

TRAFFORD LOCAL PLAN: LAND ALLOCATIONS – CONSULTATION DRAFT



January 2014



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Development Plan Document

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The Trafford Local Plan: Land Allocations

Consultation Draft

January 2014

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1. Introduction

- 1.1 The Trafford Local Plan: Land Allocations Plan (hereafter referred to as the Land Allocations Plan) is part of Trafford's Local Plan.
- 1.2 The Local Plan consists of a number of policy documents that guide the use of land and new development throughout the borough until 2026/2027. The requirement to produce a development plan is maintained by the Localism Act 2011.
- 1.3 Once adopted, the Land Allocations Plan will form part of the development plan for Trafford, which will consist of:
 - The Trafford Local Plan: Core Strategy (Adopted January 2012);
 - Greater Manchester Joint Waste Plan (Adopted April 2012);
 - Greater Manchester Joint Minerals Plan (Adopted April 2013);
 - The Trafford Local Plan: Land Allocations Plan (emerging)
 - Altrincham Town Centre Business Neighbourhood Plan (emerging)
- 1.4 The Core Strategy sets out the planning framework for development in Trafford up to 2026 and is the overarching policy document in Trafford's Local Plan. It is closely linked to the Trafford Partnership's Sustainable Community Strategy, addressing issues which relate to land use and development in different places, with the overall intention of making the district a more attractive and prosperous place to live.
- 1.5 The Core Strategy sets out the scale and general location of future development, and includes policies to deliver the Core Strategy Vision, including the identification of five strategic locations. It contains policies on the level of housing and economic growth and establishes the borough's retail hierarchy. It also contains borough-wide planning policies including the Council's approach in relation to meeting housing needs, reducing inequalities, securing sustainable development and protecting the historic and natural environment.

The draft Land Allocations Plan

- 1.6 The objective of the Land Allocations Plan is to deliver the vision and objectives set out in the Council's adopted Core Strategy and help to ensure that Trafford is a thriving, diverse, prosperous and culturally vibrant place. This plan will do this in many ways, including the following:
 - Sites for housing, employment and other development;
 - Design and infrastructure requirements for major sites;
 - Town, District and Local Centre boundaries and Primary Shopping Areas;
 - Land to be safeguarded for recreation;
 - Land to be protected as environmental assets;
 - Land to be protected as historical assets and;
 - Land to be protected as Green Belt;
 - Land to be protected from development in this Plan period.
- 1.7 The Council consulted upon the scope of the Plan, and its Sustainability Appraisal in July 2012. Further details of the consultation and responses received can be found in the supporting Consultation Statement. In response to this consultation, the Council has now

prepared a draft of the Land Allocations Plan as a means of further engaging with communities and stakeholders.

- 1.8 This draft Land Allocations Plan provides detailed, site-specific guidance for the development of allocated sites and areas and is accompanied by proposed revisions to the Trafford Local Plan: Policies Map. The Land Allocations Plan must be in conformity with the Trafford Local Plan: Core Strategy and government guidance, in particular the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance.
- 1.9 Once adopted, it will supersede the majority of the remaining “Saved” Revised Unitary Development Plan policies¹. The final Policies Map, incorporating policies in the Land Allocations Plan, will be a comprehensive bringing up to date of the UDP Proposals Map. It not only brings up to date sites for new development, but omits allocations of land that are no longer relevant, for example because they have been developed. Allocations of land on the draft Policies Map are linked to policies, either in the Core Strategy, GM Waste Plan, GM Minerals Plan or in the text of the draft Land Allocations Plan.
- 1.10 The draft Land Allocations Plan proposes the designation and protection of land for a range of uses to support the vision, objectives and policies of Trafford’s Core Strategy. As such, the Vision, Strategic Objectives, and Place Objectives set out in Sections 3, 4 and 5 of the Core Strategy also apply to the draft Land Allocations Plan.
- 1.11 The draft Land Allocations Plan covers the whole Borough and contains sites for development including housing and employment. It also allocates transport infrastructure and land designations for environmental and heritage protection. It will provide increased certainty and guidance for developers and members of the public on both the location of development and the detailed design and sustainability principles that development must achieve. In terms of spatial distribution and levels of development, the Core Strategy has already established a number of broad parameters, such as a minimum indicative target of 12,000 new homes to be delivered between 2008 and 2026 and 190 hectares of employment land.
- 1.12 This draft Land Allocations Plan does not identify areas or sites for waste management or mineral extraction. These are set out in the GM Joint Waste DPD (Adopted April 2012) and the GM Joint Minerals DPD (Adopted April 2013) respectively.
- 1.13 Additionally the production of a Business Neighbourhood Plan for Altrincham Town Centre is being promoted by members of the local community. Therefore certain land allocations for Altrincham Town Centre will be covered by that proposed Neighbourhood Plan and not in the draft Land Allocations Plan.
- 1.14 Guidance is contained within this Plan for a range of different sites with different characteristics and in different areas. However, development will still be expected to comply with the guidance in this document and other relevant generic policies both within the Core Strategy and Government Guidance, such as the NPPF. This will ensure that development will be delivered to a high quality and will create sustainable communities.
- 1.15 A full list of all the draft Land Allocations Policies can be found in Appendix A. This table also sets out which Core Strategy Policy they relate to, and which UDP policies they replace. Appendix B of this document sets out all the proposed site allocations, area allocations, sub-policies and safeguarded elements and how they relate to proposed policies in the draft Land Allocations Plan.

¹ Revised UDP Proposals S6 and S13 as they relate to boundaries within Altrincham Town Centre will be replaced by the proposed Altrincham Town Centre Business Neighbourhood Plan.

Sustainability Appraisal

- 1.16 Sustainability Appraisal (SA) is a process used to assess how sustainable development is being addressed and included in plans and strategies prepared by organisations. It is a statutory requirement for the production of all Local Plans. The effects of a plan are measured against a set of social, environmental and economic objectives.
- 1.17 The Council commissioned Urban Vision to undertake a detailed Sustainability Appraisal of the draft Land Allocations Plan in terms of options for policies and sites. The preferred option for policies and sites that is set out in this draft Plan is supported by the outcomes of the Sustainability Appraisal. Further details can be found in the Sustainability Appraisal Report.
- 1.18 The SA is produced as an on-going process and is available alongside the Plan. It predicts and evaluates the effects of the document and seeks to ensure that all aspects of sustainability are properly considered. Through this process, suggestions have emerged for improving the sustainability of the Plan and, where appropriate, these have been incorporated in to the plan to mitigate the potential impact of individual policies/site allocations.

Habitat Regulations Appraisal

- 1.19 In addition, this draft Plan has been subject to a Habitats Regulations Assessment (HRA) screening report, as required under European and UK regulations. This process is used to assess the impacts of policies against the conservation objectives of a European site – the Manchester Mosses Special Area of Conservation (SAC) located within Wigan and Warrington Boroughs - and to determine whether it would adversely affect the integrity of that site. Further details can be found in the supporting document “Habitat Regulations Assessment – Screening Report”.
- 1.20 It concludes that providing the mitigating plans, policies and strategies set out in the Land Allocations Plan policies 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 Moss. 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 allocations, but that it is not justifiable to restrict development *per se* in these areas.
- 1.21 Further specific recommendations in relation to the Carrington Strategic Location and the Low Carbon Growth Areas have been assimilated into the respective policies below. These are:
 - i) that individual applications for the Carrington Strategic Location that include any general industry (B2) be referred for possible HRA, as part of the development management process, so that detailed assessment can take place and appropriate mitigation for any damaging impacts can be properly implemented.
 - ii) that any transport schemes associated with the A6144 that could potentially have a negative effect on the Manchester Mosses be referred for possible HRA, as part of the development management process, so that detailed assessment can take place and appropriate mitigation for any damaging impacts can be properly implemented.
 - iii) that the proposed SPD on Low Carbon Growth Areas includes specific guidance on measures required to avoid harm to the Manchester Mosses SAC, particularly through atmospheric pollution.

Deliverability

- 1.22 In order to satisfy the requirements of the NPPF, the Land Allocations Plan must show that sites are deliverable, which includes the consideration of viability. It has been concluded that non-speculative development would be sufficiently viable to withstand the introduction of the Trafford Community Infrastructure Levy. The draft Land Allocations Plan does not anticipate speculative development, consequently, it follows that the work supporting the CIL demonstrates that the development proposed within the draft Plan is economically viable and therefore deliverable.

Monitoring

- 1.23 Future monitoring and review will identify whether objectives for supporting infrastructure and identifying an adequate supply of land for housing, whilst supporting economic growth and other social objectives are being met. If not, it may be necessary to review the allocations in the Plan, including the phasing of those sites where, currently, it is anticipated that their full potential would not be realised until beyond the Plan period.

Equality Impact Assessment

- 1.24 The Core Strategy Equality Impact Assessment has been applied to the preparation of this Consultation Draft Plan and is considered to be compatible to the work to be carried out under the Land Allocations Plan on the basis that the purpose of the Land Allocations Plan is to deliver the objectives and policies of the Core Strategy. Further details can be found in the supporting Statement on Equality Impact Assessment.

Duty to Cooperate

- 1.25 Section 110 of the 2011 Localism Act places a legal duty on local planning authorities to cooperate with other bodies in the preparation of development plan documents so far as they relate to strategic cross boundary matters. Local planning authorities must demonstrate how they have complied with the duty at the independent examination of their Local Plans. If a local planning authority cannot demonstrate that it has complied with the duty then the Local Plan will not be able to proceed further in examination. Local planning authority councillors and officers are responsible for leading discussion, negotiation and action to ensure effective planning for strategic matters in their Local Plans.
- 1.26 As part of the preparation of this draft Land Allocations Plan, the Council has already worked with a number of relevant bodies to ensure the draft Plan is consistent with their Plans and/or strategic objectives. However, upon commencement of consultation on the draft Land Allocations Plan, the Council will seek to formally cooperate with the following bodies in the further preparation of its Land Allocations Plan:
- Other local planning authorities including Salford City, Manchester City, Cheshire East and Warrington Councils;
 - Association of Greater Manchester Authorities;
 - Greater Manchester Combined Authority;
 - Environment Agency;
 - English Heritage;
 - Natural England;
 - Civil Aviation Authority;
 - Homes and Communities Agency;
 - Trafford Clinical Commissioning Group;
 - NHS England;
 - Office of Rail Regulation;
 - Transport for Greater Manchester;
 - Highways Agency;
 - the local highways authority;
 - Greater Manchester Local Enterprise Partnership;

- Greater Manchester Local Nature Partnership;

1.27 This draft of the Land Allocations Plan should be considered as the starting point of the conversation and cooperation with communities and stakeholders about which sites and areas will ultimately be allocated for which uses. Whilst it shows a preferred option for the development of land in Trafford that is, in principle, sustainable and deliverable, it is essential that the Plan is tested and revised in consultation with communities and stakeholders to ensure it is fit for purpose.

Presumption in Favour of Sustainable Development

1.28 National Planning Policy Framework states that policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. This draft Plan has been prepared based on this premise and as such its policies take a positive approach in guiding development and how the presumption will be applied locally.

2. Pomona Island Strategic Location

- 2.1 The Pomona Island Strategic Location provides a unique opportunity to create a high quality, high density mixed use sustainable community on a significant area of brownfield land within the Regional Centre.
- 2.2 In line with its Regional Centre location, the design of development will be of high quality in both form and materials, creating active frontages to support a vibrant public realm. The boundary reflects the historic boundary of the former docks and the extent of the redevelopment potential.

POM1 – Pomona Island Strategic Location

- 2.3 Within the Pomona Island Strategic Location defined on the Policies Map, the Council will grant planning permission for a mix of residential (Use Class C3), offices (Use Class B1), hotel (Use Class C1) and a range of supporting commercial and/or community uses (including Use Classes A1, A2, A3, A4, A5 and D1) to serve the needs of the proposed communities within the Strategic Location. These developments will enable the creation of a new residential and business neighbourhood appropriate for its Regional Centre location, in line with Core Strategy Policy SL1.
- 2.4 To ensure the creation of a high quality, sustainable community, proposals for new development within the Strategic Location should be consistent with the development principles set out below, other policies within the Local Plan and national guidance, as appropriate.
- 2.5 **Residential development**
 - A minimum of 1,100 residential units will be delivered in this Plan period;
 - Residential development at densities of between 230 and 320 dwellings per hectare in the form of a number of high-rise apartment blocks.
 - Through innovation in dwelling design, a proportion of the residential development will be suitable for families having regard to Policy L2.
- 2.6 **Employment Development**
 - Approximately 20,000sqm of new B1a/b office floorspace and similar appropriate uses will be delivered during the Plan period;
 - Office floorspace will be delivered on approximately 2 hectares of the most accessible land, immediately adjacent to the Cornbrook Metrolink stop (see LA Policy EM3.2);
 - Development will be in the form of high quality, high density, individual blocks;
 - appropriate levels of amenity space will be provided within and between the individual blocks.
- 2.7 **Mixed Commercial Development and Community Facilities**
 - A new hotel (Use Class C1), consistent with the Regional Centre status of the area will be delivered during the Plan Period;
 - A mix of uses, including a range of retail uses (Use Classes A1 to A5), commercial leisure and community facilities (Use Classes D1 and D2), will be encouraged at a scale to serve the needs of the proposed communities within the Strategic Location;

- Development proposals for Main Town Centres uses of a scale that will serve a wider community than the business and residential communities within the Strategic Location should be consistent with other policies within the Local Plan and national planning guidance, as appropriate;
- Commercial and/or community facilities should help to create active frontages as part of residential, employment or other development types within the Strategic Location by being well-related to and accessible from adjacent streets and open spaces.

2.8 Open Space/Green Infrastructure

- Approximately 2.5 Hectares of new open space / green infrastructure will be provided, of which approximately 2 Hectares will be delivered as a new Neighbourhood Park;
- The Neighbourhood Park should be located in the centre of the Pomona Island Strategic Location immediately adjacent to the Ship Canal and should incorporate formal and informal recreation/green space;
- A 'green corridor' will be delivered east-west through the length of the site, incorporating existing and creating new areas of open space;
- Development will maximise the benefits of its position on the Ship Canal and Bridgewater Canal by preserving and enhancing the existing canalside walkways and improving public access to these routes and thus their role within the active travel route network;
- Appropriate levels of high quality amenity space will be provided between the development blocks and on-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.

Justification

- 2.9 *This policy builds on the existence of planning permission for 546 residential dwellings (H/58948) on the south side of Dock 4 and the Pomona Masterplan, whilst recognising the further potential that this site can offer.*
- 2.10 *It is acknowledged that this proposal represents high density apartment development, however, this is an appropriate development form within the Regional Centre. Despite the high densities, innovative approaches to design and construction will ensure that appropriate levels of high quality private and public amenity space will be delivered within and between the blocks and the necessary levels of new family homes will be secured. As with the initial phase, future phases will need to be supported by further masterplanning work to demonstrate how the height/density can be achieved in an appropriate way*
- 2.11 *This Policy sees the delivery of 1,100 units at the Pomona Island Strategic Location during the plan period, which, as detailed in HO1 represents an increased rate at which land will be released in this Strategic Location for residential development, against that originally anticipated in the Core Strategy. Notwithstanding this increased rate of release, it is acknowledged that this Location has capacity beyond the Plan period, with the potential to deliver approximately 1500 units in total. Whilst it is not envisaged that the additional units would be brought forward during the Plan period, there may be circumstances where it could be appropriate to consider their early release. Where regular monitoring reveals a recognised situation of persistent under-delivery of housing within the Borough, consideration will be given to allowing later phases of development on this site to be brought forward into this plan period where it is in accordance with LA Policy HO1. Releasing additional housing land at this location reflects its highly sustainable nature within the Regional Centre and its ability to deliver sufficient additional levels of amenity space to meet the needs of an increased community.*

- 2.12 *The Trafford Core Strategy is clear that future office development should be focused in the Pomona and Wharfside Strategic Locations in order to reflect and support their position within the Regional Centre. It is considered that 20,000 sqm of office floorspace on Pomona is reasonable both in market terms and in terms of achieving the overall objective of CS Policy SL1 to create a mixed commercial and residential neighbourhood on Pomona consistent with its Regional Centre designation. The location of the employment areas maximise the accessibility of the opportunities from both elsewhere in the Borough and within the wider City Region.*
- 2.13 *In addition, there is a need for commercial and community development to support the new communities that will occupy the Strategic Location and other commercial development consistent with the role of the Strategic Location within the Regional Centre.*
- 2.14 *In accordance with Policy R5 of the CS, the 1,100 new homes generate a need for approximately 2.5 hectares of open space. This will include a Neighbourhood Park (see also LA Policy OS2), to serve the new communities within this Strategic Location. It will be designed to relate well to the open canal dock and lock-link and include provision for a potential water taxi station, as appropriate. It will incorporate formal elements including an equipped play area, sports facilities, planted gardens and allotments as well as provision for informal recreation and relaxation including areas of open green space.*
- 2.15 *The Neighbourhood Park will be supplemented by a green corridor. This continuous linear green space should run along the Bridgewater Canal, through the proposed Neighbourhood Park and along Pomona Strand, incorporating existing areas of green infrastructure as appropriate.*

3. Wharfside Strategic Location

- 3.1 Wharfside is an historic area of Trafford Park with great potential for change in the future driven by, on the one hand, the presence of Manchester United FC and, on the other, the emergence of MediacityUK which must be balanced against its more traditional manufacturing role.
- 3.2 Both Core Strategy Policy SL2 and these policies seek to balance these different uses to create a major mixed use area of regional and international significance.

WHA1 – Wharfside Strategic Location

- 3.3 Within the Wharfside Strategic Location defined on the Policies Map, the Council will grant planning permission for sustainable development that will enable the creation of a mixed residential neighbourhood and business and tourism destination appropriate to its Regional Centre location, in line with Core Strategy Policy SL2.
- 3.4 To ensure the creation of a high quality, sustainable community, proposals for new development within the Strategic Location should be consistent with the development principles set out below, LA Policies WHA2 and WHA3, other policies within the Local Plan and national guidance, as appropriate.
- 3.5 The Council will support the provision of the Trafford Park Metrolink Extension through Wharfside including the provision of new Metrolink stations (see LA Policy TR2). The Council will not grant planning permission for development proposals that may prejudice the proposed Metrolink line or stations. Where possible, new development that generates a significant number of users/visitors should be located close to proposed Metrolink stations and should be designed in a way that allows easy access to them.
- 3.6 The Council will support the improvement of digital infrastructure within the Wharfside Strategic Location and seek to ensure that all businesses have access to the high speed fibre-optic network that exists within the area.
- 3.7 A Strategic Processional Route will be created. This distinctive and iconic piece of linear public realm will stretch the length of Sir Alex Ferguson Way, Sir Matt Busby Way and beyond to the Old Trafford Metrolink stop. The route will include high quality surfacing and materials, incorporating green infrastructure and appropriate provision for walking, cycling and vehicles (see LA Policy TR1).
- 3.8 Development will maximise the benefits of its position on the Ship Canal and Bridgewater Canal by preserving and enhancing the existing canalside walkways and improving public access to these routes.
- 3.9 Appropriate levels of high quality amenity space will be provided between the development blocks and on-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.
- 3.10 New development in this location will protect and where possible enhance views of two iconic buildings within the Location: the Manchester United Football Club Stadium and the Imperial War Museum North, particularly from the Manchester Ship Canal.

Justification

- 3.11 *The location provides the opportunity to create high quality, mixed use development appropriate to its location within the Regional Centre. It will build on recent developments at Media City UK and will recognise the role that the area plays as a tourist destination. Reflecting the nature of recent developments in these areas, it is considered appropriate to achieve higher densities than historically, particularly in respect of business development.*
- 3.12 *The iconic Strategic Processional Route within Wharfside will form part of a continuous route from Old Trafford Metrolink stop to the Wharfside Promenade Park at Clippers Quay. It will incorporate high quality hard landscaping and green infrastructure elements and will be multi-functional as a walking route on match or event days and as a shared pedestrian, cycle and vehicle route and recreational open space outside of these times. It will incorporate existing and create new small areas of open space at various points along the route. Creating this unique and memorable visitor experience will greatly enhance the visitor and match-day experience in this location in a way which will support existing businesses and facilities in the area, improve access to public transport, provide improvements to active travel infrastructure and green infrastructure enhancements.*
- 3.13 *Manchester United Football Club and the Imperial War Museum play a vital role in the Location's status as a key tourist attraction in the City Region it is important that views of these iconic buildings are maintained and, where possible enhanced.*

WHA2 – MediacityUK Area

- 3.14 Within the MediacityUK Area defined on the Policies Map, the Council will grant planning permission for a mix of employment (Use Classes B1 and B8), residential (Use Class C3), hotels (Use Class C1) and a range of supporting commercial and/or community uses (including Use Classes A1, A2, A3, A4, A5, D1 and D2) to support the proposed new residential community and enhance the role of the area as a high-tech creative and tourism hub of international significance which attracts a broad range of digital, creative, media, tourism and related businesses, in line with Core Strategy Policy SL2.2.
- 3.15 To ensure the creation of a high quality, sustainable community, proposals for new development within the Strategic Location should be consistent with the development principles set out below, other policies within the Local Plan and national guidance, as appropriate.
- 3.16 **Residential development**
- A minimum of 900 residential units will be delivered in this Plan period;
 - Residential development at densities of between 200 and 300 dwellings per hectare in the form of a number of high rise apartment blocks;
 - There will be a range of 1, 2 and 3-bed apartments provided in high quality and iconic buildings with approximately two thirds of the units suitable for families.
 - Where possible, the location of residential development within Wharfside should relate closely to the Ship Canal or the Bridgewater Canal in order to maximise residential amenity and enhance views along these waterways.
- 3.17 **Employment Development**
- Approximately 25,000sqm of new B1 office floorspace including research and development and light industrial uses and similar appropriate uses will be delivered during the Plan period;
 - Office development will be in the form of high quality, high rise individual blocks;

- The Council will grant planning permission for appropriately designed B8 Storage and Distribution or similar appropriate uses, in order to support the operations of MediacityUK;
- Planning permission for appropriately designed B2 General Industrial Uses will be permitted within the Wharfside Strategic Location, where they are closely related to and support the operation of existing, established businesses.

3.18 **Mixed Commercial Development and Community Facilities**

- A new hotel (Use Class C1), consistent with the Regional Centre status of the area will be delivered during the Plan Period;
- A mix of uses, including a range of retail uses (Use Classes A1 to A5), commercial leisure and community facilities (Use Classes D1 and D2), will be encouraged at a scale to serve the needs of the proposed communities within the Strategic Location;
- Development proposals for Main Town Centre Uses of a scale that will serve a wider community than the business and residential communities within the Strategic Location should be consistent with other policies within the Local Plan and national planning guidance, as appropriate;
- Commercial and/or community facilities should help to create active frontages as part of residential, employment or other development types within the Strategic Location by being well-related to and accessible from adjacent streets and open spaces.

3.19 **Open Space/Green Infrastructure**

- Approximately 2.3 Hectares of new open space / green infrastructure will be provided, including the provision of a Neighbourhood Park;
- The existing Promenade Park will be improved up to a Neighbourhood Park standard, specifically in terms of the provision of play space, informal recreation areas, green infrastructure, public art and a potential water taxi station, whilst not compromising its active travel function (see LA Policy OS2);
- The existing linear landscaped areas along Trafford Wharf Road and Wharfside Way will be improved to create a 'green corridor'.

Justification

- 3.20 *The part of MediacityUK within Trafford has the potential to build on the presence of world-class institutions such as the BBC, ITV, Imperial War Museum North and Manchester United Football Club to create an internationally significant mixed tourism and digital media hub.*
- 3.21 *Development within the MediacityUK Area must be of a type and quality that fits with its role and position within the Manchester City Region Regional Centre and its status as an internationally significant hub for tourism and creative industries. High density built form of a scale proposed in this location is appropriate to its Regional Centre location. Innovative design and building techniques will be utilised to ensure appropriate family accommodation is provided.*
- 3.22 *Historically the primary function of Wharfside has been as an employment area. The introduction of residential development reflects the location's changing role in the Regional Centre and the emergence of MediaCityUK, however residential development in this location should not compromise its continued function as an employment area.*
- 3.23 *The Trafford Core Strategy is clear that future office development should be focused in the Pomona and Wharfside Strategic Locations in order to reflect and support their position within the Regional Centre. The areas of employment development within Wharfside are integrated with the existing employment areas in this part of Trafford Park*

and the types of employment proposed within these areas are consistent with established businesses.

- 3.24 *“Similar appropriate uses” are those which are of a “sui-generis” nature having characteristics reasonably comparable with uses within Classes B1 and B8 of the Use Classes Order.*
- 3.25 *In order to provide an appropriate level of flexibility, a wide range of uses is proposed. However, for the avoidance of doubt, the primary use of these mixed use areas should be for employment, leisure and residential uses. Retail and/or community facilities will be secondary to the main uses of the area and will be designed to meet the needs of the new communities.*
- 3.26 *MediacityUK lies within an area deficient in accessible open space that combined with the levels of new housing proposed generates the need for 2.3 Ha of open space. Given the limited amount of available land to deliver the required provision, an innovative approach is proposed for the delivery of open space in this Location, including the introduction of elements of a Neighbourhood Park to the existing Wharfside walkway, such as play space, informal recreation, green infrastructure, whilst ensuring that its function as active travel infrastructure is not compromised. The Neighbourhood Park will, where possible, incorporate suitable links to the wider Irwell River Park; the Strategic Processional Route and; open space at Pomona Island (see LA policy POM1).*
- 3.27 *The open space requirements within the MediacityUK area can be further met by the retention and improvement of existing landscaping within the area, which have significant value in green infrastructure and biodiversity terms. In addition, the Council will encourage the development of green roofs and green walls in order to create further green infrastructure and public and private amenity space.*

WHA3 – Manchester United Football Club Stadium Area

- 3.28 The Council will support the continued use and improvement of the area identified on the Policies Map for football stadium and associated hospitality, conference, club store and spectator/ visitor car park use by Manchester United Football Club.
- 3.29 A range of commercial and/or community uses (including use classes A1, A2, A3, A4, A5, B1, D1, D2 and similar appropriate uses) will be supported where they support the operation of the Stadium and are consistent with other policies within the Local Plan and national planning guidance, as appropriate.
- 3.30 The expansion of spectator capacity, of the football stadium, or new hospitality, conference, club store facilities will be supported where:
- It can be demonstrated by means of a detailed Transport Assessment that the development would not have a significant adverse impact on the efficient functioning of the highway network; and,
 - The necessary public transport, cycle way footpath and highway improvements are provided to properly service the development and ensure the efficient functioning of the highway network.
- 3.31 Visitors to the Stadium and associated facilities will be encouraged to do so by sustainable modes of transport This will be achieved through the provision of increased levels of remote park and ride in suitable locations and by ensuring that where new car

parking is deemed to be appropriate and necessary, it does not increase the level of single use car parking provision for stadium use.

- 3.32 Necessary public transport, cycle way footpath and highway improvements to properly service the development should include the provision of an appropriate access to the Bridgewater Way in the vicinity of Sir Matt Busby Way (see LA policy TR1).
- 3.33 For the avoidance of doubt, this policy also applies to applications for both permanent and temporary uses.

