Revised Trafford Unitary Development Plan
Adopted Plan Text
June 2006

WRITTEN STATEMENT

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Chapter 1 – Introduction

1.1 Local Planning Authorities in England and Wales have been required, since 1948, to prepare and keep under review Development Plans for their respective areas. Although the form, content and title of the Development Plan has changed over the years, its function, to set down policies and proposals for the use and development of land, remains unchanged.

1.2 The Unitary Development Plan (UDP) is the prescribed form of Development Plan intended for metropolitan areas. It has replaced the Structure and Local Plans that previously had to be prepared by local authorities.

1.3 The original Trafford UDP, adopted in May 1996, was prepared in accordance with the provisions of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991), the Town and Country Planning (Unitary Development Plans) Regulations 1991 and Planning Policy Guidance Note 12 (February 1992).

1.4 This Revised adopted Plan has been prepared in accordance with the same Town and Country Planning Act/Regulations framework and revised Planning Policy Guidance Note 12 (December 1999).

PURPOSE AND SCOPE OF THE PLAN

1.5 The purpose of the Plan is to provide the framework and priorities for the development, improvement and conservation of land within the Borough of Trafford through to the year 2016.

1.6 It seeks to bring together the land use development, improvement and conservation policies and proposals of the Council, Government Departments, and other agencies to assist the co-ordination and prioritisation of the investment decisions of these organisations with those of the private development/investment sector.

1.7 It seeks to bring forward these policies and proposals for development, improvement and conservation in a sensible, sensitive and sustainable way to meet the active needs and quality of life aspirations of local Trafford residents and of the wider community.

FORM AND CONTENT OF THE PLAN

1.8 The governing legislation requires that the Plan be prepared in two parts: -

Part I - To consist of a "Written Statement" of the Council's general policies for the development and use of land, and,

Part II - To consist of: -

(a) A "Written Statement" setting out the Council's detailed proposals for the development and use of land, including those for use in determining planning applications;

(b) A "Proposals Map" showing those proposals on a geographical base;

(c) A reasoned justification of the general Policies of Part I and the detailed Proposals of Part II, and,

(d) Any diagrams, illustrations or other descriptive or explanatory material the Council thinks appropriate.

1.9 In this Revised Written Statement, Part I of the Plan consists of the Themes of the Plan set down in Chapter 5, the Area Policies set down in Chapter 6 and the Policies contained in the second section of the relevant topic Chapters (Chapters 7 to 15). The Part II Proposals of the Plan are contained in the third section of the topic Chapters (Chapters 7 to 15) and the second section of Chapters 16 and 17.

1.10 The revised 1:10,000 scale Proposals Map is contained within the plastic wallet inside the back cover of the Plan folder.

THE PUBLIC CONSULTATION PROCESS

1.11 Public consultation has had a key role in the preparation of this Revised UDP. As required by statute, the Council carried out a two-stage consultation process, to provide local residents and other interested parties with the opportunity to comment upon and influence the content of the Plan.

1.12 The first public consultation on the proposed alterations to the adopted Plan, the First Deposit Consultation, took place between the 2nd October and the 13th November 2000. The publication of this Revised Deposit Consultation draft version of the altered Plan marks the second public consultation phase. The second consultation, on the Revised Deposit Draft took place in two stages, the first between 18th June 2001 and 30th July 2001 and the second between 12th November 2001 and 7th January 2002.

1.13 The Public Local Inquiry into the outstanding objections to the Revised Plan took place before an independent Inspector between the 11th June 2002 and 16th July 2003. The Report containing the recommendations of the Inquiry Inspector was received on the 15th October 2003 and considered by the Council's Executive on the 22nd December 2003. Modifications to the Revised Plan were subsequently advertised for further comment between the 2nd February and 15th March 2004. After careful consideration of the further representations received, the Council, on 19th April 2004 resolved to Adopt the Plan without further modification.

Chapter 2 – Strategic Planning Background

GENERAL OVERVIEW

2.1 The Borough of Trafford is one of the ten District Councils comprising Greater Manchester. It is located to the south and west of the regional centre of Manchester, to the south and east of the Manchester Ship Canal and west of Manchester Airport. To the north and east it adjoins the Metropolitan Districts of Salford and Manchester and, to the south, the Macclesfield and Warrington Districts of Cheshire, where the River Bollin forms the Borough boundary.

2.2 Trafford is one of the smaller District Councils within the conurbation, covering an area of some 10,600 hectares (26,200 acres or 41 square miles). In 2001 it was home to some 210,100 people living in some 91,400 dwellings and supported in the region of 127,000 jobs.

2.3 The Borough is an important centre for industry and business, with major and long established industrial estates at Trafford Park in the north, Broadheath in the south and Carrington in the west. There are large and growing commercial centres at Altrincham and Sale in the south and at Old Trafford/Trafford Bar in the north. Altrincham is one of Greater Manchester's major sub-regional shopping centres, with a catchment area extending south into Cheshire. The Trafford Centre shopping and leisure/entertainment complex in the north of the Borough located within Trafford Park (which opened for business in autumn 1998), also has a sub-regional catchment area extending across the conurbation and beyond. Many people commute into and out of Trafford each working day, and it remains a net provider of jobs to the conurbation, particularly to the adjoining inner city areas of Salford and Manchester.

2.4 Over the last 25-30 years the employment base of the Borough has changed substantially as the old traditional industries, which were well represented here, declined and in many cases closed. Fortunately, in part because of the skills of its residents, in part because of its location and in part because of its good environment and communications, Trafford has been able to attract many new firms in newer types of industry to replace the traditional jobs that have been lost. High technology, warehousing and distribution, office and other service businesses have been amongst the activities that have moved into the Borough. This substantial influx of newer activity has resulted in the total number of jobs available to the local and wider population increasing by some 16,000 since the early 1970's.

2.5 Trafford has proved a very popular and attractive area for people, from all over Greater Manchester and beyond, looking for a home. Housing development therefore has continued apace throughout this period, adding significantly to both the quality and quantity of the stock of dwellings in the Borough. Competition among builders to develop sites has been intense. These pressures have had to be balanced as best as they could against the long-held desire to conserve pleasant countryside and good farmland. Between 1974 and 1986 some 4,900 new homes were built, on urban as well as green-field sites across the Borough. Between 1986 and 2001 a further 6,100 new homes have been built on these sites.

2.6 Despite the scale of new and refurbishment development that has been achieved across the Borough, its population has contracted from an overall 229,000 in 1971 to some 210,100 in 2001. This decline has been most significant in the older parts of the Borough where clearance, outward migration and the very limited scale of new development opportunities have had their greatest effects. The distribution of population across the Borough as a consequence has steadily shifted towards the southern areas of the Borough.

2.7 As we move into the 21st century Trafford will face continuing and varied pressures for development, like most areas within and beyond the conurbation boundaries. These pressures, for more houses to accommodate further growth in the number of households; new industries and businesses to replace jobs lost; more open space and recreation facilities to meet the leisure needs of residents; new road and other transport facilities to allow people and goods to move around quickly and efficiently, will be competing to make use of a very limited supply of land both within and outside the built up area. These various claims for development land will increasingly need to be balanced against growing pressure to conserve and improve the quality and appearance of the environment. This UDP addresses these issues and seeks to provide the planning framework within which those conflicting claims can be balanced in as sustainable way as possible.

STRATEGIC PLANNING GUIDANCE FOR THE NORTH WEST REGION AND FOR THE GREATER MANCHESTER SUB-REGION

GUIDANCE FOR THE NORTH WEST REGION

2.8 The adopted Trafford UDP was prepared within the context of Strategic Planning Guidance for Greater Manchester (RPG4), published in October 1989. This sub-regional guidance has now been cancelled and replaced initially by Strategic Planning Guidance for the North West Region, published in 1996 and subsequently by Regional Planning Guidance for the North West (RPG13), published in 2003.

2.9 Regional Planning Guidance for the North West (RPG13) has been prepared within the context of Planning Policy Guidance Note PPG11 “Regional Planning Guidance” to take account of changes in national land use planning policy and in development and economic circumstances within the region since 1996. This new Guidance, set out in Executive Summary form in Appendix A, provides the main strategic planning guidance within which this UDP has been prepared.

GUIDANCE FOR THE GREATER MANCHESTER AREA

2.10 The ten Greater Manchester district authorities, have collectively published (in July 1999) a non-statutory Greater Manchester Strategic Planning Framework document that amplifies RPG13 as it relates to the Greater Manchester conurbation area. This document builds on an original framework document published in October 1997, taking account of changes and emerging national and regional planning policy guidance, the North West Development Agency’s Strategy for North West England, the emerging Greater Manchester Local Transport Plan and the emerging Greater Manchester district Unitary Development Plan reviews.

2.11 The fundamental purpose of the Greater Manchester Strategic Planning Framework document, which can be made available in full separately from this UDP document, can be summarised as seeking to: -

- Promote Sustainable Neighbourhoods - Giving priority to the use of land within the urban area and to making the best use (through compact mixed use/mixed tenure) of that urban land resource.

- Promote Sustainable Economic Development - Locating new economic activity where it can best support urban regeneration initiatives and in city, town and district centres.

- Promote Environmental Improvement - Enhancing the quality of life and health of residents, conserving and enhancing the conurbation's rich architectural and historic heritage, enhancing the amenity, recreation, tourism and wildlife value of the conurbation's river valleys and green-space corridors, supporting the implementation of Community Forest initiative and conserving important wildlife habitat areas.

- Promote Sustainable Transport - Encouraging development along the main public transport corridors and at important focal points on the public transport network, creating a countywide network of pedestrian and cycle routes connecting urban neighbourhoods, improving the public transport (bus, rail and Metrolink) network and infrastructure and encouraging sustainable freight movement

2.12 With specific regard to the promotion of a sustainable transportation system for the conurbation, the ten Greater Manchester district authorities and the Greater Manchester Passenger Transport Authority, collectively have prepared the Greater Manchester Local Transport Plan (LTP). The LTP, which was published in July 2001 and contains the detailed long-term strategy and transport infrastructure investment programme for the conurbation, has been endorsed by the Government and has had significant resources committed to its implementation.

KEY PRIORITY POLICY AREAS FOR ACTION IN TRAFFORD

2.13 Since the publication of the adopted UDP the Council has identified five key priority policy areas for action within the Borough to promote: -

- Economic and community regeneration;

- A safe and sustainable environment;

- Community well-being;

- Lifelong learning, and,

- An accessible quality service relevant and responsive to community needs.

2.14 A Trafford Economic and Community Regeneration Strategy, approved and published in 1997, set out the broad overall policy framework and priorities for encouraging and promoting economic development and community regeneration within the Borough over the early years of the Plan period. This document has recently been superceded (in July 2003) by the Trafford Community Strategy that sets the policy framework and action priorities for the whole Plan period. The land use planning policy aspects of this developing policy framework have been taken account of in the preparation of this UDP.

Chapter 3 – Implementation and Resources

IMPLEMENTATION OF THE PLAN

3.1 The Policies and Proposals for development and action set out in the Plan will not be successfully achieved by the efforts of the Council alone but by the combined efforts of the Council, the private sector, the Government, other public bodies and agencies and the residents of Trafford.

3.2 The private sector by and large will be responsible for the physical implementation of the commercial and other development proposals included in the Plan. The Council, the Government and other public agencies by and large will be responsible for co-ordinating the funding and planning of the provision of the necessary supporting social and community infrastructure. The Council will refer to the content of the document to help inform the consideration and preparation of its annual Capital Programme.

3.3 The Council, through its development control powers, will be responsible for determining in detail the appropriateness or otherwise of the individual development proposals that come forward utilising the Policies and Proposals set out in this Plan. Consideration of the individual proposals that come forward will be undertaken flexibly, taking full account of the prevailing economic and social circumstances and policy priorities of the Council.

FINANCIAL RESOURCES

3.4 The financial resources necessary to implement the Plan's Policies will be drawn from sources and organisations across the economy. The Plan recognises, however, that they will principally be derived from the private sector; and that the scale of private sector investment necessary to bring the Plan into reality will in cash terms be much greater than the contribution from other sectors of the economy. Investment by the Council itself will be targeted at creating conditions that will encourage appropriate development within the Borough. The financial implications of Council projects will require to be fully evaluated at the time of implementation.

3.5 The robustness of the Plan's Proposals and the speed at which they can be progressed is critically dependent upon the international and national economic situation and on central government fiscal policy in terms of market confidence and hence availability of finance. Similarly, the speed at which the Council is able to do its part is dependent upon its ability to incorporate local authority financed projects within the Council's financial programmes, that in turn depends upon the central government view of acceptable levels of local spending on both capital and revenue account.

3.6 The Plan does not, therefore, contain any rigid time-scale for implementation, which will take a longer or shorter period dependent ultimately upon the economic circumstances prevailing over the Plan period.

Chapter 4 – Monitoring and Review

4.1 The Council is required to keep under review all matters that might be expected to affect the development, or future planning of development, of their area. Monitoring the performance or effectiveness of the UDP, in its adopted form, will be an important task of the Council.

4.2 The UDP has been prepared to be robust and flexible to be able to cope with changing circumstances over time. Nevertheless looking into the future is a difficult and uncertain business. It will inevitably be the case that future changes in circumstances, at present unforeseen, will necessitate a review of the Plan and the Policies and Proposals that it contains.

4.3 Planning Policy Guidance Note PPG12 – Development Plans indicates that the Council should examine and monitor: -

- The principal physical and economic characteristics of the area;
- The size, composition and distribution of population of the area, and,
- The communications, transport system and traffic of the area.

4.4 Other topic specific Planning Policy Guidance Notes, including PPG3 – Housing and PPG6 – Town Centres and Retail Development, provide further detailed guidance on the range of matters that should be examined and monitored on a regular basis.

4.5 In addition to the above, Regional Planning Guidance for the North West has mapped out a set of key monitoring indicators that will be employed in monitoring the effectiveness of RPG. This monitoring framework is in the process of being refined within the context of the Regional Sustainability Framework and the North West Development Agency's Regional Strategy and the establishment of the Regional Intelligence Unit (RIU).

4.6 The Council, individually and collectively with the other Greater Manchester district authorities (through the Greater Manchester Policy Unit and Greater Manchester Research), will monitor and report at regular intervals upon the effectiveness of the adopted Plan within the local, sub-regional and regional planning context.

Chapter 5 – Themes of the Plan

Introduction

5.1 The Policies and Proposals set out in the Plan are seeking to respond to development pressures and opportunities within the Borough in a positive sustainable and beneficial way. They have been put forward to reflect the overall strategic planning framework for the region set out in Regional Planning Guidance for the North West (RPG13), for the Greater Manchester sub-region in the Greater Manchester Strategic Planning Framework, the Local Strategic Partnership's objectives of economic, social and environmental well-being and the Council's own key priority policy areas for action.

5.2 The Council has an important role to play in assisting the sustainable regeneration of the economic and community life of the Borough in a sustainable way, both as a catalyst/co-ordinator of activity, as a sponsor or a co-sponsor of activity and as a regulator of development in the community interest. It is important for all concerned with the future of Trafford that the themes, or guiding principles, underlying this Plan are clearly and unambiguously stated as the basis upon which the Council will seek to promote and evaluate future regeneration activity.

5.3 The themes or guiding principles set out in this Plan seek to encapsulate the content of a wide range of statutory and non-statutory strategy statements of the Local Strategic Partnership and the Council.

5.4 The Community Strategy for Trafford is an all encompassing strategy grounded within sustainable principles. This Strategy aims to improve the quality of life for all the communities and the fabric of the environment in which they live, learn, work and relax. To do this the Strategy embraces all of the issues addressed in the large number of existing Council strategies delivered by Trafford.

5.5 The Strategy is centred on people, places and prosperity, addressing issues such as health, lifelong learning, crime and safety, sustainable neighbourhoods including environment and housing, transport, prosperity, skills and jobs, culture, sports and arts and community cohesion.

Part I Policy GP1 – The Themes of the Plan

In putting into effect the Policies and Proposals of this Plan the Council will have regard to the following themes or guiding principles: -

i) To make and keep Trafford an attractive place in which to live, work, visit and invest, in particular by protecting and improving the quality of its environment and by providing the best possible choice of jobs, services and amenities;

ii) To promote sustainable forms of development in accessible and sustainable locations across the Borough in particular those that minimise the need to travel, especially by car, and which conserve energy and minimise waste;

iii) To promote urban regeneration and the re-use of outworn previously developed urban land and vacant or under-used buildings in ways that promote social inclusion, community safety and the reduction of local health inequalities;

iv) To protect and enhance the contribution that Trafford's countryside and other open space makes to its landscape quality and to the needs of leisure, recreation, farming forestry and wildlife;

v) To help in revitalising the regions economy and in particular to enhance the competitiveness of existing Trafford based companies and attract to Trafford new firms that will sustain the prosperity of its residents into the 21st century.

The Council will normally favour proposals that support these themes.

Chapter 6 – Area Based Policies

Background and General Justification

6.1 The Area Based Policies set out in this Chapter of the Plan are intended to provide a broad geographic expression of the overall economic and community regeneration aspirations and priorities of the Council over the next ten years. They provide the broad context within which the detailed Policies and Proposals set out in the succeeding topic-by-topic Chapters of this Plan have been set.

6.2 The area-by-area expression of the various types of action proposed by the Council to give an overview description of its regeneration aspirations and priorities have been taken on board from the Trafford Economic and Community Regeneration Strategy adopted by the Council in 1997.

6.3 The area descriptions determined by the Trafford Community Strategy were constructed following an examination of each part of the built-up area of the Borough in terms of its current relative physical, environmental, economic and social health, the nature and extent of the development pressures it currently is facing and likely to be facing in future years and the regeneration aspirations and priorities of the Council. For the purposes of this Plan and for ease of comprehension, the areas have been grouped into three categories – "Priority Regeneration Areas", "Areas for Improvement" and "Areas for Protection".

6.4 "Priority Regeneration Areas" are areas where the Council intends to secure regeneration as a matter of priority due to the intensity of social, economic and physical problems affecting the local community. Regeneration in these areas may take the form of the development or redevelopment of land, the conversion or refurbishment of buildings, landscaping improvements, improvements to the local environment and transport infrastructure and other social and community support measures.

6.5 "Areas for Improvement" are areas where the Council intends to secure improvements via

actions aimed at upgrading the local environment, improving local services, facilities and

amenities and other social and community support measures.

6.6 "Areas for Protection" are areas that the Council envisage continuing in their present role where it will not permit or encourage development that is likely to prejudice their character, appearance or function.

6.7 The Council intends to develop and implement a prioritised rolling programme of tailored regeneration and improvement work for these sub-areas of the Borough as the availability of its own and private sector financial resources permits.

6.8 Specific regeneration area action proposals that have been determined to date for the Ship Canal Corridor and for the Borough's four main established town centres are contained elsewhere in the Plan as followings: -

- Proposal E15 – Priority Regeneration Area: Carrington
- Proposals TP1 to 13 – The Trafford Park Area
- Proposal TCA1 The Trafford Centre and Vicinity
- Proposal H9 – Priority Regeneration Area: Gorse Hill
- Proposal H10 - Priority Regeneration Area: Old Trafford
- Proposal H11 - Priority Regeneration Area: Partington
- Proposal S6 - Altrincham Town Centre Regeneration Area
- Proposal S7 - Sale Town Centre Regeneration Area
- Proposal S8 - Stretford Town Centre Regeneration Area
- Proposal S9 - Urmston Town Centre Regeneration Area

6.9 The Manchester Ship Canal Corridor runs from Cornbrook in the north east of Trafford along the Ship Canal to Partington and Carrington in the south west of the Borough. It includes Trafford Park (Proposals TP1 to TP13), the Trafford Centre and Vicinity (Proposal TCA1), Davyhulme Waste Water Treatment Plant, Wellacre at Flixton (Proposal OSR12 (i)), Carrington Priority Regeneration Area (Proposal E15) and Partington Priority Regeneration Area (Proposal H11). Part of the Corridor lies within the Manchester/Salford Regional Pole as defined in Policy SD1 of RPG 13 and is a priority for development and resources. The remainder contains, and is close to areas that contain, concentrations of social, economic and environmental problems. Development here, which is complementary to the regeneration of the Manchester/Salford Regional Pole, is a priority. For these reasons the Manchester Ship Canal Corridor is identified in this Plan as a Priority Regeneration Area.

6.10 Over the last 15 years large-scale public and private sector investment in the Corridor (including on the Salford side of the Canal) has generated much successful employment and other development that has complemented and contributed to the sustainable regeneration of the heart of the conurbation and improved social economic and environmental problems within and close to the Corridor.

6.11 The Priority Regeneration Area designation of the Corridor will enable the Council to build upon the investment and development that has already occurred to further benefit the regeneration of the heart of the conurbation, the corridor and areas close to it, within the bounds described in Proposals E15, TP1 to 13, TCA1 and H11. In doing so, the Council will also seek to exploit opportunities to improve cross canal accessibility as an important means of maximising benefits.

6.12 The intended general treatment for the other areas identified in the Policies of this Chapter is indicated in Appendix B.

Part I Policy A1 – Priority Regeneration Areas

The Council is committed as a matter of priority to the regeneration of the urban areas listed below via the development and redevelopment of land, the conversion and refurbishment of available buildings, landscaping and other environmental improvements, the construction of improvements to the local transport infrastructure and other support measures: -

The Manchester Ship Canal Corridor (from Cornbrook, through Trafford Park to the Carrington and Partington Regeneration Areas), the Old Trafford and Gorse Hill Regeneration Areas, the Sale West (including Sidmouth Road) area, Sale Moor (Beech Farm/Gratrix Lane), Lostock, Stretford and Timperley (Broomwood) Neighbourhood Regeneration Area and Altrincham, Sale, Stretford and Urmston Town Centre Regeneration Areas.

Part I Policy A2 – Areas for Improvement

The Council is committed to action to secure the improvement of the urban areas listed below via action to secure upgrading of the local environment, the development and provision of improved services, facilities and amenities and other support measures: -

The A56 corridor, the Broadheath industrial area, Woodsend Circle in Flixton and Bowdon Vale in Bowdon.

Part 1 Policy A3 – Areas for Protection

Within the urban areas of the Borough not designated by Policy A1 as a Priority Regeneration Area or be Policy A2 as an Area of Improvement, the Council will normally only seek to encourage and permit development that is compatible with and maintains and reinforces their present character, appearance and function.

Chapter 7 - Environment

Introduction

7.1 A pleasant, clean, unpolluted and visually attractive environment is important to the quality of life enjoyed by residents, to the quality of the image the Borough presents to the outside world, and essential for attracting investment and jobs to the area. The protection and enhancement of the environment is therefore a key element of the Council's economic and community regeneration strategy for the Borough that it wishes to pursue through this Plan and other appropriate and related Council strategies.

7.2 Trafford is a relatively leafy and environmentally attractive part of the Greater Manchester conurbation. It contains many pleasant residential suburbs and buildings and areas of historical, architectural, archaeological, biological and visual quality. It also, however, contains areas of relatively poor quality environment, adversely affected by pollution, dereliction, neglect and poor quality development.

7.3 The quality and appearance of the environment of this busy metropolitan area is subject to daily pressure from residents, commuters, local business activity and developers. The population living and working in the Borough has been on the increase over the last decade as regeneration activity has gathered pace. Over the coming decade or so these pressures on the Borough are not expected to abate as the regeneration effort is continued. The Council recognises that without protective action this effort will inflict damage to the urban and rural fabric and the quality of life of the people that live and work in the area.

General Justification for the Policies and Proposals for the Environment

7.4 The protection and improvement of the environment of Trafford has been a consistent objective of the Council since its inception. Over the years considerable effort has been expended on a programme of schemes to reclaim derelict land, improve and landscape open land areas, protect buildings of historical and architectural significance and interest, declare Conservation and Tree Preservation Areas and protect sites of importance for nature conservation. With particular reference to flood risk in the Borough Proposals take account of PPG25 which recommends applying a risk based approach to development decisions through the application of a sequential test

7.5 These efforts have done much to protect and enhance the quality and appearance of urban and countryside areas. Much, however, remains to be done to conserve local environmental assets, guard against the creation of new areas of poor environment and restore neglected or damaged areas to some useful purpose. The Policies and Proposals of this Chapter are intended to build upon the solid foundation of work undertaken to date and create and sustain an attractive and safe environment for those who live and work in the area.

7.6 The package of measures seeks to: -

i) Protect and improve the urban and countryside assets that enhance the quality of Trafford's environment;

ii) Enhance the appearance and utility of those areas and features that detract from the environmental quality of the Borough;

iii) Encourage better quality, environmentally more sustainable and sensitive development;

iv) Minimise the sources and impact of pollution on local water and air quality.

7.7 The measures are augmented and complemented by: -

i) The Policies and Proposals set out in other Chapters of the Plan (notably those dealing with Open Space, Countryside, Transport and Movement and Development Control matters);

ii) Other Council policies and strategies, and,

iii) Sub-regional and regional policy and strategy statements (notably the Greater Manchester Local Transport Plan and the Mersey Basin Campaign).

7.7 Proposals reflect the objectives of RPG Policy ER5 on biodiversity which seeks to ensure that there is no net loss in the value of biodiversity resources in the region. The Council will seek to implement the targets in The Greater Manchester Biodiversity Action Plan and Cheshire Biodiversity Plan through a more detailed Trafford Action Plan For Nature backed up by the UDP Proposals on Nature Conservation and Species Protection.

7.8 All the above are seeking to carry forward the environmental safeguarding, enhancement and sustainable development objectives of Regional Planning Guidance for the North West and of the Greater Manchester Strategic Planning Framework.

PART I PLAN POLICIES

Part I Policy ENV1 - Flood Risk

The Council will minimise flood risk by taking a precautionary approach to all new development in or affecting areas liable to flooding.

Part I Policy ENV2 – Improving the Environment

The Council will regard the maintenance, protection and improvement of the environment as central to the purpose of the Policies and Proposals of this Plan. Opportunities to improve the environment will be explored where they occur but specific efforts will be made on: -

The A56 and other "corridors";

- **"Gateways" to Trafford and other prominent sites;**
- **Waterways;**
- **Areas where economic development is to be encouraged;**
- **Conservation areas;**
- **Town centres;**
- **River valleys and certain parts of the countryside.**

Part I Policy ENV3 – Landscape Protection

The Council will designate Areas of Landscape Protection, as listed below, and seek to protect them from development, which is obtrusive or unsympathetic to its surroundings: -

- **Along Timperley Brook between Timperley, Hale and Wythenshawe;**
- **The Bollin Valley and environs;**
- **Land in the parishes of Dunham Massey and Warburton up to the Cheshire boundary and along the Ship Canal, and including Dunham Park, Dunham New Park and the Devisdale;**
- **Land in the Mersey Valley and around Sale Water Park.**

Part I Policy ENV4 – Trees, Hedgerows and Woodlands

The Council will foster the retention of trees, woodlands and hedgerows and encourage new tree planting, including planting of new woodlands and hedgerows, utilising native species, wherever possible.

Part I Policy ENV5 – Community Forest

The Council will seek to further the establishment of the Red Rose Forest in Trafford by encouraging the creation, enhancement and management of the community forest resource as a significant land use in the Borough.

Part I Policy ENV6 – Areas for Conservation

The Council will seek to protect and enhance identified areas of architectural, archaeological, cultural and heritage value.

Part I Policy ENV7 – Nature Conservation

The Council will seek to protect and enhance identified areas and sites of importance for nature conservation (including SSSIs, SBIs, geological sites, wildlife corridors and declining habitats).

Part I Policy ENV8 – River Valleys and Major Watercourses

The Council will develop the recreation, wildlife and leisure potential of the valleys and major watercourses in Trafford commensurate with landscape and wildlife interests, and, where appropriate, will seek to re-establish a countryside character in the Mersey and Bollin valleys.

Part II Proposal ENV9 – Sites of Importance for Nature Conservation

In determining whether development proposals are satisfactory within the terms of Policy ENV7, the Council will have regard to the following hierarchy of sites: -

i) Sites of Special Scientific Interest (SSSI's);

Development proposals within or without SSSI's (or National Nature Reserves) will be subject to special scrutiny and will only be permitted where they would not have an adverse effect, directly or indirectly, on the SSSI.

ii) Sites of Nature Conservation Interest.

Attention will also be paid to the nature conservation interest of the following categories of site: -

- Sites of Biological Importance (defined on the Proposals Map and identified in Appendix C):

these are sub-divided into the following three categories :-

1. Grade A - rare and valuable within the Greater Manchester area;

2. Grade B - significant at the Trafford Borough level;

3. Grade C - significant at a level wider than the immediate locality.

- Local Nature Conservation Sites (defined on the Proposals Map and identified in Appendix D).

Within all the above sites the Council will, wherever appropriate, seek to safeguard the intrinsic features of nature conservation interest or value, having regard to: -

- The particular degree of significance and rarity value of the features on the individual site;

- The detailed impact of the proposed development on the nature conservation interest of the site;

- The extent of any proposed measures of mitigation or compensation aimed at enhancing or recreating habitats on or off the site.

Justification

1. Wildlife sites are a scarce resource in the Borough. In addition to their intrinsic value they are important in maintaining a variety of habitat types from which fauna and flora may colonise any further areas made available by development or management.

2. Sites of Special Scientific Interest (SSSI's) are of national importance and are protected by law. They are designated by English Nature as are National Nature Reserves. There are two SSSI's in

Trafford (see Appendix C). Local Nature Reserves are designated by the Local Authority in consultation with English Nature.

3. Sites of Biological Importance (SBI's) are identified by the Greater Manchester Ecology Unit in surveys of the county, updates as necessary. They are assessed as having one of three grades of significance:-

Sites of county importance;

B. Sites of district importance;

C. Sites of more than local importance.

4. Current SBI's are included in the areas of wildlife interest shown on the Proposals Map and listed in Appendix C.

5. Local Nature Conservation Sites have been identified by Trafford Borough Council as a result of a habitat survey carried out by the Greater Manchester Ecology Unit to a nationally approved method and updated by local knowledge.

6. These sites are of interest as habitats in their own right and also have value because they enable local residents to enjoy wildlife on their doorstep. Ideally, everyone should have a wildlife site within easy walking distance. Their value does not necessarily entail public access into the site, so that existing site owners' enjoyment is not affected. Sites at present designated are included in the areas of wildlife interest shown on the Proposals Map and listed in Appendix D.

7. The Sites of Biological Importance are reviewed annually and the Local Nature Conservation Sites will be amended periodically, so the list of sites covered will change over time. A list of such amendments to the Sites will be maintained as Special Planning Guidance, which will be incorporated in the Plan at its review.

8. There are six Ancient Woodlands identified in the Borough which are shown in Appendices D and E. These are sites where there has been continuous woodland cover since 1600 AD and the combination of undisturbed soils and tree cover provides a unique range of habitats. They are often refuges of rare fauna and flora which are not found in more recent planted woodlands.

9. It is not the intention that the operational requirements of United Utilities should be compromised by this Proposal.

Part II Proposal ENV10 – Wildlife Corridors

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a) The Council will seek to consolidate and strengthen the effectiveness of the wildlife corridors set out below and shown on the Proposals Map by: -

- Examining the impact of development proposals (including extensions to gardens) to ensure that the integrity of the corridors is not destroyed or impaired, and,

- Ensuring that new development within or adjacent to the corridors contributes to their effectiveness wherever possible through appropriate siting, design of buildings and landscaping measures.

The corridors consist of the following: -

The Manchester Ship Canal;

North Trafford Linear Open Space (from Davyhulme via Barton to Stretford);

The Mersey Valley;

The Manchester - Liverpool Railway;

Redbrook, and Sinderland, Baguley, and Fairywell Brooks;

The Skelton Junction to Lymm Railway;

The Bollin Valley and The Devisdale;

The Bridgewater Canal;

Open land between Timperley and Hale.

Firsway, Sale;

Carrington Tree Belts;

The Partington - Timperley Railway;

Longford Park.

b) Within the Mersey Valley the following sites shall be retained, improved and managed for wildlife purposes: -

- **Land south of Newcroft Farm, Urmston;**
- **Outfall channel from Sale Sewage Works and adjacent land, Hawthorn Lane, Sale;**
- **Land at Sinderland Brook, Carrington.**

Justification

1. Corridors are crucial links between wildlife sites, ensuring that wildlife has a range of continuous habitats to exploit throughout the urban and rural areas of the Borough and into and out of adjoining Districts. Many corridors already have some protection by planning or management (eg Mersey Valley), or restricted access (eg. railways, canals, motorways and small brooks). These are strategically important corridors and it is necessary to safeguard them from development or to enhance their value by habitat creation. There is a need for additional corridors to facilitate wildlife moving from open land into more densely populated urban areas, for instance the proposed North Trafford Linear Park (see Proposal OSR6(i) in Chapter 10 - Open Space and Recreation). Some corridors, such as Firsway, the Carrington Tree Belts and the Partington to Timperley Railway, are capable of improvement. The boundaries of the corridors shown on the Proposals Map were defined following an ecological survey.

2. The sites identified in (b) above have been brought forward from the Mersey Valley Local Plan (Proposals 45, 49 and 64).

Part II Proposal ENV11 – Nature Conservation and Assessment of Development

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In determining applications for planning permission the Council will: -

a) Ensure that effects upon wildlife and geological features identified in Proposals ENV9, ENV10 and ENV12 are taken into account;

b) Ensure, wherever appropriate, that features of natural and/or geological value are retained and incorporated into the development and that, where appropriate, measures for the future management of such features be agreed when considering any proposal for development;

c) Encourage the use of native species, wherever appropriate, in the design of landscaping, woodland, and forestry schemes. Such schemes should take into account the potential of the site and be appropriately designed to ensure that wildlife habitats are essentially self-sustaining;

d) Require an Environmental Assessment for any planning application which may significantly impinge on sites of national nature conservation value, ie: all proposed or designated Special Protection Areas or wetland sites protected under the RAMSAR Convention and all proposed or notified Sites of Special Scientific Interest.

Justification

1. The Council's commitment to nature conservation applies across the whole Borough and is not limited to "designated sites". Housing, industrial, recreation and infrastructure developments are all likely to have an impact on the Borough's nature conservation resource. Wildlife provision should be made wherever practicable within the context of these types of proposals, with appropriate management where necessary.

2. Where important features are lost a scheme for their replacement, or other measures of mitigation, may sometimes render a development acceptable, and the Council will seek to explore such possibilities.

Part II Proposal ENV12 – Species Protection

Where sites support species protected by law, the Council will not grant planning permission for development that might adversely affect the species concerned, unless exceptional circumstances outweigh the protection of the species. Development proposals will be assessed

in accordance with the criteria contained in Policy ENV11 – Nature Conservation and Assessment of Development.

Justification

1. The Wildlife and Countryside Act 1981 (and its subsequent amendments) places restrictions on the killing, taking, disturbance of nesting sites, keeping for sale of wild birds and their eggs and protects other animals and plants listed in the Act. The Proposal will ensure that the requirements of all legislation for the protection of species is taken into account.

Part II Proposal ENV13– River Valley Floodplains

The Council will only permit land-filling, land-raising or other development in flood plains, as shown on the Proposals Map, in wholly exceptional circumstances and where all the following criteria are satisfied;

(i) **It will not increase the risk of flooding, by reducing flood storage capacity, increasing flows within the floodplain or via the additional discharge of surface water;**

(ii) **It will not itself be at risk from flooding;**

(iii) **It will provide adequate access to watercourses for maintenance purposes;**

(iv) **It will allow for the protection of existing or proposed flood defences;**

(v) **It will not necessitate additional public expenditure on flood defence works.**

Justification

1. Flooding, and the increased risk of flooding, caused by land-filling, land-raising or other development within the floodplain are increasingly important issues in Trafford and elsewhere.

2. Guidance on these issues is contained in Planning Policy Guidance Note 25 on 'Development and Flood Risk', which was published in revised form in July 2001 to replace advice contained in Department of the Environment Circular 30/92.

3. The advice in PPG25 states that planning authorities should adopt a risk-based approach to the preparation of development plans and development control through the application of a sequential test, as set out in the guidance.

4. The boundaries of the areas identified on the Proposals Map as being Indicative Flood Plains have been derived from information provided by the Environment Agency, which has the lead role in providing advice on flood issues at a strategic level and in relation to planning applications. Development proposals in or close to these areas should be discussed with the Environment Agency .It should be noted that the pattern of flood risk may change over time but is expected to increase as a result of climate change.

5. In preparing development proposals in these areas, applicants should carry out an assessment of flood risk and the run off implications of their proposal that is appropriate to the scale and nature of the development and the risks involved. The assessment should be carried out by a suitably qualified person. Developers should, wherever possible, look to sustainable drainage systems to fulfil requirements.

6. Any land adjacent to a watercourse may be liable to flooding at some point in the future and developers should investigate the potential impacts of proposed development on the flood risk for land and property downstream.

7. New development should allow for proper maintenance of watercourses by the relevant operating authority, and not prejudice existing or proposed flood defences. Where additional flood defences, mitigation works and warning measures are required as a result of new development these should be funded by the developer, including provision for ongoing maintenance.

8. Flood plains are also valuable natural assets, with the River Mersey flood plain being of particular geo-morphological value. In these circumstances mitigation measures that involve bank stabilisation works will not normally be appropriate as the active meandering of the River Mersey is a key feature in the Borough.

Part II Proposal ENV14 – Tree and Hedgerow Protection

(i) Trees

In exercising its powers and duties to protect trees, the Council will give priority to the following:

a) trees along the main transport corridors and at gateways into the Borough;

b) trees in river valleys, on skylines and in areas identified in the landscape proposals of this Plan;

c) copses or woodlands especially semi natural ancient woodland (unless under management schemes agreed by the Forestry Commission) listed in Appendix E;

d) individual trees and groups of trees of outstanding importance, wherever sited;

e) Significant trees on development sites.

(ii) Hedgerows

A) **The Council will seek to protect important hedgerows in the countryside by controlling their removal through a system of notification.**

B) **The Council will seek to protect hedgerows, which make a positive contribution to amenity in the urban area.**

The Council will only permit development affecting trees and hedgerows, including lopping, topping and felling where it is necessary for the development to take place. Regard will be had

to proposed and existing Tree Preservation Orders and the amenity value of the site. Consideration must be given to the retention of existing trees/hedgerows on site, wherever possible and any that are removed should be adequately replaced.

Justification

1. Trees and hedgerows are vital in maintaining and improving the quality of life for the inhabitants of the Borough. Within the urban area they enhance amenity by providing a pleasant backdrop to the built environment and within the countryside make an important contribution towards the rural landscape.

2. The Council has a duty under Section 197 and powers under Section 198 of the Town and Country Planning Act 1990, to protect trees in the interests of amenity. The priority areas are those in which trees play a major role in the landscape character of the Borough at a District or local level. Protection will be achieved by the use of Tree Preservation Orders, legal agreements and development control.

3. The Hedgerow Regulations (1997) came into force on the 1st June 1997. The Regulations set out criteria that must be used by the local planning authority in determining which hedgerows are important. The criteria relate to the value of hedgerows from an archaeological, historical, landscape or wildlife perspective. They exclude hedgerows that are less than 30 years old. If a hedgerow is at least 30 years old and qualifies under any one of the criteria, then it is important.

Part II Proposal ENV15 – Community Forest

In considering proposals for development in the countryside, particularly in the Mersey Valley, the Council will further the establishment of the Red Rose Community Forest by seeking, wherever appropriate, the inclusion of associated tree planting and any directly related works including suitable provision for wildlife and sustainable public access. The scale and type of planting and related works, whether on-site or off-site, should be consistent with the nature of the particular development and its setting in the Forest area. Any built development in the Forest area will be expected to be of high quality in design and materials and to respect its woodland setting.

Justification

1. The Community Forest will bring trees, woodland, wildlife and landscaped areas closer to people's homes, with environmental, social and economic benefits. The initiative is supported by policy guidance at both the national and regional levels. The Red Rose Forest Partnership was launched in 1992 to create a Greater Manchester Community Forest and it covers six of the Greater Manchester local authorities.

2. Trafford is a largely urbanized Borough and its trees, hedgerows, woodlands and wildlife habitats, in both the countryside and urban centres, are among its most valuable natural assets. These qualities are valued by local people and make a significant contribution to the Borough's landscapes and townscapes. The Red Rose Forest aims to provide increased community woodland close to where people live, which will:

- *produce landscape and wildlife benefits;*

- *provide recreational opportunities for large numbers of people, and,*
- *Help to improve quality of life and the quality and image of the environment*.

3. The vision and strategy for the development of the Community Forest is set out in the Red Rose Forest Plan (1994) and updated in the forest plan and supplementary review (2000).
4. In order to improve the environment and to deliver a better quality of life in Trafford, the Council aims to achieve a community forest resource in Trafford of 1,700 ha (about 16% of the land area of the Borough).

5. All residents of the Borough require access to trees, woodlands and other wildlife and landscaped areas close to their homes. It is the Council's long term aim that all Trafford residents should have ready access to the Community Forest. This Forest will range from trees, which green the local streetscape, to small copses and nature areas, within a short walk of people's doorsteps, through to larger woodlands and other wildlife habitats at a greater distance from home, but readily accessible on foot or by bicycle. The Red Rose Forest Partnership is working to achieve this vision.

6. Any planting required will be of native species appropriate to the setting and (whether on-site or off-site) will be no more than necessary to overcome planning objections. The willingness of applicants to plant trees will not be a factor that would lead in itself, to permission being granted.

7. Any development proposals in the Green Belt will also be subject to Green Belt policy. Where off-site planting is justified by the nature of a particular proposal, a financial contribution may be sought from a developer. The Council will undertake to refund any monies that remain unspent 8 years from the date of initial payment under this scheme

8. Government Circular 1/97 gives local planning authorities policy guidance on the use of planning obligations in approving development. The planning obligations may "enhance the quality of development ", but "must be relevant to planning and directly related to the proposed development". This will be used as a broad basis for negotiation with developers and will relate tree planting and any directly related works to the nature of the development and its setting in the Forest area. Related works should also include suitable provision for wildlife and sustainable public access.

Part II Proposal ENV16 – Tree Planting

In considering development proposals throughout the Borough, the Council will impose planning conditions or negotiate planning obligations with applicants to secure the planting of trees, hedges and woodlands in a way that is fairly and reasonably related in scale and kind to the proposed development. Planting should be in keeping with the locality using native species. Where the scale and nature of the proposed development justify off-site planting, a financial contribution will be sought.

Justification

1. The planting of trees through new development will assist the Red Rose Forest initiative to meet its woodland cover target.

2. Planting will usually be expected to take place on the development site itself. Off-site planting, however, may be justified by the nature of a particular development proposal. Where off-site planting is agreed, any developer contributions remaining unspent after eight years from the initial date of payment will be refunded. These proposals are in line with Circular 1/97 that requires planning obligations to be related to the development.

3. Contributions will only be required where they are fairly and reasonably related in scale and kind to the development proposal and where such contributions would be of direct benefit to the occupiers of the new development. The amount of planting likely to be sought for typical developments is set out below. However, variation to this may be appropriate according to the circumstances of the site, the proposal and the locality.

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

4. Supplementary Planning Guidance will be prepared, outlining the details of the operation and administration of this Policy.

5. For the avoidance of doubt the Council will not seek to apply this Proposal to the development of "affordable" (as defined in Proposal H8) or elderly persons housing accommodation.

Part II Proposal ENV17 – Areas of Landscape Protection

The Council will protect, promote and enhance the distinctive landscape character and quality of the areas identified on the Proposals Map. Where development is acceptable in principle, the Council will apply the following criteria in assessing the suitability of proposals in relation to the landscape type and character of their setting:

1. **The appropriateness of design and construction materials with regard to local/regional building traditions.**

2. **The degree and quality of landscaping.**

3. **The impact on the landscape quality of the immediate area and the wider setting and on features of importance to wildlife.**

Justification

1. The quality and character of the Borough's landscape types differs. Some areas have retained their original characteristics whilst the character of others has changed or has been weakened by development. The Council wishes to ensure that the characteristics of each of the Borough's landscape types is preserved and enhanced when it is considering the merits or otherwise of development proposals that may come forward within them.

2. The Council has completed a Landscape Assessment of the Borough's open land areas and has identified seven different landscape types that it wishes to seek to preserve and enhance by means of this Proposal. The seven types are:

i) WOODED CLAYLAND – A predominantly pastoral landscape area, including pockets of arable farming and market gardening with recreational land uses on the urban edge. Hedgerows and hedgerow trees combine with wooded areas and surrounding development to restrict views. Settlement is generally dispersed, including scattered farmsteads and occasional rural dwellings.

ii) WOODED ESTATE LAND – An area of rolling, rising ground dominated by Dunham Hall and its associated outbuildings and estate lands. The area has a predominantly wooded appearance with Dunham Park and Dunham New Park and numerous scattered, isolated small coverts and woodland areas. The layout, field size and management regime of the agricultural fields results from the association with the Hall, with most enclosed by well-maintained hawthorn hedgerows. Views are open and extensive from the rising ground with tree groups forming the main restriction.

iii) SETTLED SANDLAND – An area dominated by agricultural uses, mainly arable with some pasture. The rolling landscape and generally un-wooded nature of the rural area allow extensive views, with hedgerow trees and hedgerows being visually prominent. A number of dispersed farmsteads are linked by meandering lanes with settlement clusters at Dunham Woodhouses and Warburton. Isolated pockets of remnant coverts and woods with a number of ponds provide a valuable range of woodland and wetland habitats with diverse ecological benefits.

iv) MOSSLAND – A flat area dominated by a large scale, geometric field pattern with intensive arable agricultural use. The "rides" which cross the area have become a distinguishing feature of the mossland, particularly those running north-south. There is little tree or shrub vegetation except that associated with the "rides" which controls views by foreshortening the distant views and focussing them in a linear manner. Steep sided ditches mark field boundaries with areas of herbaceous vegetation between the ditches and the "rides". There has been little development with only one isolated farmstead.

v) RIVER MEADOWLAND – A flat alluvial flood-plain area with pastoral land use and a lack of human habitation. The rivers are not visually prominent, due to their sunken position and the presence of levees within the flat topography. Open, distant views along the flood plain become more confined to the north and south by the rising ground beyond the flood plain.

vi) WOODED RIVER VALLEY – An area with an intimate, secluded nature, created by the narrow valley bottom and the small scale of the river and its meandering course. The river is not visually prominent, as it is generally sunken and fringed by trees. On the flatter areas of the flood plain,

the land use is predominantly grazing with much of the agricultural land enclosed by woodland slopes, which maintain the integrity, intimacy and apparent seclusion of the river valley.

vii) URBAN RIVER VALLEY – An area whose character has been affected by the proximity of the urban area. Little remains of the former alignment or original topography of the rivers. Land uses such as water parks, playing fields, golf courses and general areas of amenity and recreation have given the land adjacent to the river an almost suburban appearance. The flat topography and few boundaries, allow extensive views over the flood plain with neither the Ship Canal or river being overly prominent.

3. Supplementary Planning Guidance has been produced by the Council to describe for each landscape type the particular qualities and characteristics of the built and natural landscape that developers should seek to protect, preserve, strengthen and improve.

Part II Proposal ENV18 – The Devisdale

The Devisdale, other than those areas already developed as playing fields, shall be used only for informal recreation and no additional playing fields will be permitted on the site.

Justification

1. The site is an integral part of the Devisdale Conservation Area enhancing the character, quality and setting of the adjoining built-up area.

2. Most of the land will be used for informal recreation and school playing fields designed so that the landscape and open quality of the site is preserved.

Part II Proposal ENV19 – Special Landscape Features

The Council will seek to retain, protect and wherever possible, enhance features that make an important contribution to the quality and interest of Trafford's landscape. Such features are: -

- Woodlands and copses (listed in Appendix E);

- The banks of the River Mersey including old oxbows, meander scars and river terraces (from

- Ashton Weir to the Ship Canal);

- Brooks Drive (from Timperley to Hale Barns);

- Carrington Rides;

- Sale Water Park Lake;

- King George V Pool, Altrincham;

- The trees on Davyhulme Golf Course;

- The main group of trees in Longford Park.

Justification

1. The features, which are predominantly woodlands, are attractive features in themselves but, in particular, make a major contribution to the general attractiveness of the landscape.

Part II Proposal ENV20 – Skylines

The Council will seek to retain and enhance the character of prominent skylines running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon by: -

a) Maintaining existing tree cover and important landscape features;

b) Protecting the sight lines and views to important buildings and landmarks which enhance the skyline;

c) Rejecting development proposals which adversely affect these skylines by virtue of their height, scale or inappropriate siting.

Justification

1. These important landscape features are visible for considerable distances and make a major contribution to the quality of the Borough's landscape. The Altrincham skyline is visible from Warburton and Dunham Parishes and the Bowdon skyline from the Bollin Valley, the M56 and North Cheshire.

Part II Proposal ENV21 – Conservation Areas

The Council will from time to time: -

a) Review the question of whether any further parts of the Borough are of special architectural or historic interest, warranting designation as Conservation Areas;

b) Formulate and publish proposals for the preservation and enhancement of Conservation Areas, and

c) Consider whether grounds exist within any Conservation Area for (i) the making of a direction withdrawing a particular range of permitted development rights or (ii) the definition of an Area of Special Control of Advertisements.

In determining applications for planning permission within Conservation Areas the Council will pay particular attention to the desirability of preserving or enhancing the character or appearance of the area and will judge the effect of proposals by taking particular account of those special qualities identified in the pre-designation assessments. All developments within Conservation Areas will be expected to preserve or enhance the character or appearance of the area.

In determining applications for Conservation Area consent for demolition the Council will take account of the contribution made by the building to the character, appearance or special architectural interest of the area as a whole, including the merits of any proposed (re) development. Where development is to follow demolition, it will be a requirement that detailed planning permission shall be obtained before the grant of conservation area consent and any such consent will normally be conditional upon demolition not taking place until a contract has been made for the carrying out of the redevelopment.

Justification

1. There are 21 Conservation Areas within the Borough. These contain a major part of the Borough's built heritage and make a major contribution to the attractiveness of the Borough. The Conservation Areas are shown on the Proposals Map and listed in Appendix F. The Council is required by the Planning (Listed Buildings and Conservation Areas) Act 1990 to: -

a) Keep the designation of Conservation Areas under review and to consider whether new Areas should be designated;

b) Make and publish proposals for the preservation and enhancement of Conservation Areas and protect and enhance the character and appearance of such areas;

c) Pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas

2. The Council wishes to retain the character and quality of these Areas and this Proposal and other Proposals are designed to do this. New development should be of a high standard, buildings of quality should be retained and where appropriate improvements carried out. The Council intends to issue design guidance for Conservation Areas and will promote enhancement and environmental improvement schemes as resources and opportunities permit. Trees are often crucial to the quality and character of Conservation Areas and these should be protected. Advertisements can, if not sympathetically designed and sited, have an adverse impact on the quality of the Conservation Area and the Council propose to control these to protect the character of the Conservation Areas.

3. Where necessary, to safeguard the Character of Conservation Areas from types of development such as the inappropriate replacement of windows and doors, the Council will seek to control minor classes of development permitted under the Town and Country Planning General Development Order by making Article 4 Directions.

Part II Proposal ENV22 – Conservation Area Designation

In considering whether to designate further parts of the Borough as Conservation Areas, the Council will have regard to the following criteria:

1) **Whether the area is of special architectural or historical interest which may arise from:**

i) **The number of buildings in the area of architectural or historic interest, including listed buildings;**

ii) **The buildings or layout serving as a reminder of the historic development of the area**

iii) **The archaeological significance of the area, and/or;**

iv) **The quality and character of the spaces and townscape and the contribution made by trees and other green features.**

2) **Whether the area is of consistently high quality and not unduly interrupted by elements, which detract from its special character.**

3) **Whether the area is of sufficient size, coherence and enclosure to establish a firm sense of its special character.**

4) **Whether the area would benefit from Conservation Area designation having regard to the planning effects and purpose of designation.**

In reviewing the boundaries of existing Conservation Areas the Council will have regard to the following criteria: -

5) **Whether and part of the existing Conservation Area has been so eroded by change as to have lost its special character**

6) **Whether any additional area proposed is comparable to the existing area in terms of its quality and character**

7) **Whether any areas forming the setting for important buildings or groups of buildings in the existing areas should be included in the area to provide the necessary protection**

8) **Whether the area as proposed to be amended complies with criteria 1-4 above**

The areas of the Borough, which the Council is considering for new Conservation Areas, are:

- **Hollybank, Sale**
- **Barnfield/Westgate, Urmston**

The Conservation Areas whose boundaries are to be given priority for review are:

- **Barton-upon-Irwell**

- **The Devisdale**
- **The Downs**
- **Bowdon**
- **Linotype Housing Estate**
- **Sandiway**

Justification

1. This proposal sets out the basis upon which the designation decisions will be taken in accordance with advice in Planning Policy Guidance Note PPG15 – Planning and the Historic Environment.

Part II Proposal ENV23 – Development in Conservation Areas

Development proposals should preserve and enhance the character of Conservation Areas. They should be of the highest standard of design. They will be considered against the following criteria: -

a) In terms of its architectural design, siting, scale, proportions, emphasis, form, height and materials the development should be compatible with the character and setting of the Area and should relate to street and building patterns;

b) The treatment of associated landscaping, boundaries, paving, open spaces and associated street furniture, lighting and advertisement signs should be similarly complementary;

c) Any new or extended building should provide or retain sufficient space at the sides, front and rear to be in character with the surrounding area;

d) The hard area covered by buildings (including outbuildings and garages) and hard surfacing for parking and manoeuvring should not exceed that appropriate to the character of the surrounding area;

e) Important trees, boundary walls and gateposts should be retained

f) Extensions and other external alterations (including shop fronts) should not result in the loss of significant architectural features and should be appropriate to the design of the building.

Justification

1. To safeguard the character and appearance of Conservation Areas. The Council has produced Planning Guide-lines for The Downs, The Devisdale, Bowdon, Ashley Heath and South Hale to give guidance to prospective developers.

Part II Proposal ENV24 – Buildings of Special Architectural or Historic Interest

The Council will seek to preserve buildings of architectural or historical interest by: -

a) **Monitoring the condition of all such buildings;**

b) **Exercising a general presumption in favour of the preservation of listed buildings, except where a convincing case has been made out for demolition and all possible means of retaining the building have been exhausted;**

c) **Ensuring that all proposals for the alteration or extension of listed buildings are in keeping with the character and special interest of the building;**

d) **Having special regard to the preservation of the setting of listed buildings when determining any applications for listed building consent, Conservation Area consent or planning permission;**

e) **Encouraging new uses in listed buildings where existing uses are no longer appropriate or viable.**

Where works of demolition, alteration or extension to a listed building are permitted, the Council will consider whether to require that a detailed record of the building is made before works commence.

Justification

1. There are almost 300 listed buildings in Trafford. These are an essential part of the Borough's heritage and should be conserved. A recent survey of all such buildings has revealed that a number are at risk and that many of these buildings need attention. There is constant pressure for change on many of these buildings and therefore it is important that the Council regularly monitor them to ensure that they do not seriously deteriorate nor are materially altered.

2. In certain cases the Council may be able to offer grants for works to listed buildings that enable the original character of the building to be retained. Funds are limited and in particular these will be targeted at buildings at risk. The Council are extremely concerned to retain the Borough's listed buildings which are relatively small in number and demolition will only be permitted where there is clearly no alternative and where it can be clearly shown that the costs of restoring the building are prohibitive. Partial demolition will only be allowed where it clearly results in an improvement to the listed building and other options have been thoroughly assessed. New uses, which do not harm the fabric of the listed building, will be encouraged in order to ensure the continuance of the building. The Council are concerned to retain the character of the listed buildings and therefore extensions and alterations will only be permitted where they do not change that essential character.

Part II Proposal ENV25 – New Uses for Listed Buildings and Buildings in Conservation Areas

In seeking to encourage new uses for listed buildings in accordance with Proposal ENV24(e) favourable consideration will generally be given to new uses which meet the following criteria: -

a) They respect the architectural and historic character and setting of the building;

b) They do not destroy or obscure any significant architectural or historic features. Details and original openings should be retained;

c) They are compatible with surrounding land uses and are not detrimental to the environment and quality of the surrounding area;

d) They do not conflict with other Policies and Proposals in the Plan.

Justification

1. The Council are concerned to ensure that new uses do not conflict with nor will harm the character of listed buildings, Conservation Areas or their surroundings.

Part II Proposal ENV26 – Archeological Sites

The Council will seek to protect, preserve and enhance sites and monuments of archaeological interest (and their settings) by the following means: -

a) Maintaining a Sites and Monuments Record;

b) Requiring an appropriate level of desk assessment and/or field evaluation of the archaeological implications of development proposals where these are likely to affect significant archaeological remains;

c) Normally requiring the preservation in situ of archaeological monuments and remains of national or major local importance - this provision applies also to the settings of such monuments and remains;

d) Requiring in any case where archaeological remains are expected to be present but preservation in situ is not required, that appropriate and satisfactory provision is made for a programme of excavation and recording of such remains prior to the commencement of development.

Justification

1. The Council has a duty to identify, evaluate and protect archaeological remains in the Borough. In addition to the identified sites and monuments that survive from the mediaeval and later periods, Trafford is likely to have evidence of settlements from the late pre-historic and Romano-British periods in the river valleys and moss lands. These remains need investigation to ensure the protection of important monuments, sites and their surroundings.

2. The scheduled Ancient Monuments are shown on the Proposals Map. The Sites and Monuments Record for Trafford and maps showing archaeological constraints are available for consultation at Trafford Town Hall.

Part II Proposal ENV27– Road Corridors

The Council will seek to improve the environment along major road corridors by: -

a) Requiring that developers of land in these corridors pay particular attention to the elevational treatment of buildings fronting the major road(s), and,

b) Requiring, where appropriate, a complementary standard of planting, ground surfaces and boundary treatment.

The relevant major road corridors are: -

- M60 Motorway;

- A56 Dunham Road, Manchester Road, Washway Road, Cross Street, Chester Road;

- A560 Shaftesbury Avenue, Stockport Road, Timperley;

- A538 Hale Road, Hale Barns;

- B5158 Carrington Road, B5213 Church Road, Stretford Road, Urmston, Urmston Lane, Stretford,

- B5215, Kingsway and A5145 Edge Lane, Stretford;

- A5081 Trafford Park Road, Parkway and Ashburton Road East in Trafford Park;

- B5211 Redclyffe Road, Trafford Park;

- A6144 Warburton and Carrington, and A6144 Carrington Lane, Harboro Road and Marsland Road and Old Hall Road, Sale.

Along the A56 corridor the Council will seek particularly to protect: -

a) The rural wooded and well landscaped views between the River Bollin and Altrincham town centre which collectively form the southern gateway to the Borough, and,

b) The landscaped sites in Stretford identified on the Proposals Map.

Justification

1. To secure the improved appearance and wildlife interest along the existing and proposed road corridors in the Borough through encouraging development which presents the highest environmental standards and by upgrading and maintaining the existing environment for the benefit of residents, visitors and potential investors.

Part II Proposal ENV28 – Rail Corridors

The Council will in partnership with British Rail, Greater Manchester Passenger Transport Executive, Manchester, Salford and Trafford Groundwork Trust and the private sector to secure environmental improvements along rail corridors within the Borough, including: -

- The Manchester/Warrington British Rail line;

- The Altrincham/Stockport British Rail line;

- The Manchester/Altrincham Metrolink line;

- The proposed Trafford Park/Dumplington Metrolink line extension, and the proposed Metrolink

extension to Manchester Airport.

Initiatives will promote: -

i) Improvement of stations;

ii) Improvement of neglected, degraded or derelict sites;

iii) New tree planting, screening and landscape improvements;

iv) Improvement of bridges and other engineering features;

v) Opening up vistas to provide views of important landmarks;

vi) Protection and improvement of wildlife habitats;

vii) Appropriate new uses for redundant rail structures and land.

The Council will seek to improve the environment along rail corridors by: -

a) Requiring that developers of land adjacent to these corridors pay particular attention to the elevational treatment of buildings facing the rail lines, and

b) Requiring, where appropriate, a complementary standard of planting, ground surfaces and boundary treatment.

Justification

1. To secure the integrated and comprehensive improvement of land along, adjoining or adjacent to rail corridors where opportunities for new tree planting and other landscape schemes will enhance the appearance and image of the Borough for the benefit of rail users, residents, visitors and potential investors.

Part II Proposal ENV29 – Canal Corridors

The Council will seek to upgrade the environment and improve the appearance of land adjoining the Bridgewater and Manchester Ship Canals by: -

a) Promoting environmental improvements in partnership with Manchester, Salford and Trafford Groundwork Trust and the private sector;

b) Requiring that developers of land adjacent to one of the canals pay particular attention to the elevational treatment of buildings facing the waterway, while at the same time recognizing the commercial character prevailing along certain lengths of the canals;

c) Requiring, where appropriate, a complementary standard of planting, ground surfaces and boundary treatment, and,

d) Requiring that developers on land adjacent to the canals do not inhibit their use for navigation.

Justification

1. To protect and improve the environmental quality and use of the Borough's canals.

Part II Proposal ENV30 – Control of Pollution

The Council will seek to ensure that forms of development likely to cause significant levels of pollution (of air, water or ground), or of noise and/or vibration are not sited within areas where the predominant land uses would be incompatible with such sources of nuisance.

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

Justification

1. The Borough generally possesses a good environment, which the Council intends to retain and improve wherever possible. Pollution of water, ground and air and unacceptable noise and vibration damage the environment and should be prevented. As the most effective way of controlling pollution is at source, the Council will use its development control powers to prevent or limit potential new sources of pollution. Proposals for development close to sources of pollution, noise or vibration will be required to ensure an acceptable environment for users of the development.

2. The role of the planning system in pollution control relates to the location of development that may pollute or of development near potential sources of pollution and should thus complement the agencies of direct control of pollution. Integrated Pollution Control (IPC) of industrial processes with the greatest pollution potential is undertaken by the Environment Agency. All pollution from other industrial processes is covered by Local Authority Air Pollution Control. Water quality is also protected by the Environment Agency that controls effluent from industrial processes not under IPC and all sewage discharges, including water and sewerage companies. The management of controlled waste is licensed by the Environment Agency.

