| SIGNIFICANT EFFECT INDICATORS | |
|-------------------------------|---|
| SP1 | River Water Quality - % of Classified length with Good/Fair Quality |
| SP2A | Air Quality at the Stretford Monitoring Station |
| SP2B | Air Quality at the Moss Park Monitoring Station |
| SP3 | Carbon Dioxide Emissions |
| SP4 | Per Capita Carbon Dioxide Emissions |

6 – Minerals and Waste Indicators

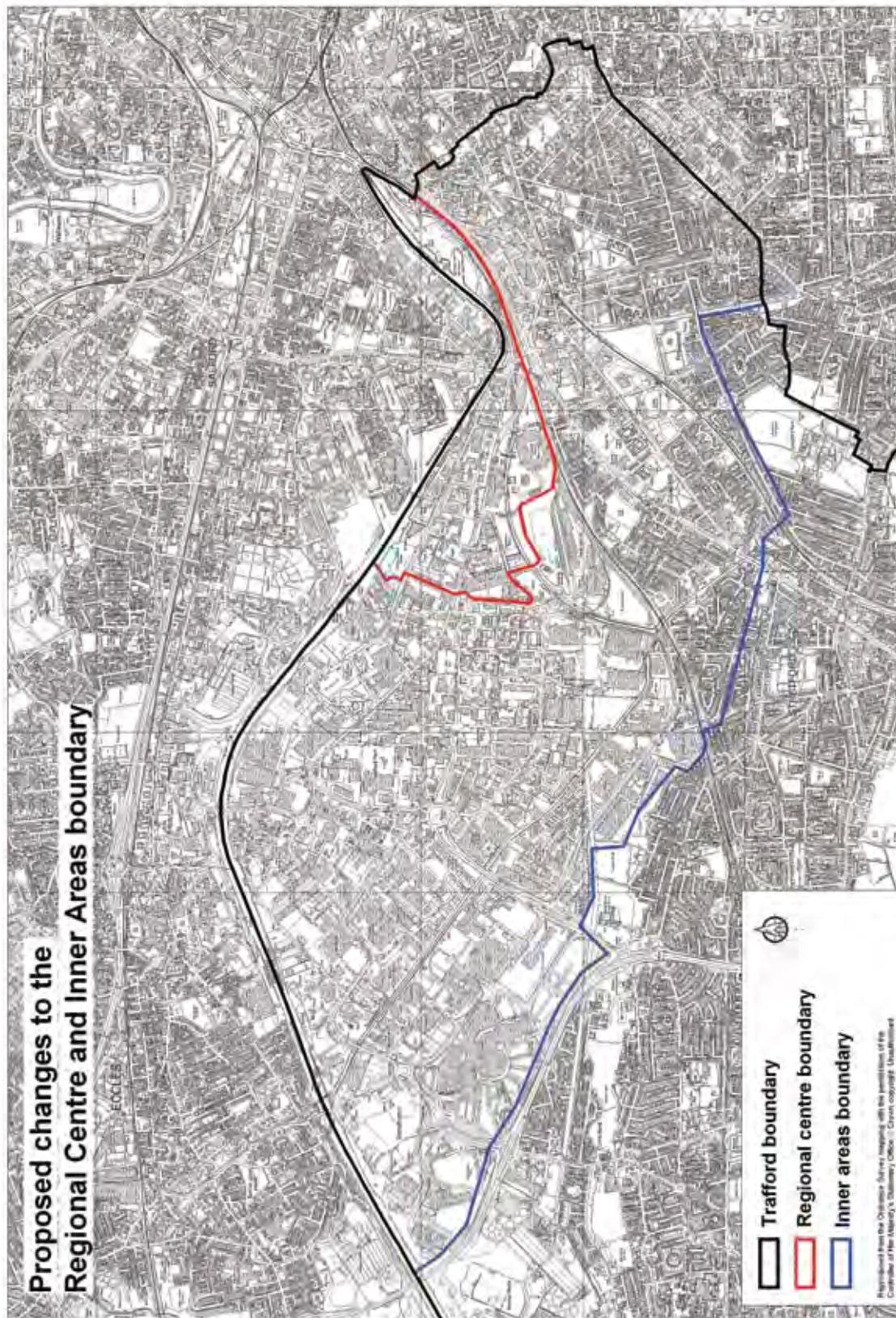
| CORE INDICATORS | |
|------------------|--|
| M1 | Production of Primary Land Won Aggregates |
| M2 | Production of Secondary and Recycled Aggregates |
| W1 | Capacity and Throughput of New Waste management Facilities by Type |
| W2 | Amount of Municipal Waste Arising and Managed by Type |
| LOCAL INDICATORS | |
| LW1 | Available Waste Management Facilities by Type |
| LW2 | Amount of Municipal Waste Arising and Managed by Management Type |
| LW3 | Planning Permissions Granted for New Waste Management Facilities |

7 – Development Plan Policy Indicators

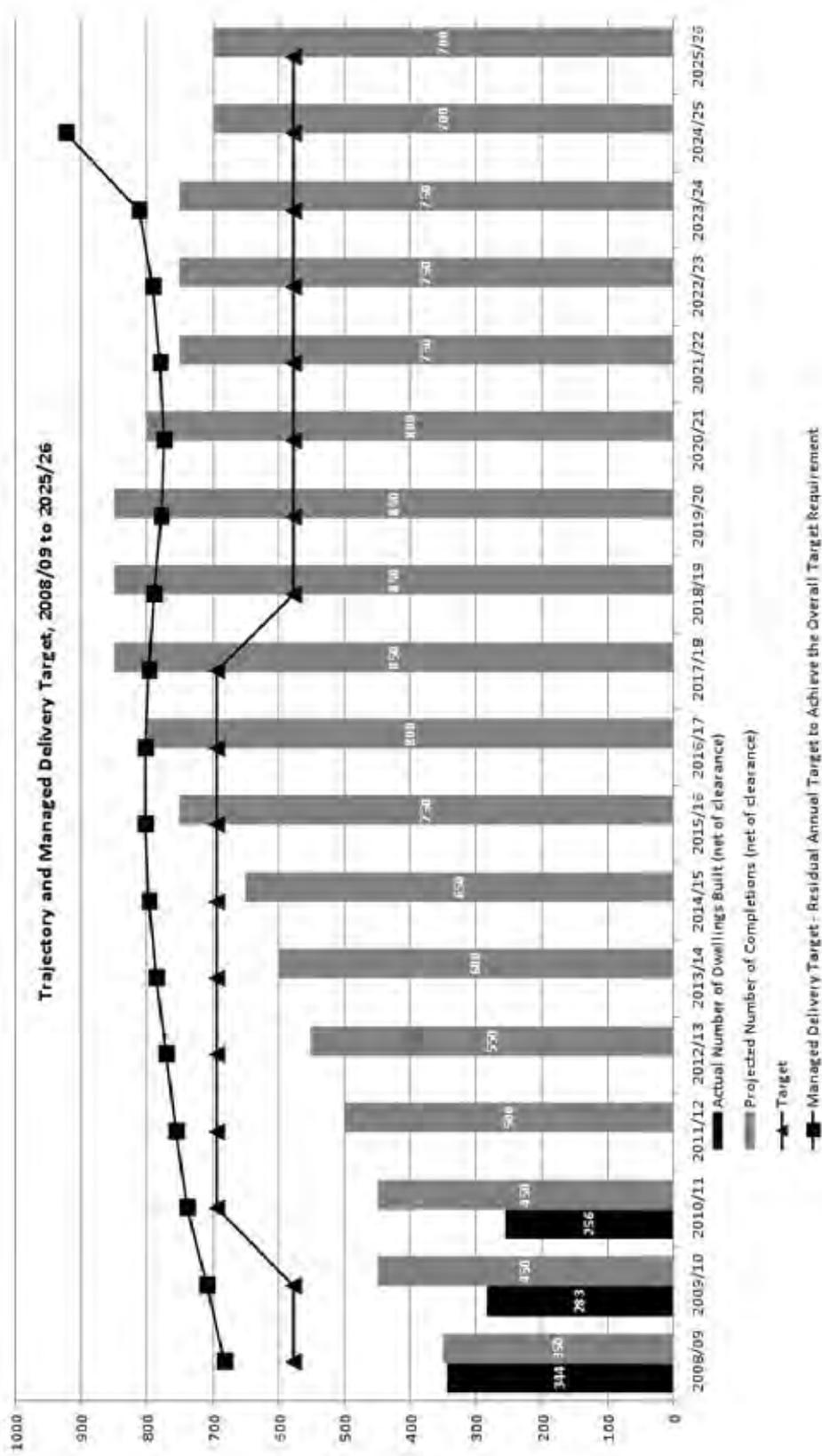
| LOCAL INDICATORS | |
|------------------|--|
| LP1 | Planning Applications Submitted and Determined |
| LP2 | Planning Appeals Determined |
| LP3 | Planning Appeals – Policy Areas of Challenge |
| LP4 | Planning Obligations Secured with Planning Permissions |