Justification

- 3.34 *The Council supports the role of MUFC as a renowned sporting club and a major global brand and business that is inextricably linked to the Borough and Old Trafford in particular.*
- 3.35 *The stadium currently has the capacity to accommodate 75,765 spectators and car parking capable of accommodating approximately 7,000 private vehicles exists in the Stadium area. This Policy provides a framework to ensure that any further expansion of the stadium or the development of supporting facilities for the football club or visitors is sustainable and can be properly accommodated without significant adverse detriment to the environment or amenity of surrounding areas/uses.*

4. Lancashire County Cricket Club Quarter Strategic Location

- 4.1 The significant cultural, civic and historic facilities in this area reflect its importance as Trafford's 'front door'. These policies seek to ensure that its status at the main civic and community area in the Borough is protected and access to it is enhanced whilst also strengthening it as a residential neighbourhood.

LAN1 – Lancashire County Cricket Club Quarter Strategic Location

- 4.2 Within the Lancashire County Cricket Club Quarter Strategic Location defined on the Policies Map, the Council will grant planning permission for a mix of residential (Use Class C3) and a range of supporting commercial and/or community uses (including Use Classes A1, A2, A3, A4, A5 and D1) to serve the needs of the proposed and existing communities within the Strategic Location. These developments will strengthen the existing residential neighbourhood in this area and support and enhance the existing sports, tourism and civic functions, in line with Core Strategy Policy SL3.
- 4.3 Development within the Lancashire County Cricket Club Quarter should be designed to a high quality, reflecting the significance of the Strategic Location as a visitor destination of Regional significance. Proposals for new development within the Strategic Location should be consistent with the development principles set out below, LA Policy LAN2, other policies within the Local Plan and national guidance, as appropriate.
- 4.4 The following community facilities and services will be maintained and, where appropriate, enhanced:
- Trafford Town Hall
 - Stretford Police Station
 - Trafford College
 - Stretford Sports Village
 - Stretford High School
- 4.5 **Residential development**
- A minimum of 400 residential units will be delivered in this Plan period;
 - Residential development will be encouraged at densities of between 30 and 150 dwellings per hectare in the form of a number of apartment blocks varying in height storeys;
 - There will be a range of 2, 3 and 4-bed dwellings provided in well-designed buildings with approximately two thirds of the units suitable for families.
- 4.6 **Mixed Commercial Development and Community Facilities**
- A mix of uses, including a range of retail uses (Use Classes A1 to A5), commercial leisure and community facilities (Use Classes D1 and D2), will be encouraged at a scale to serve the needs of the proposed communities within the Strategic Location;
 - Development proposals for Main Town Centre Uses of a scale that will serve a wider community than the business, visitor and residential communities within the Strategic Location should be consistent with other policies within the Local Plan and national planning guidance, as appropriate;
 - Commercial and/or community facilities should help to create active frontages as part of residential, employment or other development types within the Strategic

Location by being well-related to and accessible from adjacent streets and open spaces.

4.7 **Open Space/Green Infrastructure**

- Approximately 1 Hectare of new open space / green infrastructure will be provided, including improvements to the public realm along Chester Road and Talbot Road and innovative provision in the form of green walls and roofs;
- A Strategic Processional Route will be created. This distinctive and iconic piece of linear public realm will stretch the length of Sir Brian Statham Way, Warwick Road to Old Trafford Football Stadium and beyond. The route will include high quality surfacing and materials, incorporating green infrastructure and appropriate provision for walking, cycling and vehicles (see LA Policy TR1);
- the Council will protect the existing formal open spaces at Gorse Hill Park and Trafford Town Hall Sunken Gardens and encourage their improvement, as part of new development within LCCC Quarter.

Justification

4.8 *The LCCC Quarter Strategic Location represents an excellent location for high quality residential and commercial development in a highly prominent and accessible location within the Manchester City Region Inner Area. The Policies in this chapter provide a framework to ensure that future development in this Location will be sustainable and can be properly accommodated without significant adverse detriment to the environment or amenity of surrounding areas/uses.*

4.9 *A number of improvements have been made, over recent years, to the function of this area as the main civic quarter in the Borough, offering key community facilities including a revamped cricket stadium and new food superstore. However, there is an acknowledgement that further enhancements should be secured over the life time of the Plan. It is important that recent and future improvements are maintained and enhance the area's civic and community function. The wide range of uses proposed in these areas will ensure that appropriate levels of flexibility can be achieved over the life time of the Plan.*

4.10 *LCCC Quarter already lies within an area deficient in accessible open space. The level of new housing proposed generates the need for an additional 1 Ha of open space. Due to the limited amount of available land in this location, it is essential that the existing elements of public realm and open space at Trafford Town Hall and Gorse Hill Park are protected and enhanced alongside the provision of the Strategic Processional Route in order to provide suitable levels of open space to support the needs of the residents and visitors. The provision of green roofs and green walls will create opportunities for further green infrastructure and amenity space.*

4.11 *The creation of the Strategic Processional Route will greatly enhance the visitor and match-day experience in this location in a way which will also support existing businesses and facilities in the area, improve access to public transport, provide improvements to active travel infrastructure and green infrastructure enhancements.*

LAN2 – Lancashire County Cricket Club Stadium Area

4.12 The Council will support the continued use and improvement of the area identified on the Policies Map for a cricket stadium and associated hospitality, conference, club store, events, hotel and spectator/visitor car park uses by Lancashire County Cricket Club.

- 4.13 Within this area, the expansion of spectator capacity of the cricket stadium and new hospitality, conference, club store facilities will be supported where:
- It can be demonstrated by means of a detailed Transport Assessment that the development would not have a significant adverse impact on the efficient functioning of the highway network;
 - The necessary public transport, cycle way footpath and highway improvements are provided to properly service the development and ensure the efficient functioning of the highway network.
- 4.14 A range of commercial and/or community uses (including use classes A1, A2, A3, A4, A5, B1, C1, D1, D2 and similar appropriate uses) will be encouraged where they support the operation of the Stadium and are consistent with other policies within the Local Plan and relevant criteria within national policy. Where possible, facilities adjacent to Sir Brian Statham Way should have their primary access from the street.
- 4.15 Visitors to the stadium and associated facilities will be encouraged to travel by sustainable modes of transport. In order to encourage this, the following principles will be applied to future car parking provision:
- The provision of increased levels of remote park and ride will be promoted in suitable locations;
 - The provision of additional car parking within the stadium area will be restricted, including the expansion of single use parking provision for stadium use on areas within and/or immediately adjoining the Stadium Area which have been identified for alternative uses;
 - Multi-storey or decked parking facilities will be supported where there is no overall increase in parking spaces within the wider LCCC Stadium Area and;
 - Where it is of an appropriate scale and siting, and/or of innovative design'.
- 4.16 Residential development will be supported on sites fronting onto Great Stone Road and Talbot Road, including where it is part of a mixed-use scheme.

Justification

- 4.17 *The Council supports the role of LCCC as a renowned sporting club which is inextricably linked to the Borough and Old Trafford, in particular. Recent improvements to the historic Lancashire County Cricket Club Stadium have greatly improved facilities there. The stadium currently has the capacity to accommodate approximately 25,000 spectators with potential to further improve facilities for spectators and visitors. This Policy provides a framework to ensure that further expansion of the stadium or the development of supporting facilities for the cricket club or visitors is sustainable and can be properly accommodated without significant adverse detriment to the environment or amenity of surrounding areas/uses.*
- 4.18 *Necessary public transport, cycle way, footpath and highway improvements to properly service the development should include the contributions to the delivery of the Processional Route (see LA policy TR1)*
- 4.19 *The function of the area as a stadium and major tourist destination should not be compromised through significant impact on the operation and/or amenity of the LCCC Stadium or other uses in the vicinity of the proposal, including issues of security and overlooking.*
- 4.20 *For the avoidance of doubt, this policy also applies to applications for both permanent and temporary uses within the Stadium area.*

5. Trafford Centre Rectangle Strategic Location

- 5.1 The Trafford Centre Rectangle is a key strategic part of Trafford, forming the western part of Trafford Park and including a Regional Shopping Centre and other major visitor attractions.
- 5.2 The development will comprise a new residential neighbourhood together with commercial, leisure and community facilities that will make a significant contribution to regional and sub-regional objectives. Substantial improvements to the public transport network will be provided in addition to the provision of significant new road infrastructure.

TCR1 – Trafford Centre Rectangle Strategic Location

- 5.3 In order to support and enhance the delivery of major mixed-use sustainable development, the Council will grant planning permission for the development of a mix of residential, employment, retail, leisure and community facilities as set out below, in accordance with Core Strategy Policy SL4 and where it is consistent with other policies within the Local Plan and national planning policy, as appropriate.
- 5.4 Approximately 40,000sqm of new B1a/b office floorspace and similar appropriate uses will be delivered within the Trafford Centre Rectangle during the Plan period. The office space will be high quality BCO Grade A, delivered as part of an innovative, attractive mixed-use neighbourhood.
- 5.5 Development within the Trafford Centre Rectangle should be designed to a high quality, reflecting the significance of the Strategic Location as a visitor destination of Regional significance.
- 5.6 The Council will support the provision of the Trafford Park Metrolink Extension through the Trafford Centre Rectangle including the provision of new Metrolink stations (see LA Policy TR2). The Council will not grant planning permission for development proposals that may prejudice the proposed Metrolink line or stations. Where possible, new development that generates a significant number of users/visitors should be located close to proposed Metrolink stations and should be designed in a way that allows easy access to them.
- 5.7 The Council will support the improvement of digital infrastructure within the Trafford Centre Rectangle Strategic Location and seek to ensure that all businesses have access to the high speed fibre-optic network that exists within the area.
- 5.8 Development at this Strategic Location will maximise the benefits of its location adjacent to the Manchester Ship Canal and the Bridgewater Canal by creating frontages onto it where appropriate and preserving and enhancing the existing canalside walkways and improving public to access these routes. It will also protect and enhance key views and vistas into and out of the Conservation Area and of other heritage assets.

Justification

- 5.9 *The Trafford Centre Rectangle is bounded by the four distinctive physical boundaries: the Manchester Ship Canal; the M60 motorway; Parkway and; the Bridgewater Canal.*

The Location boundary reflects that of the area known as the “Trafford Centre and Vicinity” in the Revised Trafford UDP.

- 5.10 *Trafford Core Strategy Policy SL4 identifies the Trafford Centre Rectangle as a Strategic Location, which is to deliver a substantial new mixed use sustainable community, with 1,500 new homes and 15 hectares of employment land, new community facilities to support those people using the development and a high quality hotel and conference facility.*
- 5.11 *Core Strategy Policies W1 and SL4 identified the Trafford Centre Rectangle as a focus for employment development, with the delivery of 15ha of employment land, a proportion of which would be suitable for B1 office development where it was accessible and met other relevant criteria in national planning guidance.*
- 5.12 *The supporting study on B1 Office Development (September 2010) identified an approximate need for 20,700sqm of B1 office floorspace to be developed across the Trafford Park Core, Trafford Centre Rectangle and Old Trafford areas. This figure does not include the 27,800sqm of office floorspace that was granted planning permission within the Trafford Centre Rectangle at the time. The study was clear that this level of floorspace could not be accommodated within existing centres and was acceptable in terms of impact, although it noted that too much speculative office development in these locations could affect investment in and the vitality and viability of centres such as Manchester, Stretford and Eccles.*
- 5.13 *The target of 40,000sqm of high quality B1 office floorspace within the Trafford Centre Rectangle Strategic Location as set out in this policy, is an appropriate level of provision that can meet the objectives for the area and will not adversely impact upon existing centres. This level of provision matches the outstanding commitments for office development at Trafford Quays (see LA Policy TCR2) and at Junction 10 of the M60 which amount to approximately 5 hectares of employment land development.*

TCR2 – Trafford Quays

- 5.14 Within the Trafford Quays Area defined on the Policies Map, the Council will grant planning permission for a mixed high quality residential and B1 office development, with supporting leisure and community uses and open space. These developments will enable the creation of a new residential and business neighbourhood, in line with Core Strategy Policy SL4.5.
- 5.15 To ensure the creation of a high quality, sustainable community, the following principles will be applied to new development in this area:
- 5.16 Residential development
 - A minimum of 1,050 residential units will be delivered in this Plan period;
 - A mix of houses and apartments will be provided in an attractive, functional and innovative new mixed-use neighbourhood;
 - Two thirds of these units will be suitable for families;
 - There will be a mix of housing densities and building heights;
 - Higher density levels will be closest to the employment area(s), community facilities and the canal frontage;
 - Lower density levels will be located towards the centre and east of the site.
- 5.17 Employment Development

- Approximately 28,000sqm of new B1a/b office floorspace and similar appropriate uses will be delivered during the Plan period;
- The office space will be high quality BCO Grade A, delivered as part of an innovative, attractive mixed-use neighbourhood;
- Development will be in the form of high quality, individual blocks;
- Appropriate levels of amenity space will be provided within and between the individual blocks;
- On-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.

5.18 Mixed Commercial Development and Community Facilities

- A mix of uses, including a range of retail uses (Use Classes A1 to A5), commercial leisure and community facilities (Use Classes D1 and D2), will be encouraged at a scale to serve the needs of the proposed communities within the Strategic Location;
- Development proposals for Main Town Centre Uses of a scale that will serve a wider community than the business and residential communities within the Strategic Location should be consistent with other policies within the Local Plan and national planning guidance, as appropriate;
- Commercial and/or community facilities should help to create active frontages as part of residential, employment or other development types within the Strategic Location by being well-related to and accessible from adjacent streets and open spaces.

5.19 Open Space/Green Infrastructure

- Approximately 2 Hectares of new open space / green infrastructure will be provided, largely in the form of a new Neighbourhood Park incorporating a play area, sports facilities and formal and informal green infrastructure and open space;
- The Neighbourhood Park and other open spaces will relate well to the new communities which they are to serve and to the provision of Green Infrastructure elsewhere in the Trafford Centre Rectangle Location and;
- The benefits of the site's canalside location will be maximized through the provision of open space(s) that is well-related to it.

5.20 Transportation Links

- The new communities at Trafford Quays will be directly linked to the Trafford Centre Bus Station by an attractive, direct pedestrian link across Trafford Boulevard, in accordance with LA Policy TR1;
- The route of the new link road and canal crossing in the vicinity of the Trafford Centre (Western Gateway Infrastructure Scheme – WGIS) will be safeguarded.

5.21 The development of this significant site will be supported by an appropriate masterplan to be agreed with the Council.

Justification

5.22 *The Trafford Quays site offers significant development potential both within and beyond the Plan period. It is anticipated that a minimum of 1,050 residential units would come forward during this plan period, however there is a recognition that this site will continue to contribute to the Borough's housing land supply beyond that point. It will therefore be important to agree key elements of a masterplan for the entire site before development takes place on these early phases.*

5.23 *Key design principles will include:*

- *the use of lower housing densities in the east of the site, in a manner which provides an appropriate setting for the Grade I listed All Saints Church and Barton-upon-Irwell Conservation Area;*
- *Innovation on architectural design to ensure that this, relatively, high density development will be suitable to accommodate the required levels of family accommodation*
- *The office elements will be designed in a similar style and quality to that of the existing Venus development.*

TCR3 – Trafford Quays Leisure Village

- 5.24 Within the Trafford Quays Leisure Village area as defined on the Policies Map, the Council will grant planning permission for commercial and/or community leisure facilities (Use Class D2) and ancillary retail (Use Classes A1 to A5) where it is consistent with other policies within the Local Plan and relevant national planning policy, as appropriate.

Justification

- 5.25 *Trafford Quays Leisure Village is a well-established and successful destination which attracts visitors from a significant catchment area with attractions including the 'Chill Factore' indoor winter sports venue, JJB Soccer Dome and a golf driving range alongside recreational and ancillary developments.*
- 5.26 *The proposed allocation for this site will help to maintain and enhance the current provision that the site offers and to ensure that the area can continue to perform this role. There are some small individual sites within this location that remain undeveloped but which are likely to be developed over the plan period.*

6. Carrington Strategic Location

- 6.1 Carrington is a key strategic location in the south of the Borough. It offers the opportunity to reduce the isolation of both Carrington and Partington by creating a substantial new mixed use sustainable community on tracts of former industrial, brownfield land. The contraction of the chemicals complex and the resultant loss of employment activity in the locality has left large areas of unused, derelict or contaminated land and a degraded environment. The regeneration of the Carrington Location will be important to the planned regeneration of Partington. The planned regeneration will provide the momentum to stimulate investment in the necessary improvements to the transport infrastructure serving the area and the environment and amenity of the locality.

CAR1 – Carrington Strategic Location

- 6.2 Within the Carrington Strategic Location defined on the Policies Map, the Council will grant planning permission for residential, employment, and community facilities, including convenience retail, educational, health and recreational facilities. The Council will only permit the development of these uses where they support and enhance the delivery of a major mixed-use sustainable development in line with Core Strategy Policy SL5 and the protection of the land as defined in Core Strategy Policy R4.
- 6.3 To ensure the creation of a high quality, sustainable community, proposals for new development within the Strategic Location should be consistent with the development principles set out below, other policies within the Local Plan and national guidance, as appropriate.
- 6.4 Supplementary planning documentation will be prepared prior to planning permission being submitted and development taking place in this location. This documentation will provide guidance on a number of matters, including which parts of the site are appropriate for specific uses.
- 6.5 **Residential development**
- A minimum of 1,560 residential units will be delivered in this Plan period, with an indicative 80% target proportion being delivered on brownfield land;
 - There will be a range of 2, 3 and 4-bed dwellings provided in well-designed buildings with approximately 80% of the units suitable for families;
 - Housing densities and heights of units will vary across the site with higher densities and taller buildings to be located adjacent to the community hub and along the new road transport corridor route;
 - Lower density development will be located towards the edge of the site to establish an attractive edge to the development area, reflecting its countryside setting.
- 6.6 **Employment Development**
- The Carrington Strategic Location will deliver 75 hectares of employment land on brownfield land in accordance with Core Strategy Policy SL5;
 - The focus for employment will be to provide a range of employment uses predominantly within B2 general industry, B8 storage, distribution and warehousing developments and B1(b and c) business park, light industrial;
 - Office development B1(a) will only be permitted where it is ancillary to the above employment uses;
 - The height of the employment units will vary across the Strategic Location, however buildings should not be more than three storeys close to the residential areas. All

buildings within the location will need to be designed in a way which is appropriate to its urban/rural fringe setting, by virtue of its height, scale and siting; and

- In order to ensure minimal adverse impact on the amenity of the residential properties, business uses in close proximity to residential areas will normally be limited to light industrial and business park (B1c Use Class) uses.

6.7 **Mixed Commercial Development and Community Facilities**

- A Local Centre will be established to provide a range of community/local facilities including a range of retail uses (Use Classes A1 to A5), school provision, health and recreational facilities (Use Classes D1 and D2) at a scale to serve the needs of the proposed communities within the Strategic Location;
- The Local Hub (see LA Policy LC1) will be sited in a location which is well connected to both the residential and employment areas and which is well served by all modes of transport including walking and cycling;
- Development proposals for Main Town Centre Uses of a scale that will serve a wider community than the business and residential communities within the Strategic Location should be consistent with other policies within the Local Plan and national planning guidance, as appropriate;
- Commercial and/or community facilities should help to create active frontages as part of residential, employment or other development types within the Strategic Location by being well-related to and accessible from adjacent streets and open spaces.

6.8 **Open Space/Green Infrastructure**

- The mixed-use development within this Strategic Location will generate the need for a “Town Park” together with two “local parks” and outdoor sports facilities (see LA Policy OS2).
- A suitable site for a new cemetery will be identified in this Location, in accordance with the criteria set out in LA Policy OS3;
- Additionally, a high quality green infrastructure network will be delivered including high quality amenity space between buildings; active travel routes; the provision of green roofs and; surface water flooding mitigation techniques such as SUDs;
- The Council will, wherever appropriate, seek to safeguard the intrinsic features of nature conservation interest or value within this Location, in line with Policies elsewhere in this Plan and the Trafford Core Strategy.

6.9 **Access & Transport**

- As part of the development within this location the Council will secure a significantly improved and new public transport network in this locality alongside an active travel route network;
- The Council will, safeguard the indicative route of a new transport corridor as detailed in Policy TR3 of this Plan, including a new road crossing over the Manchester Ship Canal from Carrington to Cadishead;
- The Council will safeguard the route of the Broadheath – Irlam railway line as a sustainable transport corridor (see LA Policy TR2).

Justification

6.10 *This Location offers the opportunity to provide a highly sustainable development incorporating modern technologies, designed to reduce energy consumption, and contemporary designs thus creating its own identity.*

6.11 *Trafford Core Strategy Policy SL5 identifies Carrington as a Strategic Location, which is to deliver a substantial new mixed use sustainable community, with 1,560 new homes and 75 hectares of employment.*

- 6.12 *Significant new infrastructure will be needed to deliver this sustainable new community including: new road infrastructure; significant improvements to public transport; the provision of community facilities and; high quality green infrastructure.*
- 6.13 *The boundary provides sufficient flexibility to enable the delivery of a sustainable mixed use community. The extensive boundary will enable the delivery of a range of Core Strategy Place Objectives for both Carrington and Partington and will ensure that Carrington and Partington are well related to each other, jointly supporting a number of new local facilities and services.*
- 6.14 *The “Other Protected Open Land” defined in Policy GB2 of this Plan has been included within the Carrington Strategic Location boundary, however in accordance with Policy R4 of the Trafford Core Strategy this land will not be allocated for development because it may be required to meet development needs beyond the plan period.*
- 6.15 *In accordance with the findings of the Habitats Regulations Assessment (HRA) screening report for the Trafford Core Strategy, a further HRA screening report has been carried out in respect of this plan, with the particular aim of ensuring that appropriate mitigation plans, policies and strategies are adopted and implemented appropriately through the development management process. The HRA screening report specifically recommends that individual applications for the Carrington Strategic Location that include any general industry (B2) be referred for possible HRA, as part of the development management process, so that detailed assessment can take place and appropriate mitigation for any damaging impacts can be properly implemented.*
- 6.16 *The Council will work with landowners to develop effective ways of bringing forward sustainable development in the Location, including the preparation of supplementary planning documentation. Until such time as this work is completed, the Council will use the policies in this section of the Plan, together with other relevant Local Plan policies to determine whether or not development proposals should be considered premature and therefore refused. The supplementary planning documentation will help resolve complex issues within the Carrington area and ensure delivery of the Core Strategy place objectives for Carrington.*
- 6.17 *Carrington offers the opportunity to deliver a large number of family residential units to meet Trafford’s housing needs. It will provide an attractive, high quality living environment. As such it will help retain and attract a highly-skilled population. The quantum of housing units will help sustain key/vital local services and facilities for both Carrington and Partington, ensuring that a number of the Trafford Core Strategy Place Objectives will be achieved. All residential development will be expected to contribute to the delivery of affordable housing. In line with Trafford Core Strategy Policy L2 the level will be determined via site specific viability studies, but will not normally exceed 40%.*
- 6.18 *Historically Carrington has been dominated by a chemicals’ complex which, over recent years, has been subject to substantial contraction. As such it offers a substantial brownfield land opportunity to provide a range of employment opportunities to the economic regeneration and development needs of the Borough and to contribute towards the economic prosperity of the City Region in the 21st Century. 75 hectares of employment land will be delivered in this location, in accordance with Core Strategy Policies SL5, W1.3 and W1.7. The delivery of employment at this location will achieve a number of the Core Strategy Place Objectives for both Carrington and Partington, in particular CA08, CA09, CA010, PA08 and PA014.*

- 6.19 *The location of the Local Centre will be key to its success. It will need to have good accessibility and to be well integrated with the residential and employment areas. The Local Hub will form part of a “buffer” between the employment areas and residential areas in the Location. It will serve to complement and support community facilities in neighbouring Partington, thereby helping to sustain the vitality and viability of that centre. The scale of development will be determined by the quantum of residential and employment development within the Location, and as such will be of a scale suitable to serve members of the new community. In this way it will assist in maintaining the viability of valuable community facilities in neighbouring Partington, such as the rejuvenated shopping centre and health and education facilities.*
- 6.20 *The provision of quality open space will be integral to delivering an attractive, sustainable location. The new open spaces, including play spaces, will to be located within the residential areas and the “buffer zones” between the residential and employment areas. The provision of high quality public realm, together with green roofs, within the economic development areas will contribute towards the green infrastructure provision required in this Location. The Natural Environment section of this Plan (in particular) identifies those sites which the Council will seek to safeguard. In this Location, these include Carrington Rides, Broadoak Wood and Brookheys Covert and the Carrington Mossland.*
- 6.21 *Core Strategy Policy SL5, requires any new development in this Location to contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes. The provision of significantly improved and new public transport services will support the new community and that of Partington by providing better access to Trafford’s town centres and the Regional Centre, alternative employment opportunities including Trafford Park and the Trafford Centre and public transport interchanges such as at Altrincham and at the Trafford Centre.*
- 6.22 *The safeguarded transport routes are intended to upgrade the strategic and local access to the area for commercial, residential and public transport traffic. They are key to the successful delivery of a sustainable community and the overall regeneration of Carrington and neighbouring Partington. The active travel route network will include the provision of new and improved connections to and from both the residential and economic development areas to the surrounding open countryside, the Trans-Pennine-Trail and Partington and will provide improved access for both walkers and cyclists.*
- 6.23 *These networks will need to provide high quality permeability within the development, alongside excellent connectivity by public transport and direct, attractive active travel routes to surrounding communities.*

7. Housing

- 7.1 The release of housing land will need to be in conformity with the adopted Core Strategy in terms of the scale and distribution of housing land. Policy L1 of the Trafford Core Strategy sets a minimum indicative target of approximately 12,000 new homes (net of clearance), to be delivered between 2008 and 2026. This incorporates the RSS target of 10,400 for the same period and a 20% uplift until 2018 to reflect Greater Manchester's Housing Growth Point status.
- 7.2 The pressure for housing development remains strong in many parts of the Borough, particularly the areas closest to Altrincham in the southern part of the Borough. This demand must be carefully managed, to ensure that the qualities and characteristics that attract people to the area in the first place are not damaged, and that the demand can be accommodated without placing excessive pressure on existing infrastructure and services and that the spatial priorities of the Core Strategy are not undermined. The housing objectives of this Plan are as follows:
- To provide an adequate and continuous supply of land for housing to meet the housing requirement in the Core Strategy, in sustainable locations;
 - To ensure that the spatial distribution of housing sites is in conformity with the distribution of development established in the Core Strategy
 - To ensure the provision of a range of housing types and sizes, including affordable housing, to meet the identified needs of all sectors of the community;
 - To ensure that adequate levels of open space are provided to support new residential development;
 - To protect and enhance the residential environment by ensuring that new residential development, whether through new build or conversion, is appropriate to its location;
 - To support efforts to improve and renew the existing housing stock.