3. The Council has produced Planning Guide-lines - Noise Standards to give advice to prospective developers. The Council will seek to establish an effective partnership with United Utilities in order to reduce the impact of sewage treatment works on their surroundings, particularly at Davyhulme.

Part II Proposal ENV31 – Wastewater Treatment

The development of new operational facilities for water and waste water treatment (including sludge disposal) on sites indicated on the Proposals Map will normally be supported where this is necessary to implement objectives of the Plan or to meet statutory obligations and environmental standards, provided that due regard is paid to the impact of the development on the local environment.

Justification

1. Large areas of land in Trafford are given over to water/waste water treatment and new operational facilities will be required as standards for water/waste water treatment become more stringent.

2. The identification of sites will be introduced by way of interim alteration or at First Review of the Plan.

Proposal ENV32 – Derelict Land Reclamation

The Council will seek to secure the reclamation or improvement of areas of derelict, neglected or unsightly land, and support measures which will bring them into productive use or to provide for amenity or nature conservation, taking into account existing recreation and nature conservation interests and other potential. The sites to be reclaimed in the current derelict land programme are listed under (a) and (b) below and identified on the Proposals Map.

(a) Priority Sites for Reclamation for Development

i) **Land at Thompson Road/Twining Road, Trafford Park;**

ii) **Land at Carrington Power Station, Manchester Road, Carrington;**

iii) **The former BP Tank Farm and adjacent land_adjoining Partington railway sidings, Manchester Road, Carrington.**

iv) **Land at Partington Gas Works, Common Lane, Carrington;**

v) **Land at Stretford Road/Essex Way, Old Trafford;**

vi) **Land at Churchill Way (former Carborundum site), Trafford Park;**

vii) **The former railway land on the west side of Mellors Road, Trafford Park;**

viii) **The former railway land on the south side of Nash Road, Trafford Park;**

ix) **Land at Chapel Place/Redclyffe Road, Trafford Park;**

x) **Land north of Nash Road, Trafford Park;**

xi) **The former Barton Power Station, Trafford Park;**

xii) **Land north of the Bridgewater Canal, Twining Road, Trafford Park;**

xiii) **Land east of Sinderland Road, Carrington;**

(b) Priorities for Reclamation for Environmental Improvement

i) Bethell's Tip, Dane Road, Sale: Recreational use and nature conservation (see Proposal OSR12 (v));

ii) Manchester Road, Partington: Nature conservation and recreation (formerly Proposal MV63 Mersey Valley Local Plan);

iii) CKM Tip, Carrington Lane, Sale: Recreation;

iv) The former Altrincham Incinerator site, Sinderland Road, Broadheath: Nature conservation and informal recreation;

v) Land south of Malijurs Covert, of Sinderland Road, Broadheath: Nature conservation and informal recreation.

Justification

1. To improve the environment and make the Borough as a whole more attractive for investment and as a place in which to live and work.

2. When progressing the implementation of this Proposal the Council, wherever practical, will seek to bring forward reclamation schemes on sites that adjoin the strategic development sites identified in Proposal E13.

Proposal ENV33 – Contaminated Land

Before determining planning applications concerning any site which is known or strongly suspected to be contaminated to an extent which would have an adverse effect on the proposed use, the Council will require applicants to: -

a) Carry out an investigation to assess the nature and degree of land contamination, and,

b) Where contamination is confirmed, prepare an agreed set of remedial measures to deal with the identified hazards before occupation of the site, taking account of the proposed use of the land.

In cases where there is only a suspicion of contamination or where the evidence suggests only slight contamination, planning permission may be granted prior to the implementation of the above steps but conditional upon their being carried out before work commences.

Justification

The re-use of contaminated land will contribute to the Council's objective of promoting urban regeneration and re-use of outworn land. However, the redevelopment of land formerly used as for example sewage treatment works or domestic and industrial landfill sites, may give rise to hazards which put at risk people working or living on the site, the buildings themselves and the water services.

It is recognised that there is likely to be a legacy of potential pollution derived from contaminated land associated with past and present industrial activity, for example in Trafford Park. If precautions are not taken, contaminants may escape from the site to cause air and water pollution.

The disturbance of contaminated land can mobilize pollutants and either cause first time pollution or worsen existing problems. Leachate and drainage from contaminated land sites pose serious risks to pollution to both watercourses and groundwater.

Government guidance in PPG23 advises that the split approach contained in the Proposal be followed. Where sites are known or strongly suspected to be contaminated the Council will wish to see remedial measures agreed as part of any application for development. Contaminated sites are not always known and where the Council believe there is a possibility that the land may be contaminated the Council would not wish to delay development but would wish to ensure that before development commences any possible contamination is identified and adequate remedial measures taken.

Chapter 8 – Employment

Introduction

8.1 The future well-being and prosperity of the Borough and its residents, and the degree of success the Council may achieve in fulfilling the basic aims set out in the Themes of the Plan, will depend very much upon the health, strength and vitality of the local economy.

8.2 Recent years have seen considerable and fundamental changes in the quantity and range of economic activity within the Borough. Industrial and commercial businesses of all types have had to adapt to rapidly changing technological, economic, demographic and social circumstances.

8.3 The traditional heavy manufacturing industry base of the local economy has declined greatly in significance, being substantially replaced by new lighter/ high technology, commercial office, warehousing/distribution and service types of business.

8.4 In common with other parts of Greater Manchester and the North West region as a whole, however, the local Trafford economy, though more prosperous than most that it is, has struggled to maintain sufficient jobs to productively employ its population. Recent years, however, have seen something of a revival as the newer types of business activity have grown and prospered and replaced the vast majority of the jobs lost through the contraction of the older traditional manufacturing sector.

8.5 This revival of fortunes has lead to the Borough regaining its position as an important source of jobs for residents of other parts of Greater Manchester and surrounding area. Trafford Park in particular does much to support the residents of the inner city areas of Salford and Manchester. The major concentrations of commercial office premises at Trafford Bar and around Sale and Altrincham town centres provide attractive and convenient locations for major companies accessible to employees from the wider conurbation.

8.6 The fundamental aim of the Policies and Proposals of this Chapter of the Plan is to facilitate the continued modernisation and revival of industrial and commercial activity in the Borough so that it can maintain its significant contribution to the revitalisation and growth of the economy of the whole of the Greater Manchester sub-region.

General Justification for the Policies and Proposals of the Employment Chapter

8.7 The Council has sought over the years to give priority in planning and promotion to the creation of jobs to meet the needs of Trafford's residents and to maintain the Borough's position as a net provider of jobs to other parts of the conurbation. Over the Plan period the Council intends to continue to pursue this objective and seek to secure modern forms of activity to strengthen the local economy and sustain employment into the next century.

8.8 The strategy to achieve this objective embodied within this Plan seeks to build upon the very many strategic assets the Borough and immediately surrounding areas of Greater Manchester possess, and to: -

i) Modernise and consolidate what remains of the established industrial base of the economy;
ii) Promote the upgrading and continued expansion of the commercial office sector;
iii) Promote further diversification by making provision for the growth of modern high technology industries, and,
iv) Capitalise upon opportunities for the development of tourism, recreation and leisure activities.

8.9 The strategy is geared to supporting the overall aim of sustainable urban within the conurbation as expressed in the Greater Manchester Strategic Planning Framework and in Regional Planning Guidance for the North West. It seeks to: -

i) Make the most of the available instruments of regeneration (Single Regeneration Budget/Capital Challenge funds, Derelict Land Grant etc);
ii) Build upon the success and growth of the airport and promote Manchester as an international centre of excellence;
i) Tackle dereliction and remove obstacles to business investment, and,
ii) Identify a comprehensive range of development sites in strategic locations to suit the needs of local business and create opportunities for new activities.

8.10 The Policies and Proposals for employment put forward in this Chapter look to provide a measured contribution to the sustainable urban and economic regeneration objective of the Greater Manchester authorities and the North West Regional Assembly and Development Agency. They seek to focus as a priority upon the regeneration of the Pomona and Trafford Park areas lying within the conurbation core and upon the Manchester Ship Canal corridor area to the west of the core in the Carrington/Partington area. They also seek to encourage (in conjunction with the Policies and Proposals of the Shopping Chapter) the regeneration of the Borough's established town centres and the improvement and upgrading of the Broadheath employment area in the south of the Borough. These priorities are spelled out in Area Based Policies Chapter of the Plan (Policies A1 and A2).

8.11 Policies and Proposals for encouraging the development of tourism activity within the Borough are in part set out in this Chapter and in selected Proposals contained within the Environment, Open Space and Countryside Chapters.

8.12 Policies and Proposals relating to land reclamation and environmental improvement are contained within the Environment Chapter.

PART I PLAN POLICIES

Part I Policy E1 – Overall Supply of Land for Development

The Council will make available sufficient quantity and choice of land in appropriate locations to meet the expected demands of commerce and industry.

Part I Policy E2 – Land for General Industrial Development

The Council will seek to concentrate major manufacturing and warehousing developments in the established major industrial areas of Trafford Park, Carrington and Broadheath and ensure also that adequate provision for small local manufacturing, warehousing and service industries is made in these and the other established small industrial areas scattered throughout the Borough.

Part I Policy E3 – Land for Commercial Office Development

The Council will seek to concentrate commercial office development within or immediately adjoining Trafford's four established town centres at Altrincham, Sale, Stretford and Urmston, and at Trafford Bar, Old Trafford and at Pomona, Wharfside and Trafford Quays, Trafford Park.

Part I Policy E4 – Land for New Technology Industry and Business Park Use

The Council will normally permit the development of a wide range of modern science based high technology and business park uses in a variety of locations within the built up area, particularly within those parts of the established industrial areas which have, or are readily capable of being provided with: -

i) Direct or ready access to the existing or programmed trunk or primary route network;
ii) Direct or ready access to public transport facilities;
iii) A good quality environment and setting.

Proposals for development in locations outside the built up area will not normally be permitted unless, in addition to satisfying criteria (i) to (iii) above,

iv) No site of suitable size, type or quality is available within the built up area of Greater Manchester;
v) The proposal is of an exceptionally high quality of design and specification for an occupier or occupiers of national or international importance, whose occupation of the building would give rise to substantial new employment opportunities that would otherwise be lost to Greater Manchester.

Part I Policy E5 – Hazardous and Bad Neighbour Industries

The Council will not normally permit the development of hazardous or bad neighbour industries in the Borough where they would: -

i) Significantly increase the risk for residents and members of the public;
ii) Seriously hinder the future development of the main industrial and commercial areas of the Borough or the prospects of securing urban regeneration elsewhere;
iii) Prejudice the development or use of land allocated for other uses in this Plan;
iv) Bring about a significant deterioration in the quality of the environment of surrounding areas.

Part I Policy E6 – Tourism Related Development

The Council will encourage and support further tourism related developments that highlight and enhance the historic and cultural heritage of the Borough in attractive and accessible locations.

In determining the acceptability of all new development proposals put forward, the Council will need to be satisfied that they: -

i) Can be satisfactorily accommodated on the proposed development site;
ii) Do not adversely affect the environment and amenity of adjoining areas;
iii) Have direct or ready access to public transport facilities and
iv) Do not adversely affect the revitalisation and regeneration of the Priority Regeneration Areas listed in Policy A1.

Within the upper reaches of the Manchester Ship Canal, the Council will in particular encourage and support developments that enhance the emerging tourism destination within the Wharfside Strategic Area of Trafford Park (see Proposal TP5) especially where they

encourage linkages between the Imperial War Museum-North, the Manchester United Football Club Stadium and Museum developments, the Lowry and other facilities at Salford Quays in Salford and the Pomona Strategic Development Area (Proposal TP2). The range of developments acceptable to the Council in this area will include: -

i) Visitor attractions that complement the existing facilities;
ii) Visitor accommodation;
iii) Facilities and infrastructure that assist in providing information to tourists;
iv) Further environmental and public access improvements around the tourism attractions and related facilities that are already in place.

Part II Proposal E7 – Main Industrial Areas

Within the areas identified on the Proposals Map the Council will permit development for business, industry, storage/distribution (B1, B2 & B8 Use Classes) and similar appropriate uses where such proposals: -

i) Do not conflict with the provisions of Policy E5;
ii) Can be satisfactorily integrated with existing or planned development nearby;
iii) Can be satisfactorily accessed and serviced from existing or programmed roads, and,
iv) Are or can be made accessible to all prospective occupants and users by public bus and/or rail transport, cycling and walking as well as by motorised traffic, (see Proposal T6).

Within the Broadheath industrial area the Council will permit development for other uses only where they are of a modest nature and would not compromise its primary function. Within the Carrington industrial area other uses will only be permitted within the range specified in Proposal E15. Within the Trafford Park industrial area other uses will only be permitted within the range specified by Proposals TP1 to TP11 inclusive.

Justification

1. These industrial areas are long established and have, or are best capable of developing, the necessary infrastructure to attract and support a wide range of industrial activity. They provide convenient and attractive locations for business, industry, storage/distribution and similar appropriate uses of all types and sizes. Trafford Park and Carrington in particular have the scope and have or are planned to have adequate facilities to accommodate a broad range and scale of developments. Broadheath and the other smaller industrial areas provide convenient and attractive alternative locations mainly suitable for small and medium sized industrial businesses that do not wish or cannot afford to operate from the larger industrial areas.

2. Transport Chapter Proposal T6 seeks to ensure that developments make proper provision for access by all modes of travel and that they do not compromise the proper functioning of the highway network.

3. "Similar appropriate uses" are those which are of a "sui generis" nature having characteristics reasonably comparable with uses within Classes B1, B2 and B8 of the Use Classes Order, i.e. business, industry, storage/distribution uses.

Part II Proposal E8 – Development Outside Main Industrial Areas

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Outside the main industrial areas identified in Proposal E7 the Council will permit development for business, industry, storage/distribution and similar appropriate uses required in connection with the modernisation or expansion of an established business provided that such proposals can: -

i) Be satisfactorily accommodated on the site without undue harm or inconvenience to the occupiers of surrounding property;
ii) Maintain or ensure provision of adequate access, car parking and service arrangements.

The Council will also permit the redevelopment of redundant employment sites within the urban area for business, industry, storage/distribution and similar appropriate uses, where the Council can be satisfied, in addition to the criteria in the preceding paragraph, that the proposal will not conflict with provisions (i), (iii), and (iv) of Policy E5 and that the site is neither required nor more suitable for some other use.

Where the development of a wholly new industrial enterprise is proposed on land within the urban area not previously in business, industry, storage/distribution and similar appropriate use, the Council will only permit development where: -

i) The site is not allocated for some other use in this Plan;
ii) No suitable alternative sites within the industrial areas identified in Proposal E7 can be made available in a reasonable time to accommodate the development;
iii) The site can be satisfactorily accessed and serviced from existing or programmed roads;
iv) The site is or can be made accessible to all prospective occupants and users by public bus and/or rail transport, cycling and walking as well as by motorised traffic, and (see Proposal T6)
v) A substantial new employment opportunity will be created.

Justification

1. All businesses whether in or outside the main industrial areas contribute to the health of the local economy. They need, with adequate safeguards for occupiers of surrounding property, to be able to invest to improve or develop their activities to continue to trade effectively and competitively and provide jobs for local people. The Council will seek to accommodate investment in improvements of this type wherever practicable.

2. Where however the redevelopment of a redundant non-conforming industrial use is proposed the Council will wish, in the interests of the proper planning of the area, to ensure as

far as possible that any such proposal does not create, perpetuate or exacerbate any harm or nuisance to the occupiers of surrounding property.

3. As a substantial amount of land for new development is allocated for employment use within this Plan the Council consider that the development of new businesses in other locations will not be justified other than in exceptional circumstances as outlined in this Proposal and in Proposal E9.

4. Transport Chapter Proposal T6 seeks to ensure that developments make proper provision for access by all modes of travel and that they do not compromise the proper functioning of the highway network.

5. The circumstances in which the redevelopment of redundant employment development sites for housing use would be appropriate are set out in Proposal H6.

"Similar appropriate uses" are those that are of a "sui generis" nature having characteristics reasonably comparable with uses within Classes B1, B2 and B8 of the Use Classes Order.

Part II Proposal E9 – Small Industrial/Nursery Units

The Council will encourage the provision of small industrial or nursery units for small businesses on sites within the employment areas identified in Proposal E7 or on other small urban sites provided that: -

i) The development will not have a significantly deleterious effect on the amenity of residents of adjoining property;
ii) The site can be adequately accessed and serviced from existing roads;
iii) Development will not result in the loss of land used or allocated for some use which meets a local need and cannot easily be accommodated within a reasonable distance elsewhere.

Justification

Small businesses have a valuable role to play in a healthy local economy. The Council recognises the important contribution that this type of activity does and can make to the economy of the area and wishes to play its full part in seeking to ensure that a stock of suitable property is available to cater for them.

Part II Proposal E10 – Main Office Development Areas

When determining planning applications for new office development within the Main Office Development Areas indicated on the Proposals Map, the Council will need to be satisfied that any proposal can: -

i) Be satisfactorily accommodated on the site without undue harm or inconvenience to the occupiers of surrounding property;
ii) Ensure the provision of adequate access, car parking and service arrangements.

When determining planning applications for the change of use or redevelopment of redundant office buildings to residential or some other use, the Council will need to be satisfied that the following criteria are met: -

i) The building is proving difficult to let for office use;
ii) There is an adequate supply of office floor-space remaining in the vicinity of the proposed development to meet the anticipated demand for office accommodation;
iii) The development will not have a significantly detrimental effect on the amenity of occupiers of neighbouring properties nor of the future residential occupiers;
iv) The site can be adequately accessed from existing roads and can be satisfactorily integrated with existing or planned development, and,
v) The development does not conflict with the provisions of Proposals D1 and D2.

Justification

1. Altrincham, Sale and Trafford Bar are well established as the main, commercial office development centres. The Council has been committed to office development in these areas for a considerable amount of time. Concentration of new development in these substantial commercial centres will benefit the local economy and minimise any adverse environmental effects on surrounding property that may arise from this relatively intensive and potentially intrusive, form of development.

2. The Council recognises that the conversion of redundant office blocks to residential use, with appropriate amenity safeguards, could make an important contribution to the provision of new homes on brown-field sites within the urban area. The criteria for assessing the suitability of conversion proposals are intended to protect the environment and amenity of the occupants both of the converted and adjoining buildings in a locality. They are also intended to ensure that any buildings proposed for conversion are no longer lettable for office use and that the local office accommodation market would not be adversely affected by the loss.

3. For the purposes of this Proposal the Council considers that: -

The term “vicinity” should be defined as “within the Office Zone in question”.
An “adequate supply of office floorspace” should be defined as “a supply of available/committed office space in the Office Zone in question, sufficient to allow the take-up of floor-space to continue at a rate recent take-up rates/current anticipated market conditions can bear.

Part II Proposal E11 – Development Outside Main Office Development Areas

Outside the Main Office Development Areas indicated in Proposal E10, office development will normally be permitted on sites: -

-Within or adjoining other town and district shopping centres identified on the Proposals Map, or,

-Within the main employment areas identified in Proposal E7, or,

-On other land currently or formerly in industrial or commercial use, which has ready access to the trunk and primary road network and to Metrolink or other railway stations, where such proposals: -

i) Do not conflict with any other Policies or Proposals of this Plan and can be satisfactorily integrated with existing or planned development;
ii) Are of a scale and design appropriate to the area in which they are located, and,
iii) Can be satisfactorily accommodated on the proposed site without undue harm or nuisance to the occupiers of surrounding property.

Proposals for development on sites within areas primarily in residential use will also be considered in the light of criteria (i) to (iii) above.

Justification

The restriction of all office development to the identified office areas would be over rigid. Certain locations outside the designated areas would give rise to few problems and would therefore be acceptable in principle. Such flexibility would allow the development of a greater range of property to suit the needs of a wider variety of types of business to the general benefit of the local economy.

Part II Proposal E12 – Office Conversions

Within the Main Office Development Areas, the other town and district shopping centres and the main industrial areas identified on the Proposals Map, the Council will normally permit conversion of buildings or parts of buildings to provide new office accommodation.

Proposals for converting buildings or parts of buildings outside these areas will be considered on their merits with particular regard being given to: -

i) The degree of intensification of use likely to arise from the proposed use;
ii) The quality and condition of the property;
iii) The impact of the proposal on the character and environment of the surrounding area;

iv) The suitability of the property for continued occupation by the existing use.

Justification

At any given time there are always within the specified areas buildings that have fallen into disrepair or are unoccupied because they are no longer suitable for their original intended use. Conversion of these buildings to office use can be an acceptable and economic alternative to demolition. The return of redundant property to productive commercial use can provide a useful supplement to the overall supply of office accommodation, improve the quality of the local environment and contribute to urban regeneration.

Part II Proposal E13 – Strategic Development Sites

The Council proposes to retain the following committed development sites to ensure a supply of high quality strategic employment opportunities over the Plan period: -

Major High Amenity Site	RS1 – Davenport Green, Hale (see Proposal E13)
Sub-Regional Site	SR1 – Electric Park, Trafford Park (see Proposal TP7)
Local Sites	LS1 – Thomson Road, Trafford Park (see Proposal TP8) LS2 – Hanover Road/Dairyhouse Lane, Broadheath LS3 – Moss Lane, Altrincham (see Proposal H3)

The Council proposes allocating the following sites for development to ensure a supply of high quality strategic employment opportunities over the Plan period: -

Sub-Regional Sites	SR2 – Wharfside, Trafford Park (see Proposal TP5) SR3 – Pomona (see Proposals TP2 and H3) SR4 – Manchester Road, Carrington
Local Site	LS4 – Chester Road/Newton Street, Stretford (see Proposal S8)

The Council will also safeguard the following office and business park sites during the Plan period from development that would compromise their primary strategic function.

Developed Sites	DS1 – Sale Business Park, Old Hall Road, Sale DS2 – Cornbrook Business Park, Chester Road, Old Trafford

Except in the case of the Major High Amenity Site at Davenport Green, extensions to, and changes of use of, buildings on the above sites will be permitted provided that such

development conforms with the provisions of Proposal D1, D2 and D4 and does not adversely affect the strategic nature and quality of the site in question.

When considering new development proposals on these sites, the Council will require to be satisfied that they will be adequately served by a sustainable integrated transport network accessible by all sectors of the community (see Proposal T6).

Justification

1. These sites will provide attractive development opportunities for a wide range of industrial, commercial and service activities, including those involved in modern high technology businesses. They will complement the development opportunities available within established industrial and commercial areas, and identified in Proposal E14, and assist the diversification and regeneration of the local and Greater Manchester economy.

2. When considering proposals for development within the above sites, the Council will, where appropriate, seek to protect established viable businesses.

3. Full details of the type of development proposed on the regionally significant development sites RS1 is set out separately in Proposal E14.

4. Site SR1 has the benefit of planning permission for warehousing/distribution use and is located adjacent to the World Freight Centre in Trafford Park, Site LS1 has the benefit of planning permission for industrial/warehousing development on the major part of the site and has the benefit of a wharf-side location. Site LS2, located within the Main Industrial Area of Broadheath has the benefit of planning permission for business park development.

5. Site LS3 has the benefit of a Council resolution to grant planning permission for a mixed development of B1 business units and housing on the major part of the site (see Proposal H3).

6. Site SR2 occupies a large area at the eastern end of the Trafford Park Main Industrial Area and is made up of a number of individual parcels of development land, most of which have already been developed or have planning permission for development for prestige business uses. The area has the benefit of a waterside location and ready access to existing and planned improvements to the public transport infrastructure (see Proposal T11).

7. Site SR3, in Proposals TP2 and H3, has been identified as a suitable site for mixed commercial and residential development, It has the benefit of a water-side location and ready access to the Altrincham-Bury and Cornbrook-Eccles Metrolink lines. It adjoins the Castlefield-St. Georges area within Manchester that has been/is being developed with a similar mix of uses.

8. Site SR4 lies within the Carrington Regeneration Area (see Proposal E15) and offers an opportunity to extend the successful established Carrington Business Park development.

9. Site LS4, as indicated in Proposal S7, has been identified by the Council as a suitable development site for business use that would augment the retail and commercial functions of the town centre. It has the benefit of ready access to the proposed A56 Quality Bus Corridor (see Proposal T11) and the Altrincham-Bury Metrolink line. It is also located adjacent to the Bridgewater Canal and the Stretford-Sale Linear Park proposal described in Proposal OSR6.

10. Sites DS1 and DS2 (see also Proposal TP4) have recently been developed for high quality office and business park uses respectively. The Council considers it important to safeguard these two prestigious and strategic employment locations from inappropriate development.

11. The development of some or all of these sites may be implemented in phases.

Part II Proposal E14 – Major High Amenity Site – Davenport Green

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The Council will permit the development of a strategic high amenity employment site on 36.4 Ha (90 acres) of land within a 135.6 Ha (335 acre) estate at Davenport Green, Hale (both areas of land being as defined on the Proposals Map) provided that: -

i) The development is restricted solely to use for the following activities within Class B1 of the Town and Country Planning (Use Classes) Order 1987: -

- High quality, science based/high technology industry;

- Research and development activities;

- Headquarters office activities;

ii) The occupation of the buildings is at all times restricted by legal agreement to companies of national or international importance whose occupation of the scheme would give rise to substantial new employment activities which would otherwise be lost to Greater Manchester;

iii) All elements of the development (including the concurrent provision of the Rural Park) comply with the Planning Brief forming Appendix G to the plan, and,

iv) It can be demonstrated (by means of a detailed Traffic Impact Assessment as provided for in Appendix G to the Plan) that the development would not: -

a) Have an adverse impact on the efficient functioning of the M56;
b) Prevent the free operation of the approach roads to Manchester Airport in a manner that would prejudice the operation or permitted expansion of the Airport;
c) Have a harmful effect on conditions on other local roads.

The 36.4 Ha of land comprising the development area is excluded from the Green Belt, but Green Belt policies will be strictly applied except in the case of planning applications complying with this Proposal.

Justification

1. Opportunities across the conurbation and indeed across the region for the development of high quality, prestige sites for modern, major international headquarter business activities are

very limited. This site presents a very significant opportunity to provide for just such a form of development that would bring great benefit to the Greater Manchester and the regional economy. Its location in close proximity to Manchester Airport gives the site unique attraction and advantage.

2. Major companies serving national and international markets are able to choose between a variety of locations in the UK and continental Europe. Greater Manchester and the North West lack sites that are capable of attracting the headquarters, research and development and related facilities of such companies. The region needs a truly exceptional site that will offset some of the disadvantages of the North West, namely its poor image and its peripheral location to the economic core of Europe. This need has been recognised by the Secretary of State in his Regional Planning Guidance and by the Regional Economic Development Strategy prepared by the North West Regional Association. A key feature of a competitive site is ready availability including in planning terms; hence the need for strategic sites including Davenport Green to be provided in the UDP ahead of an identified requirement.

3. The development of Davenport Green for the activities identified in the Proposal will revitalise the sub-regional economy by attracting wealth-creating/exporting business which might otherwise be attracted elsewhere. It will complement the development of sites in existing urban areas, and thereby promote urban regeneration, by stimulating indirect and spin-off development and jobs in other parts of the conurbation. It will further promote urban regeneration by directly creating jobs of a high quality that are readily accessible to disadvantaged communities in the former Urban Programme target areas of Greater Manchester. The conservation and enhancement of the 99.12 Ha (245 acres) of land surrounding the development site for ecological interest, farming and controlled public access will bring additional tangible benefit to the community and the local environment.

4. The Council is not prepared to release this high quality green-field site for development for anything other than the uses specified in this Proposal.

5. The Council will seek to ensure the achievement of these objectives via a legal agreement(s) to be entered into by the developer(s) of the strategic employment site. The legal agreement(s) will provide that upon the granting of planning permission, ownership of the 99.12 Ha (245 acres) of land would transfer to a Trust established by a charitable deed. The Trust will secure the overall aims of the Rural Park, including its detailed long-term management.

Part II Proposal E15 – Priority Regeneration Area: Carrington

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1. Employment Development Proposals

Within the Carrington Priority regeneration Area the Council will permit new and replacement employment development as described below: -

a) Development to provide B1 business park and light industry, B2 manufacturing industry and B8 warehousing and distribution facilities.

b) Development to provide remote off-airport car parking, passenger and baggage terminal facilities and airfreight handling facilities for Manchester Airport.
c) Development to provide new inland port and wharfage facilities.

The Council, however, will not grant planning permission for any development that may compromise the operational use of the Manchester Ship Canal (see Proposal T16).

2. Infrastructure Development Proposals

As part of an integrated approach to transport provision in the Carrington area the Council will encourage and promote the following improvements to the transport infrastructure of the area:-

a) The refurbishment and improvement of the local highway infrastructure, particularly the A6144 Manchester Road;
b) The provision of enhanced transport facilities for buses, cycles and pedestrians to improve the areas links to other parts of the Borough;
c) The provision of improved port/wharfage facilities on the eastern bank of the Manchester Ship Canal;

The Council will not grant planning permission for any development that may prejudice the implementation of any of the above proposals.

3. Safeguarded Infrastructure Proposals

The Council will safeguard routes for the following infrastructure improvements:

a) The provision of a new southern highway link to the A6144 Manchester Road from end of the A6144M Carrington Spur;
b) The provision of a new vehicular and pedestrian bridge links across the Manchester Ship Canal from the A6144 Manchester Road to the A57 Cadishead Way (Salford) to improve linkages between the communities and employment opportunities on the Trafford and Salford banks of the Manchester Ship canal;
c) The reinstatement of rail freight access into the area along the route of the Altrincham-Irlam rail route;
d) The re-instatement of the Altrincham-Irlam railway line for passenger and freight traffic;
e) The provision of new passenger rail stations on the re-instated Altrincham-Irlam railway;

4. Landscape, Environment and Amenity Improvement Proposals

The Council will encourage and promote landscape, environment, ecological and amenity improvements consistent with the above development proposals and the Councils Landscape Strategy in the following areas: -

a) Along the banks of the Manchester Ship Canal;
b) Along the main road, rail and other access corridors (used by pedestrians, cyclists and horse riders) serving the locality;
c) On the open land at Carrington Moss between the eastern boundary of the Carrington main employment development area and the western boundary of the residential area of Sale;
d) On the open land in the vicinity and to the south of Sinderland Brook.

The Council will not grant planning permission for developments that do not take full account of the improvements proposed above in any development schemes that are put forward in their vicinity.

Justification

1. The economic and community regeneration of the Partington and Carrington area is a high priority of the Council. To manage the regeneration process a Partington and Carrington Partnership has been established and an Action Plan prepared to guide the process of regenerating economic, educational, housing, social and environmental conditions in the area. A combination of private sector, SRB/Capital Challenge and Council resources have been committed to accomplish the task.

2. The urban area of Partington is one of the most deprived areas of the Borough and has been identified by the Council as a priority area for improvement and community regeneration action (see Proposal H11).

3. Business investment in the Carrington area in years gone by provided significant employment opportunities for residents of Partington and surrounding areas in energy production, storage and distribution and chemical industries. More recently, however, these industries have contracted and in many cases closed. Despite the recent successful development and occupation of the Carrington Business Park on Manchester Road, employment opportunities in the area are therefore no longer as substantial as they once were. The contraction of employment activity in the locality has left large areas of unused, derelict or contaminated land and a degraded environment.

4. Despite the construction of the Carrington Spur from the M60 motorway and recent improvements to the A6144 Manchester Road and Carrington Lane, accessibility to the area is relatively poor. Public transport provision is very limited. Rail transport provision is non-existent.

5.The regeneration of employment activity in the Carrington area will be important to the ultimate success of the planned regeneration of the Partington Township and to the planned regeneration of the upper reaches of the Manchester Ship Canal Corridor that it abuts. This planned regeneration will provide the momentum and wherewithal to stimulate investment in necessary improvements in the transport infrastructure servicing the area and the quality and appearance of the landscape, environment and amenity of the locality and its surrounding countryside areas.

6 The highway improvements safeguarded within 3(a) and 3(b) are intended to upgrade the strategic and local access to the area for commercial, residential and public transport traffic and are key to the success of the overall regeneration proposals. As indicated in Proposal T8, the Council, jointly with Salford City Council, will be seeking contributions towards the funding of the construction of these two major schemes from private sector developers proposing new development schemes within the area (see also Proposal T9). In the meantime, the Council will use its best endeavours to facilitate the regeneration of sites in the area should alternative solutions become available.

7. The Government is committed to reducing the use of roads for freight and other transport purposes. Guidance contained within PPG13 – Transport advises local authorities to seek to locate new manufacturing and distribution activity in locations that are well served by passenger and freight rail infrastructure. The guidance also advises that opportunities for development that have the potential for moving freight via the inland waterway network should be pursued. The location of new manufacturing and distribution facilities in locations that are accessible by a good choice of transport modes is proposed both in Regional Planning Guidance for the North West and the Greater Manchester Local Transport Plan. The Altrincham-Irlam railway line remains part of the national operational rail network.

8. In relation to Manchester Airport, this Proposal seeks to build upon the improvements to the transport infrastructure identified elsewhere in the Plan, principally within Proposals T8 and T11.

For the avoidance of doubt, the Trafford Interchange has been deleted from the Plan.

Chapter 9– The Trafford Park Area

Introduction

9.1 The Trafford Park estate area, is a large strategically located employment area in the north of the Borough, which historically has been, and remains, a primary focus for the operations of a wide variety of business activities of local, conurbation wide, regional and national importance. The business base established there, though significantly smaller than it was some decades ago, has been revitalised and regenerated in recent times to the extent that it now houses companies employing in excess of 40,000 people.

9.2 This Chapter identifies the guiding principles for development in the majority of the Trafford Park area representing the traditional manufacturing/warehousing part of the Trafford Park Estate, the Pomona and Wharfside Strategic Development Areas of which (as defined on the Proposals Map) are part of the Greater Manchester regional pole, i.e. the city centre area of Manchester/ Salford and its surrounding inner area. Chapter 10 sets out the planning framework for the remainder of the Trafford Park Area adjacent to and including the Trafford Centre.

9.3 The considerable public and private sector resources that have been ploughed into the area in recent years has helped to bring about a considerable modernisation of the areas physical fabric, transport infrastructure and general environment. This investment has enabled the estate to re-establish itself as a desirable and popular business location.

9.4 The location of eastern parts of the estate within the regional core, and its good and improving highway and public transport links to the regional centre and beyond, its canal-side location, good quality environment and accessible amenities, has made the estate attractive to a wide range of business activities. Modern high technology, office and distribution businesses are amongst the activities that have moved into the area in significant numbers in more recent times.

9.5 Overall the estate has been able to maintain its position as one of the most important and substantial source of jobs both for residents of Trafford and for residents of the inner city areas of Manchester and Salford and other parts of the Greater Manchester conurbation. Continued development and regeneration action in the estate is therefore critical to the future economic and community health and well-being of local residents.

General Justification for the Proposals of The Trafford Park Area Chapter

9.6 Regional Planning Guidance for the North West proposes a policy framework for the region that seeks to promote economic competitiveness and growth, urban renaissance and social progress while protecting the environment and making prudent use of natural resources. In support of these objectives, RPG gives priority to economic, environmental and social regeneration within the regional poles: the city centre areas of Manchester/Salford and Liverpool and their surrounding inner areas. Priority is also given, complementary to regeneration of the regional poles, to development within other parts of Greater Manchester to

enhance the overall quality of life and to tackle concentrations of social, economic and environmental problems.

9.7 Within the Council's own Economic and Community Regeneration Strategy for the Borough the continued improvement and regeneration of Trafford Park is seen as being critical to the successful achievement of the Strategy objectives (encapsulated within Policy GP1). With this in mind the Council has identified Trafford Park as a "Priority Regeneration Area" (see Policy A1).

9.8 The Councils vision for the area is set out in the preamble to the Trafford Park Action Plan, approved by the Council in June 2001. This is: -

"To ensure that Trafford Park sustains its role as a leading international business location, as an attractive base for indigenous and inward investment and that mechanisms are in place to ensure that local communities benefit from the economic activity generated."

9.9 The Proposals set out in this Chapter form an important element of the development proposals and actions intended to help achieve this vision.

PART II PLAN PROPOSALS

Part II Proposal TP1 - Trafford Park Core Industrial Area

Within the area identified on the Proposals Map the Council will permit development for business, industry, storage and distribution (B1, B2 and B8) and similar appropriate uses in accordance with Proposal E7. Within this Core Area the Council will not permit the development of other uses.

Justification

1. This Proposal seeks to protect the core industrial area from incursion from other, often higher value, land uses and to safeguard the integrity of the industrial area and further opportunities for new investment. Adequate provision for a wide range of other uses is made elsewhere in the Trafford Park area by other Proposals in this Chapter.

2. "Similar appropriate uses" are those which are of a "sui-generis" nature having characteristics reasonably comparable with uses within Classes B1, B2 and B8 of the Use Classes Order.

Proposal TP2 – Pomona Strategic Development Area

Within the area identified on the Proposals Map the Council will permit new and replacement development for office accommodation, leisure and tourism and housing in accordance with the provisions of Proposal E13 and Proposal H3.

When considering new development proposals in the area the Council will require to be satisfied that it will be adequately served by sustainable integrated transport network accessible by all sectors of the community (see Proposal T6).

Justification

1. While a small area at the western end of the site has been developed for office use, some 10 hectares remain available for office development. Reclamation of the site has been completed with the aid of grant assistance from Trafford Park Development Corporation, the former English Partnerships and the European Community. The area surrounding the site has been significantly upgraded and its derelict industrial setting largely removed. A new access road and a Metrolink extension to Eccles via Salford Quays extension (including a new interchange station at Cornbrook) have been constructed to serve the site. Other works provided or assisted by the Development Corporation have included a new lock link between the Ship Canal and the Bridgewater Canal and a canal-side walkway.

2. Pomona is an "island" waterway site well located in relation to the Regional Centre. Having benefited from the significant investment in reclamation, infrastructure, public transport and environmental improvement as described above, it is now eminently suitable for high quality mixed use development for waterside leisure, housing and office accommodation, hence its identification as a sub regional strategic development site in Proposal E13 (site SR3) and as a future site for new housing development in Proposal H3 (site HOU6).

3. The development of commercial waterside leisure uses as part of a mixed-use development at Pomona is intended to make a contribution to the implementation of the Manchester, Salford, Trafford Strategic Development Initiative launched by the authorities and the English Tourist Board in 1989. The Initiative has sought to encourage the development of the tourism potential of the canal-side area between the Regional Centre and Salford Quays. The Council will look favourably on development proposals that would complement the uses that have been developed at Castlefield in Manchester and at Salford Quays

4. Development in the Pomona area would be well served by the existing public transport network and planned improvements to the Metrolink network and the A56 Quality Bus Corridor that pass alongside the site together with the proposed heavy rail station at White City (see Proposal T11).

Part II Proposal TP3 – Hadfield Street Industrial Improvement Area and Empress Street Conservation Area

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Within the area identified on the Proposals Map the Council will permit development as follows: -

AREA TP3A Development for small-scale business, industry and warehousing (B1, B2 and B8) and similar appropriate uses in accordance with Proposal E7.

AREA TP3B Development of buildings for offices and housing or similar appropriate uses and replacement development sympathetic to the area's designation as a Conservation Area.

Justification

1. Together these areas comprised the Hadfield Street Industrial Improvement Zone in which the former Development Corporation implemented a programme of infrastructure and environmental improvements and refurbishment projects to remedy its outworn 19th century industrial area character. Having achieved a significant transformation, the Development Corporation de-designated the "Improvement Zone" in 1998, and part of the frontage to Chester Road was designated as a Conservation Area. This Proposal aims to protect the considerable public investment in the industrial area and to protect the Chester Road frontages that contain some fine buildings and improved terraces.

The Chester Road frontage is a secondary commercial area close to the Regional Centre, but pressures for the commercial re- use of the former terraced housing is not strong. There have been some successful conversions to residential use, which have contributed to the regeneration of the locality. Thus, office accommodation, primarily, and housing, where appropriate, will continue to be encouraged in the area (Area TP3B).

For the avoidance of doubt the Council will not permit development for uses other than those specified above (small-scale business, industry and warehousing) in the industrial area behind the Chester Road frontage (Area TP3A).

Part II Proposal TP4 - Cornbrook Business Park

Within the area identified on the Proposals Map the Council will permit the development of offices, business and similar appropriate uses.

Justification

1. This area has largely been built out for offices (City Park) and other business (primarily B8 warehouse) uses. The Council will encourage its completion and continued occupation with similar appropriate activities (see also Proposal E13—site DS2)

Proposal TP5 - Wharfside Strategic Area

Within the area identified on the Proposals Map the Council will permit the development of offices, high technology and light industrial premises, hotel, tourism and leisure facilities and similar appropriate development of a quality that reflects the urban high amenity nature of the area in accordance with the provisions of Proposal E13.

Development proposals that may prejudice the redevelopment and regeneration of this area by reason of the location, nature and extent of the use intended, the design quality and appearance of the buildings and the landscape setting and/or effects on the site will not be approved.

Development proposals that may prejudice the provisions of the Metrolink extension or the provision of new stations to serve the area will not be approved.

Development Proposals that conflict with the provisions of Proposal T16 will not be permitted.

When considering new development proposals in the area Council will require to be satisfied that it will be adequately served by a sustainable integrated transport network accessible by all sectors of the community (see Proposal T6).

Justification

1. Wharfside is identified as a Sub Regional Strategic Development Site in Proposal E13 (site SR2). It was formerly promoted by the Trafford Park Development Corporation as an urban high amenity location and was the subject of a major public investment programme, which included the provision of new and improved highways, land assembly, reclamation, landscaping and the environmental improvement of certain existing buildings and the provision of the Wharfside Promenade walkway adjacent to the Ship Canal turning basin.

2. The Council, when considering new development proposals that abut the Ship Canal, will look favourably upon proposals that include measures for the further enhancement of the Wharfside Promenade walkway in the site development scheme. In particular schemes that would facilitate a westward extension of the promenade would be welcomed by the Council.

3. When considering proposals for development within the above sites the Council will, where appropriate, seek to protect established viable businesses.

4. The selection of this location for high quality mixed development reflects its proximity to the Canal waterside, its juxtaposition with the Salford Quays development on the opposite bank of the Ship Canal, its gateway location with respect to Trafford Park, its location with regard to primary routes (Trafford Road, the A56 Chester Road/Bridgewater Way and its proximity to both the Regional Centre and the established Trafford Bar office area.

5. A considerable amount of new development has taken place including high quality offices, a hotel, a pub/restaurant, high technology premises, business-park and light and general industrial development. The development has been guided by an informal Master Plan prepared by the Development Corporation, which sought to ensure that new development maintained an appropriately high standard of appearance and landscaping.

6. Most of the land acquired by the Development Corporation has been developed, as has much of the land in private ownership. A number of sites remain, together with opportunities for redevelopment. Most important amongst these is the South Bank site, reclaimed with grant assistance to provide a home for the Imperial War Museum for the North. This waterside site faces the site of the new Lowry Centre in Salford Quays, which it is now connected to by a new "landmark" footbridge.

7. The Council will encourage, where appropriate, the further expansion of this new focus of visitor attractions (see Policy E6).

8. The Council will also encourage the refurbishment or redevelopment of the Victoria Warehouse site and of other older industrial buildings at the eastern entrance to Wharfside, for uses which are compatible with Proposal TP5.

9. The Manchester Ship Canal and the Bridgewater Canal are important assets that the Council (and Government) are keen to see maintained and used to their full potential.

10. The Development Corporation assembled land for the provision of an extension of Metrolink into Trafford Park, which has been passed on to the Council. This and other land required for the provision of stations will be protected from development that may prejudice its construction (see Proposal T11)

Part II Proposal TP6 - The Village Business Park and Centre

Within the area identified on the Proposals Map the Council will permit development for small office and light and general industrial firms and, on, or adjacent to the local shopping centre on Third Avenue, small shops, restaurants, bars, take-away food outlets, financial and other service outlets, which serve the business and working community in Trafford Park.

Development proposals that may prejudice the redevelopment and regeneration of this area or its function as a focus for small businesses and of services to the business and working community of Trafford Park, by reason of the location, nature and extent of the use intended, the design quality and appearance of the buildings and the landscape setting and/or the effect on access and servicing arrangements for other development sites, will not be approved.

Development proposals that may prejudice the provision of the Metrolink extension or the provision of a new station to serve the area will not be approved.

Justification

1. The Village Business Park and Centre is a flagship scheme based on the transformation of the derelict and run down residential village, built for workers at the Westinghouse factory, into a focus for small businesses and services for the business and working community in Trafford Park. A major programme of land assembly, land reclamation, highway rationalisation and improvement, building refurbishment and development has been undertaken. The outworn shopping centre on Third Avenue has been renewed, the Trafford Park Business Centre and the St. Anthony's Centre created and a range of services including banks, pubs, a crèche and managed workspaces provided. Provision has been made within the area for the extension of Metrolink to run along Third Avenue in the centre of the Village and for a station on Third Avenue to serve the Village.

2. The regeneration of the Village was guided by an informal Master Plan prepared by the former Development Corporation and is now largely built out. This proposal is intended to protect the quality and functions of the Village area and ensure its central role within Trafford Park is maintained in future years.

Proposal TP7 - Electric Park Strategic Site

Within the area identified on the Proposals Map the Council will permit development for business, industry, storage and distribution (B1, B2 and B8 Use Classes) and similar appropriate uses in accordance with the provisions of Proposal E7 and Proposal E13.

Development proposals that may prejudice the redevelopment and regeneration of the whole site and the potential to develop and regenerate adjacent lands to the west, by reason of the location, nature and extent and/or the effects on the site access and servicing arrangements will not be approved. Within this area the Council will not permit other uses to become established.

Justification

1. The site forms part of the former Westinghouse GEC works complex and remains the largest site currently available for development within Trafford Park. The Council thus considers it to be a site of strategic value suitable for major new inward business investment. The Trafford Park Development Corporation provided a new access road into the site from the Europa Circle, linking to the much up-graded internal Trafford Park highway network. The site is capable of being serviced by rail from the Trafford Park freight railway and lies in close proximity to the World Freight Centre. A new distribution warehouse has recently been constructed on a portion of the site. The site's proximity to the World Freight Centre makes it particularly suitable for warehouse and distribution activities as well as for inward investment by manufacturing companies. The Council will encourage particularly development that makes use of the opportunity the site offers to be serviced by rail (see Proposal E13 - site SR1).

2. To the west, parts of the GEC complex are vacant and underused. Should any further adjoining land be made available for development, the Council would regard this as an extension to the Strategic Site. The Proposal is intended both to ensure that the strategic potential of the Electric Park site is realised and that the further potential of adjacent lands are not prejudiced by any proposals to develop it

Proposal TP8 - Thompson Road Local Strategic Site

Within the area designated on the Proposals Map the Council will permit development for business, industry, storage and distribution (B1, B2 and B8 Use Classes) and similar appropriate uses in accordance with Proposal E7 and Proposal E13.

Development proposals that may prejudice the redevelopment and regeneration of the whole site and the potential to redevelop and regenerate adjacent lands to the west, by reason of the location, nature and extent and/or the effect on the site access and servicing arrangements, will not be approved.

When considering new development proposals in the area the Council will require to be satisfied that it will be adequately served by sustainable integrated transport network accessible by all sectors of the community (see Proposal T6).

Justification

1. Attempts to secure the development of this site in recent years have not as yet come to fruition. The site suffers from poor ground conditions and serious petrochemical pollution. The latter problem is presently being addressed in part by certain of the landowners, but the whole site requires to be reclaimed prior to its development. The site presently has planning permission for a warehousing, industry and small office space development that has not been implemented.

2. The site lies close to the western edge of the Trafford Park area, its northern boundary abutting the Manchester Ship Canal. The Council will promote and favour any new development proposals for the site that propose making full use of its canal-side location.

3. The Council will promote and encourage the reclamation of this site in order that it may be brought forward for development. In view of the limited number of substantive development sites remaining available for investment for business, industry and distribution, the Council considers this site to be of local strategic importance (see Proposal E13 - site LS1).

Proposal TP9 - The World Freight Centre

Within the area designated on the Proposals Map the Council will permit development for business, storage and distribution utilises the rail freight facilities or is otherwise related to their operation, or similar appropriate uses. Within this area the Council will not permit other uses. In considering proposals for the development the Council will have regard to their environmental impact on the residential area to the south.

When considering new development proposals in the area Council will require to be satisfied that it will be adequately served by a sustainable integrated transport network accessible by all sectors of the community (see Proposal T6).

Justification

1. The World Freight Centre is a major rail/road freight interchange development. A new and improved highway access into the site has been provided and a Euro terminal freight railhead

established which provides an important service not only for Trafford Park companies but also across the sub region.

2. The Trafford Park and the Manchester Ship Canal freight railways are linked to the development. The larger area served by these rail routes has attracted new investment in rail related activities. This proposal is intended to protect this public investment and to consolidate and build on this sub regional facility.

Proposal TP10 - The Trafford Park Ecology ParK

Within the area identified on the Proposals Map the Council will only permit development related to the environmental and educational functions of the established Ecology Park. The Council will not permit any development that damages the Trafford Park Lake Site of Nature Conservation Interest that forms part of the site, in accordance with Proposal ENV8.

The Council will not grant planning permission for building or other development works that are other than very minor in scale.

Justification

1. The Trafford Park Ecology Park, which is in the ownership of the Manchester, Salford and Trafford Groundwork Trust, has been developed to protect the nature conservation value of the area and provide an interpretive and educational facility available to the public and local schools. To facilitate this function, a headquarters administrative building for the Manchester, Salford and Trafford Groundwork Trust has been constructed on the site.

2. In order to protect both the nature conservation value of the site, its interpretive and educational role and its value as a public amenity.

Part II Proposal TP11 - Trafford Park Rail Corridors

The Council will safeguard the following rail routes within Trafford Park identified on the Proposals Map in accordance with Proposals T11 and T14: -

TP11A The Trafford Park (Freight) Railway;

TP11B The Manchester Ship Canal (Freight) Railway;

TP11C The route of the proposed Metrolink extension to Trafford Quays and across the Ship Canal to the Barton Strategic Site and Eccles in Salford (see Proposal T11).

The Council will not grant planning permission for any development proposals that may prejudice the integrity of the freight railway routes or the future provision of the Metrolink extension as described in Proposal T11.

The Council will, in its decisions on land use matters, seek to support the development of stations at: -

TP11D White City - a new station on the Railtrack line in the vicinity of the White City junction;

TP11E The Trafford Centre - a new station and the provision of passenger rail services utilising the existing Ship Canal (Freight) Railway.

TP11F Wharfside, The Village, Mosley Road, Park Way and the Trafford Centre – new stations on the proposed Metrolink extension through the Park.

The Council will not grant planning permission for any development proposals that may prejudice these rail/Metrolink station development proposals.

Justification

1. The Council and the Greater Manchester Passenger Transport Authority, collectively, have sought to improve public transport accessibility into Trafford Park in order to improve access to the many new jobs being created there. The former Development Corporation assembled much of the land required for the Metrolink extension. This land has been passed to the Council for that purpose. The funding for the Metrolink extension will essentially be a matter for the private sector to address.

2. The provision of this public transport link will radically improve access to jobs in the Park from a wide catchment area and will assist in bringing forward the regeneration of key areas, notably Pomona, Wharfside and the Village.

3. The provision of a new station on the Railtrack line in the vicinity of White City junction will serve a large concentration of employment and leisure/tourism development in the Pomona, Wharfside, Trafford Bar, Exchange Quays (in Salford), Manchester United Football Club, Imperial War Museum for the North vicinity and support the continuing regeneration of this whole area. The station has the potential to encourage a reduction in car journeys to and from the area.

4. The provision of rail based public transport to serve the Trafford Centre is seen as a critical step in reducing congestion on the highway network and in enabling the regeneration of the lands in the vicinity of the Trafford Centre to proceed. This Proposal is intended to safeguard the alternative means by which such provision may be made in the future.

Precise sites have not yet been identified for some of the Metrolink stations referred to in the Proposal. These will be identified along with other rail network improvement schemes during

the Plan period as the Greater Manchester Local Transport Plan is reviewed and updated and/or the operator franchising arrangements are agreed or reviewed.

The Trafford Park (Freight) Railway has been rationalised as s result of the construction of the new link road between the World Freight Centre and the Village Circle. This Proposal is intended to protect presently used lines and to encourage their greater use.

Part II Proposal TP12 – Barton-upon-Irwell Conservation Area and Industrial Heritage and Interpretation Centre

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Within the area identified on the Proposals Map adjacent to the Barton Swing Aqueduct, the Council will permit the development of a Visitor and Interpretation Centre.

The Council will not permit any other development in the area that may prejudice the development of the Industrial Heritage and Interpretation Centre or the Conservation Area.

Justification

1. The UDP adopted in May 1996 made provision for an information point and car park to enable visitors to view and interpret this important site of industrial archaeological interest. " Steam, Coal and Canal ", a company with charitable status (involving local authorities, Wigan, Salford and Trafford, the Ship Canal Company, the Inland Waterways Association and others) has been established to promote the development of a Linear Industrial Heritage Park based upon the Bridgewater Canal. The Steam, Coal and Canal Company is now actively promoting this location as a focus for education, leisure and tourism related development.

2. This Proposal is intended to assist in promoting tourist interest in the Bridgewater and Ship Canals. The Visitor Centre development may include car parking, bus facilities, an information point, educational facilities and ancillary café/shop facilities.

Part II Proposal TP13 - The Manchester United Stadium Area

The Council will support the continued use and improvement of the area identified on the Proposals Map for football stadium and associated hospitality, conference, club store and spectator/ visitor car park use by Manchester United Football Club.

The Council will permit development to further significantly expand the spectator capacity of the football stadium or any significant new hospitality, conference, club store facilities only where: -

i) 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 (see Proposal T6), and,

ii) The intended development scheme proposes to put in place the public transport, cycle way footpath and highway improvements necessary to properly service the development and ensure the efficient functioning of the highway network (see Proposal T9), and,

iii) The development takes full account of the provisions of Proposal D1, particularly those relating to the protection of the character and amenity of adjoining areas.

The Council will seek to promote the further development of remote park-and-ride facilities, in suitable locations, for use by match day spectators to the stadium area to help minimise the impact on the surrounding residential and commercial areas.

The Council will not permit any further expansion of car parking provision within the stadium area identified on the Proposals Map other than that which may be achieved in connection with the future clearance of the remainder of the United Trading Estate development located behind the west stand of the stadium.

The Council will not permit any further expansion of single use parking provision for stadium use within the areas of Trafford Park immediately adjoining the Stadium Area as designated on the Proposals Map that are intended for employment uses as specified by other Proposals of this Plan.

The Council will seek to ensure, with the co-operation of the owner that the most productive use is made of the available parking provision for visitors to major tourist/ leisure/ entertainment facilities in its vicinity and as a park-and-ride facility for the proposed Metrolink extension, when the provision is not required for events at the stadium itself.

Justification

1. The current development proposals at the Manchester United Stadium have now been completed. The stadium has a capacity to accommodate 67,400 spectators, a new club store of 1,820 gross square meters and car parking capable of accommodating approximately 5,000 private vehicles.

2. The football club has agreed to enter into a partnership with the Council and other bodies to develop a Travel Plan to put in place a range of initiatives that will seek to reduce the numbers of spectators using private cars to travel to the area from 77% to 57% by 2005. Since the start of the 2000/2001 season, the club has operated two remote park and ride schemes (one at Carrington in Trafford and one in Salford) for match day spectators to the stadium resulting from Travel Plan discussions that have taken place to date.

3. The Council, with the support of the football club and GM Police is actively seeking to bring forward the development of the new railway station in the vicinity of White City indicated in

Proposal T11 to encourage more spectators/ visitors to the stadium and other nearby facilities to travel by means other than by private car.

4. The Council wishes to ensure that any further significant new development in this location can be properly accommodated without further detriment to the environment or amenity of the areas surrounding the Stadium.

5. The Council also wishes to ensure that the long-term employment development potential of the adjoining areas of the Trafford Park estate, notably the Wharfside Strategic Area, is protected.

6. This Proposal will not apply to development proposals for any future reorganisation or redistribution of uses within the stadium area that do not generate significant additional numbers of spectators or other visitors.

7. The Council will seek to enter into a legal agreement with the Club to specify the full extent of the highway, public transport cycle way and footpath improvements necessary to support the development and ensure the efficient functioning of the highway network. The Council will also seek to enter into an agreement with the Club to prepare and implement a detailed Travel Plan to encourage spectators and visitors to the area to travel to and from the area by means other than the private car.

Chapter 10 - Trafford Centre and its Vicinity

Introduction – Trafford Centre and Its Vicinity Chapter

10.1 The area of Trafford Park bounded by the Manchester Ship Canal, the M60 motorway, Parkway and the Bridgewater Canal is located within the urban area and the Manchester Ship Canal Corridor, abutting the core industrial uses of the Trafford Park estate. It includes a mix of brown field and green field land

10.2 Over the years a part of the area (between Barton Dock Road/ Redclyffe Road and the Bridgewater Canal) came to be developed by traditional heavy manufacturing and power generation activities. A further part (immediately to the south of Barton Dock Road, abutting Parkway) came to be developed with a rail/road freight terminal (Containerbase). The remainder until 1990 was in agricultural use.

10.3In the 1980's the restructuring of the traditional heavy manufacturing and power generation sectors lead to the closure and clearance of a significant part of the developed area between Barton Dock Road/ Redclyffe Road and the Bridgewater Canal. A part of the area cleared is now occupied by trade and food retail (Costco and Asda) businesses. Two further retail warehouse development proposals were granted planning permission by the Secretary of State (in December 2001), following an Inquiry into the proposals.

10.4In 1990 the agricultural activity ceased on the remainder of the area and the majority developed by the Trafford Centre shopping, leisure and entertainment complex.

10.5 The Proposal contained within this Chapter of the Plan is seeking to guide the future redevelopment of the area in so far as it is possible within the policy framework and plan time-frame established in this Plan – up to 2016.

General Justification for the Proposals of the Trafford Centre and Vicinity Chapter

10.6The planned development of the area in the vicinity of the Trafford Centre, which lies within the Manchester Ship Canal Corridor Priority Regeneration Area, is intended to complement and reinforce the economic regeneration aspirations and efforts of the Council for the adjoining Trafford Park part of the Manchester Ship Canal Corridor Priority Regeneration Area described in the previous Chapter of the Plan. Such development would help promote the economic competitiveness, growth and urban regeneration aspirations of Regional Planning Guidance for the North West.

10.7This part of the Manchester Ship Canal Priority Regeneration Area lies close to areas in Trafford and Salford which are deprived. The opening of the Trafford Centre and other development within the Area has already created very substantial numbers of jobs, the great majority of which have been taken by residents of Trafford, Salford and Manchester. It has also led to the development of much improved public transport (bus) access to the Area focussed on the new Trafford Centre Bus Station. The Bus Station also enjoys a direct shuttle bus link with Stretford Metrolink station.

10.8 The Proposal contained within this Chapter seeks to ensure that as new development proposals emerge within the area, they are in accordance with national and regional guidance and the Council's overall objectives for the Corridor.

10.9 It is important that all new development proposed in the area is sustainable. The safeguards set out in Proposal TCA1 seek to ensure that new development within the area takes place in a sustainable way and will further enhance the sustainability of the area. Key principles which inform Policy TCA1 include:

- Building upon the area's success as a generator of jobs;
- Building upon the public transport provision, particularly to assist those without access to a car;
- Increasing accessibility across the Ship Canal to improve availability of employment opportunities beyond the local area to other areas where jobs are needed.

10.10 Development within this area is intended to augment the established activities sufficiently to contribute towards the construction of a Metrolink extension to the Trafford Centre Area through Trafford Park and beyond to Salford. The construction of this new extension would assist the Council to achieve its sustainable transportation objectives (see Chapter 14).

10.11 It is important that established town and other centres should be protected and that regeneration priorities elsewhere should not be undermined. Policy TCA1 makes provision for all these requirements.

PART II PLAN PROPOSAL

Part II Proposal TCA1 - The Trafford Centre and its Vicinity

Within the area identified on the Proposals Map the Council will permit development as follows: -

AREA TCA1A The further development of sports and leisure uses on the Regional Sports Centre site.

AREA TCA1B The consolidation, improvement and modernisation of existing businesses, industry, storage and distribution uses.

AREA TCA1C The development of non food bulky goods retail warehousing subject to satisfactory arrangements being put in place to bring about the early construction of the extension of Metrolink through Trafford Park to the Trafford Centre (see Proposal T11).

For the avoidance of doubt it should be noted that: -

1. The Trafford Centre is not to be formally classified and treated as an established town centre, and,

2. No need for further retail expansion of the Trafford Centre has been demonstrated or is expected during the Plan period. Should proposals for retail expansion come forward within the Plan period they will need to demonstrate need in conformity with relevant local, national and regional guidance.

The sports and leisure development proposal brought forward within area TCA1A will only be acceptable if it can be demonstrated that: -

1. there is a need for the development and that a sequential approach to site selection has been adopted giving first preference to town centres, followed by edge-of-centre, district and local centres, having appropriate regard to the nature of the proposed development, and,

2. it will be adequately served by sustainable integrated transport network accessible by all sectors of the community (see Proposal T6).

Until such time as the requisite statutory powers are granted for the extension of the Trafford Park Metrolink route into the area from the Trafford Centre, provision for the extension will be in the form of a safeguarded corridor. As and when the requisite statutory powers are granted and the extension is programmed, Proposal T9 will apply.

Development will not be permitted if it is demonstrated that it or its phasing will materially adversely impact upon established town centres or undermine regeneration priorities elsewhere.

For the avoidance of doubt, this Plan does not include proposals for the development of the land bounded by Redclyffe Road, Trafford Boulevard, Trafford Way and the Ship Canal, known as the Trafford Quays site.

Justification

1. The main Trafford Centre retail and leisure development located to the south-west of Barton Dock Road opened for trading in September 1998. The Council is anxious to ensure that the Trafford Centre and the area in its vicinity is developed in a planned and co-ordinated way and that the further opportunities presented by the major investment which has taken place, are grasped in a way which maximises urban regeneration and employment and provides facilities that add to the attractiveness of the area from the point of view of residents, businesses and employees alike.