APPENDICES

INSET PROPOSALS' MAP



TRAFFORD HOUSING TRAJECTORY 2008 - 2026



CAR PARKING STANDARDS - TABLE L4 - CAR AND CYCLE PARKING STANDARDS

| Class & Broad Land Use | Specific Land Use | Area Type A | | Area Type B | | Area Type C | | Disabled Parking | | Bicycles | Motorcycles | Comments |
|---|--|--|--|--|---|--|---|---|---|----------|-------------|----------|
| | | All areas are Gross Floor Area unless otherwise stated | | All areas are Gross Floor Area unless otherwise stated | | All areas are Gross Floor Area unless otherwise stated | | Up to 200 bays | Over 200 bays | | | |
| A1 Shops | Food Retail | 1 space per 16 sqm | 1 space per 15 sqm | 1 space per 14 sqm | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 140 sqm (minimum of 2 spaces) | 1 space per 350 sqm (minimum of 2 spaces) | Smaller food and non-food facilities (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits. | | | |
| | Non-food Retail | 1 space per 22 sqm | 1 space per 21 sqm | 1 space per 20 sqm | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 200 sqm (minimum of 2 spaces) | 1 space per 500 sqm (minimum of 2 spaces) | Includes hairdressers, undertakers, travel agents, post offices, pet shops, etc (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits. | | | |
| | Retail warehouses | 1 space per 60 sqm | 1 space per 45 sqm | 1 space per 40 sqm | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 200 sqm (minimum of 2 spaces) | 1 space per 500 sqm (minimum of 2 spaces) | | | | |
| A2 Financial and Professional Services | Banks/Building societies, betting offices, estate and employment agencies, professional and financial services | 1 space per 35 sqm | 1 space per 32 sqm | 1 space per 30 sqm | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 200 sqm (minimum of 2 spaces) | 1 space per 500 sqm (minimum of 2 spaces) | | | | |
| | Restaurants/cafes/snack bars Fast food and drive through | 1 space per 8 sqm of public floor area | 1 space per 6 sqm of public floor area | 1 space per 5 sqm of public floor area | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 50 sqm (minimum of 2 spaces) | 1 space per 125 sqm (minimum of 2 spaces) | | | | |

CAR PARKING STANDARDS - TABLE L4 - CAR AND CYCLE PARKING STANDARDS

| Class & Broad Land Use | Specific Land Use | Area Type A | | Area Type B | Area Type C | Disabled Parking | | Bicycles | Motorcycles | Comments |
|-------------------------------|---|--|---|---|---|----------------------------------|---|--|--|----------|
| | | All areas are Gross Floor Area unless otherwise stated | | | Area Type B | Area Type C | Up to 200 bays | Over 200 bays | All areas are Gross Floor Area unless otherwise stated | |
| A4 Drinking Establishments | Public Houses/Wine Bars/Other Drinking Establishments | 1 space per 8 sqm of public floor area | 1 space per 6 sqm of public floor area | 1 space per 5 sqm of public floor area | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 50 sqm (minimum of 2 spaces) | 1 space per 125 sqm (minimum of 2 spaces) | Provision at business parks may enable some sharing of spaces between development plots; this should be taken into account within proposals. | |
| | | 1 space per 40 sqm | 1 space per 32 sqm | 1 space per 30 sqm | | | | | | |
| B1 Business | Office, Business Parks, Research and Development | 1 space per 40 sqm (starting point for discussions) | 1 space per 32 sqm (starting point for discussions) | 1 space per 30 sqm (starting point for discussions) | Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater | 6 bays plus 2% of total capacity | 1 space per 300 sqm (minimum of 2 spaces) | 1 space per 750 sqm (minimum of 2 spaces) | Use as a starting point with each application judged on its own merits. A less strict standard may often be appropriate but local authorities must be mindful of change of use issues. | |
| | | 1 space per 60 sqm | 1 space per 48 sqm | 1 space per 45 sqm | Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater | 6 bays plus 2% of total capacity | 1 space per 450 sqm (minimum of 2 spaces) | 1 space per 1000 sqm (minimum of 2 spaces) | Includes general industry in residential areas. | |

CAR PARKING STANDARDS - TABLE L4 - CAR AND CYCLE PARKING STANDARDS

| Class & Broad Land Use | Specific Land Use | Area Type | | | Disabled Parking | | Bicycles | Motorcycles | Comments |
|--------------------------------|--------------------------------------|--|---|---|---|----------------------------------|--|--|--|
| | | Area Type A | Area Type B | Area Type C | Up to 200 bays | Over 200 bays | | | |
| | | All areas are Gross Floor Area unless otherwise stated | | | | | All areas are Gross Floor Area unless otherwise stated | | |
| B8 Storage and distribution | Storage and distribution | 1 space per 100 sqm | 1 space per 100 sqm | 1 space per 100 sqm | Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater | 6 bays plus 2% of total capacity | 1 space per 850 sqm (minimum of 2 spaces) | 1 space per 2000 sqm (minimum of 2 spaces) | 1 space per 100 sqm suggested by EIP Panel Report |
| C1 Hotels | Hotels, boarding and guesthouses | 1 space per bedroom including staff parking provision | 1 space per bedroom including staff parking provision | 1 space per bedroom including staff parking provision | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 10 guest rooms (minimum of 2 spaces) | 1 space per 25 guest rooms (minimum of 2 spaces) | The inclusion of ancillary uses such as conference centres and publicly available leisure centres should initially be treated as additional to the general hotel use. However, assessments should be made of potential efficiencies in parking provision, making allowances for example for conference delegates staying in the hotel. |
| C2 Residential Institutions | Residential care homes/Nursing Homes | 1 per 4 beds | 1 per 5 beds | 1 per 5 beds | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 40 beds (minimum of 2) | 1 space per 100 beds (minimum of 2) | These standards should cater for all users of the development, not just residents |

