

Working Note

Date	4 th April 2014
Job No / Name	W412018
Subject	Trafford Local Plan - Land Allocations Plan Review

Introduction

JMP Consultants [JMP] has been commissioned by the Highways Agency [the Agency] to undertake a review of the Trafford Metropolitan Borough Council [TMBC] Local Plan Land Allocations document, which is currently out for consultation. As 'call-off' consultants, it is JMP's role to review the documentation presented to identify if there is the potential of the aspirations and proposals within the documentation to impact upon the capacity, operation and safety of the Strategic Road Network [SRN].

JMP have previously reviewed the spatial planning documents which TMBC have produced, and as such, this review will take a consistent view of the proposals in light of previous reviews of emerging Local Development Framework and Local Plan documentation.

This review will consider the aspirations and proposals within the Land Allocations document, and take a view as to the aspirations and proposals contained within. In addition, JMP will consider the contents of the Sustainability Appraisal which has been prepared to support the Land Allocations document and is available as part of the consultation

The SRN within Trafford is comprised of the M60 (Outer Manchester Ring Road) and M56. The M60 provides an orbital route around the Manchester conurbation and links into other key routes of local and national importance, such as the M56, M61 and M62. The M56 links Chester and North Wales to Manchester and the M6. The M56 and M60 are categorised as being of a national nature. In having this national role, the Highways Agency has the responsibility for the operation of these routes and is responsible for funding improvements to the route.

Land Allocations Review

The TMBC Local Plan consists of a number of policy documents that aim to guide the use of land and new development throughout the borough until 2026/2027. As a requirement of the Localism Act 2011, TMBC are obliged to produce a development plan, of which the Land Allocations Plan forms part of this.

It is envisaged that once the Land Allocations Plan is adopted, it 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); and
- Altrincham Town Centre Business Neighbourhood Plan (emerging).

It is stated that 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'. Through the Land Allocations Plan, it is intended to identify 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.

The Land Allocations Plan provides site-specific guidance and details for the development of allocated sites and areas, and is accompanied by proposed revisions to the Trafford Local Plan: Policies Map. It is intended that the Land Allocations Plan 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 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.

TMBC commissioned Urban Vision to undertake a detailed Sustainability Appraisal of the Land Allocations Plan in terms of options for policies and sites. As such, it is considered by TMBC that the policies and sites are supported in sustainability terms.

The Sustainability Appraisal process is ongoing, and predicts and evaluates the effects of the document and seeks to ensure that all aspects of sustainability are properly considered. It is noted that TMBC have stated that '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 and site allocations. This approach to the sustainability of the Plan should be welcomed and encouraged by the Agency.

In order to be policy-compliant, the Land Allocations Plan must demonstrate that the sites are viable and can be delivered (to satisfy the requirements of the NPPF. In addition, TMBC have concluded that 'non-speculative development would be sufficiently viable to withstand the introduction of the Trafford Community Infrastructure Levy'. In addition, the 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.

Strategic Locations

Pomona Island Strategic Location

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.

It is stated that the build out of the development at the Strategic Location should be consistent with the development principles set out below, other policies within the Local Plan and national guidance, as appropriate. The development quantum is considered to be as follows:

Residential development

- A minimum of 1,100 residential units will be delivered in this Plan period¹;
- Residential development at densities of between 230 and 320 dwellings per hectare in the form of a number of high-rise apartment blocks; and
- Through innovation in dwelling design, a proportion of the residential development will be suitable for families having regard to Policy L2.

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; and
- Appropriate levels of amenity space will be provided within and between the individual blocks.

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; and
- 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.

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;

¹ 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.

- 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; and
- 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.

It is considered that due to the location of the Pomona Island Strategic Location, there will be a limited impact from the proposed development at the SRN, as the site will benefit in trip generation terms as a consequence of being a mixed-use site. In addition, the site is well served by public transport routes and interchanges, as well as sustainable links.

Notwithstanding, the site should be developed sustainably – guided by a robust Travel Plan – to ensure that residents, employees and visitors access the site using sustainable modes to minimise the number of private vehicle trips. It is recommended that the Agency does not require further details regarding the Pomona Island Strategic Location, but it is considered that TMBC should ensure that the development comes forward in the most sustainable manner to reduce the number of private vehicle trips. In addition, it is recommended that the site is well connected in sustainable transport terms to neighbouring sites and strategic locations coming forward through this process.