2. The Council wishes to build upon the high quality shopping, leisure and sporting facilities which have been developed in the area in a way which is sustainable and achieves a high quality of urban development and a high level of amenity.

3. The Trafford Centre includes a broad scale and range of uses including retail, leisure, hotel, food and drink, offices and other uses. The already constructed Trafford Centre bus station acts as a public transport "hub" serving surrounding residential districts and town centres.

4. As new development proposals are brought forward within this area, there will be scope for new services to and from the Trafford Centre Bus Station to be introduced and for the frequency of existing services to be increased, particularly in the morning weekday peak period where at present passenger demand is lower because the Trafford Centre is not open for trading at that time. The application of this Proposal will, therefore see an upgrading of public transport provision within the TCA1 area which would benefit nearby deprived communities.

5. Investment in improved transport infrastructure, particularly the improvement of public transport provision (see Proposal T11) will underpin a phased approach to the sustainable regeneration of the area. An essential feature of these improvements will be the early construction of the Metrolink extension linking the Trafford Centre area to the existing Metrolink network and its future extension into Salford (see Proposal TP11C) provided that: -

(a) The Council will in its consideration of the phased approach to the sustainable development of the area look to the provision of interim public transport services pending the construction of the Trafford Park extension of Metrolink to the Trafford Centre, and,

(b) In the event that it becomes apparent that the Trafford Park extension of Metrolink to the Trafford Centre is unlikely to proceed, the Council will seek the provision of an alternative public transport system.

6. The Council, jointly with Salford City Council, will give particular further consideration to the provision of additional low level bridging of the Ship Canal in the vicinity of the Trafford Centre and the Barton strategic site in Salford, as identified on the Proposal's Map (see Proposal T8), and will seek to secure any further necessary improvements through contributions from developers (see Proposal T9).

7. The first phase of the regional Sports Centre (area TCA1A), which includes the provision of a Rackets Centre, a Multi-Purpose Sports Hall and a Golf Driving Range is complete. Approximately 8.4 hectares of land remain undeveloped within site TCA1A, although planning permission has recently been granted on part of this land for an indoor ski facility. It is important that Area TCA1A is not developed for sports and leisure uses that might otherwise be located on sequentially preferable site(s) in PPG6 terms.

8 Proposal TCA1B is intended to ensure that the existing businesses, industrial and distribution activities are not impeded by uncertainty or blight during the preparation of the supplementary planning document.

9 TCA1C reflects the planning permissions granted by the Secretary of State for non-food bulky goods retail warehousing on the Giants Field (Barton Dock Road) and Barton Power Station/former CEGB workshops (Ashburton Road) sites (December 2001). In the event of yet to be implemented proposals for areas TCA1D not being implemented by the time of the next review of the UDP or its equivalent under the proposed new planning system, the allocations for these areas should be re-considered.

10. The Council recognises the importance of protecting, sustaining and improving established town and other centres and of not undermining regeneration priorities elsewhere. Regional Planning Guidance for the North West, in advising that centres such as the Trafford Centre should not be redefined as a town centre, also advises that the expansion or intensification of activities in such locations should be avoided where it will affect existing centres or undermine regeneration priorities. This Policy confirms that development in the TCA1 Area will not be acceptable if it will have these effects.

11. The Issue of need for further retail expansion of the Trafford Centre was not assessed as part of the RPG Review process. Therefore any proposal for such expansion will be required to demonstrate need in addition to the other matters identified in the Proposal.

12. The Council will prepare a Supplementary Planning Document for the area identified on the Proposals Map to assist developers to bring forward suitable development proposals that are consistent with local and regional regeneration priorities. Until such time as the Council has adopted the Supplementary Planning Document it will use this Proposal and other relevant Proposals of the Plan to guide development proposals within the area thus ensuring that new development opportunities that are consistent with local and regional regeneration priorities are not lost to the area.

13. The preparation of this SPD will ensure that the future of this area will be the subject of co-operative working with neighbouring local authorities and other bodies and landowners. It will also seek to ensure that the Trafford Centre is physically and functionally integrated with its surrounding area from the point of view of public transport, pedestrian and cycling links and physical form, The Council will consult widely during the preparation of the Supplementary Planning Document, with the intention of producing it at the earliest opportunity.

Chapter 11 – Housing

Introduction

11.1 The release of an adequate and continuous supply of land for new housing development is a key objective of Council policy and fundamental to successful local economic growth and community regeneration.

11.2 Trafford has long been, and remains, a very attractive and popular place in which to live. The demand for new housing, arising both from people and households already living within the Borough and from those living outside its boundaries, has been and remains significant. There has been a constant need to plan to find additional suitable land to accommodate housing development. There has also been a need to find additional suitable land to accommodate the new houses that have to be built to replace the old/sub-standard/unfit dwellings that have to be demolished.

11.3 Over the Plan period the population of the Borough, in contrast to the decline of the 1970's and 1980's, is expected to experience a modest increase. In line with past trends, the number of houses that will be required to accommodate this slightly increased population is expected to increase at a more significant rate. The demographic and social trends at the root of this accelerated household growth are expected to lead to a greater variety in the range and type of accommodation built to meet peoples housing needs.

11.4 When releasing land for new housing development the Council has long sought to balance the demand for new houses against the need to conserve the Borough's valuable and attractive countryside and limit the outward spread of the built up area to the minimum. Within the built up area it has also long sought (within the bounds of the regulatory planning framework) to balance the demand against the need to safeguard the environment and amenity of local community areas. The Policies and Proposals set out in this Chapter (read in association with the Policies and Proposals set out in the Countryside and Development Control Criteria Chapters) seek to carry forward these environment and conservation objectives within the framework of the themes or guiding principles of the Plan set out in Policy GP1.

General Justification for the Policies and Proposals for Housing

11.5 Regional Planning Guidance for the North West (RPG13) indicates that to meet anticipated demographic needs the Council should plan to release land to make provision for the building of an average of 270 new dwellings per year between 2002 and 2006 and until such time as RPG13 is reviewed and new proposals are published. In planning to make this provision the Guidance stresses that the Council must: -

i) Make the best possible use of the existing housing stock;

ii) Maximise the re-use of vacant and under used land and buildings;

iii) Consider the impact of new development on the existing housing stock and market in the immediate area and adjoining Districts;

iv) Give priority to the re-use of previously developed urban land sites;

v) Phase the release and development of the sites identified in a way that takes account of "windfall" development that may take place on suitable but unidentified urban development sites, and,

vi) Take into account the need for the provision of "affordable" housing.

11.6 RPG13 also indicates that the Council must make an allowance for the replacement of dwellings cleared during the Plan period. In framing the Policies and Proposals of this Chapter, therefore, the Council has determined to make an allowance for clearance replacement of 40 new dwellings per year between 2002 and 2006 and until such time as RPG13 is reviewed and published.

11.7 The RPG13 housing land release figures have been determined within the context of 1996 based household growth projections, regional economic growth aspirations (set out in the North West Regional Development Agency's Regional Economic Strategy), regional housing needs and demands (set out in the North West Regional Housing Need and Demand Study), existing and potential future regional housing land supply information and Green Belt, environmental and other planning policy considerations (set out in RPG13 itself).

11.8 The dwelling clearance replacement allowance has been determined within the framework of an assessment of the likely scale of the Council's clearance programme and other clearance activity that may occur within the Borough.

11.9 To meet the RPG13 annual average building rate for Trafford, the Policies and Proposals of this Chapter bring forward additional areas of land for development to supplement the areas that have already been committed for development and those likely to be so committed on previously developed "windfall" sites (of all types and sizes) over the Plan period.

11.10 The additional areas of land that have been identified for release for development have been derived from Urban Area Housing Capacity and National land Use Database survey work undertaken by the Council between 1998 and 2002.

11.11 The urban area committed and opportunity "windfall" development site contribution to the land supply has been derived from an analysis of development experience between 1991 and 2001 undertaken as part of the Trafford Urban Housing Capacity Study 2002.

11.12 In general the new land release proposals seek to promote the efficient use of previously developed land within the established urban area. They seek to promote, in appropriate circumstances, the mixed housing/commercial use of land.

11.13 The overall proportion of development expected to occur on previously developed land over the Plan period is anticipated to fall in the range between 78 to 90%.

11.14 To meet the PPG3 and RPG13 requirement to release land for new housing development in a controlled, managed and prioritised way, the Council proposes a phased programme of release of these additional areas of development land. The proposals have been drawn up within the framework of the specific advice set out within the Government published document Planning to Deliver – The Managed Release of Housing Sites (see Proposal H3).

11.15 RPG13 indicates that the scale of new housing provision required in the Borough will be kept under continuous review at the regional level and alterations brought forward for implementation as and when appropriate. Within this context the Plan Policies and Proposals indicate the Council's intention to monitor the rate at which unidentified "windfall" land and committed and allocated sites comes forward for development. The annual average rate of new housing provision set by Policy H1 will, where possible, be achieved by adjusting the phased release of identified and allocated sites and then, if necessary, by managing the rate of "windfall" development.

Part I Policy H1 – Land Release for Development

The Council will ensure that sufficient land is released for development to achieve the annual average rate of new housing provision set out in Regional Planning Guidance (RPG13): -

(i) To take account of demographic need – 270 dwellings per year;

(ii) To allow for the replacement of dwellings lost through clearance and demolition – 40 dwellings per year.

This average rate of new provision will apply for the period between April 2002 and March 2006 and until such time as Regional Planning Guidance (RPG13) is reviewed and new proposals are published.

Within the overall supply of land made available for development, the Council will seek to ensure that an adequate range of sites are made available across the Borough to allow a variety of types of housing affordable by all sectors of the local community to be provided, subject to the capacity of the urban area and infrastructure to accommodate new development and the need to protect the environment.

Part I Policy H2 – Location and Phasing of New Housing Development

In releasing land to achieve the annual average rate of new housing provision set by Policy H1, the Council will permit high quality development within the existing urban area, to the extent that such development is compatible with other Policies and Proposals of this Plan that seek to protect the quality, appearance and amenity of established residential areas.

Within the urban area, as a first priority, the Council will permit the re-use of previously

developed land and vacant buildings, particularly in locations that are well related to local

community services and facilities and accessible by public transport.

The Council, as necessary, will then permit the use of previously undeveloped urban area land

where it: -

i) Is well located in relation to established areas of housing, jobs, local community services and facilities;

ii) Avoids the use of important areas of open space;

iii) Is or can be made accessible by public transport and other non-car modes of travel, and,

iv) Respects and enhances the quality and character of the local built environment.

Well designed higher density mixed use and mixed housing type developments (developments in excess of 30 to 50 dwellings per hectare) will be permitted on urban area sites that are well related to existing or firmly planned public transport infrastructure and other community

facilities. Density considerations will be assessed in the context of the design of the development and the character of the locality.

The areas of land identified for development in accordance with the above priorities will be

released in a phased manner to achieve the annual average rate of new housing provision set

by Policy H1.

The Council will monitor the rate at which unidentified urban area "windfall" land and allocated sites identified on the Proposals Map come forward for development. The annual average rate of new housing provision set by Policy H1 will, where possible, be achieved by adjusting the phased release of identified and allocated sites taking account of the Priority Regeneration Areas identified in Policy A1 and then, if necessary, by limiting the rate of windfall development.

Part II Proposal H3 – Land Release for Development

vii) The following sites, identified on the Proposals Map, are released for new housing development: -

HOU1 Land at Chester Road, Stretford

HOU2 Land at Aimson Road/Stockport Road, Timperley

HOU3 Land at Brook House Nursery, Timperley

HOU4 Land south of Sinderland Brook, Timperley

HOU5 Land at Pomona, Old Trafford

HOU6 Land at Northumberland Road, Old Trafford

HOU7 Land at Lucy Street, Old Trafford

HOU8 Land at Longford Road, Gorse Hill

HOU9 Land at Sidmouth Road, Sale

HOU10 Land at Cross Street, Sale

HOU11 Land at Cross Street/Chapel Road, Sale

HOU12 Land at Bridgewater Street, Sale

HOU13 Land at Wharf Road, Sale

HOU14 Land at Woodfield Road, Broadheath

HOU15 Land at Oakfield Road, Altrincham

HOU16 Land at Brown Street, Hale

HOU17 Land at Moss Lane, Hale

HOU18 Land at Park Road, Timperley

These sites will be released for development in the phased manner described below to provide the approximate number of new dwellings indicated: -

Phase 1 Release – April 2002 to March 2006

Site	Location	Site Area (Ha.)	Total ~~Units~~ Dwellings

HOU1	Land at Chester Road, Stretford	0.8	25
HOU2	Land at Aimson Road/Stockport Road, Timperley	0.1	2
HOU3	Land at Brook House Nursery, Timperley	3.2	80
HOU4	Land south of Sinderland Brook, Timperley (part release)	4.0	120
HOU6	Land at Northumberland Road, Old Trafford	0.7	34
HOU8	Land at Longford Road, Gorse Hill	0.4	23
HOU9	Land at Sidmouth Road, Sale	0.8	21
HOU11	Land at Cross Street/Chapel Road, Sale	0.6	57
HOU12	Land at Bridgewater Street, Sale	1.2	87
HOU13	Land at Wharf Road, Sale	0.9	83
HOU15	Land at Oakfield Road, Altrincham	1.4	92
HOU16	Land at Brown Street, Hale	0.2	18
HOU17	Land at Moss Lane, Hale	5.2	178
Total		19.5	820

Phase 2 Release – April 2006 to March 2011

Site	Location	Site Area (Ha.)	Total ~~Units~~ Dwellings
HOU4	Land south of Sinderland Brook, Timperley (part release)	10.0	300
HOU5	Land at Pomona, Old Trafford (part release)	9.0	300
HOU7	Land at Lucy Street, Old Trafford	0.9	35
HOU10	Land at Cross Street, Sale	0.4	30

HOU14	Land at Woodfield Road, Broadheath	5.0	150
HOU18	Land at Park Road, Timperley	1.1	110
Total		26.4	925

Phase 3 Release – April 2011 to March 2016

Site	Location	Site Area (Ha.)	Total ~~Units~~ Dwellings
HOU4	Land south of Sinderland Brook, Timperley (part release)	7.6	225
HOU5	Land at Pomona, Old Trafford (part release)	9.0	300
Total		16.6	525

The Council will adhere to the phased land release proposals for the sites listed in the above Table until such time as the monitoring of new housing needs and windfall and allocated site development in the Borough and the wider area indicates that the land release requirement prescribed within Regional Planning Guidance (RPG13) needs to be altered and the phasing proposals revised.

Proposals that come forward for development within the urban area on sites not identified in the above Table will only be permitted where they are acceptable in planning terms and where approval does not result in a significant oversupply of new housing as measured against the land release requirement prescribed within RPG13.

Justification

1. This Proposal is intended to enable the Council to maintain a supply of land for new housing development sufficient to meet the requirement set within Regional Planning Guidance (RPG13) for the period between April 2002 and March 2006 and until such time as the guidance is reviewed and new proposals published

2. The Proposal consists of site allocations carried forward from the May 1996 adopted Plan (all of which have the benefit of planning permission for development) and new site allocations

(some of which have the benefit of planning permission for development) identified through urban capacity and other study assessment work.

3. The phasing of the release and development of the new site allocations identified in this Proposal is the product of an assessment that has taken into account the current planning permission status of sites, the priority land release provisions of Policy H2 and likely site marketing and development rates. The preferred order of release specified reflects the approach set out in PPG3 and Planning to Deliver – The Managed Release of Housing Sites. The sites have been assessed on the basis of their type, location, accessibility and readiness for development.

4. The number of dwellings associated with each identified site is an estimate of the approximate total development capacity of each allocation. Developers, in bringing forward detailed development schemes for each site, will need to pay due regard to the requirements of Proposals D1 and D3. To assist developers to prepare satisfactory schemes for individual sites in accord with the requirements of these two UDP Proposals, the Council may prepare guidance in the form of site planning briefs to illustrate how the principles set out in the two Proposals can best be applied.

*5. Four sites (HOU5 Pomona, HOU14 Woodfield Road, HOU17 Moss Lane and HOU18 Park Road) are identified for mixed housing and employment use. The allocation for site HOU6**5** (Pomona) is being carried forward from the May 1996 adopted Plan. The allocations on sites HOU14 (Woodfield Road), HOU17 Moss Lane and HOU18 Park Road are new proposals on sites that were allocated in the May 1996 adopted Plan wholly for employment development.*

6. All thirteen of the Phase 1 release sites and four of the Phase 2 sites have the benefit of planning permission for development. Ten of the Phase 1 sites (HOU1, HOU2 and HOU8 to HOU17) are already in whole or in part under development.

7. Fifteen of the sites (HOU1, HOU5, HOU6, HOU7, HOU8, HOU9, HOU10, HOU11, HOU12, HOU13, HOU14, HOU15, HOU16, HOU17 and HOU18) are previously developed urban area sites. Three of the sites (HOU2, HOU3 and HOU4) are previously undeveloped urban area sites.

8. Site HOU14 is a substantial site that is currently occupied by several large buildings used by a range of small businesses. Prior to any new mixed housing and employment developments taking place on this site, the Council will continue to permit development proposals (renewal of temporary planning permissions, suitable changes of use and limited extensions to existing buildings) that will enable these established businesses to continue to operate efficiently and effectively on the site, that do not undermine longer-term development intentions for the land.

9. Site HOU4 is a previously undeveloped urban area extension site that represents a rounding off development between Altrincham and Sale. Further details associated with the development of this site are set out in Proposal MD1. Section 106 planning agreement accompanying the current planning permission secures the construction of the site access road, the provision of an element of affordable housing provision and a contribution to the provision of new community facilities for the Broadheath area.

10. With regard to site HOU5, the Council will expect prospective developers to prepare a comprehensive Master Community Development Plan before their development is proceeded with. This Plan will be required to illustrate the intended distribution of housing, community

facilities and other land uses on the site and the proposed pedestrian, cyclist, public and private transport access arrangements to and within the development.

11. The supply of land identified for release in this Proposal will supplement the supply that will come forward for development within the existing built up areas on unidentified "windfall" development sites (infill, redevelopment or conversion development sites). The Council will monitor the rate at which these "windfall" development opportunities come forward for development. If necessary it will seek to control their rate of release, after any adjustment of the phasing and rate of release of the sites allocated in this Proposal, to ensure that the annual average rate of new housing provision set by Policy H1 is not significantly exceeded. Priority will be given, within the annual average, to any development schemes that would contribute substantially to provision of affordable housing accommodation.

12. Adjustments proposing amendments to the order of release of the sites identified in this Proposal, that may be brought forward as a result of the above monitoring programme, will be published for public consultation purposes as Supplementary Planning Guidance. Adjustments proposing amendments to the list of sites identified for release in this Proposal will be brought forward and published for public consultation purposes as formal alterations to this Plan.

13. The potential housing land supply for the three phases of the Plan period (2002 - 2016) is summarised below: -

2002 – 2006

Land Supply Source	*Previously Developed Sites*	*Previously Undeveloped Sites*	*Total*
Small Windfall Sites (under 0.4 ha.)	*450/730*	*-*	*450/730*
Large Windfall Sites (over 0.4 ha.)	*410/460*	*-*	*410/460*
Proposal H5 Allocated Sites	*620*	*200*	*820*
Total	*1,480/1,810*	*200*	*1,680/2,010*

2006 – 2011

Land Supply Source	*Previously Developed Sites*	*Previously Undeveloped Sites*	*Total*
Small Windfall Sites (under 0.4 ha.)	*330/560*	*-*	*330/560*
Large Windfall Sites (over 0.4 ha.)	*90/510*	*-*	*90/510*
Proposal H5 Allocated Sites	*620*	*300*	*920*
Total	*1,040/1,690*	*300*	*1,340/1,990*

2011 – 2016

Land Supply Source	*Previously Developed Sites*	*Previously Undeveloped Sites*	*Total*
Small Windfall Sites (under 0.4 ha.)	*560*	*-*	*560*

Large Windfall Sites (over 0.4 ha.)	*510*	*-*	*510*
Proposal H5 Allocated Sites	*300*	*225*	*525*
Total	*1,370*	*225*	*1,595*

Part II Proposal H4 – Release of Other Land for Development

The Council will normally grant planning permission for the development and redevelopment of other suitable land within the built up area for housing provided that such proposals: -

i) Are either (a) not on sites protected as open space, unless the provisions of Proposal OSR5 can be satisfied, or, (b) allocated for some other use;

ii) Comply with the relevant provisions of Proposals D1 and D3 and where appropriate Proposals ENV21 and ENV23;

iii) Do not prejudice the development or redevelopment of adjoining land.

Justification

The development/redevelopment of unused land and redundant buildings will make a valuable contribution to urban regeneration that the Council is firmly committed to. Such activity will serve also to divert and reduce the pressure for the use of land on the fringe of the urban area and add to the range and choice of sites for developers and potential residents.

Further development within the built up area must be limited in this way in the interests of good planning to ensure that other essential services and amenities are not over loaded and that the quality of the environment and amenity of present and future residents is not adversely affected.

Part II Proposal H5 – Improvement of Houses

The Council will encourage and promote the improvement to modern standards of older houses, where they are not required to make way for some other development proposed elsewhere in this Plan, provided that such proposals comply with the relevant provisions of Proposals D1 and D3 and, where appropriate, Proposals ENV21, ENV23 and ENV24. Priority will be given to schemes for the comprehensive improvement of areas.

Justification

The refurbishment and improvement of the Borough's stock of older property is an important complement to policies that encourage/allow new developments and further supports the themes and guiding principles of the plan. Revitalising the stock of older houses will also

reduce their rate of deterioration and the consequent need for their clearance and minimise the amount of land needed to replace them.

Area improvement provides the most effective and efficient use of available resources. Comprehensive action of this kind is encouraged by the Local Government and Housing Act 1989 and will be pursued by the Council (see Proposal H9 below).

Part II Proposal H6 – Sub Division of Houses

The Council will only permit subdivision of houses into smaller self-contained units where such proposals: -

i) Comply with the relevant provisions of Proposals D1 and D3 and where appropriate Proposals ENV21, ENV23 and ENV24;

ii) Provide adequate amenity space for residents.

Justification

Sub-division of property, particularly older property, can make a valuable contribution to the stock of accommodation available and contribute to urban regeneration by bringing unused or under used buildings back into economic use.

Not all property however is suitable for sub-division. Carefully designed schemes that make full and proper provision for the needs of prospective residents are therefore essential if the amenity of neighbours and the character of an area is not to be adversely affected. This will be the primary concern of the Council when considering such proposals.

Part II Proposal H7 – Accommodation for Elderly Persons

Within the built up area the Council will normally grant planning permission to convert property to residential care homes and nursing homes for the elderly only where they are satisfied that: -

i) The site and property in question is of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents and can comply with the relevant provisions of Proposals D1 and D3 and where appropriate proposals ENV21, ENV23 and ENV24;

ii) The concentration of similar uses in the immediate locality has not reached an unacceptable level.

Justification

As a general principle the Council wishes to encourage all types of accommodation for the elderly in locations that allow them to maintain easily their links with the rest of the community and the services that they require.

In recent years the number of residential care homes and nursing homes for the elderly has considerably expanded. They can make a considerable impact on surrounding residential property if their development is not properly planned.

The Council has produced Planning Guide-lines for Residential Care Homes and Nursing Homes for the Elderly to give further guidance to prospective developers of this type of accommodation.

Part II Proposal H8 – Affordable Housing

The Council will encourage and promote the provision of new housing to meet the needs of local people who cannot afford to rent or buy housing available on the open market on both Council and private sector owned sites, where this can be achieved without prejudicing other Council planning objectives.

The Council will seek to negotiate for the inclusion of an element of low cost housing on all urban sites that come forward for development for housing purposes during the Plan period, including those sites identified in Proposal H5 which do not already have the benefit of planning permission, that are large enough to accommodate a reasonable mix of types and sizes of housing, where: -

i) the site is 1.0 hectare or more in size or has the potential for the development of 25 or more dwellings;

ii) the site is located in reasonable proximity to local services and facilities and accessible by public transport, and,

iii) an adequate element of low cost housing can be incorporated into a development without detriment to the successful implementation of that scheme.

To ensure that both the initial and subsequent occupiers of property enjoy the benefits of provision of this form of housing, the Council will encourage and promote the involvement of registered social landlords in the development process. Where a developer other than a registered social landlord is involved in the development process, the Council will seek to control the occupancy of dwellings built by means of a planning condition or by an agreement under Section 106 of the Town and Country Planning Act 1990.

On sites within rural areas of the Borough, the Council will only consider proposals for the development for low cost housing that accord with the provisions for development within the Green Belt set out within Proposal C5 (i).

Justification

1. PPG3 seeks to encourage local authorities to promote the development of low cost/affordable new housing on suitable sites in areas where there is a demonstrable lack of such housing to meet local needs. For the purposes of this Proposal, affordable or social housing is defined (as in Government Circular 6/98) as "low cost market and subsidised housing (irrespective of tenure, ownership, type of occupation or financial arrangements) available to people who cannot afford to rent or buy houses generally available on the open market".

2. The Council has prepared Supplementary Planning Guidance (Affordable Housing) which offers further guidance on what the Council regards as affordable housing based on the relationship between local house prices, incomes and ability to meet housing costs. This Guidance indicates that an affordable home, in the Trafford context is: -

- *Housing for rent - the rent for which does not exceed 30% of the average net income within that particular sub-district and is, in any event within Housing Corporation target rents for that particular property type;*

- *Housing for sale - the maximum price for which does not exceed that which can be purchased with a mortgage equivalent to 3 times the average household income within that sub-district or which is equivalent to the relevant Housing Corporation Total Cost Indicator (TCI) for that particular property type, whichever is the lesser.*

The Council's Supplementary Planning Guidance offers indicative figures in relation to the above that will be uprated on an annual basis.

3. Across the Borough as a whole, private sector and registered social landlord (Housing Association) developers currently make available a reasonably broad range of types of property to meet the needs of Trafford residents. The Council is aware, however, from evidence contained within its waiting list and from various local housing needs surveys, that provision is inadequate across the Borough and that there are people in housing need who are not able to find suitable and affordable accommodation on the open market. Research, jointly undertaken on behalf of the DETR by the Universities of Manchester and Liverpool and published in March 2000, has also indicated a need for more affordable housing provision within the Borough.

4. Since the cessation of the Council's own programme of building affordable or social housing in 1991, it has been working to expand provision of this type of accommodation by a variety of means, including: -

i) making the best (most efficient and effective) use of the Council owned stock of rented property;

ii) encouraging improvement initiatives within the private sector owned and rented stock (investing in the renewal, revitalisation and conversion of property), and,

iii) in partnership with the Housing Corporation and registered social landlords (Housing Associations), utilising land in Council and private sector ownership to build new stock.

5. The Council's latest Housing Needs Survey published in June 2001 reveals a strong need for more subsidised social rented housing and for shared ownership and other forms of low-cost home ownership (see Appendix L).

6. In negotiating for the inclusion of an element of affordable or social housing on suitable sites (as defined by this Proposal), the Council therefore will seek to achieve a target contribution of between 25% and 35% of the total site development capacity, unless such a contribution would prejudice the realisation of other planning objectives. On the basis of its Housing Needs Survey which analyses supply and demand by geographical sub-district, together with data on local house prices and incomes, the Council has set the following target contribution figure for each sub-area of the Borough: -

Altrincham	*35%*
Sale	*30%*
Stretford	*30%*
Old Trafford	*25%*
Urmston	*35%*

7. Due to the high and continuing demand for affordable housing units, coupled with high land values and site scarcity, the Council's expected method of delivery will be for the affordable housing units to be provided on site. Only in exceptional circumstances, where it is in the interests of achieving more balanced housing communities and housing markets, will the Council consider an off-site payment being made in the form of a commuted sum.

8. Where the Council considers that it would be preferable to provide the affordable housing on a suitable alternative site within the Borough, the Council will negotiate to obtain the financial contribution in accordance with the provisions of paragraph 23 of Circular 6/98. The Council will determine the suitability or otherwise of alternative sites put forward in this context by reference to criteria (ii) of this Proposal, the conclusions of the 2001 Trafford Housing Needs Survey and the provisions of the Trafford Housing Strategy.

9. The Council generally expects affordable units to be provided through a partnership with a Registered Social Landlord (RSL), although consideration will be given to provision of low-cost market housing where it will meet affordable housing objectives.

10. To ensure that the benefits of affordable or social housing can be maintained in the long term, the Council will use planning conditions and agreements that accord with the provisions of paragraphs 15 to 20 and 32 to 34 of Circular 6/98.

11. The Council will keep under review the scale, nature and distribution of the need for affordable or social housing within the Borough and will amend the provisions of this Proposal as appropriate, as and when the review indicates this to be necessary.

12. For the avoidance of doubt, the Council will not seek to apply this Proposal to developments where the accommodation is intended for occupation by elderly persons.

Part II Proposal H9 – Priority Regeneration Area: Gorse Hill

a) A Neighbourhood Renewal Area has been declared in Gorse Hill. Through this initiative the Council will:

   i) Improve the area's housing stock and quality of environment;

   ii) Mitigate the effects on the area of traffic and industry;

   iii) Continue the programme of environmental improvements along Chester Road (A56).

b) Opportunities will be taken to: -

   i) Clear pockets of unsatisfactory housing;

   ii) Provide some off-street car parking as part of a programme to tackle the parking/congestion problems throughout Gorse Hill, which detracts from the quality of life of residents;

   iii) Improve Gorse Hill Park and the recreation ground at Nansen Road;

   iv) Examine ways of minimising the impact of industry and other infrastructure, in particular the Euro-Freight Terminal, on residential areas.

Justification

Council intervention on a major scale is needed in this area in order to remedy unsatisfactory housing conditions and to tackle those problems that reduce the quality of life for local residents below modern expectations.

Part II Proposal H10 – Priority Regeneration Area: Old Trafford

Within the Old Trafford area, the Council will take action to: -

i) improve the quality and diversity of the area's housing stock;

ii) improve the quality, appearance and safety of the local environment;

iii) mitigate the effects on the area of local and through traffic;

iv) improve facilities for pedestrians, cyclists and public transport;

v) promote the redevelopment and re-use of unused, under-used or derelict land and buildings for residential, business and community purposes;

vi) improve the quality and diversity of recreational and other facilities available to the local community;

Opportunities will be taken to: -

i) remove dereliction and obsolescence;

ii) undertake selective area renewal;

iii) diversify housing tenure by encouraging the building of private affordable homes within the Stretford Road corridor;

iv) develop the Stretford Road corridor as a strategic gateway into and out of the Borough;

v) develop a multi-purpose community facility on the Old Trafford Primary School site;

vi) support local shops and services, particularly on Ayres Road and Seymour Grove;

vii) refurbish retail/commercial property at Shrewsbury Street/Skerton Road;

viii) provide new food retail store facilities on Chester Road (adjoining Stretford Leisure Centre);

ix) improve Hullard Park, Seymour Park and St Bride's Field;

The Council will not grant planning permission for any development within the Old Trafford area that would prejudice the implementation of the above proposal

Justification

The inner urban area of Old Trafford is the most deprived area of the Borough and has been identified by the Council as a priority area for improvement and regeneration action.

An Old Trafford Partnership Board has been established and an Old Trafford Strategy and Action Plan prepared to guide the process of regenerating economic, educational, housing, social and environmental conditions in the area. A combination of private sector, European, SRB, Capital Challenge and Council resources have been committed to help accomplish the task. The Council has prepared Supplementary Planning Guidance and site Development Strategy documents to promote its regeneration aspirations for the area.

Part II Proposal H11 – Priority Regeneration Area: Partington

Within the Partington area, the Council will take action to: -

i) Improve the quality and security of the area's housing stock;

ii) Improve the quality, appearance and safety of the local environment;

iii) Improve the quality, appearance and safety of the local shopping facilities available to the local community;

iv) Improve the quality and diversity of recreational and other facilities available to the local community;

v) Promote the re-use and redevelopment of unused, under-used or derelict land and buildings for residential, community or local business use;

vi) Develop and improve urban/rural environment links;

vii) Develop a programme of local access/infrastructure improvements;

viii) Improve local community transport provision and public transport links to other parts of the Borough.

Opportunities will be taken to: -

i) Undertake selective area renewal;

ii) Identify a local building to be used as a Resource Centre by local community and voluntary groups;

iii) Develop the existing Opportunities Centre as a local employment training centre;

iv) Improve local open spaces including garage court areas.

The Council will not grant planning permission for any development within the Partington area that would prejudice the implementation of the above proposals.

Justification

The urban area of Partington is one of the most deprived areas of the Borough and has along with the adjoining area of Carrington been identified by the Council as a priority area for improvement and regeneration action.

A Partington and Carrington Partnership has been established and an Action Plan prepared to guide the process of regenerating economic, educational, housing, social and environmental conditions in the area. A combination of private sector, Single Regeneration Budget and Council resources have been committed to accomplish the task.

Proposal E15 sets out the future development intentions of the Council to guide the process of regeneration in the main employment area to the north of Partington.

Chapter 11 – Housing

Introduction

11.1 The release of an adequate and continuous supply of land for new housing development is a key objective of Council policy and fundamental to successful local economic growth and community regeneration.

11.2 Trafford has long been, and remains, a very attractive and popular place in which to live. The demand for new housing, arising both from people and households already living within the Borough and from those living outside its boundaries, has been and remains significant. There has been a constant need to plan to find additional suitable land to accommodate housing development. There has also been a need to find additional suitable land to accommodate the new houses that have to be built to replace the old/sub-standard/unfit dwellings that have to be demolished.

11.3 Over the Plan period the population of the Borough, in contrast to the decline of the 1970's and 1980's, is expected to experience a modest increase. In line with past trends, the number of houses that will be required to accommodate this slightly increased population is expected to increase at a more significant rate. The demographic and social trends at the root of this accelerated household growth are expected to lead to a greater variety in the range and type of accommodation built to meet peoples housing needs.

11.4 When releasing land for new housing development the Council has long sought to balance the demand for new houses against the need to conserve the Borough's valuable and attractive countryside and limit the outward spread of the built up area to the minimum. Within the built up area it has also long sought (within the bounds of the regulatory planning framework) to balance the demand against the need to safeguard the environment and amenity of local community areas. The Policies and Proposals set out in this Chapter (read in association with the Policies and Proposals set out in the Countryside and Development Control Criteria Chapters) seek to carry forward these environment and conservation objectives within the framework of the themes or guiding principles of the Plan set out in Policy GP1.

General Justification for the Policies and Proposals for Housing

11.5 Regional Planning Guidance for the North West (RPG13) indicates that to meet anticipated demographic needs the Council should plan to release land to make provision for the building of an average of 270 new dwellings per year between 2002 and 2006 and until such time as RPG13 is reviewed and new proposals are published. In planning to make this provision the Guidance stresses that the Council must: -

viii) Make the best possible use of the existing housing stock;

ix) Maximise the re-use of vacant and under used land and buildings;

x) Consider the impact of new development on the existing housing stock and market in the immediate area and adjoining Districts;

xi) Give priority to the re-use of previously developed urban land sites;

xii) Phase the release and development of the sites identified in a way that takes account of "windfall" development that may take place on suitable but unidentified urban development sites, and,

xiii) Take into account the need for the provision of "affordable" housing.

11.6 RPG13 also indicates that the Council must make an allowance for the replacement of dwellings cleared during the Plan period. In framing the Policies and Proposals of this Chapter, therefore, the Council has determined to make an allowance for clearance replacement of 40 new dwellings per year between 2002 and 2006 and until such time as RPG13 is reviewed and published.

11.7 The RPG13 housing land release figures have been determined within the context of 1996 based household growth projections, regional economic growth aspirations (set out in the North West Regional Development Agency's Regional Economic Strategy), regional housing needs and demands (set out in the North West Regional Housing Need and Demand Study), existing and potential future regional housing land supply information and Green Belt, environmental and other planning policy considerations (set out in RPG13 itself).

11.8 The dwelling clearance replacement allowance has been determined within the framework of an assessment of the likely scale of the Council's clearance programme and other clearance activity that may occur within the Borough.

11.9 To meet the RPG13 annual average building rate for Trafford, the Policies and Proposals of this Chapter bring forward additional areas of land for development to supplement the areas that have already been committed for development and those likely to be so committed on previously developed "windfall" sites (of all types and sizes) over the Plan period.

11.10 The additional areas of land that have been identified for release for development have been derived from Urban Area Housing Capacity and National land Use Database survey work undertaken by the Council between 1998 and 2002.

11.11 The urban area committed and opportunity "windfall" development site contribution to the land supply has been derived from an analysis of development experience between 1991 and 2001 undertaken as part of the Trafford Urban Housing Capacity Study 2002.

11.12 In general the new land release proposals seek to promote the efficient use of previously developed land within the established urban area. They seek to promote, in appropriate circumstances, the mixed housing/commercial use of land.

11.13 The overall proportion of development expected to occur on previously developed land over the Plan period is anticipated to fall in the range between 78 to 90%.

11.14 To meet the PPG3 and RPG13 requirement to release land for new housing development in a controlled, managed and prioritised way, the Council proposes a phased programme of release of these additional areas of development land. The proposals have been drawn up within the framework of the specific advice set out within the Government published document Planning to Deliver – The Managed Release of Housing Sites (see Proposal H3).

11.15 RPG13 indicates that the scale of new housing provision required in the Borough will be kept under continuous review at the regional level and alterations brought forward for implementation as and when appropriate. Within this context the Plan Policies and Proposals indicate the Council's intention to monitor the rate at which unidentified "windfall" land and committed and allocated sites comes forward for development. The annual average rate of new housing provision set by Policy H1 will, where possible, be achieved by adjusting the phased release of identified and allocated sites and then, if necessary, by managing the rate of "windfall" development.

Part I Policy H1 – Land Release for Development

The Council will ensure that sufficient land is released for development to achieve the annual average rate of new housing provision set out in Regional Planning Guidance (RPG13): -

(iii) To take account of demographic need – 270 dwellings per year;

(iv) To allow for the replacement of dwellings lost through clearance and demolition – 40 dwellings per year.

This average rate of new provision will apply for the period between April 2002 and March 2006 and until such time as Regional Planning Guidance (RPG13) is reviewed and new proposals are published.

Within the overall supply of land made available for development, the Council will seek to ensure that an adequate range of sites are made available across the Borough to allow a variety of types of housing affordable by all sectors of the local community to be provided, subject to the capacity of the urban area and infrastructure to accommodate new development and the need to protect the environment.

Part I Policy H2 – Location and Phasing of New Housing Development

In releasing land to achieve the annual average rate of new housing provision set by Policy H1, the Council will permit high quality development within the existing urban area, to the extent that such development is compatible with other Policies and Proposals of this Plan that seek to protect the quality, appearance and amenity of established residential areas.

Within the urban area, as a first priority, the Council will permit the re-use of previously

developed land and vacant buildings, particularly in locations that are well related to local

community services and facilities and accessible by public transport.

The Council, as necessary, will then permit the use of previously undeveloped urban area land

where it: -

v) Is well located in relation to established areas of housing, jobs, local community services and facilities;

vi) Avoids the use of important areas of open space;

vii) Is or can be made accessible by public transport and other non-car modes of travel, and,

viii) Respects and enhances the quality and character of the local built environment.

Well designed higher density mixed use and mixed housing type developments (developments in excess of 30 to 50 dwellings per hectare) will be permitted on urban area sites that are well related to existing or firmly planned public transport infrastructure and other community

facilities. Density considerations will be assessed in the context of the design of the development and the character of the locality.

The areas of land identified for development in accordance with the above priorities will be

released in a phased manner to achieve the annual average rate of new housing provision set

by Policy H1.

The Council will monitor the rate at which unidentified urban area "windfall" land and allocated sites identified on the Proposals Map come forward for development. The annual average rate of new housing provision set by Policy H1 will, where possible, be achieved by adjusting the phased release of identified and allocated sites taking account of the Priority Regeneration Areas identified in Policy A1 and then, if necessary, by limiting the rate of windfall development.

Part II Proposal H3 – Land Release for Development

xiv) The following sites, identified on the Proposals Map, are released for new housing development: -

HOU1 Land at Chester Road, Stretford

HOU2 Land at Aimson Road/Stockport Road, Timperley

HOU3 Land at Brook House Nursery, Timperley

HOU4 Land south of Sinderland Brook, Timperley

HOU5 Land at Pomona, Old Trafford

HOU6 Land at Northumberland Road, Old Trafford

HOU7 Land at Lucy Street, Old Trafford

HOU8 Land at Longford Road, Gorse Hill

HOU9 Land at Sidmouth Road, Sale

HOU10 Land at Cross Street, Sale

HOU11 Land at Cross Street/Chapel Road, Sale

HOU12 Land at Bridgewater Street, Sale

HOU13 Land at Wharf Road, Sale

HOU14 Land at Woodfield Road, Broadheath

HOU15 Land at Oakfield Road, Altrincham

HOU16 Land at Brown Street, Hale

HOU17 Land at Moss Lane, Hale

HOU18 Land at Park Road, Timperley

These sites will be released for development in the phased manner described below to provide the approximate number of new dwellings indicated: -

Phase 1 Release – April 2002 to March 2006

Site	Location	Site Area (Ha.)	Total ~~Units~~ Dwellings

HOU1	Land at Chester Road, Stretford	0.8	25
HOU2	Land at Aimson Road/Stockport Road, Timperley	0.1	2
HOU3	Land at Brook House Nursery, Timperley	3.2	80
HOU4	Land south of Sinderland Brook, Timperley (part release)	4.0	120
HOU6	Land at Northumberland Road, Old Trafford	0.7	34
HOU8	Land at Longford Road, Gorse Hill	0.4	23
HOU9	Land at Sidmouth Road, Sale	0.8	21
HOU11	Land at Cross Street/Chapel Road, Sale	0.6	57
HOU12	Land at Bridgewater Street, Sale	1.2	87
HOU13	Land at Wharf Road, Sale	0.9	83
HOU15	Land at Oakfield Road, Altrincham	1.4	92
HOU16	Land at Brown Street, Hale	0.2	18
HOU17	Land at Moss Lane, Hale	5.2	178
Total		19.5	820

Phase 2 Release – April 2006 to March 2011

Site	Location	Site Area (Ha.)	Total ~~Units~~ Dwellings
HOU4	Land south of Sinderland Brook, Timperley (part release)	10.0	300
HOU5	Land at Pomona, Old Trafford (part release)	9.0	300
HOU7	Land at Lucy Street, Old Trafford	0.9	35
HOU10	Land at Cross Street, Sale	0.4	30

HOU14	Land at Woodfield Road, Broadheath	5.0	150
HOU18	Land at Park Road, Timperley	1.1	110
Total		26.4	925

Phase 3 Release – April 2011 to March 2016

Site	Location	Site Area (Ha.)	Total ~~Units~~ Dwellings
HOU4	Land south of Sinderland Brook, Timperley (part release)	7.6	225
HOU5	Land at Pomona, Old Trafford (part release)	9.0	300
Total		16.6	525

The Council will adhere to the phased land release proposals for the sites listed in the above Table until such time as the monitoring of new housing needs and windfall and allocated site development in the Borough and the wider area indicates that the land release requirement prescribed within Regional Planning Guidance (RPG13) needs to be altered and the phasing proposals revised.

Proposals that come forward for development within the urban area on sites not identified in the above Table will only be permitted where they are acceptable in planning terms and where approval does not result in a significant oversupply of new housing as measured against the land release requirement prescribed within RPG13.

Justification

1. This Proposal is intended to enable the Council to maintain a supply of land for new housing development sufficient to meet the requirement set within Regional Planning Guidance (RPG13) for the period between April 2002 and March 2006 and until such time as the guidance is reviewed and new proposals published

2. The Proposal consists of site allocations carried forward from the May 1996 adopted Plan (all of which have the benefit of planning permission for development) and new site allocations

(some of which have the benefit of planning permission for development) identified through urban capacity and other study assessment work.

3. The phasing of the release and development of the new site allocations identified in this Proposal is the product of an assessment that has taken into account the current planning permission status of sites, the priority land release provisions of Policy H2 and likely site marketing and development rates. The preferred order of release specified reflects the approach set out in PPG3 and Planning to Deliver – The Managed Release of Housing Sites. The sites have been assessed on the basis of their type, location, accessibility and readiness for development.

4. The number of dwellings associated with each identified site is an estimate of the approximate total development capacity of each allocation. Developers, in bringing forward detailed development schemes for each site, will need to pay due regard to the requirements of Proposals D1 and D3. To assist developers to prepare satisfactory schemes for individual sites in accord with the requirements of these two UDP Proposals, the Council may prepare guidance in the form of site planning briefs to illustrate how the principles set out in the two Proposals can best be applied.

*5. Four sites (HOU5 Pomona, HOU14 Woodfield Road, HOU17 Moss Lane and HOU18 Park Road) are identified for mixed housing and employment use. The allocation for site HOU6**5** (Pomona) is being carried forward from the May 1996 adopted Plan. The allocations on sites HOU14 (Woodfield Road), HOU17 Moss Lane and HOU18 Park Road are new proposals on sites that were allocated in the May 1996 adopted Plan wholly for employment development.*

6. All thirteen of the Phase 1 release sites and four of the Phase 2 sites have the benefit of planning permission for development. Ten of the Phase 1 sites (HOU1, HOU2 and HOU8 to HOU17) are already in whole or in part under development.

7. Fifteen of the sites (HOU1, HOU5, HOU6, HOU7, HOU8, HOU9, HOU10, HOU11, HOU12, HOU13, HOU14, HOU15, HOU16, HOU17 and HOU18) are previously developed urban area sites. Three of the sites (HOU2, HOU3 and HOU4) are previously undeveloped urban area sites.

8. Site HOU14 is a substantial site that is currently occupied by several large buildings used by a range of small businesses. Prior to any new mixed housing and employment developments taking place on this site, the Council will continue to permit development proposals (renewal of temporary planning permissions, suitable changes of use and limited extensions to existing buildings) that will enable these established businesses to continue to operate efficiently and effectively on the site, that do not undermine longer-term development intentions for the land.

9. Site HOU4 is a previously undeveloped urban area extension site that represents a rounding off development between Altrincham and Sale. Further details associated with the development of this site are set out in Proposal MD1. Section 106 planning agreement accompanying the current planning permission secures the construction of the site access road, the provision of an element of affordable housing provision and a contribution to the provision of new community facilities for the Broadheath area.

10. With regard to site HOU5, the Council will expect prospective developers to prepare a comprehensive Master Community Development Plan before their development is proceeded with. This Plan will be required to illustrate the intended distribution of housing, community

facilities and other land uses on the site and the proposed pedestrian, cyclist, public and private transport access arrangements to and within the development.

11. The supply of land identified for release in this Proposal will supplement the supply that will come forward for development within the existing built up areas on unidentified "windfall" development sites (infill, redevelopment or conversion development sites). The Council will monitor the rate at which these "windfall" development opportunities come forward for development. If necessary it will seek to control their rate of release, after any adjustment of the phasing and rate of release of the sites allocated in this Proposal, to ensure that the annual average rate of new housing provision set by Policy H1 is not significantly exceeded. Priority will be given, within the annual average, to any development schemes that would contribute substantially to provision of affordable housing accommodation.

12. Adjustments proposing amendments to the order of release of the sites identified in this Proposal, that may be brought forward as a result of the above monitoring programme, will be published for public consultation purposes as Supplementary Planning Guidance. Adjustments proposing amendments to the list of sites identified for release in this Proposal will be brought forward and published for public consultation purposes as formal alterations to this Plan.

13. The potential housing land supply for the three phases of the Plan period (2002 - 2016) is summarised below: -

2002 – 2006

Land Supply Source	*Previously Developed Sites*	*Previously Undeveloped Sites*	*Total*
Small Windfall Sites (under 0.4 ha.)	*450/730*	*-*	*450/730*
Large Windfall Sites (over 0.4 ha.)	*410/460*	*-*	*410/460*
Proposal H5 Allocated Sites	*620*	*200*	*820*
Total	*1,480/1,810*	*200*	*1,680/2,010*

2006 – 2011

Land Supply Source	*Previously Developed Sites*	*Previously Undeveloped Sites*	*Total*
Small Windfall Sites (under 0.4 ha.)	*330/560*	*-*	*330/560*
Large Windfall Sites (over 0.4 ha.)	*90/510*	*-*	*90/510*
Proposal H5 Allocated Sites	*620*	*300*	*920*
Total	*1,040/1,690*	*300*	*1,340/1,990*

2011 – 2016

Land Supply Source	*Previously Developed Sites*	*Previously Undeveloped Sites*	*Total*
Small Windfall Sites (under 0.4 ha.)	*560*	*-*	*560*

Large Windfall Sites (over 0.4 ha.)	*510*	*-*	*510*
Proposal H5 Allocated Sites	*300*	*225*	*525*
Total	*1,370*	*225*	*1,595*

Part II Proposal H4 – Release of Other Land for Development

The Council will normally grant planning permission for the development and redevelopment of other suitable land within the built up area for housing provided that such proposals: -

i) Are either (a) not on sites protected as open space, unless the provisions of Proposal OSR5 can be satisfied, or, (b) allocated for some other use;

ii) Comply with the relevant provisions of Proposals D1 and D3 and where appropriate Proposals ENV21 and ENV23;

iii) Do not prejudice the development or redevelopment of adjoining land.

Justification

The development/redevelopment of unused land and redundant buildings will make a valuable contribution to urban regeneration that the Council is firmly committed to. Such activity will serve also to divert and reduce the pressure for the use of land on the fringe of the urban area and add to the range and choice of sites for developers and potential residents.

Further development within the built up area must be limited in this way in the interests of good planning to ensure that other essential services and amenities are not over loaded and that the quality of the environment and amenity of present and future residents is not adversely affected.

Part II Proposal H5 – Improvement of Houses

The Council will encourage and promote the improvement to modern standards of older houses, where they are not required to make way for some other development proposed elsewhere in this Plan, provided that such proposals comply with the relevant provisions of Proposals D1 and D3 and, where appropriate, Proposals ENV21, ENV23 and ENV24. Priority will be given to schemes for the comprehensive improvement of areas.

Justification

The refurbishment and improvement of the Borough's stock of older property is an important complement to policies that encourage/allow new developments and further supports the themes and guiding principles of the plan. Revitalising the stock of older houses will also

reduce their rate of deterioration and the consequent need for their clearance and minimise the amount of land needed to replace them.

Area improvement provides the most effective and efficient use of available resources. Comprehensive action of this kind is encouraged by the Local Government and Housing Act 1989 and will be pursued by the Council (see Proposal H9 below).

Part II Proposal H6 – Sub Division of Houses

The Council will only permit subdivision of houses into smaller self-contained units where such proposals: -

i) Comply with the relevant provisions of Proposals D1 and D3 and where appropriate Proposals ENV21, ENV23 and ENV24;

ii) Provide adequate amenity space for residents.

Justification

Sub-division of property, particularly older property, can make a valuable contribution to the stock of accommodation available and contribute to urban regeneration by bringing unused or under used buildings back into economic use.

Not all property however is suitable for sub-division. Carefully designed schemes that make full and proper provision for the needs of prospective residents are therefore essential if the amenity of neighbours and the character of an area is not to be adversely affected. This will be the primary concern of the Council when considering such proposals.

Part II Proposal H7 – Accommodation for Elderly Persons

Within the built up area the Council will normally grant planning permission to convert property to residential care homes and nursing homes for the elderly only where they are satisfied that: -

i) The site and property in question is of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents and can comply with the relevant provisions of Proposals D1 and D3 and where appropriate proposals ENV21, ENV23 and ENV24;

ii) The concentration of similar uses in the immediate locality has not reached an unacceptable level.

Justification

As a general principle the Council wishes to encourage all types of accommodation for the elderly in locations that allow them to maintain easily their links with the rest of the community and the services that they require.

In recent years the number of residential care homes and nursing homes for the elderly has considerably expanded. They can make a considerable impact on surrounding residential property if their development is not properly planned.

The Council has produced Planning Guide-lines for Residential Care Homes and Nursing Homes for the Elderly to give further guidance to prospective developers of this type of accommodation.

Part II Proposal H8 – Affordable Housing

The Council will encourage and promote the provision of new housing to meet the needs of local people who cannot afford to rent or buy housing available on the open market on both Council and private sector owned sites, where this can be achieved without prejudicing other Council planning objectives.

The Council will seek to negotiate for the inclusion of an element of low cost housing on all urban sites that come forward for development for housing purposes during the Plan period, including those sites identified in Proposal H5 which do not already have the benefit of planning permission, that are large enough to accommodate a reasonable mix of types and sizes of housing, where: -

iv) the site is 1.0 hectare or more in size or has the potential for the development of 25 or more dwellings;

v) the site is located in reasonable proximity to local services and facilities and accessible by public transport, and,

vi) an adequate element of low cost housing can be incorporated into a development without detriment to the successful implementation of that scheme.

To ensure that both the initial and subsequent occupiers of property enjoy the benefits of provision of this form of housing, the Council will encourage and promote the involvement of registered social landlords in the development process. Where a developer other than a registered social landlord is involved in the development process, the Council will seek to control the occupancy of dwellings built by means of a planning condition or by an agreement under Section 106 of the Town and Country Planning Act 1990.

On sites within rural areas of the Borough, the Council will only consider proposals for the development for low cost housing that accord with the provisions for development within the Green Belt set out within Proposal C5 (i).

Justification

1. PPG3 seeks to encourage local authorities to promote the development of low cost/affordable new housing on suitable sites in areas where there is a demonstrable lack of such housing to meet local needs. For the purposes of this Proposal, affordable or social housing is defined (as in Government Circular 6/98) as "low cost market and subsidised housing (irrespective of tenure, ownership, type of occupation or financial arrangements) available to people who cannot afford to rent or buy houses generally available on the open market".

2. The Council has prepared Supplementary Planning Guidance (Affordable Housing) which offers further guidance on what the Council regards as affordable housing based on the relationship between local house prices, incomes and ability to meet housing costs. This Guidance indicates that an affordable home, in the Trafford context is: -

- *Housing for rent - the rent for which does not exceed 30% of the average net income within that particular sub-district and is, in any event within Housing Corporation target rents for that particular property type;*

- *Housing for sale - the maximum price for which does not exceed that which can be purchased with a mortgage equivalent to 3 times the average household income within that sub-district or which is equivalent to the relevant Housing Corporation Total Cost Indicator (TCI) for that particular property type, whichever is the lesser.*

The Council's Supplementary Planning Guidance offers indicative figures in relation to the above that will be uprated on an annual basis.

3. Across the Borough as a whole, private sector and registered social landlord (Housing Association) developers currently make available a reasonably broad range of types of property to meet the needs of Trafford residents. The Council is aware, however, from evidence contained within its waiting list and from various local housing needs surveys, that provision is inadequate across the Borough and that there are people in housing need who are not able to find suitable and affordable accommodation on the open market. Research, jointly undertaken on behalf of the DETR by the Universities of Manchester and Liverpool and published in March 2000, has also indicated a need for more affordable housing provision within the Borough.

4. Since the cessation of the Council's own programme of building affordable or social housing in 1991, it has been working to expand provision of this type of accommodation by a variety of means, including: -

iv) making the best (most efficient and effective) use of the Council owned stock of rented property;

v) encouraging improvement initiatives within the private sector owned and rented stock (investing in the renewal, revitalisation and conversion of property), and,

vi) in partnership with the Housing Corporation and registered social landlords (Housing Associations), utilising land in Council and private sector ownership to build new stock.

5. The Council's latest Housing Needs Survey published in June 2001 reveals a strong need for more subsidised social rented housing and for shared ownership and other forms of low-cost home ownership (see Appendix L).

6. In negotiating for the inclusion of an element of affordable or social housing on suitable sites (as defined by this Proposal), the Council therefore will seek to achieve a target contribution of between 25% and 35% of the total site development capacity, unless such a contribution would prejudice the realisation of other planning objectives. On the basis of its Housing Needs Survey which analyses supply and demand by geographical sub-district, together with data on local house prices and incomes, the Council has set the following target contribution figure for each sub-area of the Borough: -

Altrincham	*35%*
Sale	*30%*
Stretford	*30%*
Old Trafford	*25%*
Urmston	*35%*

7. Due to the high and continuing demand for affordable housing units, coupled with high land values and site scarcity, the Council's expected method of delivery will be for the affordable housing units to be provided on site. Only in exceptional circumstances, where it is in the interests of achieving more balanced housing communities and housing markets, will the Council consider an off-site payment being made in the form of a commuted sum.

8. Where the Council considers that it would be preferable to provide the affordable housing on a suitable alternative site within the Borough, the Council will negotiate to obtain the financial contribution in accordance with the provisions of paragraph 23 of Circular 6/98. The Council will determine the suitability or otherwise of alternative sites put forward in this context by reference to criteria (ii) of this Proposal, the conclusions of the 2001 Trafford Housing Needs Survey and the provisions of the Trafford Housing Strategy.

9. The Council generally expects affordable units to be provided through a partnership with a Registered Social Landlord (RSL), although consideration will be given to provision of low-cost market housing where it will meet affordable housing objectives.

10. To ensure that the benefits of affordable or social housing can be maintained in the long term, the Council will use planning conditions and agreements that accord with the provisions of paragraphs 15 to 20 and 32 to 34 of Circular 6/98.

11. The Council will keep under review the scale, nature and distribution of the need for affordable or social housing within the Borough and will amend the provisions of this Proposal as appropriate, as and when the review indicates this to be necessary.

12. For the avoidance of doubt, the Council will not seek to apply this Proposal to developments where the accommodation is intended for occupation by elderly persons.

Part II Proposal H9 – Priority Regeneration Area: Gorse Hill

c) A Neighbourhood Renewal Area has been declared in Gorse Hill. Through this initiative the Council will:

iv) Improve the area's housing stock and quality of environment;

v) Mitigate the effects on the area of traffic and industry;

vi) Continue the programme of environmental improvements along Chester Road (A56).

d) Opportunities will be taken to: -

v) Clear pockets of unsatisfactory housing;

vi) Provide some off-street car parking as part of a programme to tackle the parking/congestion problems throughout Gorse Hill, which detracts from the quality of life of residents;

vii) Improve Gorse Hill Park and the recreation ground at Nansen Road;

viii) Examine ways of minimising the impact of industry and other infrastructure, in particular the Euro-Freight Terminal, on residential areas.

Justification

Council intervention on a major scale is needed in this area in order to remedy unsatisfactory housing conditions and to tackle those problems that reduce the quality of life for local residents below modern expectations.

Part II Proposal H10 – Priority Regeneration Area: Old Trafford

Within the Old Trafford area, the Council will take action to: -

vii) improve the quality and diversity of the area's housing stock;

viii) improve the quality, appearance and safety of the local environment;

ix) mitigate the effects on the area of local and through traffic;

x) improve facilities for pedestrians, cyclists and public transport;

xi) promote the redevelopment and re-use of unused, under-used or derelict land and buildings for residential, business and community purposes;

xii) improve the quality and diversity of recreational and other facilities available to the local community;

Opportunities will be taken to: -

x) remove dereliction and obsolescence;

xi) undertake selective area renewal;

xii) diversify housing tenure by encouraging the building of private affordable homes within the Stretford Road corridor;

xiii) develop the Stretford Road corridor as a strategic gateway into and out of the Borough;

xiv) develop a multi-purpose community facility on the Old Trafford Primary School site;

xv) support local shops and services, particularly on Ayres Road and Seymour Grove;

xvi) refurbish retail/commercial property at Shrewsbury Street/Skerton Road;

xvii) provide new food retail store facilities on Chester Road (adjoining Stretford Leisure Centre);

xviii) improve Hullard Park, Seymour Park and St Bride's Field;

The Council will not grant planning permission for any development within the Old Trafford area that would prejudice the implementation of the above proposal

Justification

The inner urban area of Old Trafford is the most deprived area of the Borough and has been identified by the Council as a priority area for improvement and regeneration action.

An Old Trafford Partnership Board has been established and an Old Trafford Strategy and Action Plan prepared to guide the process of regenerating economic, educational, housing, social and environmental conditions in the area. A combination of private sector, European, SRB, Capital Challenge and Council resources have been committed to help accomplish the task. The Council has prepared Supplementary Planning Guidance and site Development Strategy documents to promote its regeneration aspirations for the area.

Part II Proposal H11 – Priority Regeneration Area: Partington

Within the Partington area, the Council will take action to: -

ix) Improve the quality and security of the area's housing stock;

x) Improve the quality, appearance and safety of the local environment;

xi) Improve the quality, appearance and safety of the local shopping facilities available to the local community;

xii) Improve the quality and diversity of recreational and other facilities available to the local community;

xiii) Promote the re-use and redevelopment of unused, under-used or derelict land and buildings for residential, community or local business use;

xiv) Develop and improve urban/rural environment links;

xv) Develop a programme of local access/infrastructure improvements;

xvi) Improve local community transport provision and public transport links to other parts of the Borough.

Opportunities will be taken to: -

v) Undertake selective area renewal;

vi) Identify a local building to be used as a Resource Centre by local community and voluntary groups;

vii) Develop the existing Opportunities Centre as a local employment training centre;

viii) Improve local open spaces including garage court areas.

The Council will not grant planning permission for any development within the Partington area that would prejudice the implementation of the above proposals.

Justification

The urban area of Partington is one of the most deprived areas of the Borough and has along with the adjoining area of Carrington been identified by the Council as a priority area for improvement and regeneration action.

A Partington and Carrington Partnership has been established and an Action Plan prepared to guide the process of regenerating economic, educational, housing, social and environmental conditions in the area. A combination of private sector, Single Regeneration Budget and Council resources have been committed to accomplish the task.

Proposal E15 sets out the future development intentions of the Council to guide the process of regeneration in the main employment area to the north of Partington.

Chapter 12 – Open Space and Recreation

Introduction

12.1 The availability of open space and recreation facilities is important to the quality of life and physical well being of people and can, by adding to the attractiveness of the Borough, encourage potential investors and thereby help stimulate urban regeneration.

12.2 Trafford has a proud sporting heritage, particularly in the fields of football, cricket and athletics. It can boast a broad selection of indoor and outdoor recreation and leisure facilities ranging from those that cater purely for local needs up to and including those, like Sale Water Park and the historically significant Dunham Hall and Park, that attract to the Borough large numbers of visitors from a wide geographical area.