CAR PARKING STANDARDS - TABLE L4 - CAR AND CYCLE PARKING STANDARDS

| Class & Broad Land Use | Specific Land Use | Area Type A | Area Type B | Area Type C | Disabled Parking | | Bicycles | Motorcycles | Comments | |
|--------------------------------|------------------------------|---|---|---|---|------------------------------------|---|---|---|--|
| | | All areas are Gross Floor Area unless otherwise stated | | | Up to 200 bays | Over 200 bays | | | | All areas are Gross Floor Area unless otherwise stated |
| C2 Residential Institutions | Sheltered accommodation | 1 space 2 beds | 1 space 3 beds | 1 space 3 beds | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 20 beds (minimum of 2) | 1 space per 50 beds (minimum of 2) | These standards should cater for all users of the development; not just residents. | |
| | | 0.5 to 1 | 1 | 1 | Negotiated on a case-by-case basis | Negotiated on a case-by-case basis | 1 (allocated) 1 (communal) | - | Cycle parking need not be provided if garages are available. | |
| | | 1.5 | 2 | 2 | | | 2 (allocated) 1 (communal) | - | | |
| C3 Dwelling houses | Dwelling houses | 2 | 3 | 3 | Negotiated on a case-by-case basis | 4 bays plus 4% of total capacity | 4 (allocated) 2 (communal) | - | Where the Council is satisfied that the management and sale or letting policies of the development agency are and will continue to be such that occupation will be by the frailer elderly the standard will be reduced to 1 space per 8 dwellings. For continuing care a combination of C3 sheltered accommodation and C2 care homes standards will usually be applied. | |
| | | 1 space per residential unit for resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings | 1 space per residential unit for resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings | 1 space per residential unit for resident staff plus 1 space per 2 dwellings Visitors 1 space per 8 dwellings | | | 3 bays or 6% of total capacity whichever is greater | 1 space per 20 dwellings (minimum of 2) | | 1 space per 50 dwellings (minimum of 2) |
| | | Sheltered accommodation | Sheltered accommodation | Sheltered accommodation | | | | | | |
| | Houses in Multiple Occupancy | 0.5 spaces per bedroom | 0.5 spaces per bedroom | 0.5 space per bedroom | | | 1 per bedroom | | | |

CAR PARKING STANDARDS - TABLE L4 - CAR AND CYCLE PARKING STANDARDS

| Class & Broad Land Use | Specific Land Use | Area Type | | | Disabled Parking | | Bicycles | Motorcycles | Comments |
|---------------------------------|--|--|--|--|---|---|--|---|--|
| | | Area Type A | Area Type B | Area Type C | Up to 200 bays | Over 200 bays | | | |
| DI Non-residential institutions | Clinics and health centres (excludes hospitals) | 1 space per 2 staff plus 3 per consulting room | 1 space per 2 staff plus 4 per consulting room | 1 space per 2 staff plus 4 per consulting room | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 2 spaces per consulting room (minimum of 2 spaces) | 1 space per 2 consulting rooms (minimum of 2) | Drop-off spaces to be determined on a case-by-case basis. However the total amount of parking on site including staff and drop off will usually be assessed in the following way: 10 children - 2 spaces, 20 children- 3 spaces, 30 children- 5 spaces, 40 children -7 spaces, 50 children- 9 spaces, 60 children 11 spaces. |
| | | 1 per member of staff | 1 per member of staff | 1 per member of staff | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 space per 4 staff and 1 per 200 sqm for visitors (minimum of 2 spaces) | 1 space per 10 staff (minimum of 2 spaces) | |
| DI Non-residential institutions | Adult day centres / training centre/ disabled day care | 1 per member of staff | 1 per member of staff | 1 per member of staff | 3 bays or 6% of total capacity whichever is greater | 3 bays or 6% of total capacity whichever is greater | 1 space per 4 staff and 1 per 200 sqm for visitors (minimum of 2 spaces) | 1 space per 10 staff (minimum of 2 spaces) | Drop-off spaces to be determined on a case-by-case basis. |
| | | 1 per member of staff | 1 per member of staff | 1 per member of staff | 3 bays or 6% of total capacity whichever is greater | Case-by-case basis | 1 space per 5 staff plus 1 space per 3 students. | 1 space per 10 staff | |
| DI Non-residential institutions | Schools (Primary and Secondary) | 1 space per classroom | 2 spaces per classroom | 2 spaces per classroom | Case-by-case basis | Case-by-case basis | | | a) Classrooms include any teaching space within a school including gyms, science rooms, drama studies, etc b) These standards are the starting point but account |
| | | | | | | | | | |

CAR PARKING STANDARDS - TABLE L4 - CAR AND CYCLE PARKING STANDARDS

| Class & Broad Land Use | Specific Land Use | Area Type A | Area Type B | Area Type C | Disabled Parking | | Bicycles | Motorcycles | Comments |
|------------------------------------|---|--|--|--|---|----------------------------------|--|--|---|
| | | All areas are Gross Floor Area unless otherwise stated | All areas are Gross Floor Area unless otherwise stated | All areas are Gross Floor Area unless otherwise stated | Up to 200 bays | Over 200 bays | All areas are Gross Floor Area unless otherwise stated | All areas are Gross Floor Area unless otherwise stated | |
| D1 Non-residential institutions | | | | | | | | | should be taken of variations between primary and secondary schools and those with sixth forms. c) Drop off spaces to be determined on a case by case basis. |
| | Art galleries, museums, libraries | 1 space per 40 sqm | 1 space per 25 sqm | 1 space per 20 sqm | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 per 200sqm, (minimum of 2 spaces) | 1 per 500sqm, (minimum of 2 spaces) | |
| | Halls and places of worship | 1 space per 10 sqm | 1 space per 6 sqm | 1 space per 5 sqm | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 per 50sqm, (minimum of 2 spaces) | 1 per 125sqm, (minimum of 2 spaces) | |
| | Higher and Further Education | 1 space per 2 staff | 1 space per 2 staff+1 space per 10 students | 1 space per 2 staff+1 space per 15 students | Case-by-case basis | Case-by-case basis | 1 space per 5 staff plus 1 space per 3 students | 1 space per 12 staff plus 1 space per 10 students | |
| D2 Assembly and leisure | Cinemas and conference facilities | 1 per 10 seats | 1 per 6 seats | 1 per 5 seats | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 per 20 seats (minimum of 2 spaces) | 1 per 50 seats (minimum of 2 spaces) | |
| | General leisure: Dance halls (but not night clubs), bingo, casinos, music and concert halls, swimming baths, skating rinks and gymnasiums | 1 space per 25 sqm | 1 space per 23 sqm | 1 space per 22 sqm | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 per 20 seats (minimum of 2 spaces) | 1 per 50 seats (minimum of 2 spaces) | |