HO1 – Land Release for New Residential Development

- 7.3 The sites listed in Appendix B and allocated on the Policies Map, will be released for residential development in a phased manner over the Plan period.
- 7.4 Proposals for residential development will be permitted on these sites provided that: the development makes best use of the site in a manner that protects or enhances the distinctiveness and character of the area; takes into account the physical environment of the site and its surroundings; appropriate provision is made for meeting housing needs in line with Policy L2 of the Trafford Core Strategy and; due regard has been paid to all other relevant Policies in the Trafford Local Plan.
- 7.5 In delivering development at these sites the Council will require, where necessary, and in accordance with the Trafford Core Strategy and SPD1: Planning Obligations, the applicant to demonstrate that necessary site specific mitigation, (including Affordable Housing and open space) will be delivered in addition to the necessary contribution to the Trafford CIL to enable the delivery of key infrastructure.
- 7.6 The following indicative development density assumptions will be applied to new housing sites:
- “Cold” market sub-area: 40 dwellings per ha

- “Moderate” market sub-area: 38 dwellings per ha; and
 - “Hot” market sub-area: 36 dwellings per ha.
- 7.7 The following development density assumptions will be applied to new apartments:
- “Cold” market sub-area: 80 dwellings per ha
 - “Moderate” market sub-area: 80 dwellings per ha;
 - “Hot” market sub-area: 70 dwellings per ha; and
 - Large sites (above 10Ha): 240 dwellings per ha
- 7.8 The following development density assumptions will be applied to new mixed housing and apartment developments:
- 50 units per ha.
- 7.9 The Council will positively encourage appropriate conversions of underused office space to residential accommodation, at an average of 50 units per annum over the life-time of the Plan where the proposal is in accordance with relevant policies in the Local Plan and the national guidance.
- 7.10 Small-scale development sites, identified as having a capacity/site size of less than 0.4Ha, are not specifically allocated on the Policies Map and identified in Appendix C. The Council’s Strategic Housing Land Availability Assessment (SHLAA) indicates that these currently contribute in the region of 2000 units, or approximately 15% of Trafford’s overall housing land supply. It is anticipated that these will come forward gradually over the plan period without the need to specifically allocate them.

Justification

- 7.11 *Together with those units completed since 2008, this Policy demonstrates that the Council has identified a sufficient supply of sites to deliver the housing strategy set out in Policy L1 of the Trafford Local Plan: Core Strategy.*
- 7.12 *The level of proposed conversions of office to residential use reflect recent take up rates for this type of development and whilst acknowledging the need to introduce a degree of control in terms of impact on economic growth.*
- 7.13 *This Policy seeks to accelerate the release of land at the Pomona Island Strategic Location, above that which was originally anticipated in the Core Strategy. This reflects the aspirations of the land owner and its location within the Regional Centre.*
- 7.14 *Appendix C provides a summary table of all housing sites; where these sites are to be delivered as part of mixed use developments, this is indicated and the uses specified where appropriate. It also details the phased release of these sites and the broad density assumptions to be applied to the site, although it is acknowledged that at the detailed design stage, these may need to be reviewed to reflect site specific considerations. Where appropriate, information relating to matters such as the level of affordable housing provision; the contribution to the PDL target; the type of open space provision; and the contribution to meeting the needs of frail elderly people.*
- 7.15 *Site areas are approximate and are expressed as the gross area of the site. The area that is suitable for development may be smaller due to constraints such as trees, landscape features, flood risk, access or heritage assets. Similarly site capacities are approximate, based on the site density assumptions set out in this policy and will ultimately be determined by site specific characteristics.*

- 7.16 *Qualifying developments will be subject to the Trafford Community Infrastructure Levy CIL. CIL identifies critical infrastructure which is needed to assist in the delivery of the Trafford Core Strategy. However in addition to contributing to the CIL, and dependent upon the scale of development proposed, applicants are also likely to be required to enter into site specific Section 106 agreements for the provision of, for example, affordable housing, on site open space/outdoor sports provision and new access arrangements.*
- 7.17 *Developments requiring planning permission are considered against all relevant national planning policies and those in the Trafford Local Plan. Applicants will be expected to have considered these policies in their proposals. Where appropriate, the Council will require, the applicant to demonstrate that necessary site specific mitigation, (including Affordable Housing and new open space) will be delivered in accordance with a number of policies in both the Core Strategy and this Plan. It should be noted that the exact details of these site specific contributions will need to be determined at planning application stage.*
- 7.18 *Where sites will result in the release of greenfield land, the Council is satisfied that the provisions of paragraph L1.7 of the Trafford Core Strategy have been met.*
- 7.19 *The amount of housing development coming forward within the plan period will be monitored. Depending on the cumulative scale of development, suitable intervention measures may be taken, in accordance with Core Strategy policy L1, to achieve the required housing trajectory and the previously developed land trajectory. Where appropriate, and in accordance with the Local Plan Vision, priority will be given to accelerating development at the five Strategic Locations and Altrincham town centre, in advance of the release of greenfield land outside of the urban area.*

HO2 - Release of Other Land for Residential Development

- 7.20 The Council will grant planning permission for the sustainable development, redevelopment and/or conversion of other suitable land and/or buildings within the built up area for residential development, provided that such proposals:
- Are not on sites either (a) protected as some form of greenspace, such as open space, sports facilities, school playing fields and green infrastructure, unless the provisions of Policy R5 of the Trafford Local Plan: Core Strategy (or its successor) can be satisfied, or (b) allocated for some other use;
 - Make best use of the site, taking into consideration the character of the area and its surroundings;
 - Make efficient use of land, taking account of the Council's brownfield land target, the density of the development and its ability to meet the distribution of new housing development set out in Policy L1 of the Trafford Core Strategy;
 - Comply with relevant provisions of Policies within the Trafford Local Plan; and
 - Do not prejudice the development or redevelopment of adjoining land.

Justification

- 7.21 *Policy HO1 does not include the allocation of small-scale development sites identified as having a capacity/site size of less than 0.4Ha.*
- 7.22 *The development of these sites, together with the development/redevelopment of unused land and redundant buildings will make a valuable contribution to meeting the Borough's housing land target together with urban regeneration. However, their development must not be detrimental to the amenity of neighbouring uses.*

- 7.23 *The Trafford Core Strategy Policy L1 sets an indicative 80% target proportion of new housing provision to use brownfield land and building over the plan period (the PDL target). To achieve this, Policy L1 establishes a three stage hierarchy for the release of previously developed land (PDL) and sustainable urban area green-field land aimed at focusing development in the first instance to sites in the Regional Centre and Inner Areas; secondly to development which supports the Council's regeneration priorities and; thirdly where development supports the wider objectives of the Trafford Local Plan: Core Strategy.*

HO3 – Residential Accommodation for Older Persons

- 7.24 A number of sites, listed in Appendix C have been identified as being appropriate to meet the needs of Trafford's frail elderly persons.
- 7.25 Proposals for the development of other sites that will help to deliver a range of high quality, well designed accommodation for the growing ageing population of Trafford will be permitted where:
- (1)
 - i. It is located close to local services, amenities and local centres or community hubs with high levels of community activity;
 - ii. It is easily accessible by a range of travel modes that provide alternatives to trips made by the private car; and
 - (2)
 - i. The development has been appropriately designed (paying particular attention to scale, massing, height and external appearance) to take account of the urban grain, local distinctiveness and character of the area;
 - ii. Its design reflects current best practice guidance and the design principles for such accommodation and;
 - iii. Where the overall delivery of general market housing is not jeopardised.
- 7.26 In all cases it is expected that developments designed specifically for frail elderly people will be provided to a recognised standard for "extra care" homes.

Justification

- 7.27 *Most developments will be suitable for all ages, with units being designed, in accordance with Trafford Core Strategy Policy L2, to be adapted over time. This will ensure that in the future, demand for accommodation will be met by high quality, well designed provision that ensures that the transition between accommodation types is not regarded as a negative process, but more a natural progression as individual care needs change over time.*
- 7.28 *Whilst for some people, general needs housing (including Lifetime Homes) may be the most appropriate solution, specially designed or designated housing may be the best way in which to deliver support and care services for others. For this reason and to meet a specific need identified in the Housing Market Assessment, Policy L2 of the Trafford Core Strategy identifies the need for the identification of approximately 500 units for the frail elderly.*
- 7.29 *Where sites have been identified in Appendix C as having potential to meet the specific needs of older people, the Council is satisfied that the provisions of (1) (i) and (ii) of this policy have been met. It will however be necessary to assess at planning application stage the proposal's ability to meet the provisions of (2) (i) and (ii).*
- 7.30 *Proposals for accommodation for an ageing population should demonstrate a clear understanding of the type of care it is intended to deliver and should reflect current and*

emerging best practice guidance such as that provided by the Housing our Ageing Population Panel for Innovation (HAPPI). Grouping care options together provides a degree of flexibility and movement between the various levels of care. It is important that the range of accommodation options for the ageing population form part of mixed sustainable communities and are located in accessible places within easy walking distance to transport links, shops and services.

- 7.31 *www.housing.org provides definitions relating to housing for older people. "Extra care" housing provides occupiers with their own self-contained homes, their own front door and a legal right to occupy the property. This means there is a clear distinction between extra care housing and residential care as recognised by the Commission for Social Care Inspection*
- 7.32 *It comes in many built forms, including blocks of flats, bungalow estates and retirement villages. It may also be referred to as "very sheltered housing" or "assisted living apartments" or "housing with care".*
- 7.33 *In addition to the communal facilities often found in sheltered housing (residents' lounge, guest suite, laundry), Extra Care developments often include a restaurant or dining room, health & fitness facilities, hobby rooms, computer rooms etc. Domestic support and personal care is available, usually provided by on-site staff. Properties can be rented, owned or part owned/part rented. Most providers set eligibility criteria which prospective residents have to meet.*
- 7.34 *The Council will monitor at regular intervals the rate at which land comes forward to meet this specific need to determine whether or not it is having an adverse effect on the supply of general market housing and to determine whether appropriate development management action is required.*

8. Gypsy, Roma & Travellers Community

- 8.1 National planning policy requires local authorities to develop fair and effective strategies to identify land to meet local need for the Gypsy, Roma and Traveller Communities. Policy L2 of the Trafford Local Plan: Core Strategy sets out a criteria based policy against which applications can be assessed. This Plan seeks to meet the immediate need for these residents through the allocation of a specific site.

GT1 - Gypsy Roma and Traveller Community Sites

- 8.2 The following site has been identified on the Policies Map, for the provision of 17 pitches for Gypsy and Traveller (Sui Generis Use Class) accommodation:

GT1.1 - Stones Meadow Caravan Park, Manchester Road, Carrington

- 8.3 The provision of further pitches, to meet identified additional needs, either within this site, or as an extension to it, or elsewhere in the Borough, will be supported where it can be demonstrated that they meet the criteria set out in Policy L2.19 of the Core Strategy.

Justification

- 8.4 *Policy L2 of the Core Strategy identified that there is a need to provide Gypsy and Traveller sites in Trafford. An existing site in, Carrington currently has capacity for 17 pitches. However, land adjacent to this existing facility has the potential to provide a number of additional pitches to meet identified need within the first phase(s) of the Plan period.*
- 8.5 *This identified need will be established following the outcomes of co-ordinated research across Greater Manchester. This work is due to be completed in Summer 2014 and will inform the provision of this accommodation in a revised version of the Plan.*

9. Regeneration

- 9.1 Trafford is a borough of contrasts, while much of Trafford is an attractive, prosperous Borough, 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.

RE1 - Priority Regeneration Areas

- 9.2 In line with Core Strategy Policy L3, the following Priority Regeneration Areas (PRA) are defined on the Policies Map:

RE1.1 - Old Trafford PRA;
RE1.2 – Partington PRA; and
RE1.3 - Sale West PRA.

- 9.3 Within these areas the Council will support development proposals which deliver new homes, community facilities and transportation improvements where they meet regeneration objectives set out in the Core Strategy and Policy L3, those of the Trafford Partnership and where they are in accordance with relevant policies of the Trafford Local Plan and national guidance.

Justification

- 9.4 *The boundaries of the PRAs are based on the boundaries of those Indices of Multiple Deprivation (IMD) Lower Super Output Areas in the top 10% of the most deprived. The areas have been widened to represent established neighbourhoods.*
- 9.5 *Within Old Trafford the key IMD indicators are crime, employment, health and income. Consequently the priorities set by the Old Trafford Strategic Board Partnership are: crime & safety; cleaner and greener environment (reducing CO2 emissions & improving energy efficiency); health and well-being; education; employment and skills; young people and improving community resources.*
- 9.6 *In Partington the key IMD indicators are crime, employment, health and income. Consequently the priorities set by the Partington Partnership of: stronger and safer communities; people have better chances; healthier and more active people and; communities and improved environments.*
- 9.7 *In Sale West the key IMD indicators are employment, health and income. Which in turn have led to the following priorities being set by the Sale West and Ashton Partnership: reducing crime and improving community safety; creating cleaner, greener environment; creating a healthy and happy community; improving education, employment and skills' opportunities and; improving provision for children and young people.*

RE2 - Regeneration Areas

- 9.8 In line with Core Strategy Policy L3, the following Regeneration Areas (RA) have been defined on the Policies Map. Within these areas Council will support development proposals which lead to their regeneration in line with Core Strategy Policy L3.1 and L3.2:

**RE2.1 - Broadheath;
RE2.2 - Broomwood;
RE2.3 - Gorse Hill;
RE2.4 - Longford;
RE2.5 - Sale Moor; and
RE2.6 - Stretford.**

Justification

9.9 *The boundaries for the RAs are defined by applying the Indices of Multiple Deprivation (IMD) Lower Super Output Areas that have multiple IMD criteria in the top 20% most deprived and widened to include established neighbourhoods. The key levels of deprivation range from education, employment, health and income. The boundaries have been developed applying the IMD 2010 data for the LOSA and widened to reflect established neighbourhoods.*

10. Transport

- 10.1 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 principal factors: where development is located and the quality and choice of transport links available to serve that development.

TR1 – Active Travel Network

- 10.2 In order to maintain and develop a network of active travel routes and associated facilities, proposed enhancements to the pedestrian and cycle network in Trafford are identified on the Policies Map.
- 10.3 Wherever appropriate, developers will be expected to provide safe and secure links to existing and proposed routes, thus contributing towards the improvement and enhancement of the network.
- 10.4 Where Proposals would result in a significant negative impact on the pedestrian and cycle network and/or in the loss of pedestrian/cycle routes appropriate mitigation must be provided by the developer to the satisfaction of the Council.

TR1.1 – The Bridgewater Way

- 10.5 As defined on the Policies Map, the Bridgewater Canal will be promoted for recreational, educational and active travel purposes and will be safeguarded from development.

TR1.2 – Trans-Pennine Trail

- 10.6 As defined on the Policies Map, the Trans-Pennine Trail will be promoted and maintained as part of an integrated network of recreational routes.

TR1.3 – Brooks Drive

- 10.7 The Council will seek the provision of a high quality active travel route from Brooklands Metrolink stop towards Manchester Airport, including the enhancement of Brooks Drive, between Fairwell Brook and Dobbinets Lane. The route is defined on the Policies Map.

TR1.4 – Strategic Processional Route

- 10.8 As defined on the Policies Map, an iconic piece of linear public realm will be delivered, between Old Trafford Metrolink stop and the Wharfside Promenade Park at Clippers' Quay as part of a continuous recreational route. This new public realm route will be designed to facilitate its linkage to a new crossing of the Ship Canal in the vicinity of Clippers' Quay.

Justification

- 10.9 *In line with Core Strategy Policy L4.2 – L4.4, the Council will work with partners and developers to promote active travel through walking and cycling. Good connectivity of developments to the active travel network is of paramount importance, as is the internal design of developments to support travel by active modes.*
- 10.10 *The Council believes that walking and cycling should be encouraged as forms of transport which have a positive environmental impact, provide affordable access to services and employment, reduce congestion on the road network and have associated*

health and well-being benefits. It is committed to developing this network, creating a safe and attractive environment for pedestrians and cyclists.

- 10.11 Active travel also plays a central role within the Local Transport Plan strategy. Promoting active travel through co-ordinated 'smarter choices' campaigns and as part of Travel Plans will be an important part of encouraging more people to walk and cycle.
- 10.12 Where opportunities exist to deliver further investment and enhancement of the active travel network, these will be secured. This will include the delivery of the proposed extensions to the network, shown on the Policies Map together with new requirements which might emerge through the Plan period.
- 10.13 Where development proposals about the pedestrian and cycle networks, the Council will either seek provision of that section of the network or associated facilities such as secure cycle parking, where a scheme has not been identified for provision through the CIL Regulation 123 List. Such arrangements would be the subject of a legal agreement prior to the granting of planning permission, or preferably, included within an application through negotiation with the applicant prior to determination.
- 10.14 Where an alternative route is provided to mitigate against development which will have a significant negative impact on the existing pedestrian and cycle network or will result in the loss of pedestrian/cycle routes, it should be at least comparable with that lost in terms of environment, quality and convenience.

Bridgewater Way

- 10.15 The Bridgewater Way walking and cycling scheme is a major regeneration project, covering the complete 65km length of the Bridgewater Canal between Runcorn, Leigh and Manchester City Centre of which 20km is in Trafford. It will provide a high quality route for pedestrians and cyclists along the Bridgewater Canal, the cornerstone of which is a major upgrade to the canal towpath. The upgrade to the canal towpath will be combined with improvements to access points, to provide enhanced linkages from the canal towpath to local community facilities.

Trans-Pennine Trail

- 10.16 The Council will promote and maintain an integrated network of recreational routes in conjunction with other local authorities in Greater Manchester and Cheshire. A key strategic recreational route within the Borough is the Trans-Pennine Trail which forms part of the National Cycle Network (National Route 62).

Brooklands Road/Brooks Drive

- 10.17 The provision of this high quality active travel route towards Manchester Airport is intended to improve and promote better use of footpaths and other rights of way to give a wider choice of recreational routes in the Borough for pedestrians and cyclists. Brooks Drive is a narrow, but important, linear feature in the urban landscape. It provides an important link to the countryside and its open character will be retained and improved. This route has also been identified as a strategic cycleway in the Velocity 2025 Greater Manchester Cycling Strategy, and funding has been secured through the cycle city ambition grant for its delivery by March 2015.

Strategic Processional Route

- 10.18 The creation of a Strategic Processional Route from Old Trafford Metrolink stop along Brian Statham Way, Warwick Road, Sir Matt Busby Way, Sir Alex Ferguson Way to Wharfside Promenade Park is an important element of public realm provision in the Wharfside and Lancashire County Cricket Club Quarter Strategic Locations. It will

enhance the network of recreational routes for residents and visitors, and also improve match day experience. Ensuring its linkage with the new bridge crossing at Clippers' Quay, will improve connectivity from new development at Trafford Wharfside to the public transport network and also enhance sustainable links to MediaCity:UK, Salford Quays, the Irwell River Park scheme and beyond.

TR2 – Public Transport Network

- 10.19 In line with Core Strategy Policy L4.5, the Council will seek to secure improvements to the frequency and reliability of the public transport network. It will also support further development of a high quality integrated public transport network offering a choice of modes of travel to all sectors of the local community and visitors to the Borough.
- 10.20 Wherever appropriate, developers will be expected to provide safe and secure links to existing and proposed routes, thus contributing towards the improvement and enhancement of the network.
- 10.21 The Council will grant planning permission for development proposals that do not prejudice public transport network. Where Proposals would result in a significant negative impact on the existing public transport network and/or delivery of proposed improvements, the developer will be required to provide appropriate mitigation to the satisfaction of the Council to ensure that their function and/or delivery is not prejudiced.

TR2.1 – Metrolink

- 10.22 The Council will encourage and promote the improvement and extension of the Metrolink light rail network within the Borough. The proposed enhancements to the Metrolink light rail network in Trafford are identified on the Policies Map. The following new Metrolink stops are also identified on the Policies Map and will be safeguarded as part of the extensions to the Metrolink light rail network:
- New Metrolink stop on the Manchester Airport extension at Sale Water Park
 - New Metrolink stops on the Trafford Park extension at Wharfside, Imperial War Museum, Village, Parkway Circle, EventCity and the Trafford Centre.

TR2.2 – Bus

- 10.23 The Council will promote the improvement and development of the bus network, particularly on the main radial and cross-conurbation routes within the Borough. The proposed enhancements to the bus network in Trafford are identified on the Policies Map. Where possible, further improvements and extensions to Quality Bus Corridors running through Trafford will be encouraged, particularly where these can be delivered without detriment to capacity for other road users.

TR2.3 – Heavy Rail

- 10.24 The Council will promote the improvement and development of the passenger heavy rail network including:
- Additional rolling stock to alleviate serious overcrowding on many commuting corridors;
 - Improvements in network capacity via Route Utilisation Strategies and infrastructure plans;
 - Secondary benefits of major infrastructure improvements, for example the electrification of the Chat Moss rail corridor on the Urmston/Flixton corridor on the Manchester-Liverpool line; and
 - Development and delivery of value for money improvements to stations and infrastructure.

TR2.4 – Water Taxi

- 10.25 As identified on the Policies Map, a Water Taxi route will be established along the Ship Canal linking (in its first phase) the Regional Centre with Pomona Island and Wharfside Locations and MediaCityUK. The Council will work in partnership with TfGM and private sector operators to deliver this and later phases of this sustainable form of transport.

TR2.5 – Park and Ride

- 10.26 A park and ride facility will be provided at Sale Water Park, as identified on the Policies Map. The provision of additional park and ride facilities will be welcomed when associated with rail, Metrolink and/or bus routes. When determining applications for such facilities at public transport interchanges, stations and stops, specific consideration will be given to the following factors to determine the capacity of the highway network to accommodate the associated traffic:
- The effect of the proposal on the environment and the local community;
 - The opportunity for shared use with other developments in the local area; and
 - The effect of the proposal on travel patterns.

TR2.6 – Safeguarded Routes / Facilities

- 10.27 Routes and infrastructure/facilities that have the potential to contribute towards the provision of an efficient and sustainable transport network are identified on the Policies Map and will be safeguarded. These include:
- The South Manchester/Airport western loop extension of the Metrolink;
 - New Metrolink stop on the Manchester Airport western loop extension at Davenport Green;
 - The former Broadheath-Irlam railway line; and
 - High Speed 2 route alignment through Trafford including a station to serve Manchester Airport on land at Davenport Green.

Justification

- 10.28 *A key priority set out in the Greater Manchester Strategy is to develop the transport system to best support economic growth, social well-being, environmental improvement and better public health across Greater Manchester.*
- 10.29 *The Council wishes to encourage development in locations that are well connected by a variety of sustainable transport modes so that these become a natural mode of choice for access to new development, and thus reduce car dependency. Particular attention will be given to the provision of public transport to and from the Council's regeneration areas.*

Metrolink

- 10.30 *The extension of Metrolink will offer an alternative to the private car, encouraging modal shift that may take trips off road corridors helping to reduce congestion, in line with the priorities set out in LTP3. The Metrolink extension to Manchester Airport is under construction, with a stop being provided at Sale Moor and Sale Water Park. This line will meet a number of objectives, including improving access to Manchester Airport and to recreational facilities, such as Sale Water Park.*
- 10.31 *A Metrolink extension to Trafford Park has long been an aspiration. Work is underway to review design and alignment options² through Trafford Park, connecting with the Trafford Centre. This extension will provide greatly improved public transport linkages to*

² The alignment shown on the Policies Map is the preferred option at this stage in the design and alignment review process, however this may change and any changes will be reflected as appropriate during the preparation of this document.

the largest concentration of employment outside the Regional Centre. It will support the realisation of the growth potential of Trafford Park, delivering a high frequency sustainable service through the centre of the Park, encouraging modal shift that may reduce the number of vehicle movements in the area in the process. The proposal also presents an ideal opportunity for further integration with a number of sustainable transport services at various points throughout the Park.

Bus

- 10.32 *LTP3 identifies that investment in bus priority along our Quality Bus Corridor network, to improve reliability, vehicles, waiting facilities and the passenger experience, has led to increased patronage. Providing fast, frequent and attractive public transport services to more areas could include options such as 'bus rapid transit' (BRT), involving comprehensive upgrading of specific bus routes to make them faster and more attractive; new express bus routes; or simply an enhanced version of the existing Quality Bus Corridors. Opportunities for BRT proposals will be explored in Carrington to support the quantum of development proposed in Core Strategy Policy SL5.*

Heavy Rail

- 10.33 *The Council supports the delivery of the Northern Hub infrastructure and service patterns, in order to release significant city-region economic benefits. This along with the package of measures set out in this policy will provide for a more reliable and attractive public transport service. Working with Government to secure additional rolling stock requirements will be a key objective for Greater Manchester over the coming years.*
- 10.34 *Progressive electrification of the network will be crucial to reducing the operational cost of the railway, which is essential if rail services are to be put on a sustainable footing. The Council and TfGM will seek to influence the Government to deliver these schemes. Network Rail has advised that loading gauge enhancements on the Chat Moss line will be included in the electrification scheme, which will benefit freight traffic. These electrification schemes will make a contribution to reducing journey times and improving journey quality.*
- 10.35 *As set out in LTP3, improvements to local rail stations will increase rail patronage, reducing congestion. Over the past five years investment in the region of £40million has been delivered at stations through a number of initiatives aimed at improving passenger comfort, safety, security, information and accessibility. Remaining station schemes, including Flixton, are included in the Rail Station Improvement Strategy (RSIS) programme. Although these schemes are not currently funded, the Council will continue to work with key stakeholders to deliver these station schemes over the LTP3 period.*

Water Taxi

- 10.36 *Greater Manchester's network of canals offers traffic-free routes through the conurbation, for water-borne transport. The delivery of the first phase of the water taxi scheme will offer a sustainable alternative mode of transport for both commuting and leisure purposes. Later phases, through to the Trafford Centre Rectangle Strategic Location, (where extant planning permission exists for a water basin capable of accommodating a water taxi facility), and potentially beyond, will contribute particularly to the role of Trafford as a leisure destination.*

Park and Ride

- 10.37 *Park and Ride has an important role to play in managing the impact of car travel at peak commuting times and in increasing patronage on public transport, improving accessibility to the public transport network. The park and ride facility at Sale Water Park will be provided as part of the Metrolink extension to Manchester Airport. The emphasis for additional park and ride facilities will be at locations close to the M60, or outside it (in*

consultation with the Highways Agency) in order to intercept car traffic before it enters the areas closer to the city centre, where congestion is greatest. Those at public transport interchanges, stops and stations, will need to be consistent with the sustainable transport development principles set out in the Local Transport Plan and that they are sensitive to local environmental and other considerations.

Safeguarded Routes / Facilities

- 10.38 *In terms of the extensions to the Metrolink light rail, only the eastern section of the circular loop through Wythenshawe to the Airport is being delivered currently. However, powers have been retained to enable future delivery of the western loop, through the Davenport Green development site. Completion of the Metrolink western section remains an aspiration as and when future funding opportunities exist. Precise locations for new Metrolink stops (including that proposed at Davenport Green) will be identified during the plan period.*
- 10.39 *The Council will safeguard the route of the Broadheath-Irlam railway line for potential future use as a sustainable transport corridor to support development in both the Carrington Strategic Location and the Partington Priority Regeneration Area. In January 2013, the preferred plans for the second phase of the national High Speed Rail network were announced. This announcement detailed the continuation of the High Speed 2 (HS2) network to the north of England. The details include the new Manchester Piccadilly route entering and passing through Trafford in the south east of the borough, north of the M56. The Manchester Airport station interchange will be located in Trafford, between Junction 5 & 6 of the M56 motorway on land currently known as Davenport Green. A western spur would also be created through to Wigan for onward connection to the West Coast Mainline. This branch will pass through the Borough at Warburton and onwards to a high level crossing of the Manchester Ship Canal, west of Partington.*
- 10.40 *Transport routes other than those listed in this policy that may fall into disuse will be protected from any development that may prejudice their future re-use for sustainable transportation routes.*

TR3 – Highway Network

- 10.41 In line with Core Strategy Policy L4.6 – L4.9, the Council will protect and support the maintenance and improvement of the highway network, to ensure it operates in a safe, efficient and environmentally sustainable manner. Where development sites or areas have key highway improvement schemes associated with their delivery this has been identified in the supporting text for those allocations. As appropriate, the proposed improvements and enhancements to the highway network are identified on the Policies Map.