12.3 The residents of the Borough are an active population. Sports participation rates among them are relatively high. A wide variety of sporting activities are pursued. The Council is keen to raise and sustain an awareness of the health and other benefits of leisure pursuits amongst all age of the local population.

12.4 Over the Plan period, the total population of the Borough is expected to show modest growth and though the composition of that population is expected to change (the population of the Borough is gradually “ageing”), the overall level of sporting activity demand is not expected to diminish to any significant degree.

12.5 Overall the Borough is reasonably well provided with open space and recreation facilities to meet these demands. The amount and particularly the quality of provision, however, does vary area by area across the Borough. Opportunities to remedy the deficiencies do exist. However, inevitably for an urban metropolitan area, suitable and convenient development opportunities are not always available in the areas where they are most needed. As an urban metropolitan area, the provision of recreation facilities has to compete with many other types of commercial and community development for the limited amount of open, unused or under-used land that comes “on the market”.

12.6 Whilst the countryside areas of the Borough can and do have a role to play in meeting some of the formal and informal recreation needs of some of the local population, provision of readily accessible facilities within the urban area is essential to conveniently meet the needs of others, particularly for children and older people who do not have access to a car.

General Justification for the Proposals of the Open Space and Recreation Chapter

12.7 The overall strategy for open space and recreation set out in this Chapter is geared towards conserving and adding to the range of leisure assets the Borough possesses to provide greater recreational opportunities for residents and potential visitors and to help improve the quality, appearance and utility of the urban and rural environment.

12.8 The Policies and Proposals therefore, seek to: -

i) Protect and improve existing open space and open land running into and through the urban area that is important for recreation, wildlife or simply as informal “green space";

ii) Provide new or upgraded facilities where open space opportunities and resources allow, to remedy deficiencies in open space and playing field provision;

iii) Secure a wide range of recreation and leisure facilities to cater for the sporting and informal recreational needs of residents;

iv) Encourage greater access to and use of the countryside for informal recreation.

12.9 They seek to take full account of Government planning policy guidance and advice and the aims and objectives of the Council's adopted Strategies for the Countryside and Sports Development.

12.10 They also seek to take account of advice published by the National Playing Fields Association and Sport England publications, and, in so far as the provision of sports pitch facilities is concerned, the findings and recommendations of the published Trafford Outdoor Sports Facilities Study.

PART I PLAN POLICIES

Part I Policy OSR1 – Open Space

The Council will seek to protect and provide a variety of open spaces capable of meeting the needs of the Borough's residents for active and informal leisure and to enhance landscape amenity within the built up area. These will include the following: -

i) Parks of Regional Importance

The Council will continue to support Sale Water Park and Dunham Park as major centres for informal recreation, events and nature conservation.

ii) Country Parks and Countryside Informal Recreation Areas

The Council will develop new facilities for recreation in the countryside, particularly for informal recreation.

iii) Town Parks

The Council will continue to develop the Borough's Town Parks as the main parks in urban areas providing a wide range of facilities for sport, children's play, informal recreation and major occasional events such as fairs, concerts and carnivals. The Town Parks are Stamford, Worthington, Hullard, Longford and Davyhulme.

iv) Open Space for Informal Recreation and Children's Play

The Council will seek to provide open spaces for informal recreation and children's play (with equipped play space) close to all homes in the Borough in accordance with the standards outlined in Proposal OSR3.

v) Outdoor Sports Facilities

The Council will continue to develop facilities for outdoor sports and active recreation in accordance with the standards outlined in Proposal OSR4.

vi) Other Open Space

The Council will seek to ensure a range of other open spaces including allotments, golf courses and incidental open space such as landscaping around buildings that contribute to the attractiveness of the Borough and provide for recreation.

Part I Policy OSR2 – Major Leisure Developments

The Council will promote the further development of major recreation, leisure, sport and tourism facilities by public and private means subject to the other Policies and Proposals of this Plan.

PART II PLAN PROPOSALS

Part II Proposal OSR3 – Standards for Informal Recreation and Children's Play Space Provision

To help ensure the availability of a satisfactory range, quality and distribution of informal open space and children's play (with equipped play space) across the Borough as a whole. The Council will seek to achieve the provision of a minimum of 0.8 hectares (2.0 acres) of land suitable for this purpose per 1,000 population.

In the Old Trafford area of the Borough (east of the former Cornbrook to Chorlton railway), the Council will seek to achieve the provision of a minimum of 1.2 hectares (3.0 acres) of land per 1,000 population for this purpose.

In seeking to provide children's informal and equipped play space areas, accessible and appropriate to the needs of all age groups of children, the following three-tiered structure of provision will be used to guide provision: -

- LAPs (Local Areas for Play)
- LEAPs (Local Equipped Areas for Play)
- NEAPs (Neighbourhood Equipped Areas for Play)

Justification

1. It is the Council's long-term aim that all children in the Borough should have reasonable access to different types of play spaces for recreational purposes. Currently provision in the Borough as a whole falls below these standards. The Council, therefore, will seek to maintain provision where adequate and add to provision, where practicable, in areas judged to be deficient by these standards.

2. The informal recreation and children's play space standard is based on a detailed assessment of adequate levels of provision in the Borough and upon guidance given in the National Playing Fields Association, 'Six Acre Standard' (Minimum Standards for Children's Use).

3. The three tiered structure for children's informal recreation and equipped play specifies the location, minimum land area and style of provision required to provide for a range of age groups, appropriate to their needs. It is the Council's long term aim that all homes should be within the safe prescribed walking time of each category of informal recreation and equipped

play space as recommended in the. National Playing Fields Association, 'Six Acre Standard' (Minimum Standards for Children's Use).

4. As a broad guideline the general characteristics of each of the categories should be as follows:

1) *LAP (Local Area for Play) – an area for informal recreation, incorporating landscaping and may include an unsupervised low key games area for toddlers, fencing and seating, close to homes (within 100m) and of a minimum size of 0.04ha.*

2) *LEAP (Local Equipped Area for Play) – an area for informal recreation, incorporating landscaping that will include an unsupervised equipped junior play area, fencing and seating, within 400m of homes and of a minimum size of 0.36ha.*

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

FACILITY	TIME	WALKING DISTANCE	STRAIGHT LINE DISTANCE	MINIMUM SIZE		*CHARACTER*	POPULATION PROVIDED FOR
				Activity Zone	*Buffer* Zone(including activity zone)		
LAP	1 Min	100m	60m	100m²	400m² (0.04ha)	Informal recreation, landscaping, fencing, seating, and may include a low key games area for toddlers	50
LEAP	5 Min	400m	240m	400m²	3,600m² (0.36ha)	Informal recreation, landscaping, fencing, seating and junior play area	450

NEAP	15 Min	1,000m	600m	1,000 m²	8,500m² (0.85ha	Informal recreation, landscaping, fencing, seating, play areas for all age groups, wheeled play and ball game opportunities	1062

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

5. The higher standard of informal recreation and children's play space in Old Trafford is a reflection of the population structure, high population density, average small garden size, and general lack of open space in the area. The standard is based on a quantitative review of open space in the Borough which measured the amounts of open space and garden area provision and compared the results with resident population figures. The review found a relatively low amount of open space within Old Trafford relative to other areas of the Borough.

6. These standards will be used to set priorities for improving informal recreation and children's play space provided by the Council (see Proposal OSR7(i)), and as a means of identifying areas of deficiency, where new housing development will be required to provide open space for this purpose (see Proposal OSR7).

Part II Proposal OSR4 – Standards for Outdoor Sports Facilities Provision

To help ensure the availability of a satisfactory range, quality and distribution of outdoor sports facilities provision for each Area Board within the Borough, the Council will seek to achieve the following standards of provision: -

- STRETFORD AREA - 0.87 ha per 1000 population
- URMSTON AREA - 0.92 ha per 1000 population
- SALE AREA - 1.18 ha per 1000 population
- ALTRINCHAM AREA - 0.92 ha per 1000 population

Justification

1. It is the Council's long-term aim that everyone in the Borough should have reasonable access to a range of facilities for outdoor sports provision. Currently provision in the Borough as a whole falls below these standards. The Council, therefore, will seek to maintain provision where adequate and add to provision, where practicable, in areas judged to be deficient by these standards.

2. The Area Board standards reflect the local situation for the outdoor sports provision in Trafford and are underpinned by the findings of the Trafford Outdoor Sports Facilities Study. The study has assessed the local supply and demand situation for outdoor sports facilities in each Area Board for the pitch sports of football, rugby union, hockey, cricket, lacrosse and the non-pitch sports of bowls, tennis, athletics and outdoor basketball.

3. The Council will use the study to set priorities in each Area Board for improving outdoor sports facilities (see Proposal OSR8) and as a means of identifying areas of deficiency in which new housing development will be expected through negotiation to provide new outdoor sports facilities and/or contribute to the improvement of existing facilities (see Proposal OSR8).

4. The Trafford Outdoor Sports Facilities Study has taken full account of guidance set out by the National Playing Fields Association in its 'Six Acre Standard' (Youth and Adult Use) publication and guidance from Sport England.

Part II Proposal OSR5 – Protection of Open Space

The Council will safeguard and protect all types of open spaces described in Policy OSR1. The development of all or part of an open space will not be permitted unless: -

1. It is for formal or informal recreational purposes;
2. Replacement facilities of an equivalent or greater community benefit within the locality are provided;
3. The proposed development is ancillary or complements the principal use of the site

4. It can be clearly demonstrated that the development would not result in a local deficiency (See Proposals OSR3 and OSR4) of recreational open space and facilities, taking account also of the site's wider environmental and community value.

In the case of Town Parks, any development, which may be permitted, will be solely for the purposes relating to the recreational usage of parks.

Justification

1. Open spaces, including parks, play areas, public and private playing fields and incidental and informal open spaces make an essential contribution to the value of the urban fabric of the Borough, especially where they serve one or more of the following functions:

- *As a setting for informal and formal recreation including children's play;*
- *As a setting for nature conservation and to sustain wildlife;*
- *As a landscaped buffer between buildings and different land uses;*
- *As a link to open countryside and between open spaces; and*
- *As a visual amenity enhancing the character, quality and setting of built up areas.*

2. The Council considers that these open spaces are important, particularly where there is a shortage of informal recreation and children's play (with equipped play space) and facilities for outdoor recreation. Their protection is essential to maintain an adequate level of open space provision to improve the quality of life for the community of Trafford.

3. For the avoidance of doubt all war memorial and memorial garden sites within the Borough are included as "Other Open Space" within Policy OSR1 and are therefore protected by the provisions of this Proposal.

Part II Proposal OSR6 – Protected Linear Open Land

The areas listed below as Protected Linear Open Land (and defined as such on the Proposals Map) will be safeguarded as mainly undeveloped areas of open land in public and private ownership. The major functions of these areas will be to provide for:

- The retention and creation of linear greenways of visual and access links between public/private open spaces and linking urban areas and the nearby countryside

- The retention and creation of links and islands of undeveloped land along the relevant corridors defined under Proposal ENV10.

The Council will aim to improve the recreational, townscape and environmental value of these areas and to develop public access into and through them. Built development on an appropriate (normally small) scale may be acceptable if it contributes towards these aims and does not compromise the functions described above. The protected tracts of linear open land are:

i) North Trafford Linear Open Land

ii) East bank of the Manchester Ship Canal

iii) Partington Greenway

iv) Land along Baguley Brook, Sale Moor

v) Sinderland Brook Linear Open Land

vi) Land along Baguley Brook and Fairywell Brook

vii) Land along the Bridgewater Canal

viii) Land south of Timperley Brook

ix) Triangle of land bounded by Shaftesbury Avenue, Brooks Drive and the Altrincham/Stockport railway.

x) Brooks Drive

As soon as resources permit priority will be given to the development of North Trafford Linear Open Land as a linear park which will include existing open spaces, new playing facilities, extensive landscaping and the creation of footpaths and cycleways. The proposal will include the acquisition of land adjacent to Park Road, south of the Manchester to Liverpool railway line.

Along the Bridgewater Canal the Council will seek to bring forward (with private sector support) proposals to create a Linear Park between Stretford and Sale town centres.

Brooks Drive is a narrow but important linear feature in the urban landscape, and is also identified on the Proposals Map as a Wildlife Corridor (Proposal ENV10) and as a Recreational Route (Proposal OSR15). The Council will seek to protect and enhance its environmental and recreational qualities, especially in relation to any adjacent development.

Justification

1. In addition to the level of protection afforded to open space under Proposal OSR5 the areas identified as Protected Linear Open Land are important 'green corridors' of open space between the various communities within the built up area and provide important links to the countryside. They are important for recreation, containing parks and other open spaces and as wildlife corridors (see Proposal ENV10) and for amenity and quality of life. They contain a mixture of open uses and the Council wishes to see this open character retained and improved. Brooks Drive is in mixed Council/private sector ownership and at present does not have any recorded public right of way status, The Council is currently seeking to clarify the public right of way status of this important linear feature as part of its protection/enhancement actions.

Part II Proposal OSR7 - Improvement and Provision of Informal Recreation and Children's Play Space

The Council will, resources permitting, seek to improve existing and provide new informal recreation and children's play (with equipped play space) in areas of deficiency, in accordance with the aims and objectives of Proposal OSR3, as set out below: -

i) Improvements to Existing Children's Play Space

Area Board	Site Name
STRETFORD	Bold Street
	Hullard Park
	Moss Park
	Longford Park
	Lostock Park
	Newcroft Recreation Ground
	Seymour Park
	Victoria Park
URMSTON	Bents Lane
	Cross Lane East
	Oak Road

	Woodsend Park
SALE	Ascot Avenue
	Bramhall Close
	Crossford Bridge
	Former Sale West Playing Fields
	Kirklands Playground
	Navigation Recreation Ground
	Svlvan Avenue
	Walton Road Park
	Worthington Park
	Woodheys Park
ALTRINCHAM	Bankhall Lane
	Bowdon Recreation Ground
	Halecroft
	John Leigh Park
	Oldfield Brow
	Stamford Park
	Spring Bank Recreation Ground
	Wellfield Lane

ii) New Informal Recreation and Children's Play Space

Area Board	Site Name
STRETFORD	Cornbrook Park Road
	Cornbrook Street/St Brides Way
	Humphrey Lane
URMSTON	Lees Road
	Wood Lane
	Broadway, Partington
SALE	Manor Avenue
	Cecil Avenue
	Stapleford Close
ALTRINCHAM	Beech Avenue
	Grove Park
	Brookside Walk, Sinderland Brook
	Warburton Green

Justification

1. The Council considers it extremely important that safe, accessible, attractive children's play spaces for a range of activities and age groups are provided within easy reach of the home.

2. The Council undertakes a programme of improvement of existing children's play space. The sites listed in Proposal OSR7 (I) are the Council's priorities. The sites listed in Proposal OSR7 (ii) will provide new informal recreation and children's play space in areas of deficiency.

The Council is also considering the siting of a further LAP in the Altrincham Area. An assessment of suitable sites will be made including Larkhill and Vale Road.

3. The improvement of existing play facilities and the provision of new facilities will assist in relieving deficiencies of informal recreation and children's play space within the Borough. As well as improving the landscape quality of the land, providing footpath links and safe and stimulating play areas.

4. The sites are listed by geographical area and not in any priority order.

Part II Proposal OSR8 – Improvement and Provision of Outdoor Sports Facilities

The Council will seek to improve and provide outdoor sports facilities in areas of deficiency, in accordance with the aims and objectives of Proposal OSR4 by: -

(i) Improving existing play surfaces and ancillary facilities, to ensure provision is adequate for all age groups and use by both male and female players;

(ii) Encouraging the development of new playing fields and sports facilities where existing facilities cannot accommodate the identified deficiency of provision; -

(iii) Promoting community use of available school facilities.

Proposals and priorities for the improvement and provision of outdoor sports facilities for each Area Board have been identified by the Trafford 'Outdoor Sports Facilities Study .at the following locations: -

STRETFORD- Highfield Close Playing Fields

Turn Moss Playing Fields

Barton Clough Primary School

St. Ann's Junior School

Moss Park Junior School

St. Hilda's Junior School

Old Trafford Community School All Weather Turf Pitch

Victoria Park

Gorse Hill Park

URMSTON - Broadway Park

St. Anthony's RC High School

Davyhulme Junior School

St. Michael's Primary School

Lees Field

Cross Lane Playing Fields

Flixton Fields

Woodsend Park

Oakwood Primary School

Wellacre Junior School

Woodsend Primary School

Broadway Park

Chassen Road Playing Fields

SALE - Crossford Bridge Playing Fields

Ashton Park

Cherry Manor Junior School

Woodheys Primary School

Wellfield Junior School

Firs Junior School

Moorlands Junior School

Woodheys Park

Crossford Bridge Playing Fields

ALTRINCHAM - Beech Avenue Playing Fields

Stokoe Avenue Playing Fields

Grove Park

Cloverlea Primary School

Oldfield Brow Junior School

Salisbury Road Playing Fields

Halecroft Park

Justification

The Council wishes to improve, develop and obtain optimum use from all existing outdoor sports facilities in accordance with the Council's adopted Leisure Strategy, and advice from Sport England and the National Playing Fields Association.

The Trafford Outdoor Sports Facilitiest Study has identified options and priorities for the improvement and development of outdoor sports facilities in each Area Board, based upon a detailed investigation of the supply and demand within each area.

Part II Proposal OSR9 – Open Space in New Housing Development

The Council will seek to ensure that provision is made in new residential development for the open space needs generated by that development, or that a contribution is made for provision to meet such needs elsewhere. Provision should be made in accordance with the standards set out in Proposals OSR3 and OSR4. In applying those standards, all developments will be assessed to establish their open space needs. Account will be taken of the scale of the proposed development, the size and type of dwellings involved, and whether the needs generated by the development could reasonably be met by an existing over-provision of suitable open space in the locality.

Informal Recreation and Children's Play (with equipped play space)

Well located informal recreation and play space on site, where appropriate, at an equivalent to a minimum of 0.8ha (1.2 ha for the Old Trafford area) per 1000 population, in accordance with the children's play space hierarchy of:

LAPs – (Local Areas for Play)

LEAPs – (Local Equipped Areas for Play)

NEAPs – (Neighbourhood Equipped Areas for Play)

Outdoor Sports Facilities

Provision of outdoor sports facilities on site, where appropriate, in accordance with the following Area Board standards:

STRETFORD	0.87 ha per 1000 population
URMSTON	0.92 ha per 1000 population
ALTRINCHAM	0.92 ha per 1000 population
SALE	1.18 ha per 1000 population

Developers should seek to accommodate the required provision on or immediately adjacent to the proposed development site.

In circumstances where on-site or adjacent to the site provision is not practical or desirable; the Council will seek a financial contribution from the developer towards the provision of new or improved facilities in a nearby off-site location.

Any off -site provision or financial contribution should be fairly and reasonably related in scale and kind to the proposed housing development and be of direct benefit to the occupiers of the new development.

Sheltered housing and special needs housing developments for the elderly will not be required to provide, or contribute towards the provision of informal recreation and children's play space or outdoor sports facilities.

Justification

1. Developers of new housing will be expected to make adequate provision for informal recreation and children's play space and outdoor sports provision either on or adjacent to the site or in the form of a commuted payment to fund the provision or improvement of facilities in a nearby off-site location.

2. The Proposal requires that all proposed residential developments be assessed to establish their open space needs. To ensure that the provision of open space is equitable,the assessment will be applicable to all new residential developments, irrespective of size, where there will be a resulting increase in residential capacity on site. This includes: redevelopment, conversion of dwelling-houses to flats, changes of use to residential, extensions that will increase the number of dwelling units and applications to renew existing planning permission.

3. The standard for open space is based on population. The Council considers it appropriate to use a standard based on the capacity of each dwelling because it distinguishes between the different types of dwellings in a development.

Table 1:RESIDENTIAL CAPACITY RATES

Houses and Flats

1 bedroom	*1.2 persons*
2 bedrooms	*1.9 persons*
3 bedrooms	*2.7 persons*
4 or more bedrooms	*3.2 persons*
*Other types of accommodation **	*1 person per bed space*

Source; - Census data 1991

** This takes account of open plan accommodation where a mezzanine bed space may replace an actual bedroom.*

Informal Recreation and Children's Play Space

4. Housing developments will be required to accommodate, as much as possible of the required informal recreation and children's play space provision on site. In the case of smaller developments (with a residential capacity of under 50 persons) or developments which cannot accommodate some or all of the required provision on or adjacent to the site. A commuted sum will be required (for the remainder of or all of the informal recreation and children's play space not located on site), to contribute towards the provision of new, or the enhancement of existing facilities. Possible locations for the improvement or creation of new informal recreation and children's play space (categorised by the three tiered LAP, LEAP, NEAP system described in Proposal OSR3), are listed in Policy OSR7.

5. These 3 categories of LAP, LEAP and NEAP require the provision of different types of play areas for a range of age groups appropriate to their needs. For each category, the required

play space in terms of size, location, type and style of provision and population it will serve is described in more detail in Table 2 OSR3

6. Accessibility to informal recreation and children's play space is important and all residential development should be within the safe prescribed walking time of each category of play space, without having to cross a busy main road or other safety hazard.

Outdoor Sports Provision

7. Developers of new housing will also be required to make provision for outdoor sports facilities for use by the occupiers of a development scheme. However, because the majority of anticipated new developments will be small in scale, making on-site provision an impractical proposition, such provision will most likely need to be made via a commuted sum payment to the Council.

8. Although, residents are usually prepared to travel greater distances to utilise outdoor sports facilities, the commuted sum payment method of improving or creating new outdoor sports facilities will be applied to the creation or improvement of facilities located within the same Area Board area as the new development proposal, in order to ensure a direct relationship between the improvement facilitated by the commuted sum payment and the development proposal that is funding the scheme.

Commuted Sum Payments

9. In cases where commuted sum payments are expected calculations will be made based upon the residential capacity of new development. The residential capacity rates are outlined in Table 1:

10. Contributions will only be required where they are fairly and reasonably related in scale and kind to the development proposal and where such contributions would be of direct benefit to the occupiers of the new development.

11. The Council will require developers to maintain or pay commuted sums for the maintenance of open space only where this is consistent with paragraph B14 of Circular 1/97. In circumstances where it is agreed between the developers and the Council that the Council will carry out maintenance of open space on the developers' behalf, it will be necessary for the developer to pay a sum covering the maintenance for a set period based on the finished area.

12. In some cases where it is necessary for the Council to hold funds for a reasonable period of time to allow this process to take place. The Council accepts that it will refund any monies that remain unspent after 8 years from the date of payment.

Supplementary Planning Guidance

13. Supplementary Planning Guidance has been produced outlining the procedure for making cost calculations, details of the commuted sum and maintenance costs and further detail on the type of informal recreation and children's play space and outdoor sports facilities required.

This will show the broad areas of over and under provision in the Borough.

Part II Proposal OSR10 – Allotments

The Council will ensure that an adequate supply of allotment gardens will be maintained to meet existing and future needs. In particular the Council will protect from built development those sites shown on the Proposals Map as Protected Open Space or as Protected Linear Open Land (see Proposals OSR5 and OSR6).

Justification

Those allotments shown on the Proposals Map contain 1,312 plots at 32 sites. Lettings statistics indicate that they provide an important recreation facility for a significant number of residents. All the sites except Laneheads (private) in Urmston are statutory allotments and will not be developed for any other purpose unless provision is made of an equivalent standard in the same locality.

Should demand fluctuate resulting in a period of disuse or low demand, the Council will consider temporary and positive uses that might include parks, nature gardens, woodlands, playing fields and nursery gardens. In special circumstances the Council will consider other land uses providing a replacement site is provided and laid out in a suitable location before the use of the existing allotment ceases

Part II Proposal OSR11 – Golf Courses

The Council will promote the creation of an 18 hole golf course and landscaped car park at Lesley Road Tip and Hillam Farm, Stretford within a Community Forest setting including the retention of the playing field in the north western corner of the site. Other new proposals for golf courses will be judged against the following criteria: -

(i) The impact of the development (including any buildings) on the landscape qualities of the area;

(ii) The effect of the scheme on the rural character of the area, including the balance of formal and informal land uses in the locality;

(iii) The effect of the proposal on the conservation of natural habitats;

(iv) The effect of any proposal that would lead to the irreversible loss of the best and most versatile agricultural land.

Any proposals in the Mersey Valley and Bollin Valley Areas of Special Landscape Value, as defined on the Proposals Map, will be particularly carefully scrutinised against these criteria.

Justification

The Council recognises the continuing demand for golfing provision within the Borough and would support the development of a golf course by the private sector. The extension of the site from that shown in Proposal 40 of the Mersey Valley Local Plan will compensate for the area displaced by additional tree planting and will provide sufficient space for the creation of an attractive golf course. This site will provide an important element of the Community Forest.

Major extensions to other golf courses in the Mersey and Bollin Valleys would be at the expense of informal recreation and agriculture.

Part II Proposal OSR12 – Country Parks & Informal Recreation Areas

The Council will retain those countryside informal recreation areas shown on the Proposals Map and will promote the creation of Country Parks and further countryside informal recreation areas at key sites on the urban fringe and in the Mersey and Bollin Valleys where they are accessible to the residents of Trafford and do not conflict with other land uses.

Proposed Country Parks are: -

i) Wellacre, Flixton

The Council will develop the area shown on the Proposals Map as a Country Park for informal recreation within a Community Forest setting, with some provision for agriculture. The Proposal will include playing field provision and facilities for car parking and visitor information.

ii) Altrincham Sewage Works

The Council will seek to develop this area for informal recreation subject to the operational requirements of United Utilities.

Proposed Countryside Informal Recreation Areas are: -

iii) Urmston Meadows (from the M60 to the River Mersey west of Willow Farm)

The Council will protect existing countryside informal recreation facilities and will encourage the provision of further informal recreation facilities in the area, and a landscaped visitors car park, as part of the Community Forest.

iv) Land adjacent to Broadway (up to and including the disused railway line north east of

Partington)

The Council will seek the development of this area for informal recreation as part of the Community Forest.

v) Open land south of the M60 Motorway, Sale

The Council will continue to seek to develop this area primarily for informal recreation within a Community Forest setting. Areas immediately north of Priory Gardens will be used in conjunction with the nearby Water Park and provision will be made for a horse schooling/exercise area, with associated bridle routes. The development of further outdoor recreation facilities such as a golf driving range and trim trail will be considered subject to local environmental and traffic considerations.

vi) Land west of Roaring Gate Lane, Davenport Green

If Proposal E14 is implemented, the Council will require that the 245 acres of land surrounding the development site be conserved, enhanced and managed for ecological interest and farming, with limited public access including some recreational use.

Justification

In recent years there has been considerable growth in the use of the countryside and urban fringe for informal recreation pursuits. National and local trends indicate that demand for further facilities will increase significantly during the Plan period. The Council recognise that the protection of sites and the provision of new facilities at appropriate locations, especially in the Mersey and Bollin Valleys, can help to provide for informal recreational needs and demands of Trafford's residents and visitors and alleviate pressures on existing attractions such as Sale Water Park. The careful selection and management of sites will at the same time relieve potential conflicts between formal and informal recreation, farming and nature conservation interests. The Council will seek to produce a management plan in discussion with landowners in each area to guide development of these Proposals.

The reasons for the specific proposals above are: -

i) Wellacre, Flixton - to enable comprehensive landscape improvements and the management of nature conservation and informal recreation uses within a community forest setting. The Proposal may involve purchasing or negotiating access on or across privately owned areas of land and providing facilities for car parking, information and interpretation. Associated access improvements including footpath and bridleway Proposals and the playing field Proposal are brought forward unaltered from the Mersey Valley Local Plan (Proposals a59 to a64 and 55 respectively).

ii) Altrincham Sewage Works - part of the sewage works no longer required. The area is regenerating naturally and has good potential for wildlife. Subject to the operational requirements of United Utilities, the Council will improve the site's landscape quality and provide public access where appropriate. The site is identified as an area of search in the Minerals Chapter of the Plan. In the event of gravel extraction works, the Council will support the development of water areas for informal recreation and nature conservation.

iii) Land west of Roaring Gate Lane, Davenport Green - the Council will, as part of the requirement of Proposal E14 that this area be developed as a rural park, restore, enhance and manage this good quality land for the benefit of the public and to retain the open character of the area.

iv) Urmston Meadows - this area which provides for informal recreation in the Mersey Valley close to Urmston, needs considerable landscape improvement and has potential to provide more informal outdoor recreation facilities

v) Land adjacent to Broadway, Partington - this area forms part of a girdle of open space around Partington and will provide recreation facilities for the northern part of Partington.

vi) Open land south of the M60 Motorway, Sale - this area includes woodlands, nursery gardens and tipped land, part of which is regenerating naturally. It is used extensively for informal recreation and as a link to Sale Water Park and the Mersey Valley. The site has the potential to absorb additional outdoor recreation facilities within a Community Forest setting.

Part II Proposal OSR13 – Sale Water Park

The Council will maintain Sale Water Park as a major regional centre for water sports and informal recreation, within an overall landscape scheme. In doing so the Council will seek to:-

i) Conserve Broad Ees Dole, the meadow in the north east of the Park and the wildlife area next to the Visitor Centre;

ii) Establish a statutory Local Nature Reserve at Broad Ees Dole;

iii) Provide tree planting to screen the M60 Motorway;

iv) Encourage the provision of a Metrolink stop to facilitate access to the Park and to relieve the pressure on the area caused by cars visiting the Water Park;

v) Provide on open land south of the M60 Motorway, a bridleway link with Sale Water Park, utilising the existing railway bridge under the Motorway which is suitable for this purpose;

vi) Provide a site for low cost, overnight, caravan and camping accommodation that fulfils the requirements of Proposal C11(iii).

Justification

Sale Water Park is at a critical stage in its development. Most of the proposals of the Mersey Valley Local plan have now been implemented increasing its attractiveness to visitors. It is now used intensively all year round and during the summer months to saturation point.

There is a danger that if continued development is permitted, even development that is loosely ancillary to the recreation use of the Park, it will cease to be an attractive location for the range of recreational pursuits available and the study and enjoyment of nature conservation.

The above proposals will form the basis for a detailed management plan for the Park that will seek to balance the number of people to be accommodated with the capacity of the Park to absorb them without damage to the environment and the character of the Mersey Valley.

Part II Proposal OSR14 – Recreational Use of the Bridgewater Canal

The Council will encourage and promote measures to: -

i) Improve access to and the use of the Bridgewater Canal for informal recreation use;

ii) Improve the use of the canal tow-path by cyclists and pedestrians where this is compatible with other uses and with the provisions of Proposal OSR6;

iii) Improve linkages to other existing or planned recreational routes in the Borough (see Proposal OSR15).

The Council will not grant planning permission for any development proposal that will prejudice public access to the Canal and its future use for the purposes described above (see Proposal OSR16).

Justification

The Bridgewater Canal (built in 1767) is an important historic feature that forms part of a canal network of strategic importance. It is an important visual feature in the landscape and acts as

an important "wildlife" and recreational route corridor through the Borough. It is presently, however, an under used resource that can provide valuable leisure opportunities for local residents.

In addition to seeking to improve the recreational utility of the Canal, Proposals T15 and TP12 propose measures to improve its utility from an educational, cultural and historical perspective.

Part II Proposal OSR15 – Integrated Access Network for Trafford

The Council will promote, design and maintain an integrated network of footpaths, bridleways and cycle routes to link residential areas to open spaces, recreation facilities, the open countryside, areas of high landscape value, the river valleys and features of local interest such as Trafford's brooks.

In particular the Council will seek to develop: -

i) A strategic network of recreational routes in conjunction with other local authorities in Greater Manchester and Cheshire. The strategic routes are: -

- The Trans Pennine Trail,
- The Bridgewater Canal,
- The Bollin Valley Way,
- The Mersey Valley Way,
- The Mersey Bollin Link (east).

ii) Local "circular" routes linking to the strategic network and improved linkages between existing public rights of way, including the enhancement of Brooks Drive, Timperley, between Fairywell Brook and Dobbinets Lane, as a recreational route.

iii) Within the Mersey Valley priority will be given to developing and way-marking the following routes for cyclists, horse riders and walkers.

Flixton -

1. Bridleway along the bank of the Ship Canal and track north of the Manchester-Warrington railway line from Irlam Road to Coniston Road,
2. Bridleway - Irlam Road to Coniston Road,
3. Bridleway circuit - pond at De Brook Court to track along north side of Manchester-Warrington railway line,
4. Bridleway circuit - margins of Flixton Sewage Farm,
5. Footpath - under railway from bank of Ship Canal to Coniston Road,

Urmston -

6. Bridleway - from Hawthorn Road, Stretford to the river bank at Newcroft Road,

7. Bridleway - north bank of the River Mersey from Newcroft Farm to Calver House,

8. Bridleway circuit along boundary of former Cob Kiln Lane tip via Ousel Brook to north bank of the River Mersey,

9. Footpath - Cob Kiln Lane tip north to Stretford Road,

10. Bridleway circuit - Urmston Meadows north,

11. Footpath - Old Eea Brook car park to Southgate,

Stretford -

12. Bridleway circuit - north bank of the River Mersey, Jacksons Bridge to Barfoot Bridge,

13. Bridleway - from Kickety Brook to Hillam Farm to Newcroft Road and east to rejoin route at Kickety Brook,

Sale -

14. Bridleway - south bank of the River Mersey, Bailey Bridge to Jacksons Bridge,

15. Bridleway - Fairy Lane to Golf Road,

16. Footpath - Golf Road to Rifle Road,

17. Bridleway - south bank of the River Mersey, Jacksons Bridge to Barfoot Bridge,

18. Bridleway - from Church Lane, Ashton to the River Mersey at Ashton Weir, and a new bridge over the River Mersey,

19. Bridleway - Ashton Weir to Hawthorn Lane, Ashton,

20. Bridleway - Hawthorn Lane to Carrington Lane, Ashton,

21. Bridleway - Carrington Lane to Epping Drive, Ashton,

22. Bridleway - Woodcote Road to Firtree Avenue, Ashton,

Carrington -

23. Bridleway - Sinderland Road, Altrincham to Sinderland Green,

24. Bridleway - Woodcote Road and new link to Ackers Lane,

25. Bridleway - Firsway north to road used as a public path number 1(RUPP1)

26. Bridleway - Birch Road north to junction of Ackers Lane and Ashton Road,

27. Bridleway - Common Lane to North Road (R.U.P.P. 24 to Footpath 9),

28. Bridleway - Woodcote Road to Footpath 15.

Justification

Improving access is fundamental in developing the recreational use of open space and facilitating the enjoyment of the countryside by Trafford's residents and visitors. The Council intend to produce an access strategy in co-operation with local amenity groups to promote better use of the Borough's footpaths and other rights of way to give a wider choice of recreational routes for cyclists, horse-riders and walkers in all parts of the Borough. Where possible attempts will be made to segregate horses and walkers.

Part II Proposal OSR16 – Protection of Access Network

The Council will not normally permit any development that would either dissect routes or would prejudice the creation of an integrated access network.

Major new transport routes and development proposals should not impede or restrict the use of existing footpaths, bridleways and cycle routes. The Council will require the provision of alternative access routes should they be dissected and will need to be satisfied that any alternative proposed is at least as attractive as the route being replaced.

Justification

To ensure a viable and comprehensive access network.

Part II Proposal OSR17 – Disused Railway Lines

The Council will seek to protect and improve the converted railway line west of the Sinderland level crossing, Broadheath and the River Bollin, near Heatley as a recreational route for pedestrians, cyclists and horse riders. Any future development preventing its eventual re-use as a railway would not be permitted.

Should any other line become disused or surplus to transport requirements, the Council will not permit any new buildings or non-transport land issues which would sever the route and prevent its eventual re-use as a railway, or prevent its use for recreation, public access or nature conservation.

Justification

To increase opportunities for public access, recreation and nature conservation. The Council will continue to protect the converted railway line west of Sinderland crossing. It is an important route that forms part of the Trans Pennine Trail from Southport/Liverpool to Hull/Hornsea and the National Cycling Network.

Part II Proposal OSR18 – District Outdoor Sports Stadium

The Council will grant planning permission for the development of a purpose-built all-seated stadium to accommodate about 10,000 spectators for a combination of football, rugby and/or athletics within the urban area, in a location convenient for access by the local spectator base of the clubs, provided that it can be demonstrated that the proposal in particular: -

(i) Satisfies the access requirements of Proposal T6;

(ii) Does not adversely affect any planned highway, public transport, pedestrian or cycle route specified in Proposals T8, T11, T18 or T19;

(iii) Does not adversely affect any area or feature of acknowledged environmental, landscape, biological, or historic importance;

(iv) Cannot be accommodated more appropriately on any other site within the Borough.

Justification

1. Trafford has a number of sports clubs, which during the Plan period may require new facilities to enable their continued development.

2. Annex E of PPG2 – Green Belts clearly indicates that large stadium developments are not an appropriate form of development within the approved Green Belt. The Council will therefore only be prepared to consider such development proposals within the urban area subject to the above criteria.

3. All other the matters that the Council will need to be satisfied upon before it can consider granting planning permission for a development of this nature are set out in Proposals D1 and D2.

Part II Proposal OSR19 – Major Indoor Sports Facilities

The Council will grant planning permission for the further development of major indoor sports facilities at suitable locations within the urban area of the Borough where it can be demonstrated that the proposal in particular: -

(i) Satisfies the access requirements of Proposal T6;

(ii) Does not adversely affect any planned highway, public transport, pedestrian or cycle route specified in Proposals T8, T11, T18 or T19;

(iii) Does not adversely affect any area or feature of acknowledged environmental, landscape, biological, or historic importance;

(iv) Cannot be accommodated more appropriately on any other site within the Borough.

Justification

1. Development pressure for new indoor sports facilities to meet the rising demand from the resident population is expected to continue through the Plan period. A particular need for an indoor basketball centre has been identified and the Council will promote the provision of this facility.

2. Annex E of PPG2 – Green Belts clearly indicates that large indoor sports facility developments would not be an appropriate form of development within the approved Green Belt. The Council will therefore only be prepared to consider such development proposals within the urban area subject to the above criteria.

3. All other the matters that the Council will need to be satisfied upon before it can consider granting planning permission for a development of this nature are set out in Proposals D1 and D2.

Chapter 13 – Shopping

Introduction

13.1 Shops are important as a provider of an essential service to the public and a source of a considerable number of jobs for residents of the Borough. Shopping centres provide a significant catalyst and focus for a wide range of other service, leisure, cultural and employment activities to the community. Shops and shopping centres therefore have an important role to play in the revitalisation and regeneration of the fabric and economy of the Borough.

13.2 Over the last 30 years the shopping industry has expanded rapidly as prosperity has grown. Growing prosperity has stimulated greater car ownership and enhanced mobility among the population. Competition among retailers, to attract a share of this prosperity, has led them to change their requirements when investing in new store developments. The traditional town centre orientated pattern of shopping has been under challenge and pressure for change.

13.3 Trafford is a relatively prosperous Borough. Over the years considerable investment in new shopping facilities to meet the demands of residents has taken place, some within and reinforcing the established town centres, some dispersed in out of centre locations. This pattern and scale of development has mirrored what has taken place across the country as a whole.

General Justification for Policies and Proposals for Shopping

13.4 Convenient access to a wide range and choice of shops in a comfortable and safe environment is the prime requirement for shoppers. The basic objective of the Policies and Proposals in this Plan is to fulfil this requirement at local and neighbourhood centre level as well as at the town and district centre level.

13.5 Trafford's four town centres are the main focus of shopping activity in the Borough. They have all grown in size since 1971 as the population has steadily declined. Altrincham, the largest and most important of the four centres, contains almost half of all the available town centre shop property and draws shoppers from a very wide area extending beyond the Borough boundary. The three district centres of Hale, Timperley and Sale Moor, and the many smaller local and neighbourhood centres scattered across the Borough, while attracting less activity, are nonetheless important in that they provide for the purchase of small scale day to day requirements of residents.

13.6 Government planning policy guidance is that established town and district centres should remain the main locations for new shop development attracting many trips, and that measures to maintain and enhance their strength, diversity and vitality should be pursued. Local and neighbourhood shopping centres have an important role in meeting day-to-day needs. It also advises that support for new forms of retailing in out of centre locations can be appropriate where it can be shown to make a positive contribution to the range and choice of facilities available for shoppers. A cautious approach to such provision is advised, with emphasis given to the need to pay due regard to the possible effects such proposals may have on the vitality and viability of nearby established centres.

13.7 To meet the Council's objectives and fulfil the requirements of Government planning policy guidance the Policies and Proposals in this Chapter are designed: -

i) To encourage suitable development, redevelopment and improvement of established town, district, local and neighbourhood shopping centres;

ii) To sustain the compactness, convenience and attractiveness of these centres;

iii) To promote the further growth of Altrincham as a shopping centre of sub-regional importance, and,

iv) Restrain the extent of growth of out of centre retail warehouse and other stores.

13.8 In addition to taking account of Government planning policy guidance, they have taken account of the findings of the Trafford Retail Development Study 2001, commissioned by the Council to establish the shopping needs of the Borough's residents over the next ten years.

13.9 For the purpose of this Plan it should be noted that the Trafford Centre is not to be formally classified and treated as an established town centre. Any proposals for further retail development on the Trafford Centre site (the land bounded by the M60, Parkway, Barton Dock Road and Trafford Boulevard) therefore will be considered to be out-of-centre development and will need to demonstrate conformity with Proposal S11.

PART I PLAN POLICIES

Part I Policy S1 - New Shopping Development

The Council will permit new retail development (for either convenience or comparison/bulky goods shopping) within established town, district, local and neighbourhood shopping centres as defined on the Proposals Map, where such development extends choice and service to the public, makes shopping more pleasant, allows more efficient retailing and does not significantly undermine the vitality and viability of any nearby town and district centres as a whole. Defined town and district centres and defined non-food retail warehouse parks will be the preferred locations for developments likely to generate many trips, with local and neighbourhood centres providing for day-to-day needs.

New retail development in edge-of-centre or out-of-centre locations will not be permitted unless supported by clear evidence of need, including quantitative and qualitative factors, for the scale and form of development in the location proposed. Greater weight will be placed on quantitative need. Any such proposals will also be subject to a sequential approach to site selection, including a demonstration that all potential town and district centre options have been thoroughly assessed, followed by edge-of-centre sites and then local and neighbourhood centres.

The Council will seek to avoid the sporadic siting of comparison bulky goods units outside the existing town, district, local and neighbourhood shopping centres and defined non-food retail warehouse parks, particularly along road corridors.

Part I Policy S2 – The Trafford Centre

The Trafford Centre is not classified as an established town or district centre. Any proposals for further retail development within the vicinity of the Trafford Centre will be treated as out-of-centre development, except for development already permitted at area TCA1D and provided for by Proposal TCA1.

Part I Policy S3 - Improving The Main Shopping Centre

In all decisions affecting the Borough's main shopping centres the Council will seek to improve the environment and infrastructure of these areas by: -

i) Ensuring that new developments are conveniently located in relation to main circulation routes, public transport links and public car parks, and,

ii) Encouraging and promoting: -

- Landscape, environmental and building improvement schemes;

- Schemes to improve and rationalise circulation systems within and around centres;

- Improvements to public transport and car parking for shoppers;

- Schemes to improve conditions for pedestrians, cyclists and the disabled.

Part I Policy S4 - Local and Neighbourhood Shopping Centres

The Council will seek to maintain local and neighbourhood shopping centre provision to the degree necessary to ensure that there are adequate facilities conveniently located to serve the day to day needs of the Borough's residents.

PART II PLAN PROPOSALS

Part II Proposal S5 - Development in Town and District Shopping Centres

Within the town and district shopping centres identified on the Proposals Map planning permission will normally be granted for retail development/re-development which: -

i) Provides for the expansion and improvement of Altrincham as a shopping centre of sub-regional importance, or,

ii) Provides for the incremental growth, consolidation and improvement of the town centres of Sale, Stretford and Urmston and the district centre roles of Timperley, Sale Moor and Hale.

Where suitable locations for retail development are not available within the above shopping centres, planning permission may be granted for development on sites immediately adjoining the centres provided that such development meets criteria (i) and (ii) above, and: -

iii) Can be satisfactorily integrated with the existing shopping centre in terms of scale and appearance, layout, access and pedestrian/ vehicular flow;

iv) Does not encroach unduly onto established residential areas and can be accommodated on the site without undue harm to the amenities of neighbouring properties;

v) Complies with Proposal D1, and,

vi) Does not conflict with any other Policies and Proposals of this Plan.

Justification

1. The four town centres of Altrincham, Sale, Stretford and Urmston, and the three district centres of Hale, Timperley and Sale Moor, are the main focus of shopping and commercial service activity for residents of and visitors to the Borough. The boundaries shown on the Proposals Map have been drawn to include the main shopping, commercial, civic and cultural areas of each centre.

2. The concentration of new development within and immediately adjoining these centres is intended both to consolidate and enhance the vitality and viability of these centres as a whole, to ensure that they remain compact and convenient places in which to shop and to minimise the need for out of centre shopping development.

3. Over the Plan period sufficient opportunity for further development may not be forthcoming within those established centres defined on the Proposals Map. Opportunities may however

arise on vacant, unused or derelict land immediately adjoining the centres, which it would be beneficial to bring into effective use.

4. This Proposal aims to ensure that any development that takes place on land immediately adjoining the centres is properly planned and can be accommodated without prejudice to other development proposals within and adjoining these centres and without detriment to the amenity and convenience of people living, working and shopping there.

Part II Proposal S6 - Development in Altrincham Town Centre

The Council will promote and grant planning permission for development and redevelopment in Altrincham Town Centre as indicated on the Inset Proposals Map, in accordance, as appropriate, with the provisions of Proposals D1, D2, D3 and ENV23.

On land to the east of Stamford New Road/Railway Street (sites 1 & 2 on Inset Map) the Council will promote the expansion of the town centre and grant planning permission for town centre uses where the development proposed is of a high standard and provides a strong sense of linkage with the existing town centre shopping streets and the existing/planned transport facilities. The appropriate town centre uses to be developed in this area may include food and non-food retail outlets, sports/leisure & entertainment facilities, community facilities, hotel, public house, restaurants and cafes and car parking but may include appropriately located and designed residential development.

On land at Greenwood Street (site 3 on Inset Map) the Council will promote and grant planning permission for the regeneration/redevelopment of this historical part of Altrincham town centre for the following possible uses – retail (on Greenwood Street itself), commercial, residential, Civic/town square, Market place, cafes and restaurants where such development will not prejudice the continued operation of the Altrincham General Hospital facility. The regeneration/refurbishment of the Hospital site itself will not be considered favourably by the Council unless and until it ceases to be used for hospital purposes.

On the Altrincham Town Hall site on Market Street (site 4 on Inset Map) the Council will promote and grant planning permission for the refurbishment and re-use of the Town Hall buildings and the refurbishment or redevelopment of the remainder of the site for the following uses – commercial (on the Market Street frontage), a flexible meeting space available for public use, with residential and vehicle parking elsewhere on the site. All proposals for the refurbishment and re-use of the Town Hall buildings and/or the refurbishment or redevelopment of the surrounding parts of the site must pay due regard to the setting and architectural merit of the Old Town Hall building and Old Market Place Conservation Area.

On land at Kingsway (site 5 on Inset Map) the Council will seek to maintain existing commercial uses and will only grant planning permission for new uses which would enhance the diversity and mix of the town centre including - specialist comparison shopping, cafés and restaurants, craft workshops, cultural industries and artists' studios.

Proposals for phased development on any one of these sites (or any individual proposal) must not prejudice the achievement of all the above aims.

In addition to promoting the major development opportunities listed above, the Council will: -

i) Promote a town square on Stamford New Road, retaining the Clock Tower as a key feature and enhancing the Stamford Buildings and the Railway Station building;

ii) Introduce measures to reduce the flow of vehicles along Stamford New Road between Regent Road/Railway Street and Moss Lane/Cross Street and along Moss Lane to its junction with Oakfield Road/Manor Road & Cross Street;

iii) Encourage improvements to the operation and appearance of the public transport interchange on Stamford New Road;

iv) Implement improvements to pedestrian routes and passageways within and to the town centre.

Elsewhere within the town centre as identified on the Proposals Map, permission will only be granted for new retail development where it accords with the provisions of Policy S1 and Proposal H3.

Justification

1. The Council wishes to maintain and develop Altrincham town centre as an attractive location for both retail and commercial businesses to invest in and for people of all ages to live, work, shop and be entertained in.

2. This Proposal therefore seeks to identify realistic opportunities for the development of new shopping, commercial, leisure and community facilities of a high standard of design and quality which will consolidate, strengthen and extend Altrincham's role as a major town centre serving the south Manchester and north east Cheshire areas. It further seeks to provide appropriate development guidance for the centre in a flexible way so as to encourage potential developers and business investors to exercise their skills in bringing forward attractive and marketable development schemes. The Proposal gives statutory backing to the Town Centre Plan for Altrincham approved by the Council in May 1997 (taking into account the development progress that has been made since its approval).

3. The land to the east of Stamford New Road and Railway Street (including sites 1 & 2 on the Inset Map) has recently provided the main opportunity for the commercial expansion of Altrincham with the development of a new Tesco Extra store and new residential and mixed retail/leisure developments. The remaining land is ideally located to accommodate further significant expansion of retail facilities and other town centre uses. The Council is committed to the expansion of these uses onto the remaining unused and underused land. The precise form, content and timing of the development of the area, however, will be determined in the light of the prevailing economic circumstances and the results of updated studies of retail development potential and car parking in the town. As indicated in the Proposal the Council is committed to introducing additional residential accommodation into the centre to broaden the range of uses and activity generated there.

4. The proposed Greenwood Street redevelopment area (site 3), with a careful and sensitive design treatment, will positively contribute to the architectural merit and townscape of the Market Hall and the Old Market Place Conservation Area and provide attractive pedestrian links to other parts of the town centre. The Proposal includes safeguards to ensure that the hospital facility within the area is not adversely affected whilst its services remain active.

5. The refurbishment/redevelopment proposals for the Altrincham Town Hall area (site 4) are intended to encourage regeneration and contribute to the architectural merit and townscape of the Old Market Place Conservation Area. The retention, refurbishment and re-use of the 'Old Town Hall' building will be particularly important in this regard. The general improvement of the site should include proposals to assist in providing attractive links to pedestrian priority/traffic free areas and other town centre activities.

6. The redevelopment of the Kingsway Area (site 5) will help to secure the comprehensive regeneration in both the physical fabric and the economic viability of the area, focusing on the north side of Kingsway. With a careful treatment of form and character, development will positively contribute to the townscape qualities of the locality. The proposed redevelopment of

the Old Market Place Area will contribute to the townscape of the Old Market Place Conservation Area and the historic setting of St. George's Church.

7. On the land in the Market Street and Greenwood Street locality (including sites 3 and 4 on the Inset Map) the Council is promoting a Historic Market Quarter Initiative, where traditional town centre uses developed to a high quality will be encouraged. Similar high quality development will be encouraged in the Kingsway locality (site 5), which links to the Historic Market Quarter Initiative area.

8. The proposed new town square, to be situated at the main transport interchange serving the town centre, will provide an important focal point and link between the potential development land to the east of the railway and the existing town centre. The Clock Tower, historically important architectural feature included in the Statutory List, is to be retained as part of this proposal. The design of the town square should complement and enhance the setting of the architecturally important Stamford Buildings (also included in the Statutory List) and the Altrincham Railway Station building.

9. The proposed restriction of vehicle access to Stamford New Road and Moss Lane could include restricting general traffic between certain hours of the day; allowing limited access for buses and service vehicles and provide facilities for the mobility impaired and cyclists and include environmental improvement works. The Council considers that the introduction of such a scheme would provide a safe and pleasant environment for pedestrians and make an important contribution to improving the attractiveness and vitality of the town centre as a whole. Implementation of this proposal will now be possible following the completion of the town centre eastern improvement route highway scheme (see Proposal T8).

10. The existing public transport interchange provides an important focus for services within the town centre and allows passengers to easily transfer between public transport services. The GMPTA is committed to the improvement of the bus station element of the existing interchange. The proposed improvements to the interchange, providing a more attractive, convenient, accessible and efficient alternative to the private car, will assist efforts to increase public transport patronage.

11. The proposed improvements to the links both within the town centre and between adjoining residential areas and the town centre will serve to encourage more local people to walk to the town centre, help relieve traffic congestion and improve the attractiveness of the centre to shoppers and those wishing to use the centre for entertainment and other purposes.

12. The redevelopment or rejuvenation of existing areas of land or buildings in the town centre not specifically identified in the above Proposal will be achieved within the overall framework established by Policy S1, the redevelopment or re-use of redundant land and buildings being essential to the process of maintaining and enhancing the vitality and viability of the town centre.

13. Any individual or phased development proposal within the town centre will be required to demonstrate how it will contribute to the realisation of the development potential of the whole

site and the long term enhancement of the town centre. Particular emphasis will be placed on securing attractive developments that will conserve and enhance the character and appearance of the town centre and provide links to the existing town centre shopping streets and transport facilities.

14. Development proposals that come forward on sites located within the five Conservation Areas that are located wholly or partly within the town centre will be expected to preserve or enhance their special character and appearance as set out in Proposal ENV21, ENV23 and ENV25

Part II Proposal S7 - Development in Sale Town Centre

The Council will promote and grant planning permission for new development, in accordance, as appropriate, with the provisions of Proposals D1, D2 and D3, that will consolidate and enhance the vitality and viability of Sale Town Centre as identified on the Inset Map. The Council will in particular favour proposals that: -

(i) Promote the creation of a new focus for the town centre in the vicinity of Sale Town Hall and the Bridgewater Canal-side area, as indicated on the Inset Map. The development will include the following uses – Council offices, community facilities, commercial, car parking, residential and new public open spaces;

(ii) Promote the redevelopment of the land between A56 and Hayfield Street for uses appropriate to a town centre;

(iii) Support efforts to upgrade the facilities at the Six-Acre Centre;

(iv) Support efforts to enhance the appearance and operation of the public transport facilities in the town centre.

Elsewhere within the town centre, subject to the provisions of Proposal S13, the Council will promote and grant planning permission for uses appropriate to the town centre that will complement the above development or improvement schemes.

Wherever appropriate, the Council, when determining planning applications for development, will actively promote a high standard of building design and the inclusion of proposals that enhance landscaping and planting areas, enhance pedestrian and other linkages between the shopping streets, community facilities and existing or planned transport facilities and enhance public security and safety.

Justification

1. Sale is one of Trafford's four main shopping centres and as such the Council wishes to protect its role in serving the community. The Council wishes to see Sale develop and become an even more attractive location for local users, inward investment and job creation. New shopping development proposals will need to be brought forward in accord with the provisions of Policies S1, S3 and Proposal S5.

2. A Private Finance Initiative has secured the redevelopment of the area around Sale Town Hall, Chapel Road Depot and Broad Road car park.

3. The Council wishes to promote the redevelopment of the land between the A56 and Hayfield Street to the west of the main shopping precinct area and has already granted planning permission for the development of a retail food store on land fronting Sibson Road. A high quality of development will be sought for the remainder of this land, located as it is at a prominent gateway to the town centre.

4. The Six-Acre Centre shopping precinct area is the retail focus of the town centre. Improvements to the centre will enhance the vitality and viability of the town centre as a whole.

5. Whilst the Council wishes to promote the provision and retention of retail outlets in the precinct area and indeed throughout the town centre, it recognises that there are a number of other commercial land uses that can contribute to the vitality and viability of the town and aid the overall regeneration effort, These complementary and commercial uses, as specified in PPG6, can include leisure and entertainment facilities, hotels, restaurants and café bars.

6. By supporting improvements to the public transport facility, the Council is seeking to increase patronage of public transport and interchange between modes, by providing an attractive, convenient, accessible and efficient alternative to the private car.

7. It is the intention of the Council to encourage the rejuvenation of the remainder of Sale town centre in order to maintain and enhance the vitality and viability of the centre as a whole.

8. Ensuring a high standard of design, maintaining and enhancing linkages and enhancing the areas of landscaping will contribute to improving the overall attractiveness and vitality of the town centre.

9. Along the Bridgewater Canal the Council will be seeking to bring forward, with private sector support, proposals to create a Linear Park between Stretford and Sale town centres (see Proposal OSR6).

Part II Proposal S8 - Development in Stretford Town Centre

The Council will promote and grant planning permission for new development, in accordance, as appropriate, with the provisions of Proposals D1, D2 and D3, that will consolidate and enhance the vitality and viability of the town centre as identified on the Inset Map and detailed in the Stretford Town Centre Action Plan 2001.

Within the town centre the Council will promote and grant planning permission for development predominantly for retail purposes.

Outside the town centre the Council will favour proposals that promote: -

i) The redevelopment of the properties along Edge Lane and the A56 frontages for town centre related activities including - community facilities, leisure facilities, residential and commercial uses;

ii) The development of the Newton Street / Lacy Street Car Park for business use that would contribute to the retail and commercial regeneration of the town centre;

iii) The revitalisation of the leisure use of the listed Essoldo building;

iv) The productive redevelopment of the former Stretford Station building;

v) The improvement of the appearance and utility of the land located between the Altrincham Metrolink line and the Bridgewater Canal.

Wherever appropriate, the Council, when determining planning applications for development, will actively promote a high standard of building design and the inclusion of proposals that enhance landscaping and planting areas, enhance pedestrian and other linkages between the shopping streets, community facilities and existing or planned transport facilities and enhance public security and safety. Proposals for the development of the land between the Altrincham Metrolink line and the Bridgewater Canal will be considered for their beneficial impact on the Stretford - Sale Linear Park proposal referred to in Proposal OSR6 & OSR14.

The Council will promote and encourage the improvement of public transport (bus and Metrolink) facilities in the vicinity of the town centre to improve public access to the centre for shopping and other purposes (see Proposal T11). Development proposals that may prejudice the implementation of these improvements will not be granted planning permission.

Justification

1. Stretford is one of Trafford's four main shopping centres and as such the Council wishes to protect its role in serving the community. Given that there are no development sites available within the town centre area designated by Proposal S5 that could be utilised to provide additional facilities to meet local community needs, the Council proposes to provide opportunities for mixed-use development outside of the shopping mall area which will serve to consolidate and enhance its vitality and viability. The mixed-use redevelopment proposal described in sub-paragraph (i) has been included to assist the revitalisation of the listed Essoldo building. New shopping development proposals will need to be brought forward in accordance with the provisions of Policies S1, S3 and Proposal S5.

2. The town centre is located adjacent to two proposed Quality Bus Corridors (the A56 radial and the Stockport-Chorlton-Urmston cross-conurbation routes) and to the Altrincham-Bury Metrolink line. Proposals to invest in improvements to the two bus corridors and in the Metrolink (including up-grading the station facilities at Stretford) are included in the Greater Manchester Local Transport Plan (see also Proposal T11).

3. The area of development opportunity located to the south of Edge Lane in the Newton Street/Lacy Street area is part of an area identified as a local strategic development site (see Proposal E13) suitable for development by business uses that would augment the retail and commercial functions of the town centre.

4. Ensuring a high standard of design, maintaining and enhancing linkages and enhancing the areas of landscaping will contribute to improving the overall attractiveness and vitality of the town centre.

5. Along the Bridgewater Canal the Council will be seeking to bring forward, with private sector support, proposals to create a Linear Park between Stretford and Sale town centres (see Proposal OSR6).

Part II Proposal S9 - Development in Urmston Town Centre

The Council will promote and grant planning permission for new development, in accordance, as appropriate, with the provisions of Proposals D1, D2 and D3, that will consolidate and enhance the vitality and viability of the town centre as identified on the Inset Map.

Within the town centre the Council will promote and grant planning permission for development predominantly for retail purposes. In particular the Council will promote and grant planning permission for proposals that include measures to continue the refurbishment and improvement of the Moorfield Walk Precinct as the primary retail focus within the town centre. At the northern end of the Precinct the Council will promote and grant planning permission for redevelopment to provide the centre with a large modern food superstore outlet.

Elsewhere in the town centre, subject to the provisions of Proposal S13, the Council will promote and grant planning permission for other appropriate town centre uses, including community facilities, leisure facilities, residential and commercial accommodation.

Wherever appropriate, the Council, when determining planning applications for development, will actively promote a high standard of building design and the inclusion of proposals that enhance landscaping and planting areas, enhance pedestrian and other linkages between the shopping streets, community facilities and existing or planned transport facilities and enhance public security and safety.

The Council will promote and encourage the improvement of public transport (bus and rail) facilities in the vicinity of the town centre to improve public access to the centre for shopping and other purposes (see Proposal T11). Development proposals that may prejudice the implementation of these improvements will not be granted planning permission.

Within and adjoining the town centre the Council will encourage the maintenance and enhancement of the landscaping and planting.

Justification

1. Urmston Town Centre is one of Trafford's four main town centres and as such the Council wishes to protect its role in serving the community. Providing opportunities for mixed-use development outside of the shopping mall area will serve to consolidate and enhance its vitality and viability. New shopping development proposals will need to be brought forward in accordance with the provisions of Policies S1, S3 and Proposal S5.

2. The Council now owns the Urmston Moorfield Walk Precinct, and in consultation with the Central Urmston Partnership will seek to attract adequate resources to secure its further refurbishment and improvement. The provision of a large modern food store outlet at the northern end of the Precinct will enhance the quality of retail provision in the centre, its vitality and attractiveness to local shoppers.

3. Ensuring a high standard of design, maintaining and enhancing linkages and enhancing the areas of landscaping will contribute to improving the overall attractiveness and vitality of the town centre.

Part II Proposal S10 – Local and Neighbourhood Shopping Centres

The Council will seek to maintain and enhance the retail function of Local Shopping Centres and Neighbourhood Centres, as listed in Appendix K and indicated on the Proposals Map.

Within existing local shopping centres, planning permission for new retail development will only be granted where the development is of a scale appropriate to the size of the centre and it complies as appropriate with criteria (iii) to (vi) of Proposal S5, criterion (i) of Proposal S11 and the provisions of Proposals D1 and D2.

Development will be permitted at the edge of existing centres as defined on the Proposals Map, but only when it can be demonstrated that there is no suitable site within the existing centre.