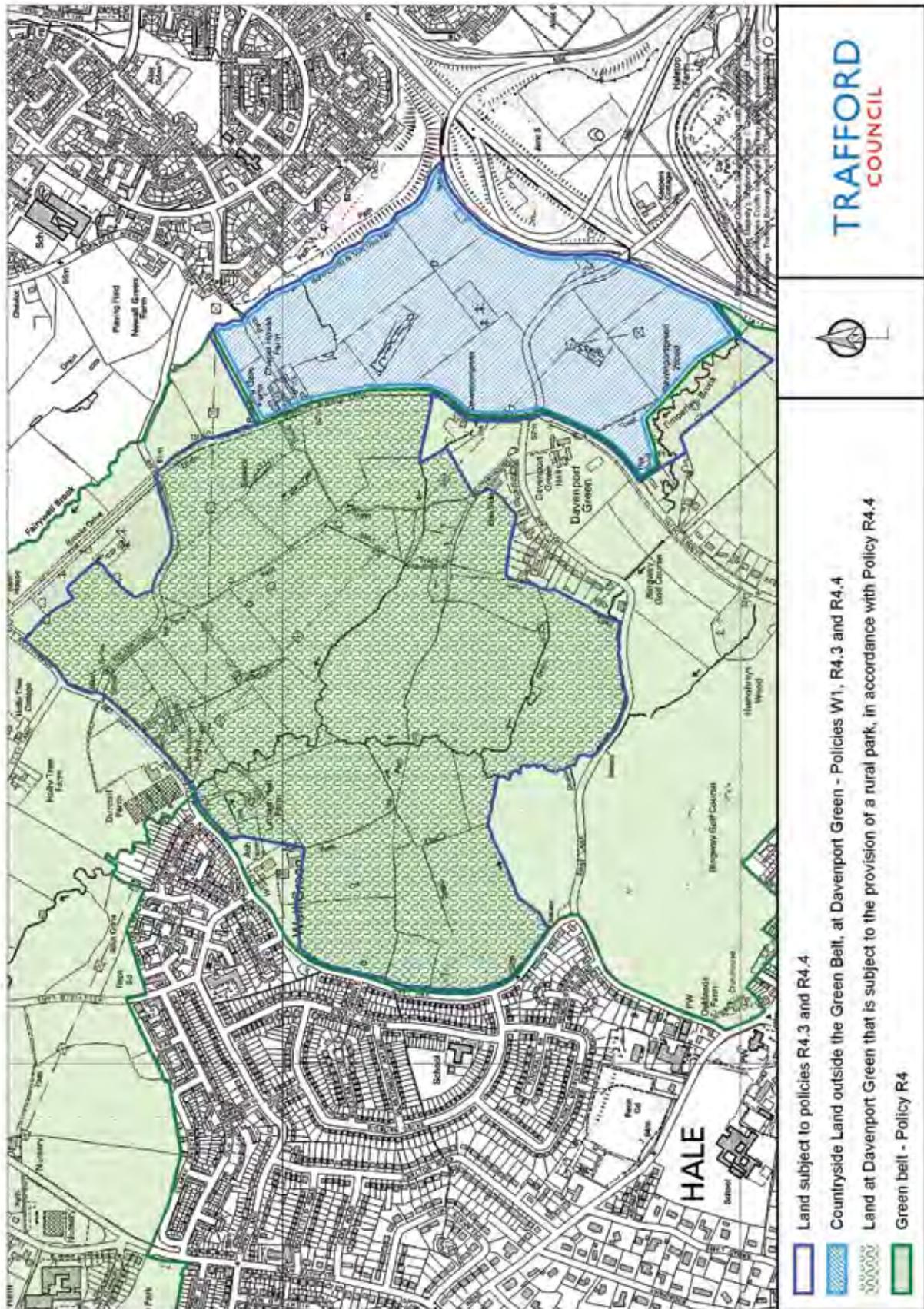
CAR PARKING STANDARDS - TABLE L4 - CAR AND CYCLE PARKING STANDARDS

| Class & Broad Land Use | Specific Land Use | Area Type A | Area Type B | Area Type C | Disabled Parking | | Bicycles | Motorcycles | Comments |
|-----------------------------|---|---|---|---|---|----------------------------------|--|---|---|
| | | All areas are Gross Floor Area unless otherwise stated | All areas are Gross Floor Area unless otherwise stated | All areas are Gross Floor Area unless otherwise stated | Up to 200 bays | Over 200 bays | | | |
| Stadia/Spectator Seating | I space per 18 seats. I coach parking per 1000 seats (this is a minimum standard) | As area type A | As area type A | As area type A | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | I space per 150 seats minimum of 2 spaces Note 90% of cycle spaces should be allocated for spectators (short stay) and 10% for staff (long stay) | 2 per 600 seats minimum of 2 spaces | |
| | | I per 10 seats | I per 6 seats | I per 5 seats | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | I per 20 seats (minimum of 2 spaces) | I per 50 seats (minimum of 2 spaces) | Adequate turning and loading facilities for a coach/lorry will be required. |
| Miscellaneous / Sui generis | Motor car showrooms | I space per 60 sqm internal showroom and external sales space | I space per 52 sqm internal showroom and external sales space | I space per 50 sqm internal showroom and external sales space | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | I per 5 staff | Minimum of two spaces | Excludes operational spaces such as MOT spaces, and storage. |
| | | I space per pump | I space per pump | I space per pump | I space minimum | - | I per 5 staff | Minimum of two spaces | Ancillary retail units should be assessed separately |
| Garden Centres | Enclosed display and sales area I space per 15 sqm Outdoor display areas I space per 50 sqm | As area type A | As area type A | As area type A | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | I per 200sqm, | I space per 500 sqm (minimum of 2 spaces) | |
| | | I space per 15 sqm | I space per 15 sqm | I space per 15 sqm | I space per 15 sqm | I space per 15 sqm | I space per 15 sqm | I space per 15 sqm | I space per 15 sqm |

CAR PARKING STANDARDS - TABLE L4 - CAR AND CYCLE PARKING STANDARDS

| Class & Broad Land Use | Specific Land Use | Area Type A All areas are Gross Floor Area unless otherwise stated | Area Type B All areas are Gross Floor Area unless otherwise stated | Area Type C All areas are Gross Floor Area unless otherwise stated | Disabled Parking | | Bicycles All areas are Gross Floor Area unless otherwise stated | Motorcycles | Comments |
|------------------------|-------------------|---|---|---|---|----------------------------------|--|--|----------|
| | | | | | Up to 200 bays | Over 200 bays | | | |
| | Hospitals | Staff patients and visitors accommodation for long stay patients (elderly or mentally ill) 2 spaces for every 3 beds. Day places for elderly or mentally ill 2 spaces for every 3 places. Other accommodation 1 space per bed. Outpatient and accident/emergency facilities 1 space for every 4 anticipated daily attendances | As area type A | As area type A | 3 bays or 6% of total capacity whichever is greater | 4 bays plus 4% of total capacity | 1 per 10 full time equivalent staff | 1 space per 10 staff (minimum of 2 spaces) | |