TR3.1 – Strategic Road Network

- 10.42 The Strategic Road Network is the network of Motorways and the most major A roads used to move people and freight around the country. The following improvements are proposed on a number of these routes as identified on the Policies Map:
- M56 Junction 6 and airport access improvement scheme
 - M60 Managed Motorway Scheme (MMS) Junctions 8 to 12
 - Replacement of Thorley Lane Bridge, Hale Barns
- 10.43 Development proposals that the Council considers will prejudice the future construction of these road schemes will not be permitted.

TR3.2 – Primary Road Network

10.44 The primary road network is those principal A roads, other than the Strategic Road Network, which connect primary destinations. The following improvements are proposed to the primary road network:

- A56 Manchester Road/Park Road junction improvement
- A56 Chester Road/Edge Lane junction improvement (see LA Policy STR3.1)

10.45 The Council will not grant planning permission for any development that will prejudice any of the listed improvement schemes.

TR3.3 – Local Road Network

10.46 The Council will assess the cumulative impacts of new development on the local road network and identify schemes for delivery during the plan period, which will be required to delivering the planned levels of growth.

TR3.4 – Safeguarded Routes

10.47 In line with the development proposals set out in Policy SL4 and SL5 of the Core Strategy, the following routes, as shown on the Policies Map, will be safeguarded from any development that would prejudice their construction:

- A6144 Carrington Spur – A6144 Manchester Road link-road extension
- A6144 Manchester Road – A57 Cadishead Way (Salford) Manchester Ship Canal bridge and road link
- New link road and canal crossing route in the vicinity of the Trafford Centre (Western Gateway Infrastructure Scheme – WGIS)

Justification

10.48 *Where development proposals require improvements to the highway network, not identified for provision through the CIL Regulation 123 List, the Council will seek provision of that improvement by the developer. Such arrangements would be the subject of a legal agreement prior to the granting of planning permission, or preferably, included within an application through negotiation with the applicant prior to determination.*

10.49 *The highway network will continue to be monitored by the Council and its partners, to inform decisions about further investment in the network over the plan period, which may result in additional schemes being identified to those on the Policies Map.*

Strategic Road Network

10.50 *These improvement schemes are proposals of the Highways Agency that have the appropriate statutory approval. The schemes are supported by the Council for the local and wider transport benefits they will deliver.*

Primary Road Network

10.51 *These improvement schemes are intended to support the implementation of future growth in the Borough. The proposed levels of growth will result in a significant increase in demand for travel. These highway improvement schemes will be delivered alongside robust travel plan measures to support development and reduce dependence on the private car.*

Local Road Network

10.52 *Improvements to the local road network will be required to support the implementation of future growth in the Borough. These highway improvement schemes will be delivered alongside robust travel plan measures to support development and reduce dependence on the private car. As detailed transport modelling will identify specific improvements to*

the local road network and these will be added to programme of works during the Plan period.

- 10.53 *More detailed transport modelling (Phase 2b) will be carried out during the preparation of the document to help identify any further improvements required to the primary and local road network to support growth. Other highway schemes may be added to this programme during the plan period, particularly arising from further consideration of evolving economic development priorities and neighbourhood regeneration strategies and action plans.*

Safeguarded Routes

- 10.54 *The A6144 Carrington Spur – A6144 Manchester Road link-road safeguarded proposal will allow a major mixed use regeneration scheme to come forward in Carrington, in line with Policy SL5 of the Core Strategy. At present capacity constraints on Manchester Road inhibit regenerative proposals. The scheme represents the vital first phase improvement leading to the Manchester Ship Canal bridge and link-road proposal.*
- 10.55 *The construction of the A6144 Manchester Road – Cadishead Way Manchester Ship Canal bridge and link-road will service the substantial new employment development proposals set out in Policy SL5 of the Core Strategy.*
- 10.56 *Any transport schemes associated with the A6144 that could potentially have a negative effect on the Manchester Mosses will be referred for possible HRA, as part of the development management process. This will ensure that a detailed assessment can take place and appropriate mitigation for any damaging impacts can be properly implemented.*
- 10.57 *The provision of WGIS allows additional capacity to support development within the Trafford Centre Rectangle strategic location (Policy SL4 of the Core Strategy) and developments to the North of the Manchester Ship Canal in Salford.*

TR4 – Freight Transport Network

- 10.58 The Council will protect and promote the development of inland waterways and associated freight transport infrastructure located within the Borough to maximise the opportunities they offer in line with Core Strategy Policy L4.11. It will support development that encourages the movement of freight by rail and/or water, which contributes towards the improvement and enhancement of a sustainable distribution system and reduces the reliance on goods being transported by road. Where the adjoining land use is primarily residential in nature, suitable measures will be required to ensure the environment and amenity of the occupiers of adjoining properties is not prejudiced by the movement of goods by road.

TR4.1 – Trafford Park Railway Network and Freight Facilities

- 10.59 The Council will safeguard the (freight) railway routes in Trafford Park identified on the Policies Map. Development proposals that may prejudice the integrity of the existing and any future development of freight railway routes will not be supported.

TR4.2 – Manchester Ship Canal

- 10.60 The Manchester Ship Canal will be promoted as a sustainable transport route for the movement of goods and people. Development proposals that may prejudice the integrity of the Ship Canal as a freight transport route will not be supported.

Justification

- 10.61 *The Manchester Ship Canal and Bridgewater Canal are important assets that the Council are keen to see maintained in a sustainable way to fulfil their economic, social and environmental potential. Future development that will exploit the different qualities and opportunities these inland waterways offer will be supported.*
- 10.62 *The use of unsuitable roads by heavy goods vehicles is highly undesirable for reasons of safety, amenity and the environment. Congestion is a major problem and one which is likely to get worse. A reduction in goods vehicles on the road would help to ease congestion and improve the environment. Such measures will help to protect the quality of the environment and amenity of residents and workers occupying property that may adjoin a proposed development site. Strategic action will continue to encourage cleaner freight fleets and to route vehicles away from sensitive and residential areas whilst maintaining access for deliveries.*
- 10.63 *Better use of railways 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. Network Rail has advised that loading gauge enhancements will be included on the Chat Moss line as part of the electrification scheme, which will benefit freight traffic.*
- 10.64 *Better use of ports and shipping services has a vital role to play in building a sustainable distribution system. The promotion of the Manchester Ship Canal as a sustainable transport route will help to protect, improve and enhance the development of the water transport network. The only waterway, in Trafford, currently used by freight is the upper reaches of the Manchester Ship Canal, with a small number of wharf-side handling facilities in the Partington and Trafford Park areas. There has been some development of new facilities for specific flows in recent years but only on a limited scale.*
- 10.65 *Like many other Metropolitan areas, Trafford and Greater Manchester as a whole face the challenge of improving the reliability of journey times for goods vehicles in the face of increasing traffic on the motorway system. Whilst, with the exception of Trafford Park, the main freight generating developments tend to be outside the inner core of the conurbation, bounded by the M60, the polycentric nature of Greater Manchester means that individual District centres also produce typical freight patterns. The distribution of freight in Greater Manchester is a product of its industrial history. Many of the issues it faces with road freight are due to the re-use of industrial premises such as mills (or similar sites) which may have poor access (using roads not designed to carry heavy vehicles) to and from the freight network or problems of access within the site. The routes on which freight experiences congestion and delays are frequently the same as for public transport and private cars.*

TR5 – Off Airport Car Parking

- 10.66 In making decisions on applications for the use of land for off-airport car parking, the Council will take into account:
- i. The impact of the proposal on the amenity of residents or occupiers of nearby properties;
 - ii. The visual impact of the proposed use on the character and appearance of the surrounding area, including any proposals for the treatment of the boundary of the site;
 - iii. The level of access by the strategic and primary road network to the site and;
 - iv. Whether the scheme conflicts with policies for the protection of open land, areas of special landscape value and the supply of employment land in relation to CS Policies R4, R2 and W1 respectively.

Justification

- 10.67 As Manchester Airport expands, the demand for airport parking will increase. Some of this pressure is expected to affect Trafford because of its close proximity to the Airport. This policy provides the necessary guidance to identify appropriate locations for off-airport car parking.

11. Low Carbon Growth Areas

- 11.1 The Council encourages the reduction of carbon emissions generated by the built development across the Borough and particularly in specific areas where significant development is proposed.

LO1 – Low Carbon Growth Areas

- 11.2 In accordance with Core Strategy Policy L5.6, the Council has identified 3 key areas where development by virtue of the scale, the mix of uses and density will create opportunities for the delivery of a range of low carbon energy generating facilities. Within these areas, the Council will encourage new developments to connect in to low carbon energy generating sources.
- 11.3 The 3 Low Carbon Growth Areas in Trafford are identified on the Policies Map as follows:
LO1.1 - Trafford Park Low Carbon Growth Area;
LO1.2 - Altrincham Town Centre Low Carbon Growth Area; and
LO1.3 – Carrington Low Carbon Growth Area.
- 11.4 Guidance on the types of measures and technologies to help to reduce the impact of new developments on the environment and achieve the lower carbon emissions is set out in supporting planning documentation.

Justification

- 11.5 *The boundaries for the Low Carbon Growth Areas were identified through the Low Carbon Study (April 2011). Three areas are identified where opportunities for various types of low carbon energy generating infrastructure could be delivered to serve new developments. For clarity, new developments are not required to deliver low carbon energy generating infrastructure, but are encouraged to connect in to infrastructure if it is located nearby and viable to do so. The study analysed a range of technologies for each LCGA, from large scale stand-alone infrastructure to householder micro-generation technologies which would lower the carbon emissions from each LCGAs deliver lower carbon emissions.*
- 11.6 *Guidance on the types of measures and technologies to be used to help reduce the impact of new developments is provided in SPD1. Currently it provides guidance on:*
- *Appropriate renewable and low carbon energy technologies;*
 - *Development design to reduce energy use; and*
 - *Climate change adaptation measures.*
- 11.7 *Where appropriate/necessary, specific guidance on measures required to avoid harm to the Manchester Mosses SAC, particularly through atmospheric pollution, will be included within a future revision of this document, as recommended by the HRA Screening Report.*

12. Flooding

- 12.1 Since the UDP was adopted in 2006, the policy context on flood risk has developed considerably. At a European level, Directive 2007/60/EC on the assessment and management of flood risks led to the introduction of The Flood Risk Regulations 2009, whilst the severe floods in England in 2007 led to the Pitt Review (2008) and subsequent Flood and Water Management Act 2010. These have collectively raised the profile of flooding, how it can be managed and mitigated, and laid new duties on local authorities. The planning system is now expected to play a key role in addressing flood risk by ensuring that development takes place in appropriate locations and takes full recognition of the likely effects of climate change.
- 12.2 In addition, the National Planning Policy Framework advises that Local Plans should safeguard land from development that is required for current and future flood management.

FL1 – Safeguarding of Areas for Flood Management

- 12.3 The Council will safeguard the following areas for flood management, as identified on the Local Plan Policies Map:
FL1.1 - Sale Water Park Flood Storage Area
FL1.2 - Timperley Flood Storage Area
- 12.4 Within, and adjacent to, these areas sustainable development will be supported where the following criteria are satisfied:
- i. It will not have an adverse impact on the functioning of these areas for flood management;
 - ii. It will not itself be at an unacceptable risk from flooding and;
 - iii. It will provide adequate access for maintenance purposes.

Justification

- 12.5 *There are currently two flood management areas within Trafford, located at Sale Water Park and the Salisbury Road Playing Fields in Timperley, and the detailed boundaries of these are shown on the Local Plan Policies Map. Both areas are used for the purpose of flood storage and are operated by the Environment Agency.*
- 12.6 *Development within or adjacent to areas used for flood management can have a negative impact on their proper functioning, for example by buildings and other hard surfaces reducing the ability of flood waters to be stored naturally in times of flood and increasing runoff downstream or in adjacent areas. Development within or adjacent to flood management areas can also, itself, be at unacceptable risk from flooding, such as by inadequate access and provision for emergency evacuation.*
- 12.7 *Development also needs to allow for adequate access to flood management areas for the purpose of maintenance, such as the proper operation of sluices and other infrastructure.*
- 12.8 *Additional areas for flood management within the Borough may be identified by the Council, as a Lead Local Flood Authority, in its Local Flood Risk Management Strategy. These may also need to be safeguarded from inappropriate development and any*

alterations to the Local Plan Policies Map will be brought forward as part of the review of the Trafford Local Plan: Land Allocations Development Plan Document.

13. Employment

13. 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 the range and scale of employment development. The aim of this policy is to facilitate the continued modernisation and revival of industrial and commercial activity through the identification of sufficient land in attractive, accessible locations with appropriate infrastructure and of an appropriate type to meet existing and future market demand.

EM1 - Trafford Park Core Employment Area

13. 2 In line with Core Strategy Policy W1.6, Trafford Park Core will be the principal location for employment development in the Borough with a focus on the provision of modern industrial, storage and distribution and office development. Within Trafford Park Core, as identified on the Policies Map, the Council will permit sustainable development for business, industry, storage and distribution (B1, B2 and B8) and similar appropriate uses in accordance with Core Strategy Policies W1.5 and W1.6. Approximately 30,000sqm of new B1 office floorspace and similar appropriate uses will be delivered within the Trafford Park Core during the Plan period. Proposals for other non-employment uses within Trafford Park Core will be considered against the criteria in Core Strategy Policy W1.12.

13. 3 Specifically the Council has identified the following sub-areas and sites within Trafford Park Core:

EM1.1 - Trafford Park Village Employment Area

13. 4 Within the area identified on the Policies Map, the Council will seek to support the business and working community in Trafford Park through permitting development for:
- small office and light and general industry and ,
 - small shops, restaurants, bars, take-away food outlets, financial and other service outlets, within, or adjacent to the local shopping centre on Third Avenue (LA Policy LC1).
13. 5 Support will be given to sustainable development proposals that do not prejudice the area's function as a service centre for the business and working communities of Trafford Park, by reason of the location, nature, design and extent of the use intended.

EM1.2 - Parkway Circle Employment Area

13. 6 Within the area designated on the Policies Map, the Council will support sustainable development for a mix of uses at this site, including business, industry, storage and distribution (B1, B2 and B8 Use Classes) and similar appropriate uses. Other uses will be appropriate within this area where they can demonstrate that they support the main employment offer of Trafford Park, are accessible by sustainable transport modes and meet other relevant criteria within the Local Plan and national planning guidance. The quality of the buildings and public realm will be improved through development at this key node and gateway for Trafford Park.

EM1.3 - Trafford Point Employment Site

13. 7 Within the area designated on the Policies Map, the Council will support sustainable development for business, industry, storage and distribution (B1, B2 and B8 Use Classes) and similar appropriate uses. In determining applications in this area, the

Council will pay particular regard to how the proposed development will preserve or enhance the adjoining Barton-upon-Irwell Conservation Area, and its wider setting.

Justification

13. 8 *This Policy seeks to protect the core industrial area from incursion from other, often higher value, land uses and to safeguard the integrity of the industrial area and further opportunities for new investment. Adequate provision for a wide range of other uses is made elsewhere in the Pomona, Wharfside and Trafford Centre Rectangle Strategic Locations.*
13. 9 *“Similar appropriate uses” are those which are of a “sui-generis” nature having characteristics reasonably comparable with uses within Classes B1, B2 and B8 of the Use Classes Order.*
13. 10 *Core Strategy Policies W1 identified the Trafford Park Core as the principal location for employment development within the Borough, with the delivery of 55ha of employment land, with a focus on industrial, storage and distribution and office development.*
13. 11 *The supporting study on B1 Office Development (September 2010) identified an approximate need for 20,700sqm of B1 office floorspace to be developed across the Trafford Park Core, Trafford Centre Rectangle and Old Trafford areas. This figure does not include the 20,550sqm of office floorspace that was granted planning permission within Trafford Park Core at the time. The study was clear that this level of floorspace could not be accommodated within existing centres and was acceptable in terms of impact, although it noted that too much speculative office development in these locations could affect investment in and the vitality and viability of centres such as Manchester, Stretford and Eccles. The target of 30,000sqm of high quality B1 office floorspace within Trafford Park Core as set out in this policy, is an appropriate level of provision that can meet the objectives for the area and will not adversely impact upon existing centres.*
13. 12 *The regeneration of the Trafford Park Village, originally built for workers at the Westinghouse factory, into a focus for small businesses and services for the business and working community in Trafford Park was undertaken by the former Development Corporation. This policy is intended to protect the quality and functions of the Village area and ensure its central role within Trafford Park is maintained in future years.*
13. 13 *There is an opportunity around Park Way Circle to provide accommodation aimed at high value employment, set in the context of a high quality landscaped environment with excellent transport links. Taken with other improvements to Trafford Park (particularly the Metrolink which is anticipated to deliver a stop at Park Way Circle) the sites in this area present a sizable development opportunity in an excellent location, being close to both the Wharfside and Trafford Centre activity centres, The Village, and the motorway network. With the right environmental and infrastructure improvements, new business support facilities and an appropriate design and marketing response, this could be a strategic opportunity that changes perceptions of Trafford Park’s Core.*
13. 14 *The Trafford Point site lies close to the western edge of the Trafford Park area, its northern boundary abutting the Manchester Ship Canal and the historic Bridgewater Canal swing aqueduct and offers the potential to reclaim a contaminated site. The Council will particularly support new development proposals which make full use of the site’s canal-side location.*

EM2 - Broadheath Employment Area

13. 15 In line with Core Strategy Policy W1.8, Broadheath will be retained and supported as a principal employment location in the south of the Borough. Within the area identified on the Policies Map, the Council will permit sustainable development for business, industry, storage and distribution (B1, B2 and B8) and similar appropriate uses in accordance with Core Strategy Policies W1.5 and W1.8. Approximately 3,000sqm of new B1 office floorspace and similar appropriate uses will be delivered within the Broadheath Employment Area during the Plan period. Proposals for other non-employment uses within the Broadheath Employment Area will be considered against the criteria in Core Strategy Policy W1.12.

EM2.1 - Dairyhouse Lane Employment Site

13. 16 Within the area designated on the Policies Map, the Council will support sustainable development for business, industry, storage and distribution (B1, B2 and B8 Use Classes) and similar appropriate uses in accordance with relevant Core Strategy policies. In determining applications on this site, the Council will pay particular attention to its location adjacent to the Green Belt. Developers will be required to submit appropriate landscaping scheme(s) alongside their development proposals to ensure that the boundary treatment is appropriate to its setting.

EM2.2 – Atlantic Street Employment Site

13. 17 Within the area designated on the Policies Map, the Council will support sustainable development for business, industry, storage and distribution (B1, B2 and B8 Use Classes) and similar appropriate uses. In determining applications on this site, the Council will pay particular attention to its prominent location adjacent to the A56 and heritage assets. Proposals will be required to be high quality in terms of design and must not adversely impact upon the setting of the Bridgewater Canal or the amenity of the residential community on the south side of the Canal. In addition, any proposal must be acceptable in terms of impact congestion on the A56.

Justification

13. 18 *This Policy seeks to protect the industrial area from incursion from other, often higher value, land uses and to safeguard the integrity of the industrial area and further opportunities for new investment.*
13. 19 *“Similar appropriate uses” are those which are of a “sui-generis” nature having characteristics reasonably comparable with uses within Classes B1, B2 and B8 of the Use Classes Order.*
13. 20 *Core Strategy Policy W1 identifies Broadheath as the principal location for employment development in the south of the Borough, with the delivery of 10ha of employment land. The supporting study on B1 Office Development (September 2010) identified an approximate need for 7,000sqm of B1 office floorspace to be developed across the Carrington, Broadheath, Sale and Timperley areas. This figure does not include the 800sqm of office floorspace that was granted planning permission within Broadheath at the time. The study was clear that this level of floorspace was at such a low level as to have minimal impacts upon existing centres although it noted a particular need to ensure office development within Broadheath does not impact on investment or the vitality and viability of Altrincham Town Centre. The target of 3,000sqm of B1 office floorspace within Broadheath as set out in this policy, is an appropriate level of provision that can meet the objectives for the area and will not adversely impact upon existing centres.*

- 13.21 *The Dairyhouse Lane Employment Site represents an important development opportunity in an area with few other available sites, of notable size. It is located at the western end of the industrial area adjacent to the designated Green Belt, with important landscape views of the wider landscape. Development of this site will therefore need to have regard to its location and in particular provide a suitable landscape treatment at the western end where it abuts the Green Belt where height and massing and proximity of development to site boundary will be assessed. the amenity of the occupiers of houses on the north side of Dairyhouse Lane will also need to be respected.*
- 13.22 *The Atlantic Street Employment Site represents an important development opportunity in a prominent location in an area with few other available sites, of notable size. It is located at the eastern end of the industrial area adjacent to the A56. Development of this site will therefore need to have regard to its location and in particular provide a suitably high quality development that is well designed that also respects the setting of heritage assets such as the Bridgewater Canal and the listed bonded warehouse as well as the amenity of the residential occupiers on the south side of the Bridgewater Canal.*

EM3 - Local Employment Areas

- 13.23 In line with Core Strategy Policy W1.11, there are a number of smaller areas within Trafford that are identified for employment purposes to meet local needs.
- 13.24 Within these areas identified on the Policies Map, the Council will support sustainable development for employment uses as detailed in Policies EM3.1 to EM3.11 below. Proposals for non-employment uses within these areas will be considered against the criteria in Core Strategy Policy W1.12.
- 13.25 Within the following Office Areas identified on the Policies Map, the Council will permit the development of offices (Use Class B1) and small-scale ancillary commercial/community uses (Use Classes A1, A2, A3, D1 and D2), limited to a level to meet the needs of the occupiers, in order to safeguard their primary strategic function:
- EM3.1 - Cornbrook Business Park**
EM3.2 - Cornbrook Station Office Area;
EM3.3 – Sale Business Park, Old Hall Road, Sale
EM3.4 – Altrincham Business Park, Moss Lane, Altrincham
- 13.26 When determining planning applications for the change of use or redevelopment of redundant office buildings in these areas to other uses, the Council will need to be satisfied that the following criteria are met:
- i. The building is proving difficult to let for office use;
 - ii. There is an adequate supply of office floor-space remaining in this Area to meet the anticipated demand for office accommodation;
 - iii. The development will not have a significantly detrimental effect on the amenity of occupiers of neighbouring properties nor of any future residential occupiers; and
 - iv. The site can be adequately accessed from existing roads and can be satisfactorily integrated with existing or planned development.
- 13.27 Within the following Employment Areas identified on the Policies Map, the Council will permit development for small-scale business, industry and warehousing (B1, B2 and B8) and similar appropriate uses in accordance with Core Strategy Policy W1 and other relevant policies in the Trafford Local Plan.

EM3.5 - Hadfield Street Industrial Area, Old Trafford;
EM3.6 – Longford Trading Estate, Stretford;
EM3.7 - Cross Street Employment Area, Sale;
EM3.8 - Danefield Road Industrial Area, Sale;
EM3.9 - Britannia Road / Dane Road Industrial Area, Sale;
EM3.10 - Canal Road Industrial Area, Altrincham.

Justification

13. 28 *This Policy seeks to protect local employment areas from incursion from other, often higher value, land uses and to safeguard the integrity of the employment areas and further opportunities for new investment.*
13. 29 *The Council recognises that the conversion of office floorspace to residential use currently benefits from Permitted Development rights and makes an important contribution to the provision of new homes on brown-field sites within the urban area. Should these Permitted Development rights be removed during the lifetime of this Local Plan or in cases where these rights do not apply, the criteria for assessing the suitability of conversion proposals will apply, to ensure the protection of the environment and the amenity of the occupants both of the converted and adjoining buildings. The criteria are also intended to ensure that any buildings proposed for conversion are no longer lettable for office use and that the local office accommodation market would not be significantly adversely affected by the loss and to ensure an appropriate balance is struck between the provision of additional housing units against the potential harm caused by the loss of employment activity to the borough's economic growth objectives.*
13. 30 *For the purposes of this Policy, the Council considers that an "adequate supply of office floorspace" should be defined as a supply of available/committed office space in the Core Strategy Place, sufficient to allow the take-up of floor-space to continue at a rate reflecting recent take-up or which, at the time of the application, it is anticipated that market conditions could bear.*

EM4 - Davenport Green Employment Site

13. 31 The Council will protect 36.5 Ha of land at Davenport Green, identified on the Policies' Map, from development unless it can be demonstrated that the proposals for development will deliver an exemplar, very high quality, sustainable B1 business/office employment related development which satisfies the criteria set out in Policy R4.4 of the Trafford Local Plan: Core Strategy including the delivery of a "rural park" on the adjacent 99.1 Ha of land in the Green belt.
13. 32 In determining application(s) for development at this site, the Council will support sustainable development on this site, paying particular regard to the following:
13. 33 **Principles of Development**
- The Development fully accords with all elements of Policy R4.3 and R4.4;
 - Development of main town centre uses, other than B1 office meeting the tests specified within Policy R4.3 and R4.4 of the Trafford Local Plan: Core Strategy, must satisfy all relevant criteria in national planning guidance;
 - Community facilities, such as small scale convenience retail and D1 uses, will be limited to supporting the needs of the users of the site;
 - A comprehensive landscape scheme is presented for the entire Estate, including the laying out of the "Rural Park".

13. 34 Building and Design Principles

- The design and construction will be to a very high, exemplar standard;
- No more than 30% of the Development Area, (no more than 11 Ha) shall be occupied by buildings (including any above ground parking structures);
- The development is predominantly low rise;
- All buildings and structures, including car parking are built to the highest possible standard of environmental construction methods.

13. 35 Transport

- That the scheme will satisfy relevant tests contained within the Local Plan transport policies and those within Government Guidance.

13. 36 Environmental Safeguards

- Sufficient safeguards are proposed to protect, enhance and preserve nearby heritage and environmental assets and their settings, both on, and adjacent to, the site.

13. 37 Infrastructure

- The applicant can demonstrate, in accordance with the Trafford Core Strategy and SPD1: Planning Obligations, that necessary site specific mitigation, will be delivered in addition to the necessary contribution to the Trafford CIL for the delivery of key infrastructure across the borough;
- The applicant can demonstrate that consideration has been given to the combined needs of Davenport Green and other developments in the area that are likely to have intensive energy demands.

13. 38 Landscape

- The landscape, throughout the Estate is treated sensitively, reflecting the Green Belt setting.
- Landscape quality and bio-diversity is protected and enhanced throughout the Estate;

13. 39 Ownership

- The developer can satisfy the Council that it has, or will have prior to commencement of development, control of the entire Estate;
- The Council will work with the developer to establish an effective way of bringing forward and managing sustainable development at this site, including the preparation of supplementary planning documentation, such as a detailed masterplan and/or a formal Supplementary Planning Document. Until such time as this work is completed, the Council will use the policies in this section of the Plan, together with other relevant Local Plan policies to determine whether or not development proposals should be considered premature and therefore refused.

Justification

13. 40 The Davenport Green Site is allocated under Policy R4 of the Trafford Local Plan: Core Strategy. The development criteria set out in this policy seek to ensure that the objectives of Policy R4.4 are achieved.

13. 41 The site comprises 135.5 hectares (Ha), with the Development Area comprising 36.5 Ha. Based on the development requirement that no more than 30% of the Development Area shall be occupied by buildings and the requirement for a predominantly low rise development, it is anticipated that approximately 98,000 sq m of B1 office space could be provided on the site. However, the actual quantum of development will be determined

in accordance with the criteria set out in Policy R4.4 of the Trafford Core Strategy and the design principles set out in associated supplementary planning documentation.