Wharfside Strategic Location

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.

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.

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.

It is considered that Wharfside is closer to the SRN than Pomona Island, and as such, is more likely to impact upon the capacity, operation and safety of the SRN (M602). Whilst the MediaCityUK Area is considered separately within the documentation, the entire Wharfside area could be considered an extension of the current MediaCityUK operation, and as such, attract trips from the M602 rather than the local road network.

However, the Agency should be encouraged by the sustainable aspirations of the proposals in this location and the way this should help to reduce the number of private vehicle trips to and from the site. The aspirations for a Metrolink extension through the site (and to Trafford Park), are welcomed, and should be supported by the Agency.

Any development in this location should be supported by a comprehensive Transport Assessment – scoped with the Agency in advance – as well as with a robust Travel Plan. In addition, the site should be brought forward sustainably, with links to local destinations (whether developed or proposed through the Land Allocations Plan) to ensure that the number of private vehicle trips is minimised, as well as connectivity to proposed sites and locations being proposed through this process.

MediaCityUK Area

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.

The proposals for development in this location are as follows:

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; and
- 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.

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; and
- 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.

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; and

- 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.

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'.

MediaCityUK is an established site within Salford, and the development aspirations within the Land Allocations Plan look to build on the existing operations in this location. However, the site is located close to the M602 / Regent Road junction, and as such, increased development at this location will increase the number of trips using the junction and the M602.

Whilst there is the potential for linked trips between some of the elements of the proposed development quantum – both within the proposed development and with existing developments - there is still scope for increased flows in the AM and PM Peak as a consequence of the development coming forward. As such, it is considered that any further development proposals at this location are fully scoped with the Agency in advance of a Transport Assessment and Travel Plan being prepared, to ensure a robust assessment of the impact of the development can be undertaken.

It is accepted that the Regional Centre designation of the Salford Quays would ensure that locating development in this location is considered to be 'most appropriate', however, the designation does not ensure that the capacity, operation and safety of the SRN can be compromised as a consequence of unsustainable development aspirations.

Manchester United Football Club Stadium Area

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.

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.

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.*

It is considered that further development at the Stadium Area will not necessarily have a detrimental impact upon the SRN, compared to the traffic flows that the existing development generates. Notwithstanding, the guidance parameters within the Land Allocations Plan should be supported by the Agency as there is an emphasis on reducing highway network impact. However, the expansion of spectator capacity would likely involve Agency involvement from the outset, to ensure that the SRN can effectively function.

Lancashire County Cricket Club Quarter Strategic Location

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.

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.

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*

Within the Strategic Location, the following development is proposed:

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; and
- 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.

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; and
- 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.

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); and
- 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.

The development proposals with the LCCC Quarter Strategic Location are not considered significant in terms of the impact of them on the capacity, operation and safety of the SRN. Notwithstanding, the development aspirations should come forward sustainably, supported by a robust Transport Assessment and Travel Plan to ensure that the number of private vehicle trips is minimised.

Lancashire County Cricket Club Stadium Area

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.

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.*

As with the previous comments regarding Old Trafford, it is considered that further development in this location will not necessarily have a detrimental impact upon the SRN, compared to the traffic flows that the existing development generates. Notwithstanding, the guidance parameters within the Land Allocations Plan should be supported by the Agency as there an emphasis on reducing highway network impact. However, the expansion of spectator capacity would like involve Agency involvement from the outside, to ensure that the SRN can effectively function.

In addition, 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.

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'.*
- *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.*

The consideration of sustainable access to the Stadium is welcomed, and should be encouraged by the Agency. However, Park and Ride sites should be located in appropriate locations and not to the detriment of the SRN.

Trafford Centre Rectangle Strategic Location

It is stated that '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'.

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.

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.

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.

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.

Development in the Trafford Centre Rectangle is highly likely to impact upon the capacity, operation and safety of the SRN, due to its proximity to the M60 and its junctions. As such, any development in this location need to be brought forward sustainably, supported by the appropriate infrastructure and networks. It is recommended that the Agency ensure the earliest possible involvement in the development of the Transport Assessment and Travel Plan for the site, to ensure that a robust assessment of the issues is undertaken, alongside travel planning initiatives which will ensure the number of private vehicle trips is minimised.

In addition, the cumulative impact of developments coming forward in this locations needs to be undertaken to ascertain the cumulative impact at the SRN, and what measures, if any, are needed to ensure the capacity, operation and safety of the SRN are not compromised as a consequence of the quantum of development being promoted through the spatial planning process.