INSET PROPOSALS MAP POLICY R4



PROPOSED REPLACED UDP POLICIES

| UDP POLICY | UDP POLICY TITLE | |
|------------|---|---|
| GPI | The Themes of the Plan | Replaced with Core Strategy Vision and Objectives |
| A1 | Priority Regeneration Areas | Replaced with Core Strategy L1, L3, W1, W2, SL1, SL2, SL3, SL4, SL5 |
| A2 | Areas for Improvement | Replaced with Core Strategy |
| A3 | Areas for Protection | Replaced with Core Strategy |
| ENV1 | Flood Risk | Replaced with Core Strategy R3, L5 |
| ENV2 | Improving the Environment | Replaced with Core Strategy R2 |
| ENV3 | Landscape Protection | Replaced with Core Strategy R2, R3 |
| ENV4 | Trees, Hedges and Woodland | Replaced with Core Strategy R2, R3 |
| ENV5 | Community Forest | Replaced with Core Strategy R2, R3 |
| ENV6 | Areas of Conservation | Replaced with Core Strategy R1 |
| ENV7 | Nature Conservation | Replaced with Core Strategy R2 |
| ENV8 | River Valleys and Major Watercourses | Replaced with Core Strategy R2 |
| ENV9 | Sites of Importance for Nature Conservation | Replace with Land Allocations DPD & R2 |
| ENV10 | Wildlife Corridors | Replace with Land Allocations DPD & R2 |
| ENV11 | Nature Conservation and Assessment of Development | Replaced with Core Strategy R2 |
| ENV12 | Species Protection | Replaced with Core Strategy R2 |
| ENV13 | River Valley Flood Risk | Replaced with Land Allocations DPD and Core Strategy R3, L5 |
| ENV14 | Tree and Hedgerow Protection | Replaced with Core Strategy R2 |
| ENV15 | Community Forest | Replaced with Core Strategy L8, R2, R3, R5 |
| ENV16 | Tree Planting | Replaced with Core Strategy L8, R2, R3, R5 |

APPENDIX 5

| UDP POLICY | UDP POLICY TITLE | |
|------------|--|---|
| ENV17 | Areas of Landscape Protection | Replaced with Land Allocations DPD and Core Strategy R2, R3 |
| ENV18 | The Devisdale | Replace with Land Allocations DPD & R1 |
| ENV19 | Special Landscape features | Replace with Land Allocations DPD |
| ENV20 | Skylines | Replace with Land Allocations DPD & R1 |
| ENV21 | Conservation Areas | Replace with Land Allocations DPD & R1 |
| ENV22 | Conservation Areas Designation | Replace with Land Allocations DPD & R1 |
| ENV23 | Development in Conservation Areas | Replaced with Core Strategy R1 |
| ENV24 | Buildings of Special Architectural and Historic Interest | Replaced with Core Strategy R1 |
| ENV25 | New Uses for Listed Buildings in Conservation Areas | Replaced with Core Strategy R1 |
| ENV27 | Road Corridors | Replaced with Core Strategy L7, augment with SPD 2: A56 Corridor Development Guidelines |
| ENV29 | Canal Corridors | Replaced with Core Strategy L4 |
| ENV30 | Control of Pollution | Replaced with Core Strategy L5 |
| ENV31 | Waste Water Treatment | Replaced with Core Strategy L5, L7 |
| ENV32 | Derelict Land Reclamation | Replace with Land Allocations DPD |
| ENV33 | Contaminated Land | Replaced with Core Strategy L7 |
| E1 | The Overall Supply of Land for Development | Replaced with Core Strategy W1 |
| E2 | Land for General Industrial Use | Replaced with Core Strategy W1 |
| E3 | Land for Commercial Office Development | Replace with Land Allocations DPD & Core Strategy W1 |
| E4 | Land for New Technology Industry and Business Park Use | Replaced with Core Strategy W1 |
| E6 | Tourism related Development | Replaced with Core Strategy R6 |
| E7 | Main Industrial Areas | Replace with Carrington AAP DPD & Land Allocations DPD & Core Strategy W1 |

| UDP POLICY | UDP POLICY TITLE | |
|------------|---|---|
| E8 | Development outside Main Industrial Areas | Replaced with Core Strategy WI |
| E9 | Small Industrial/Nursery Units | Replaced with Core Strategy WI |
| E10 | Main Office Development Areas | Replaced with Core Strategy WI |
| E11 | Development Outside Main Industrial Development Areas | Replaced with Core Strategy WI |
| E12 | Office Conversions | Replaced with Core Strategy WI |
| E13 | Strategic Development sites | Replaced with Land Allocations DPD & Core Strategy SL1, SL2, SL5, WI, W2 & R4 |
| E14* | Major High Amenity Site: Davenport Green | Replaced with Core Strategy R4 |
| E15 | Priority Regeneration Area: Carrington | Replace with Carrington AAP DPD & SL5, WI, LI |
| TP1 | Trafford Park Core Industrial Area | Replace with Land Allocations DPD & WI |
| TP2 | Pomona Strategic Development Area | Replace with Land Allocations DPD & Core Strategy SL1, WI, LI |
| TP3 | Hadfield Street Industrial Improvement Area | Replace with Land Allocations DPD & Core Strategy RI, WI |
| TP4 | Cornbrook Business Park | Replace with Land Allocations DPD & Core Strategy WI |
| TP5 | Wharfside Strategic Area | Replace with Land Allocations DPD & Core Strategy SL2, LI, WI |
| TP6 | Village Business Park and Centre | Replace with Land Allocations DPD & WI |
| TP7 | Electric Park Strategic Site | Replace with Land Allocations DPD & WI |
| TP8 | Thompson Road Local Strategic Site | Replace with Land Allocations DPD & WI |
| TP9 | The World Freight Centre | Replace with Land Allocations DPD & WI |
| TP10 | The Trafford Park Ecology Park | Replace with Land Allocations DPD |
| TP11 | The Trafford Park Rail Corridors | Replace with Land Allocations DPD |

| UDP POLICY | UDP POLICY TITLE | |
|------------|--|--|
| TP12 | The Barton-upon-Irwell Conservation Area and Industrial Heritage and Interpretation Centre | Replace with Land Allocations DPD & Core Strategy SL4 & R1 |
| TP13 | The Manchester United Stadium Area | Replace with Land Allocations DPD & SL2 |
| TCA1 | The Trafford Centre and its Vicinity | Replaced with Core Strategy W1, W2, SL4, L1 |
| H1 | Land Release for New Housing Development | Replaced with Core Strategy L1, L3, W2, SL1-5 |
| H2 | Location and Phasing of New Housing Development | Replaced with Core Strategy L1, L3, W2, SL1-5 |
| H3 | Land Release for New Housing Development | Replace with Land Allocations DPD & L1 |
| H4* | Release of Other Land for Development | Replace with Land Allocations DPD & L1 |
| H5* | Improvement of Houses | Replaced with Core Strategy L1 |
| H6* | Sub-Division of Houses | Replaced with Core Strategy L1, L7 |
| H7* | Accommodation for Elderly Persons | Replaced with Land Allocations & Core Strategy L2 |
| H8 | Affordable Housing | Replaced with Core Strategy L1, L2, L8 and associated SPD |
| H9* | Priority Regeneration Area Gorse Hill | Replace with Land Allocations DPD & L3 |
| H10 | Priority Regeneration Area – Old Trafford | Replace with Land Allocations DPD & L3, SL3 |
| H11 | Priority Regeneration Area – Partington | Replace with Land Allocations DPD & L3 |
| OSR1 | Open Space | Replaced with Core Strategy R5 |
| OSR2* | Major Leisure Developments | Replace with Land Allocations DPD & R5 |
| OSR3 | Standards for Informal Recreation and Children’s Play Space | Replaced with Core Strategy R5 |
| OSR4 | Standards for Outdoor Sports Facilities | Replaced with Core Strategy R5 |
| OSR5 | Protection of Open Space | Replaced with Land Allocations DPD & Core Strategy R5 |
| OSR6 | Protected Linear Open Land | Replace with Land Allocations DPD & Core Strategy R3 |