- 13. 42 In order to create a sustainable development it will be necessary to provide a limited level of community facilities such as convenience retail. The provision of these appropriate supporting services will be limited to providing for the needs of those people using the development, thereby reducing their need to travel for daily services.*
- 13. 43 A very high quality exemplar quality development will maximise its sustainability qualities and ensure its appropriateness in a Green Belt setting. It should include the incorporation of passive solar gain, green roofs and walls, excellent BREEAM standards and sustainable drainage systems (SUDS).*
- 13. 44 Opportunities exist to consider the combined needs of Davenport Green with other developments in the area that are likely to have more intensive energy demands (including Airport City, World Logistics Hub and Manchester MediPark) in order to provide a potentially comprehensive and coherent energy strategy.*
- 13. 45 99.1 ha will be protected, enhanced and managed, for ecological interest, recreational access and farming, as a rural park . The Estate offers a significant opportunity to establish new woodland, open spaces, recreational routes and green corridors and thereby contribute to the wider Davenport Green 'Green Infrastructure' offer at both a local and regional level. A number of public footpaths run through the site, these will be protected and integrated into the wider enhancement of the rural park. The rural park will remain within the Green Belt in accordance with Trafford Core Strategy Policy R4.*
- 13. 46 A comprehensive scheme for the entire estate in the form of a masterplan or supplementary planning document, will ensure that the development is in accordance with this policy, together with Policy R4 of the Trafford Core Strategy.*
- 13. 47 The Metrolink system is currently being extended to serve Manchester Airport as demonstrated by Policy TR2, the Council remains committed to the completion of the western section of the "Wythenshawe loop", linking the University Hospital South Manchester with Manchester airport through the development land. Until such time that this extension is completed, the developer will be required to satisfy the Council that there is a suitable strategy for the provision of public transport to serve the Estate and that adequate public transport services will be provided when any part of the development is first open. In the event that it becomes apparent that Metrolink is unlikely to proceed through the development site, the Council will seek the provision of alternative permanent public transport provision through the site.*
- 13. 48 In considering highways matters, the Council will pay particular regard to the impact that the development may have on the efficient functioning of the M56; the operation or permitted expansion of Manchester Airport; the conditions on local road; the accessibility of the site by a range of modes of transport and; whether an appropriate travel plan accompanies the application; impact of the development on the long term delivery of a strategic transport route through the site, capable of delivering an extension of the Metrolink to Manchester Airport*
- 13. 49 In order to offset the impact of traffic generated by the development on the local road network and the M56, in agreement with the Local Highways Authority, the Highways Agency and TfGM, transport mitigation measures will be identified with funding streams identified and obtained. In accordance with Policy L4 of the Core Strategy, these schemes will be operational in advance of the first occupation of the development.*

13. 50 *The key environmental and heritage assets to be protected, enhanced and preserved through this proposal will be specifically identified within the supplementary planning documentation, and will include assets such as Davenportgreen Wood, a small species rich area of wet grassland, and nearby listed buildings on Shay Lane and Roaring Gate Lane.*
13. 51 *The Council will work with the developer on the development of supplementary planning documentation, which must be in place before application(s) for development will be considered, to ensure that the site is treated in a comprehensive manner. Detailed guidance will be provided on matters such as:*
- *Development form*
 - *Building standards*
 - *Car parking*
 - *Landscape treatment*
 - *Public transport*
 - *Highways*
 - *Drainage*
 - *Utilities*
 - *Energy*
 - *Development guidelines for the "Rural Park"*
 - *Management of the entire Estate*
13. 52 *In January 2013, the HS2 Phase 2 proposed routed was announced for consultation. The proposed route (and Airport station) affect part of the development area and therefore if implemented, could have a significant impact upon the developable area of the development site and the timescales within which the Site can be developed and the design of the buildings. It is estimated at this stage that the net developable area of the development site would decrease from 36.4 ha to approximately 28.8 ha. However there may be additional land, in close proximity to the track which could be sterilised from development. Given the uncertain nature of the HS2 proposal, this Land Allocations DPD policy has been prepared assuming a 'no HS2' scenario.*

14. Town Centres

14. 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 particular, the Council will seek to enhance their vitality and viability through identifying and promoting the development, re-use and/or improvement of key sites, buildings and action areas in the town centres as well as improvements to key elements of the public realm to improve access to and the attractiveness of the town centres.

TC1 –Town Centres

14. 2 Within the Sale, Stretford and Urmston Town Centre boundaries as defined on the Policies Map Insets, the Council will promote new development for Main Town Centre Uses, as defined by NPPF, including residential development which will consolidate and enhance the vitality and viability of the town centre in line with Core Strategy Policy W2.4. The Council will grant planning permission for development that is in accordance with Policies SAL1, SAL2, STR1, STR2, URM1 and URM2 below, other policies within the Local Plan, and national guidance, as appropriate.
14. 3 When determining planning applications for development, the Council will, wherever appropriate, actively promote a high standard of building design and public realm, including the enhancement of landscaped areas, town centre linkages, community facilities and transport facilities.
14. 4 The Council will promote and encourage the improvement of public transport facilities in the vicinity of the town centres to improve public access to the centres for shopping and other purposes (see LA Policy TR2). Development proposals that may prejudice the implementation of these improvements will not be granted planning permission.

TC1.1 - Primary Shopping Area

14. 5 The Primary Shopping Areas, as defined on the Policies Map Insets, will be the preferred location for Retail development (Use Class A1) within Sale, Stretford and Urmston Town Centres. The Council will grant planning permission for Retail development (Use Class A1) within the Primary Shopping Areas in line with other Policies in the Trafford Local Plan and national guidance, where appropriate.

TC1.2 - Primary Shopping Frontages

14. 6 The Primary Shopping Frontages, as defined on the Policies Map Insets, will be maintained in predominantly retail use. Proposals for the change of use of ground floor premises within the Primary Shopping Frontages from Use Class A1 to other uses will be considered against the following criteria:
- i. Their particular effect on, or contribution to, the character, diversity, vitality and viability of the centre;
 - ii. The need to maintain a majority of the ground floor units within these frontages in A1 Retail use and prevent the introduction of excessive concentrations of other uses;
 - iii. The need for the frontages of the premises themselves to be treated in a fashion appropriate to a shopping centre.

TC1.3 – Secondary Shopping Frontages

14. 7 In the Secondary Shopping Frontages, as defined on the Policies Map Insets, a greater mix of town centre uses will be allowed. Proposals for non-retail, “Main Town Centre Uses” within Secondary Shopping Frontages will be considered against the following criteria:
- i. The character, diversity, vitality and viability of the area as a Secondary Shopping Frontage is not harmed; and
 - ii. The frontage of the premises concerned is treated in a fashion appropriate to a shopping area.

Justification

14. 8 *The Policy seeks to ensure that the further growth and concentration of ground floor service uses in the shopping streets where the bulk of shops are located is restrained in order to maintain the compactness, convenience and attractiveness of these centres to shoppers and thereby helping to sustain their vitality and viability and that of the centre as a whole.*
14. 9 *The Council recognises that non-shop uses provide important services to shoppers and have a place within shopping centres. Not all uses of this type, however, require a location within the main shopping streets to be able to carry out their business. This Proposal therefore seeks to accommodate these types of activity in acceptable alternative locations which do not detract from the function of each centre as a focus for shopping activity.*
14. 10 *Ensuring a high standard of design, maintaining and enhancing linkages and enhancing the areas of landscaping will contribute to improving the overall attractiveness and vitality of the town centre.*
14. 11 *The development of new buildings in town centres should relate in scale and mass to surrounding buildings and the size of development site. Where larger scale development is appropriate, such as within the town centre core, careful consideration should be given in the design process to avoid development of a monolithic nature that has a negative impact on townscape.*
14. 12 *Variation in building heights and elevation detailing can create a more interesting townscape and distinctive skyline. Taller buildings should be located in areas that emphasise key landmarks. New development should contribute to the development of a high quality mixed use environment with a strong sense of place within the town centre. There should be well designed and active frontages, particularly at key entry points. Good quality materials and appropriate detailing should be used and where appropriate reflect the status of listed buildings.*

Altrincham

14. 13 Altrincham Forward, a partnership established to drive change in Altrincham has recently expressed an interest in preparing a Business Neighbourhood Plan for Altrincham. Expressions of interest have been lodged by those members of the community who wish to become members of a Business Neighbourhood Plan and an inaugural meeting of that group has been held.
14. 14 It is currently anticipated that the Business Neighbourhood Plan will formalise much of the work carried out to date by Altrincham Forward in relation to revitalising the economic fortunes of the centre. Initial indications are that the Business Neighbourhood

Plan will provide policy guidance in relation to a number of matters, including the following:

- The extent of the town centre boundary
- The primary shopping area
- Primary and secondary shopping frontages
- Town centre “quarters”
- Key development sites such as the Altair Site and the “former” hospital site
- The provision of new residential development with the centre
- Public realm enhancements
- Design guidance
- Transportation links

14. 15 Therefore, although a business neighbourhood plan for Altrincham is in its infancy, with both the plan area and forum yet to be agreed within the community, and submitted to the Council for approval, this Land Allocations Plan does not include policy guidance on any of the above matters. However, should the Business Neighbourhood Plan not proceed as currently anticipated, policy guidance on these matters will be provided through future iterations of the Plan.

15. Sale Town Centre

15. 1 Sale is one of Trafford's four main shopping centres and as such the Council wishes to protect its role in serving the community. In particular, the Council is aiming to consolidate and improve the retail offer in Sale and promote a greater diversity of uses such as leisure, office and residential in the town centre.

SAL1 – Sale Town Centre Action Areas

15. 2 Two key development sites have been identified within Sale Town Centre delivering a range of uses which will support and enhance the vitality and viability of the Town Centre.

15. 3 The two sites identified on the Policies Map Inset are as follows:

SAL1.1 – The Square Shopping Centre, Sale

15. 4 As defined on the Policies Map Inset, the Council will support the redevelopment of Sale Square Shopping Centre site, together with adjacent buildings to provide:
- New convenience retail floorspace,
 - Commercial office accommodation,
 - Community and leisure facilities, and
 - Residential accommodation (70 Units).

SAL1.2 –Land at Washway Road, School Road and Hayfield Street

15. 5 As defined on the Policies Map Inset, the Council will support the development of this gateway site to provide a mix of uses, primarily retail (Use Classes A1 to A5), office (Use Class B1), residential (15 units), hotel (Use Class C1), and/or community facilities (Use Classes D1 and D2) .
15. 6 Proposals for development should retain the properties at 81 to 95 School Road (odd) and 1 Washway Road (inclusive) and be of a scale and character appropriate to the setting of the group of buildings at the junction of School Road, Washway Road and Cross Street.

SAL2- Sale Town Centre Public Realm Improvements

15. 7 In line with Core Strategy Policy W2.5, the Council will support public realm enhancement and accessibility improvements in order to support the sustainable development of Sale Town Centre.

Justification

15. 8 *The Square Shopping Centre is recognised as being central to the economic health of Sale Town Centre. Its redevelopment will incorporate the provision of new convenience retail floorspace; the remodelling of retail units; the redevelopment of the Six Acre office block; approximately 70 new residential units and improvements to the public realm. It will not only secure much needed redevelopment of this part of the town centre, but it will enhance the vitality and viability of the town centre as a whole.*
15. 9 *The Council wishes to promote the redevelopment of the site identified as SAL1.2 on the Policies Map. It includes units fronting Washway Road and School Road which are, in majority, in a poor state of repair and require refurbishment/redevelopment. It is a*

gateway site that will suit a mixed use development comprising retail, office, leisure and community facilities as well as the opportunity to provide some 15 new residential units.

16. Stretford Town Centre

16. 1 Stretford is one of Trafford's four main shopping centres and as such the Council wishes to protect its role in serving the community. In particular, the Council is aiming to consolidate and improve the retail offer of Stretford and promote a greater diversity of uses such as leisure, office and residential in parts of the town centre outside of the Primary Shopping Area.

STR1 – Stretford Town Centre Action Areas

16. 2 In line with Core Strategy Policy W2.6, the Council has identified a number of key development sites within Stretford Town Centre which can deliver a range of uses which will support and enhance the vitality and viability of the Town Centre. These are identified on the Policies Map Inset as follows:

STR1.1 – Stretford Mall

16. 3 The Council will support the expansion, reconfiguration and redevelopment of Stretford Mall to provide:
- an improved anchor convenience retail store;
 - a balance of national and independent retailers ;
 - professional services;
 - restaurant and café uses, particularly within the units along A56 Chester Road;
 - family orientated facilities;
 - community facilities including a new library facility to replace the existing library on Bennett Street (see Policy STR2.2); and
 - residential accommodation.
16. 4 Stretford Mall is allocated for a mix of uses, primarily retail (Use Classes A1 to A5), office (Use Class B1), approximately 30 residential units and community facilities (Use Classes D1 and D2), as appropriate. In considering proposals for the redevelopment of this site, the Council will support those which create more active frontages at key locations and improve the physical attractiveness of the Mall.

STR1.2 – Land at Bennett Street

16. 5 This site, incorporating the existing Stretford Library and adjacent Mitford Street Clinic, is allocated for 20 residential development units. The redevelopment of this site will be subject to the satisfactory relocation of the community facilities currently on the site.

STR1.3 – Stretford Public Hall

16. 6 The Council will seek to protect and enhance the listed Stretford Public Hall as a significant part of the architectural and historic fabric of Stretford. The Council will promote the re-use of the building for Class B1a office and, where appropriate, other uses including Main Town Centre uses where the proposal would be consistent with its Grade II listing.

STR1.4 – Essoldo Cinema

16. 7 The Council will support the redevelopment of this site, securing the active reuse of the Grade II listed building for leisure or community uses (Use Classes D1 or D2) and incorporating ground floor retail units along Edge Lane and approximately 15 residential units. In considering proposals for other uses, including Main Town Centre uses, the

Council will assess whether they would protect, preserve and enhance the Essoldo Cinema building and whether the uses would be consistent with its Grade II listing.

STR1.5 – Stretford Station and Boatyard

16. 8 This important gateway site, combines the Stretford Boatyard with the Stretford Metrolink station, associated access and car parking. Support will be given to proposals which would help to secure the creation of a new “Stretford Wharf”, including 17 new residential units, which incorporate environmental improvements to maximise its canal setting and to improve accessibility into the town centre.

STR1.6 – Land at Newton Street / Lacy Street

16. 9 This site incorporates a surface level car park, Post Office sorting depot and a showroom/offices. It is identified for a mix of uses, primarily residential approximately 80 units, hotel (Use Class C1), leisure (Use Class D2) and community uses (Use Class D1). This prominent site provides a significant opportunity for a landmark development, incorporating high quality design.

STR1.7 – Royal Canal Works

16. 10 This site, between the Metrolink line and the Bridgewater Canal provides an opportunity for residential development. The Council will support the redevelopment of this site for approximately 30 apartments which will incorporate high quality design, maximising the benefits of its setting on the Bridgewater Canal and which will help to secure the delivery of a new “Stretford Wharf”.

STR1.8 – Land at Crossford Street

16. 11 This gateway site offers the potential for a high quality redevelopment proposal, incorporating approximately 30 residential units which should seek to provide an attractive active frontage to the A56.

Justification

16. 12 *Stretford Mall is recognised as being central to the economic health of Stretford Town Centre. Historically the Mall has suffered from a lack of investment however it offers potential for expansion, reconfiguration/remodelling and/or redevelopment in the longer term, whilst retaining much of the structure. Such redevelopment will secure the consolidation of retail space, a larger convenience retail store, the creation of more attractive and active frontages at key entry points and the introduction of a wider mix of uses into the town centre core, including residential. Ensuring that this site maximises its potential will be critical in positioning Stretford as a modern and competitive town centre.*
16. 13 *The existing Stretford Library is located within the oldest operational library building in Trafford. Significant intervention would be required to make it fit for purpose as a modern facility meeting community expectations. Once a new combined community facility has been provided as part of the wider Stretford Town Centre improvements, this site will provide an opportunity to deliver new residential/supported housing accommodation.*
16. 14 *Stretford Public Hall is a Grade II listed building and is one of the key landmarks within Stretford Town Centre and recognised by the community as a significant part of the architectural and historic fabric of Stretford. The refurbishment of Stretford Public Hall to provide a distinctive office facility within the town centre would provide an appropriate use for this building.*

16. 15 *The Grade II listed Essoldo Cinema has been vacant since 1995. There is potential to create a new entertainment / leisure facility at this location securing a high quality active frontage to Edge Lane and contributing to the development of the evening economy and providing family orientated activities within the town centre. A scheme which will restore the Essoldo Cinema together with the parade of shops, offices and residential uses on Edge Lane offers the greatest potential to secure the objectives for this site and to maximise its location on the Bridgewater Canal.*
16. 16 *The redevelopment of the boatyard site offers the potential to open up access from the town centre to one of the public transport gateways into the town centre, including incorporating the redevelopment of the Stretford Metrolink station building. The station building is sited at a prominent location along Edge Lane and whilst this is potentially an attractive landmark building, the external fabric would benefit from further enhancement. The redevelopment of this site will contribute to the delivery a new 'Stretford Wharf', incorporating improved signage between the Metrolink station and Stretford Town Centre would secure much needed environmental improvements in this area and linkages to the active travel route network.*
16. 17 *In delivering a mixed use development on the prominent site at Newton Street / Lacy Street it will be important to take full advantage of its gateway location and ensure that it contributes to an attractive route between the core of the town centre and the Metrolink and Bridgewater Canal. The mixes of use could include a new hotel with restaurant / café / bar uses. The development will need to be appropriate in matters such as scale and design given its proximity to a number of heritage assets and should take advantage of its canalside setting and proximity to the active travel route network. The new hotel facility would provide accommodation within Stretford Town Centre for visitors to major cultural and leisure destinations in the surrounding area, including Manchester United FC and Lancashire County Cricket Club, and support the development of the evening economy. Community facilities could also be provided at this location to support the growth in residential numbers over the plan period.*
16. 18 *Residential development former Royal Canal Works site will incorporate landscaping appropriate to its canal side setting. As with development at the former boatyard site, this site offers the potential to open up access from the town centre to this key environmental asset as part of a new 'Stretford Wharf'.*
16. 19 *The Drum Public House is located on the A56 at the southern edge of Stretford Town Centre and is currently vacant. Future development at this location should provide an attractive entry point into the Masterplan area and reduce severance from the existing residential community. The preferred option for the site is to deliver residential development integrated with the surrounding area although a mix of uses may also be appropriate.*

STR2 – Stretford Town Centre Public Realm Improvements

16. 20 In line with Core Strategy Policy W2.6, the Council has identified of the following public realm enhancement and accessibility improvements, in order to support the sustainable development of Stretford Town Centre:

STR2.1 – A56 / Edge Lane Junction

16. 21 The Council proposes to provide surface level crossing points at this junction, where it can be shown that there will be no significant impacts on pedestrian safety or congestion on the A56. The first phase will replace the subways between Lacy Street Car Park/Stretford Mall and Stretford Public Hall/Stretford Mall. The remaining subways would be replaced as part of later phase(s).

STR2.2 – Stretford Boulevard

16. 22 The Council will promote the reconfiguration of the stretch of the A56 between the Barton Road/A56 gyratory and the A56 Bridgewater Canal bridge to create an attractive boulevard incorporating new and existing green infrastructure elements, high quality street furniture and distinctive signage. Key views of landmark buildings along the boulevard will be preserved and enhanced, where appropriate.

STR2.3 - Kingsway Boulevard

16. 23 The Council will promote the reconfiguration of Kingsway between Barton Road and the A56 to create an attractive boulevard incorporating new and existing green infrastructure elements, improvements to pedestrian space and high quality street furniture. The Council will seek to improve pedestrian linkages between Stretford Mall and the residential areas to the north of Kingsway, incorporating green infrastructure elements to link to Victoria Park.

Justification

16. 24 *The replacement of the existing subways with surface level pedestrian crossing points has been identified as a key intervention that would deliver more attractive pedestrian access into the heart of a redeveloped town centre. However, it is recognised that the replacement of the subways with surface level crossings, in isolation, will not deliver the transformation necessary for Stretford Town Centre.*
16. 25 *The replacement of the subways between Lacy Street Car Park/Stretford Mall and Stretford Public Hall/Stretford Mall where the highest levels of pedestrian footfall have been identified as the priority. However two subways would remain, with the associated issues of poor physical environment and perceptions of crime. The replacement of these subways with surface level crossings may be completed as part of later development phases should additional funding and resources become available.*
16. 26 *Kingsway is a dual carriageway road that runs directly to the north of Stretford Mall and connects Barton Road with Chester Road. There are existing surface level crossing points between the Mall and Pinnington Lane and at the Kingsway/Barton Road junction. The existing subway on Kingsway between the health centre and Stretford Mall, which is not currently well used, could be removed as there are existing alternative pedestrian crossing points at this location. Landscaping, public realm and traffic calming works along Kingsway would help improve the physical environment of this area. Improvements to pedestrian access and new signage would provide a new green linkage between the town centre and the key environmental asset at Victoria Park which offers an attractive area of formal green space in close proximity to Stretford Town Centre.*
16. 27 *Any highway improvements within Stretford Town Centre, including the removal of subways or their replacement with surface level crossing points will need to take account of the impacts on pedestrian safety and traffic flows.*

17. Urmston Town Centre

- 17.1 Urmston is one of Trafford's four main shopping centres and as such the Council wishes to protect its role in serving the community. In particular, the Council is aiming to consolidate and improve the retail offer of Urmston and promote a greater diversity of uses such as leisure, office and residential in the town centre.

URM1 – Urmston Town Centre Action Areas

- 17.2 In line with Core Strategy Policy W2.4, the Council has identified the following sites within Urmston Town Centre to deliver a range of uses which will support and enhance the vitality and viability of the whole of the Town Centre:

URM1.1 – Victoria Parade including Units 2-10 Higher Road

- 17.3 The Council will support the redevelopment of this site as defined on the Policies Map Inset to provide a mixed use development comprising primarily retail (Use Classes A1 to A5), office (Use Class B1), 18 residential units, and community facilities (Use Classes D1 and D2), as appropriate.

URM1.2 – Urmston Market, Railway Road

- 17.4 The Council will support proposals for the enhancement or refurbishment of Urmston Market including proposals to improve linkages between the market and the Town Centre.

URM1.3 – Land at Station Road / Urmston Railway Station

- 17.5 The Council will support the redevelopment of this site as defined on the Policies Map Inset to provide a mixed use development incorporating continued access and car parking facilities for railway station users. This site is identified for a mix of uses primarily retail (Use Classes A1 to A5), office (Use Class B1), 19 residential units, and community facilities (Use Classes D1 and D2), as appropriate.

URM2 – Urmston Town Centre Public Realm Improvements

- 17.6 In line with Core Strategy Policy W2.4, the Council will support public realm enhancement and accessibility improvements in order to support the sustainable development of Urmston Town Centre.

Justification

- 17.7 *Ensuring a high standard of design, maintaining and enhancing linkages and enhancing the areas of landscaping will contribute to improving the overall attractiveness and vitality of the town centre.*
- 17.8 *Victoria Parade consists of a number of small retail units, predominantly A1 and A3 uses. There are a number of vacant units and the parade is in need of redevelopment or refurbishment. Opportunities will be explored to transform this small, enclosed square of shops incorporating those units on Higher Road into an open-plan public square containing boutique-type independent shops, cafés, and an improved public realm with amenity space where people would want to spend time. Residential units above would complement the retail offer.*

17. 9 *Urmston Market provides a valuable service to the community, however it is in need of modernisation, including improved and enhanced pedestrian linkages with the town centre, to increase its vitality and viability.*
17. 10 *The opportunity exists to redevelop the site on Station Road for a high quality mixed use scheme incorporating some residential and enhanced retail facilities on Station Road. The redevelopment of this site will secure improvements, in terms of the quality of buildings, car parking and access, to Urmston station.*

18. District Centres

18. 1 The Council recognises the importance of the three district centres in terms of providing valuable shopping and other services and their role as a focus for activity and identity in the wider community. As such, the objective of this policy is to consolidate and enhance the existing offer of the district centres.

DC1 – District Centres

18. 2 Within the District Centres of **Hale (DC1.1)**, **Sale Moor (DC1.2)** and **Timperley (DC1.3)** as defined on the Policies Map, the Council will promote new development for Main Town Centre Uses, as defined by NPPF, including residential, that will consolidate and enhance the vitality and viability of the district centre in line with Core Strategy Policy W2.7. The Council will support A1 Retail development within the District Centres in line with other Policies in the Trafford Local Plan and national guidance.
18. 3 When determining planning applications for development, the Council will actively promote a high standard of building design and the inclusion of proposals that enhance landscaping and planting areas. It will seek the enhancement of pedestrian and other linkages between the shopping streets, community facilities and existing or planned transport facilities securing enhanced public security and safety.
18. 4 Proposals for the change of use of ground floor premises within the District Centres from Use Class A1 to other uses will be considered against the following criteria:
- i. Their particular effect on, or contribution to, the character, diversity, vitality and viability of the centre;
 - ii. The need to maintain a majority of the ground floor units within these frontages in A1 Retail use and prevent the introduction of excessive concentrations of other uses;
 - iii. The need for the frontages of the premises themselves to be treated in a fashion appropriate to a shopping centre.
18. 5 Within Sale Moor District Centre, the Council will support the development of a small to medium-sized superstore in order to meet identified demand within the area.

Justification

18. 6 *This Policy seeks to ensure that the further growth and concentration of ground floor service uses in these district shopping centres is restrained in order to maintain the compactness, convenience and attractiveness of these centres to shoppers and thereby helping to sustain their vitality and viability and that of the centre as a whole.*
18. 7 *The Council does recognise however, that non-shop uses provide important services to shoppers and have a place within shopping centres. It therefore seeks to accommodate these types of activity in a way that does not detract from the function of each centre as a focus for shopping activity.*
18. 8 *Ensuring a high standard of design, maintaining and enhancing linkages and enhancing the areas of landscaping will contribute to improving the overall attractiveness and vitality of the town centre.*

19. Local Centres

19. 1 The Council will seek to maintain and enhance the retail function of all Local Centres within Trafford, as identified in Policy LC1 below and shown on the Policies Map. The 61 identified Local Centres within Trafford are classified in four different ways, reflecting their various specific roles and to enable their functions to be protected and enhanced in an appropriate way.

LC1 – Local Centres

19. 2 In order to meet the needs of Trafford's local communities, the Council has identified the following hierarchy of Local Centres:

Local Hubs

Local Parades

Radial Destinations

Radial Parades

19. 3 Within these Local Centres, identified on the Policies Map and Appendix B, the Council will support proposals for new retail development which is of an appropriate scale, and where it is in line with relevant Policies in the Trafford Local Plan and national guidance.
19. 4 In determining changes of use from Class A1, A2 or A3 purposes to Class A4/A5 or other non-retail uses, within the Local Centres, the Council will support proposals which will not cause significant harm to the character, diversity, vitality and viability of the centre's principal role as a shopping and service centre available to local residents.
19. 5 In assessing the potential effect of individual proposals, the Council will take into account the following:
- The number and location of other uses in the centre, including outstanding commitments;
 - The number and duration of vacancies among units in the centre;
 - The ability of the centre to continue to meet the small scale day to day shopping needs of the local community;
 - The impact of the proposal on the centre's role within the retail hierarchy,
 - The availability of similar facilities in the surrounding area, their accessibility and ability to meet the needs of the local community and;
 - That the frontage of the premises concerned is treated in a fashion appropriate to a shopping area.
 - Impact of the proposal on the amenity of nearby residents
19. 6 Within the Local Hubs in particular, the Council will seek to protect and promote/support key community facilities such as post offices, banks, health centres, libraries, etc. unless it can be demonstrated that there will not be significant harm to the Local Centre or wider neighbourhood by the loss of the community facility and that adequate alternative provision exists or is to be provided nearby that is accessible to the local community.
19. 7 Within the Radial Destinations and Radial Parades, the Council will support new development proposals which will consolidate and enhance the centre's vitality and viability and where they would not have a significant adverse effect on the highway network.