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.

The Agency should welcome the commitment from TMBC to support an expansion of Metrolink through Trafford Park as this would increase the site's accessibility via public transport, as well as increasing the accessibility of Trafford Park and the Trafford Centre. Whilst the expansion of the network is out of TMBC's gift to deliver, the commitment to ensure it can be delivered through the powers it holds should be welcomed.

Trafford Quays

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.

To ensure the creation of a high quality, sustainable community, the following principles are as follows:

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; and
- Lower density levels will be located towards the centre and east of the site.

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; and
- On-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.

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; and
- 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.

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.

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; and
- 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.

As with the development proposals in the neighbouring Trafford Centre Rectangle is highly likely to impact upon the capacity, operation and safety of the SRN, due to its proximity to the M60 and its junctions.

In addition, it is considered that the site could potentially accommodate more than the 1,050 dwellings – as additional dwellings could be developed outside of the plan period – and as a consequence, it is important to establish the complete development intentions in this location. Also, the transport infrastructure required to deliver development in this location needs to be identified at the earliest possible opportunity. The SRN cannot support large scale housing development in this location – and the trips associated with the Trafford Quays site – as well as the cumulative impact of development in this location needs to be modelled to understand the level of impact, and what may be needed in infrastructure terms to support it.

It is also worth commenting that TMBC have responsibilities with regards to air quality. The NPPF states that *'planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan'*.

The AQMA within Trafford includes the M60, and as such, any sites proposed close to the M60 will impact on air quality, as well as adding additional traffic to the SRN within existing AQMA.

The Air Quality Strategy (AQS) for England, Scotland, Wales and Northern Ireland states that *'Road transport is a key source of many air pollutants, particularly in urban areas'*. The AQS goes on to state that *'the Highways Agency's purpose is to operate, maintain and improve the strategic trunk road network with one of its objectives being to respect the environment. The Agency can influence its effect on air quality through: contributing to strategic planning; road improvements; integrating transport and encouraging sustainable travel; providing better information for improved operation; and working with local authorities to deliver the Air Quality Strategy'*. As such, it is considered that the Agency working with TMBC in this instance on spatial planning matters is considered consistent with the AQS.

The AQS also highlights the role that Local Authorities have to play in delivering the strategy's air quality objectives, stating that *'action taken at the local level can be an effective way of tackling localised air quality problems, leading to an overall improvement of air quality across the UK'*. The planning system is also referred to within the AQS, identifying that *'land use and transport planning are also an important part of an integrated approach to air quality improvements'*.

Any development in this location needs to be brought forward sustainably, supported by the appropriate transport infrastructure and networks. It is recommended that the Agency ensure the earliest possible involvement in the development of the Transport Assessment and Travel Plan for the site, to ensure that a robust assessment of the issues is undertaken, alongside travel planning initiatives which will ensure the number of private vehicle trips is minimised.

Trafford Quays Leisure Village

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.

As with the comments made above, development proposals in this location are located close to the M60, and as such, are highly likely to impact upon the capacity, operation and safety of the SRN. As such, any development in this location need to be brought forward sustainably, supported by the appropriate infrastructure and networks. It is recommended that the Agency ensure the earliest possible involvement in the development of the Transport Assessment and Travel Plan for the site, to ensure that a robust assessment of the issues is undertaken, alongside travel planning initiatives which will ensure the number of private vehicle trips is minimised.

Carrington Strategic Location

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.

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.

As with the other Strategic Locations, development principles for the site have been established, and these are considered below. In addition, it is stated that 'supplementary planning documentation (SPD) 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'. Such guidance should be welcomed by the Agency, as it will help shape the development of the site from the outset, and will allow the Agency to be involved of the development of the site in advance of a planning application being submitted.

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; and
- 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.

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.

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; and
- 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.

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; and
- 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.

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; and
- The Council will safeguard the route of the Broadheath – Irlam railway line as a sustainable transport corridor (see LA Policy TR2).

Development of the Carrington site has the potential to severely impact upon the capacity, operation and safety of the SRN – via the A6144 Carrington Spur – at M60 Junction 8. In addition, the ‘minimum’ number of dwellings identified within the policy text should give the Agency some concern, as this does not provide any surety as to the scale of the proposed development quantum.

