

Altrincham Neighbourhood Business Plan, Submission Version
 Regulation 16 Publicity Stage – Summary of Responses

Respondent	Organisation	On behalf of	Comments
John Gibson			<p>You comment attracting “convenience” store small Tesco/Sainsbury. This is irrelevant as we are lucky to have both full size stores in town centre. Both stores should extend free parking to 4 hours so other businesses can benefit. (including the Cinema.)</p> <p>Waitrose have taken many old Woolworth stores- they should be encouraged to move from Broadheath to a George Street site that Enables collect by car, as per M&S.</p> <p>Major up market retailer should be encouraged like “White Company” and other stores that are a success in York and Cheltenham, as the new Bistrot Pierre concept is.</p> <p>Market House has succeeded through major use of social media. That is the way forward.</p> <p>Would also encourage retail on Oxford Road to be changed back to residential, and businesses encouraged into Town centre proper.</p>
Rebecca Pemberton	United Utilities		<p>You may be aware that we work closely with Trafford Council to understand future development sites so we can facilitate the delivery of the necessary sustainable infrastructure at the appropriate time.</p> <p>It is important that United Utilities are kept aware of any additional growth proposed within your neighbourhood plan over and above the Council’s allocations. We would encourage further consultation with us at an early stage should you look to allocate additional development sites in this area in the future.</p>
Stephen Birchall			<p>I would like to express support for the excellent work in the production of the Business Plan.</p> <p>I only have some more minor comments as follows:</p>

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			<ol style="list-style-type: none"> 1. Norway and Holland are likely to move to a position that all new cars must be electric cars in the next 10 years. It is likely other countries will follow suit, which hopefully will include the UK, which is already committed to boosting electric and full hybrid car ownership. People living in flats will find it difficult to have private charge points installed, so in addition to the charge points in the Regent Road car park, more charging spaces should be made available in the town centre car-parks. 2. I endorse the need for overnight parking. With more flats being built, some without parking, this will become increasingly important. 3. I do not think Plan 5 is quite correct. Edged and tinted purple is an area denoted as a leisure and supermarket zone. It appears to include all of the land to the west of the railway along Denmark Street and the path leading into the interchange. Once you go beyond the cinema on one side and the car-park for Total Fitness on the left, the remaining 90 pc of Denmark Street is residences. There are in fact 77 dwellings on Denmark Street that have been designated as leisure and retail. I would suggest they are correctly designated as residential. 4. There are no schools in Altrincham Town Centre and yet the population is to increase. This needs additional school accommodation in the surrounding zone.
Sarah Ludlam	Amstone Developments Ltd		<p>In respect of the above, we own business premises on the fringe of the boundary and would like to meet to discuss the plan and its impact with the Project Director.</p> <p>If someone could contact me to arrange it would be appreciated.</p>

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Laila Smith	Environment Agency		<p>Thank you for submitting the above document for our review which was received on 30th August 2016.</p> <p>We have no comments to make to the Altrincham Neighbourhood Business Plan document.</p>
Helen Wright			<p>I am pleased that the move to provide more accommodation in the central area has been taken up. I note that it is realised that car-parking will not necessarily be readily available for some of this accommodation. I would like to make a suggestion. Given that Sainsburys and Tesco car parks take up a lot of space in the area, could their car parks be used in more flexible way? Given that during the daytime, say, 08.00 – 17.00, restrictions should be as they are now i.e. 2h for JS customers and 3h for Tesco customers, surely outside those hours, the space could be used for free general parking? This would provide overnight parking for the new residential developments that have no parking space and also would provide parking for people going out in the evening in Altrincham and for those using Altrincham interchange to, say, go into Central Manchester/Salford Quays/Old Trafford for the evening. The restriction on hours in the two store car parks means that often in an evening they are almost empty, yet it can be difficult to find a space in Oakfield Road car park. Once the Altair development gets underway this car-parking problem, particularly for those coming from the Well Green, Hale Barns end of town will be exacerbated.</p>
Sue Nichols	Bowdon Downs Residents Association		<p>http://www.trafford.gov.uk/planning/strategic-planning/docs/07022017/All-Comments.pdf</p> <p>See pages 10-14</p>
Fran Mc Arthur			<p>May I suggest that in order to reflect the revolution in electric vehicles and the prediction that 80% of vehicles will be electrically powered by 2025/30, that planning for new parking spaces (be they</p>

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			<p>public or residential) within the area should be granted only if electric charging points are provided. Say a min of 50% of residential spaces might be considered and 10-20% of public spaces.</p> <p>As someone living in a development less than 4 years old, who is unable to make the environmentally more friendly switch to an EV due to lack of charging facilities, I would like to see such a catastrophe avoided for the wider community.</p> <p>I do hope that we can grasp this opportunity at the build phase, rather than a more cumbersome and costly retrofit within a few years.</p>
Becky Pitt	Natural England		Natural England does not have any specific comments on this neighbourhood plan.
Marcus Naylor			<p>I've reviewed the Altrincham Neighbourhood Business Plan and am overall very impressed and pleased with the content. I do not think that feedback has been invited but here are some points I'd like to make:</p> <ul style="list-style-type: none"> • the relocation of the builders merchants from the centre is a positive move • I support the digital strategy as more and more people are working remotely and should be able to do so in the town centre (free of charge for WiFi access) • the leisure centre redevelopment is critical as a community hub and promoting activity for all ages. The plan to ensure that there is continuity of availability for use is important • there is limited open air social space in the town centre which limits business for people looking to socialise in fair weather. Any opportunities to provide better options should be considered