19. 8 As identified on the Policies Map the Council will support the redevelopment of the Partington Local Centre, incorporating a medium sized superstore and a mix of other uses, including new residential units.
19. 9 As identified on the Policies Map, the Council will support the delivery of a redeveloped, mixed use shopping centre within Hale Barns Local Centre, incorporating a medium sized superstore and new residential units.

Justification

19. 10 *Local centres perform a vital role in providing services for the local community. They can vary in size and range of services on offer, but the Council considers that all those centres identified on the Policies Map should be maintained and protected.*
19. 11 **Local Hubs** are listed in Appendix B and identified on the Policies Map. They are defined as being located in the heart of a residential community, with around 10 to 40 units, providing a wide range of retail and service outlets but with other public services clustered within the centre, typically including a post office, health, education and leisure facilities. The Council particularly wishes to protect the vital local services (such as post offices, libraries, etc.) that are present in these Local Hubs upon which people rely and which act as anchors for the centre and support the vitality and viability of the other retail facilities in the centre. Whilst relatively small in size, the role played by the Local Hubs in more isolated neighbourhoods such as Broomwood and Oldfield Brow is vital. In such neighbourhoods, access to retail facilities is a contributory factor towards social inclusion and it is therefore necessary that these vital local services are protected.
19. 12 **Local Parades** are listed in Appendix B and identified on the Policies Map. They are defined as being located in the heart of a residential community, will normally contain 5 to 10 units, providing walk-in convenience shopping and limited local services. Some larger centres (of more than 15 units) have been identified as Local Parades where they provide a wide range of local shops and services but lack the more vital local services (such as post offices, libraries, etc.) that are present in Local Hubs..
19. 13 **Radial Parades** are listed in Appendix B and identified on the Policies Map. They are defined as clusters of small retail and service outlets in linear form along radial routes into urban centres, with high visibility to passing traffic. They are typically a secondary shopping area to the main town centre and predominantly attract trade from a residential hinterland as well as some passing trade.
19. 14 **Radial Destinations** are listed in Appendix B and identified on the Policies Map. They have a wider catchment based on distinctive market factors or visitor appeal creating a recognised destination (but not a town centre) for specialised goods/services or shopping experience.
19. 15 *Despite their location on the A56, these radial centres serve a valuable function in meeting day-to-day needs of neighbourhoods on either side of main roads and need to be allocated as Local Centres in order to protect that function.*
19. 16 *Planning permission has been granted for the redevelopment of the shopping centre in Partington; the first phase of which includes a small, local supermarket. In line with Core Strategy Policy W2.10, the Council will support the provision of an enlarged supermarket in later phases of the centre's overall regeneration in order to meet resident's future grocery needs and promote sustainable shopping patterns in the town. Approximately 47 new residential units will also be provided as part of the overall regeneration of the centre.*

19. 17 *The proposed redevelopment of the Hale Barns precinct, reflects the planning permission approved in 2011 to meet the identified local needs as set out in Core Strategy Policy W2.10. 24 new residential units will also be provided as part of the redevelopment of the centre.*

20. Out-of-Centre Retail

20. 1 The Council recognises the role of the three existing retail warehouse parks within the Borough in providing for bulky goods retailing facilities that cannot be accommodated within existing town centres within the Borough. The objective of this policy is to ensure that this role is maintained and the retail warehouse parks can continue to complement the offer of the Borough's town centres.

OR1 –Retail Warehouse Parks

20. 2 The three Retail Warehouse Parks in Trafford, as defined on the Policies Map, are:
OR1.1 – White City Retail Park, Chester Road, Old Trafford;
OR1.2 – Trafford Retail Park, Neary Way, Davyhulme;
OR1.3 – Altrincham Retail Park, George Richards Way/Atlantic Street, Broadheath
20. 3 Within the three existing Retail Warehouse Parks, the Council will promote new development that consolidates the existing function of the Retail Warehouse Parks as a specialist location for the sale of bulky comparison goods in accordance with Core Strategy Policy W2.14.
20. 4 Within the defined Retail Warehouse Parks, the Council will grant planning permission for non-bulky comparison and convenience retail, and other main town centre uses where the proposal:
- Will not prejudice the primary function of the Retail Warehouse Parks as facilities for the retail of bulky comparison goods;
 - Cannot be accommodated on a sequentially-preferable site;
 - will not result in a significant adverse impact on any defined town centre within the catchment area of the proposal; and
 - Is in accordance with other policies within the Trafford Local Plan, and national guidance, as appropriate.

Justification

20. 5 *The three identified Retail Warehouse Parks within Trafford are important facilities that meet the need for the retailing of larger bulky goods. However, in recent years there has been a steady erosion of the role of these facilities as bulky goods destinations with an increase in the amount of non-bulky comparison and convenience goods being sold, and the introduction of other facilities such as cafes.*
20. 6 *The policy reflects the guidance in the Core Strategy and the supporting Retail Study that the primary focus for the Retail Warehouse Parks is for the sale of bulky comparison goods and that specific role needs to be protected.*

21. Historic Environment

21. 1 Trafford's historic environment makes a major contribution to the attractiveness and local distinctiveness of the Borough. This policy identifies a number of heritage assets for allocations on the Policies Map. The significance, character, and appearance of these heritage assets are qualities that will be protected, maintained and enhanced through these allocations.

HE1 – Conservation Areas

21. 2 In line with Core Strategy Policy R1.3, the Conservation Areas identified in Appendix B and allocated on the Policies Map.

Justification

21. 3 *There are 21 Conservation Areas within the Borough. These contain a major part of the Borough's built heritage and make a major contribution to the attractiveness and prosperity of the Borough.*
21. 4 *The Council wishes to retain the character and quality of these Areas. New development should be of a high standard. Buildings of quality, particularly those identified as "positive Contributors" in the Conservation Area Appraisals (CAAs), should be retained and where appropriate, improvements carried out. In accordance with the Core Strategy Policy R1, the Council is preparing CAAs and Management Plans (MPs) for each of these Conservation Areas (CAs). The first phase of this work relates to the following CAs: Old Market Place, Goose Green, The Downs, Stamford New Road and George Street, Devisdale, Bowdon, South Hale and Ashley Heath. The remaining 11 areas will be reviewed as future phase(s).*
21. 5 *Five of the Conservation Areas are currently identified on the Heritage at Risk (HAR) Register, as maintained by English Heritage. These areas are Barton Upon Irwell, Empress, Old Market Place, George Street and Stamford New Road. English Heritage has prioritised HAR for some time now and has set out in a strategy (2011-15) the actions it will take to reduce the number of assets at risk. Where possible, future funding opportunities will be targeted towards assets on the "at risk" list(s) prepared by English Heritage and/or the Council.*

HE2 - Heritage Assets

21. 6 The Council will preserve, protect, enhance the Historic Parks and Gardens which are identified in Appendix B and allocated on the Policies Map.
21. 7 The Council will continue to preserve, protect and enhance all types of heritage assets listed in Policy R1 of the Trafford Core Strategy.

Justification

21. 8 *Trafford's 3 Heritage Parks and Gardens are important heritage assets in Trafford that face different pressures to the Borough's other Heritage Assets. Dunham Park has become a very popular tourist attraction and the pressures associated with this in terms of visitor related development need to be carefully managed to ensure the historic character is not lost. Sale and Brooklands Cemetery is falling into a state of disrepair. However the area contains the graves of many famous people including JP Joule and the husband of Emily Pankhurst making it an area of historic interest and importance.*

Stamford Park is another well used asset that needs refurbishment but care is needed to ensure this is in line with its historic design.

21. 9 *There are 250 listed buildings designated in Trafford. Listed buildings and their mapped location in Trafford are available to view at <http://list.english-heritage.org.uk/results.aspx>.*

21. 10 *Further guidance will be prepared relating to Trafford's heritage assets, including heritage assets at risk and significant local heritage assets.*

HE3 - Archaeological Features

21. 11 Further to Core Strategy Policy R1.6, **HE3.1 - Watch Hill Scheduled Ancient Monument** is identified on the Policies Map as an archaeological asset.

Justification

21. 12 *Watch Hill is Trafford's only Scheduled Ancient Monument. The monument includes a motte and bailey castle on a triangular promontory formed by the bank of the River Bollin on the south side and the steep side of a gorge on the north side. The Council will have regard to its status as a site of national importance when determining whether development proposals are satisfactory within the immediate location or surroundings of archaeological assets.*

22. Natural Environment

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 allocation of the Borough's natural environmental assets for protection and enhancement is therefore essential for preserving and improving the quality of Trafford's local environment.

NE1 Natural Environment Assets

22. 2 The Council will require all new development proposals to protect and enhance Trafford's Natural Environment Assets, in line with Policy R2 of the Local Plan: Core Strategy.
22. 3 Within all the sites listed in Appendix B, the Council will, where appropriate, seek to safeguard the intrinsic features of nature conservation interest or value, having regard to all the following:
- The particular degree of significance and rarity value of the features on the individual site. Specific attention should be paid to the importance of particular species and habitats in these areas that are identified in the Greater Manchester Biodiversity Plan (BAP);
 - The detailed impact of the proposed development on the nature conservation interest of the site;
 - The extent of measures that must be included to enhance the biodiversity value in line with the NERC Act and;
 - Any proposed measures of mitigation or compensation aimed at recreating habitats with a first preference being on site. If this can be demonstrated as not feasible, off-site mitigation at an appropriate site nearby would be required.
22. 4 Sites protected under the designations below are listed in Appendix B and shown on the Policies Map.
22. 5 **Sites of Special Scientific Interest (SSSIs).** Development proposals within, adjacent or in close proximity to SSSIs will be subject to special scrutiny and will only be permitted where they would not have an adverse effect, directly or indirectly, on the SSSI.
22. 6 **Sites of Biological Importance (SBI).** Sites of Biological Importance are sub-divided into the following three categories:
- i. Grade A - rare and valuable within the Greater Manchester area;
 - ii. Grade B - significant at the Trafford Borough level;
 - iii. Grade C - significant at a level wider than the immediate locality.
22. 7 Development proposals that do not safeguard rare and valuable habitats (Grade A) will not usually be permitted unless:
- i. The social or economic benefits of the development proposal can be demonstrated to clearly outweigh the harm to the assets; and
 - ii. There is no satisfactory alternative means of delivering the proposal

22. 8 **Local Nature Reserves** – Within these areas, the Council will, wherever appropriate, seek to safeguard the intrinsic features of nature conservation interest or value.
22. 9 **Ancient Woodland** - Development proposals within, adjacent or in close proximity to ancient woodlands will be subject to special scrutiny and will only be permitted where they would not have an adverse effect, directly or indirectly, on the woodland.
22. 10 **Local Nature Conservation Sites** - These sites are locally important and include areas of open water, watercourses, historic parks and gardens and areas of woodland, trees, hedgerows, geological, geomorphological and landscapes of importance.

Justification

22. 11 *NPPF recognises the importance of natural assets, and recommends in certain circumstances that development should not be approved particularly where such development would result in the loss or deterioration of irreplaceable habitats.*
22. 12 *For all Natural Environment Assets listed in Appendix B and shown on the Policies Map, the Council will have regard to the national, regional and local hierarchy of importance of these sites when determining whether development proposals are satisfactory within the immediate location or surroundings of natural assets.*
22. 13 *Natural Environment Assets are a scarce resource in the Borough. In addition to their intrinsic value they are important in maintaining a variety of habitat types from which fauna and flora may colonise any further areas made available by development or management.*
22. 14 *With regard to the hierarchy of the above sites, where development is likely to cause an adverse impact, and mitigation and/or compensation is required to make the proposal acceptable, the development proposal(s) should be accompanied by a detailed written statement and a long term management plan to ensure sustainability into the future. Where the Council considers that off-site mitigation is appropriate, this could be in an area of GI opportunity (see Policy GI2), or contribute to targets in the Local Biodiversity Action Plans (LBAP). Appropriate treatments may include green roofs, tree/habitat planting and/or sustainable drainage systems such as reed beds and landscaped areas that link with other open space areas.*
22. 15 *Sites of Special Scientific Interest (SSSI's) are of national importance and are protected by law. They are designated by Natural England under the Wildlife and Countryside Act (as amended) 1981.*
22. 16 *Sites of Biological Importance (SBI's) are identified by the Greater Manchester Ecology Unit in surveys of the county. They are reviewed regularly and their grade and boundaries updated as necessary. A list of such amendments to the Sites is maintained and can be made available on request.*
22. 17 *Local Nature Conservation Sites are of interest as habitats in their own right and also have value because they enable local residents to enjoy wildlife on their doorstep. They have been identified by Trafford Borough Council as a result of a habitat survey carried out by the Greater Manchester Ecology Unit to a nationally approved method and updated by local knowledge.*
22. 18 *Ancient Woodlands are sites where there has been continuous woodland cover since 1600 AD and the combination of undisturbed soils and tree cover provides a unique range of habitats. They are often refuges of rare fauna and flora which are not found in more recent planted woodlands.*

NE2 - Landscape Character Areas

22. 19 The Council will protect, promote and enhance the distinctive landscape character and quality of the areas identified on the Policies Map.
22. 20 When considering planning applications in these areas, having regard to the landscape type and character of their setting, the Council will apply the following criteria in assessing the suitability of the proposal(s):
- i. The appropriateness of design and construction materials with regard to local/regional building traditions.
 - ii. The degree and quality of landscaping.
 - iii. The impact on the landscape quality of the immediate area and the wider setting and on features of importance to wildlife.

Justification

22. 21 *The quality and character of the Borough's landscape types differ. Some areas have retained their original characteristics whilst the character of others has changed or has been weakened by development. The Council wishes to ensure that the characteristics of each of the Borough's landscape types are preserved and enhanced when considering the merits, or otherwise, of development proposals within them.*
22. 22 *A Landscape Assessment of the Borough's open land areas identified seven different landscape types it wishes to preserve and enhance through this Proposal.*
22. 23 *A revised Supplementary Planning Document will be produced to support this policy. It will include a map of, and describe, each landscape type and the particular qualities and characteristics of the built and natural landscape, which developers should seek to protect, preserve, strengthen and improve.*

NE3 – Landscape Views and Skylines

22. 24 The Council will seek to retain and enhance the character of the following landscape views and skylines:

NE3.1 – Altrincham Views

22. 25 The rural wooded and well landscaped views between the River Bollin and Altrincham town centre along the A56 which collectively form the southern gateway to the Borough.

NE3.2 – Altrincham Skylines

22. 26 In line with Core Strategy Policy R1.6 the prominent skylines running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon.
22. 27 In determining applications within, adjacent to or affecting these areas, the Council will pay particular regard to:
- The need to maintain existing tree cover and other important landscape features;
 - The need to protect sight lines and views to important buildings and landmarks which enhance the skyline;
 - The appropriateness of the proposal by virtue of height, scale and site.

Justification

22. 28 *These landscape views and skylines are valuable assets within the borough. They are visible for considerable distances and make a major contribution to the quality of the*

Borough's landscape. The Altrincham skyline is visible from Warburton and Dunham Parishes and the Bowdon skyline from the Bollin Valley, the M56 and North Cheshire.

22. 29 *Identification of the land where development proposals may affect these views and skylines will be made available within the SPD on Trafford's Heritage Assets (Policy HE2).*

23. Green Infrastructure

23. 1 The Green Infrastructure Policies are concerned with conserving, developing and maintaining a network of multi-functional open spaces and environmental assets as an integral part of our built environment, improving quality of life, promoting healthy lifestyles and fostering economic growth. Much of Trafford's Green Infrastructure is accessible. It is a mixture of urban and rural greenspace which provides land for a wide variety of uses such as recreation, flood mitigation and wildlife habitat. It is a combination of strategic greenspace, ecological networks and corridors and river valleys.

GI1 – Green Infrastructure

23. 2 Green Infrastructure is identified on the Policies Map and listed in Appendix B. When considering development proposals within these areas, the Council will give consideration to the anticipated level of adverse impact on the multi-functionality of the green infrastructure, existing or proposed public access or access for maintenance purposes.
23. 3 As defined by Policy R3 of the Core Strategy, development should protect and enhance the quality and/or the multi functionality of Trafford's green infrastructure.
23. 4 Sale Water Park is a major regional centre for water sports, nature conservation and informal recreation in the Mersey Valley Greater Manchester Strategic Green Infrastructure Network. In ensuring this important site can be maintained and enhanced into the future the following measures are proposed:
- i. Maintain Broad Ees Dole Local Nature Reserve, marsh, meadows and flood plains, the islands and visitor facilities;
 - ii. Establish Sale Water Park as a statutory Country Park ;
 - iii. Promote the use of the new Metrolink stop;
 - iv. Promote and encourage the use of the bridleway, footpath and cycle path links through the site and connections to the wider countryside;
 - v. Provide a site for high quality, overnight, caravan and camping accommodation
 - vi. Provide and improve facilities for water sports, outdoor education and conservation activities.
23. 5 In the majority of cases, new GI will be required as site specific mitigation through the application of planning condition(s) and will not be included within any necessary CIL contribution. Where specific circumstances justify off-site planting, a financial contribution will be sought as part of a S106 agreement.

Justification

23. 6 *Green Infrastructure has been identified differently to open space although some of its functions are the same. The network of connected GI sites offers a greater range of multi-functional benefits for people, places and the environment, such as the enablement of movement of wildlife species or the creation of sustainable and active travel routes.*
23. 7 *Areas within the Strategic GI network include linear open space, wildlife corridors, canal corridors, river valleys, woodlands, mossland, urban fringe and green belt countryside. The Strategic Green Infrastructure Network is formed by individual green infrastructure*

assets such as areas of open space, nature conservation sites, water bodies, specific landscape character areas and wider countryside, which are physically and visually connected by other green assets and links such as cycle routes, public rights of way, tree-lined routes, landscaped areas and waterways, all of which facilitate sustainable movement and access of people and or wildlife and/or mitigation of flood risk. These areas also need to be of sufficient width to enable these functions to be valuable and this is reflected in the area that is shown on the Policies map.

- 23. 8 One of the most important GI sites in Trafford is Sale Water Park. It is well used for both formal and informal recreation and its management requires a high level of resource. However, the site has the potential to provide a high quality experience for visitors wanting more specialised services and facilities appropriate to its setting. For example outdoor education, recreation, conservation, bike hire and outdoor sports courses as well as a wide variety of water sports such as water skiing, jet skiing, sailing and kayaking, encouraging wider participation from both the local community and visitors from the wider region. The Council will work with partners to deliver these high quality facilities.*
- 23. 9 A new Metrolink Stop is being provided on the new Manchester Airport Line facilitating increased access to the Park.*
- 23. 10 A number of active routes cross the Park, including the Bridgewater Way and the Trans Pennine Trail linking the Park with other GI areas such as Priory Gardens, Stretford Meadows and the wider countryside.*
- 23. 11 A detailed masterplan will be prepared for the Park. This will provide greater detail in respect of this policy and will help to strike an appropriate balance between the variety of uses and number of people to be accommodated with the physical capacity of the Park and the need to protect the natural environment and character of the Mersey Valley.*
- 23. 12 Trafford has an extensive network of watercourses, including main rivers such as the River Mersey, Baguley Brook, Timperley Brook, Sinderland Brook and the River Bollin together with smaller tributaries. Development can have adverse consequences for these watercourses, in terms of impacting on their role as green infrastructure, existing or proposed public access or access for maintenance purposes. The Council will ensure that where development is permitted conditions are placed on planning permissions to ensure that any adverse impacts are managed and mitigated.*
- 23. 13 The Council will work with partners such as the Red Rose Forest and Environment Agency to develop and implement GI initiatives across the Borough.*

GI2 - Green Infrastructure Opportunity Areas

- 23. 14 The Council will promote a number of large sites, listed in Appendix B and identified on the Policies Map. In addition, the Council will identify wider GI Opportunity Areas.*
- 23. 15 These areas are priority areas for enhancing existing GI and/or providing new GI and encouraging more multi functionality such as alleviating flood risk, and access to/through the sites for walking and cycling as appropriate.*

Justification

- 23. 16 New or enhanced green infrastructure assets on or adjacent to this network should be designed to improve connectivity, for example to maximise the use and access to an allotment, open space or waterway, for example through greening an existing section of*

the network with trees to increase its wildlife or visual amenity quality, or by upgrading an existing pedestrian and cycle connection to link effectively into a public park or countryside site. Three particular sites, Stretford Meadows, Wellacre and Carrington Mosslands were identified by the Ecology Unit as Biodiversity Opportunity Areas and are particularly importance biodiversity resources where improvements will have significant benefits to Trafford's green infrastructure.

23. 17 *The proposal at Wellacre, Flixton will enable comprehensive landscape improvements and the management of nature conservation and informal recreation uses within a community forest setting. The Proposal may involve purchasing or negotiating access on or across privately owned areas of land and providing facilities for car parking, information and interpretation. Associated access improvements include footpath and bridleway proposals.*
23. 18 *Stretford Meadows is in more than one ownership, but ideally should be improved as a whole. It provides opportunities for enhanced tree planting and/or short rotation coppice which should provide for an enhanced recreation provision with improved access across the site.*
23. 19 *The restoration of the Carrington Mosslands is an identified priority of the Greater Manchester Wetlands Partnership. It will form a central component of proposals at this location contributing significantly to the green infrastructure network which will improve access to open space and local nature sites and also the improvement of north-south and east-west links in order to connect communities and improve access to recreational and active travel routes.*
23. 20 *Funding for the delivery of these strategic GI schemes will be derived from a number of sources including CIL receipts and grant funding from appropriate partners of the Council.*
23. 21 *Other GI Opportunity areas are:*
- *Areas with high levels of hard surface area which are more likely to be effected by increases in temperature,*
 - *Areas in flood zones 2 and 3, as identified on the latest Environment Agency mapping, and/or areas projected to be affected by surface water flooding,*
 - *Part of the active travel network of cycleways and footpaths,*
 - *Existing sites of local wildlife and biological interest or sites adjacent to these.*
23. 22 *These areas will be identified on the Policies Map in the next iteration of the Plan.*
23. 23 *Further information on more specific improvements to Green Infrastructure Opportunity Areas on a site by site basis will be detailed in a supplementary documentation.*

GI3 - Site Specific Green Infrastructure

23. 24 *In line with Core Strategy Policies R3 and R5, new developments will be expected to contribute to green infrastructure. This GI should be designed and located to maximise the range of its functions and benefits. Wherever practicable and viable they will also be expected to take any reasonable opportunities to connect to, or enhance, the existing Strategic Green Infrastructure Network. The appropriate provision will normally be delivered on site.*

Justification

23. 25 *In accordance with Core Strategy Policies L8 and R5 the provision of specific green infrastructure will only be required where it is fairly and reasonably related in scale and*

kind to the development proposal and where such contributions would be of direct benefit to the occupiers of the new development.

23. 26 *New tree planting is often a very effective GI treatment as trees have multiple benefits. They can assist in reducing or mitigating run-off and flood risk on the development site; assist in providing shade, shelter and contribute to urban cooling; assist in improving or mitigating identified air quality issues associated with the development; and create a strong framework of street trees to enclose or mitigate the visual impact of a development. Where trees are to be delivered, their provision should be as follows:*

- *3 trees per dwelling for new housing development;*
- *1 tree per apartment,*
- *1 tree per 80 sq. m of gross floor space for industry and warehousing*
- *1 tree per 50 sq. m of gross floor space for retail development*
- *1 tree per 30 sq. m of gross floor space for offices*

23. 27 *However the provision of alternative GI treatments could be provided in lieu of, and/or in combination with the tree provision as follows:*

- *5m of, preferably native species hedge, dwellings/ 2 apartments*
- *25m of preferably native species hedge per 2000m2 of employment building*
- *Green roof/ green wall provided at 1/10th of the area of the building footprint*
- *100m2 of wildflower meadow per dwelling*
- *Additional biodiversity or landscaping elements to a SUDS scheme*
- *50m2 of woodland/orchard per dwelling*
- *10m2 of food growing space per dwelling*

23. 28 *Any planting should be in keeping with the locality using native species wherever appropriate. The amount of planting likely to be sought for typical developments reflects the information in SPD1 Planning Obligations, however, site specific variations may be appropriate in certain circumstances.*

23. 29 *In the majority of cases, new GI will be required as site specific mitigation through the application of planning condition(s) and will not be included within any necessary CIL contribution. Where specific circumstances justify off-site planting, a financial contribution will be sought as part of a S106 agreement.*

GI4 - Allotments

23. 30 *An adequate supply of allotment gardens will be maintained to meet existing and future needs. Individual sites are listed in Appendix B and are shown on the Policies Map under Policy OS1.*

23. 31 *New allotment areas should be provided within larger housing developments to meet the needs of the residents. Particular opportunities exist at the Pomona Island, Trafford Centre Rectangle and Carrington Strategic Locations.*

Justification

23. 32 *Allotments create potential for local food production and community use. This type of green infrastructure can contribute to people's health and well-being, provide education opportunities and can also be valuable for wildlife.*

23. 33 *Trafford's provision of allotments amounts to approximately 1,500 plots over some 36 sites. This equates to a provision of approximately 7 plots per 1000 population. Therefore, new large scale residential development should provide new allotments based on this ratio.*

24. Sports and Leisure Provision

- 24. 1 Policy R5 of the Core Strategy sets standards for both indoor and outdoor sports facilities and all new development will be required to make provision with regard to existing sufficiency's/deficiencies and the standards.
- 24. 2 Sport and Leisure policies seek to improve the quality of life for Trafford residents through increased participation and access to sport, leisure and physical activity. A key objective is to ensure that assets meet current and future sporting needs of Trafford's residents.

SP1 - Existing Sports and Leisure Facilities

- 24. 3 In line with Core Strategy Policy R5 existing sports and leisure facilities will be protected and identified on the Policies Map. Opportunities will be encouraged that make enhancements through appropriate expansion, rationalisation and/or refurbishment of these facilities to ensure sites are utilised to their full potential. The major wet/dry facilities are listed in Appendix B and identified on the Policies Map. Other sports and leisure facilities are identified on the Policies Map under OS1.

Justification

- 24. 4 *Opportunities for the improvement and enhancement of sports and leisure facilities are set out in the Trafford Council Sport and Leisure Strategy 2013-17 .This Strategy together with other documents such as The Playing Pitch Strategy and Health and Wellbeing Strategy will provide information to guide decisions to ensure sufficient facilities are located in the right places to enable widest possible use to meet the needs of local residents.*
- 24. 5 *The Trafford Strategic Sport and Physical Activity Partnership will support the delivery of improvement projects that encourage wider use of sports facilities. Stretford Sports Village is an example of a successful partnership project.*

SP2 – School Playing Fields

- 24. 6 School Playing Fields are protected from development. Opportunities for appropriate dual use by the wider community will be encouraged. Individual sites are listed in Appendix B and are shown on the Policies Map under Policy OS1.