The development quantum proposed in this location is large in nature, and has the potential to generate significant levels of trip generation in the AM and PM Peak periods. Whilst the commitment from TMBC to secure a ‘significantly improved and new public transport network’ is welcomed, this needs to be secured at the earliest possible opportunity and needs to be integrated into the masterplanning of the site at SPD stage.

It is considered that the Agency should be involved at the SPD / masterplanning process at the earliest opportunity to not only better understand the development proposals – both within and beyond the plan period – but to also look at ways to strategically manage the development coming forward in transport infrastructure terms. The development quantum proposed at Carrington should also be considered in cumulative terms and air quality terms, as mentioned previously within this Note.

The safeguarding of the Broadheath – Irlam railway line is welcomed, but firm and viable sustainable transport proposals for this corridor need to be established at the earliest opportunity. It is considered that these proposals should be brought forward within the masterplanning / SPD stage to enable a joined-up approach to be undertaken.

With regards to the private vehicle trip generating elements of the site, these need to be considered at SPD stage, to enable the appropriate mitigation strategy to be developed. It is anticipated and envisaged that improvements to the local network and SRN will be required to support the development, and these improvements need to be identified within the SPD to provide developers with surety regarding their obligations.

It is recommended that the Agency continues discussions with TMBC regarding the proposals at Carrington to help influence the SPD in terms of mitigation works at the SRN and the sustainability / public transport proposals relating to the site.

Housing

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.

It is stated that there is pressure for housing development within the Borough, and particularly in the areas close to Altrincham. It is noted that this demand must be managed, so not to place excessive pressure on existing infrastructure and services, and this should be welcomed by the Agency, especially if one of the considerations of ‘existing infrastructure’ is the SRN. The Land Allocations Plan has the following objectives for housing:

- 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; and
- To support efforts to improve and renew the existing housing stock.

It is considered that these objectives are acceptable, and are a good basis on which to develop the proposed housing numbers within the Borough during the plan period.

HO1 – Land Release for New Residential Development

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.

It is stated that in the delivery of development at the identified housing sites, TMBC 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'.

It is noted that TMBC 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'.

HO2 - Release of Other Land for Residential Development

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.*

It is considered that the Agency would expect a robust Transport Assessment and Travel Plan to support any development of other land for residential development where it is considered that the proposed site would have the potential to impact upon the capacity, operation and safety of the SRN. In addition, it is considered that the Agency would expect any proposals coming forward in such locations to be in line with the policies identified within the Land Allocations Plan.

Regeneration

RE1 - Priority Regeneration Areas

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.

It is identified that within these areas TMBC 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.

RE2 - Regeneration Areas

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.

It is considered that the Agency offer no objection to the proposed regenerations areas proposed, as it is not considered likely that these will impact upon the SRN.

Transport

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

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.

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.

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

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

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

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 Fairywell Brook and Dobbins Lane. The route is defined on the Policies Map.

TR1.4 – Strategic Processional Route

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.

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.

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.

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.

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.

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.

TR2 – Public Transport Network

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.

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.

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

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; and
- New Metrolink stops on the Trafford Park extension at Wharfside, Imperial War Museum, Village, Parkway Circle, EventCity and the Trafford Centre.

TR2.2 – Bus

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

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

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

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

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.

In broad terms, the Agency should support the proposals identified regarding public transport and sustainable modes, as they will help to reduce the number of private vehicle trips on the network – whether that be the local road network or SRN. Any aspiration to safeguard a route for future public transport use, or development of an ‘active travel network’ should be supported by the Agency.

Notwithstanding, caution should be applied regarding Policy TR2.5 as a Park and Ride site at Sale Water Park may induce traffic to this location via the SRN and may cause localised issues on the M60. It is appreciated that the impact of the Park and Ride facility, as well as the capacity of the highway network is noted within the policy detail, however, the Agency would expect a detailed and robust Transport Assessment to support such a proposal to ensure that any impact at the SRN is minimised. In general terms, the Agency should support such an initiative to reduce the number (and length) of private vehicle trips, however, this should not be at the detriment of the capacity, operation and safety of the SRN.

TR3 – Highway Network

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

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*

Development proposals that the Council considers will prejudice the future construction of these road schemes will not be permitted.

TR3.2 – Primary Road Network

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)*

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

TR3.3 – Local Road Network

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

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; and*
- *New link road and canal crossing route in the vicinity of the Trafford Centre (Western Gateway Infrastructure Scheme – WGIS).*

TR4 – Freight Transport Network

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

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

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.