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<p>Damian Cross</p>			<p>I welcome the decision to draw up the Plan in principle, as it recognizes the decline in usage of the town centre, considers this to be an undesirable development, and takes steps to reverse this process. It proposes that retail businesses should be located in close proximity to residential areas and in locations that are easily accessible by a wide range of public transport options, which is beneficial from both social and environmental standpoints. This will help to both reduce reliance on the private car (with the consequent reduction in the area’s carbon footprint) and promote the creation of an urban centre that encourages, by its layout and composition, the wide range of commercial and social interactions that are necessary for a town to thrive.</p> <p>In particular, I welcome the references in the Plan to the provision of town centre homes (especially via the conversion of underused office space), the development of ‘shared space streets’, and the provision of a more broadly based range of retail outlets including local food stores. It is encouraging to see the provision for cycle storage in residential developments mentioned in Section 4.4.4.</p> <p>However, the provision of short-stay car parking referred to in Section 4.1.5 and Policy CP1 should be restricted to the progressive replacement of existing spaces that have been removed as a result of development, in order to avoid a net increase in carbon emissions due to increased car traffic. Such an increase would be contrary to national policies that stipulate stringent emissions reductions targets over the lifetime of the Plan. Increased car traffic might also contribute to an increase in pollution by nitrogen oxides and particulates in AQMAs. It would be appropriate to include planning guidance that the provision of</p>
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			<p>charging points for electric vehicles should be taken into consideration when deciding whether to grant planning permission to a development that features car parking spaces, in order to encourage the take-up of such vehicles and promote a shift towards carbon-neutral forms of transport.</p> <p>On balance, with the above reservation, I support the Plan as a concrete proposal to reverse the current decline in the vitality of Altrincham town centre in a way that enables the creation of an economically and environmentally sustainable community in the longer term, while ensuring a high-quality built environment that has regard to the conservation aspects of the town centre.</p>
Matthew Dugdale	The Emmerson Group		<p>http://www.trafford.gov.uk/planning/strategic-planning/docs/07022017/All-Comments.pdf</p> <p>see pages 20-28</p>
K Kitt			<p>Having read through the online consultation documents, I cannot see any reference to the continued use of Denmark Street as a dumping ground for the council's contractors (which it has been for over a year now); however, I can only assume that this will be the case as and when any future works are undertaken.</p> <p>I accept that one 'can't make an omelette without breaking eggs' but I do find it ironic, since so many previous respondents said they wanted to see <i>less</i> litter, that the interminable pavement resurfacing work in Altrincham should necessitate turning this part of the town into a giant tip, with heaps of spoil stored behind flimsy barriers and temporary fencing. I can't really say I'm much for this "transformation".</p>

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			<p>Over the last few weeks, I have seen numerous people tossing their rubbish on the ground as they wander past the site but honestly, what can anyone say to them when they're simply following the council's lead? It can hardly be argued that they're making the place look any more unsightly than it does already. I can't help suspecting that if any councillors lived here themselves then an alternative location would quickly have been identified. (I wonder whether they would care for truckloads of dirt and rubble to be piled up on <i>their</i> streets for months on end?)</p> <p>I am also curious as to how much council tax revenue has been frittered away on this vanity project, especially when those who apparently represent us have recently seen fit to withdraw funding for other services in the area. Given the uncertain economic outlook at present, does anyone genuinely believe that replacing a few footpaths will have retailers and other businesses rushing to move here, let alone enhance the lives of those who are being forced to pay for it?</p> <p>If Trafford Council genuinely wants to make this a more pleasant neighbourhood then I would suggest regular police patrols between midnight and 3am around Goose Green, which might reduce the levels of noise and vandalism that nearby residents often have to tolerate, particularly at weekends. I appreciate this wouldn't be as glitzy as a 15-foot steel monolith but it would arguably be more effective in improving people's quality of life.</p> <p>Personally, I am past caring as I will shortly be living elsewhere. I am no longer prepared to continue paying over £1000 in council tax</p>
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			<p>every year to live on one of the noisiest, messiest roads I have ever known. I moved here from Salford two years ago, expecting it to be a reasonably peaceful and civilised place but I'm sad to say, I have found it to be very much the opposite.</p> <p>I'm sure the pavement will look lovely when it's finished, though.</p>
Kevin West			<p>I completely support and welcome the idea of investment in Altrincham.</p> <p>I am happy to see that provision of short stay car parking has been thought about but I'm unsure that the plans go far enough. I am surprised that it is predicted that only 55 car parking spaces will be lost when the ice rink car park is built on.</p> <p>Will the council or the planners release the number for total car parking spaces in Altrincham town centre before and after the proposed development?</p>
Darren Ratcliffe	Historic England		<p>http://www.trafford.gov.uk/planning/strategic-planning/docs/07022017/All-Comments.pdf</p> <p>see pages 33-34</p>
Trafford Council			<p>http://www.trafford.gov.uk/planning/strategic-planning/docs/07022017/All-Comments.pdf</p> <p>see pages 35-42</p>