Justification

- 24. 7 *Where the Council is minded to support proposals for the change of use and/or disposal of playing field(s), Section 77 of the School Standards Framework Act 1998 requires Local Authorities and schools to obtain the consent of the secretary of state before they dispose, or change the use, of school playing fields. The Trafford Green and Open Spaces Assessment of Need 2005 Report identifies all school playing fields and the Outdoor Sports Facilities Study 2009 identifies the important role many school sites provide in terms of wider community sports facilities.*
- 24. 8 *The Council would normally support schemes which have secured or are seeking funding to upgrade facilities that would benefit the community by enabling them to be used out of school hours.*

SP3 –Golf Courses

24. 9 Existing golf courses will be protected and enhancements encouraged to their green infrastructure functions appropriate to their setting. The sites are listed in Appendix B and allocated on the Policies Map under OS1.
24. 10 In considering applications for new and/or expanded golf courses the Council will give consideration to the following criteria:
- i. The impact of the development (including any buildings) on the landscape qualities of the area;
 - ii. The effect of the scheme on the rural character of the area, including the balance of formal and informal land uses in the locality;
 - iii. The effect of the proposal on the conservation of natural habitats;
 - iv. The effect of any proposal that would lead to the irreversible loss of the best and most versatile agricultural land and;
 - v. Other relevant policies in the Local Plan and National planning guidance.

Justification

24. 11 *Trafford is well provided for with golf courses. As well as providing opportunities for sport and promoting opportunities for a healthy life style golf courses have an important function as green infrastructure, providing valuable habitats, landscapes and routes for walking and cycling. Situated on the edge of the urban areas in the Green Belt they connect to the wider green infrastructure network (see Policy GI1) linking urban areas with the wider countryside. Improvements to golf courses that strengthen these links would be valuable in enhancing green infrastructure.*

SP4 - Opportunities for new/enhanced Sports and Leisure Facilities

24. 12 New large scale residential development proposals will be required to contribute to the provision of new sports and leisure facilities where the needs of its residents cannot be met by existing provision in line with standards in Core Strategy Policy L8 and R5.3.
24. 13 Any new outdoor sports space required to support new residential development must be subject to an agreement and sum of money to ensure sufficient long term costs are provided for.
24. 14 New outdoor sports facilities should be integrated into the design of the new development. Specific requirements for individual sites are detailed in Appendix C.
24. 15 In determining applications, the Council will support the development of new or the refurbishment of existing leisure and sports facilities, particularly those on educational sites, provided that:
- the facility is located in or adjacent to built-up areas and is accessible by the key bus, metro and/ or rail network;
 - the proposal would not give rise to significant traffic congestion or road safety problems;
 - new buildings or structures are well designed and appropriately landscaped;
 - the proposal would lead to improved access to, or use of sports facilities (such as floodlighting) to meet an identified need provided there are no unacceptable impacts on open space, flood storage, local amenity or biodiversity and;
 - The proposal is in accordance with relevant Local Plan Policies and national guidance.

Justification

24. 16 *Large housing developments in the region of 300 units would be expected to deliver on site outdoor sports facilities within the design of their schemes. Provision in relation to smaller housing schemes will be delivered via CIL receipts.*
24. 17 *Whether it is intended that the sports facility is to be maintained by the Council or by a third party, on behalf of the Council, through, for example a management agreement, contract or lease arrangement, an agreement must be entered into to ensure its long term provision.*

SP5 - Loss of Leisure and Sports Facilities

24. 18 *In line with Core Strategy R5.4 change of use or development involving the loss of indoor sports facilities and recreation facilities will only be permitted where it can be demonstrated by a comprehensive assessment in line with Sport England guidance that:*
- *A replacement facility that suits current and future needs is provided in an appropriate location or;*
 - *That there is no current or future need or demand for the facility, either in its current use or any alternative sports or recreation use.*

Justification

24. 19 *Very occasionally existing facilities may be enhanced through the redevelopment of a small part of the site. For example, the monies generated from such a redevelopment are needed to improve existing pitch quality, drainage conditions or fund the provision of an all-weather surface. However, this would only be acceptable where the loss of a leisure or sports facility will not have any adverse effect on the sports needs of the area.*
24. 20 *The policy also seeks to protect indoor sport and recreation facilities, including swimming pools, sports halls and gymnasiums. Such facilities, even where they are currently not in use, are a valuable resource and should be retained in recreational use if needs assessments require them ensuring that the community has access to a wide range of recreational opportunities in the future. Whilst the Council will normally resist proposals which would result in the loss of facilities, there will be occasions where their loss would be acceptable, for example where the continued use of a facility is not feasible, where the facility is to be replaced, or where its loss would not otherwise affect existing or future recreational needs.*

25. Open Space

25. 1 Trafford's open space resource is characterised by a range of types of space in public and private ownership including open countryside, nature reserves, historic parklands, play areas, playing fields, allotments, public parks and woodland. The use of this open space network ranges from agriculture and nature conservation to formal and informal recreation.

OS1 – Parks and Open Spaces

25. 2 The Council will protect and seek to enhance existing parks and open spaces in line with Core Strategy Policy R5. All protected parks and open space are identified on the Policies Map under Policy OS1.
25. 3 The individual Parks within the Parks hierarchy below are listed in Appendix B. They contain appropriate facilities for their position within the Parks' hierarchy:
- Borough Park;
 - Town Parks;
 - Neighbourhood Parks;
 - Local Parks.
25. 4 Other open space includes play areas, small areas of amenity space, protected linear land (semi natural greenspace), allotments, cemeteries, sports fields and informal recreation areas.

Justification

25. 5 *Minimum standards for facilities within each park hierarchy are set out in the Councils Green Space Strategy 2010. Currently Trafford has 1 Borough Park, 5 Town Parks, 14 Neighbourhood parks and 17 Local Parks.*
25. 6 *The Council will seek to address existing areas of deficiency and accessibility by upgrading Parks within the hierarchy to meet the needs of the wider population. Enhancements to the parks hierarchy are required at Urmston, Davyhulme, Timperley, Hale Barns, Bowdon and South Hale.*
25. 7 *Each tier of the greenspace hierarchy has a recommended level of provision covering features such as play areas, youth provision, sports pitches/courts and horticulture. Enhancements to parks are needed to ensure appropriate facilities are provided to meet and justify this designation. More information is available in the Greenspace Strategy (2010).*
25. 8 *Funding for the delivery of these enhancements will be derived from a number of areas including CIL receipts and grant funding from appropriate sources.*

OS2 – Opportunities for new/enhancements to open space

25. 9 Where the needs of new residents cannot be met by existing provision, developers of new residential homes will be required to provide, or contribute towards, new or enhanced open space, in accordance with Core Strategy Policies L8 and R5.
25. 10 Where new open space(s) or green routes are required to be provided within the development site, they should be provided in a way that seeks to retain existing,

reinforce or create new links within and to the green infrastructure network, where possible.

25. 11 The following three-tiered structure will be used to guide the provision of children's informal and equipped play space areas:
- LAPs (Local Areas for Play)
 - LEAPs (Local Equipped Areas for Play)
 - NEAPs (Neighbourhood Equipped Areas for Play)
25. 12 New open space should be integrated into the design of the new development. Specific requirements for individual sites are detailed in Appendix C. Any new open space required to support new residential development must be subject to an agreement and sum of money to ensure sufficient long term costs are provided for.

Justification

25. 13 *The open space needs of new development are calculated using the standards in Core Strategy Policy R5.3. They are based on hectares of space per 1000 population. The residential capacity of housing units is based on the 2011 Census data and should be calculated using the following table:*

1 bedroom	1.3 persons
2 bedrooms	1.8 persons
3 bedrooms	2.5 persons
4 bedrooms	3.1 persons
5 bedrooms or more	3.5 persons

Source – 2011 Census

25. 14 *Large residential developments will normally deliver in the region of 100 units and above and new open space will need to be provided on site as part of the site design. It is the Council's long-term aim that all children in the Borough should have reasonable access to different types of play spaces for recreational purposes.*
25. 15 *The children's play space standard is set out in Core Strategy Policy R5 and is based on a detailed assessment of adequate levels of provision in the Borough and upon guidance given in the National Playing Fields Association, 'Six Acre Standard' (Minimum Standards for Children's Use). Further guidance on designing good quality play provision can be found in the Fields In Trust "Planning and Design for Outdoor Sports" document.*
25. 16 *The three tiered structure for children's informal recreation and equipped play specifies the location, minimum land area and style of provision required to provide for a range of age groups, appropriate to their needs.*
25. 17 *As a broad guideline the general characteristics of each of the categories should be as follows:*
- i. *LAP (Local Area for Play) – an area for informal recreation, incorporating landscaping and may include an unsupervised low key games area for toddlers, fencing and seating, close to homes (within 100m) and of a minimum size of 0.04ha.*
 - ii. *LEAP (Local Equipped Area for Play) – an area for informal recreation, incorporating landscaping that will include an unsupervised equipped junior play*

area, fencing and seating, within 400m of homes and of a minimum size of 0.36ha.

- iii. NEAP (Neighbourhood Equipped Area for Play) – an area for informal recreation, incorporating landscaping, including play areas for all age groups and wheeled play and ball game opportunities, fencing and seating, servicing a substantial residential area, within 1,000m of homes and of a minimum size of 0.85ha

Facility	Time	Walking Distance	Straight Line Distance	Minimum Size		Character	Population Provided For
				Activity Zone	Buffer Zone (including activity zone)		
LAP	1 Min	100m	60m	100m ²	400m ² (0.04ha)	Informal recreation, landscaping, fencing, seating, and may include a low key games area for toddlers	50
LEAP	5 Min	400m	240m	400m ²	3,600m ² (0.36ha)	Informal recreation, landscaping, fencing, seating and junior play area	450
NEAP	15 Min	1,000m	600m	1,000m ²	8,500m ² (0.85ha)	Informal recreation, landscaping, fencing, seating, play areas for all age groups, wheeled play and ball game opportunities	1062

Source - National Playing Fields Association, 'Six Acre Standard' (Minimum Standards for Children's Use).

OS3 - Cemeteries

25. 18 Existing cemeteries will be protected as open space for burial use and opportunities to enhance the biodiversity value of these areas will be encouraged as appropriate. The existing cemeteries are listed in Appendix B and identified on the Policies Map under Policy OS1.

25. 19 New burial spaces are listed in Appendix B.

Justification

25. 20 *The Council will protect the existing cemeteries at Urmston, Sale, Altrincham, Hale and Dunham. As detailed in the Core Strategy there is an identified shortfall in the provision of burial spaces over the life time of the Plan. An opportunity exists in the early phase(s) of the Plan period to create an extension to the Dunham Cemetery.*
25. 21 *Opportunities for increasing capacity at existing cemeteries elsewhere in the Borough are limited, however a longer term solution for meeting needs, particularly in the north of the Borough, will be secured, in an appropriate location, as part of the new development in Carrington.*
25. 22 *Provision suitable for multi faith burials will be incorporated into the design of these new facilities.*

OS4 - Loss of Open Space

25. 23 Development which would lead to the loss of protected open space identified on the Policies Map will only be supported where:
- i. the facilities can best be retained and enhanced through the redevelopment of a small part of the site or alternative recreational open space of adequate area and quality and in an appropriate location is made available; and
 - ii. The development would not result in the area becoming deficient in accessible protected open space

Justification

25. 24 *As set out in the Open Space Assessment of Need 2005 and the update 2009 generally there is a sufficiency of open space within Trafford, as whole. However, there are areas where deficiencies exist and others where the supply of certain types of open space is above the Council's standards.*
25. 25 *In cases where sufficiency in specific types of open space cannot be used for other recreational needs (e.g. where a surplus of casual play space cannot be used for formal sports pitches or vice versa) its loss may be acceptable. In considering the acceptability of its loss, and whether the existing and potential needs of the local population are not adversely affected, consideration will be made to the quality of the open space and its value to the local area.*

26. Green Belt and Other Protected Open Land

26. 1 Approximately two fifths of Trafford is countryside, which is under continued pressure from a wide variety of development. Much of this land is protected either as Green Belt or “Other Protected Open Land”. These policies seek to maintain these areas from inappropriate development and to ensure that Trafford continues to have large areas of attractive open countryside areas which enhance Trafford's image as a sort after place to live and work.

GB1 – Green Belt

26. 2 As identified on the Policies Map, the Council will continue to protect the Green Belt in line with Core Strategy Policy R4 in the following four broad areas:

- GB1.1** To the south of Hale and Bowdon to the Bollin Valley and Trafford's southern boundary;
- GB1.2** Between Bowdon, Broadheath, Sale, Carrington, Partington, the Ship Canal and Trafford's southern boundary incorporating the villages of Dunham Town, Dunham Woodhouses and Warburton;
- GB1.3** Along the Mersey Valley from its junction with the Ship Canal to the Manchester boundary;
- GB1.4** Along the Timperley Brook between Timperley, Hale and Wythenshawe.

Justification

26. 3 *The primary objective of Green Belt policy is to prevent urban sprawl by keeping land permanently open with its essential characteristics being openness and their permanence.*
26. 4 *Green Belt designation of the land shown on the Policies Map will protect important countryside areas of the Borough from unnecessary and unwanted development and provide multi-functional green infrastructure opportunities for informal recreation, active travel, landscape enhancement, flood water management and nature conservation.*

GB2 - Other Protected Open Land

26. 5 As identified on the Policies Map, the Council will protect the following areas of Protected Open Land in line with Policy R4.7 and R4.8 of the Core Strategy:

- GB2.1** Land in Warburton (immediately to the south of Partington);
- GB2.2** Land south of, Carrington

Justification

26. 1 *In accordance with Policy R4 of the Core Strategy, these areas of “safeguarded land” are not allocated for development at the present time; instead they are protected to meet longer-term development needs, stretching well beyond the Plan period. Therefore until such time that a strategic review of the Green Belt takes place, these areas will be protected from permanent development.*

Appendix A – Policy Matrix

Policy Area	Draft Land Allocations Policies	UDP Proposal	Core Strategy Policy	Topic Paper Chapters
1. Introduction				
2. Pomona Island Strategic Location	POM1 – Pomona Island Strategic Location	TP2 / H3 (HOU6) / TP2 / E13 (SR3)	SL1	TP1 - Pomona Strategic Location
3. Wharfside Strategic Location	WHA1 – Wharfside Strategic Location	TP5 / E13 (SR2)	SL2	TP2 - Wharfside Strategic Location
	WHA2 – MediacityUK Area			
	WHA3 – Manchester United Football Club Stadium Area	TP13		
4. Lancashire County Cricket Club Quarter Strategic Location	LAN1 – Lancashire County Cricket Club Quarter Strategic Location	H9	SL3	TP3 - LCCC Quarter Strategic Location
	LAN2 – Lancashire County Cricket Club Stadium Area			
5. Trafford Centre Rectangle Strategic Location	TCR1 – Trafford Centre Rectangle Strategic Location	TCA1 / TCA1B	SL4	TP4 - Trafford Centre Rectangle Strategic Location
	TCR2 – Trafford Quays	TCA1A		
	TCR3 – Trafford Quays Leisure Village	TCA1C		
6. Carrington Strategic Location	CAR1 – Carrington Strategic Location	ENV32 / E7 / E13 (SR4) / E15 / ENV9	SL5	TP5 - Carrington Strategic Location
7. Housing	HO1 – Land Release for New Residential Development	H3	L1 / L2	TP6 – Housing
	HO2 - Release of Other Land for Residential Development	H4		
	HO3 – Residential Accommodation for Older Persons	H7	L2	
8. Gypsies & Travellers	GT1 – Land Release for Travelling Communities	n/a	L2	TP7 - Gypsies & Travellers
9. Regeneration	RE1 – Priority Regeneration Areas	A1 / H9 / H10 / H11	L3	TP8 – Regeneration
	RE2 - Regeneration Areas	A1		
10. Transport	TR1 – Active Travel Network	T17 / T18 / OSR15 / OSR17	L4	TP9 – Transport
	TR2 – Public Transport Network	T11		
	TR3 – Highway Network	T8		
	TR4 – Freight Transport Network	T14 TP11		
	TR5 – Off-Airport Car Parking			
11. Low Carbon Growth Areas	LO1 – Low Carbon Growth Areas	n/a	L5	TP10 – Low Carbon Growth Areas
12. Flooding	FL1 – Safeguarding of areas for flood management	ENV13	L5	TP11 – Flooding
13. Employment	EM1 - Trafford Park Core Employment Area	ENV32 / E7 / E13 (SR1/LS1) / TP1 / TP6 / TP7 / TP8 / TP9	W1	TP12 – Employment
	EM2 - Broadheath Employment Area	E7 / E13 (LS2)		
	EM3 - Local Employment Areas	E7 / E10 / E13		

Policy Area	Draft Land Allocations Policies	UDP Proposal	Core Strategy Policy	Topic Paper Chapters
		(DS2) / TP3 / TP4 / E13 (DS1) / E13 (LS3)		
	EM4 - Davenport Green Employment Site	E13 (RS1) / E14		
14. Town Centres	TC1 – Town Centres	S5 / S13	W2	TP13/TP14/TP15 - Town Centres
15. Sale Town Centre	SAL1 – Sale Town Centre Action Areas	S7 / E10	W2	TP13 - Sale Town Centre
	SAL2 – Sale Town Centre Public Realm Improvements	S7 / T10		
16. Stretford Town Centre	STR1 – Stretford Town Centre Action Areas	S8 / E13 (LS4)	W2	TP14 - Stretford Town Centre
	STR2 – Stretford Town Centre Public Realm Improvements	S8 / T10		
17. Urmston Town Centre	URM1 – Urmston Town Centre Action Areas	S9	W2	TP15 - Urmston Town Centre
	URM2 – Urmston Town Centre Public Realm Improvements	S9 / T10		
18. District Centres	DC1 – District Centres	S5 / S13	W2	TP16 - District Centres
19. Local Centres	LC1 – Local Centres	S10 / S14	W2	TP17 - Local Centres
20. Out-of-Centre Retail	OR1 – Retail Warehouse Parks	S11 / S12	W2	TP18 - Out-of-Centre Retail
21. Historic Environment	HE1 – Conservation Areas	ENV21 / ENV22	R1	TP19 - Historic Environment
	HE2 – Heritage Assets	ENV24 / ENV25		
	HE3 – Archaeological Features	ENV26		
22. Natural Environment	NE1 - Natural Environment Assets	ENV9 / ENV18 / ENV19 / ENV32	R2	TP20 - Natural Environment
	NE2 – Landscape Character	ENV17		
	NE3 – Landscape Views and Skylines	ENV20		
23. Green Infrastructure	GI1 – Green Infrastructure	OSR13 / ENV10 / OSR6 / OSR12 /	R3	TP21 - Green Infrastructure
	GI2 – Green Infrastructure Opportunity Areas			
	GI3 – Site Specific Green Infrastructure			
	GI4 – Allotments	OSR10		
24. Sports and Leisure Provision	SP1 – Existing Leisure and Sports Facilities	OSR5	R5	TP22 - Sports and Leisure Provision
	SP2 – School Playing Fields	OSR 5		
	SP3 – Golf Courses	OSR11		
	SP4 – Opportunities for new/enhanced Sports and Leisure Facilities	OSR8 / OSR 18/19		
	SP5 – Loss of Leisure and Sports Facilities	OSR 5		
25. Open Space	OS1 – Parks and Open Spaces	OSR 5 / OSR6/ OSR7	R5	TP23 - Open Space
	OS2 – Opportunities for new/ enhancements to open space	OSR7		

Policy Area	Draft Land Allocations Policies	UDP Proposal	Core Strategy Policy	Topic Paper Chapters
	OS3 – Cemeteries	n/a		
	OS4 – Loss of Open Space	OSR5		
26. Green Belt and Other Protected Open Land	GB1 – Green Belt	C4	R4	TP24 - Green Belt and Other Protected Open Land
	GB2 – Other Protected Open Land	C8		

Appendix B – Sites/Areas/Sub-Policies Matrix

Draft Policies	Draft Sites / Areas / Sub-Policies
POM1 – Pomona Island Strategic Location	n/a
WHA1 – Wharfside Strategic Location	n/a
WHA2 – MediacityUK Area	n/a
WHA3 – Manchester United Football Club Stadium Area	n/a
LAN1 – Lancashire County Cricket Club Quarter Strategic Location	n/a
LAN2 – Lancashire County Cricket Club Stadium Area	n/a
TCR1 – Trafford Centre Rectangle Strategic Location	n/a
TCR2 – Trafford Quays	n/a
TCR3 – Trafford Quays Leisure Village	n/a
CAR1 – Carrington Strategic Location	n/a
HO1 – Land Release for New Residential Development	<ul style="list-style-type: none"> • Wharfside Strategic Location, Trafford Park * • Trafford Quays, Trafford Park * • Globe trading estate, 88-118 Chorlton Road, Old Trafford • Former Bakemark UK, Skerton Rd, Old Trafford • Former Trafford Press Site, Chester Road, Old Trafford • Land Off Bold Street, Old Trafford • Land Bounded by Northumberland Rd, East Union Street & Blackley Street, Old Trafford • Land at Chester Rd/Cornbrook Rd Park/Virgil St, Old Trafford • Land At Avondale Road, Old Trafford • Land at 39 Talbot Road, Old Trafford • Pomona Island Strategic Location, Old Trafford * • Old Trafford County Cricket Club Strategic Location, Old Trafford * • Land at Warwick Road South, Old Trafford • Land at Talbot Road, Stretford • Former Trafford College site, Stretford • Former Royal Canal Works South Of Edge Lane, Stretford • Essoldo Cinema, Chester Road, Stretford • Stretford Station and Boat Yard, Edge Lane, Stretford • Land at Newton Street/Lacy Street, Stretford • Stretford Mall, Chester Road, Stretford • Land at Bennett Street, Stretford • Land at Crossford Street, Stretford • Former Mosedale Brickworks, 4 Ends Lane, Urmston • Land At And Adjacent To Katherine Lowe House, Urmston • Former Higher Road Depot, Urmston • Woodsend Circle, Urmston * • Victoria Parade, Higher Road, Urmston • Land at Station Rd/Urmston Railway Station, Urmston • Land at Gratrix Lane/Northenden Road, Sale • Land at 71/73 Northenden Road, Sale • The Square, Sale Town Centre, Sale * • 1 to 19 Washway Road, Sale • Land at Cross Street, Sale • Land off Stamford Brook Road, Altrincham • Land at Woodfield Road, Altrincham * • Land at 289 Hale Road, Altrincham • Land at Deansgate Lane, Altrincham • Land at Stokoe Avenue, Altrincham • Former Bayer UK Site, Altrincham • Hartington House, Manchester Road, Altrincham *

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> Land at Viaduct Road, Altrincham * The Square, Hale Road, Hale Barns, Altrincham * Land to the East of Partington Shopping Centre, Central Road, Partington Land Adjacent To Manchester Ship Canal, Partington Land At 4 Lock Lane, Partington Former Orton Brook School Site Oak Road, Partington Former Red Brook Public House, Partington Carrington Strategic Location, Carrington
HO2 - Release of Other Land for Residential Development	n/a
HO3 - Residential Accommodation for Older Persons	n/a
GT1 - Land Release for Travelling Communities	GT1.1 - Stones Meadow Caravan Park, Manchester Road, Carrington
RE1 - Priority Regeneration Areas	RE1.1 - Old Trafford PRA; RE1.2 - Partington PRA; RE1.3 - Sale West PRA
RE2 - Regeneration Areas	RE2.1 - Broadheath Regeneration Area; RE2.2 - Broomwood Regeneration Area; RE2.3 - Gorse Hill Regeneration Area; RE2.4 - Longford Regeneration Area; RE2.5 - Sale Moor Regeneration Area; RE2.6 - Stretford Regeneration Area.
TR1 - Active Travel Network	TR1.1 - The Bridgewater Way; TR1.2 - Trans-Pennine Trail; TR1.3 - Brooks Drive; TR1.4 - Strategic Processional Route; TR1.5 - Direct Pedestrian Link across Trafford Boulevard
TR2 - Public Transport Network	TR2.1 - Metrolink; TR2.2 - Bus; TR2.3 - Heavy Rail; TR2.4 - Water Taxi; TR2.5 - Park and Ride; TR2.6 - Safeguarded Routes / Facilities
TR3 - Highway Network	TR3.1 - Strategic Road Network; TR3.2 - Primary Road Network; TR3.3 - Local Road Network; TR3.4 - Safeguarded Routes
TR4 - Freight Transport Network	TR4.1 - Trafford Park Railway Network and Freight Facilities; TR4.2 - Manchester Ship Canal; TR4.3 - Road Freight
TR5 - Off-Airport Car Parking	n/a
LO1 - Low Carbon Growth Areas	LO1.1 - Trafford Park Low Carbon Growth Area LO1.2 - Altrincham Town Centre Low Carbon Growth Area; LO1.3 - Carrington Low Carbon Growth Area
FL1 - Safeguarding of areas for flood management	FL1.1 - Sale Water Park Flood Storage Area; FL1.2 - Timperley Flood Storage Area
EM1 - Trafford Park Core Employment Area	EM1.1 - Trafford Park Village Employment Area EM1.2 - Parkway Circle Employment Area EM1.3 - Trafford Point Employment Site
EM2 - Broadheath Employment Area	EM2.1 - Dairyhouse Lane Employment Site EM2.2 - Atlantic Street Employment Site
EM3 - Local Employment Areas	EM3.1 - Cornbrook Business Park, Old Trafford; EM3.2 - Cornbrook Station Office Area, Old Trafford; EM3.3 - Sale Business Park, Old Hall Road, Sale; EM3.4 - Altrincham Business Park, Moss Lane, Altrincham; EM3.5 - Hadfield Street Industrial Area, Old Trafford; EM3.6 - Longford Trading Estate, Stretford; EM3.7 - Cross Street Employment Area, Sale; EM3.8 - Danefield Road Industrial Area, Sale; Sale; EM3.9 - Britannia Road / Dane Road Industrial Area, EM3.10 - Canal Road Industrial Area, Altrincham.