TR5 – Off Airport Car Parking

In making decisions on applications for the use of land for off-airport car parking, the Council will take into account:

- The impact of the proposal on the amenity of residents or occupiers of nearby properties;*
- 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;*
- The level of access by the strategic and primary road network to the site and;*
- 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*

With regard to the Land Allocations Plan policies regarding the road networks (both local and strategic), the Agency should welcome that TMBC will not prejudice the proposed improvements at the SRN through development proposals and planning aspirations. In addition, the safeguarding of the WGIS route should also be welcomed.

In addition, the promotion and protection of the Freight Transport Network and the Manchester Ship Canal for the movement of goods should also be welcomed and supported by the Agency, as these routes will reduce the number of freight vehicles on road networks.

With regard to 'Off Airport Car Parking', the Agency would take an interest in said sites if located close to the SRN or its junctions, as these may increase traffic flows and movements in the operational peak periods.

In broad terms, the Agency should welcome the policy approach taken by TMBC towards transport, infrastructure and routes within the Land Allocations Plan, as the approach is sustainable in nature, whilst also recognising the important of road networks and the SRN. The Agency should support any sustainable transport aspirations contained within the Plan, as long as they don't impact upon the capacity, operation and safety of the SRN.

Employment

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

It is stated that 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'.

It is considered that Trafford Park is an appropriate location to locate employment development as it is an established employment location within the Borough, benefitting from established transport links and associated infrastructure. In addition, the aspirations for a Metrolink extension through Trafford Park should be welcome and supported by the Agency, as that will give the area extra connectivity to nearby amenities, Manchester City Centre and other settlements.

EM1.1 - Trafford Park Village Employment Area

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).*

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

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

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.

As with the previous comments, the location of further employment sites – and associated other development – in Trafford Park is considered acceptable and appropriate.

EM2 - Broadheath Employment Area

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

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

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.

The location of further employment sites in established employment areas within the Borough should be welcomed and encouraged by the Agency. Providing new sites are brought forward in a sustainable manner that minimises the number of vehicle trips generated, the Agency can support development in these locations.

EM3 - Local Employment Areas

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.

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.

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*

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.*

The Local Employment Areas are considered less of a concern to the Agency, due to nature of their scale and size, and their function of supporting more of a local employment need – rather than the ‘strategic’ nature of an employment location such as Trafford Park. In addition, the sites identified in Policy EM3 are not located close to junctions of the SRN, therefore minimising any potential SRN impact.

EM4 - Davenport Green Employment Site

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.

In determining application(s) for development at this site, the Council will support sustainable development on this site, paying particular regard to the following:

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”.

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.

Transport

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

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.

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.

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;

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.

The Davenport Green site is located close to Junction 5 of the M56, although it is considered unlikely that access will be taken at this location due to the existing junction layout. However, there are numerous development pressures in the Davenport Green location – Airport City Enterprise Zone, Proposed High Speed 2 Rail Station, A6 MARR etc – so the local and strategic road networks may change between now and whenever the Davenport Green development proposals come to fruition.

Notwithstanding how the development proposals will be accessed, via the SRN or otherwise, the development proposals will potentially generate large number of private vehicle trips in the peak periods. In terms of public transport accessibility and access by sustainable modes, the proposed site is poorly located.

If the site can be developed sustainably, with good public transport links and access to sustainable modes networks, this would minimise the number of private vehicle trips to and from the site, but any residual trips may need to be mitigated as to not impact upon the capacity, operation and safety of the SRN. The M56 in this location provides a key link into the Greater Manchester area from the South / M6, as well as providing the principal access to a Major International Gateway (Manchester Airport). As such, it is recommended that the Agency work closely with TMBC and the promoters of the site, to ensure that SRN is not compromised as a consequence of the development coming forward.

Town Centres

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.

District Centres

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

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.

Local Centres

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

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*

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.

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.

Whilst it is considered that development coming forward within the Borough's Town Centres is unlikely to impact upon the SRN, the Agency should welcome the policy proposals supporting development with town centres and district centres, as these are the most sustainable and appropriate locations for development

Out-of-Centre Retail

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

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*

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.

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.*

The policy aspirations to retain the existing 'designations' are considered appropriate given that the three locations identified as established sites. It should be welcomed by the Agency that no new out-of-centre retail locations are planned within the Land Allocations Plan.