| UDP POLICY | UDP POLICY TITLE | |
|------------|--|---|
| OSR7 | Improvement and Provision of Informal Recreation and Children's Play Space Provision | Replace with Land Allocations DPD & Core Strategy R5, L8 and associated SPD |
| OSR8 | Improvement and Provision of Outdoor Sports Facilities | Replace with Land Allocations DPD & Core Strategy R5, L8 and associated SPD |
| OSR9 | Open Space in New Housing Development | Replaced with Core Strategy R5 and associated SPD |
| OSR10* | Allotments | Replace with Land Allocations DPD & R3, R5 and associated SPD |
| OSR11* | Golf Courses | Replace with Land Allocations DPD & Core Strategy R3 & R5 |
| OSR12* | Country Parks and Informal Recreation Areas | Replace with Land Allocations DPD & Core Strategy R4, R5 |
| OSR13* | Sale Water Park | Replace with Land Allocations DPD & Core Strategy R3, R5 |
| OSR14 | Recreational Use of the Bridgewater Canal | Replace with Land Allocations DPD & Core Strategy L4 |
| OSR15* | Integrated Access Network for Trafford | Replace with Land Allocations DPD & Core Strategy R3 |
| OSR16* | Protection of Access Network | Replace with Land Allocations DPD & Core Strategy R3 |
| OSR17 | Disused Railway Lines | Replace with Land Allocations DPD & Core Strategy R3 |
| OSR18 | District Outdoor Sports Stadium | Replace with Land Allocations DPD |
| OSR19 | Major Indoor Sports Facilities | Replace with Land Allocations DPD |
| S1 | New Shopping Development | Replaced with Core Strategy W2 |
| S2 | The Trafford Centre | Replaced with Core Strategy W2 |
| S3* | Improving the Main Shopping Centres | Replaced with Core Strategy W2 |
| S4 | Local and Neighbourhood Shopping Centres | Replaced with Core Strategy W2 |
| S5* | Development in Town and District Shopping Centres | Replaced with Core Strategy W2 |
| S6 | Development in Altrincham Town Centre | Replace with Land Allocations DPD & W2 |

| UDP POLICY | UDP POLICY TITLE | |
|------------|---|--|
| S7 | Development in Sale Town Centre | Replace with Land Allocations DPD & W2 |
| S8 | Development in Stretford Town Centre | Replace with Land Allocations DPD & W2 |
| S9 | Development in Urmston Town Centre | Replace with Land Allocations DPD & W2 |
| S10 | Local and Neighbourhood Shopping Centres | Replace with Land Allocations DPD & W2 |
| S11 | Development outside Established Centres | Replace with Land Allocations DPD & Core Strategy W2 |
| S12 | Retail Warehouse Park Developments | Replace with Land Allocations DPD & Core Strategy W2 |
| S13* | Non Shop Service Uses within Town and District Shopping Centres | Replace with Land Allocations DPD & Core Strategy W2 |
| S14 | Non Shop Uses within Local and Regional Shopping Centres | Replace with Land Allocations DPD & Core Strategy W2 |
| T1 | Sustainable Integrated Transport Network | Replaced with Core Strategy L4 |
| T2 | High Quality Integrated Public Transport Network | Replaced with Core Strategy L4 |
| T3 | Pedestrian and Cycling Route Network | Replaced with Core Strategy L4 |
| T4 | Maintaining and Improving the Highway Network | Replaced with Core Strategy L4 |
| T5 | Sustainable Movement of Goods | Replaced with Core Strategy L4 |
| T6 | Land Use in relation to Transport and Movement | Replaced with Core Strategy L4 |
| T7 | Relief of Congestion on the A56 | Replaced with Core Strategy L4 and augmented with A56 Corridor Development SPD |
| T8 | Improvements to the Highway Network | Replace with Land Allocations DPD & L4 |
| T9 | Private Funding of Development Related Highway and Public Transport Schemes | Replaced with Core Strategy L4, L8 and associated SPD |
| T10* | Transport and Land Use in Town Centres | Replace with Land Allocations DPD & L4 |
| T11 | High Quality Integrated Public Transport Network Improvements | Replace with Land Allocations DPD & L4 |

| UDP POLICY | UDP POLICY TITLE | |
|------------|--|---|
| T12 | Lorry Management Schemes | Replaced with Core Strategy L4 |
| T13 | Control of Lorry Parking | Replaced with Core Strategy L4 |
| T14 | New Rail Freight Facilities | Replaced with Core Strategy L4 |
| T15* | Inland Waterways | Replaced with Core Strategy L4 |
| T16 | Off Airport Parking | Replaced with Core Strategy L4 & L7 |
| T18 | New Facilities for Cyclists | Replace with Land Allocations DPD & Core Strategy L4 |
| C1* | Green Belt | Replaced with Core Strategy R4 |
| C2* | Other Open Land | Replaced with Core Strategy R4 |
| C3* | Agricultural Land | Replaced with Core Strategy R4 |
| C4 | Green Belt | Replace with Land Allocations DPD & R4 |
| C5 | Development in the Green Belt | Replaced with Core Strategy R4 |
| C6* | Building Conversions in the Green Belt | Replaced with Core Strategy R4 |
| C7* | Extensions to Buildings | Replaced with Core Strategy R4 |
| C8 | Protected Open Land | Replace with Land Allocations DPD & R4 |
| C9* | Agricultural Land Holdings | Replaced with Core Strategy R4 |
| C10* | Agricultural Diversification | Replaced with Core Strategy R4 |
| C11* | Recreation and Tourism | Replaced with Core Strategy R6 |
| C12* | Horses | Replaced with Core Strategy R5 |
| M1 | Protection of Mineral Deposits | Replaced with Core Strategy W3 and Minerals Plan Policy 7 |
| M2 | Extraction of Minerals | Replaced with Core Strategy W3 and Minerals Plan Policies 2 and 4 |