In addition, the Council will promote the development of a new local shopping centre at Sinderland Road, Broadheath to serve the area of new housing development proposed on land south of Sinderland Brook (site HOU4, Proposal H3 and Proposal MD1).

Justification

1. Local Shopping Centres, as listed in Appendix K and indicated on the Proposals Map, cater primarily for the day to day needs of the nearby area or those passing by, but may also cater for more limited specialist needs from a wider area. They contain 10 or more units within Class A1 of the Use Classes Order and generally include, for example, newsagents/confectioners, chemist, post office, grocers/mini-market, baker and butcher. Neighbourhood Centres, also identified in Appendix J and identified on the Proposals Map, provide a similar role to that of Local Shopping Centres being easily accessible to all the community and cater for the daily or casual needs of nearby residents. They consist of 5 or more adjacent or closely associated shop units, the majority of which are currently in A1 use or are vacant. This threshold is lower in certain areas where it is known that access to retail facilities is a contributory factor towards social exclusion.

2. The role of Local and Neighbourhood Centres has been somewhat eroded in recent times with the increased reliance on large food stores and increased car use but the Council wishes to do what it can to support the survival of these important community assets.

3. The concentration of new development of an appropriate scale within or on the edge of the existing local and neighbourhood centres in the Borough is intended to consolidate and enhance their vitality and viability.

4. The role of the A56 frontage in providing local and neighbourhood facilities is a complicated one. The A56 is one of the main arterial routes into Manchester city centre and the free flow of traffic on it is seen as being important to the economic well-being of the area. To this end parking restrictions apply along the majority of its length which has further affected the viability of a large number of shops on its frontage. Many have changed from serving local needs to providing for more specialist retailers, many have switched to other commercial uses whilst in certain areas high levels of vacancy are a problem. Other policies and proposals within the Plan discourage the further proliferation of significant traffic generating uses along the A56. For this reason the Plan does not identify all of the retail units along the A56 as being Local or Neighbourhood centres. The Council would be happy to see the reuse of such units for more viable commercial purposes or redeveloped for other uses.

5. The Council, within the Housing Chapter, has identified a number of Priority Regeneration Areas, in Old Trafford, Gorse Hill and Partington, and set out proposals to deliver its regeneration goals. These proposals recognise the role the local retailing facilities can play in helping to regenerate an area. The neighbourhood centres within these areas have not been identified in this Proposal because they do not have 5 or more units in A1 use, primarily due to vacancy. The Council is, however, committed to continuing and enhancing their retail role.

6. The new local shopping centre proposed at Sinderland Road is required to support the needs of residents and workers in a major housing and employment growth area. It is a reaffirmation of proposal BS1 contained within the former Broadheath and Sinderland Local Plan. It is envisaged that the development could consist of up to 1,490 gross square metres (16,000 gross square feet) of shopping floor-space, a public house, community facilities and public open space.

Part II Proposal S11 – Development Outside Established Centres

Proposals for retail development not on land within town and district centres (or otherwise specifically allocated for the purpose in this Plan - see Proposal S12) will not be permitted unless all the following factors apply:

i) There is a demonstrable need for further retail development locally that cannot be met by existing provision in the Borough;

ii) It can be demonstrated that a sequential approach to site selection has been adopted, giving first preference to sites within town and district centres, followed by edge-of-centre sites at town and district centres, sites within local and neighbourhood centres, and only then by out-of-centre sites;

iii) The scheme would be highly accessible by a choice of means of transport allowing for the minimisation of car use;

iv) The development would not lead to the sporadic siting of comparison goods shopping units along a road corridor;

v) There is no realistic chance of the site being developed for any other use for which it may be allocated specifically in this Plan;

vi) The development meets the requirements of other Proposals in this Plan, particularly Proposals D1 and D2.

In all cases it will be necessary to demonstrate, by means of an impact study to a methodology acceptable to the Council, that the development would not have a serious adverse effect on the vitality and viability of any town or district centre within or outside Trafford.

Justification

1. The Borough Council has long accepted that the scope and need exists for the development of new forms of retailing to meet the changing requirements of shoppers.

2. This Proposal aims to ensure the orderly development of large stores and retail warehouses on appropriate sites within the Borough in order to avoid damaging the vitality and viability of existing shopping centres. The criteria contained within the Proposal reflect government guidance contained within PPG6 and PPG13.

3. In relation to criterion (i), the Council will require that proposals should demonstrate a quantitative need in terms of capacity (physical) and demand (available expenditure). Account will also be taken of any qualitative benefits to shopping facilities and any contribution to achieving the regeneration priorities of the Council, although greater weight will be given to quantitative factors and regeneration benefits will not be treated as an aspect of retail need.

Part II Proposal S12 - Retail Warehouse Park Development

Non-food retail warehouse development will be concentrated within the three existing retail warehouse parks and area TCA1D identified on the Proposals Map. Other than within these areas, the Council will not permit the sporadic siting of comparison/bulky goods units outside existing town, district, local and neighbourhood shopping centres or along road corridors.

New development proposals arising within the three existing retail warehouse parks will only be granted planning permission where they comply with the provisions of Proposals D1 and D2.

Justification

1. This proposal acknowledges that recent trends in the non-food retail warehouse sector of the retailing industry have been towards concentration in park type developments and reflects the fact that both the north and south of the Borough are now well served by this type of development.

2. The Trafford Retail Development Study 2001 confirms, in the light of Proposal TCA1D, that the retail warehouse park provision set out in this Proposal will be sufficient to meet the shopping needs of local people for the next ten years.

3. Controlling the sporadic siting of non-food retail warehouses will avoid damaging the vitality and viability of existing shopping centres.

Part II Proposal S13 - Non Shop Service Uses Within Town And District Shopping Centres

Proposals for the change of use of ground floor premises from Class A1 to Classes A2/A3 within the main shopping frontages listed in Appendix H to the UDP will be considered against the following criteria: -

i) Their particular effect on, or contribution to, the character, diversity and vitality of the centre;

ii) The need to maintain a high proportion of Class A1 uses within these frontages and prevent the introduction of excessive concentrations of other uses;

iii) The need for the frontages of the premises themselves to be treated in a fashion appropriate to a shopping centre.

Proposals for such changes of use within other important shopping frontages listed in Appendix H will normally be permitted, provided that: -

i) The character, diversity and vitality of the area as an important shopping frontage is not harmed, and,

ii) The frontage of the premises concerned is treated in a fashion appropriate to a shopping area.

Justification

1. The purpose of this Proposal is to ensure as far as is possible that the further growth and concentration of ground floor service uses in the shopping streets where the bulk of shops are located is restrained in order to maintain the compactness, convenience and attractiveness of

these centres to shoppers and thereby helping to sustain their vitality and viability and that of the centre as a whole.

2. The Council recognises that non-shop uses provide important services to shoppers and have a place within shopping centres. Not all uses of this type, however, require a location within the main shopping streets to be able to carry on their business. This Proposal therefore seeks to accommodate these types of activity in acceptable alternative locations that do not detract from the function of each centre as a focus for shopping activity.

3. For clarification purposes Appendix H contains a list of all "main" and "other important shopping frontages".

Part II Proposal S14 Non Shop Uses Within Local and Neighbourhood Shopping Centres

Planning permission will only be granted for changes of use from Class A1 purposes to Class A2/A3 purposes where proposals conform with the provisions of Proposals D1 and D2 and will not cause significant harm to the character, diversity and vitality of the centre's principal role as a shopping centre available to local residents.

In assessing the potential effect of particular proposals the Council will take into account the following: -

i) The number and location of other non-retail uses in the centre, including outstanding commitments for such uses;

ii) The number and duration of vacancies among units in the centre;

iii) The ability of the centre to continue to meet the small scale top-up day to day shopping needs of local residents, especially in areas where access to retail facilities is a problem, and,

iv) The availability of retail facilities in the surrounding area, their accessibility and ability to continue to meet the small scale top-up day to day shopping needs of residents.

Where the retail function of a shop unit in a local or neighbourhood shopping centre can, by reference to the above criteria, be shown to be non-viable then its conversion to residential usage will be permitted.

Justification

1. The Council recognises that non-shop uses provide important services and have a place within local shopping centres. Local shops, however, also provide an important and convenient service to local residents, especially where there is a distinct problem of poor access to retail facilities particularly for residents that do not have the use of a car, which the Council wishes as far as it is able to conserve. The loss of even one or two shops to non-retail uses could in some instances critically affect a centre's potential to meet local needs that can exacerbate problems of social exclusion. This, however, has to be balanced against the need to avoid long term vacancies which in their own way, through vandalism, decay and worsening environmental conditions, can be a contributory factor in social exclusion.

2. This Proposal seeks to achieve the balance of preserving local retailing to meet the small scale top-up day to day shopping needs of local residents while recognising that the retail

industry is changing rapidly and small local shops are finding it increasingly difficult to remain viable. This Proposal takes account of the advice set out in PPG6.

Chapter 14 – Transport and Movement

Introduction

14.1 Trafford lies in the south west of the Greater Manchester conurbation, south of the Manchester Ship Canal between Salford and Manchester, and astride the M60 orbital motorway and the A56 radial route. It is a relatively prosperous and attractive Borough, much sought after as a place in which to live, do business and spend leisure time. It contains several large and important shopping, commercial and industrial centres, and major leisure and sporting attractions.

14.2 Car ownership in the Borough is high and coupled with the demands generated by the substantial concentrations of industry and commerce, places considerable pressure on the local road network.

14.3 The Manchester Ship Canal and the River Mersey form significant barriers to movement. They have greatly influenced the shape of the road network in the Borough and affected access to some developed areas. The A56, the only radial route passing through the Borough, suffers from heavy peak hour congestion. Access to the Regional Centre and the motorway network is consequently often less than satisfactory.

14.4 The Council recognises that increased traffic flows, as a result of background traffic growth and development generated traffic, has led at certain times of the day to operational problems of low speed, extensive queues and that there are safety concerns on parts of the Trunk Road network within the Borough. These conditions are noted in the M60 Development Corridor Study Junctions 6 – 12 Report issued by the Highways Agency in 2002. It is anticipated that further study of the conditions in this corridor will occur during the Plan period.

14.5 The public rail, Metrolink and bus networks provide an alternative to the private car and lorry as means of moving people and goods from place to place in volume. These networks are important from a social, economic and environmental viewpoint, providing mobility for those without cars, helping to relieve road congestion and being relatively energy efficient. The public footpath and emerging/developing cycle path network provide a further alternative health promoting means for local people to travel short distances for employment, shopping, leisure and social purposes.

14.6 Further public and private sector investment in the local transport infrastructure, to support the existing pattern of land uses and to serve new development, will be crucial to the future economic well being of the Borough and to the contribution it can make to economic and community regeneration across the conurbation.

14.7 Responsibility for managing and developing this infrastructure, however, is split between several authorities. The trunk road network (including the major motorways) is the responsibility of the Secretary of State for Transport. All other public roads and footpaths are the responsibility of the Council. The Greater Manchester Passenger Transport Authority is responsible for ensuring that the current and future public transport needs of residents are adequately met.

General Justification for the Policies and Proposals for Transport and Movement

14.8 Over the Plan period further growth in the volume of traffic that the transport network will have to cope with can be anticipated. This growth will increase pressures and create problems for users. The Policies and Proposals of this Chapter seek to establish a coherent balanced strategy to cater, in an environmentally sensitive and sustainable way, for the likely travel demands of residents, to improve the efficiency, effectiveness and safety of the local public transport and highway networks and to aid the physical, economic and community regeneration of the Borough and the wider conurbation area.

14.9 These objectives correspond with the broad objectives of the Greater Manchester Local Transport Plan (LTP), the key transport policy document for the conurbation prepared jointly by all ten Greater Manchester district Councils and the Greater Manchester Passenger Transport Authority. The LTP sets out the collective long-term commitment of the eleven authorities to the development of a sustainable, environmentally sensitive, integrated transport system for the conurbation and an initial five-year programme of construction projects to begin to put this commitment into effect.

14.10 Within the context of the LTP the public transport improvement schemes put forward in this Chapter of the Plan are intended to: -

i) Ensure the operation of an efficient service for those residents without access to private transport and to encourage increased usage by car drivers;

ii) Improve the facilities provided for passengers;

iii) Allow for the improvement and development of the efficient and well-used Metrolink system;

iv) Improve the suburban rail network.

14.11 Again within the context of the LTP the local road improvement schemes put forward are intended to: -

i) Maintain and make the best possible use of the existing network - concentrating on areas of greatest need, particularly where safety can be improved;

ii) Assist economic development - concentrating on promoting economic efficiency in industrial areas and assisting commercial development in town centres;

iii) Secure environmental improvements - concentrating on areas suffering main road congestion, heavy traffic on unsuitable (primarily residential) roads, or conflict between pedestrians, cyclists and motor traffic;

iv) Take account of social needs - concentrating on linking the dispersed residential areas with industrial and commercial areas and improving links with community facilities;

14.12 In addition to the above, improvement schemes are put forward to bring about the development of a well-maintained and clearly marked network of footpaths and cycle-ways to provide a safe, convenient and healthy alternative means of travel for short distance journeys. The Council's priorities in this regard are set out in detail in the Greater Manchester Local Transport Plan and in the Trafford Cycling Strategy and within this section of the Plan.

14.13 The remaining proposals of the Plan seek to encourage and make provision for a growth in the movement of freight by rail and waterway/canal and support the further growth of activity anticipated at Manchester Airport, in the interests of securing a more balanced transport system capable of meeting the economic needs of the area in a socially and environmentally responsible way

Part I Policy T1 – Sustainable Integrated Transport Network

The Council will support and encourage the development of a sustainable integrated transport network in the Borough that is accessible and offers a choice of modes of travel to all sectors of the local community and visitors to the Borough.

Part I Policy T2 – High Quality Integrated Public Transport Network

The Council will seek to secure the development of a high quality integrated public transport network to meet the business, leisure and other needs of all sectors of the local community and visitors to the Borough.

In particular the Council will encourage and promote:

i) The improvement and extension of the Metrolink light rail network within the Borough;

ii) The improvement and development of the Bus network, particularly on the main radial and cross-conurbation routes within the Borough;

iii) The improvement and development of the passenger heavy rail network.

Part I Policy T3 – Pedestrian and Cycling Route Network

The Council will seek to develop a network of pedestrian and cycle routes and associated facilities, to provide convenient and safe access linking residential areas to shopping, employment, entertainment, tourist and leisure facilities located in Town, District, Local, and Neighbourhood Centres and other regeneration areas within the Borough that can provide an alternative means of transport to the private car, particularly for short distance journeys.

Part I Policy T4 – Maintaining and Improving the Highway Network

The Council will protect and support the maintenance and improvement of the Trunk Road network, in recognition of its status as a national and regional asset and the Primary and Local Highway Network within the Borough to ensure they all operate in a safe, efficient and environmentally sensitive manner.

The Council will support and encourage improvements that will: -

i) Modernise and improve the network to relieve congestion and improve safety on existing roads;

ii) Reduce the impact of motorised traffic on local roads;

iii) Improve road safety and local conditions for pedestrians and cyclists;

iv) Improve public transport passenger services;

v) Improve access, for all sectors of the local resident community, to business and leisure opportunities;

vi) Improve local environmental conditions;

vii) Open up/service development sites to encourage economic and community regeneration particularly in Trafford Park, Old Trafford, Partington, Carrington and Broadheath;

viii) Encourage an increase in the more sustainable movement of freight;

ix) Improve the image of the area by positive landscaping and environmental improvement in association with highway works.

When considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Highway Network, the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way.

Part I Policy T5 – Sustainable Movement of Goods

The Council will support and encourage the protection, improvement and development of the rail and water freight transport network and associated inter-modal freight transport facilities located within the Borough in order to assist in the more sustainable and efficient movement of goods.

Part II Proposal T6 – Land Use in Relation to Transport and Movement

When considering proposals for new housing, industrial, commercial, retail, sporting, leisure, entertainment, cultural or educational development, the Council will wish to be satisfied that it:

i) Is or can be made accessible to all prospective occupants and users by public bus and/or rail transport, cycling and walking as well as by motorised traffic, and,

ii) Does not generate a volume of motorised traffic that would have a significant adverse impact upon the safe and efficient operation of the existing highway network.

The Council will not grant planning permission for a new development that is likely to have a significant adverse impact on the safe and efficient operation of the highway network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for their implementation are secured.

Justification

1. This Proposal is intended to reflect the objectives of Planning Policy Guidance Note 13 by making the beset use of the existing transportation network, promoting and making the fullest use of non-car modes of travel, avoiding unnecessary investment in transport infrastructure and facilitating the development of planned improvements.

2. The Council wishes to encourage development in locations that are served by a variety of transport modes so that alternative means of travel are available to all sectors of the local community. It further wishes to encourage development in locations and in a way that does not compromise the safe and efficient operation of the highway network in a significantly adverse way.

3. When considering major new development proposals that would generate significant movements of people and goods (see the thresholds in Annex D of PPG13 and DTLR Circular 4/2001 for a broad definition), the Council will request that the developers prepare and submit to it a Transport Assessment for the proposed development to assist its deliberations.

4. The coverage and detail required of the Transport Assessment will be expected to reflect the scale of the development and the implications it will have for the transport network. Account should be taken of the relevant traffic effects of other development proposals in the locality, depending on their firmness, and of any related traffic mitigation measures. For major schemes the Assessment should illustrate the likely modal-split of journeys to and from the site and give details of proposed measures to: -

a) Improve access by public transport, walking and cycling;

b) Reduce the need for parking, and,

c) Mitigate the transport impacts of the proposal.

5. Particular attention will be given to public transport accessibility from the Council's priority regeneration areas.

6. When considering development proposals that are likely to have significant transport implications (broadly defined in paragraph 89 of PPG13), the Council will request the preparation and submission of a Travel Plan as a part of its effort to promote the delivery of its sustainable transport objectives.

7. Where appropriate, the Council will invoke the provisions of the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999 and require the preparation and submission of an Environmental Impact Assessment in addition to the above requests.

8. The assessment of development proposals that are likely to have significant transport implications for the Trunk Road Network (the M60, M62, M602 and M56), will be undertaken in consultation with the Highways Agency. The Council will encourage consultation at an early stage with the Highways Agency where there is the potential for development to have a significant adverse impact upon the safe and efficient operation of the Trunk Road network.

9. When assessing new development proposals the Council will consider the nature and phasing of development proposed and will support the identification of traffic mitigation measures, including opportunities for modal-shift, to ensure the safe and efficient operation of the highway network is not compromised in a significant adverse way.

10. The Highways Agency, Salford City Council and the Council have established a consultative framework to manage the consideration of such new development proposals and the transport infrastructure improvements that may be necessary to allow them to proceed whilst ensuring that the safe and efficient operation of the Trunk Road Network is not significantly affected. This framework is set down in a non-statutory Memorandum of Understanding that will be monitored and reviewed on an annual basis.

Part II Proposal T7 – Relief of Congestion on the A56

The Council will grant planning permission for new development along the A56 that does not conflict with the purposes of Proposal D1 criteria (v), (vi), (vii) and (viii) and the following considerations: -

i) The need to avoid the location along this corridor of further centres of activity attracting significant numbers of trips, except at sites forming the focus of north-south/ west-east public transport routes;

ii) The need for measures to maximise the capacity of key junctions and take account of the needs of pedestrians and cyclists where this is economically feasible and environmentally acceptable;

iii) The need to rationalise site access arrangements so as to minimise direct frontage access wherever possible;

iv) The need to introduce further measures to improve the quality of public transport provision along this main bus corridor, and,

v) The need to introduce further measures to improve public safety and facilities, particularly for cyclists and pedestrians (including the mobility impaired).

Justification

1. The A56 is part of the Primary Route Network and as well as being the major radial route into the conurbation centre from the south west, is the main artery serving much of Trafford itself. Between Sale and Altrincham it is susceptible to regular congestion. High traffic flows along its length create problems for traffic joining the route from the main side roads.

2. The Council is a partner in the Greater Manchester 'Quality Bus Corridor Initiative', a key element of the Greater Manchester Local Transport Plan, which aims to make bus travel more attractive on strategic corridors of movement within the County (see Proposal T11). Within the Borough a priority route is the whole of the A56.

3. Also within the context of the Greater Manchester Local Transport Plan, the Council in association with the other Greater Manchester district authorities and the Greater Manchester Passenger Transport Authority is supporting proposals to improve the passenger carrying capacity of the Phase 1 – Bury to Altrincham Metrolink line in order to provide the means for more people to travel by means other than the private car.

4. The Council, through these and the other improvements indicated in this Proposal and other Proposals within the Plan, such as T6, T8 and T19, will seek to reduce the congestion problems along the A56.

Part II Proposal T8 – Improvements to the Highway Network

The Council will support the maintenance and improvement of the highway route network within the Borough.

i) The following improvements are proposed to the Trunk and Primary Route Network: -

- M60 widening (junctions 5 – 8);
- M56 junction 6 and airport access improvement;

ii) The following improvements are proposed to the Local Route Network: -

- A56 Chester Road/ Barton Road junction improvement;
- A6144 Manchester Road/ Isherwood Road junction improvement;
- Sale Town Centre gyratory improvement;
- A56 Washway Road/ Sibson Road junction improvement and associated works;
- A56 Manchester Road/ Park Road junction improvement;
- Manchester Road/ Sinderland Road Link;
- George Richards Way and associated spur roads;
- A56 Manchester Road/ Woodfield Road Link;
- Altrincham Eastern Improvement Route; and the
- Altrincham Road/ Brooklands Road junction improvement.

The following routes, as shown on the Proposals Map, are safeguarded by Proposal E15 from any development that would prejudice construction works:

- A6144 (M) Carrington Spur – A6144 Manchester Road link-road extension;
- A6144 Manchester Road – A57 Cadishead Way (Salford) Manchester Ship Canal bridge and link-road.

Additionally the Council will safeguard the following highway improvement scheme, as shown on the Proposals Map:

- New link road and canal crossing route in the vicinity of the Trafford Centre

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

Justification

1. These improvement schemes are proposed to bring about the range of benefits that are set out in Policy T4. The M56 junction 6 and airport access improvement is required in accordance with a condition relating to passenger numbers that was imposed by the Secretaries of State in granting planning permission for a second runway at Manchester Airport.

2. The M60 widening and M56 improvement schemes are proposals of the Highways Agency that have the appropriate statutory approval. These schemes are fully supported by the Council for the local and wider transport benefits they will bring.

3. The A6144 (M) Carrington Spur – A6144 Manchester Road link-road safeguarded proposal will allow consents to be granted for the enhancement of the existing and development of new business in the wider Carrington Priority Regeneration Area. At present capacity constraints on Manchester Road inhibit regenerative proposals. The scheme represents the vital first phase improvement leading to the Manchester Chip Canal bridge and link-road proposal.

4. The construction of the A6144 Manchester Road – A57 Cadishead Way Manchester Ship Canal bridge and link-road will service the substantial new employment development proposals for the wider Carrington Priority Regeneration Area described in Proposal E15 making development of that area more likely

5. The Council, jointly with Salford City Council, will seek to secure funding for the construction of the Manchester Ship Canal bridge and link-road scheme through contributions from private sector developers (see Proposal T9) and from public sector regeneration agency sources.

6. Both these proposals are priority development schemes of the Council that are being taken forward for inclusion within the Greater Manchester Local Transport Plan. . Until such time as these highway routes are finalised, the Council will consider appropriate alternative solutions thus ensuring that new development opportunities that are consistent with local and regional regeneration priorities are not lost to the area.

7. The Council, jointly with Salford City Council, will give particular further consideration to the provision of additional low level bridging of the Ship Canal in the vicinity of the Trafford Centre and the Barton strategic site in Salford, as identified on the Proposal's Map (see Proposal TCA1), and will seek to secure any further necessary improvements through contributions from developers (see Proposal T9).

8. The local route network improvement schemes are intended to support the implementation of the Greater Manchester Local Transport Plan within the Borough. The precise benefits of each scheme will be separately justified as it is brought forward for funding and implementation.

9. Other highway schemes may be added to the Council's programme during the Plan period, particularly arising from further consideration of evolving main employment and priority economic and community regeneration area strategies and action plans.

10. The Trunk and Primary Route Network within the Borough comprises the: -

- *M60 and M56 Motorways;*
- *A6144 (M) Carrington Spur;*
- *A56 (Dunham Road, Manchester Road, Washway Road, Cross Street, Chester Road, Bridgewater Way);*
- *A560 (Shaftesbury Avenue, Stockport Road, Woodlands Road);*
- *A5145 (Edge Lane);*
- *A5081 (Park Way, Village Way, Wharfside Way);*

- *A5063 (Trafford Road).*

The A6144 and A538 are important Local Network Routes.

11. Proposals for improving footpath and cycle route provision within the Borough are set out in Proposals T18 and T19.

Part II Proposal T9 – Private Funding of Development Related Highway and Public Transport Schemes

Where highway works are required as a result of a development the Council will require that the developer fund the improvement works in their entirety. Where the Council already has a highway improvement scheme programmed for a location that may require enhancement as a result of a development the Council will seek a contribution from the developer. The Council will ensure that all highway development and enhancement schemes take full account of alternative modes of travel to the private car.

Where major public transport schemes are committed and programmed (see Proposal T11), the Council will seek a contribution from the developer(s) of site(s) in the vicinity that will generate significant employment and visitor trips (as broadly defined in PPG13 paragraph 89). The contribution sought will be proportional to the benefits that the development(s) will gain from the new transport scheme.

Where sites proposed for major development are not adequately served by existing or planned public transport facilities the Council will seek an appropriate financial contribution towards the provision of improvements to those services and facilities to better serve the development.

Justification

1. Contributions from developers are appropriate whenever parts of the Highway network need improvement to accommodate new development. Greater reliance is now being placed on the provision of integrated facilities through planning agreements in order to promote more sustainable transport choices. If several developments are related to a single highway scheme, funding will be apportioned accordingly.

2. The Council will endeavour, through negotiation and agreement, to ensure that developers contribute to major programmed public transport schemes, which will provide an alternative (non car) means of travel to new development sites. An example of such a scheme is the proposed Metrolink extension through Trafford Park to the Trafford Centre.

3. As indicated in Proposal T6, the Council will request the preparation and submission of a Travel Plan to promote the greater use of the non car modes of travel, where a development would generate significant movements of people and goods. The Council will seek an appropriate contribution towards the provision of any improvements to existing public transport facilities (both in the form of infrastructure and services) that may be proposed in any submitted Travel Plan.

4. This Proposal sets out the position of the Council with regard to developer contributions to public transport and highway improvement schemes required to facilitate new development in so far as it is able to do so within the terms of Circular 1/97.

Part II Proposal T10 – Transport and Land Use in Town Centres

When considering proposals for new development in and around the town centres of Altrincham, Sale, Stretford and Urmston, the Council will have regard to: -

i) The need to consolidate these locations as the major centres for activities attracting significant numbers of trips, especially for employment, shopping and leisure purposes;

ii) The need to improve access to these centres, particularly opportunities to reach them by public transport, by cycle and on foot;

iii) The need to ensure that vehicle movements within and around the centres do not exceed environmentally appropriate levels.

In pursuit of (ii) above, the Council will seek to ensure appropriate provision and improvement of facilities such as bus stations and passenger shelters, bus/rail interchanges, bus turn-rounds, lay-bys and other priority measures, the provision of safe and attractive cycle routes and secure cycle parking, and the provision of safe and attractive pedestrian routes.

Justification

By supporting these improvements the Council seeks to offer an attractive alternative to private transport, increase use of public transport, and ease congestion in and around town centres and reduce energy consumption levels.

Part II Proposal T11 – High Quality Public Transport Network Improvements

The Council will, in its decisions on land use matters, actively encourage and seek support for the improvement and development of: -

i) Metrolink:

- A private sector financed Metrolink extension through Trafford Park to the Trafford Centre from the existing Phase 1 Metrolink line at Cornbrook (as indicated on the Proposals Map). The Council will also support the possible extension of this line through Trafford Quays across the Manchester Ship Canal to the Barton Strategic Site and Eccles in Salford (see Proposal TP11);

- An extension from the existing Phase 1 line at Trafford Bar to Manchester Airport (as indicated on the Proposals Map).

ii) Metrolink, Rail and Bus Stations/ Stops:

- South Brooklands: a new station with walk and ride facilities (west of the railway) on the existing Metrolink Line;

- Sale Water Park: a halt/ stop for access to Sale Water Park from the existing Metrolink line;

- New Metrolink stations on the Trafford Park extension at Wharfside, Village, Mosley Road, Park Way, and the Trafford Centre (as indicated on the Proposals Map);

- New Metrolink stations on the Manchester Airport extension at Firswood, Sale Moor and Davenport Green (as indicated on the Proposals Map);

- Timperley: a new walk in station on the Railtrack Line to serve Timperley;

- White City, Old Trafford: a new station on the Railtrack Line in the vicinity of the White City junction (see Proposal TP11);

- Trafford Centre: a new station and the provision of passenger rail services utilising the Ship Canal (freight) Railway (see Proposal TP11);

- The current Metrolink, Rail and Bus Interchanges, Stations and Stops, and their environs within the Borough.

iii) 'Quality Bus Corridors':

The Council, in partnership with local bus operators and the Passenger Transport Authority, has agreed the implementation of a 'Quality Bus Corridor Initiative' which intends to improve the quality and safety of facilities for public transport users, (including cyclists and pedestrians where appropriate) along selected corridors within Greater Manchester.

Within Trafford the priority schemes for action (indicated on the Proposals Map) are: -

- The whole of the A56, and,

- The route from Stockport via Didsbury Road (A5145) through Chorlton, Stretford and then via Urmston Lane (B5213) into Urmston.

The Council will require that all sectors of the community have equal access to these high quality public transport improvements and that these facilities are well provided with safe and convenient cycle and pedestrian facilities and appropriate levels of car parking to encourage the use of more sustainable transport modes for part of a journey.

When considering the provision of car parking at major public transport interchanges, stations and stops regard will be given to: -

- The suitability of the land available in the area;

- The capacity of the highway network to accommodate the traffic;

- The effect of the proposal on the environment and the local community;

- Encouraging shared use with other developments within the local area, and

- The effect of the proposal on travel patterns in the area and the need to avoid any consequent increase in the number and length of car journeys.

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

Justification

1. The Council, in conjunction with the Passenger Transport Authority, intend to provide a balanced efficient and integrated public transport system to offer an alternative means of transport to the private car. By encouraging the provision of new links, new and refurbished stations and Metrolink the Council seeks to improve the attractiveness of public transport facilities increase patronage and relieve congestion on the road system. Now the new stops at Pomona (on the Eccles line) and Cornbrook (on the Altrincham line) are complete the Council's top priority for investment is the extension of the Metrolink through Trafford Park to the Trafford Centre and Trafford Quays. The Council is also supporting proposals to improve the facilities available at existing station/interchanges, the development of some new stations and improvements to the carrying capacity of the rolling stock available on the Altrincham line.

2. Statutory powers in the form of the Greater Manchester (LRT System) Acts of 1988 and 1992 presently authorise the construction of the Metrolink extension through Trafford Park as far as the Trafford Centre. The possible extension of this Metrolink line through Trafford Quays and across the Manchester Ship Canal is a future transport scheme for which statutory construction powers have not yet been obtained.

3. Precise sites have not yet been identified for some of the new Metrolink stations referred to in this Proposal. These will be identified, along with other rail network improvement schemes during the Plan period as the Greater Manchester Local Transport Plan is reviewed and updated.

4. With regard to the new station proposed on Railtrack line in the vicinity of White City, the Council, with the support of partners including Manchester United FC and GM Police, will actively be seeking to bring forward an early development scheme to encourage spectators/visitors to the stadium and other nearby facilities to travel by means other than by private car.

5. With regard to the provision of park and ride facilities at public transport interchanges, stations and stops, the Council is actively working with the GMPTE and other the Greater Manchester authorities to prepare an implementation strategy consistent with the sustainable transport development and community regeneration principles of the Greater Manchester Local Transport Plan and sensitive to local environmental and other considerations.

6. In addition to the proposals outlined above, the Council will safeguard the route of the Altrincham – Irlam railway line in accordance with Proposal E15 of the Plan.

7. The listed improvement schemes are intended to support the implementation of the Greater Manchester Local Transport Plan within the Borough. The precise benefits of each scheme will be separately justified as it is brought forward for funding and implementation.

8. Other improvement schemes may be added to the Council's programme during the Plan period, particularly arising from further consideration of evolving main employment and priority economic and community regeneration area strategies and action plans.

9. Transport routes other than those listed in this Proposal that may fall into disuse are protected from any development that may prejudice their re-use by Proposal OSR17.

Part II Proposal T12 – Lorry Management Schemes

When considering granting planning permission for proposals for new business and commercial development, the Council, in assessing conformity with sub-paragraph (v) of Proposal D1, will seek, by negotiation and agreement with developers, the introduction of lorry management schemes. The purpose of such schemes will be to restrict the movement of lorries in and through residential areas where their penetration would damage the environment, impact on the quality of life of the local community and/ or be detrimental to road safety.

Justification

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

Part II Proposal T13 – Control of Lorry Parking

The Council will grant planning permission for purpose built short stay lorry parking facilities with driver facilities and new off street lorry parks that meet the development requirements prescribed in Proposals D1 and D5 and are proposed in locations that: -

a) Are well related to the trunk or primary road network, and,

b) Avoid the need for significant lorry movements through residential areas to the detriment of the environment, amenity and safety of local residents.

Justification

1. The Council is concerned about the unnecessary intrusion of heavy goods vehicles into residential areas, and their damaging effects on the local environment and the quality of life and safety of the local community, and therefore wishes to promote schemes to properly accommodate these vehicles. Extensions to the existing overnight lorry parking prohibition order will be considered as a means of deterring the unnecessary intrusion of heavy goods vehicles into inappropriate areas.

Part II Proposal T14 – New Rail Freight Facilities

When considering proposals for new business and commercial development the Council will grant planning permission for: -

i) Improvements and additions to the internal Trafford Park railway network; (see Proposal TP11);

ii) The development of new purpose built rail served inter-modal freight facilities and any necessary improvements and additions to the railway network to support such developments;

iii) Rail freight handling facilities at industrial premises where they: -

a) Can be accommodated without detriment to the operation of the current passenger and freight rail network;

b) Ensure safe and convenient operation of the facilities;

c) Provide the opportunity for a significant reduction in the movement of commercial vehicles on sensitive parts of the road network, and,

d) Secure environmental and quality of life improvements.

Proposals for developments within category (ii) above will also be subject to the following criteria: -

a) The overall contribution of the development to the movement of freight by rail and/or water, taking account of Regional Guidance and including the extent to which buildings on the site would be served by those means of transport;

b) The extent to which the proposal involves the use of previously developed land;

c) Whether there are exceptional circumstances to justify any use of land currently within the Green Belt;

d) Demonstration by a transport assessment that the development would not have a significant adverse impact on the safe and efficient functioning of the trunk, primary and local network;

e) Demonstration by an environmental assessment that the development would not have an unacceptable adverse impact on the quality of the environment, including effects on landscape, countryside character, wildlife, agricultural land, recreational and archaeological interests, drainage, flood risk and the amenities enjoyed by local residents, and,

f) The extent to which persons employed at the site could be expected to travel to work by means other than the private car.

In all cases, and especially where the adjoining land use is primarily residential in nature, the Council will pay attention to the measures a developer proposes to put in place to ensure that the environment and amenity of the occupiers of adjoining property is not prejudiced.

Justification

1. The use of unsuitable roads by heavy goods vehicles is highly undesirable for reasons of safety, amenity and the environment. Congestion is a major problem and one that will get worse. Almost 13% of vehicles on the A56 are goods vehicles. A reduction would help to ease congestion and improve the environment. With the development of the Channel Tunnel and rail freight handling facilities in Trafford Park there may be major benefits to be gained by industry developing their own rail links to these facilities. Better utilisation of railways, ports and shipping services has a vital role to play in building a sustainable distribution system. When intensively used, railways can offer a substantially more energy-efficient means of distribution.

2. The proviso to the Proposal is included in order to protect the quality of the environment and amenity of residents and workers occupying property that may adjoin a proposed development site.

Part II Proposal T15 – Inland Waterways

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.

The Manchester Ship Canal will be promoted as a sustainable freight transport route for the movement of freight and people. The Bridgewater Canal, in view of its historic value, will be promoted for leisure and educational purposes.

The Council will not grant planning permission for any development proposal that will prejudice the future use of these two waterways for the purposes described above.

Justification

1. The Manchester Ship Canal and the Bridgewater Canal are important assets that the Council (and the Government) are keen to see maintained in a sustainable way to fulfil their economic, social and environmental potential. The Council through this Proposal and Proposals TP12, OSR6 and OSR14 will actively support future development as set out above to exploit the different qualities and opportunities these waterways present.

2. The promotion of the Manchester Ship Canal as a sustainable transport route is consistent with PPG13 guidance regarding the protection, improvement and development of the water transport network.

3. Proposal E15 provides for improved inland port and wharfage facilities at Partington within the Carrington Priority Regeneration Area, and for reinstatement of rail access.

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

5. In addressing future development affecting shipping use of the Manchester Ship Canal the Council will give consideration to the traffic implications in Warrington arising from more frequent opening of swing bridges.

Part II Proposal T16 – Off Airport Parking

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

i) The impact of the proposal on the amenities of residents or occupiers of nearby properties;

ii) The visual impact of the proposed use on the character and appearance of the surrounding area, including any proposals for treatment of the boundaries of the site;

iii) The adequacy of the site's access to the trunk and primary road network;

iv) Whether or not the scheme conflicts with other Policies and Proposals of the UDP, in particular those concerning the protection of open land, areas of special landscape value and the supply of industrial land.

Justification

As Manchester Airport grows, the demand for airport parking will expand in parallel. Some of this pressure can be expected to affect Trafford because of its close proximity to the Airport. Control is necessary, to guide suitable proposals to appropriate locations.

Part II Proposal T17 – Providing for Pedestrians, Cyclists and the Disabled

When considering development proposals the Council will seek to provide a safe and pleasant environment for pedestrians, cyclists and the disabled by: -

i) Pedestrianising streets in shopping centres at least during the principal shopping hours;

ii) Providing, as appropriate, for the needs of pedestrians, cyclists and the disabled in the design of all development proposals, including highway construction and improvement works and schemes and traffic management schemes;

iii) Creating new pedestrian routes;

iv) Ensuring that satisfactory access to major facilities (such as education establishments, public transport, employment facilities, shopping areas, town centres and recreational facilities) is provided for the disabled and other disadvantaged groups wherever opportunities occur, and,

v) Investigating and implementing schemes to reduce pedestrian/vehicle conflict, giving priority to locations with high pedestrian injury accidents and where pedestrians face particular problems crossing roads with high traffic flows.

Justification

This Proposal sets out the Council's intentions for meeting the needs of pedestrians, cyclists and the disabled.

Facilities for the disabled will include provision of ramped kerbs and tactile surfaces where appropriate and the provision of specially designated parking spaces for the disabled within close proximity of pedestrianised areas.

Part II Proposal T18 – New Facilities for Cyclists

The Council will develop the proposed Borough cycling network as set out in the Trafford Cycling Strategy and will seek to ensure that cyclists are not put at a disadvantage by any new development.

Where development proposals impact upon the proposed cycle network the Council will require developers to pay full consideration to the needs of cyclists when addressing the provisions of sub-paragraph (viii) of Proposal D1. Where significant proposals abut the cycle network the Council, by negotiation and agreement with developers, will either seek provision

of that section of the network or a contribution to the provision of that section of the network and associated facilities (such as secure cycle parking).

Justification

1. The Council believes that cycling should be encouraged as a healthy and cheap form of transport and that it should be made safer. Traffords' flat topography is ideal for cycling. The use of cycles, however, is lower than it could be.

2. A Cycling Strategy for Trafford has been adopted. Based on the model local strategy, contained within the National Cycling Strategy, the Council in partnership with the Trafford Cycling Forum has set out local targets for increasing the number of journeys made by cycle and a series of policies to help meet those targets. Many of these policies relate to how the Council itself will act as Highway Authority and as the provider of the majority of facilities to assist cyclists, but some relate to the securing of improved conditions for cyclists through the development process and should be borne in mind by applicants.

3. A part of the Strategy identifies a proposed cycle network, which the Council will aim to make safe and convenient for cyclists. The Strategy proposes to give priority to the provision of routes into and around Sale town centre, to routes on the main corridors into and through Stretford town centre and to routes into Altrincham town centre. It also proposes (in consultation with Greater Manchester Passenger Transport Authority) the provision of a secondary network of routes to and from public transport interchanges and linkages to the Trans Pennine Trail (part of the National Cycle Network).

4. Where significant development proposals abut the cycle network the Council will either seek provision of that section of the network or contributions to the provision of that section or associated facilities such as secure cycle parking. Such arrangements would be the subject of a legal agreement prior to the granting of planning permission, or preferably, included within an application through the negotiation with the applicant prior to determination. In assessing whether a development is significant for the purposes of this part of the Proposal, the Council will have regard to the thresholds defined in PPG13 Annex D.

5. The Greater Manchester Cycling Strategy states that the Council will also work to ensure that the Trafford Network wherever practicable links directly with neighbouring authorities cycle facilities to help achieve integrated cycling throughout the Borough and the Region.

6. The rate at which the network of cycle routes is developed within the Borough over the Plan period will depend upon the level of resources made available by Government to support the strategy and investment programme set out in the Greater Manchester Local Transport Plan.

Chapter 15 – Countryside

Introduction

15.1 Approximately two fifths of the land area of Trafford is countryside, which is as varied and contrasting as the built up area it surrounds. Carrington Moss to the west, with the richest soils, supports arable farming. The Timperley Wedge to the east, on less rich soils, supports a mixture of pasture, horticulture and recreational uses. In the Bollin Valley, and particularly in the Mersey Valley with its golf courses, playing fields and the Trafford Water Sports Centre, recreation plays a major role.

15.2 The attractiveness of these areas varies just as much as the uses do. Much is very open and sometimes bleak. Parts, particularly on the urban fringe, are neglected or under-used and poorly managed. In contrast other areas are attractive and like Dunham Park for example, provide a quality of landscape that draws visitors from many miles around.

15.3 The countryside is under constant pressure from a wide variety of development uses of varying scales of intensity. Some of this development pressure comes from within the agricultural industry itself, as it seeks to restructure and diversify in response to changes in agricultural policy and the market place. Some of the pressure comes from the changing sporting and leisure demands of the local population. Some of the pressure comes from the ever-present demand for the building of more new homes and for the development of new commercial office and factory premises.

General Justification for the Policies and Proposals of the Countryside Chapter

15.4 The Policies and Proposals of this Chapter are intended to constrain the pressures for development and change in the countryside in such a way as to protect and conserve its quality, appearance and amenity whilst maintaining its utility to the local economy and people.

15.5 They have been framed within the context of Draft Regional Planning Guidance for the North West Region, the Greater Manchester Strategic Planning Framework and the Trafford Economic and Community Regeneration Strategy. They seek in particular to: -

i) Maintain viable farming and horticulture activity;

ii) Encourage further informal leisure use of the countryside;

iii) Protect and where possible enhance the attractiveness of the countryside when new development is permitted.

15.6 Policies and Proposals for nature conservation, landscape, woodland areas, access and open space and recreation are set out in Chapter 7 - The Environment, and Chapter 10 - Open Space and Recreation. The Council's Policies and Proposals for the effective management of the countryside, essential if the above aims are to be achieved and sustained, are set out in the Countryside Strategy adopted by the Council in 1992, published separately from this Plan.

15.7 Applications for agricultural dwellings, for the removal of agricultural occupancy conditions and for agricultural buildings will be judged in the light of advice contained within PPG7 The Countryside – Environmental Quality and Economic and Social Development.

PART I PLAN POLICIES

Part I Policy C1 – Green Belt

The Council will continue to protect the Green Belt in the following four broad areas: -

- To the south of Hale and Bowdon to the Bollin Valley and the Greater Manchester County southern boundary;

- Between Bowdon, Broadheath, Sale, Carrington, Partington, the Ship Canal and the Greater Manchester County southern boundary incorporating the villages of Dunham Town, Dunham Woodhouses and Warburton;

- Along the Mersey Valley from its junction with the Ship Canal to the Manchester boundary;

- Along the Timperley Brook between Timperley, Hale and Wythenshawe.

Part I Policy C2 – Other Open Land

The Council, during the Plan period, will discourage the permanent development of other open land outside the built up area not protected as Green Belt, except land on which proposals for development have already been approved or supported by the Borough Council.

Part I Policy C3 – Agricultural Land

The Council will safeguard the best and most versatile agricultural land from forms of development that would irreversibly destroy its longer term potential as a high quality agricultural resource.

PART II PLAN PROPOSALS

Part II Proposal C4 – Green Belt

The Council designates as Green Belt the countryside areas defined on the Proposals Map. The primary purposes of this Green Belt are to: -

i) Check the unrestricted sprawl of large built up areas;

ii) Prevent neighbouring towns from merging into one another;

iii) Assist in safeguarding the countryside from encroachment;

iv) Preserve the setting and special character of historic towns;

v) Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Justification

1. Green Belt designation of the land shown on the Proposals Map will protect important countryside areas of the Borough from unnecessary and unwanted development and provide opportunities for informal recreation, landscape enhancement and nature conservation.

2. All of the land designated on the Proposals Map was formerly designated as Green Belt in the Trafford UDP adopted in May 1996.

3. The purposes of the Green Belt as set out in this Proposal are drawn from Department of the Environment Planning Policy Guidance Note 2: Green Belts.

Part II Proposal C5 – Development in the Green Belt

There will be a general presumption against inappropriate development within the Green Belt; development within the Green Belt will therefore not be allowed unless (i) it is for one of the purposes set out below, or, (ii) very special circumstances can be demonstrated.

i) Buildings

The construction of buildings inside the Green Belt is inappropriate unless it is for the following purposes: -

- Agriculture and forestry;

- Essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

- The limited extension, alteration or replacement of existing dwellings;

- The re-use of buildings in accordance with Proposal C6.

ii) Mineral Extraction

Mineral extraction need not be inappropriate development, provided that the environmental standards are maintained and that the site is well restored.

iii) Other Development

The carrying out of engineering and other operations and the making of material changes in the use of land are inappropriate development unless they maintain openness and do not conflict with the purposes of including land in the Green Belt.

Proposals within the above categories should not prejudice the purposes of the Green Belt by reason of their scale, siting, materials or design.

Justification

1. To ensure that the Green Belt will generally be kept open and protected from inappropriate development. It is for an applicant to show why permission should be granted, justifying inappropriate development by showing that there are very special circumstances that outweigh the harm of the proposal to the Green Belt.

2. The Council considers that the scope for further in-filling development in the settlements of Warburton, Dunham Town and Dunham Woodhouses is effectively exhausted and that further residential development, other than in exceptional circumstances listed in this Proposal, would

adversely affect the character of these settlements parts of all three of which, especially Dunham Town, are designated as Conservation Areas.

Part II Proposal C6 – Building Conversions in the Green Belt

The change of use of buildings in the Green Belt will normally be permitted provided that: -

i) The openness of the Green Belt would not be eroded or its purposes compromised, either by extensions of the building itself or by associated uses and/or operations;

ii) The buildings are of a permanent and substantial nature and are capable of re-use or conversion without major or complete reconstruction;

iii) The form, bulk and general design of the buildings are in keeping with their surroundings and (where appropriate) conversion proposals respect both local building styles and materials and the form and detailing of the existing building.

Justification

1. Rural buildings often provide much of the character of the countryside. Sensitive conversion of buildings no longer required for their present use may extend their useful life and be preferable to allowing them to become derelict.

Part II Proposal C7 – Extensions to Buildings

Rebuilding or extending buildings in a manner or to an extent, which significantly affects their character or increases their impact on the Green Belt or Protected Open Land, will normally not be permitted.

Justification

1. To prevent harm to the character of the Green Belt and the countryside, which may arise through the cumulative effects of inappropriate development.

Part II Proposal C8 – Protected Open Land

The Council will refuse planning permission for new development on the following area of land neither allocated for development nor included within the Green Belt: -

i) Land in Warburton (immediately to the south of Partington);

ii) Land south of Shell, Carrington

except where such development is: -

i) Required in connection with agriculture, forestry or mineral extraction;

ii) A limited extension, essential to the protection of an established industrial or operational activity, outdoor recreation or a tourist facility;

iii) Necessary to meet an exceptional need, which cannot reasonably be accommodated elsewhere within the constraints imposed by the other Policies and Proposals of this Plan;

iv) Agricultural diversification in accordance with other Policies and Proposals of this Plan.

In determining any planning applications under (iii) above, exceptional need must be clearly demonstrated having regard to the themes of the Plan set down in Policy GP1.

Justification

1 This area of land, excluded from the Green Belt and not allocated for development elsewhere in this Plan, may be required to meet development needs beyond 2016. It therefore needs to be protected from all but limited essential development to enable it to make the maximum potential contribution to meeting these as yet unquantified needs.

2. The strict application of this Proposal will maintain a reservoir of potential long term development land to be drawn on at a future date when the extent of longer term development needs become known and this Plan is reviewed, and will reduce the need for the Council to consider alterations to the Green belt boundary established by Proposal C4 in this Plan elsewhere in the Borough.

3. The future allocation of land for development within the Borough will need to be considered in the light of published government advice available to the Council at the time the Plan is reviewed, in particular the advice that identifies the priority areas for future development and the scale of new development to be accommodated within the Borough.

4. Policy SD5 of Regional Planning Guidance for the North West (RPG13) indicates that a

strategic study of the Green Belt in Greater Manchester will not be needed before 2011. The

future status of the protected open land at Warburton to the south of Partington therefore will

be reviewed at the time such a Greater Manchester study is undertaken.

Part II Proposal C9 – Agricultural Land Holdings

The Council will seek to ensure that viable farm holdings are not severed or fragmented by non-agricultural development.

Justification

1. It is important that development does not contribute to the disintegration of farming in Trafford by disrupting management and investment.

Part II Proposal C10 – Agricultural Diversification

Agricultural diversification which requires planning permission will be allowed by the Council where it does not conflict with other Policies or Proposals of this plan and where it is: -

i) Sufficiently small in scale or duration not to affect the overall character of the farm and the landscape;

ii) Of such a nature that agriculture would remain the predominant use of the farm unit;

iii) Neighbourly in terms of traffic, noise and appearance.

In assessing such proposals the Council will take into account the contribution of the proposal to the long-term survival of the farm in predominantly agricultural use.

Justification

1. Pressure for the non-agricultural use of farmland, to supplement farm income, is growing in the face of structural change within the farming industry. This proposal seeks to prevent development detrimental to the environment, landscape and ecological quality and damaging to the long-term viability of farms and farming.

Part II Proposal C11 – Recreation and Tourism

Subject to (i), (ii) and (iii) below the Council will seek to develop and encourage more use of the countryside for recreation and tourism. The main emphasis will be on informal recreation, and in particular on improved access to the countryside.

i) Recreation developments should not conflict with nature conservation or other Policies and Proposals of this Plan and should harmonize with the surrounding countryside, possibly requiring the provision of extensive landscaping;

ii) Recreation activities that could spoil the enjoyment of the countryside by introducing noise and excessive traffic will not be permitted unless it can be demonstrated that careful siting and design could overcome the problems of disturbance. In farming areas, recreation will generally be restricted to those activities which will not unduly interfere with farming;

iii) The provision of any overnight accommodation and other facilities for tourists may be permitted where they are in scale and do not harm the character of the countryside.

Justification

1. The countryside areas of the Borough represent a considerable recreation resource. This Proposal seeks to strike a balance between the different uses and users of these open areas, and in particular to protect the agricultural livelihood of farmers.

Part II Proposal C12 – Horses

Riding schools and commercial stables will only be permitted where the Council is satisfied that there is adequate grazing and access to suitable riding routes and exercise areas. All applications for riding establishments will be assessed with regard to impact on the character of the countryside, and local amenity.

When new equestrian facilities are proposed they should be supported with landscape management programmes. If permission is granted, the maximum number of horses permissible and the area of ancillary grazing land will be strictly controlled.

Justification

1. Horse riding is an expanding leisure activity in the countryside of Trafford. This activity and associated commercial riding schools and stables, can damage land and conflict with other forms of recreation and recreational areas if not properly planned and controlled.

2. This Proposal reflects the code of practice "Horses in the Countryside" published by the Countryside Commission. Proposals for new and improved bridleways are set out in Chapter 12 - Open Space and Recreation.

Chapter 16 - Minerals

Introduction

16.1 Extraction of minerals is an important activity providing raw materials for the power, construction and manufacturing industries and creating jobs. However, it can also create problems, in that it may scar the landscape with quarries, pits, or spoil heaps, bring heavy traffic onto unsuitable roads, make noise and dust or take place in areas of attractive countryside, on productive agricultural land or in areas valued for recreation.

16.2 From 1 April 1986 the ten District Councils of Greater Manchester became Mineral Planning Authorities and are responsible for the planning control of the mining and working of minerals including most mineral processing plants, aggregate rail and water depots and coating and ready mix concrete plants. Minerals operations are subject to a wide range of controls in addition to planning legislation. The Minerals Local Plan, the relevant parts of which are being absorbed without significant amendments into the Trafford UDP, deals only with those aspects of mineral working which are subject to planning control.

General Justification for the Policies and Proposals of The Minerals Chapter

16.3 Deposits of gravel and sand exist in Trafford. Some extraction has taken place in the past but operations have been on a small scale. Minerals, however, are a finite resource and deposits should not be sterilized unnecessarily. The Government require, in their Minerals Planning Guidance Notes, Mineral Planning Authorities to make adequate provision for the extraction of minerals. Trafford's UDP takes account both of that guidance and of the approach contained in the Minerals Local Plan which was approved by the Secretary of State on 30 August 1989.

16.4 Consideration of proposals for the extraction of minerals must strike a balance between the commercial need for the minerals within the region and the implications for the Borough's environment, especially in the countryside.

16.5 Where feasible and practical the Council will seek to encourage the use of waste materials in the road and other construction programmes in order to conserve the limited resources of natural aggregate that exist.

PART I PLAN POLICIES

Part I Policy M1 – Protection Of Mineral Deposits

The Council will protect mineral deposits from incompatible development.

Part I Policy M2 – Extraction Of Minerals

When considering proposals for new mineral workings, or extensions to existing workings, the Council will have regard to:-

The need for the mineral and the contribution the proposal would make towards maintaining the required supply of minerals;

The need to protect areas of special environmental, ecological, wildlife, landscape or agricultural value;

The likely short and long term impact on established settlements and the amenities enjoyed by the residents of those areas;

Whether extraction and subsequent restoration can create opportunities for environmental improvements and/or enable the establishment of new and needed land use activities in the Borough.

PART II PLAN PROPOSALS

Part II Proposal M3 – Aggregate Minerals

When considering proposals for new or extended workings for aggregate minerals the Council will (unless exceptional circumstances apply) take account of the need for Trafford to make an appropriate contribution towards the maintenance of a sufficient sub-regional landbank of reserves of all forms of aggregates with planning permission and in particular to support production of sand and gravel for a period of at least 7 years ahead at all times during and at the end of the Plan period.

Justification

1. Trafford depends heavily upon neighbouring areas for the minerals it requires. The Council intends to deal with proposals for the working of aggregates within a sub-regional (i.e. Greater Manchester and Merseyside) context, while bearing in mind both the need to limit unnecessary transport of aggregates and the local impact of individual proposals.

2. The Greater Manchester Minerals Local Plan sought to ensure that Greater Manchester would always be able to support production at a rate of 360,000 tonnes per annum over a period of 10 years ahead. However, this target has now been replaced by an agreed apportionment to Greater Manchester and Merseyside of an appropriate share of the overall target for the North West Region derived from MPG6 - Guidelines for Aggregates Provision in England. Under this apportionment, carried out on the advice of the North West Regional Aggregates Working Party, Greater Manchester and Merseyside is to provide 6.6 million tonnes of sand and gravel and 25.2 million tonnes of crushed rock in the period 1992-2006.

3. The land bank procedure recommended in MPG6 recognizes that the overall process of site selection, acquisition, gaining of planning permission, and subsequent development can be time consuming. In the meantime there is a need to ensure a landbank of at least 7 years supply of aggregates to the construction industry.

4. The Council will assist in monitoring the supply of and demand for aggregates in Greater Manchester and will consider the implications of any changes in supply and demand over the Plan period. If necessary the provisions of the Plan will be reviewed.

Part II Proposal M4 – All Minerals - Exploration Criteria

The Council will normally permit proposals for mineral exploration where all the following criteria are satisfied:-

i) they will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, noise, dust, air pollution, water pollution or other nuisance;

ii) they will not have an unacceptable adverse effect on land drainage and water supply

iii) the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining routes used by traffic from the development or on road safety anywhere between the site and the strategic highway network;

iv) they will not have an unacceptable effect on the viability of agricultural holdings or lead to an unacceptable loss of agricultural land, taking into account the quality of restoration likely to be achieved following mineral exploration;

v) they will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conservation areas;

vi) local features of landscape, ecological, wildlife, archaeological, or geological interest within the site are protected as far as possible;

vii) they will not have an unacceptable permanent impact on (a) areas in recreational use or with significant potential for such use, (b) Areas of Special Landscape Value (as defined on the Proposals Map), (c) sites and areas of importance for nature conservation, or (d) land within the Mersey Valley (as defined on the Proposals Map);

viii) the proposal provides for satisfactory restoration of land disturbed by exploration.

Justification

1. Trial boreholes are temporary phenomena and in most cases have minimal impact on the land and on local amenity. However, some mineral exploration, for example for deep mined coal and oil, is carried out on a 24 hour a day basis using very tall rigs. Such operations can have a significant effect on local amenity because of noise, floodlighting and traffic. There is also the possibility of water pollution from oil seepage. This Proposal takes all these factors into account and ensures proper restoration of the site after exploration is complete.

2. Classes A and B of Part 22 of the Schedule to the Town and Country Planning General Development Order 1988 grant planning permission for small scale temporary developments for the purposes of mineral exploration, subject to certain limitations. However, there remain a number of circumstances under which the operator will have to submit a planning application.

Part II Proposal M5 – Mineral Sterilization

The Council will seek to protect known mineral resources from sterilization by other development. Where other development is approved, the Council will encourage the prior extraction of minerals before the other development proceeds.

Justification

1. Once land is built upon any minerals resources lying beneath it are lost to the community. Sites containing scarce mineral resources should therefore be protected from built development for as long as possible and certainly for as long as alternative building sites are available. Even where building has to proceed, in many cases thoughtful planning could ensure that the mineral is extracted before building commences.

Part II Proposal M6 – Aggregates

Areas of search for aggregates have been defined on the Proposals Map as broad locations where mineral extraction will normally be permitted, subject to compliance with the criteria in Proposal M8.

Justification

1. The areas of search have been defined to take into account where minerals actually occur and the levels of production required to meet the County's share of regional production, and having regard to the protection of:-

i) Special Landscape Areas;

ii) The Mersey Valley;

iii) Agricultural land Grades 1, 2 and 3a;

iv) Recreational areas, Country Parks and Conservation Areas;

v) Sites of Special Scientific Interest and sites of ecological or wildlife value or archaeological significance.

2. The areas of search identified on the Proposals Map are drawn from the Greater Manchester Minerals Local Plan. Whilst the methodology of devising these areas of search used the best available information on identifying mineral resources, it was based upon Government advice which has subsequently been amended. It is possible that an applicant can demonstrate the existence of other circumstances such as the fact that the deposit was previously unmapped in support of any new proposals that come forward.

3. For the avoidance of doubt the following areas of search identified in the Greater Manchester Minerals Local Plan have been deleted for the reasons given:-

Area:

Davyhulme Golf Course and Ringway Golf Course (2 Areas)

Reason:

i) Site of special landscape value

ii) In conflict with Proposal M4

iii) Loss of land of recreation and amenity value

iv) Intrusion of traffic

Area:

Peak's Nook, Carrington

Reason:

Site has been quarried and tipped.

Area:

Lock Lane, Partington

Reason:

Site developed for public open space to serve residential area. The exploitation of the site would involve the use of Lock Lane by heavy goods vehicles.

Area:

Isherwood Road, Carrington

Reason:

Site of Grade A Site of Biological Importance.

Area:

Former rail sidings north of Partington

Reason:

Extraction impracticable due to environmental and physical constraints.

Area:

Electric power distribution centre, Isherwood Road, Carrington

Reason:

Extraction impracticable due to environmental and physical constraints.

4. A comprehensive review of the areas of search, using a clearer, less restrictive methodology, will be undertaken and incorporated into the Plan by way of review.

Part II Proposal M7 – All Minerals Other Than Oil And Gas, Including The Reworking Of Spoil Tips

Mineral working will normally be permitted when all the following criteria are satisfied. Mineral disposal points (when they are the subject of planning control) will normally be permitted when criteria (iv) to (xii) are satisfied.

i) there is a demonstrable need for the mineral taking into account its quality and the proposed market;

ii) in the case of sand and gravel, reserves with planning permission are below the levels specified in Proposal M3;

iii) adequate reserves of the mineral in terms of both quality and quantity are proved;

iv) it will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, noise, vibration, dust, smells, litter, vermin, air pollution, water pollution or other nuisance;

v) it will not have an unacceptable adverse effect on land drainage and water supply;

vi) the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining routes used by mineral traffic or on road safety anywhere between the site and the strategic highway network;

vii) it will not have an unacceptable effect on the viability of agricultural holdings or lead to an unacceptable loss of agricultural land taking into account the quality of restoration likely to be achieved following mineral working;

viii) it will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conservation areas;

ix) local features of landscape, ecological, wildlife, archaeological or geological interest within the site are protected as far as possible;

x) it will not have an unacceptable impact on areas of recreational use or potential, special landscape, the Mersey Valley, or areas of ecological or wildlife importance;

xi) it will not prevent the working of other mineral deposits of significant value;

xii) there is no detrimental impact on surrounding groundwater levels, existing water extraction or river flow.

Justification

1. Stringent criteria must be met before mineral working can be accepted. Even where such matters as access and restoration proposals are adequately dealt with a concentration of active sites in a restricted locality may not be acceptable. Conversely a proposal which is so small in scale or inadequate in its scheme of working that it leaves large quantities of minerals unworked, or sterilizes adjoining deposits, will not be approved. Minerals disposal points can also cause environmental problems and, therefore, care needs to be exercised as to their siting. Nevertheless a disposal point does not always have to be sited at a mineral working. Consequently not all of the criteria set out in this Proposal are applicable to disposal points.