Conclusions

JMP Consultants has been commissioned by the Highways Agency to undertake a review of the Trafford Metropolitan Borough Council Local Plan Land Allocations document, which is currently out for consultation. As 'call-off' consultants, it is JMP's role to review the documentation presented to identify if there is the potential of the aspirations and proposals within the documentation to impact upon the capacity, operation and safety of the Strategic Road Network.

JMP have previously reviewed the spatial planning documents which TMBC have produced, and as such, this review has taken a consistent view in line with previous comments and recommendations made regarding previous emerging Local Development Framework and Local Plan documentation within the Borough. As such, it is not considered that the Land Allocations Plan has produced any significant differences between previous iterations of the spatial planning process, with strategic sites and locations remaining broadly consistent throughout.

In broad terms, the strategic sites and locations should be developed sustainably to minimise the number of private vehicle trips emanating from these development sites. The Pomona Strategic Locations is not considered to impact upon the SRN, but it is considered that increased development at the Mediacity:UK (as part of the Wharfside Strategic Location) may impact upon the SRN at the M602 / Regent Road junction.

The increased development within the Borough's main two sporting venues – Manchester United and Lancashire County Cricket Club – is considered to be acceptable if brought forward in a sustainable manner, however proposed park and ride sites to access LCCC should be located in appropriate locations, and not to the detriment of the SRN.

Development in and around the Trafford Centre – Trafford Centre Rectangle, Trafford Quays and Trafford Quays Leisure Village – will impact on the M60, and as such, these developments need to be closely monitored by the Agency, especially at pre-application scoping stage. In addition, there is a high potential for these sites to impact upon the AQMA in Trafford, due to their proximity to the SRN, and the likelihood of generating additional trips onto the M60 – which is located within the AQMA.

The development proposals at Carrington are large in nature, as well as not providing the Agency with any surety regarding the exact quantum of development. Whilst at this point in the spatial planning process, it is not considered necessary to have the detailed development quantum, more surety is required regarding the potential number of dwellings coming forward at this location.

In addition, due to the location of the Carrington site, any development proposals in this location need to be developed sustainably, with access to public transport / sustainable routes and infrastructure, to minimise the number of private vehicle trips to and from the site. Also, and more pertinently, the level of strategic access to the site needs to be considered, over and above the current access arrangements from M60 Junction 8.

Furthermore, a cumulative assessment of the development proposals and access arrangements with the proposals on the Salford side of the Manchester Ship Canal in Irlam should be given consideration due to the potential for cumulative impact in this area. As the M60 to the west of Manchester passes through Trafford and Salford, a cross-boundary assessment of development pressures would identify the impacts in this location.

Given the above, the Agency should involve themselves at the earliest possible opportunity regarding the masterplanning / SPD process for Carrington.

When considering the development quantum proposed within the Land Allocations Plan, it is considered that a cumulative assessment of the development aspirations should be undertaken. Such work will help identify the trip generation of the content of the Plan, as well as helping the Agency understand where the future year pressures on the network may lie. In addition, such work will assist in identifying the infrastructure needed to support the development aspirations, and what developments may be required to contribute towards / fund the required transport infrastructure.

The Agency should welcome and support TMBC's aspirations towards public transport, sustainable networks, safeguarded routes and Metrolink expansion within the Borough. Such aspirations will minimise the number of private vehicle trips generated by the proposed development aspirations, which in turn, should reduce potential impact at the SRN. However, and as with the aspirations linked to development at LCCC, park and ride sites should be appropriately located, and not at the detriment of the SRN.

It is considered that locating new employment development in existing locations such as Trafford Park is acceptable; however the proposals at Davenport Green has the potential to impact upon the capacity, operation and safety of the SRN.

Overall, the development locations identified within the Land Allocations Plan are in line with what JMP and the Agency have commented on before through such reviews, and a consistency check has been undertaken of previous reviews to ensure a this review is consistent with previous comments. Where developments are not considered to impact at the SRN, these have been noted. Where there is the potential for developments to impact at the SRN, caution has been applied within this review.

Notwithstanding, the Agency should welcome the detail provided at this stage, support the sustainable nature of the transport and highways policies coming forward to support the development proposals, and continue to work with TMBC to ensure the capacity, operation and safety of the SRN is not compromised as a consequence of the aspirations within the Land Allocations Plan.

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