Draft Policies	Draft Sites / Areas / Sub-Policies
EM4 - Davenport Green Employment Site	n/a
TC1 – Town Centres	TC1.1 - Primary Shopping Areas; TC1.2 - Primary Shopping Frontages; TC1.3 – Secondary Shopping Frontages;
SAL1 – Sale Town Centre Action Areas	SAL1.1 – The Square Shopping Centre; SAL1.2 – Land at Washway Road, School Road and Hayfield Street
SAL2 – Sale Town Centre Public Realm Improvements	n/a
STR1 – Stretford Town Centre Action Areas	STR1.1 – Stretford Mall; STR1.2 – Land at Bennett Street; STR1.3 – Stretford Public Hall; STR1.4 – Essoldo Cinema; STR1.5 – Stretford Station and Boatyard STR1.6 – Land at Newton Street / Lacy Street; STR1.7 – Royal Canal Works; STR1.8 – Land at Crossford Street
STR2 – Stretford Town Centre Public Realm Improvements	STR2.1 – A56 / Edge Lane Junction; STR2.2 – Stretford Boulevard; STR2.3 - Kingsway Boulevard
URM1 – Urmston Town Centre Action Areas	URM1.1 – Victoria Parade; URM1.2 – Urmston Market; URM2.3 – Station Road / Urmston Station
URM2 – Urmston Town Centre Public Realm Improvements	n/a
DC1 – District Centres	DC1.1 – Hale District Centre DC1.2 – Sale Moor District Centre DC1.3 - Timperley District Centre
LC1 – Local Centres	Local Hubs: <ul style="list-style-type: none"> • Ayres Road, Old Trafford; • Shrewsbury Street, Old Trafford; • Trafford Bar, Old Trafford; • Trafford Park Village • Barton Road, Stretford; • The Quadrant, Great Stone Road, Stretford; • Davyhulme Circle, Urmston; • Woodsend Circle, Urmston; • Partington Village Centre; • Ashton-on-Mersey Village, Sale; • Coppice Avenue, Sale West, Sale; • Norris Road, Sale Moor, Sale; • Briarfield Road, Broomwood, Altrincham; • Hale Barns Village, Altrincham; • Park Road / Hawthorn Avenue, Timperley, Altrincham; • Seamons Road, Oldfield Brow, Altrincham; • Vicarage Lane, Bowdon Vale, Altrincham; • Carrington (new allocation) Local Parades: <ul style="list-style-type: none"> • Brooks Bar, Old Trafford; • Skerton Road, Old Trafford; • Stamford Street, Old Trafford; • Upper Chorlton Road, Old Trafford; • Warwick Road South, Firwood, Old Trafford • The Circle, Barton Road, Stretford; • Davyhulme Road East, Stretford; • Moss Road, Stretford; • Stretford Road, Stretford; • Bowfell Road / Princess Road, Urmston; • Broadway, Davyhulme, Urmston; • Canterbury Road, Urmston; • Church Road, Urmston; • Flixton Road, Urmston;

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> Moorside Road, Urmston; Wellacre, Woodsend Road, Urmston; Woodsend Road, Davyhulme, Urmston; Brooklands, Sale; Eastway, Sale; Marsland Road, Sale; Northenden Road, Sale Moor, Sale; North Parade, Sale Moor, Sale; Plymouth Road, Sale; Brook Lane / Deansgate Lane, Timperley, Altrincham; Hale Road, Hale, Altrincham; Heyes Lane, Timperley, Altrincham; Moss Lane, Timperley, Altrincham; Moss Lane / Stamford Park Road, Altrincham; Park Road, Hale, Altrincham; Park Road / Bollin Drive, Timperley, Altrincham; Riddings Road, Timperley, Altrincham; Shaftesbury Avenue, Timperley, Altrincham; Sinderland Road / Draybank Road, Broadheath, Altrincham; Wood Lane, Timperley, Altrincham; Woodhouse Lane East, Timperley, Altrincham; <p>Radial Destinations:</p> <ul style="list-style-type: none"> Cross Street, Sale; Washway Road / Ashton Lane, Sale <p>Radial Parades:</p> <ul style="list-style-type: none"> Chester Road / Sir Matt Busby Way, Old Trafford; Chester Road, Gorse Hill, Stretford; Washway Road / Roebuck Lane / Stanley Mount, Sale; Washway Road / Langdale Road, Sale; Manchester Road / Park Road, Timperley, Altrincham; Manchester Road / Woodfield Road, Broadheath, Altrincham
OR1 – Retail Warehouse Parks	<p>OR1.1 – White City Retail Park, Chester Road, Old Trafford;</p> <p>OR1.2 – Trafford Retail Park, Neary Way, Davyhulme, Urmston;</p> <p>OR1.3 – Altrincham Retail Park, George Richards Way / Atlantic Street, Broadheath, Altrincham</p>
HE1 – Conservation Areas	<p>HE1.1 - Barton upon Irwell, Trafford Park;</p> <p>HE1.2 - Empress, Old Trafford;</p> <p>HE1.3 – Longford, Stretford;</p> <p>HE1.4 - Flixton Village, Urmston;</p> <p>HE1.5 - Ashton on Mersey Village, Sale;</p> <p>HE1.6 - Brogden Grove, Sale;</p> <p>HE1.7 - Ashley Heath, Altrincham;</p> <p>HE1.8 - Bowdon Village, Altrincham;</p> <p>HE1.9 - George Street, Altrincham;</p> <p>HE1.10 - Goose Green, Altrincham;</p> <p>HE1.11- Hale Station, Altrincham;</p> <p>HE1.12 - Linotype Housing Estate, Altrincham;</p> <p>HE1.13 - Old Market Place, Altrincham;</p> <p>HE1.14 – Sandiway, Altrincham;</p> <p>HE1.15 - South Hale, Altrincham;</p> <p>HE1.16 - Stamford New Road, Altrincham;</p> <p>HE1.17 - The Devisdale, Altrincham;</p> <p>HE1.18 - The Downs, Altrincham;</p> <p>HE1.19 - Dunham Town, Trafford's Rural Communities;</p> <p>HE1.20 - Dunham Woodhouses, Trafford's Rural Communities;</p> <p>HE1.21 - Warburton Village, Trafford's Rural Communities;</p>
HE2 – Heritage Assets	<p>HE2.1 – Sale and Brooklands Cemetery, Sale;</p> <p>HE2.2 – Stamford Park, Altrincham;</p> <p>HE2.3 – Dunham Park, Dunham</p>
HE3 – Archaeological Features	HE3 – Watch Hill Scheduled Ancient Monument, Altrincham
NE1 - Natural Environment Assets	<p>Sites of Special Scientific Interest (SSSI):</p> <ul style="list-style-type: none"> Dunham Park - Dunham

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Brookheys Covert – Carrington <p>Sites of Biological Importance (SBI):</p> <ul style="list-style-type: none"> • Bridgewater Canal, Trafford Park; • Salford Quays (South), Trafford Park; • Trafford Ecology Park, Trafford Park; • Davyhulme Sewage Works, Urmston; • Flixton Sludge Beds, Urmston; • Jack Lane, Urmston; • Ashton-upon-Mersey Sewage Works, Sale; • Broad Ees Dole, Sale; • Brook Wood, Sale; • Field by Electricity Sub-Station, Sale; • Meadows at Sale Water Park, Sale; • River Mersey, Sale; • The Priory Wood; Sale • Altrincham Sewage Works, Altrincham; • Ashley Heath Wood, Altrincham; • Bentley & Tomfield Banks, Altrincham; • Davenport Green Wood, Altrincham; • Devisdale Meadow, Altrincham; • Hanging Bank Covert, Altrincham; • Ponds at Davenport Green, Altrincham; • Rossmill, Altrincham; • Sinderland Green Wood, Altrincham; • Vicarage Gorse Covert, Altrincham; • Watch Hill, Altrincham; • Wetland near Balfour Road, Altrincham; • Black Moss Covert, Trafford Rural Communities; • Bridgewater Canal, Dunham, Trafford Rural Communities; • Brickkiln Nursery Wood, Trafford Rural Communities • Dunham New Park, Trafford Rural Communities; • Dunham Park, Trafford Rural Communities; • Fox Covert and Meadows, Trafford Rural Communities; • Headman's Covert, Trafford Rural Communities; • Moss Wood, Trafford Rural Communities; • Rookery Wood, Trafford Rural Communities; • Redmoor Covert, Trafford Rural Communities; • Oakwood near School Lane, Trafford Rural Communities; • Pitstead Covert, Trafford Rural Communities; • Whiteoaks Wood, Trafford Rural Communities; • Wigsey Lane Meadows, Trafford Rural Communities; • Broadoak Wood, Partington; • Coroners Wood, Partington; • Reedbed by Ship Canal Sidings, Partington; • Wetland at Partington • Birchmoss Covert, Carrington; • Brookheys Covert, Carrington; • Carrington Power Station, Carrington; • Dark Lane Tip, Carrington; • Hogswood Covert, Carrington; • Malljurs Covert, Carrington; • Wetland at Carrington Moss <p>Local Nature Reserves:</p> <ul style="list-style-type: none"> • Trafford Ecology Park, Trafford Park; • Broad Ees Dole, Mersey Valley <p>Ancient Woodland:</p> <ul style="list-style-type: none"> • Bentley and Tomfield Banks, Altrincham; • Rossmill, Altrincham; • Watch Hill, Altrincham; • Wood East of Jacksons Bank, Altrincham; • Coroners Wood, Partington; • Brookheys Covert, Carrington;

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Hogswood Covert, Carrington; <p>Local Nature Conservation Sites:</p> <ul style="list-style-type: none"> • Kickety Brook East of A56, Stretford; • Kickety Brook at Stretford Sewage Works, Stretford • Old Eea Brook, Urmston; • Plantation at Newcroft Road, Urmston; • Urmston Meadows (West), Urmston; • Flixton Tip, Urmston; • Flixton Station Scrubland, Urmston; • Wellacre Area, Urmston; • Wood at Flixton Village, Urmston; • Broadway, Davyhulme, Urmston; • Ashton Weir, Sale; • Broad Ees Dole, Sale; • Beccles Wood, Sale; • Coppice at Crossford Bridge, Sale; • Wood at Old Hall Road, Sale; • Firs Plantation, Sale; • Granary Way Copse, Sale • Meadows and Wetland at Sale Water Park, Sale; • Pond at Crossford Bridge, Sale; • Priory Gardens, Sale; • Wood at Alma Road, Sale; • Wood at Coppice Avenue, Sale; • Wood at Electricity Sub Station, Sale • Wood South of Langdale Road, Sale • Wood at Lowton Road, Sale; • Wood at New Hall Road, Sale; • Bridgewater Canal, Sale; • Broomwood, Altrincham; • Fairywell Wood, Altrincham; • King George V Pool, Altrincham; • Marlpits West of Brooks Drive, Altrincham; • Moated Historic Site, Altrincham; • The Devisdale, Altrincham; • Wood at North Cestrian School, Altrincham; • Wood and pond at Altrincham Grammar School, Altrincham; • Woodland West of Priory Wood , Altrincham; • Flaxhigh Covert, Altrincham; • Humphreys Wood, Altrincham; • West of Roaring Gate Lane, Altrincham; • High Elm Wood, Altrincham; • Wood at Hale Golf Course, Altrincham; • Wood at Park Drive, Altrincham; • Wood South of Rossmill, Altrincham; • Carrington Rides, Carrington; • Plantation South of Black Moss Covert, Carrington; • Wood West of Ackers Farm, Carrington; • Coroners Wood (AW), Partington; • Oak Road Wood, Partington; • Disused Partington railway and station, Partington; • Marlpits East of Park Cottage, Trafford's Rural Communities; • Marlpits West of Warburton Lane, Trafford's Rural Communities; • Broadheath - Lymm Railway, Trafford's Rural Communities; • Sunny Bank Wood (proposed for new designation), Trafford's Rural Communities;
NE2 –Landscape Character Areas	<ul style="list-style-type: none"> • Wooded Clayland; • Wooded Estate land; • Settled Sandland; • Mossland; • River Meadowland;

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Wooded River Valley; • Urban River Valley;
NE3 – Landscape Views and Skylines	NE3.1 – Altrincham Views; NE3.2 – Altrincham Skylines
GI1 – Green Infrastructure	<ul style="list-style-type: none"> • Land along the Bridgewater Canal, Trafford Park; • The Manchester Ship Canal, Trafford Park; • North Trafford Linear Open Space (from Davyhulme via Barton to Stretford), Stretford; • The Bridgewater Canal, Stretford; • North Trafford Linear Open Space (from Davyhulme via Barton to Stretford), Urmston; • Urmston Meadows, Urmston; • Wellacre, Flixton, Urmston; • The Mersey Valley; • Bethell's Tip, Dane Road, Sale; • CKM Tip, Carrington Lane, Sale; • Firsway, Sale; • Land along Baguley Brook, Sale Moor, Sale; • Open land south of M60, Sale; • Sale Water Park, Sale • The Bridgewater Canal, Sale; • Brooks Drive, Altrincham; • Land along Baguley Brook and Fairywell Brook, Altrincham; • Land south of Malljurs Covert, of Sinderland Road, Broadheath, Altrincham; • Land south of Timperley Brook, Altrincham; • Land west of Roaring Gate Lane, Davenport Green, Altrincham; • Open land between Timperley and Hale, Altrincham; • Sinderland Brook Linear Open Land, Altrincham; • The Bollin Valley and The Devisdale, Altrincham; • The Bridgewater Canal, Altrincham; • The former Altrincham Incinerator site, Sinderland Road, Broadheath, Altrincham; • Triangle of land bounded by Shaftesbury Avenue, Brooks Drive and the Altrincham/Stockport railway, Altrincham; • The Partington - Timperley Railway, Trafford Rural Communities; • East bank of the Manchester Ship Canal, Partington; • Land adjacent to Broadway, Partington; • Manchester Road, Partington; • Partington Green Loop, Partington; • Carrington Moss and woodlands, Carrington; • Redbrook, Sinderland, Baguley and Fairywell Brooks, Carrington; • The Manchester - Liverpool Railway, Carrington; • The Skelton Junction to Lymm Railway, Carrington;
GI2 –Green Infrastructure Opportunity Areas	<ul style="list-style-type: none"> • Stretford Meadows, Stretford; • Wellacre, Flixton, Urmston; • Carrington Mosslands, Carrington;
GI3 – Site Specific Green Infrastructure	n/a
GI4 – Allotments	<ul style="list-style-type: none"> • off Kings Road, Old Trafford • Church Street Allotments, Church Street/Wellington Street, Stretford; • Gorse Hill Allotments, Burleigh Road, Stretford; • Lesley Road/Urmston Lane allotments, Lesley Road, Stretford; • Balmoral, Urmston; • Brookfields Allotments, Brook Road, Urmston; • Chadwick Park, Bradfield Road, Urmston; • Granville Allotments, entrance from Granville Road, , Urmston; • Humphrey Lane Allotments, Humphrey Lane, Urmston; • Laneheads, The Fold (off Moorside Road) , Urmston; • Leagate, Urmston; • Mansfield Allotments, Balmoral Road, Urmston; • Marlborough Road, Urmston;

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Mossfield Allotments, entrance from Bowfell Road, Urmston; • The Grove Allotments, entrance from Moorside Road, Urmston; • Wyndcliff Drive Allotments, Wyndcliff Drive, Urmston; • Grosvenor Road Allotments, Grosvenor Road, Sale; • Moor Nook Allotments Moor Nook, off Hulme Road, Sale; • Tavistock Road Allotments, Tavistock Road, Sale; • Totnes Road Allotments, Totnes Road, Sale; • Walton Road Allotments, Walton Road, Sale; • Winstanley Allotments, Winstanley Road, Sale; • Broadheath allotments, Peveril Road, Broadheath, Altrincham; • De Quincy Allotments, off Woodcote Road, Altrincham; • Eaton Road/ Edale Close Allotments, Eaton/York Road, Altrincham; • Grove Lane Allotments, Grove Lane, Altrincham; • Moss Lane / Golf Road Allotments, Moss Lane, Altrincham; • Pickering Lodge, Timperley, Altrincham; • Riddings Allotments off Sylvan Avenue, Timperley, Altrincham; • Trafford Drive Allotments, Park Road (off Langham Road), Altrincham; • Vicarage Lane Allotments, off Vicarage Lane/Bollin Avenue, Altrincham; • Warslow Drive Allotments, Warslow Drive, Altrincham; • Wellfield Lane Allotments, off Tarbolton Crescent, Hale, Altrincham; • Woodstock Road Allotments, Woodstock Road, Altrincham; • Moss View Allotments, Moss View Road, Partington • St Mary's Allotments, off River Lane, Partington
SP1 – Existing Sports and Leisure Facilities	<ul style="list-style-type: none"> • Stretford Sports Village; • Urmston Leisure Centre; • Sale Leisure Centre; • Altrincham Leisure Centre; • Partington Leisure Centre.
SP2 - School Playing Fields	<ul style="list-style-type: none"> • Acre Hall Primary School • All Saints Catholic Primary School • Altrincham CE Primary School • Altrincham College of Arts • Altrincham Grammar School for Boys • Altrincham Grammar School for Girls • Ashton-on-Mersey School • Barton Clough Primary School • Bollin Primary School • Bowdon CE Primary School • Bowdon Preparatory School for Girls (new allocation) • Broadheath Primary School • Broadoak School • Brooklands Primary School • Broomwood Primary School • Cloverlea Primary School • Davyhulme Primary School • Egerton High Special School • Elmridge Primary School • Firs Primary School • Flixton Girls High School • Flixton Junior & Infant • Forrest Gate Primary School • Heyes Lane Primary School • Highfield Primary School • Holy Family Catholic Primary School • Kings Road Primary School • Lime Tree Primary School • Lostock College • Manor High School • Moorlands Junior School • Moss Park Junior & Infant School • Old Trafford Community School

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Oldfield Brow Primary School • Our Lady of Lourdes Catholic Primary School • Our Lady of the Rosary RC Primary School • Park Road Academy Primary School • Park Road Primary School (Sale) • Partington Primary School • Pictor Special School • Sale Grammar School • Sale High School • South Trafford College • Springfield Primary School • St. Alphonsus RC Primary School • St. Ambrose College • St. Antony's Catholic College • St. Hilda's CE Primary School • St. Hugh's Catholic Primary School • St. Hugh's of Lincoln RC Primary School • St. Margaret Ward Catholic Primary School • St. Matthew's CE Primary School • St. Michael's CE Primary School • St. Teresa's RC Primary School • St. Vincent's Catholic Primary School • Stamford Park Junior School • Stretford Grammar School • Stretford High School Community Language College • Templemoor Infant School • Tyntesfield Primary School • Urmston Grammar School • Urmston Grammar School • Victoria Park Junior School • Well Green Primary School • Wellacre Academy • Wellfield Infant School • Wellington School • Willows Primary School • Woodheys Primary School • Woodhouse Primary School • Worthington Primary School
SP3 –Golf Courses	<ul style="list-style-type: none"> • Davyhulme Park, Urmston • Flixton Golf Club, Flixton, Urmston • William Roe Golf Course, Flixton, Urmston • Ashton on Mersey Golf Club, Sale • Sale Golf Club • Altrincham Golf Course, Altrincham • Ringway Golf Club, Hale Barns, Altrincham • Dunham Forest Golf Club
SP4 – Opportunities for new/enhanced Leisure and Sports Facilities	n/a
SP5 – Loss of Leisure and Sports Facilities	n/a
OS1 – Parks and Open Spaces	<p>Borough Park:</p> <ul style="list-style-type: none"> • Longford Park, Stretford; <p>Town Parks:</p> <ul style="list-style-type: none"> • Victoria Park, Stretford; • Davyhulme Park, Urmston; • Worthington Park, Sale; • Stamford Park, Altrincham; • Cross Lane Park, Partington; <p>Neighbourhood Parks:</p> <ul style="list-style-type: none"> • Hullard Park, Old Trafford; • Seymour Park, Old Trafford; • Gorse Hill Park, Stretford;

Draft Policies	Draft Sites / Areas / Sub-Policies
	<ul style="list-style-type: none"> • Lostock Park, Stretford; • Broadway Park, Urmston; • Woodsend Park, Urmston; • Abbotsfield Park, Sale; • Ashton Park, Sale; • Dainewell Park, Sale West, Sale (new allocation); • Walton Park, Sale; • Woodheys Park, Sale; • Halecroft Park, Altrincham; • John Leigh Park, Altrincham; • Navigation Road Park, Altrincham; <p>Local Parks:</p> <ul style="list-style-type: none"> • Gorse Park, Stretford; • Moss Park, Stretford; • Nansen Park, Stretford; • Broadway Park, Urmston; • Flixton Park, Urmston; • Golden Hill Park, Urmston; • Kingsway Park, Urmston; • Newcroft Park, Urmston; • Newcroft Road, Urmston; • Kelsall Street, Sale; • Moor Nook Park, Sale; • Sale West Park, Sale; • Newton Park, Altrincham; • Pickering Lodge, Timperley, Altrincham; • Timperley Green, Altrincham; • Woodstock Park, Altrincham; • Oak Road, Partington
OS2 – Opportunities for New/enhancements to Open Space	n/a
OS3 – Cemeteries	OS3.1 - An extension to Dunham Cemetery. OS3.2 – New burial land within the Carrington Strategic Location.
OS4 – Loss of Open Space	n/a
GB1 – Green Belt	<p>GB1.1 – South of Hale and Bowdon along Bollin Valley;</p> <p>GB1.2 – Between Bowdon, Broadheath, Sale, Carrington, Partington, the Ship Canal and the Greater Manchester County southern boundary incorporating the villages of Dunham Town, Dunham Woodhouses and Warburton;</p> <p>GB1.3 - Along the Mersey Valley from its junction with the Ship Canal to the Manchester boundary;</p> <p>GB1.4 - Along the Timperley Brook between Timperley, Hale and Wythenshawe.</p>
GB2 – Other Protected Open Land	<p>GB2.1 – Land in Warburton (immediately south of Partington);</p> <p>GB2.2 – Land South of Carrington;</p>

Appendix C – Housing Delivery Site Information

Site Name	Site Area Ha	Spatial Location	0-5	5-10	10-15	PDL	Total Units	Affordable housing %	On Site Open Space	On Site Outdoor Sports Facilities	Suitable for Frail Elderly	Density Ratio	Mixed Use Site
Wharfside Strategic Location, Trafford Park	58.4	Regional Centre	400	300	200	Y	900	■	Y	Y	Y	N/A †	Y (SL)
Trafford Quays, Trafford Park	27.0	Inner Area	250	250	550	N	1050	■	Y	Y	Y	N/A †	Y (SL)
Globe trading estate, 88-118 Chorlton Road, Old Trafford	1.6	Inner Area	107	0	0	Y	107	N/A♦	Y	N	N	N/A ♦	
Former Bakemark UK Skerton Rd, Old Trafford	2.5	Inner Area	0	0	125	Y	125	5	Y	N	N	50	
Former Trafford Press Site, Chester Road, Old Trafford	0.4	Inner Area	116	0	0	Y	116	N/A♦	Y	N	N	N/A ♦	
Land Off Bold Street, Old Trafford	3.3	Inner Area	170	0	0	Y	170	N/A♦	Y	N	N	N/A ♦	
Land Bounded by Northumberland Rd, East Union Street & Blackley Street, Old Trafford	0.7	Inner Area	31	0	0	Y	31	N/A♦	N	N	N	N/A ♦	
Land at Chester Rd/Cornbrook Rd Park/Virgil St, Old Trafford	0.6	Inner Area	0	0	305	Y	305	5	Y	Y	N	50	
Land At Avondale Road, Old Trafford	0.7	Inner Area	0	0	35	Y	35	5	N	N	N	50	
Land at 39 Talbot Road, Old Trafford	0.5	Inner Area	38	0	0	Y	38	5	N	N	N	80	
Pomona Island Strategic Location, Old Trafford	12.0	Regional Centre	350	450	300	Y	1,100	■	Y	Y	Y	N/A †	Y (SL)
Old Trafford County Cricket Club Strategic Location, Old Trafford	40.8	Inner Area	60	300	40	Y	400	■	Y	Y	Y	N/A †	Y (SL)
Land at Warwick Road South, Old Trafford	0.5	Inner Area	24	0	0	Y	24	5	N	N	N	50	
Land at Talbot Road, Stretford	5.0	Inner Area	50	100	0	Y	150	5	Y	N	N	50	Y (H&E)
Former Trafford College site, Stretford	1.6	Inner Area	63	0	0	Y	63	N/A♦	N	N	N	N/A ♦	

Former Royal Canal Works, South of Edge Lane, Stretford	0.6	South City Region	31	0	0	Y	31	N/A♦	N	N	Y	N/A ♦	
Essoldo Cinema, Chester Road, Stretford	0.6	South City Region	0	15	0	Y	15	20	N	N	Y	50	Y (TC)
Stretford Station and Boat Yard, Edge Lane, Stretford	0.2	South City Region	17	0	0	Y	17	20	N	N	Y	80	
Land at Newton Street/Lacy Street, Stretford	1.0	South City Region	0	80	0	Y	80	20	N	N	Y	80	Y (TC)
Stretford Mall, Chester Road, Stretford	3.7	South City Region	0	30	0	Y	30	20	N	N	Y	80	Y (TC)
Land at Bennett Street, Stretford	0.4	South City Region	0	20	0	Y	20	20	N	N	Y	50	Y (TC)
Land at Crossford Street, Stretford	0.3	South City Region	0	30	0	Y	30	20	N	N	Y	80	
Former Mosedale's Brickworks, 4 Ends Lane, Urmston	0.7	South City Region	0	27	0	Y	27	20	N	N	N	38	
Land At And Adjacent To Katherine Lowe House, Urmston	1.3	South City Region	63	0	0	Y	63	20	N	N	Y	50	
Former Higher Road Depot, Urmston	0.4	South City Region	22	0	0	Y	22	20	N	N	Y	38	
Woodsend Circle, Urmston	1.0	South City Region	26	0	0	Y	26	20	N	N	Y	80	Y (LC)
Victoria Parade	0.5	South City Region	18	0	0	Y	18	20	N	N	Y	80	Y (TC)
Land at Station Rd/Urmston Railway Station	0.5	South City Region	19	0	0	Y	19	20	N	N	Y	80	Y (TC)
Land at Gratrix Lane/Northenden Road, Sale	0.4	South City Region	15	0	0	N	15	20	N	N	Y	38	
Land at 71/73 Northenden Road, Sale	0.8	South City Region	0	40	0	Y	40	20	N	N	N	50	
The Square, Sale Town Centre, Sale	3.0	South City Region	30	40	0	Y	70	20	N	N	N	80	Y (TC)
1 to 19 Washway Road, Sale	0.3	South City Region	15	0	0	Y	15	20	N	N	N	80	Y (TC)
Land at Cross Street, Sale	0.72	South City Region	39	0	0	Y	39	20	N	N	N	50	Y (LC)
Land off Stamford Brook	2.3	South City	66	0	0	N	66	N/A♦	N	N	N	N/A ♦	

Road, Altrincham		Region											
Land at Woodfield Road, Altrincham	6.0	South City Region	174	126	0	Y	300	40	Y	Y	N	50	Y (H&E)
Land at 289 Hale Road, Altrincham	0.9	South City Region	31	0	0	Y	31	40	N	N	N	36	
Land at Deansgate Lane, Altrincham	0.9	South City Region	0	43	0	Y	43	40	N	N	N	50	
Land at Stokoe Avenue, Altrincham	0.7	South City Region	0	24	0	N	24	40	N	N	N	36	
Former Bayer UK Site, Altrincham	1.7	South City Region	85	0	0	Y	85	40	N	N	N	50	
Hartington House, Manchester Road, Altrincham	0.9	South City Region	20	0	0	Y	20	40	N	N	N	50	Y (H&E)
Land at Viaduct Road, Altrincham	1.3	South City Region	0	33	0	Y	33	40	N	N	Y	70	Y (H&R)
The Square, Hale Road, Altrincham	1.0	South City Region	24	0	0	Y	24	N/A♦	N	N	Y	N/A ♦	Y (LC)
Land to the East of Partington Shopping Centre, Off Central Road, Partington	1.0	South City Region	0	47	0	Y	47	5	N	N	Y	50	Y (LC)
Land Adjacent To Manchester Ship Canal, Partington	15.1	South City Region	210	240	100	N	550	N/A♦	Y	Y	N	N/A ♦	
Land At 4 Lock Lane, Partington	0.8	South City Region	27	0	0	Y	27	5	N	N	N	40	
Former Ortonbrook School Site Oak Road, Partington	1.5	South City Region	75	0	0	Y	75	5	N	N	N	50	
Former Red Brook Public House, Partington	0.9	South City Region	0	52	0	Y	52	5	N	N	N	50	
Carrington Strategic Location, Carrington	493.0	South City Region	360	600	600	Y	1560	■	Y	Y	Y	NA ♦	Y (SL)

Appendix C Codes:

Mixed use scheme codes	Density ratio codes	Affordable housing codes
SL – Strategic Location TC – Town Centre LC – Local Centre H&E – Housing and Employment H&R – Housing and Retail	♦Reflects extant planning permission †Reflects Strategic Location principles of development	■ – The affordable housing contribution will be determined on a site specific basis, in line with Policy L2 of the Core Strategy and will not and will not normally exceed 40%

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