2. This Proposal does not apply to reworking of tips permitted under Classes A, B and C of Part 23 of the Schedule to the Town and Country Planning General Development Order 1988, which grants planning permission in certain circumstances for the removal of materials from stockpiles or temporary mineral working deposits.

Part II Proposal M8 – All Minerals - Working And Restoration

In cases where applications for mineral workings are considered to meet the criteria set out in Proposal M7 the proposals will also be expected to provide, as appropriate, for the following:-

i) a satisfactory scheme of working and landscaping, providing for progressive working and restoration in the case of extensive workings;

ii) satisfactory provision for the processing and disposal of the mineral;

iii) satisfactory provision for the disposal of mineral waste;

iv) satisfactory provision for screening and landscaping whilst working is in progress;

v) a satisfactory scheme for restoration;

vi) a scheme for aftercare in the case of restoration to agriculture, forestry, recreation, nature conservation or amenity use, for a period of up to 5 years.

Justification

1. All proposals for mineral working must show that the site can be adequately screened, worked and restored to an appropriate after-use such as agriculture, forestry, recreation, nature conservation or amenity, that processing and transport of the mineral will not give rise to planning problems in themselves and that any waste can be adequately disposed of. These are matters which in the past have not always been adequately dealt with, leading to nuisance while operations take place and a legacy of dereliction.

Part II Proposal M9 – Standards Of Restoration

Where restoration of a mineral working or a surface mineral waste disposal site to agriculture, forestry or amenity use is proposed the Council, in consultation with the Ministry of Agriculture, Fisheries and Food or the Forestry Commission, will seek the standard of restoration required by the Town and Country Planning Act 1990 and will impose appropriate aftercare conditions, having regard to Minerals Planning Guidance Note 7.

Justification

1. Standards of restoration have often been very poor in the past and it is a major aim of this Plan to improve the quality of restoration. The Town and Country Planning Act 1990 allows the Council to require land to be restored to its pre-existing standard, so far as is practicable (as established by land quality assessments made by the Ministry of Agriculture, Fisheries and Food) or to a standard reasonably fit for the proposed use. The Council will have regard to the Code of Practice set out in the Minerals Local Plan.

Part II Proposal M10 – Reclamation

In considering applications for mineral working or surface disposal of mineral waste the Council will, where it is possible without seriously infringing planning constraints or causing nuisance to residents, give favourable consideration to proposals which would assist in reclaiming derelict and degraded land.

Justification

1. It may sometimes be possible to include derelict or poor quality land in mineral applications and make such land more attractive or productive as part of the restoration operations. Proposal ENV32 - Derelict Land Reclamation sets out the Council's approach to the reclamation of derelict land. This policy has in fact been pursued by the Opencast Executive and has contributed to the clearance of derelict land. The possibility of such benefits will need to be weighed against the temporary loss of amenity caused by mineral working.

Part II Proposal M11 – Modification Of Old Planning Permissions

In the case of mineral workings which have long standing planning permissions with inadequate conditions of working or restoration the Council will seek, in conjunction with the operators, to review those conditions and to include these workings within comprehensive landscaping or restoration schemes when extensions to the workings are under consideration. Under Section 105 of the Town and Country Planning Act 1990, the Council will consider the desirability of seeking modification to older planning permissions in order to achieve better standards of restoration.

Justification

1. A number of sites used for mineral extraction in the County have been granted permission subject to minimal conditions. These conditions would not meet current environmental standards and the Council therefore wishes to review these conditions wherever possible. Implementation of recent legislation will eventually offer the opportunity to impose better conditions although compensation will be payable in certain cases. The Council will also wish to consider planning agreements as an alternative course of action and 'consolidating permissions' where an applicant is prepared to include earlier consent areas in a new application when extensions to the working area are sought.

Part II Proposal M12 – Provision Of Depots

Where appropriate the Council will encourage the provision of rail or water-linked aggregate depots and mineral disposal points and the provision of rail and water links to existing and new mineral workings provided that:-

i) in the case of mineral disposal points and aggregate depots,

- they have good access to the strategic highway network;

- the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining the access routes or on road safety anywhere between the site and the strategic highway network;

ii) In all cases :-

- local features of landscape, ecological, wildlife, archaeological or geological interest within the site are protected as far as possible;

- they will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, vibration, noise, dust, air pollution, water pollution or other nuisance;

- they will not have an unacceptable adverse effect on land drainage and water supply;

- they will not have an unacceptable effect on the viability of agricultural holdings or lead to an unacceptable loss of agricultural land;

- they will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conservation areas;

- they will not have an unacceptable impact on areas of recreational use or potential, special landscape, the Mersey Valley, or sites of ecological importance;

- satisfactory screening and landscaping, and where appropriate, restoration are provided.

Justification

1. Provision of rail and water linked depots in appropriate locations will reduce the need to move aggregates within the Borough by road and hence provide environmental benefit from the lower flows of existing or future road freight traffic. Care will have to be taken that the resulting road traffic serving the rail and water-linked depots does not give rise to significant local environmental disbenefits which outweigh the environmental gains elsewhere.

Part II Proposal M13 – Oil And Natural Gas

Exploitation of oil or natural gas will normally be permitted only when:-

i) it will not have an unacceptable impact on dwellings or on other environmentally sensitive properties in terms of visual amenity, noise, vibration, dust, air pollution, water pollution or other nuisance;

ii) it will not have an unacceptable adverse effect on land drainage and water supply;

iii) the access arrangements are satisfactory and traffic generated will not have an unacceptable effect on properties adjoining routes used by traffic from the development or on road safety anywhere between the site and the strategic highway network;

iv) it will not have an unacceptable effect on the viability of agricultural holdings or lead to an unacceptable loss of agricultural land;

v) it will not have an unacceptable effect on the setting of listed buildings, ancient monuments or conservation areas;

vi) local features of landscape, ecological, wildlife, archaeological or geological interest within the site are protected as far as possible;

vii) it will not have an unacceptable impact on areas of recreational use or potential, special landscape, the Mersey Valley, or areas of ecological importance;

viii) notwithstanding that the proposal is in every other way acceptable, it does not increase the extent of active workings in a particular locality to an unacceptable degree;

ix) it forms part of an overall scheme for the development of the oil or gas field approved by the Council.

Justification

1. Exploitation of oil and natural gas may involve large structures, continuous working and other environmentally intrusive consequences. The Council will only permit the working of these minerals where it is satisfied not only that the impact of individual production facilities is limited, but where each facility fits into a predetermined scheme for the development of a particular field. Without such an overall scheme, unforeseen sporadic development could take place over a wide area as the potential of a field is revealed.

Part II Proposal M14 – All Minerals - Standards Of Working

Where mineral working is acceptable in principle, the Council will as appropriate:-

i) limit the period of operations;

ii) control levels of noise and vibration;

iii) control hours of working and maintenance;

iv) ensure satisfactory access to the site;

v) prevent or control the production of polluted water and dust;

vi) control the impact of blasting;

vii) ensure the satisfactory disposal of waste materials arising from mineral working;

viii) limit the visual impact of the development;

ix) ensure the stability of surrounding land;

x) ensure that the site is satisfactorily restored.

Justification

1. No matter how well located a mineral working may be, there is always a need to ensure that precise standards of working and restoration are adhered to.

Chapter 17 – Waste Disposal

Introduction

17.1 The disposal of waste is becoming an increasingly intractable problem to deal with. Both households and industries produce large and increasing volumes of waste. Some of this waste is toxic, hazardous or otherwise difficult to handle and requires special arrangements for its disposal. Existing disposal sites are being rapidly used up. Environmental standards expected of those handling and disposing of waste materials are being raised. New disposal opportunities are becoming increasingly difficult to find.

17.2 The disposal of most waste in Trafford is currently controlled by the Greater Manchester Waste Regulation Authority. The Authority is responsible for issuing site licences and for monitoring disposal by both the public and the private sectors. During the Plan period these regulatory arrangements may be changed by the Government and a national Environment Agency established to regulate the industry. Most waste disposal sites and facilities will, as now, require planning permission. Minor works at facilities such as sewage treatment plants may already have this permission granted by the General Development Order (1988).

17.3 Within Greater Manchester there is a severe shortage of suitable landfill sites. The Greater Manchester Waste Disposal Authority, after a long search, has been able to identify only one such site in the whole of the County, at Red Moss in Bolton. More sites will inevitably be needed in future years even if considerable investment is made in incineration, pulverization, compaction and re-cycling facilities. The capital costs of investing in any new plant will be high.

17.4 Trafford has a small number of landfill sites, transfer stations, chemical treatment plants, incinerators and Civic Amenity sites. Some of these are nearing the end of their life. Proposals for the extension of existing sites or the development of new facilities can therefore be expected over the Plan period.

17.5 In considering such proposals the Council will bear in mind the need for Trafford to contribute towards the maintenance at all times of sufficient provision of waste disposal facilities within Greater Manchester. The Draft Greater Manchester Waste Disposal Plan estimated the annual production of waste in Greater Manchester at 3.5 million tonnes per annum but more up-to-date information may become available during the preparation of the Waste Disposal Plan required by the Environmental Protection Act 1990.

General Justification for the Policies and Proposals of the Waste Disposal Chapter

17.6 Strategic Planning Guidance for Greater Manchester advises that UDPs should identify waste disposal sites or criteria for identifying such sites and that they should set out the criteria for assessing the land-use and environmental implications of individual development proposals. In doing this the Council should have regard to the Waste Disposal Plan, produced by the Waste Regulation Authority, and recognize the essential inter-relationship between disposal, site licensing and planning control.

17.7 The Waste Disposal Policies and Proposals of this Plan follow the recommendations of Strategic Guidance, take into account the contents of the Draft Waste Disposal Plan for Greater Manchester, and attempt to provide opportunities for the development of disposal facilities subject to satisfactory environmental safeguards.

PART I PLAN POLICIES

Part I Policy WD1 Sites For Waste Disposal

In considering applications for the development of sites and facilities for waste disposal the Council will have regard to:-

i) the need for Trafford to make an appropriate contribution towards the maintenance at all times of sufficient provision of waste disposal facilities within Greater Manchester;

ii) the need to encourage recycling of waste, thereby reducing the use of limited natural resources and minimizing the need for use of scarce landfill sites;

iii) the scope for securing long-term benefits in improving the environment;

iv) the impact of the proposal on the physical environment;

v) the impact of the proposal on existing or proposed development;

vi) the adequacy of the road network to accommodate traffic generated;

vii) the need to avoid prejudicing other Policies and Proposals of this Plan.

Part I Policy WD2 Civic Amenity Sites

The Council will support the development of Civic Amenity sites in appropriate locations within a reasonable distance of all households in the Borough.

Part I Policy WD3 Waste Treatment And Recycling

The Council will support the development of plant for the treatment and recycling of waste in appropriate locations within the Borough.

PART II PLAN PROPOSALS

Part II Proposal WD4 Disposal Sites And Treatment Facilities

Proposals for new, or extensions to existing, waste disposal sites and treatment facilities will be permitted only where it can be shown that:-

i) the site or facilities will contribute towards meeting the waste disposal needs of the Borough and surrounding areas;

ii) the proposal will provide, where feasible and practical, for the bulk reduction, or recycling, of waste thereby reducing the amount which will be disposed of finally by landfill;

iii) where feasible and practical, long-term benefits in terms of reducing pollution, up-grading derelict or unsightly land or improving the quality of the environment in some other way will be secured, and

iv) (iv) use of the site for waste treatment or disposal will not jeopardize the implementation of other policies and proposals of this Plan by prejudicing existing uses or proposed development.

Justification

1. Much of the waste arising in Trafford is currently disposed of outside the Borough. The only significant disposal facilities within the Borough are situated at Peak's Nook, Carrington (landfill) and Sinderland Lane, Broadheath (incinerator).

2. Within the timescale of this Plan it is anticipated that new waste treatment and disposal facilities will be required. This Proposal together with Proposal WD5 sets down the criteria against which any new development scheme will be judged.

Part II Proposal WD5 Waste Disposal And Environmental Protection

Proposals for waste disposal sites and treatment facilities will be assessed against their effects on the following criteria:-

i) main residential areas or other environmentally sensitive property, in terms of amenity, noise, smell, dust, vibration, ground or water contamination, or other nuisance;

ii) their impact on land drainage or groundwater supply, including the capacity of flood storage areas on the flood plain;

iii) areas of high quality agricultural land or areas of significant landscape or recreational value;

iv) the setting of listed buildings, ancient monuments, conservation areas, nature conservation and features of archaeological, geological or amenity value.

Where proposals are acceptable against the above criteria they will be expected to:-

v) provide for the appropriate treatment of any river banks to ensure that tipped material is not exposed to erosion;

vi) have no adverse impact on highway safety and provide any necessary on-site wheel washing facilities;

vii) include, where appropriate, a satisfactory scheme of working which includes provision for site security and for the containment or management of materials which are deposited within the site boundaries; in the case of large sites, the scheme of working should also include provision for progressive working in order to minimize the area being worked at any one time;

viii) include, where appropriate, provision for screening and landscaping of the site;

ix) avoid sterilizing land with mineral deposits where mineral extraction would be a viable and appropriate use of the land;

Landfill:

In the case of landfill schemes, proposals will also be expected to make satisfactory provision for:-

x) site restoration, either after completion of operations or, in appropriate cases, on a progressive basis while landfill is taking place;

xi) the aftercare of the land, including safe disposal of any landfill gas or leachate.

An Environmental Assessment (EA) may be required in order to clarify the matters referred to in (i) to (xi) above. In deciding whether an EA is required the Council will have regard to the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, as amended, and the guidance in Circular 15/88 on Environmental Assessment.

Incineration:

In the case of any proposals for waste incinerators, the Council will normally seek to ensure that these:-

xii) are located within industrial areas well away from any main residential areas;

xiii) are not unduly prominent or out of scale, having regard to the nature of their surroundings, their visibility from public viewpoints and the extent of possible screening measures;

xiv) do not prejudice the regeneration of an area identified by the Council as being in need of investment, and,

xv) do not prejudice existing industries, particularly food manufacturing and high technology activities.

In considering applications for waste incinerators the Council will require an Environmental Assessment (EA) of the proposal. This EA should include details of the design, operation,

management and monitoring of the plant and the degree of risk which it represents to the health and safety of local residents.

Justification

1. This Proposal is necessary to ensure that waste disposal and treatment take place without adversely affecting the physical environment or the amenity, health and safety of local resident. Criteria (i) to (xi) provide a means of evaluating proposals against these aims.

2. Incineration is an effective means of reducing the volume of waste prior to final disposal, and in recent years there have been a number of proposals for incinerators in the Borough. Criteria (xii) to (xv) are a re-statement of the Council's interim Policy for Incinerators and will be used, in addition to criteria (i) to (xi), in determining planning applications for proposals involving the treatment or disposal of waste by incineration.

3. These criteria reflect the Council's concerns that incinerators should not be located within, or in close proximity to, residential areas where they may cause problems of air pollution. They aim to encourage location within industrial areas only where they will not cause problems of visual intrusion, or prejudice existing industries or the regeneration of an area designated as being in need of renewal. The criteria also aim to ensure that incinerators do not cause excessive problems of traffic generation.

4. In requiring an EA for incinerator applications the Council aim to ensure that all aspects of a proposal are fully addressed and taken into account before planning permission is granted.

5. The Council will consult, and seek specialist advice from the Waste Regulation Authority, the Health and Safety Executive and Her Majesty's Inspectorate of Pollution on technical matters material to any planning application, and will engage their own independent expert consultants where necessary.

Part II Proposal WD6 Civic Amenity Sites

The Council will support the development of new, or extensions to existing, Civic Amenity sites subject to provisions (i) to (xi) of Proposal WD5. Such sites should be within easy reach of main built-up areas, well-related to the highway network, have adequate space for car parking and servicing, and be well screened.

Justification

1. There are at present two Civic Amenity sites in the Borough at Chester Road, Stretford and adjacent to the domestic refuse incinerator at Sinderland Lane, Broadheath.

2. Extensions to existing sites and new facilities will be supported in order to cope with increasing demand for facilities for the depositing of household waste items not suitable for household collection.

3. It is important to support the provision of such facilities in convenient locations close to concentrations of population in order to minimize the distance users need to travel.

4. Civic Amenity sites cater largely for those with cars. Facilities therefore require good access, parking and servicing.

5. Though potentially less intrusive than landfill, and potentially experiencing less of a problem with wind-blown litter, Civic Amenity sites still need screening in order to protect the amenity of occupiers of nearby properties.

Part II Proposal WD7 Waste Recycling Facilities

The Council will support the development of facilities for the recycling of wastes, including facilities at Civic Amenity sites, subject to environmental safeguards. In the case of proposals involving specialized processes for the recovery of materials the Council will require details of likely levels of noise, emissions, traffic generation and other effects before granting planning permission.

Justification

1. With many types of waste there are opportunities for the recovery and re-use of materials.

Such recycling offers an alternative to the use of raw materials and reduces the bulk of waste

for final disposal in landfill sites.

2. The Government has expressed its commitment to encourage nationally the recycling of 50% of the domestic waste that can be recycled rather than the 10% which is recycled now, and requires waste collection authorities, such as the Council, to prepare a plan to meet this objective. The Council's recycling plan has been approved by the Department of the Environment.

3. The Council will use its planning powers to support the development of facilities to meet the requirements of such a plan, whilst seeking to minimize any adverse effects which the development of such facilities might have on the amenities of surrounding areas.

Chapter 18

Miscellaneous Developments

Introduction

18.1 The Sinderland Road development area represents one of the larger housing development opportunities within the Borough. It is located in an area of the Borough that is well served by established public transport links with ready access to employment, shopping and other service centres in the Altrincham and Sale areas. It presents the Borough and prospective developers with an opportunity to develop a sustainable urban housing community within an attractive environmental setting.

18.2 The area was allocated for development beyond mid 1996 in the adopted Trafford UDP. After lengthy discussion between the Council, the landowner and private house building companies, outline planning permission for the comprehensive development of the area was granted in July 2000.

General Justification for the Miscellaneous Developments Proposal

18.3 Proposal MD1 is included within the Plan to ensure that this significant development opportunity is put in place in a properly planned manner, making appropriate provision for access, open space, amenity, community service and other facilities.

PART II PLAN PROPOSAL

Part II Proposal MD1 – The Sinderland Road Development Area

The Sinderland Development Area between Sinderland Brook and Sinderland Road, as identified on the Proposals Map, is allocated for new development consisting of the following key elements:

- A site for local shopping facilities north of Sinderland Road (see Proposal S10);
- New local open space, playing fields (see Proposal OSR8) and community facilities north of Sinderland Road;
- New phased development of South Trafford College;
- Land for residential development (see Proposal H3 – site HOU4);
- New local open space south of Sinderland Brook (see Proposal OSR7).

The Sinderland Development Area shall be served by a new access road which will link Sinderland Road to Manchester Road (A56) approximately along the route indicated on the Proposals Map. The design of this road shall allow for the continued operation of the railway to Carrington. If the overall development is carried out in phases each individual phase shall provide for the completion at an appropriate stage of that development of any section of the new access road contained within or abutting that phase.

Justification

1. This substantial package of long standing development proposals is currently being brought forward for development by the various landowners. It has been the subject of an outline planning application, which the Council has conditionally approved.

2. In addition to helping meet the future housing development requirements of the Borough, the development of this area in the form proposed will bring benefits to the immediate locality. These benefits can be summarised as follows:

i) the provision of new retail and other community facilities and open space useable both by residents of the new development and the adjoining established housing areas;

ii) the provision of a prestige, better accessed site for the South Trafford College;

iii) the provision of a carefully designed and landscaped access to the planned and existing housing areas to the north and south of Sinderland Road;

iv) improved accessibility of the Sinderland Road area, bringing better traffic management and safe routes for pedestrians and cyclists;

v) the potential created by the proposed new access road for the provision of better public transport access to the planned and existing housing areas to the north and south of Sinderland Road;

vi) the potential for improving public transport and cycling provision on the A56 Manchester Road as part of the works required to construct the eastern section of the proposed new access road to the development site;

vii) the potential environmental and amenity improvements for residents of Woodcote Road and De Quincey Road that would be achieved following the closure of the Woodcote Road access to the South Trafford College site.

3. As indicated in Proposal H3, the current proposal for the housing element of this proposed development (site HOU4) is looking to accommodate approximately 645 new dwellings on the site. As indicated in the Justification to Proposal H3, the Council will expect that the prospective developer(s) of the site prepare a comprehensive master development plan, illustrating the intended distribution of all the required uses. The retail and other community facilities should be located to serve the existing population as well as the occupiers of the new housing.

4. The promoters of the housing development have entered into a legal agreement with the Council to secure the construction of the access to the development site, make provision for an element of affordable housing within the development, provide the required amount of accompanying open space and make a contribution to the provision of the proposed new community facilities.

5. The Irlam-Altrincham railway line that passes through the development site will be re-opened as a part of the transport network improvements linked to the Trafford Interchange development proposal (Proposal T15). The Sinderland Area development scheme will need to take account of these proposed transport improvements, which may include the provision of a new passenger rail station on a site (as yet to be determined) on the line to the west of the A56 Manchester Road.

Chapter 19

Development Control Criteria

Introduction

19.1 The Policies and Proposals contained in the preceding Chapters of this Plan provide the broad land-use planning framework within which the basic acceptability of proposals for the use and development of land in Trafford will be judged by the Council. In considering and determining planning applications for such new development proposals there are however many matters of detail that will also need to be taken into account in the interests of the proper planning and development of the area.

19.2 This Chapter sets down the basic matters to which the Council will have regard when determining all planning applications submitted to it. The first, Proposal D1, sets down the general considerations all development proposals must satisfy to gain acceptance from the Borough Council. The subsequent Proposals amplify parts of this general guidance where appropriate for defined types of development.

Non - Statutory Supplementary Planning Guidance

19.3 Over the years, the Council has drawn up a number of items of supplementary planning guidance covering a wide range of topics. These documents supplement the Policies and Proposals of the UDP and are intended to provide detailed advice on particular areas or types of development for the assistance of prospective developers. They do not form part of the statutory development plan (i.e. the UDP) and do not have the special status accorded to Policies and Proposals of the development plan under section 54A of the Town and Country Planning Act 1990. However, they may be taken into account as material considerations in deciding planning applications as advised by Planning Policy Guidance Note 12 (PPG12) published by the Department of the Environment, Transport and the Regions.

19.4 As a general rule, supplementary planning guidance is drawn up by the Council using the following three-stage procedure: -

i) Consideration and approval by the Council of draft guidelines for public consultation purposes;

ii) Publication of approved draft guidelines for consultation and comment by appropriate local and other representative organizations and individuals;

iii) Consideration of public responses and approval by Council of appropriately amended guidelines.

19.5 The current list of Planning Guidelines is as follows:

Housing

- New Residential Development
- House Extensions
- Houses in Multiple Occupation
- Residential Care Homes & Nursing Homes for the Elderly

- Use of a Residential Property for Business Purposes

Conservation Areas and Historic Buildings

- The Downs, The Devisdale, Bowdon, Ashley Heath Conservation Areas
- South Hale Conservation Area
- Linotype Estate Conservation Area
- Historic Buildings - Sash Windows
- Historic Buildings - Exterior Doors

Commerce and Industry

- Hot Food Take-away Shops
- Advertisements
- Shop fronts
- Advertisements at the Trafford Centre
- Car boot sales
- Industrial Development
- Noise Standards
- Fencing
- Service uses in Trafford Park

Miscellaneous

- Car Parking Standards
- Satellite Dishes
- Day Nurseries and Playgroups

19.6 From time to time the Council may add to this list using the established procedures for publication and public consultation outlined above.

19.7 A comprehensive list of topics currently covered by supplementary planning guidance will always be available from the Economic and Community Regeneration Directorate.

Part II Proposal D1 – All New Development

The Council will seek to ensure that all new developments are of a high standard of design and layout and will grant planning permission for development proposals that do not conflict with other Policies or Proposals of this Plan, and: -

i) Are compatible with the character of the surrounding area and do not prejudice the amenity of the occupiers of adjacent property by reason of overshadowing, overlooking, visual intrusion, noise and disturbance, odour or in any other way;

ii) Do not suffer themselves from a poor level of amenity due to the nature of existing surrounding land uses;

iii) Do not adversely affect the street scene by reason of scale, height, layout, elevational treatment or materials used;

iv) Where appropriate, provide good quality hard and soft landscaping as an integral part of the development scheme, and retain existing landscape features such as trees;

v) Do not generate so much traffic as to prejudice the free and safe movement of traffic on surrounding roads, or have an adverse effect on neighbouring uses;

vi) Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety and the amount of traffic likely to be generated by the proposed development;

vii) Provide sufficient off street car parking, manoeuvring and operational space;

viii) Provide, where appropriate, for the needs of public transport and cyclists;

ix) Where appropriate (in workplaces and buildings to which the public has access), provide suitable access for people with disabilities;

x) Take account of the needs of crime prevention and community safety in their site layout, building and perimeter design detailing;

xi) Are (a) served by satisfactory arrangements for the disposal of foul sewage effluent into a system with sufficient capacity to deal with the likely level of discharge, (b) do not give rise to substantial changes in the quantity and/or quality of surface water run-off without incorporating appropriate measures for dealing with such changes, (c) do not pose an unacceptable risk to the capacity or flow of groundwater or surface water systems; and (d) have access to an adequate water supply to serve the development, without detriment to existing water abstractions, water quality, fisheries, amenity or nature conservation;

xii) Do not involve a significant risk to the proposed development through landfill gas or that, where such risk arises, adequate precautionary measures are taken to ensure the long term safety of the development and its occupiers.

Justification

1. *The Council wishes to ensure that the Borough's environment is protected and, where possible, improved and that also, where possible, all new development enhances the character of the area in which it is located.*

2. *The attractiveness of any development depends greatly on the appearance of the surrounding space. Good landscape schemes are therefore important for all new development. Existing valuable landscape features, such as walls and trees, should normally be retained as part of any proposed landscaping scheme.*

3. *Inadequate access/egress, vehicle manoeuvring and parking space provision can adversely affect the quality and attractiveness of a development and the amenity and environment of surrounding areas, and the safety and convenience of other highway users. Proper provision for vehicles requiring access to all new development sites is therefore desirable.*

4. *The Council is obliged, under The Crime and Disorder Act 1998, to consider the crime and disorder implications of all planning applications. Crime and security issues may be material considerations in determining applications. Developers are advised to consult the Architectural Liaison Unit of Greater Manchester Police for specific crime prevention advice. The Council will prepare Supplementary Planning Guidance to advise developers further in this regard.*

5. *Proper arrangements for dealing with waste-water and surface-water run-off are important considerations when planning new development. Sustainable Urban Drainage Systems (SUDS) use techniques to control surface water run-off as close to its origin as possible, before it enters a watercourse, and have an important role in the control of surface-water runoff in river catchments, thereby assisting in managing and reducing flood risk. The Statutory Undertaker may not adopt sewers draining to SUDS structures unless maintenance and other legal issues are resolved. The most up to date development advice available is contained within Planning Policy Guidance Note 25 – 'Development and Flood Risk' published in July 2001.*

Part II Proposal D2 – Vehicle Parking

All new development should provide sufficient off street space to accommodate all vehicles likely to be attracted to or generated by a proposed development, having regard to the type and scale of development and its location. The area(s) provided should: -

i) Be within or conveniently close to the development site;

ii) Be laid out in such a way that each parking space is capable of functioning without interference with the use of any other space;

iii) Have sufficient manoeuvring and standing space for the maximum number and size of vehicles likely to be required at any one time for the operational needs of the development, including space for delivering and collection of goods and/or the picking up or setting down of passengers, where applicable;

iv) Allow for all vehicles to enter and leave the site safely in a forward gear;

v) Where appropriate, make adequate provision for people with disabilities;

vi) Have regard in their layout and design to the safety and security of users;

vii) Be adequately landscaped.

The vehicle parking standards of the Council are contained in Appendix J. The Council will be flexible in applying these standards in the following circumstances: -

i) Where a reduction in provision is necessary to allow other important planning objectives to be achieved;

ii) Where there are several uses in one development which are not likely to have their maximum parking demand simultaneously;

iii) Where, in the case of changes of use and alterations, an existing parking deficiency cannot be wholly rectified but is greatly improved;

iv) Where the likely on-street parking resulting from a reduced parking provision would occur only infrequently or for a short time and would not unduly affect amenity or highway safety or convenience;

v) Where the development is likely to be occupied or used by persons with a lower than average car ownership and where the situation is likely to continue for the life of the building;

vi) Where an existing or comparable use or development has demonstrated that less than the full parking standard is adequate and where this situation is likely to continue for the life of the development;

vii) Where the development, within a town centre, is of a minor nature and :-

- The parking deficiency is small;
- No essential parking space is removed by the development;
- No additional parking could be provided within or adjoining the site of the development;
- The location of the site is more convenient relative to public car parking than to residential streets that might be adversely affected.

Justification

1. Whilst the Council accepts that the full manoeuvring and servicing requirement may not always be appropriate for small developments such as a single dwelling house, adequate off-street vehicle parking and operational space is normally necessary to minimize the dangers to public and highway safety and the loss of amenity and convenience that can be caused by on-street parking, manoeuvring or servicing.

2. The Car Parking Standards set out in Appendix J give guidance to developers on the amount of parking that will normally be expected for different types of development. The Proposal indicates that the car parking standards will be applied flexibly in appropriate cases.

3. The car parking standards have already been reviewed in the light of Planning Policy Guidance Note PPG13 - Transport but a further comprehensive review is to be undertaken to

consider whether any further amendments should be made to meet the aims of the Policy Guidance Note and incorporated into the UDP by way of Review.

Part II Proposal D3 – Residential Development

In determining whether proposals for new residential development are satisfactory within the terms of Proposal D1, the Council will have regard to the following: -

i) The extent to which the proposal makes efficient use of land, taking account of the density of development and its location;

ii) The quality of the design and layout proposed for the development, including the amount of space around buildings and the proportion of the site occupied by buildings and hard surfacing;

iii) The quality of the environment created for occupiers of the proposed development, including daylight and sunlight requirements and privacy;

iv) The effects of the development on the amenity of neighbouring properties, including any unacceptable disturbance that may result through a party wall;

v) The extent to which the design takes account of the security interests of residents of the development;

vi) The proposed provision for the storage and collection of refuse from individual properties, and,

vii) Any contribution made by existing buildings on the site to the provision of affordable housing in the locality, taking account of the long-term benefits of redevelopment at higher densities and of any new affordable housing which might be provided under Proposal H8.

In relation to criterion (i) above, the Council will expect developments to achieve a net residential density of 30-50 dwellings per hectare, with greater intensity of development at places with good existing or planned public transport accessibility and other community facilities. Density considerations will be assessed in the context of the design of the development and the character of the locality.

Justification

1. *The Council is committed to the implementation of Planning Policy Guidance note 3 (Housing), Regional Planning Guidance for the North West and Trafford's Community Strategy, one theme of which is sustainable neighbourhoods including environment and housing.*

2. *Proposals for new residential development will be assessed in a balanced manner, including consideration of their benefits in terms of better use of urban land and costs in terms of adverse effects on the local environment. Such an assessment will be important in securing urban regeneration, maintaining and enhancing the character, quality and amenity of established residential areas, and enabling the Council to meet its duty of wellbeing under the Local Government Act 2000.*

3. *The term 'affordable housing', as used in criterion (vii) of the Proposal, has the same meaning as in Proposal H8, Appendix L and the Trafford Housing Needs Survey. This is 'low cost market and subsidised housing (irrespective of tenure, ownership, type of occupation or financial arrangements) available to people who cannot afford to rent or buy houses generally available on the open market.'*

4. *The Council has produced Planning Guidelines for New Residential Development to give further guidance to prospective developers. This guidance encourages good design in order to secure higher density development whilst maintaining and enhancing environmental quality.*

Part II Proposal D4 – Industrial Development

In considering whether proposals for industrial development are satisfactory within the terms of Proposal D1, the Council will have regard to the following: -

i) The quality of the design of the buildings and their relationship to the adjoining buildings, particularly in terms of colour and type of materials, proportion, fenestration and architectural detail;

ii) The appearance of external plant and storage areas and the need for screening of these where appropriate;

iii) The impact of security features on the appearance of the development; for example the impact of industrial fencing will need to be carefully considered;

iv) The need to incorporate landscaping as an integral part of the site layout;

v) The provision of adequate space for service vehicles to wait, load and unload;

vi) The provision of satisfactory access to the site for industrial vehicles allowing them to enter and exit the site in a forward gear.

Justification

1. These provisions are necessary in the interests of a satisfactory environment for people working or living within or adjoining an industrial area, to ensure that these areas remain attractive to investors and to ensure satisfactory highway conditions.

2. The Council has produced Planning Guidelines for Industrial Development to give further guidance to prospective developers.

Part II Proposal D5 – Special Health and Safety Development Control Sub-areas

Within the special development control sub areas identified on the Proposals Map, the Council will normally permit development where it is satisfied that such proposals can be satisfactorily accommodated without significant risk to the prospective occupants and users of that development.

In considering such development in these areas the Council will assess proposals taking account of the following factors: -

i) The number of people employed or likely to be present on the site;

ii) Whether those employed or present on the site are likely to be indoors or out of doors for the majority of their time on the site;

iii) The location, scale and means of construction of the buildings on the site.

Justification

1. Trafford Park and Carrington both contain a significant number of industrial activities that handle hazardous substances. Whilst these activities are subject to stringent controls under Health and Safety legislation, the Council considers it prudent that careful assessment of all new development proposals in the vicinity of such installations is undertaken to ensure the safety of the prospective workforce or residents. In seeking to determine whether or not to grant planning permission for a proposed development the Council will consult the Health and Safety Executive to determine the risks to the proposed development and its occupants from the nearby hazardous installation.

2. The areas depicted on the Proposals Map are based upon information provided by the Health and Safety Executive.

Part II Proposal D6 – House Extensions

In determining whether proposals for house extensions are satisfactory within the terms of Proposal D1, the Council will have regard to the following: -

i) The location, scale and orientation of the development and its resulting impact on the amenity of adjoining property;

ii) The location and design of windows and their effect on the privacy of the adjoining properties;

iii) The compatibility of the design and the materials to be used with those of the existing property;

iv) The adequacy of the garage and off street car parking provision for the property as extended;

v) The adequacy of private garden space remaining for the property as extended.

Justification

1. These provisions are necessary to safeguard the amenity of neighbours, the future occupiers of a property, the character of the area and highway safety and convenience. The Council has produced Planning Guidelines for House Extensions to give further guidance to those contemplating building an extension.

Part II Proposal D7 – Use of a Residential Property for Business Purposes

In determining whether proposals to use a residential property for business purposes are satisfactory within the terms of Proposal D1, the Council will have regard to the following: -

i) The proposed use should not adversely effect any separately occupied flat within the building or any dwelling sharing a party wall with the property;

ii) Residential areas which are particularly subject to pressure for non residential use will normally be considered for only the most low key business uses; any use which is likely to result in additional commercial pressure on the remaining residential properties will normally be unacceptable.

Justification

1. These provisions are necessary to safeguard the amenity of neighbours and the character of residential areas. The Council has produced Planning Guidelines - Use of Residential Property for Business Use to give further guidance to people contemplating starting this type of use.

Part II Proposal D8 – Day Nurseries and Playgroups

In determining whether applications for day nurseries and playgroups, including extensions to existing facilities, are satisfactory within the terms of Proposal D1, the Council will have regard to the following: -

i) The effects on neighbouring residents of the additional activity involved in children being delivered and collected;

ii) The effect on neighbouring residents of outdoor play activities having regard to the amount of space around the building, the number of children involved and the layout of the surroundings;

iii) The effects of activity within the building on any separate flat or other dwelling sharing a party wall with the premises;

iv) The adequacy of vehicular access and on site car parking provision and the effect of any likely on-street car parking.

Justification

1. These provisions are necessary to safeguard the amenity of neighbouring residents, the character of the area and highway safety and convenience. The Council has produced Planning Guidelines for Day Nurseries to give further guidance on how this Proposal will be applied in detail.

Part II Proposal D9 – Hot Food Take Away Shops

In determining whether proposals for hot food take-away shops are satisfactory within the terms of Proposal D1, the Council will have regard to the following: -

i) Any undue noise and disturbance likely to be caused to the occupiers of nearby residential properties from the comings and goings of customers having regard to the proposed opening hours and the proximity of residential uses to the development;

ii) Any nuisance likely to be caused to neighbouring residential properties due to smells;

iii) The visual impact of the proposal on the area;

iv) Any harm to highway safety or the free passage of public transport likely to be caused by customer and staff parking.

Justification

1. The activity associated with such uses can be disturbing to nearby residential occupiers, particularly if opening hours include late evenings or Sundays, when an area may be expected to be reasonably quiet by residents. Smells of cooking could also cause a nuisance particularly if proper filtration and ventilation equipment is not provided. However, care should be taken that external ventilation flues are not detrimental to visual amenity.

2. The blockage of bus stops and lay bys by vehicles attracted to take away food shops can be detrimental to highway safety and the free passage of public transport vehicles.

3. The Council has produced Planning Guidelines for Hot Food Take-away Shops to give further guidance to prospective developers

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Part II Proposal D10 – Advertisements

In considering proposals for advertisements the Council, will have regard particularly to the following: -

i) Whether the proposal would be unduly obtrusive by reason of its size, height or long range of visibility;

ii) Whether the proposal will be seen mainly from or against the background of open land or residential property;

iii) Whether the proposal would have an excessive level of illumination having regard to the nature of the surroundings;

iv) Whether the proposal together with any other advertisements on the property would constitute visual clutter;

v) Whether the proposal would harm the appearance of the building on which it is proposed, for example by obscuring architectural features or by linking buildings of different character;

vi) Whether the proposal would be visually harmful to the street-scene or the character of the area, or have any other effect on amenity;

vii) Whether the proposal would have any harmful effect on public safety.

Justification

1. The Council is legally required to have regard to the interests of amenity and public safety when considering proposals for advertisements. This Proposal gives effect to that requirement.

2. The Council has produced supplementary planning guidance for Advertisements, and Advertisements at the Trafford Centre, to give further guidance to prospective advertisers.

Part II Proposal D11 – Renewable Energy

In determining whether applications for renewable energy developments are satisfactory within the terms of Proposal D1, the Council will have regard to the following: -

i) Whether the proposal would be unduly obtrusive, having regard to its size, height or long-range visibility;

ii) Whether the process involved would be such as to cause undue loss of amenity to any nearby residents by reason of noise, smell, air pollution, or in any other way;

iii) Whether the proposal would have a significant adverse effect on the character of the area or its intended land use as identified in this Plan;

iv) In the case of proposals involving waste incineration, whether the criteria in Proposal WD5 are complied with.

Justification

1. These provisions are necessary to safeguard the environment, amenity and character of the Borough. The various criteria are drawn from the advice contained within Planning Policy Guidance Note PPG22 - Renewable Energy.

Part II Proposal D12 – Telecommunications Development

In determining whether proposals for telecommunications development are satisfactory within the terms of Proposal D1, the Council will have particular regard to the following: -

i) The effects of the proposal on visual amenity;

ii) The special consideration necessary in the case of developments on or affecting the setting of a listed building, developments in a Conservation Area and developments in the countryside;

iii) The extent to which the development has been sited and designed so as to minimize its visual impact;

iv) The need for the development;

v) Whether satisfactory alternative sites are available;

vi) Whether there is a reasonable possibility of sharing existing facilities;

vii) In the case of radio masts, whether there is a reasonable possibility of erecting antennas on an existing building or other structure;

viii) Whether the proposal is in accordance with current Government planning guidelines on the potential health effects arising from telecommunications developments

Justification

1. These provisions are necessary to safeguard the environment, amenity, character and wellbeing of residents in the Borough.

2. The various criteria are consistent with the advice contained in Planning Policy Guidance Note PPG8 – Telecommunications and with Government statements on the planning arrangements for determining telecommunications planning applications and applications for prior approval.

3. Current planning guidelines include the requirement that applications should provide a statement to the local planning authority affirming that the telecommunications apparatus, when operational, will meet ICNIRP (International Commission on Non-Ionising Radiation Protection) guidelines. There are further guidelines for sites near schools.

Part II Proposal D13 – Energy Considerations in New Development

The Council will seek and promote developments that maximise energy conservation and efficiency and the use of renewable energy, and minimise the emission of greenhouse gases.

Justification

1. Planning Policy Guidance note 12 (Development Plans) identifies energy conservation and the efficient use of energy as environmental considerations in the preparation of development plans. In addition, Policy ER13 of Regional Planning Guidance for the North West states that development plans should ensure that development minimises energy use and encourages the use of energy efficient technologies in major new development.

2. This proposal will enable the Council to consider the potential energy impacts of all new development within the Borough.

Appendix A

Regional Planning Guidance for the North West

Regional Planning Guidance for the North West –Summary

Key Points in Regional Planning Guidance for the North West

Set out below is a brief outline of key points contained in RPG for the North West. It is not a comprehensive summary and it does not form part of RPG.

The overriding aim of RPG is to promote sustainable patterns of spatial development and physical change. The Region's economic, social and environmental interests must be advanced together and support each other.

Economically, following the decline of many traditional manufacturing and related industries, the emphasis is on making the Region more competitive and encouraging the sectors with most potential for growth. If it is to be sustainable, future economic growth must for the most part be harnessed to support urban renaissance and greater levels of social inclusion. The rural economy, though, also needs reviving. Crucially, the Region's industries need to be able to compete with those in other parts of the world. To assist this the Region requires a first class infrastructure, a highly skilled and adaptable workforce, and the best possible links to other parts of the UK, the rest of Europe and the world.

Socially, the areas containing the greatest concentrations of multiple-deprivation are the core areas of the Greater Manchester and Merseyside conurbations as well as the inner parts of the Region's other older industrial towns. These areas, though, also contain most of the Region's disused land and buildings. The positive management and re-use of this huge resource offers considerable scope for the restructuring of land uses in a holistic way to achieve more sustainable patterns of development, higher levels of economic activity, and better-quality housing, environment and local facilities.

Environmentally, the highly urbanised nature of large areas of the North West gives rise to a very significant 'ecological footprint'. There is, therefore, a need to move towards a more sustainable future to contribute both to global and national environmental targets and initiatives as well as to make the Region a better place in which to live. There is a need, in particular, to deal with dereliction; improve air and water quality; manage the fabric of the urban estate and sensitive rural landscapes; protect wildlife; increase tree cover; and find more sustainable ways of dealing with waste. Further research is needed on the implications of climate change for the North West to inform a future review of RPG.

With all of this in mind RPG's seven key objectives are: -

• to achieve greater economic competitiveness and growth, with associated social progress;

• to secure an urban renaissance in the cities and towns of the North West;

• to ensure the sensitive and integrated development and management of the coastal zone, and secure the revival of coastal resort towns;

• to sustain and revive the Region's rural communities and the rural economy;

• to ensure active management of the Region's environmental and cultural assets;

• to secure a better image for the Region and high environmental and design quality ; and

• to create an accessible Region, with an efficient and fully integrated transport system.

Core Development Principles deal with: -

• Economy in the Use of Land and Buildings;

• Enhancing the Quality of Life;

• Quality in New Development;

• Promoting Sustainable Economic Growth and Competitiveness and Social Inclusion.

The Spatial Development Framework establishes guidelines for the distribution of development and for resources to achieve urban renaissance: -

• The North West Metropolitan Area (NWMA) is to be the focus for new development and urban renaissance resources with priority being given to Liverpool and Manchester city centres and the inner city areas surrounding them. Priority is also given to development and complementary regeneration in the centres and inner areas of the following metropolitan towns and boroughs – Birkenhead, St Helens, Southport, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan.

• Elsewhere in the NWMA, development and improvements in the metropolitan towns of Runcorn, Widnes, Ellesmere Port, and Skelmersdale should continue to complement, rather than compete with, development in the areas set out above. In Warrington, the focus will be on regeneration and restricting further significant outward expansion.

• To the north and south of the NWMA, development will be concentrated in the following key cities and towns – Blackpool, Blackburn, Burnley, Lancaster/Morecambe, Preston, Barrow-in-Furness, Carlisle, Chester, Crewe, Macclesfield and Northwich. More generally, the Region's Regeneration Priority Areas will also be a focus for development.

• Most other development requirements will be met within smaller towns and large villages where it will be of an appropriate scale to accommodate the needs of local communities.

• The approach towards housing is one that emphasises better quality in both the housing stock and residential environments. Key aims are to maximise the use of brownfield land for new housing, to achieve significantly lower levels of vacant dwellings, and to regenerate areas suffering from low demand and market failure. In providing for new dwellings, the emphasis is on 'plan, monitor and manage' rather than 'predict and provide'. This means that the provision figures for various parts of the Region are set out as annualised rates rather than longer-term targets.

• Particular emphasis is given to maintaining urban form and enhancing urban living. The continued and extensive use of Green Belt policy will be an essential tool. Development plan allocations should be reviewed to ensure conformity with RPG.

• The case for exceptional substantial change to Green Belt will need to be established by a strategic study that, in turn, will inform a future review of RPG. There will be no need for such studies in Greater Manchester, Cheshire or Lancashire before 2011. In Warrington, a detailed Green Belt boundary will be established in a new UDP and a further study of strategic boundaries will not be needed before 2021. A strategic study of Green Belt across Merseyside and Halton is required to determine the need, if any, for changes to Green Belt to accommodate development requirements to 2021 and beyond.

• The North West's coast is a major asset. The strategic issues are the balance between natural areas and human activities both on-shore and off-shore, and the longer-term implications of climate change on the shape and character of the coastline, much of which is relatively low lying and vulnerable to flooding. Plans will need to recognise the potential for regionally significant development and diversification of existing ports and harbours, and anticipate the need to support off-shore developments. There will also be scope for new strategic tourism development and to enhance and sensitively reshape resort towns for new and more varied purposes.

- Appropriate development in the wider countryside will underpin rural revival in the North West. There are a number of opportunities for land uses in rural areas other than those related to food production. There is scope for energy crops, recreation, woodland and wildlife habitats. Rural diversification is needed in upland areas and the more intensively farmed lowlands to create employment and generate economic prosperity. In some localities, there will be scope for renewable energy developments providing they are respectful of countryside character.

- The Regional Transport Strategy, incorporated into RPG, will deliver: -

    - Enhancement of Trans-European Networks (TENs);
    - Effective multi-modal solutions to the conveyance of goods, people and services, especially at major hubs;
    - Effectively planned and significantly more efficient transport interchanges;
    - Attractive gateways and transport corridors;
    - Scope for effective use of new technology to enhance travel;
    - High-quality public transport in urban and rural areas; and
    - A safe and pleasant environment complementary to the need to improve the Region's image and encourage more use of environmentally-friendly modes of transport.

Appendix B

Areas for Priority Regeneration, Improvement and Protection

AREAS FOR PRIORITY REGENERATION, IMPROVEMENT AND PROTECTION

PRIORITY REGENERATION AREAS

These areas are designated as priority regeneration areas because of the intensity of social, economic and physical problems affecting local communities within them. The Council will determine the appropriate treatment for each Priority Regeneration Area in accordance with the Themes of the Plan.

AREA: The Manchester Ship Canal Corridor

The Canal Corridor is one of the key strategic locations for economic activity within the North West region, and the Council is working with a variety of partners to secure its regeneration in a sustainable manner. Measures include reclaiming and redeveloping derelict and under-used land, maximising employment opportunities accessible to local communities, environmental improvements, access improvements for rail, bus, Metrolink, walking and cycling, protecting industrial heritage, promoting education, recreation, tourism and leisure, and maintaining the Canal as a commercial waterway and gateway to the regional centre.

AREA: Sale West (including Sidmouth Road area)

In collaboration with a variety of partners, the Council is working with the local community to secure effective neighbourhood regeneration in Sale West to tackle the problems of social exclusion and poor environmental quality. Measures include improvements to the housing stock and residential environments, enhanced community facilities and effective neighbourhood management, refurbished shopping facilities and the development of better public transport links in an area where lack of adequate links has compounded the problem of poor economic activity.

AREA: Sale Moor (Beech Farm/Gratrix Lane)

The Council is working with the local community to secure enhanced access to community facilities and effective neighbourhood management.

AREA: Lostock

The Council is working with the local community to secure enhanced access to community facilities and effective neighbourhood management.

AREA: Timperley (Broomwood)

In collaboration with a variety of partners, the Council is working with the local community to secure neighbourhood regeneration on the Broomwood estate, Timperley that will benefit all local residents. Measures involve improvements to the housing stock, including better security, enhanced play provision, upgraded shopping facilities and re-use of vacant/derelict sites.

AREA: Altrincham Town Centre

The Council is working with partners to secure redevelopment of the eastern side of the Town Centre, new highway links and access improvements, that will further consolidate Altrincham's position as the Borough's largest Town Centre, and enhance its vitality and viability for years to come. Proposed uses include a major food store, leisure and entertainment facilities, car parking, a modern letter distribution centre and new homes. On the western side of the Town Centre, the Council is working with town centre interests to secure the regeneration of the historic market quarter to provide high quality development based upon the historic themes of Altrincham and its charter market.

AREA: Sale Town Centre

The Council is working with partners to secure the redevelopment of the Town Hall complex and other central sites in Sale Town Centre, to provide new civic and community facilities, high quality car parking and canal-side housing, together with the development of prestigious new shopping facilities. The Council is also seeking to develop an integrated transportation strategy for the Town Centre as a whole.

AREA: Stretford Town Centre

The Council's vision for Stretford Town Centre is of a centre enjoying an enhanced environment, and one that is commercially vibrant, successful and safe for all the community. In partnership with landowners, businesses and others, the Council will explore opportunities for regeneration by the diversification of uses including community facilities, leisure, housing and commercial activities.

AREA: Urmston Town Centre

The Council's principal aims in Urmston Town Centre are to enhance the role of this key shopping centre by the effective management and improvement of the Moorfield Precinct, and by the effective promotion of the opportunities which the Town Centre offers for shopping, business and leisure activities.

AREAS FOR IMPROVEMENT

AREA: The A56 Corridor

For many years the A56 corridor throughout the Borough has been degraded by high levels of through-traffic and the physical deterioration of frontages, as small shops have ceased trading and units have not found viable new uses. The Council intends to work with developers, landowners and others to bring back into effective use vacant and under-used properties along this major arterial route, and where new development is proposed in the A56 Corridor the Council will aim to secure good quality design and environmental enhancement.

AREA: The Broadheath Industrial Area

The Council's objective in the Broadheath industrial area is to consolidate the progress which has already been made in reversing long-term decline in the older part of this established industrial area, by further re-development, highway and access improvements. Opportunities will be taken to further encourage employment-generating uses and secure additional environmental improvements.

AREA: Woodsend Circle in Flixton

The Council will continue to support and encourage the regeneration of Woodsend Circle and improvements to the surrounding area including the exploitation of its waterside location.

AREA: Bowdon Vale in Bowdon

The Council will encourage further economic, social and environmental initiatives in support of the wellbeing of the local community.

AREAS FOR PROTECTION

The areas not designated as Priority Regeneration Areas or as Areas for Improvement are not subject to undue development pressures. The Council, therefore, intends to maintain them broadly in their present role.

Where necessary the Council will take action (such as the preparation of more detailed development control policies or the securing of additional planning controls) to ensure that the necessary degree of protection is maintained.

Appendix C

Sites of Biological Importance

Sites of Biological Importance

SITES REFERRED TO IN PROPOSAL ENV9

AREA	SITE	GRID REFERENCE	GRADE
ASHTON ON MERSEY	Sewage Works	3768/3932	C
	Brook Wood	3769/3917	C
BOWDON	Hanging bank Covert	3753/3885	C
	Priory Wood	3761/3856	B
	Vicarage Gorse Covert	3756/3854	B
	Watch Hill (AW)	3749/3860	A
BROADHEATH	Wetland at Balfour Road	3772/3894	C
CARRINGTON	Altrincham Sewage Works	3753/3909	B
	Birchmoss Covert	3749/3909	B
	Brookheys Covert (SSSI)(AW)	3742/3903	A
	Carrington Power Station	3728/3930	C
	Dark Lane Tip	3739/3906	B
	Hogswood Covert (AW)	3745/3903	A
	Sinderland Green Wood	3733/3905	B
	Wetland at Carrington Moss	3746/3919	A
	Malljurs Covert	3753/3902	C
DAVENPORT GREEN	Davenport Green Wood	3804/3861	B
	Ponds at Davenport Green	3799/3869	B
DAVYHULME	Sewage Works	3744/3961	A
DUNHAM	Blackmoss Covert	3745/3889	B
	Brickkiln Nursery Wood	3730/3876	C
	Redhouse Lane meadows	3731/3897	C
	Dunham Park (SSSI)	3740/3870	A
	Dunham New Park	3751/3877	C
	Headsmans Covert	3744/3868	C
	Oak Wood near School Lane	3740/3886	C
	Pitstead Covert	3747/3868	C
	Redmoor Covert	3740/3863	C
	Rookery Wood	3745/3863	C
	Whiteoaks Wood	3732/3880	B
FLIXTON	Flixton Sludge Beds	3735/3937	C
	Jack Lane, Wellacre	3734/3939	B
FLIXTON – SALE	River Mersey	3742/3937-3772/3936	B
HALE	Ashley Heath Wood	3766/3859	C
	Rossmill (AW)	3791/3847	B
	Bentley and Tomfield Banks (AW)	3785/3853	B
PARTINGTON	Reed Bed by Ship Canal Sidings	3722/3919	C
	Wetland, at Partington	3719/3917	C
	Broadoak Wood	3725/3909	C
SALE	Broad Ees Dole	3800/3933	A
	Field By Electricity Sub Station – south	3816/3917	B
	Meadows at Sale Water Park	3806/3927	B
TRAFFORD PARK	Bridgewater Canal	3767/3975-3787/3960	C
	Trafford Park Lake	3793/3974	B
	Salford Quays South	3807/3968	C
WARBURTON	Fox Covert	3708/3886	B
	Landfill Site off Dunham Road	3719/3893	C
	Moss Wood	3720/3899	C
	Wigsey Lane Meadows	3695/3889	B

Those sites marked (AW) are identified as Ancient Woodlands

Note: Another ancient woodland at Coroners Wood, Partington is included in Appendix D

Appendix D

Local Nature Conservation Sites

SITES REFERRED TO IN PROPOSAL ENV9

AREA	SITE	GRID REFERENCE
ALTRINCHAM	The Devisdale	757873
	Wood at North Cestrian School	758885
	Wood and pond at Altrincham - Grammar School	770864
ASHTON ON MERSEY	Ashton Weir	773935
BOWDON	Woodland West of Priory Wood	760855
BROOKLANDS	Beccles Wood	785904
CARRINGTON	Carrington Rides	-
	Plantation South of Black Moss Covert	748846
	Wood West of Ackers Farm	752930
DAVENPORT GREEN	Flaxhigh Covert	802855
	Humphreys Wood	799860
	West of Roaring Gate Lane	802866
DAVYHULME	Broadway	760958
DUNHAM	Broadheath - Lymm Railway	709883-752886
FLIXTON	Flixton Tip	740937
	Flixton Station Scrubland	748943
	Wellacre Area	737943
	Wood at Flixton Village	744938
HALE	High Elm Wood	798853
	Wood at Hale Golf Course	780854
	Wood at Park Drive	778866
	Wood South of Rossmill	788847
PARTINGTON	Coroners Wood (AW)	707906
	Oak Road Wood	710905
	Disused Partington railway and station	730915
SALE	Broad Ees Dole	802934
	Coppice at Crossford Bridge	794932
	Wood at Old Hall Road	805922
	Firs Plantation	762916
	Granary Way Copse	776907
	Meadows and Wetland at Sale Water Park	807924
	Pond at Crossford Bridge	793928
	Priory gardens	797925
	Wood at Alma Road	773904
	Wood at Coppice Avenue	769908
	Wood at Electricity Sub Station	816917
	Wood South of Langdale Road	772902
	Wood at Lowton Road	768907
	Wood at New Hall Road	809915
SALE - DUNHAM	Bridgewater Canal	727873-788919
STRETFORD	Kickety Brook East of A56	795937
	Kickety Brook at Stretford Sewage Works	783934

TIMPERLEY	Broomwood	796884
	Fairywell Wood	802880
	King George V Pool	879776
	Marlpits West of Brooks Drive	797877
	Moated Historic Site	777882
URMSTON	Plantation at Newcroft Road	783943
	Urmston Meadows (West)	764940
	Old Eea Brook	767937
WARBURTON	Marlpits East of Park Cottage	705898
	Marlpits West of Warburton Lane	708903

Those sites marked (AW) are identified as Ancient Woodlands

Appendix E

Woodlands and Copses

Woodlands and Copses

SITES REFERRED TO IN PROPOSAL ENV14 AND ENV19

AREA	SITE	GRID REFERENCE
ALTRINCHAM	Altrincham Grammar School Wood	770864
	Birchmoss Covert	749909
	Black Moss Covert	745889
	Dairyhouse Farm Plantations	754895
	Oldfield Road / Bonville Road Plantation	757883
	Seamons Moss Plantation	746889
ASHTON ON MERSEY	Brook Wood	769917
BOWDON	Hanging Bank Covert	753855
	Priory Woods	761856
	Vicarage Gorse Covert	756854
	York Drive Plantation	767862
	Watch Hill (AW)	749860
BROADHEATH	Malljurs Covert	755903
	Dairyhouse Lane Sidings	757892
BROOKLANDS	Beccles Wood	785904
CARRINGTON	Dark Lane Plantation	739906
	Grove House Farm Plantation	738886
	Oak Wood near School Lane	740886
	Brookheys Covert (AW)	742902
	Hogswood Covert (AW)	745904
	Sinderland Green Woodland	733905
DAVENPORT GREEN	Davenport Green Wood	804861
	Flaxhigh Covert	802855
	Humphreys Wood	799860
DUMPLINGTON	Wilderspool Wood	767963
DUNHAM	Brickkiln Nursery Wood	730876
	Dunham Wood	752873
	Dunham New Park	751877
	Dunham Town Plantation	740875
	Headsmans Covert	744868
	Manor Farm Plantation	727876
	Pitstead Covert	747868
	Redmoor Covert	740865
	Rookery Wood	745863
	Storage Depot Plantation	737882
	Whiteoaks Wood	732881
HALE	Ash Lane Plantation	792869
	Ashley Heath Wood	766859
	Ashley Mill Wood	768855
	Bentley and Tomfield Banks (AW)	785853
	Wood at Park Drive	778865
	High Elm Wood	798853
	Old Hedgerow and Plantation at Bankside	797847
	Wood east of Jacksons Bank (AW)	791847

PARTINGTON	Broadoak Wood	725909
	Brookheys Farm Plantation	742904
	Yew Tree Farm Plantation	734903
	Coroners Wood(AW)	707906
SALE	Coppice at Crossford Bridge	794932
	Copse at Greenway Close	769911
	Copse South of Junction 6 M60	805922
	Danfield Road Copse	794928
	Firs Plantation	762917
	Granary Way Copse	776907
	Priory Gardens	797925
	Westminster Close Copse	768911
	Wood at Coppice Avenue	769908
	Wood at Lowton Road	768907
	Wood at New Hall Road	809915
TIMPERLEY	Broomwood	796884
	Fairywell Wood	802880
WARBURTON	Fox Covert	708886
	Moss Wood	720899
	Wood at Warburton Bridge	697897

Those sites marked (AW) are identified as Ancient Woodlands.

Appendix F

Conservation Areas

DISTRICT	AREA
ALTRINCHAM	George Street Goose Green Linotype Housing Estate Old Market Place Sandiway Stamford New Road The Downs
BARTON	Barton upon Irwell
BOWDON	Bowdon Village The Devisdale
DUNHAM	Dunham Town Dunham Woodhouses
FLIXTON	Flixton Village
HALE	Ashley Heath Hale Station South Hale
SALE	Ashton on Mersey Village Brogden Grove
WARBURTON	Warburton Village
STRETFORD	Empress Longford

Appendix G

Planning Brief for the Proposed Strategic High Amenity Employment Site at Davenport Green – UDP Proposal E14

1 INTRODUCTION

1.1 Background to the Proposal

Unitary Development Plan Proposal E14 identifies a strategic high amenity employment site at Davenport Green. In the justification of this Proposal the Council recognizes that this site presents a very significant opportunity to benefit Greater Manchester and the regional economy by providing a location for modern major international business activities.

Integral to the development of this strategic high amenity employment site is the conservation and enhancement of the landscape and ecological features of land adjacent to the site that is to remain open and undeveloped. The site and the adjacent land together comprise the Total Estate. The extent and location of the Total Estate is shown in Fig. 1.

The purpose of this Brief is to set out in detail the requirements that the Council will apply in seeking an acceptable physical development of the strategic high amenity employment site and the long term management of the land adjacent to the site. Any planning application submitted for the site will be assessed against, and must comply with, the requirements set out in this Planning Brief.

The Brief applies to the Total Estate that has an area of 135.56 ha. (335 acres), which is divided between: -

- The DEVELOPMENT AREA, comprising 36.42 ha (90 acres), that is the strategic high amenity employment site, and,

- The RURAL PARK comprising 99.14 ha (245 acres), that is the land adjacent to the site.

The extent and location of the Development Area and the Rural Park are shown in Fig. 2.

1.2 The Proposal

The Proposal is for the development of no more than 98,000 square metres (1,054,872 square feet) of gross floor-space distributed in the Development Area between three discrete cells containing high quality buildings placed in a parkland setting. The Development Area is excluded from the Green Belt. However, Green Belt policies will be strictly applied to the land until such time as development has been implemented which is in accordance with this Planning Brief and has received planning permission.

Integral to the overall development concept is the provision of a Rural Park to be used mainly for rural/agricultural purposes with improved facilities provided for its informal recreational use by the general public. The Rural Park is to remain in the Green Belt.