APPENDIX 5

| UDP POLICY | UDP POLICY TITLE | |
|------------|--|--|
| M3 | Aggregate Minerals | Replace with Minerals Plan Policies 1, 2 and 4 |
| M4 | All Minerals – Exploration Criteria | Replace with Minerals Plan Policies 1, 2, 4, 8, 9, 10, 11 and 12, and Core Strategy |
| M5 | Mineral Sterilization | Replace with Minerals Plan Policies 7, 10 and 11 |
| M6 | Aggregates | Replace with Minerals Plan Policies 1 and 2 |
| M7 | All Minerals Other than Oil and Gas, including the Reworking of Spoil Tips | Replace with Minerals Plan Policies 1, 2, 3, 5, 6, 8, 9 and 12 |
| M8* | All Minerals – Working and Restoration | Replace with Minerals Plan Policies 1, 2, 4 and 12 |
| M9* | Standards of Restoration | Replace with Minerals Plan Policy 12 |
| M10* | Reclamation | Replace with Minerals Plan Policy 9 |
| M11* | Modification of Old Planning Permissions | Not replaced. Covered by the provisions of ROMP (Review of Old Minerals Permissions) |
| M12* | Provision of Depots | Replace with Minerals Plan Policies 8, 10 and 11 |
| M13* | Oil and Natural Gas | Replace with Minerals Plan Policies 1, 2, 4 and 5 |
| M14* | All Minerals – Standards of Working | Replace with Minerals Plan Policies 1, 2, 4, 8, 9, 10, 11 and 12, and Core Strategy |
| WD1* | Sites for Waste Disposal | Replace with Core Strategy L6 and Waste Plan Policies 1, 2, 3, 4, 5, 6, 7 and 9 |
| WD2* | Civic Amenity Sites | Replace with Core Strategy L6 and Waste Plan Policy 11 |
| WD3* | Waste Treatment and Recycling | Replace with Core Strategy L6 and Waste Plan Policies 4, 5, 6 and 7 |
| WD4* | Disposal Sites and Treatment Facilities | Replace with Waste Plan Policies 1, 2 and 3 |
| WD5* | Waste Disposal and Environmental Protection | Replace with Waste Plan Policies 4, 5, 8, 9, 10 and Core Strategy |
| WD6* | Civic Amenity Sites | Replace with Waste Plan Policy 11 |
| WD7* | Waste Recycling Facilities | Replace with Waste Plan Policies 4 and 5 |
| MD1 | The Sinderland Road Development | Replace with Land Allocations DPD |

| UDP POLICY | UDP POLICY TITLE | |
|--|---|---|
| D1 | All New Development | Replaced with Core Strategy L4, L7 |
| D2* | Vehicle Parking | Replaced with Core Strategy L4, L7 and associated SPD |
| D3 | Residential Development | Replaced with Core Strategy L7 |
| D4* | Industrial Development | Replaced with Core Strategy L7 |
| D5* | Special Health and Safety Development Control Sub-areas | Replace with Land Allocations DPD |
| D6* | House Extensions | Replaced with Core Strategy L7 and associated SPD |
| D7* | Use of Residential Property for Business Use | Replaced with Core Strategy L7 |
| D8 | Day Nurseries and Playgroups | Replaced with Core Strategy L7 |
| D9* | Hot Food Takeaway Shops | Replaced with Core Strategy L7 |
| D10 | Advertisements | Replaced with Core Strategy L7 |
| D11* | Renewable Energy | Replaced with Core Strategy L5, L7 |
| D12 | Telecommunications Development | Replaced with Core Strategy L7 |
| D13 | Energy Considerations in New Development | Replaced with Core Strategy L5 and associated SPD |
| * Saved policies September 2007 Other policies in table saved December 2008 | | |

The following policies were not saved in either 2007 or 2008:

| UDP POLICY | TITLE | RELEVANT LDF DOCUMENT/POLICY |
|------------|--|------------------------------|
| ENV26 | Archaeological Sites | Core Strategy R2 |
| ENV 28 | Rail Corridors | Core Strategy R2, R3 and R5 |
| E5 | Hazardous and Bad Neighbour Industries | Core Strategy W1 |
| T17 | Providing for Pedestrians, Cyclists and the Disabled | Core Strategy L4 & L7 |

GLOSSARY OF TERMS

| TERM | DEFINITION |
|---|---|
| The Act | The Planning and Compulsory Purchase Act 2004. |
| Asset Management Plan (AMP) | Used by organisations to manage their infrastructure and other assets to be able to deliver an agreed standard of service. |
| Annual Monitoring Report (AMR) | Part of the <i>Local Development Framework</i> , the Annual Monitoring Report will assess the implementation of the <i>Local Development Scheme</i> and the extent to which policies in <i>Local Development Documents</i> are being successfully implemented. |
| Appropriate Assessment | The Habitats Directive (Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) requires Appropriate Assessment of plans and projects likely to have a significant effect on a European site. This means that the effects of such plans/projects on Natura 2000 sites need to be assessed to ensure that the integrity of these sites is maintained. Trafford's LDF Core Strategy is such a plan. |
| Area Action Plan (AAP) | Used to provide a planning framework for areas of change and areas of conservation. Area Action Plans will have the status of <i>Development Plan Documents</i> . |
| Core Strategy | Sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a <i>Development Plan Document</i> . |
| Department for Communities and Local Government (DCLG) | The Government department with responsibility for planning and local government. |
| Development Plan | As set out in the Act, an authority's development plan consists of the <i>Regional Spatial Strategy</i> (or the <i>Spatial Development Strategy</i> in London) and the <i>Development Plan Documents</i> contained within its <i>Local Development Framework</i> . |
| Department for Transport (DfT) | Government Department responsible for strategic transport related issues. |
| Development Plan Documents (DPD) | Spatial planning documents that are subject to independent examination, and which together with the <i>Regional Spatial Strategy</i> , will form the <i>development plan</i> for a local authority area. They can include a <i>Core Strategy</i> , <i>Site Specific Allocations of land</i> , and <i>Area Action Plans</i> (where needed). Other <i>Development Plan Documents</i> , including generic <i>Development Control Policies</i> , can be produced. They will all be shown geographically on a <i>Proposals Map</i> . Individual <i>Development Plan Documents</i> or parts of a document can be reviewed independently from other <i>Development Plan Documents</i> . Each authority must set out its programme for preparing its <i>Development Plan Documents</i> in the <i>Local Development Scheme</i> . |
| Environment Agency (EA) | An Executive Non-departmental Public Body responsible to the Secretary of State for Environment, Food and Rural Affairs and an Assembly Sponsored Public Body responsible to the National Assembly for Wales. |