The quality of the environment in the Total estate will be enhanced by: -

i) The conservation of and substantial improvements to its landscape;

ii) The prestigious character of the development which will be permitted

iii) Improved recreational access and vehicular traffic management;

iv) Secure long-term management.

1.3 The Total Estate and Its Context

(i) Land Use and Character within the Estate

Much of the Total Estate is presently in agricultural use though some of this is under pressure from urban fringe problems and comprises a large number of fields of varied size, most of which are bounded by trees and hedgerows. There are several ponds and small areas of woodland, the most significant of which is Davenportgreen Wood that is designated as a Grade B Site of Biological Importance. Other significant features that also determine the topography and character of the site are Fairywell Brook and Timperley Brook.

Several features are visually important and in addition support a range of wildlife habitats. The location of the key landscape features and their description is shown in Fig. 2 and set out in Annex A respectively and comprise: -

(i) Davenportgreen Wood

(ii) Brooks Drive

(iii) Hedgerow along Fairywell Brook

(iv) Hedgerow and trees perpendicular to Fairywell Brook

(v) Linear plantation

(vi) Species rich meadow

(vii) Small woodland to the north of Davenportgreen Wood

(viii) Plantation to the north of Thorley Lane

(ix) Group of trees

(x) Species rich area of wet grassland.

Public access within the area is limited to a few public footpaths that traverse the estate in several places. These are shown in Fig. 2.

The predominantly pastural use of the fields provides an open aspect over much of the area. Fig. 3 shows existing land cover and habitats.

(ii) Surrounding Land Uses

The principal land uses that surround the Estate are agriculture (including nurseries), a golf course and the residential enclaves of Davenport Green and Brooks Drive, all of which are

within the Green Belt, and the residential areas of Hale to the west and Wythenshawe to the north-east. On the eastern side the motorway M56 separates the estate from Manchester Airport. Existing land uses in and around the Total Estate and the existing Green Belt are shown in Fig. 4.

The small settlement of Davenport Green contains several listed buildings within its area: -

- Davenportgreen Hall at Shay Lane;
- Davenportgreen Farmhouse, Barn Davenportgreen, Paddy's Hut, Davenportgreen (all at Roaring Gate Lane

The location of these listed buildings is shown in Fig.5.

2 DEVELOPMENT GUIDELINES FOR THE DEVELOPMENT AREA

2.1 Development Concept

The purpose of these Guidelines is to achieve development that is well integrated with the total site and its Green Belt setting.

All buildings within the Development Area shall, by applying the principles in this Brief, fit within the landscape and shall be set out within high quality landscape.

Before grant of planning permission the developer shall satisfy the Council that it has, or will have, freehold control over the Total Estate.

2.2 Location

The Development Area comprises approximately 36.42 ha (90 acres) and is located to the east of Roaring Gate Lane and Brooks Drive. It is bounded to the east by the M56 motorway and its junction 6, to the north by Fairywell Brook and to the south by Davenportgreen Wood (Fig. 5).

All existing buildings located in the Development Area shall be demolished and their sites cleared and integrated within the overall development proposals.

2.3 Development Form

i) Development Cells

No more than 20% of the Development Area (i.e. approximately 7.28 ha. (18.0 acres)) shall be occupied by buildings (including above ground car parking structures) to secure that: -

a) The buildings will have a generous landscape setting;

b) A substantial measure of openness will be retained;

c) Key landscape features of ecological or visual importance will be retained in situ (as listed in Annex A).

The built development shall be confined to three discrete cells as shown in Fig. 5.

The area which separates and surrounds the development cells shall be designed and laid out as a continuous and integrated Landscape Area and subsequently managed in accordance with the requirements of this Brief. A management plan for the care and management of this land shall be agreed with the Council as part of any application to develop the Development Area.

The development of each cell shall be self-contained with all buildings and associated structures harmoniously integrated within their landscape setting.

Each development cell shall be treated as a “sealed unit" with respect to access, visitors' and staff car parking, delivery vehicles and contractors' traffic, i.e. all vehicles except buses and emergency services.

A building in any one cell shall be sited not less than 150 metres (492 feet) from a building in another cell.

ii) Buildings and their Height

The gross development floor-space of 98,000 square metres (1,054,827 square feet) shall be distributed between the three cells. Within each cell development shall be brought forward with an architecturally integrated appearance and quality and in a manner that reflects the relationship between built form and landscape of a country house set in parkland.

The height of the proposed development shall have regard to the landform and the existing and proposed planting at its maturity and shall have regard to the principal objective of restricting the impact the development will have on the Green Belt and the surrounding residential neighbourhoods.

The buildings and their general rooflines shall not exceed the following heights as measured from the existing ground level: -

- Cell 1 - 13.9 m (45ft) - three storeys
- Cell 2 - 13.9 m (45ft) - three storeys
- Cell 3 - 10.0 m (33ft) - two storeys

iii) Car Parking

a) Car parking shall be provided at a standard of one space per 25 square metres of gross floor-space, this standard to be applied flexibly to reflect any increase in the level of public transport services to be provided to the development above the minimum requirement set out in paragraph 2.6 of this Brief;

b) Up to 5% of spaces in each development cell may be open air surface car parks conveniently placed for visitors' and disabled persons' use;

c) Not less than 95% of spaces in each cell shall be provided either underground or in purpose designed low level structures which shall be integrated with the overall concept of the built form design in each cell using earth mounding and planting.

The car parking structures must be well integrated into the landscape, have roofs which may be utilised for feature landscape development, and in appearance be subordinate to the buildings. All car parking must be well screened to views from outside the development area and in particular not be visible from the residential area.

2.4 Landscape Area

i) All landscape proposals in the Development Area shall be designed and managed in a manner that has regard to and complements proposals for landscape development in the Rural Park. In particular the proposals shall: -

a) Set out in detail how the key landscape features identified in Annex A and Figs. 2 and 5 will be protected and enhanced;

b) Provide an extension of Brooks Drive as a landscape feature and pedestrian/recreational facility, but shall exclude uses by vehicular traffic;

c) Provide part of the new woodland planting, as shown in Fig.6 which within the Total Estate shall be a minimum of 30% (40.7 ha (100.5 acres)) site coverage including the existing trees and woodlands;

d) Form the separation between the development cells;

e) Ensure that buildings are screened from nearby residential areas within 10 years.

ii) Within the Development Area the landscape shall contain: -

a) Woodland planting in between the development cells as shown in Fig. 6;

b) A tree belt along the western side of cell 3 not less than 50 m (164 feet) wide;

c) A minimum 30 m (98 feet) wide tree planting screen with a mounding on the northern boundaries of cells 2 and 3;

d) Substantial landscape screening to listed buildings - for early effect this shall include mounding and contouring;

e) Where feasible ground modelling/mounding which shall have a natural looking landform and shall provide immediate height for the screen planting.

iii) The only development that will be permitted within the Landscape Area will comprise the infrastructure necessary to service the development cells and the possible provision for

the alignment through the area of the Metrolink tracks and a station. Typically these will include: -

a) Access roads and associated lighting and signage;

b) Footpaths and other recreational rights of way;

c) Boundary fences and walls; these shall be located in the peripheral area of the development cells but on the development side of any woodland planting.

2.5 Landscape Design within Development Cells

Landscape design within the development cells shall be of a very high quality, sensitive to its natural surroundings and complementary with the built form: -

a) Apart from the 5% surface car parking as referred in 2.3(iii) above, none of the parked cars shall be visible from outside the Development Area;

b) The roofs over parking structures shall be landscaped in a manner that renders them usable and attractive as gardens;

c) The edge of any car park decks shall be screened by earth mounding and planting so that the structure is not visible from outside the Development Area;

d) Surface car parking shall be laid out with high quality materials within landscape screening;

e) The peripheral parts of the development cells shall be planted or managed in a manner that specifically reflects the landscape proposals for the adjacent landscape area in order to ensure the greatest degree of integration;

f) Any fences or walls required for security or other purposes shall be carefully designed and discretely sited in the peripheral area of the cell (see paragraph 2.4(iii) c above);

g) In areas where early screening is required, planting in advance of construction shall be undertaken; such areas are identified in Fig.6 and shall be safeguarded from construction operations;

h) Public footpath 26 must be retained but diversion may be acceptable; any proposed diversion must be secured in accordance with statutory requirements.

2.6 Public Transport

The Development Area shall be served by public transport.

The developer shall satisfy the Council that there is a strategy for the provision of public transport to serve the development and that adequate public transport services will be provided when any part of the development is first open. A reasoned estimate of the catchment area for bus borne passengers in a form that will enable the Council to agree the areas to be served and the frequency of the service shall be provided. This process shall be reviewed in the light of the programme to implement Metrolink through the site to Manchester Airport.

The minimum requirement is that public transport shall provide a direct link to Manchester City Centre and the corridor to the site serving Fallowfield, Newall Green, Wythenshawe Centre, Sale, Altrincham, Hale, Timperley and Manchester Airport.

The adequate service provision shall provide an agreed capacity on each bus for site employees such that the projected passenger demand can be met throughout the day.

2.7 Metrolink

The Greater Manchester Passenger Transport Authority (GMPTA) proposes to extend the Metrolink public transport network south from the City Centre to Manchester Airport.

Trafford Borough Council supports, in principle, the new extension and is of the view that a Metrolink station serving the development would assist in achieving the objective of ensuring that the development is served by public transport.

The developer shall demonstrate to the Council how, in consultation with GMPTA, the track alignment and the location for the station and its design shall be integrated with the proposals in accordance with the terms of this guidance.

2.8 Highway Layout

Vehicular access to the Development Area other than for buses and emergency services must be obtained entirely from the local highway network to the east of the M56. To achieve this, measures must be taken to prevent through traffic passing between Roaring Gate Lane/Shay Lane and Thorley Lane prior to the construction of any buildings within the Development Area.

Within the Development Area the highway circulation layout must provide for: -

a) All traffic entering and leaving the Development Area via an improved Thorley Lane bridge over the M56;

b) Each development cell to function as an entity in traffic terms;

c) An effective “valve" in traffic control terms, for buses and emergency services only which may access the Development Area from the local highway network via Roaring Gate Lane, Whitecarr Lane, Clay Lane and Shay Lane to the satisfaction of the Council

d) Access for pedestrians and cyclists through the Development Area between Roaring Gate Lane/Shay Lane and Thorley Lane Bridge;

e) The proposed Metrolink route so as not to prejudice vehicle and pedestrian safety.

2.9 Traffic Impact Assessment

The developer shall provide a traffic impact assessment for the proposed development for the projected year of first opening and at an appropriate future year to be agreed with the Local Highway Authority. The assessment shall cover both the local and trunk highway network and provide analysis of the traffic situation both “with" and “without" the development. The figures shall also take account of general traffic arising from closure of Thorley Lane as a through route. An operational assessment of the highway shall be required indicating and identifying where improvements may be needed and how these can be implemented.

The area of interest includes in particular: -

a) M56

b) A538

c) The local roads in the vicinity of the development.

The Department of Transport and other appropriate Local Highway Authorities shall be fully consulted during the preparation of the traffic impact assessment.

2.10 Drainage

The existing watercourses together with new water feature (lake) provided as part of the Rural Park development shall be adequately protected from discharge emanating from the proposed development.

i) Surface Water Drainage

The developer shall provide a reasoned estimate of the volume of surface water drainage. All surface water discharges shall be directed only to the Western Parkway Surface Water Sewer.

The developer must demonstrate that all surface water sewers provided in connection with the development fully meet the North West Water Interim Performance Criteria for Sewage Systems and are designed in a manner to accommodate any limitation of peak flow rate into the Western Parkway surface water sewer that may be imposed by North West Water Ltd.

ii) Foul Drainage

The developer must provide a reasoned estimate of the site population and the volume and nature of the foul flow.

The developer shall further demonstrate that the capacity of the foul drainage system will at least equal the potential daily volume of mains water that can be delivered to the site.

On site treatment of foul sewage will not be permitted and foul sewage shall be directed to the most suitable sewer system as determined by North West Water Ltd.

The developer shall demonstrate that the foul drainage system is designed in a manner to accommodate any limitations of flow rate into this system as imposed by North West Water Ltd.

All foul sewers to be provided in connection with the development shall fully meet the North West Water Interim Performance Criteria for sewage systems.

2.11 Power and other Engineering Services

The developer shall provide a reasoned estimate of the power and other engineering needs of the proposal and how these are to be met.

The services should not add to the above ground complement of services already apparent on or around or crossing the area, in terms of cables, pylons, transformer chambers, hard standings, access roads or other above ground equipment. Diversion of existing services may be allowed and reductions of visual intrusion from these is encouraged.

3 DEVELOPMENT GUIDELINES FOR THE RURAL PARK

3.1 Concept

The 99.14 hectares (245 acres) of land adjacent to the strategic high amenity employment site, as defined by Proposal E13, shall be developed and subsequently managed as a Rural Park. Figs 2 and 4 show the extent of the Rural Park proposal in relation to the Development Area and its Green Belt setting respectively.

The purpose of this requirement is to restore, enhance and manage this good quality land for the benefit of the public and retain the open and rural character of the area.

The principal aims are: -

i) To restore, conserve and enhance landscape features and reinforce the character of the landscape through the appropriate management of existing habitats and the selective creation of new ones;

j) To reinforce the positive role of the Green Belt by increasing public access to and enjoyment of the open countryside through the provision of new footpaths, bridleways and cycleways; the promotion of community forest; the provision of educational facilities and activities which focus upon the study of the natural environment; and the general promotion of public interest in the future of the local countryside and its management;

k) To establish a form of management which will maintain, conserve and enhance the landscape;

l) To secure a legal and management framework that is appropriate to meet these objectives over the long term.

3.2 Use

The whole of the land within the Rural Park shall remain in rural/agricultural use and this shall be provided for together with a plan for its management in a legally binding agreement(s) to be entered into prior to the grant of planning permission for development within the Development Area.

3.3 Elements of the Rural Park

The Rural Park shall comprise -

i) A viable farm

ii) New woodland;

iii) Existing habitats improved and managed;

iv) A new lake;

v) Enhanced public access.

3.4 A Viable Farm

The Rural Park shall have as its basis a farm based on the existing buildings at Clay House Farm.

The agricultural regime adopted for the running of the farm and its economic viability shall be agreed with the Council and shall be the responsibility of and operate under the direction of a Trust.

The established agricultural regime shall: -

i) Be consistent with the objectives of retaining the existing landscape character of the area;

ii) Be appropriate to and compatible with the other non-agricultural objectives and uses of the Rural Park;

iii) Provide a robust financial basis for the on-going management and upkeep of the park.

The existing buildings and facilities at Clay House Farm shall be improved and shall be used for the purposes of day to day running of the farm and general management of the Rural Park. Other buildings within the Rural Park shall be removed and any future buildings sited at Clay House Farm, unless otherwise agreed by the Council.

3.5 New Woodland

A substantial area of new woodland shall be established in the Rural Park so that, when taken together with woodland provided in the Development Area, it shall comprise no less than 30% of the total area of the Total Estate.

A range of woodland types shall be planted appropriate to the local ground conditions, thereby promoting ecological variety, visual interest and a demonstration of a variety of good woodland management techniques. The woodland shall be compatible with the overall land management regime for the site and shall be located in the areas shown on Fig. 6.

A proportion of the new woodland is required to be established in advance of any other works in the Rural Park and in advance of the commencement of any construction works in the Development Area. This is to secure the early establishment of screen belts in the vicinity of the Development Area, as indicated on Fig. 6. Included in the category of advance planting is the establishment of a tree-lined avenue along Roaring Gate Lane and hedgerow improvements along Shay Lane/Ash Lane.

The precise disposition and phasing of the implementation of the new woodland, both in the Rural Park and in the Development Area, shall be documented in plans and shall be agreed with the Council.

3.6 Existing Habitats, Improved and Managed

Prospective developers shall have a specific duty of care for the conservation and enhancement of landscape and ecological features within the Total Estate. Two sites of special importance are: -

i) Davenportgreen Wood (Site of Biological Importance, Grade B);

ii) A small species-rich area of wet grassland (Site of Local Biological Interest).

Other habitats have also been identified and shall be conserved. These habitats comprise small woodlands, sections of hedgerow, grassland and ponds and are identified in Fig. 3.

All of these habitats are capable of being enhanced and/or extended. The requirement set out above will bring a substantial increase in woodland habitat cover and diversity. The Rural Park shall foster the extension of these habitats. In particular, a national scarcity of unimproved grassland as a habitat justifies a substantial increase in this habitat-type; the development and management of at least 7ha of species-rich grassland is a target requirement.

The ecological characteristics and water quality of Timperley Brook and Fairywell Brook shall not be impaired by any management operations within either the Rural Park or the Development Area. Measures to enhance the water quality and the ecological status of the Brooks shall be demonstrated in the development proposals.

3.7 New Lake

A lake of approximately 3.5 acres shall be created in the Rural Park that shall provide a range of wildlife habitats and a visual amenity. Provision shall be made for fishing in specially designated areas limited to part of the western shoreline only. The use of the lake overnight will not be permitted.

The developer shall provide details and demonstrate the adequacy of construction of the pond and the dam, the geology and the water supply both in quantity and quality. Drainage from the M56 shall be treated to the satisfaction of the Council.

The developer shall also satisfy the Council that all legal permissions and other necessary arrangements of the National Rivers Authority are obtained in regard to the construction of the lake.

Arrangements for the management of the lake shall form part of the management plan for the Rural Park.

3.8 Enhanced Public Access

The present lanes, footpaths and verges within the Total Estate shall be retained and improved and provision shall also be made for new footpaths (approx. 1 km), bridleways (approx. 1.8 km) and cycleways (approx. 0.7km) on alignments as shown in Fig. 7 or as otherwise agreed or arranged with the Council.

All paths intended for public use over the Total Estate shall be furnished and maintained with appropriate and adequate signs, fences, stiles and surfaces and shall be designated as public rights of way on the Definitive Rights of Way map.

Where diversion or extinguishment of a right of way may be necessary this must be secured in accordance with statutory requirements.

Controlled access to all parts of the Rural Park for educational study or conservation purposes shall be permitted.

Access by car shall be discouraged except for the access to Clay House Farm.

4 MANAGEMENT

Provision shall be made for all land within the Rural Park and the Landscape Area outside the development cells to be managed in the long term in a manner to be agreed with the Council and set out in a legally binding agreement(s) which shall be completed prior to the grant of planning permission for any development within the Development Area.

Within the Rural Park, management shall be undertaken by a Trust and shall provide for and maintain the aims set out in Part 3 of this Brief - Development Guide-lines for the Rural Park. A detailed management plan for the Rural Park shall be prepared in accordance with the principles set out in this Brief and submitted to the Council for approval. Upon approval this management plan shall be incorporated into a legally binding agreement that shall be completed prior to the grant of planning permission for any development within the Development Area.

Within the Development Area, responsibility for the management of all land within in the Landscape Area outside the development cells shall be clearly identified to the satisfaction of the Council. A detailed management plan for the Landscaped Area shall be prepared in accordance with the principles set out in Part 2 of this Brief - Development Guidelines for the Development Area, and submitted to the Council for approval. Upon approval this management plan shall be incorporated into a legally binding agreement which shall be completed prior to the grant of planning permission for any development within the Development Area.

ANNEX A - KEY LANDSCAPE FEATURES

i) DAVENPORTGREEN WOOD

This is, by far, the most important woodland at Davenport Green. Whilst it contains plantations of Conifers and Beech, the most interesting areas of woodland are dominated by Common Oak and Ash with areas of Alder and Willow in the damper areas. It has, in addition, a diverse shrub layer and varied ground flora. It forms a strong and attractive edge to the site running between Brooks Drive and the M56 motorway. It is an essential requirement of this Brief that this woodland is retained and appropriately managed.

ii) BROOKS DRIVE

The Oak, Lime and Pine trees which line Brooks Drive on either side are an important feature of this landscape. The trees must be conserved as must their immediate setting.

iii) HEDGEROW ALONG FAIRYWELL BROOK

This hedgerow, which forms the northern boundary of the Development Area, has been severely disturbed. However, Oak, Hawthorn and Hazel are to be found within the hedge and the ground flora. This hedge is capable of improvement with new planting and appropriate management.

iv) HEDGEROW AND TREES PERPENDICULAR TO FAIRYWELL BROOK

This hedge is particularly significant because of the mature Oak trees that survive within the hedgerow. It is, however, fragmented and contains also Blackthorn thickets and Hazel.

v) LINEAR PLANTATION

Adjacent to the hedgerow (iv) above is a linear plantation of conifers, Beech, Oak, Sycamore and Ash. The canopy is open and the ground is covered by dense thicket of Rhododendron, Brambles and tall herbs. Two shallow ponds lie within the plantation.

vi) SPECIES RICH MEADOW

Traditional meadow land largely unaffected by modern agricultural practices. The field has declined in value in last two years but it is felt that with appropriate changes in management its value would be restored.

vii) SMALL WOODLAND TO THE NORTH OF DAVENPORTGREEN WOOD

This woodland is characterised by mature Oak and Alder around two small ponds that lie within the wood. It is trampled and is used for shelter by sheep.

viii) PLANTATION TO THE NORTH OF THORLEY LANE

This plantation contains Oak, Scots Pine, hybrid Lime, Sycamore and Beech. It is completely bounded by a substantial Hawthorn hedge.

ix) GROUP OF TREES

Adjacent to the slip road of M56 is a group of mature trees.

x) SPECIES RICH AREA OF WET GRASSLAND

An area of diverse, grazed, marshy grassland along the stream with a species rich hedge (possibly ancient) adjoining. The site has a good variety of wetland plant species, one rare in Greater Manchester, and is favourable for butterflies.

DAVENPORT GREEN PLANNING BRIEF

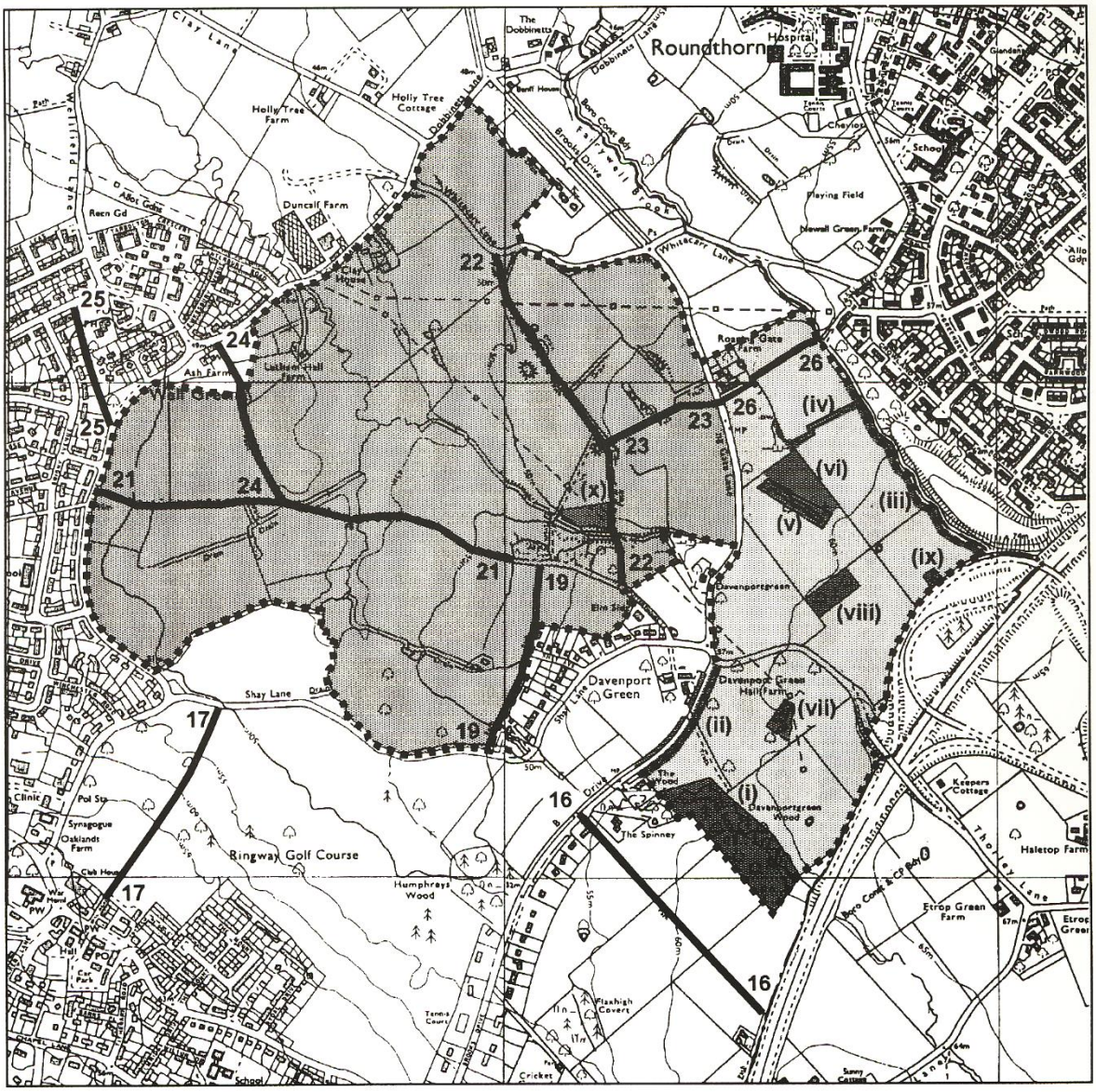
Figure 1 : Aerial Overview (Aerial photography courtesy of BKS Surveys Ltd.)

KEY

The Total Estate

Borough Boundaries

Existing Greater Manchester Green Belt

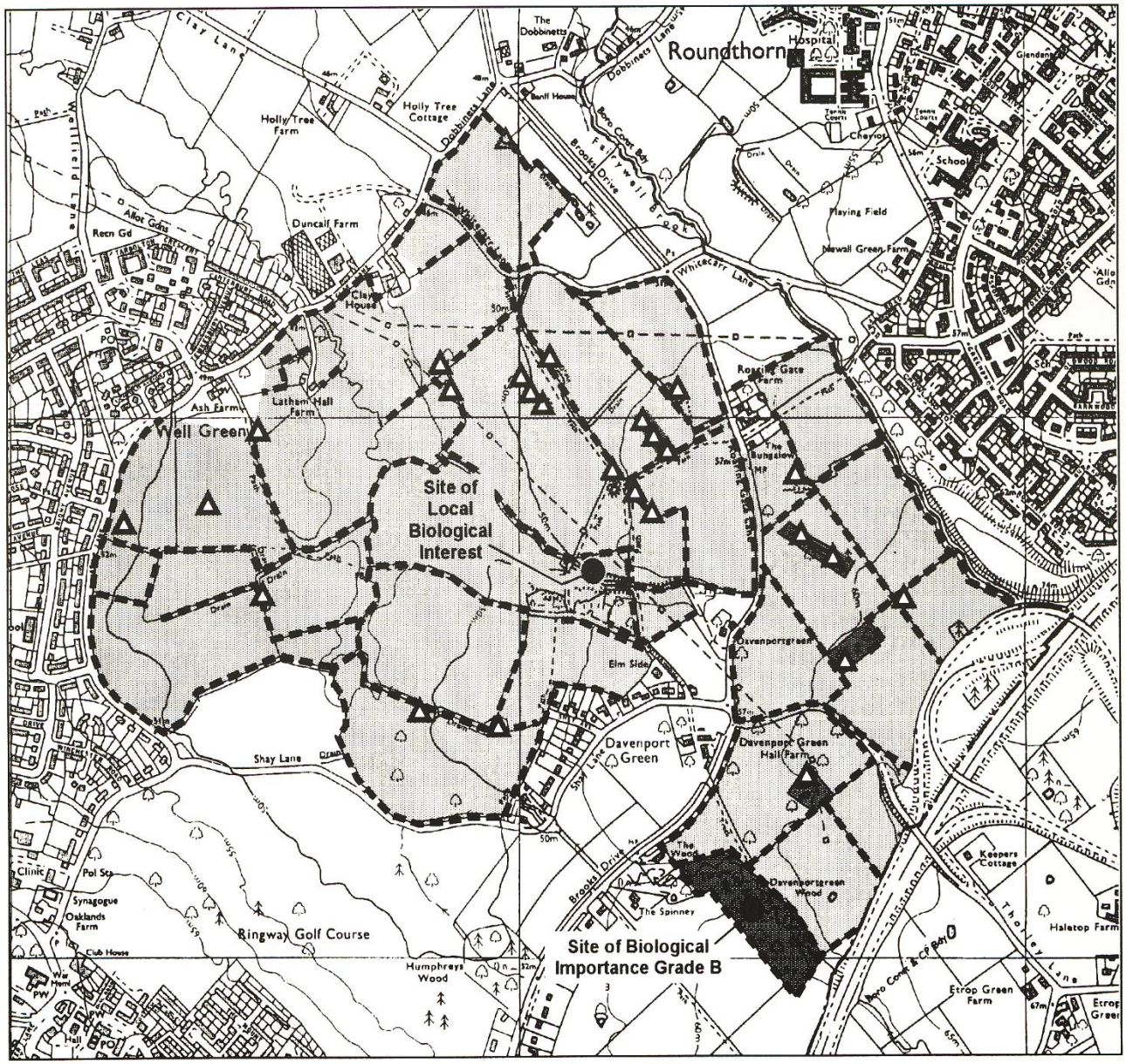


DAVENPORT GREEN PLANNING BRIEF
Figure 2 : Total Estate

KEY

- Development Area
- Rural Park
- Total Estate Boundary
- Key Landscape Features (i) to (x) refer to Annexe A
- Definitive Rights of Way (16, 17, 19, 21, 22, 23, 24, 25, 26)

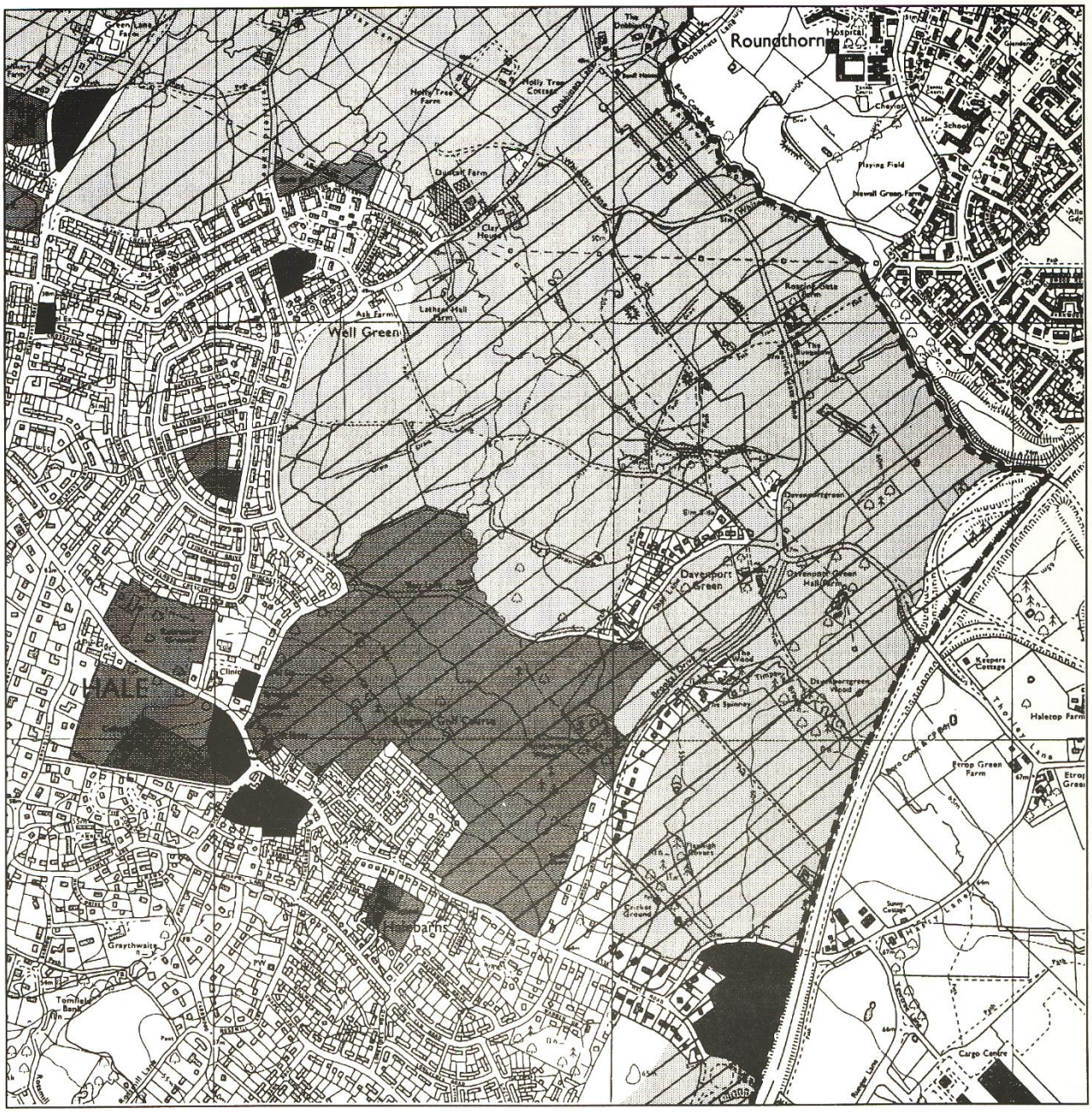
N



DAVENPORT GREEN PLANNING BRIEF
Figure 3 : Land Cover and Habitats

KEY

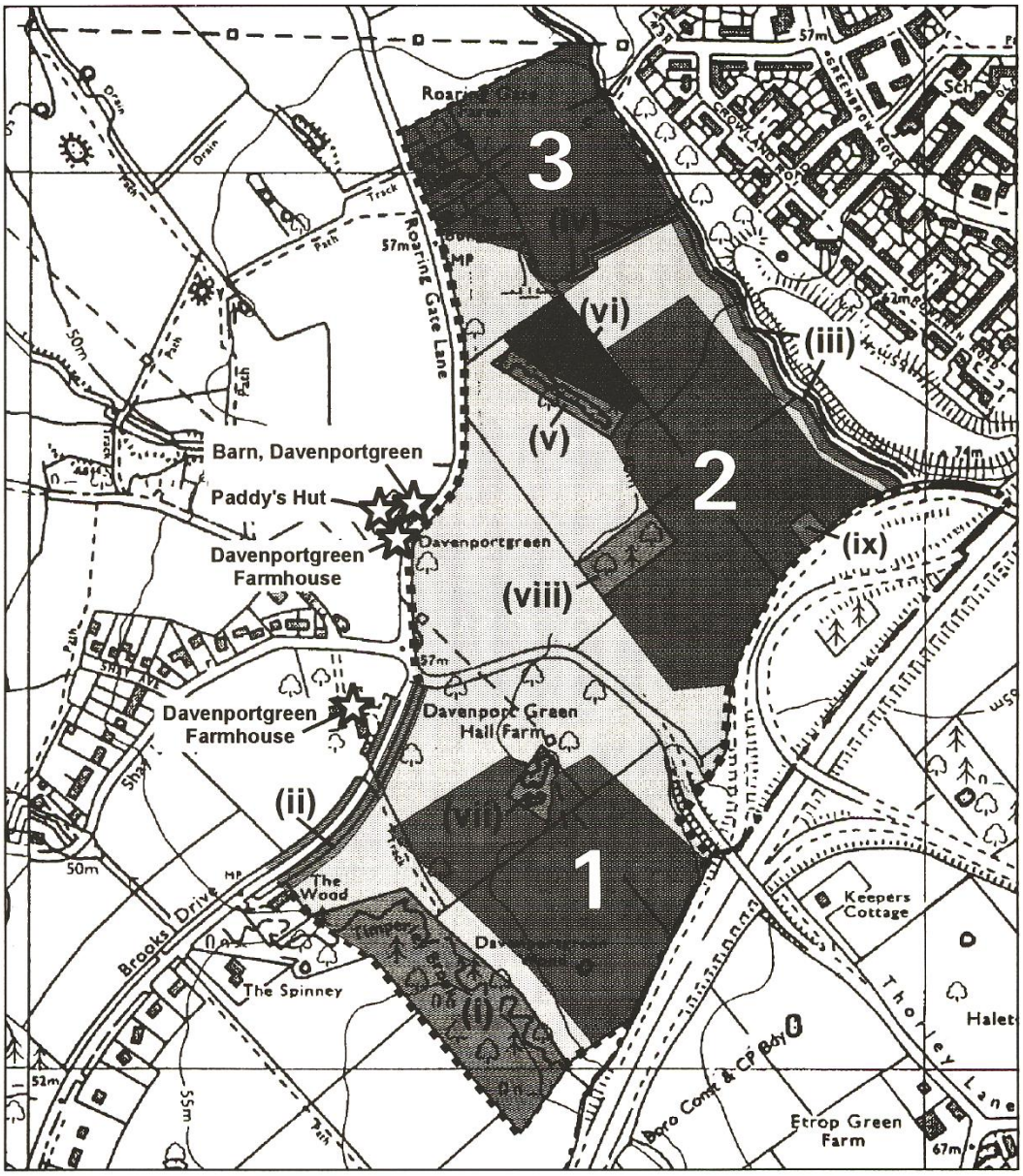
- Grassland
- Woodlands
- Ponds
- Hedgerows



DAVENPORT GREEN PLANNING BRIEF
Figure 4 : Existing Land Uses and Green Belt

KEY

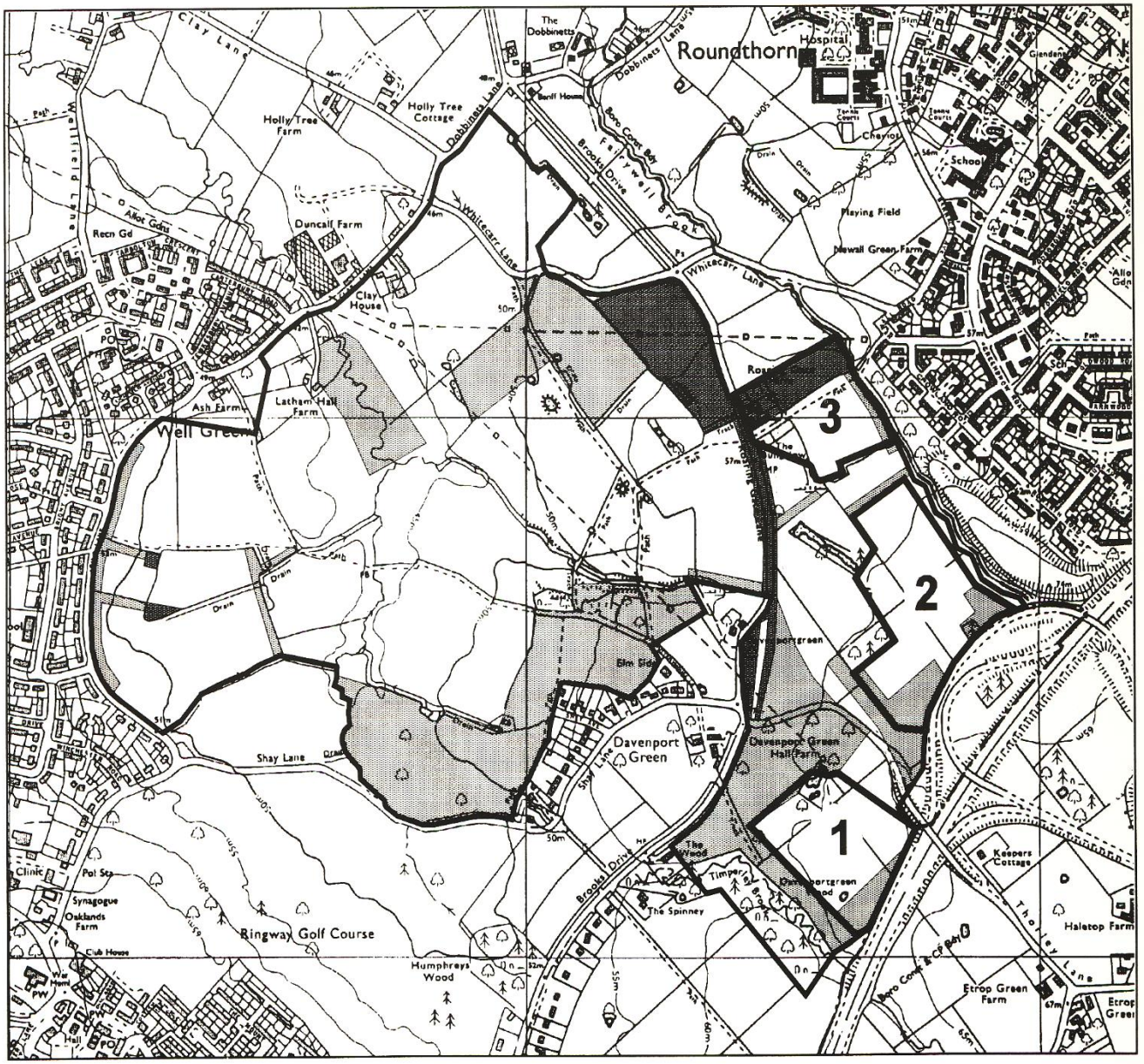
- Borough Boundary
- Agricultural Land
- Non-Residential Uses
- Schools
- Golf Course and other Recreational Open Space
- Part of Existing Green Belt within Trafford
- Total Estate Boundary



DAVENPORT GREEN PLANNING BRIEF
Figure 5 : Development Area

KEY

- Development Area
- Development Cells (1, 2 & 3)
- Landscape Area
- Landscape Features (Refer to Annex A)
- Species Rich Meadow
- Listed Building



DAVENPORT GREEN PLANNING BRIEF
Figure 6 : New Woodland

KEY

Proposed Woodland

Advance Planting

Development Cells (1, 2, 3)

DAVENPORT GREEN PLANNING BRIEF

Figure 7 : Public Access, Existing and Proposed

KEY

Existing Footpaths	Proposed Bridleway
Proposed Footpaths	Proposed Cycleway

Appendix H

Non Shop Uses within Town and District Shopping Centres

Main Shopping Frontages		Other Important Shopping Frontages	
Street Name	**Property Nos/Names**	**Street Name**	**Property Nos/Names**
Altrincham		**Altrincham**	
Cross Street	2,4,6	Ashley Road	1-17 (odd)
Cross Street	15	Ashley Road	8-26 (even)
George Street	All	Cross Street	1-11 (odd)
Grafton Mall	All	Goose Green	2-10 (all)
Regent Road	1-15 (odd)	Greenwood Street	2, 4, 6
Regent Road	2, 2a, 4, 4a	Greenwood Street	36-56 (even)
Stamford New Road	4 to Kwiksave	Greenwood Street	Market Hall & Square
Stamford New Road	52-104 (even)	Kings Court	All
Stamford New Road	13-63 (odd)	Lloyd Street	2-18 (even), Sainsburys
Stamford Square	All	Market Street	Market Hall & Market Sq.
		Oxford Road	1-15 (odd)
		Oxford Road	2, 4, 6
		Peter Street	1-7 (odd)
		Railway Street	14-46 (even)
		Railway Street	15-59 (odd)
		Regent Road	George St. Junction to 30
		Shaws Road	Side of 56 George St to 20
		Shaws Road	3-23 (odd)
		Stamford New Road	1-11(odd)
Hale		**Hale**	
Ashley Road	160-190 (even)	Ashley Road	100-144 (even)
Ashley Road	1-6 (all) Century House and Safeways	Ashley Road	145a-157 (odd)
		Ashley Road	Cheshire Midland Hotel
		Ashley Road	159b-227 (odd)
		Ashley Road	150-156 (even)
		Ashley Road	198-212 (even)
		Broomfield Lane	2-10 (even)
		Cecil Road	2, 4, 6
		Spring Road	2a, 2b
		Victoria Road	2-28 (even)

Main Shopping Frontages		Other Important Shopping Frontages	
Street Name	**Property Nos/Names**	**Street Name**	**Property Nos/Names**
Sale		**Sale**	
Claremont Road	1	Ashfield Road	3-19 (odd)
Hereford Street	West Side (All)	Northenden Road	2a-26 (even including 16a, 18a, 24b, 26a)
Hereford Street	East Side Six Acre Centre	Northenden Road	1-31 (odd)
Mall, The	All	School Road	1-13 (odd)
Market Walk	All	School Road	96-102(even) Bulls Head
Town Square	All	Tatton Road	3-21 (odd)
School Road	15-75 (odd)		
School Road	18-94 (even)		
Curzon Road	1, Sainsburys		

Main Shopping Frontages		Other Important Shopping Frontages	
Street Name	**Property Nos/Names**	**Street Name**	**Property Nos/Names**
Sale Moor		**Sale Moor**	
Northenden Road	131-143 (odd)	Hampson Street	2
		Marsland Road	2
		Marsland Road	1-21 (odd)
		Northenden Road	103-129 (odd)
		Northenden Road	124-138 (even)
		Northenden Road	145-161 (odd)
		Northenden Road	154-178 (even)
		Warrener Street	1
		James Street	2-8 (even)
Stretford		**Stretford**	
Arndale Shopping Centre	Internal Ground Floor Malls (all)	King Street	10-20 (even)
		King Street	External Units 105-114, Arndale Shopping Centre
Timperley		**Timperley**	
Stockport Road	228-262 (even)	Park Road	298, 300 Stonemasons Arms (excluding Bowling Green)
Thorley Lane (Charles Court)	1-8 (all)	Stockport Road	200-226 (even)
		Stockport Road	349-363a (odd)
		Stockport Road	367-401 (odd)
Urmston		**Urmston**	
Flixton Road	2-40 (evens)	Crofts Bank Road	1-23 (odd)
Moorfield Walk	All, except library and council offices	Crofts Bank Road	2-24 (even)
Station Bridge	2-10 (even)	Flixton Road	42-76 (even)
Station Road	2-20 (even)	Flixton Road	80-96 (even)
		Flixton Road	1-65 (odd)
		Higher Road	1-7 (odd) Head Post

Main Shopping Frontages		Other Important Shopping Frontages	
Street Name	**Property Nos/Names**	**Street Name**	**Property Nos/Names**
			Office
		Higher Road	2-10 (even)
		Station Bridge	1, 3, 5
		Station Road	3-15 (odd)
		Station Road	19-45 (odd)
		Station Road	22-30 (even)
		Stretford Road	1-9 (odd)
		Victoria Parade	2-18 (even)
		Victoria Parade	1-11 (odd)

Appendix J

Car Parking Standards

1. OBJECTIVE

The car parking standards set out the minimum car parking requirements which each development will normally be expected to provide, although every planning application is treated on its individual merits. The standards are intended to ensure that sufficient space is provided or is available, within or close to the site and clear of public highways, to accommodate all vehicles likely to be attracted to or generated by a proposed development, to minimise the dangers to public and highway safety and the loss of amenity and convenience likely to be caused by on-street parking.

2. OPERATIONAL SPACE

Sufficient manoeuvring and standing space is required within the site for the maximum number and size of vehicles likely to be required at any one time for the operational needs of the development, including space for delivering or collecting goods at the premises and for picking up or setting down passengers. This is in addition to the car parking requirements specified in this document. Operational space will need to be assessed individually for each proposal.

3. LAYOUT

The normal minimum parking bay size for right angle parking is 2.4 m by 4.8 m with a 6 m aisle width in front. Dimensions for disabled parking spaces are given in the 'Accessible Environment' Section below. Apart from parking within the curtilage of a single dwelling, layouts should be such that each parking space is capable of functioning without interference with any other space, and there should be enough space for all vehicles to be able to enter and leave the site in a forward gear.

4. ACCESSIBLE ENVIRONMENT

It is a policy of the Council to provide an accessible environment for people with disabilities. It is therefore important that developments to which the public will be admitted – shops, factories, offices, sports facilities, etc. – should provide adequate car parking facilities for people with disabilities.

Disabled parking bays should be 3.6 m wide to accommodate wheelchair users or at least 3 m wide for non-wheelchair users and located in a convenient location close to the most accessible building entrance. The bays should be clearly marked as being for use by disabled people. For further information see Trafford Borough Council's Leaflet 'Designing for Everyone'.

5. APPEARANCE

Care needs to be taken at the design stage about the appearance of car parking. This will include consideration of where to locate the parking, what surface materials to use and space for landscaping.

6. SECURITY

The security of parking areas should be considered at an early stage. The incorporation of appropriate design features to help prevent crime offers many benefits to developers and owners. Architects and developers should be aware that Police Architectural or Crime Prevention Officers are able to provide advice on car parking in relation to: layout and siting; lighting; landscaping; defined perimeter, usage and signage; pedestrian and vehicular access control; surveillance and visibility.

7. MAXIMUM STANDARDS

Maximum standards are not specified in this document. However, in view of Government advice in Planning Policy Guidance Note PPG13 about reducing the need to travel, especially by car, any proposal involving parking provision substantially in excess of the standards set out below will be looked at critically to see whether it would harm the objectives of PPG13.

8. CYCLE PARKING PROVISION

The Council will encourage provision of facilities for pedal cycle parking within new developments. On all developments with 50 or more parking spaces some secure cycle parking facilities should be provided, in a situation well overlooked or open to view. In office, industrial and warehousing developments at least one cycle space to every 8 car spaces should be provided. More space should be provided where there is particular demand, e.g. at educational institutions.

9. THE STANDARDS

Notes: *All floor-space based standards relate to gross floor-space unless otherwise stated. Where town centres are referred to, this means the centres of Altrincham, Sale, Stretford and Urmston as defined on the Unitary Development Plan Proposals Map.*

9.1 Residential

a) Terraced houses

Residents : 1 space per dwelling

Visitors : 1 space per dwelling if within the curtilage, or 0.5 space per dwelling if grouped.

b) Semi-detached houses with up to 3 bedrooms

Residents : 1 space

Visitors : 1 space

c) Semi-detached houses with 4 or more bedrooms

Residents : 2 spaces

Visitors : 1 space

d) Detached houses with up to 2 bedrooms

Residents : 1 space

Visitors : 1 space

e) Detached houses with 3 bedrooms

Residents : 2 spaces

Visitors : 1 space

f) Detached houses with 4 bedrooms (other than in the south of the Borough)

Residents : 2 spaces

Visitors : 1 space

g) Detached houses with 4 or more bedrooms in the south of the Borough

Residents : 2 spaces

Visitors : 2 spaces

h) Detached houses with 5 or more bedrooms

Residents : 2 spaces

Visitors : 2 spaces

i) Flats

	South of Borough	Rest of Borough
Up to 2 bedrooms	2 spaces	1.5 spaces
3 or more bedrooms	2.5 spaces	2 spaces

Note 1: *Of the above an amount of not less than 0.5 space per flat shall be provided as communal parking readily available for general use including use by visitors.*

Note 2: *For Local Authority and Housing Association flats where the Local Planning Authority is satisfied that these are and will continue to be likely to attract below average car usage the above requirements may be reduced to not less than 1 space per flat.*

Note 3: A proportion of the parking spaces provided should be capable of accommodating a garage.

j) Sheltered housing

(Purpose built or converted accommodation exclusively for occupation by persons 60 years of age or over together with a spouse aged 55 years or over, which consists of ground accommodation with an emergency alarm system, usually with

communal facilities and under common management and either with a resident warden or a non-resident warden on call).

i) Resident staff : 1 car parking space per residential unit.

ii) Other Residents: Where the Council is satisfied that the management and sale or letting policies of the development agency are and will continue to be such that occupation will be by the frailer elderly unlikely for the most part to be owning a car: 1 space per 8 dwellings. In other cases : 1 space per 2 dwellings.

iii) Visitors : 1 car parking space for every 8 dwellings.

k) Other accommodation for the elderly:

The full parking (and garage space) standard for houses and flats will apply unless the Local Planning Authority can be satisfied that the type and location of the development justifies a relaxation of that standard. (Such a relaxation would not normally be less than one car parking space for every two dwellings for residents plus one space to every eight dwellings for visitors).

Note: *Where a relaxation of the normal standard under j) (ii) or k) is applied a condition will be attached to the relevant planning permission to restrict occupancy of the accommodation to be provided to persons of 60 years of age or over together with a spouse aged 55 years or over or other occupants, as may be agreed by the Local Planning Authority.*

l) Homes for persons unlikely to be able to drive a car

including children's homes, homes for the mentally handicapped, and care homes and nursing homes for elderly persons:

Resident staff : 1 space per residential unit

Non-resident staff : 1 space per two staff on duty at the busiest time.

m) Houses in Multiple Occupation:

1.5 spaces per letting unit unless the Council is satisfied that a lesser amount, down to a minimum of 0.5 of a space per habitable room, would be appropriate in the circumstances having regard to the size, type and location of the accommodation.

9.2 Shops

Including uses within Class A2 of the Town and Country Planning (Use Classes) 1987 (Financial and Professional Services where the services are provided principally to visiting members of the public).

a) General standard (except as specified below):

1 space/15 sq.m.

b) Town centres:

1 space/20 sq.m.

c) Small neighbourhood shops:

1 space/20 sq.m.

d) Large food stores (over 2,000 sq.m)

out of centre : 1 space/11 sq.m.

town centres : 1 space/15 sq.m.

e) Out of centre large non-food stores retailing mainly bulky goods (including DIY stores, builders merchants, flat pack furniture, floor coverings): 1 space/28 sq.m.

f) Car sales:

Showrooms, covered car display areas, office, storage and ancillary retail floorspace:

1 space/50 sq.m.

Open car display areas : 1 space/100 sq.m.

Associated workshops : 1 space/20 sq.m.

g) Garden centres:

Enclosed display and sales areas : 1 space/15 sq.m.

Open display areas : 1 space/50 sq.m.

h) Hot food takeaways:

Standard normally as for general shops. However, if a change of use to a restaurant or bar seems likely and is not prevented by condition, the full restaurant or bar standard will be required.

Any restaurant/cafe use which is part of a hot food takeaway proposal will be assessed separately at the restaurant standard.

9.3 Industry, Warehousing, Storage and Distribution

a) General

First 235 sq.m. gross floorspace : 1 space/35 sq.m.

Additional floorspace

above 235 sq.m. : 1 space/70 sq.m.

Offices ancillary to main use : normally included in the above but will be assessed separately at the office standard if they amount to over 20% of the total floorspace.

b) Business park development intended for uses in Class B1 of the Town and Country Planning (Use Classes) Order 1987 (offices, research and development, and light industry) and designed to be suitable for use as offices will be assessed at the office standard.

9.4 Offices

Excluding offices ancillary to another main use and those within Class A2 of the Town and Country Planning (Use Classes) Order 1987.

a) General : 1 space/25 sq.m.

b) Main Office Zones (as defined in the Unitary Development Plan) : 1 space/30 sq.m.

9.5 Hotels, Motels, Premises offering overnight accommodation

Resident staff : 1 space per member of resident staff

Other staff : included below

Customers and other staff : 1 space/guest bedroom

Facilities open to non-residents

(bars, coffee shops, restaurants,

conference rooms etc) : 1 space/4 sq.m. of public floorspace

Sports facilities : 1 space per two persons likely to be present at the busiest time

Note 1: *Where there is a wide range of facilities for residents and non-residents, a reduction of up to 25% of the total may be considered.*

Note 2: *For hotels in town centres, the above standard may be reduced to 75% of the total.*

9.6 Restaurants and Cafes

Staff and customers : 1 space/4 sq.m. public floorspace

This may be reduced to 1 space/8 sq.m. in town centres.

Note 1: *If a change of use to a bar seems likely and is not prevented by condition, the full bar standard (see next section) will be required.*

Note 2: *Cafes likely to attract significant numbers of goods vehicles will be required to provide space for goods vehicles within the site. This will be assessed individually.*

9.7 Public Houses, Bars

Including wine bars, unless clear that these are mainly for food and likely to remain so.

Staff and customers : 1 space/2.5 sq.m. drinking/dining floorspace.

This may be reduced to 1 space/5 sq.m. in town centres.

9.8 Churches (including buildings used for, or in connection with, public worship or religious instruction)

1 space/8 seats.

9.9 Assembly Halls

a) Cinemas, theatres, concert halls, bingo halls, casinos, dance halls, public halls, night clubs, community centres, conference facilities, function rooms, social clubs

Staff and visitors : 1 space/4 sq.m. public floorpsace.

This may be reduced to 1 space/6sq.m. in town centres.

b) Museums, art galleries, exhibition halls and libraries

Staff and visitors : 1 space/20 sq.m. gross floorspace.

This may be reduced to 1 space/40 sq.m. in town centres.

9.10 Hospitals

Staff, patients and visitors

Accommodation for long stay

patients (elderly or mentally ill) : 2 spaces for every 3 beds

Day places for elderly or

mentally ill : 2 spaces for every 3 places

Other accommodation : 1 space per bed

Outpatients and accident/ emergency facilities : 1 space for every 4 anticipated daily attendances.

9.11 Clinics/Health Centres/Joint GP Practices

Includes premises for medical consultation, doctors', dentists', and veterinary surgeries. Exclude out-patients' clinics.

Staff and visitors: 4 spaces for every consulting room.

This may be reduced to three spaces to each consulting room for sites in town centres.

Note: *The requirements can be reduced if not all consulting rooms will be in use at the same time, if this can be assured in the long term.*

9.12 Day Nurseries

	Number of Children	10	20	30	40	50	60
Parking	Staff	1	2	3	4	5	6
	Parents	1	1	2	3	4	5

Total	2	3	5	7	9	11

9.13 Playgroups

Staff : one space for every 2 staff

Visitors : one space for every 3 children

(including parents)

9.14 Primary and Secondary Schools

Staff : 1 space for every member of teaching staff present at the busiest time.

1 space for every 3 members of non-teaching staff present at the busiest time.

Visitors : 3 spaces for primary schools.

5 spaces for secondary schools.

Note: *In primary and secondary schools, a suitable part of the hard play area shall be allocated and suitably constructed so that it can be used by cars on school open days.*

9.15 Colleges of Further Education

Staff : 1 space for every member of teaching staff present at the busiest time plus 1 space for every 3 members of non-teaching staff present at the busiest time.

Students : 1 space for every 10 students (full time equivalent).

Note 1: *This minimum requirement may be increased depending upon the type of courses available (if for example, a high proportion of day release or mature students are envisaged).*

Note 2: *Ample space should also be made for cycles and motorcycles.*

9.16 Sports Facilities

Include swimming baths, skating rinks, gymnasium or areas for other indoor or outdoor sports or recreations.

a) Sports centres

Participants and staff:-

(i) Main hall : 1 space/10 sq.m.

(ii) Other halls : 1 space/20 sq.m.

(iii) Swimming pool : 1 space/8 sq.m. (pool surface area)

(iv) Other facilities : 1 space per participant

(v) Cafe/bar : 1 space/10 sq.m. drinking/dining floorspace

(**Note –** *may need to assess separately if likely to attract significant numbers of non-participants).*

(vi) Spectators : First 50 seats = Nil

Subsequent seats = 1 space/4 seats

b) Other sports facilities

Participants, staff, officials : 1 space per 2 persons present at busiest time (including those in changing, waiting or refreshment areas).

Spectators, if significant numbers of spectators are expected regularly : 1 space/4 seats or places.

9.17 Petrol Filling Stations

Car wash : 4 standing spaces per wash.

Retail space

First 70 sq.m. : 2 spaces to be provided.

Above 70 sq.m. : one space for every additional 30 sq.m. gross floorspace.

9.18 Vehicle Service and Repair Workshops

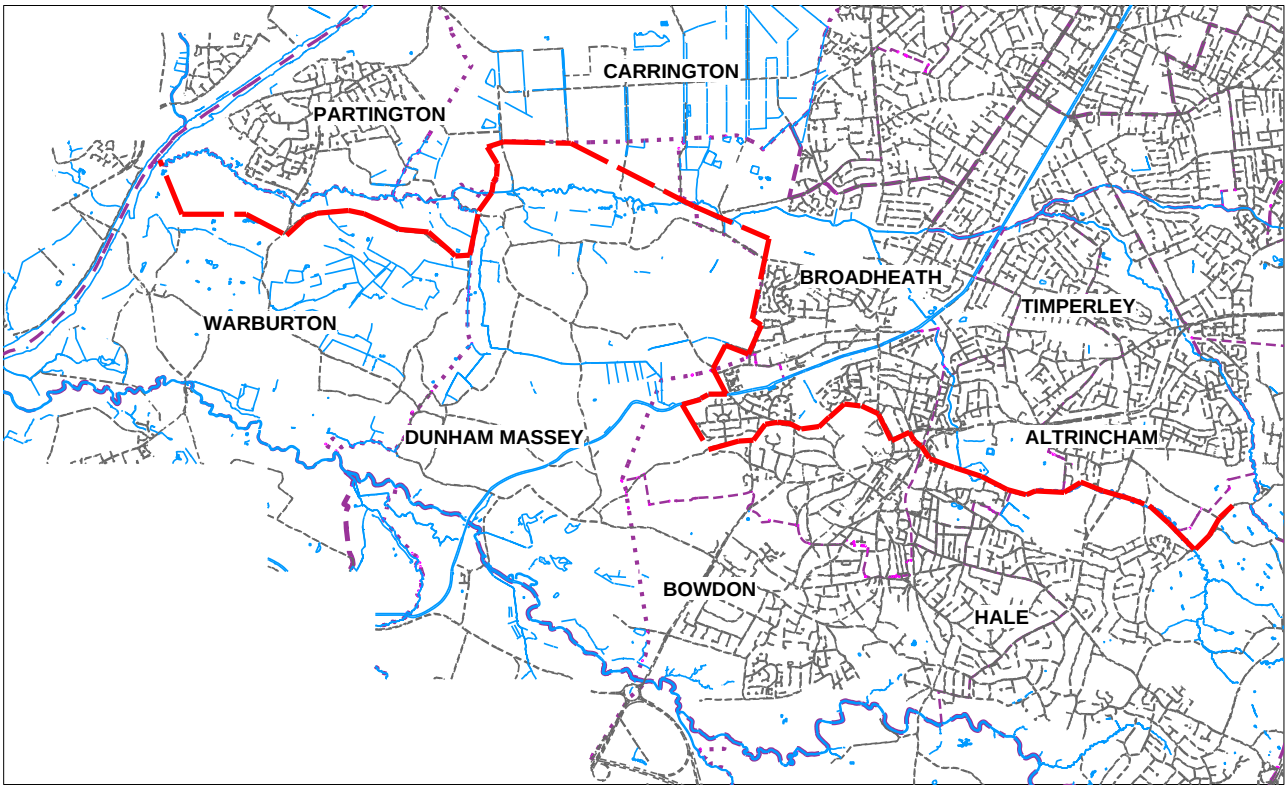
Staff and customers : 1 space/20 sq.m.