| TERM | DEFINITION |
|---|--|
| Electricity North West (ENW) Ltd | Owns one of the original fourteen regulated electricity distribution networks in England, Wales and Scotland. |
| Greater Manchester Ecology Unit (GMEU) | Provides specialist advice to, and on behalf of, the ten district councils that make up Greater Manchester on biodiversity, nature conservation and wildlife issues. |
| Greater Manchester Geological Unit (GMGU) | A former partnership organisation that provided geotechnical, environmental and planning consultancy services within an academic environment. Now renamed and re-configured as the Greater Manchester Minerals and Waste Unit. |
| Greater Manchester Passenger Transport Executive (GMPTE) | The former public body responsible for co-ordinating public transport services throughout Greater Manchester; now replaced by Transport for Greater Manchester. |
| GONW | The Government Office for the North West |
| Greater Manchester Waste Disposal Authority (GMWDA) | One of six statutory authorities created under the Local Government Act 1985 to carry out the waste management functions and duties of the Metropolitan County Councils after their abolition in 1986. |
| Greater Manchester Minerals and Waste Unit | Replacement partnership organisation that provides geotechnical, environmental and planning consultancy services within an academic environment. |
| Habitat Regulations Assessment (HRA) | <p>DCLG (2006) guidance on Planning for the Protection of European Sites: Appropriate Assessment recommends a 3 stage process:</p> <ol style="list-style-type: none"> 1. Screening. Determining whether the plan 'is likely to have a significant effect on a European site 2. Appropriate Assessment. Determining whether, in view of the site's conservation objectives, the plan 'either alone or in combination with other plans or projects' would have an adverse effect (or risk of this) on the integrity of the site. If not, the plan can proceed. 3. Mitigation & Alternatives. If the plan is assessed as having an adverse effect on the integrity of a site, there should be an examination of mitigation measures and alternative solutions. If it is not possible to identify mitigation and alternatives it will be necessary to establish the <i>'imperative reasons of overriding public interest'</i> (IROPI). <p>All 3 stages of this process are referred cumulatively as Habitat Regulations Assessment, to clearly distinguish the whole process from the step within it referred to as the Appropriate Assessment.</p> |
| Highways Agency (HA) | An Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the Strategic Road Network in England on behalf of the Secretary of State for Transport. |
| | |

GLOSSARY OF TERMS

| TERM | DEFINITION |
|---|--|
| Issues and Options | Produced during the early production stage of the preparation of <i>Development Plan Documents</i> and published for consultation purposes. |
| Key Diagram | Authorities may wish to use a key diagram to illustrate broad locations of future development. |
| Land Allocations DPD (LADPD) | Allocations of sites for specific or mixed uses or development to be contained in <i>Development Plan Documents</i> . Policies will identify any specific requirements for individual proposals. |
| Local Development Document (LDD) | The term used in the Act for <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> and the <i>Statement of Community Involvement</i> . |
| Local Development Framework (LDF) | The portfolio of <i>Local Development Documents</i> . It consists of <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> , the <i>Statement of Community Involvement</i> , the <i>Local Development Scheme</i> , and the <i>Annual Monitoring Report</i> . These documents will collectively provide the framework for delivering the spatial planning strategy for the local authority area, and may also include local development orders and simplified planning zones. |
| Local Development Scheme (LDS) | A project plan that sets out the programme for preparing <i>Local Development Documents</i> . All authorities must submit a Scheme to the Secretary of State for approval within 6 months of commencement of <i>the Act</i> . |
| Local Highway Authority (LHA) | A Local Authority in England responsible for local roads under relevant legislation. |
| Local Infrastructure Plan (LIP) | Planning Policy Statement 12 states that <i>the provision of infrastructure is important in all major new developments. The capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of all local development documents.</i> The Local Infrastructure Plan for Trafford (LIP) is a key part of the evidence base informing the preparation of spatial policy in the Local Development Framework (LDF). |
| Local Strategic Partnership (LSP) | A partnership of stakeholders who develop ways of involving local people in shaping the future of their area. They are often single non-statutory, multi-agency bodies which aim to bring together the public, private, community and voluntary sectors. |
| Local Transport Plan (LTP) | 5-year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements. |
| Further Consultation on the Preferred Option | Produced as part of the preparation of <i>Development Plan Documents</i> , and published for formal public participation, prior to the publication of the <i>Core Strategy</i> . |
| New Growth Point (NGP) | Greater Manchester (incorporating enhanced levels of growth in Bolton, Manchester, Salford and Trafford) is committed to providing 20 per cent uplift to the housing targets through to 2018 in return for significant investment in key infrastructure. |

| TERM | DEFINITION |
|---|--|
| NWDA | North West Regional Development Agency |
| Primary Care Trust (PCT) | A type of NHS trust, part of the National Health Service in England, that provides some primary and community services or commission them from other providers and are involved in commissioning secondary care. |
| Private Finance Initiative (PFI) | This is a method to provide financial support for public private partnerships between the public and private sectors. |
| Planning Policy Statement (PPS) | A statement of national planning policy guidance produced by the DCLG. |
| Preferred Options Document | Produced as part of the preparation of <i>Development Plan Documents</i> , and published for formal public participation. |
| Proposals Map | The adopted <i>proposals map</i> illustrates on a base map (reproduced for, or based upon a map base to a registered scale) all the policies contained in <i>Development Plan Documents</i> , together with any saved policies. It must be revised as each new Development Plan Document is adopted, and it should always reflect the up-to-date planning strategy for the area. |
| Regional Spatial Strategy (RSS) | This regional Plan was adopted in September 2008. |
| Regional Funding Allocation (RFA) | Funding allocations made to the English regions covering certain aspects of transport, housing and economic development. |
| Red Rose Forest (RRF) | The Community Forest for Greater Manchester. A partnership of Natural England, the Forestry Commission, the metropolitan boroughs of Bolton, Bury, Trafford and Wigan and the Cities of Manchester and Salford. |
| Registered Social Landlord (RSL) | Government funded not for profit organisations that provide affordable housing. |
| The Regulations | Town and Country Planning (Local Development) (England) Regulations 2004, and the Town and Country Planning (Transitional Arrangements) Regulations 2004. |
| Saved Policies or Plans | Existing adopted development plans are saved for three years from the commencement of <i>the Act</i> . Any policies in old style development plans adopted after commencement of the Act will become saved policies for three years from their adoption or approval. The <i>Local Development Scheme</i> should explain the authority's approach to saved policies. |
| Statement of Community Involvement (SCI) | Sets out the standards which authorities will achieve with regards to involving the local community in the preparation of <i>Local Development Documents</i> and development control decisions. The <i>Statement of Community Involvement</i> is not a <i>Development Plan Document</i> but is subject to independent examination. |
| Strategic Environmental Assessment (SEA) | A generic term, used to describe environmental assessment as applied to policies, plans and programmes. The European "SEA Directive" (2001/42/EC) requires a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use". |

GLOSSARY OF TERMS

| TERM | DEFINITION |
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| Supplementary Planning Documents (SPD) | Provide supplementary information in respect of the policies in <i>Development Plan Documents</i> . They do not form part of the Development Plan and are not subject to independent examination. |
| Sustainability Appraisal (SA) | A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required to be undertaken for all local development documents. |
| Sustainable Community Strategy | The 2006 Local Government White Paper describes Sustainable Community Strategies as setting out the strategic vision for a place and a vehicle for considering and deciding how to address difficult cross cutting issues. The Sustainable Community Strategy is prepared by the local authority with the Local Strategic Partnership. Local Development Frameworks must demonstrate that they have taken the Sustainable Community Strategy into account. |
| Town Centre Partnership (TCP) | A non-profit organisation set up to promote services within town centres and to address the issues which affect them. |
| Transport for Greater Manchester (TfGM) | The public body which replaced the GMPTE and which is now responsible for co-ordinating public transport services throughout Greater Manchester. |
| United Utilities (UU) | The UK's largest listed water company. It owns, operates and maintains utility assets, including water, wastewater, electricity and gas. |

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