9.19 Day Care and Adult Training Centres, Day Centres for the Physically Handicapped

Staff : One car space is required for each member of staff present at the busiest time.

Visitors: Most of the visitors will use public transport or be transported to these establishments.

In the day centres for the physically handicapped for a unit of around 50 persons, ten car spaces are required for Invacar users.



Residential Car Parking Standards

Key:

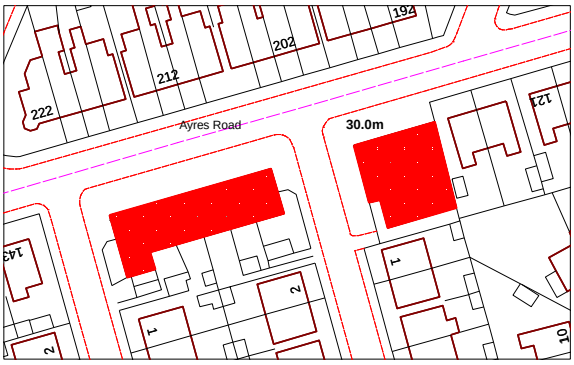
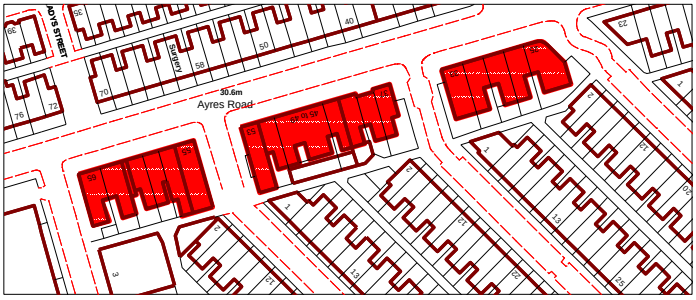
- - - - - - South of this dividing line the higher car parking standards for flats and four bedroomed detached houses in the south of the borough will apply

Appendix K

Local and Neighbourhood Shopping Centres

Local Centres

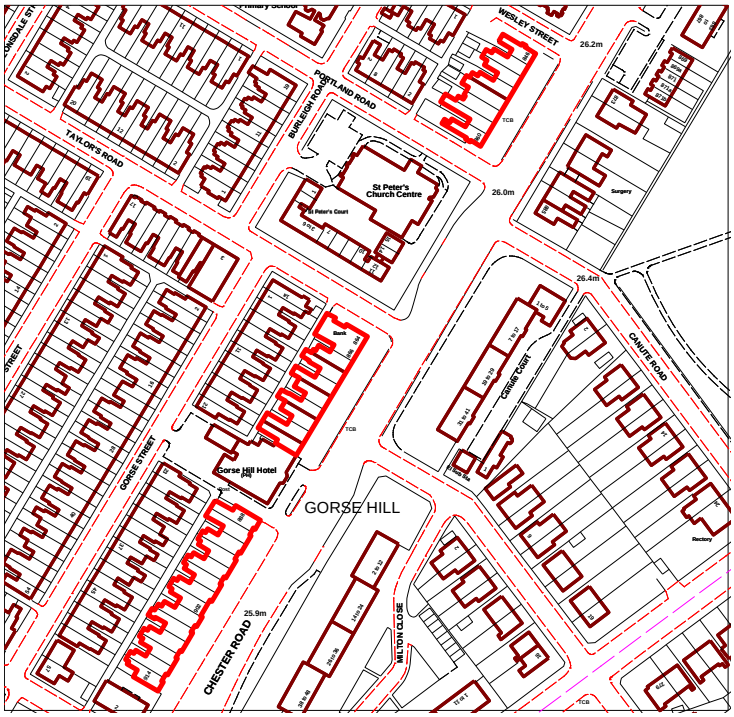
Note: Those listed below contain 10 or more adjacent or closely related Class A1 shop units, although not all of these were necessarily trading at the time of survey.

Area	Location Map
STRETFORD	
Ayres Road Numbers 71 – 109 (odd only) & 154 Ayres Road	
127 – 141 (odd only) Ayres Road	
25 – 65 (odd only) Ayres Road	

Gorse Hill

Numbers

846 – 860,
864 – 882, 888 – 914
(even only)



Barton Road,
opposite Baslow Road

Numbers

396 – 426 (even only)

Moss Road /
Davyhulme Road East junction

Numbers

8 – 36,
42 – 44 &
52 – 64 (even only)

Trafford Bar

Numbers

2 – 30 Seymour Grove (even only)

1 – 8 Talbot Road

9 – 13 Talbot Road (Public House)

609 – 625 Stretford Road (odd only)

555 – 559 Chester Road (odd only)

Florist on Elsinore Road

Tennis Street units

URMSTON

Davyhulme Circle

Numbers

1-10 & 12 Lostock Road

1 – 19 Davyhulme Circle

58-68 Old Crofts Bank (even only)

Flixton Road opposite railway station

Numbers

410-414 & 426 – 448 Flixton Road (even only)

1 – 5 Ambleside Road (odd only)

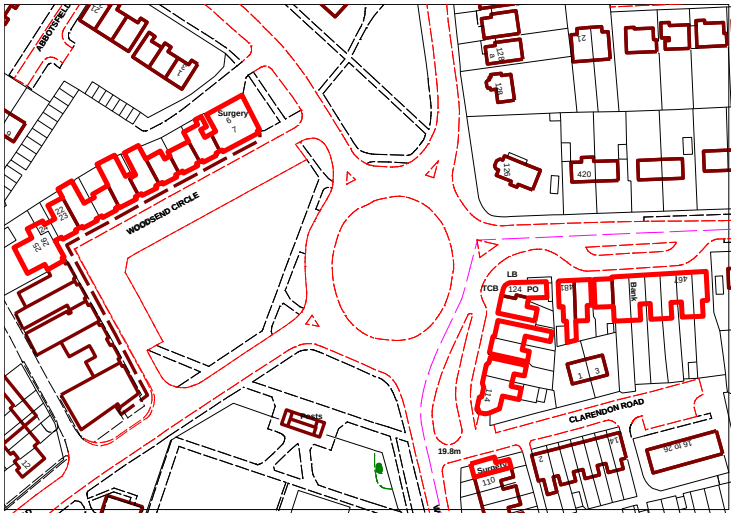
Woodsend Circle

Numbers

465 – 481 Moorside Road (odd only)

112 – 124 Woodsend Road

6 – 26 Woodsend Circle



Partington Village Centre

Numbers

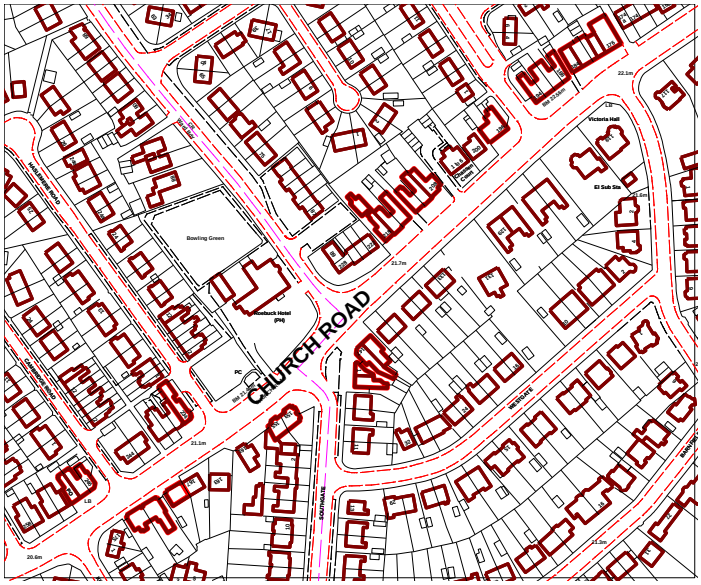
1 – 22 Central Road plus four adjoining units

Church Road / Chassen Road junction

Numbers

1 & 3 Southgate

Church Road;
145 ,147, 153, 155, 169 – 173 (odd only), 176 – 184, 188 –198, 208 – 218, 234 & 246 – 250 (even only)



SALE

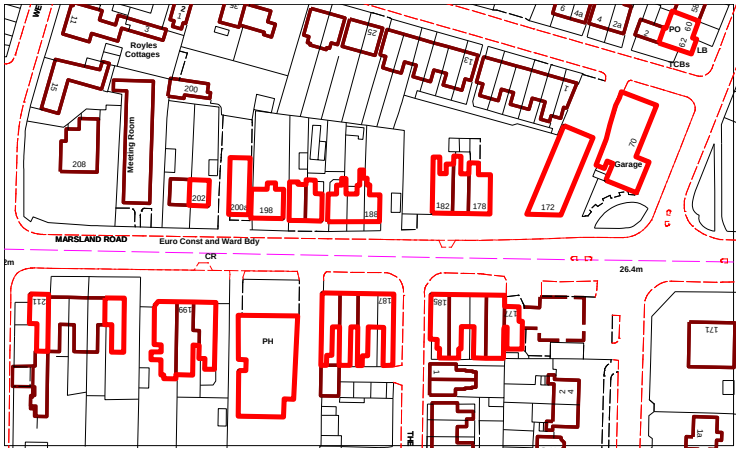
Marsland Road

Numbers

62 & 70 Wardle Road

177 – 203 & 211a (odd only) Marsland Road

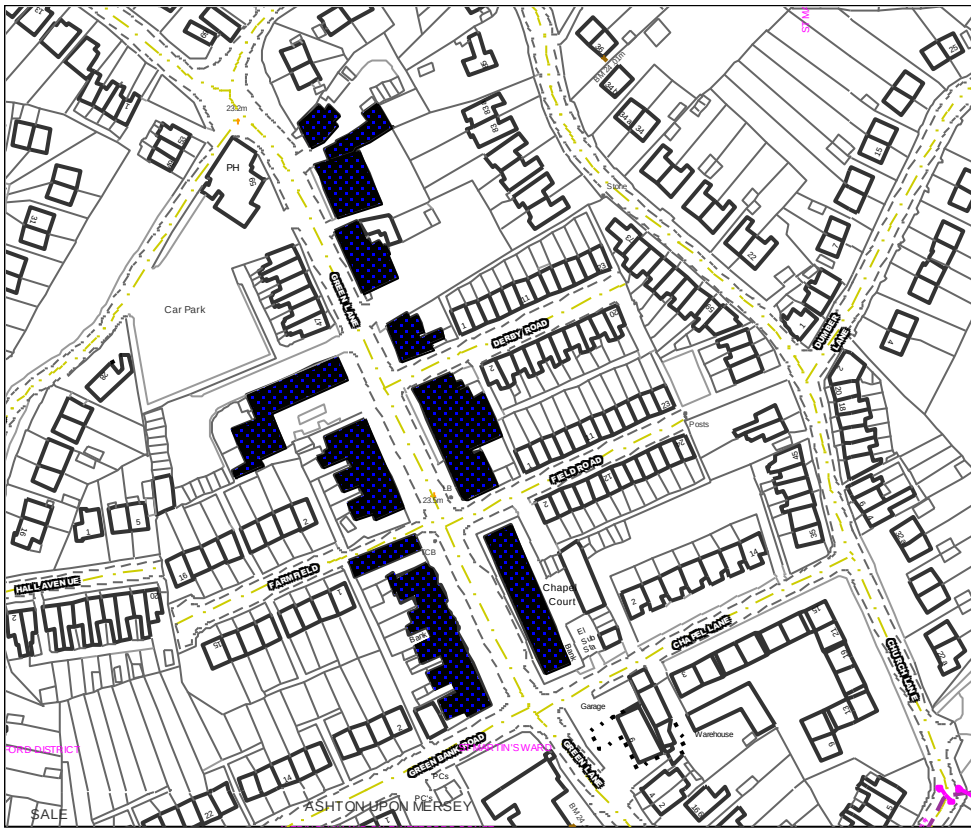
172 – 202 (even only) Marsland Road



Ashton on Mersey
village centre

3 – 45 (odd only) Green Lane

8 – 68 (even only) Green Lane

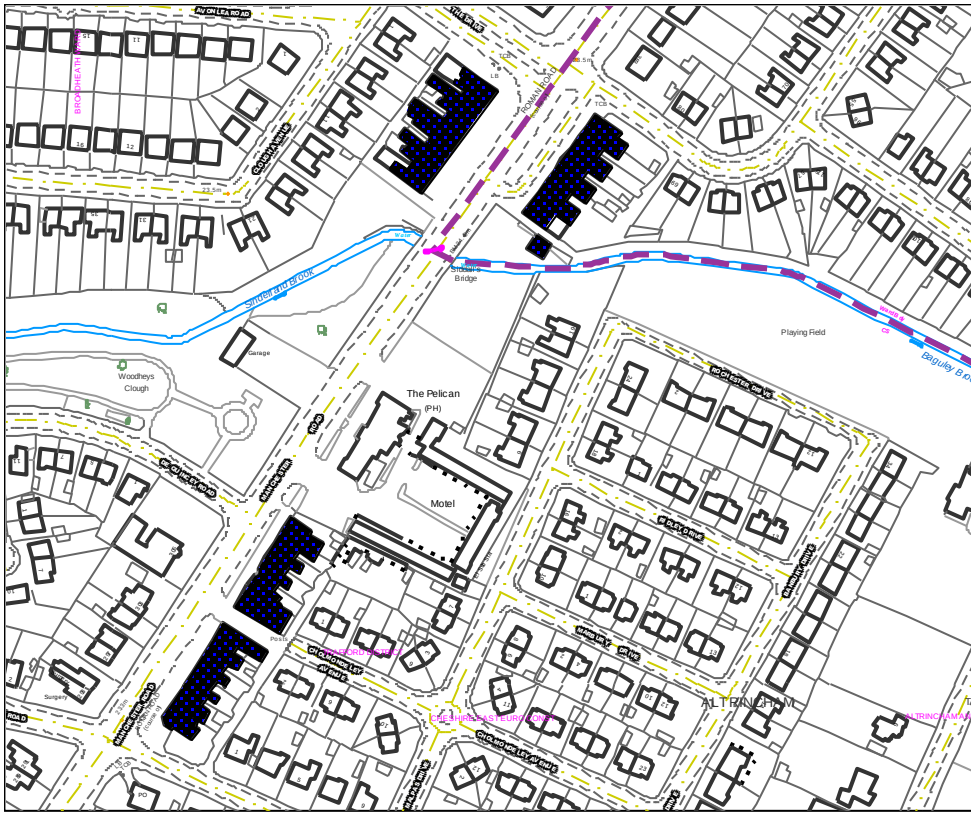


SALE & ALTRINCHAM

Washway Road, A56, from Langdale Road to Park Road

Numbers

326 – 348, 384 – 398 (even only) 385 – 401 (odd only) Manchester Road



ALTRINCHAM

Hale Barns village centre

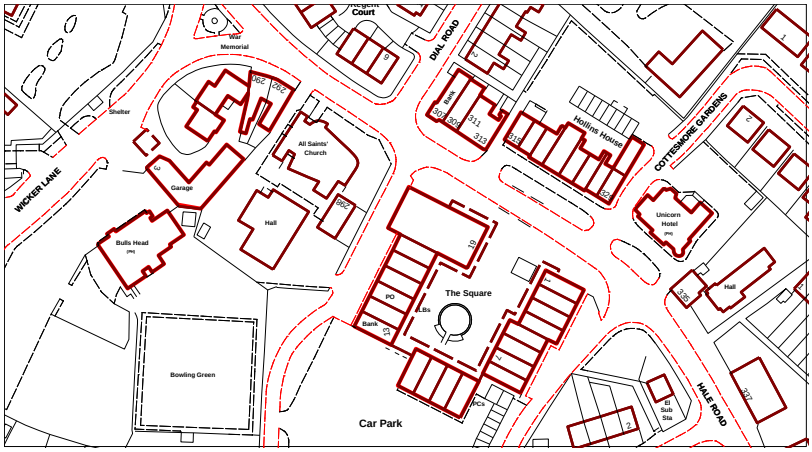
Numbers

1 – 19 The Square

290 & 292 Hale Road

3 Wickers Lane

307 – 331 (odd only)



Neighbourhood Centres

Note: Those listed below consist of 5 or more adjacent or closely related shop units, the majority of which are Class A1 use or are vacant at the time of survey. Certain neighbourhood centres that don't meet this threshold are included where it is known that access to retail facilities is a contributory factor to social exclusion. Others have been omitted where they occur in the Council's Priority Regeneration Areas (Old Trafford, Gorse Hill and Partington) where separate Proposals (H9, H10 and H11) are outlined for the retail elements of these areas.

Area	Location

STRETFORD

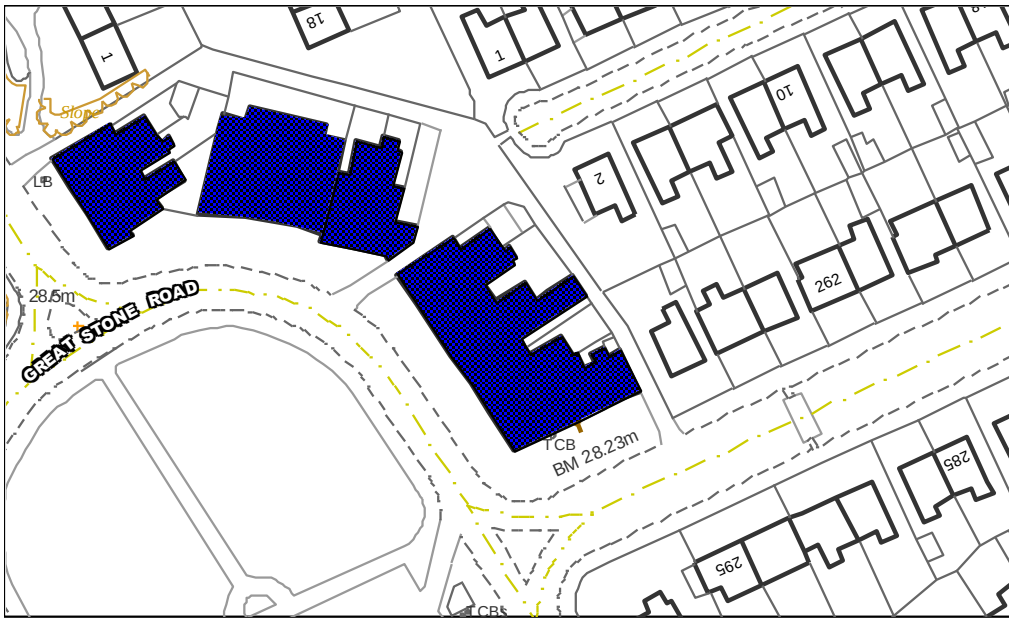
The Quadrant,
Greatstone Road

Numbers

75 – 89, 61 – 65 (odd only) Greatstone Road

272 & 274 Kings Road

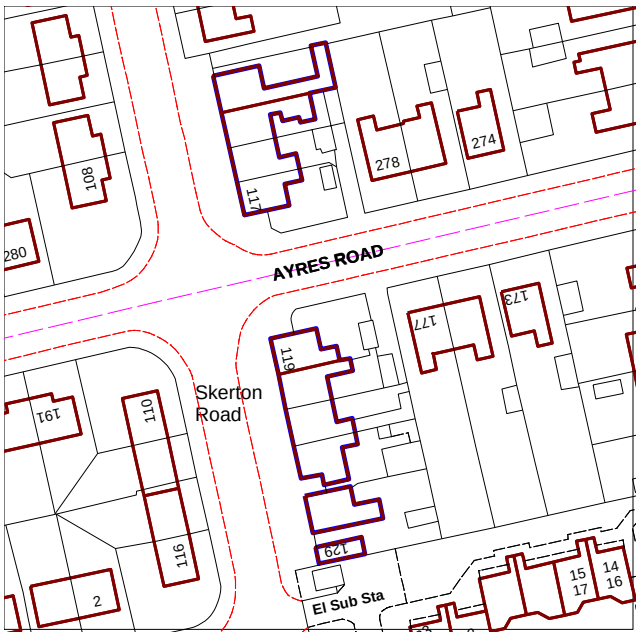
Quadrant Hotel PH



Skerton Road

Numbers

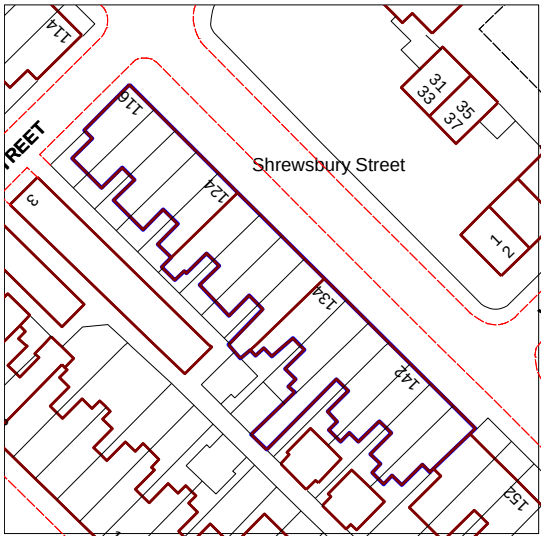
111 – 129 (odd only) Skerton Road



Shrewsbury Street

Numbers

116 – 146 (even only) Shrewsbury Street



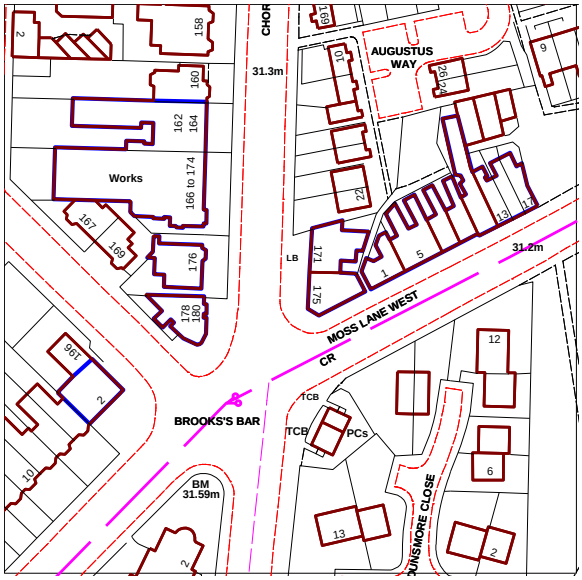
Brooks Bar

Numbers

1 – 17 (odd only) Moss Lane West

171, 173, 162 – 180 (even only) Chorlton Road

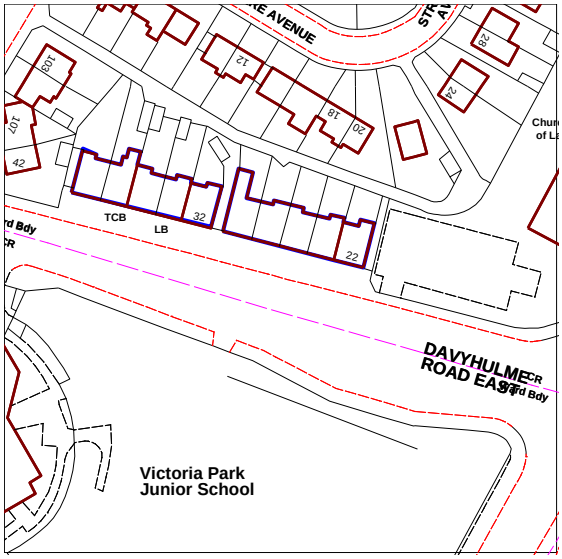
2 – 2b Upper Chorlton Road



Davyhulme Road East

Numbers

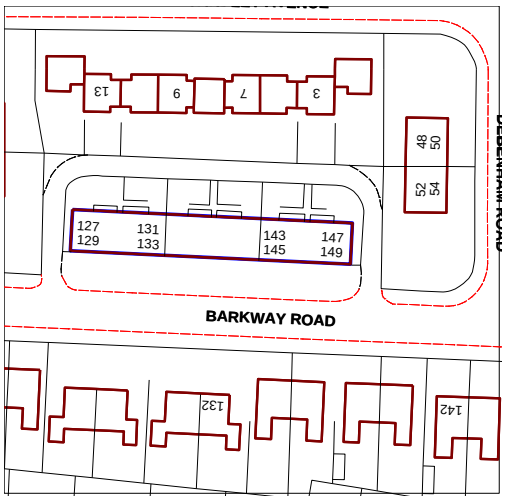
22 – 40 (even only) Davyhulme Road East



Barkway Road

Numbers

127 – 147 (alternative odd numbers only) Barkway Road



Ripon Road

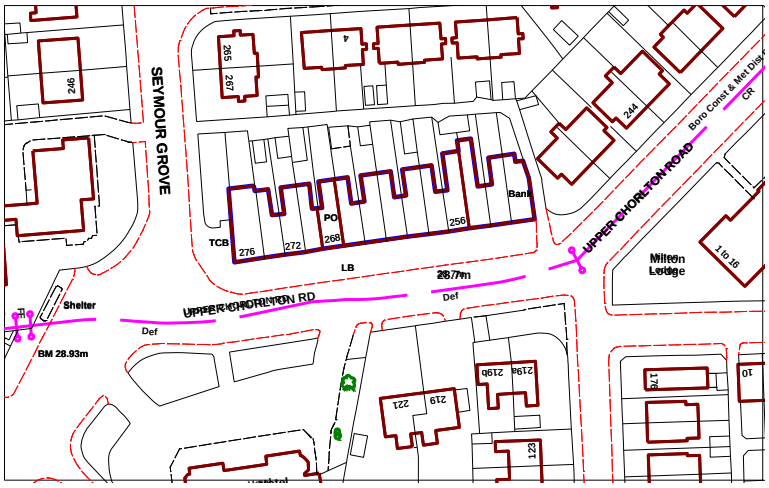
Numbers

18 – 40 (alternative even numbers) Ripon Road

Upper Chorlton Road

Numbers

250 – 276 (even only) Upper Chorlton Road

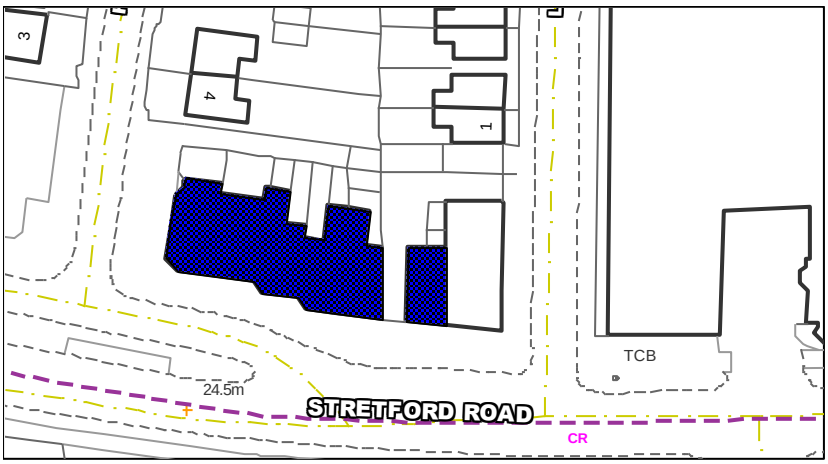


Stretford Road, junction with Humphrey Park

Numbers

2 Humphrey Park

277 – 287 (odd only) Stretford Road

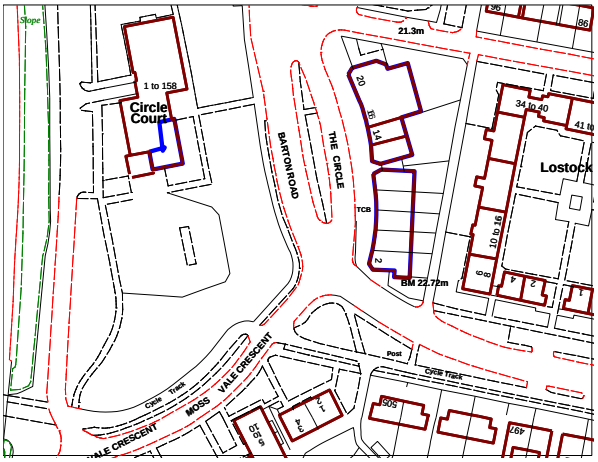


The Circle, Barton Road

Numbers

2 – 20 (even only) The Circle

Ground floor units Circle Court



URMSTON

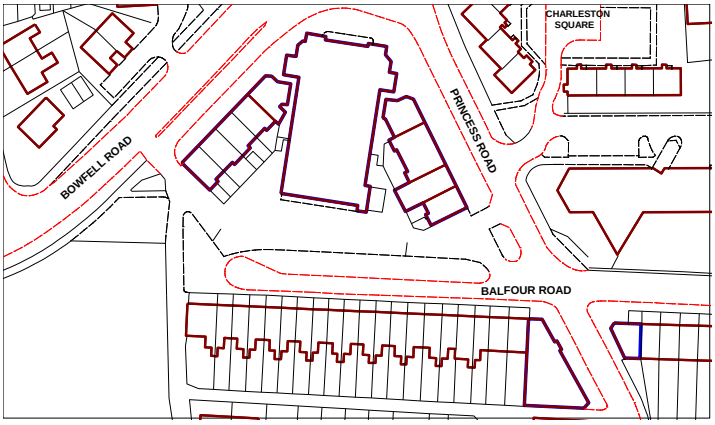
Bowfell Road / Princess Road

Numbers

1 – 9 (odd only) Bowfell Road

71 – 81 (odd only) Princess Road

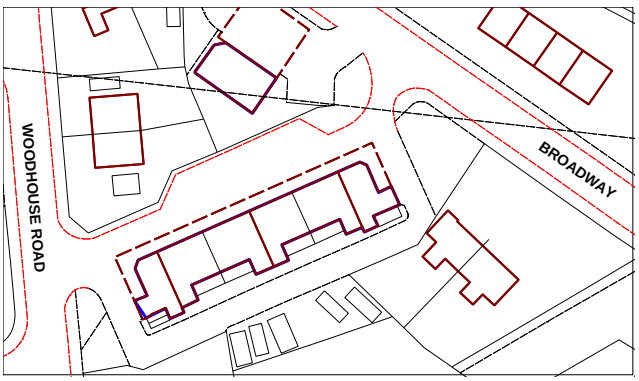
13 Balfour Road



Broadway, Davyhulme

Numbers

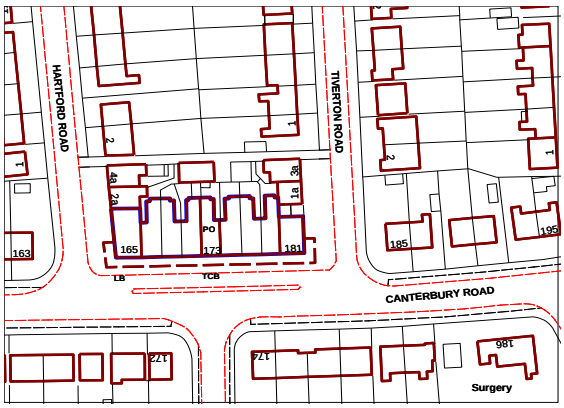
167 – 177 (odd only) & PFS Broadway



Canterbury Road

Numbers

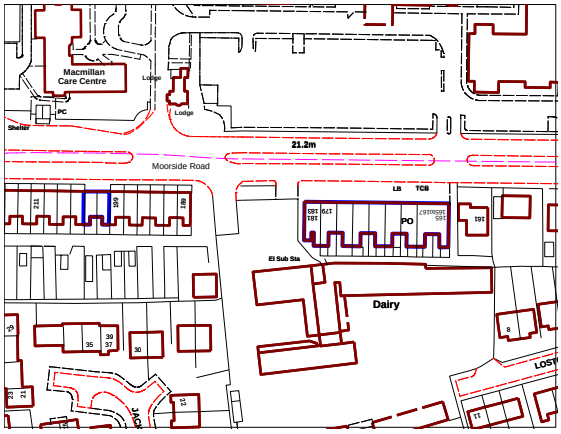
165 – 181 (odd only) Canterbury Road



Moorside Road, opposite Trafford General Hospital

Numbers

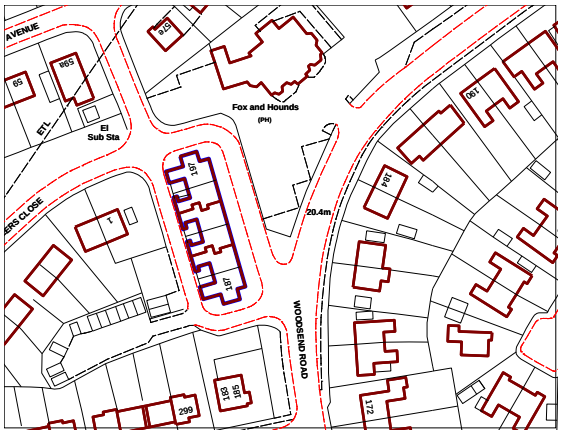
165 – 181 (odd only), 201 & 203 Moorside Road



Woodsend Road, Davyhulme

Numbers

187 – 197 (odd only) Woodsend Road

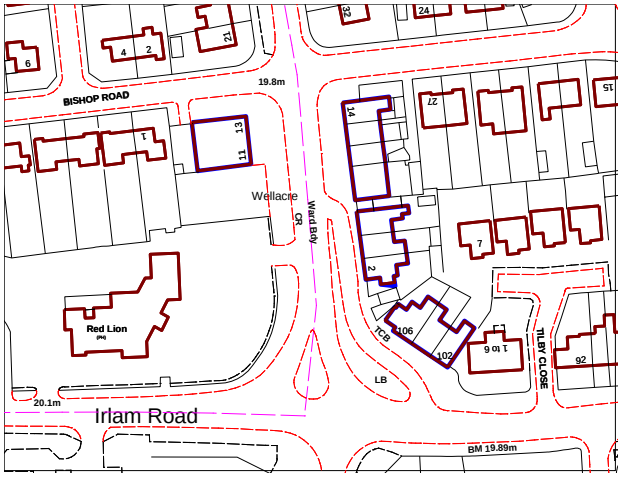


Wellacre, Woodsend Road

Numbers

2 –14 (even only) Woodsend Road

102, 104 & 106 Irlam Road



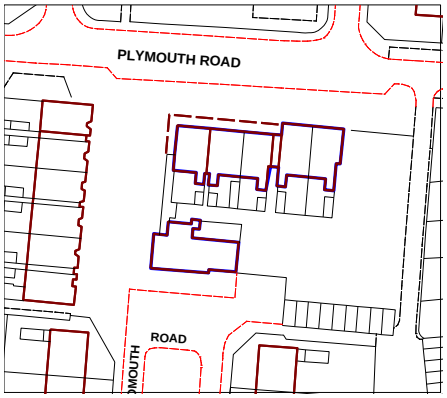
SALE

Plymouth Road, Ashton on Mersey

Numbers

4 – 20 (alternative, even only) Plymouth Road

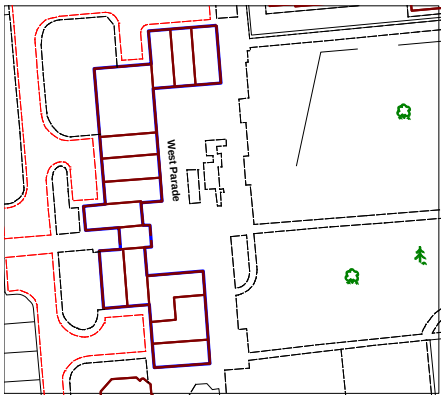
54/6 Sidmouth Road



Sale West centre, Racecourse Estate

Numbers

1 – 13 West Parade

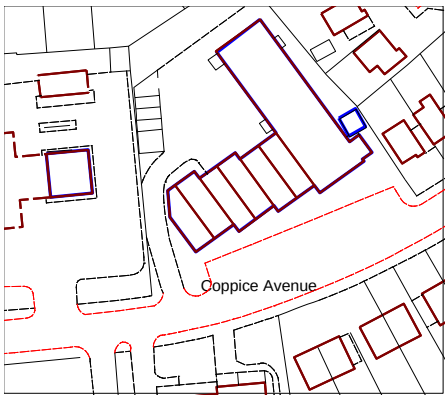


Coppice Avenue

Numbers

44 – 58 (even only) Coppice Avenue

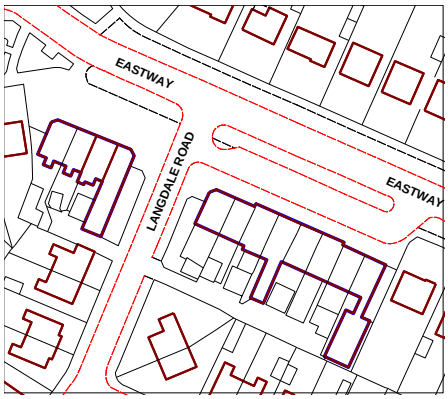
Safeway on Manor Avenue



Eastway

Numbers

2 – 24 (even only) Eastway



Brooklands

Numbers

2 – 8 (even only)
Framingham Road

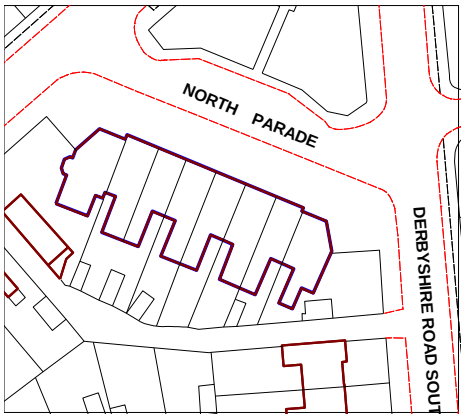
2 – 12a (even only)
Brooklands Station Approach

Station House

North Parade, junction of Norris Road and Derbyshire Road South

Numbers

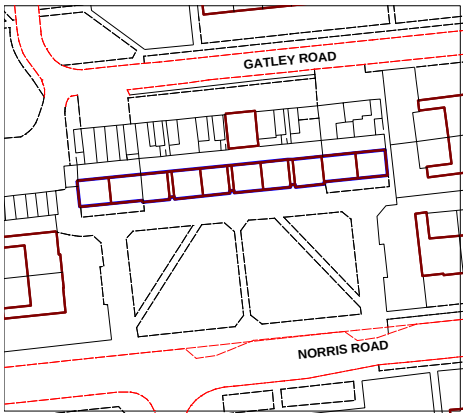
2 – 16 (even only)
North Parade



Norris Road, Sale Moor

Numbers

329a – 365
(alternative, odd only)
Norris Road

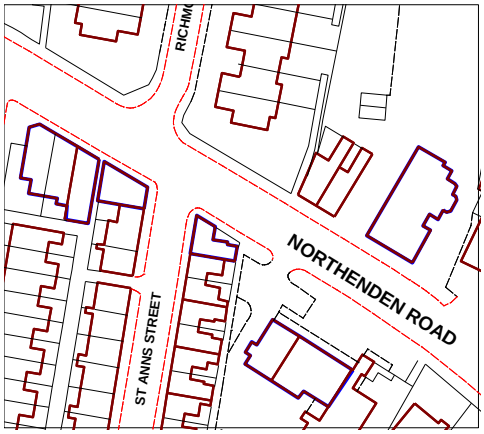


Northenden Road

Numbers

1 St Anne Street

376 – 386 (even only)
& Carters Arms

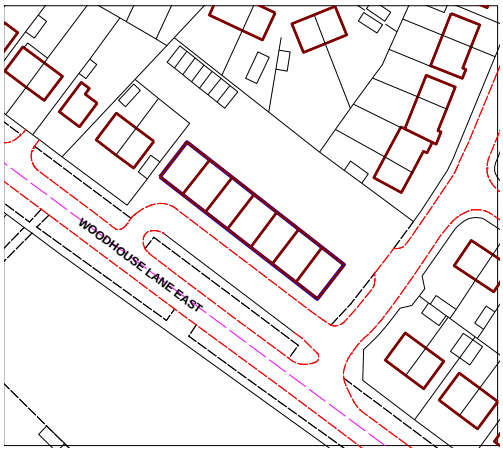


ALTRINCHAM

Woodhouse Lane East

Numbers

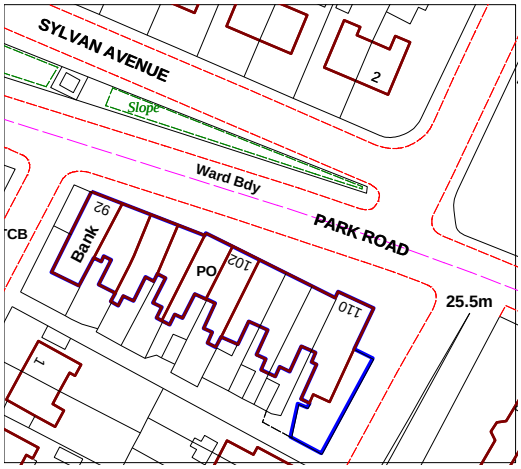
203 – 215 (odd only)
Woodhouse Lane East



Park Road, Timperley, opposite Breenway Road

Numbers

92 – 110a (even only)
Park Road

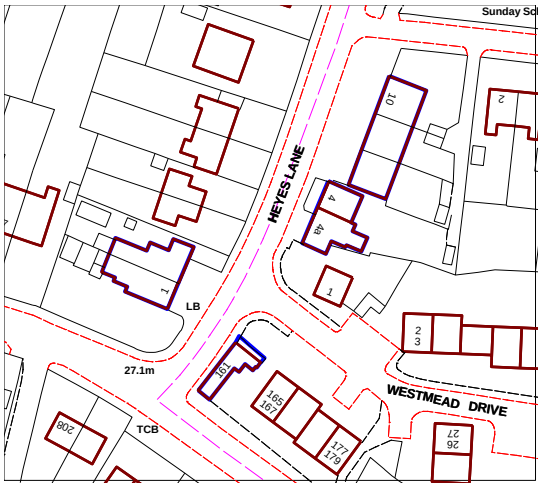


Heyes Lane

Numbers

4 – 10 (even only), 1 & 3 Heyes Lane

191 Park Road

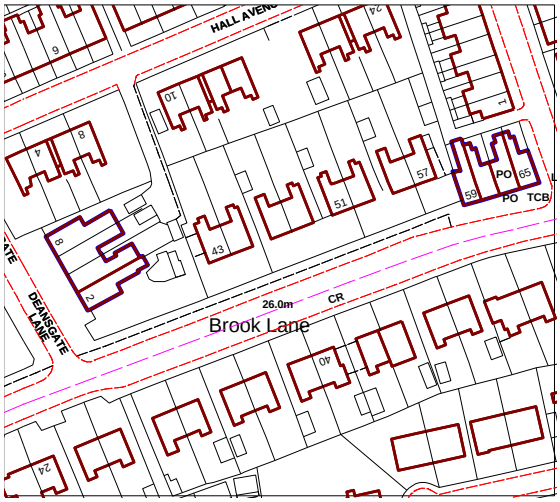


Brook Lane, Timperley

Numbers

59 – 65 (odd only) Brook Lane

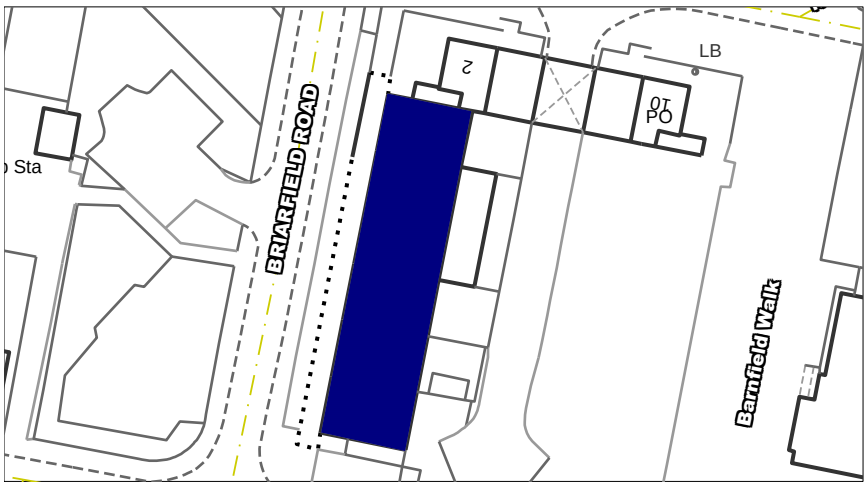
2 – 8 (even only) Deansgate Lane



Briarfield Road, Broomwood

Numbers

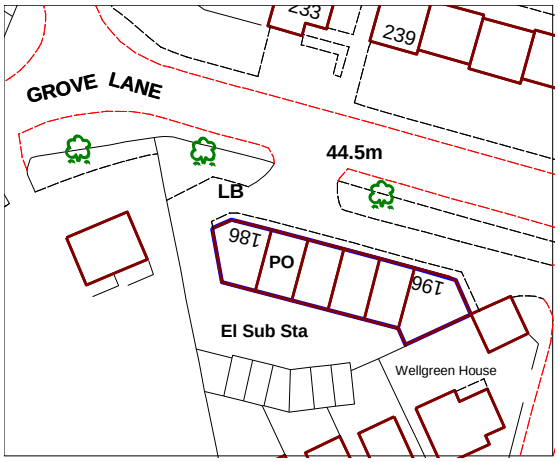
55 – 65 (odd only) Briarfield Road



Wellfield Lane, Well Green

Numbers

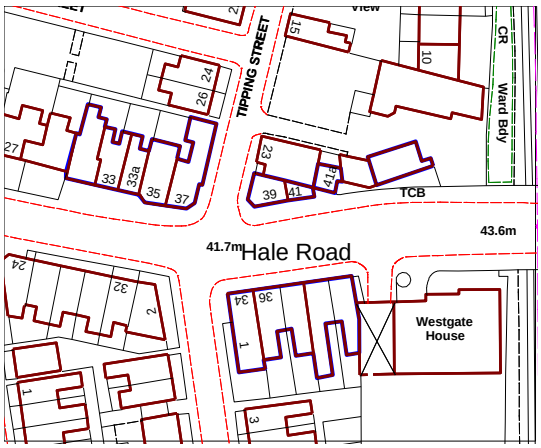
184 – 196 (even only) Grove Lane



Hale Road / Brown Street junction

Numbers

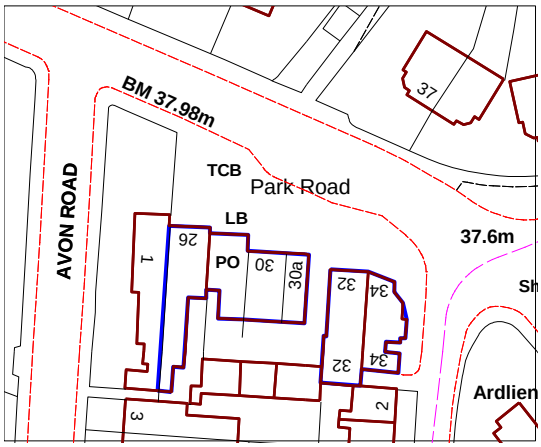
31, 33 – 42 Hale Road



Park Road, Hale

Numbers

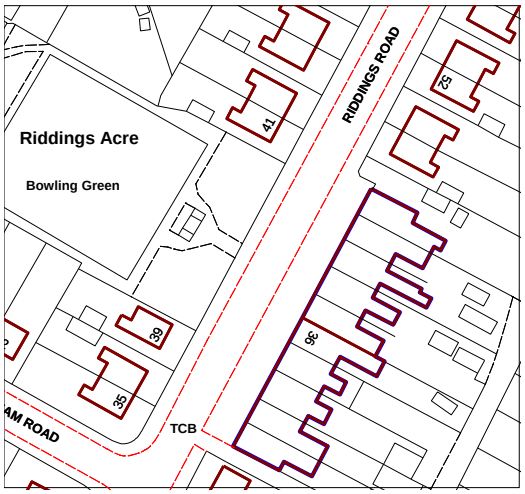
26 – 34 (even only) Park Road



Riddings Road, Timperley

Numbers

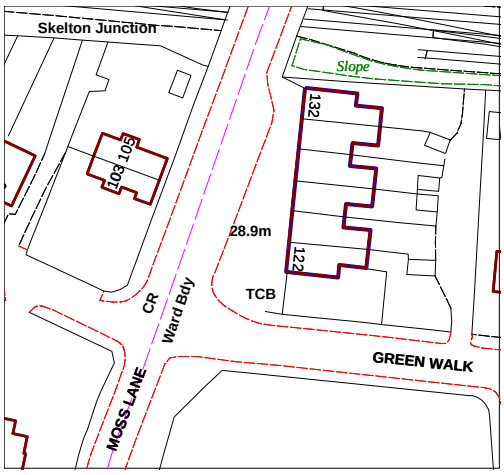
26 – 44 (even only) Riddings Road



Moss Lane, junction with Green Walk, Timperley

Numbers

122 – 132 (even only)
Moss lane



Park Road, Timperley Next to Nelson House

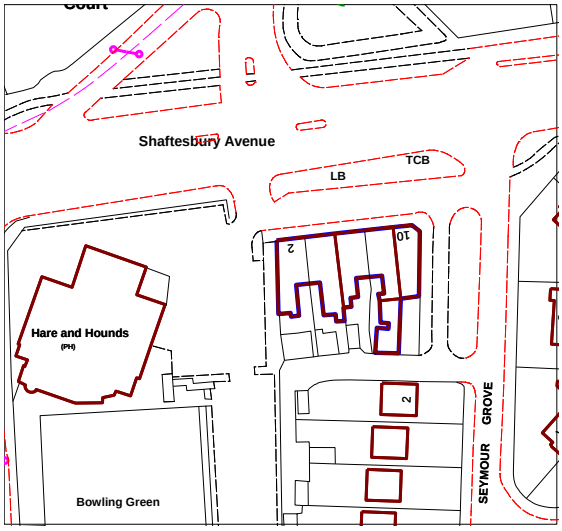
Numbers

68 – 86 (even only)
Park Road

Shaftesbury Avenue, Stockport Road junction

Numbers

2 – 10 (even only)
Shaftesbury Avenue



Wood Lane, Timperley

Numbers

2 Green Lane

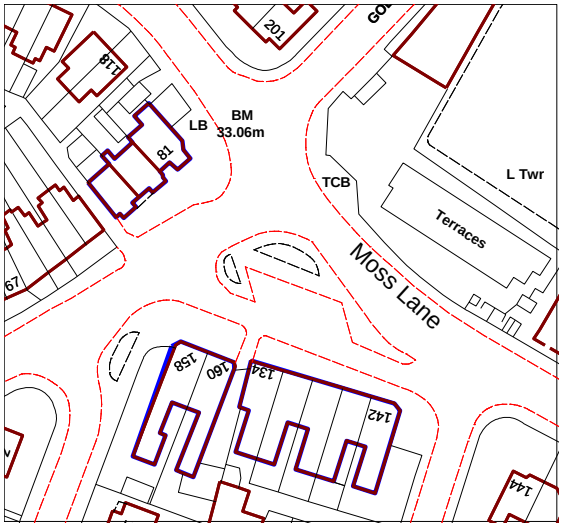
72, 74 & 95 – 101 (odd only) Wood Lane

Moss Lane / Stamford Park Road junction

Numbers

134 – 142 (even only) Moss Lane

77, 79, 81, 158 & 160 Stamford Park Road



Vicarage Lane, Bowdon Vale

Numbers

1 – 8 (even only) York Road

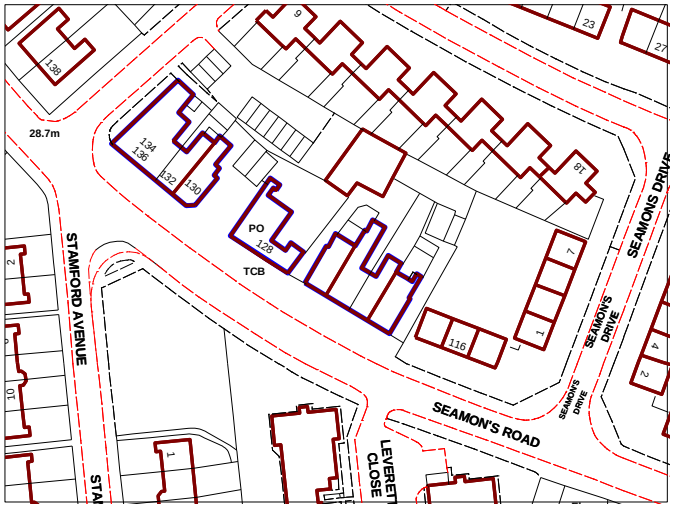
1 – 7 (odd only) Vale View

Costcutter & adjacent properties, Vicarage Lane

Seamon's Road,
Oldfield Brow

Numbers

120 –136 (even only)
Seamon's Road



Appendix L

Affordable Housing Need in Trafford

Affordable Housing Need in Trafford (2001)

ASSESMENT OF NEED

The ODPM in its good practice guidelines[1] presents a needs assessment model which all local authorities are encouraged to follow as far as possible. The Council has used this model as a basis to quantify the estimated annual shortfall of affordable units per year.

In calculating the estimated backlog of existing need, the Council had made use of a wide range of data sources, as recommended by the ODPM[2]. These include:

- Housing Needs Survey (2001)
- Trafford MBC Housing Register
- HM Land Registry house price data
- Greater Manchester research - average earnings
- Trafford MBC Right to Buy information
- Housing Investment Programme Statistical Appendices
- Housing Corporation Total Cost Indicators

The ODPM model provides a framework for need and supply expressed in the form of annual flows, i.e. the number of units required per year, over the Strategy period. The stages in the calculation are shown in Table 1 below:

Table 1 ODPM model of needs assesments[3]

a) BACKLOG OF EXISTING NEED (TIMES A QUOTA)
PLUS
b) NEWLY ARISING NEED
MINUS
c) SUPPLY OF AFFORDABLE UNITS
EQUALS
d) NET SHORTFALL (SURPLUS) OF AFFORDABLE UINTS PER YEAR

[1] Local Housing Needs Assessment: A Guide to Good Practice (July 2000)
[2] Page 134

[3] Page 24

a) Backlog of Existing Need

Trafford's Housing Needs Survey (HNS), found that approximately 34,617 or 39.4% of households in Trafford are estimated to be in housing need owing to one or more needs factors. ODPM guidance recommends that this figure is "netted off" to allow for need likely to be met through in-situ solutions or moves within existing tenures, taking account of potential affordability and preferences. On this basis there are 23,174 households in Trafford who may have to move to offset their need.

It is obviously unlikely that all these households will actually move or require affordable housing provision if they do. The HNS therefore looks at the aspirations of the households surveyed and found that 11,530 households indicated that they would like to move but felt unable to do so[4]. Of these 8,725 households indicated that they wanted to move but could not afford to. The Council will therefore take this figure as its baseline to estimate existing backlog as being most realistic in the Trafford context.

The ODPM suggest applying a quota to progressively reduce this backlog of need and has suggested a standard assumption of 20%. This gives a figure of 1,745 required units that should be met each year.

b) Newly Arising Need

The HNS estimates there to be 690 concealed households in Trafford. Applying the definition of affordability used in the HNS (30% of net equivalent income spent on housing) to these households indicates that 28% (193 households) of them will be paying more than 30% of their net income toward housing costs and may therefore require affordable housing.

As per ODPM guidelines, the Council has also included homeless acceptances within the calculation for emerging needs. 2003 Housing Investment Programme (HIP) returns indicate 450 households were accepted as homeless in 2002/2003.

This gives a total figure for newly emerging need of 193 + 450 = 643 households.

c) Supply

The annual supply of social housing has been estimated as follows:

	Per Annum
L/A lettings	1,014
(HIP return 2003)	
excludes transfers, mutual exchanges	

Plus

[4] 2000/2001 HNS Volume 2 Table 31b

RSL lettings (HIP returns 2003)	370
Plus	
Anticipated RSL new build completions (averaged over 5 years and including units provided via LASHG)	89
Minus	
Estimated Right to Buy sales (averaged over 5 years)	145
Total	1,328

d) Shortfall

Using the ODPM assessment model the anticipated shortfall of affordable housing required is:

Backlog	Per Annum
20% of existing need (20% of 8725)	1,745
Plus	
Newly Arising Need	642
Minus	
Supply	1,328
equals	
Estimated Shortfall	1,059 units p.a.

The Council therefore considers that a minimum target of 25%, with up to 35% on specific sites, is a realistic way to bridge this shortfall.

d) OTHER EVIDENCE OF HOUSING NEEDS

a) Declining Supply

The level of new house building by RSLs within the borough is relatively low and is likely to remain so given the current resources available from the Housing Corporation's Approved Development Programme. There has been an average of 69 RSL completions per annum over the last 5 years. However in 2001/2002 only 38 new units were completed and this is considered to be a more realistic level. The Council is able to supplement this with a small programme of Local Authority Social Housing Grant resulting in approximately 20 extra new units each year.

However, at the same time the authority continues to lose stock through Right to Buy sales. Between 1st April 1997 and 1st April 2003, Trafford lost a total of 1,001 units due to the Right to Buy (6% of total stock). Over the same period only 477 new units have been provided by RSLs, a net loss to the social housing sector of 249 units.

b) High and Sustained Demand

There were 7,902 households registered for re-housing via Trafford's Housing Register in 2003. An analysis of allocations for 2002/2003 shows that there were 587 lettings to households requiring dwellings with more than 2 bedrooms. At the same time there were 1,154 households requiring this type of accommodation on the Housing Register. At this rate it would take over 6 years to accommodate those families currently registered on the general waiting list. At the same time, the Council is currently undertaking research into the housing needs of Black and Minority Ethnic communities which is anticipated to show a lack of larger housing to meet the needs of these groups.

c) Increasing Homelessness

The increase in the number of households accepted as homeless is of particular concern. This has increased from 314 households in 1997 to 450 households in 2003 (an increase of 43%). This significantly impacts on the Council's ability to re-house families from the general housing register.

It is clear that to meet the demand from both homeless households and households on the general register a significant increase in the Borough's total stock of affordable housing is required.

d) House and Land Prices/Earnings Ratio

Trafford recently submitted evidence to the Urban Affairs sub-committee Inquiry into Affordable Housing. Regional Planning Guidance, the "M62 Corridor" C.U.R.S. research and our own

HNS all confirm a high demand for housing across sub-areas and tenures, with a shortage of social and affordable housing.

HM Land Registry figures for July-September 2003 indicate that the average price for a house in Trafford is £177,118 (above the national average), ranging from £133,017 for a terrace to £352,420 for a detached property.

To buy an average semi-detached property in Trafford (£162,289) would require an annual household income of just under £50,000 and would equate to monthly housing costs of approximately £864 p.m. The HNS indicated that over four-fifths of households in social rented accommodation have net household incomes of less than £863, putting owner-occupation as an aspiration well beyond their reach. Only 11% of those households identified within the HNS who may have to move to offset their housing need had sufficient incomes to come within the affordability threshold (30% net income spent on housing costs) if buying an average priced semi-detached property.

New housing developments in Trafford are being produced, in the main, at high market values, e.g. £140,000 - £200,000 for a 2 bedroom apartment. In areas of high value the Council will consider how best to apply the affordable discount to ensure genuine affordability.

Research published by GM Research[1] shows that average gross weekly earnings in Trafford were £606 per week (£31,512 p.a.) for men and £314 per week (£16,328 p.a.) for women. Using the HM Land Registry prices as a guideline it is apparent that a household on or below this average figure would struggle to support a mortgage for an average-priced family home in Trafford.

[1] GM Research 2003 2. HM Land Registry 2004

The HNS recommends a specific requirement of 596 affordable units in Trafford. This is based on households who can afford up to £250 housing cost per month. Given our own estimated back log, and that to buy a decent sized family home in Trafford at current prices would cost over £850 p.m., the number of those in need is obviously far higher than this figure.

The Housing Corporation has recognised the high cost of land and building in Trafford in its Total Cost Indicator tables for 2003/2004. These tables group local authorities into cost areas based on the price of land acquisition and building. Trafford has been placed in cost group B3 – the only northwest authority within this higher banding – comparable to highly priced areas in the southeast, East Anglia and the southwest.

Below are tables that highlight Trafford property price: income ratios, on a ward level and on an area board level. 2

ALTRINCHAM

	Average Property Price	Average Income	Property Price: Income Ratio
		48,860	
Detached	592,650		12
Semi-detached	347,063		7
Terraced	241,347		5
Flat	163,500		3
AVERAGE	347,115		7

SALE MOOR / BROOKLANDS

	Average Property Price	Average Income	Property Price: Income

			Ratio
		34,580	
Detached	280,718		8
Semi-detached	186,788		5
Terraced	123,924		4
Flat	115,214		3
AVERAGE	170,230		5

BROADHEATH

	Average Property Price	Average Income	Property Price: Income Ratio
		29,860	
Detached	0		?
Semi-detached	135,156		5
Terraced	101,313		3
Flat	0		?
AVERAGE	123,147		4

BOWDON *

	Average Property Price	Average Income	Property Price: Income Ratio
		48,660	
Detached	618,799		13
Semi-detached	279,921		6

Terraced	177,690		4
Flat	190,066		4
AVERAGE	393,334		8

*(Methodology explicitly excludes any research input from households with incomes over £1 million. Excluding 'extreme' incomes will have an effect on both the mean and distribution of incomes.)

BUCKLOW

	Average Property Price	Average Income	Property Price: Income Ratio
		23,020	
Detached	0		?
Semi-detached	79,777		3
Terraced	67,299		3
Flat	36,800		2
AVERAGE	65,753		3

DAVYHULME EAST / WEST

	Average Property Price	Average Income	Property Price: Income Ratio
		26,640	
Detached	214,000		8
Semi-detached	106,254		4

Terraced	109,800		4
Flat	0		?
AVERAGE	119,276		4

CLIFFORD

	Average Property Price	Average Income	Property Price: Income Ratio
		18,170	
Detached	117,500		6
Semi-detached	0		?
Terraced	112,490		6
Flat	90,770		5
AVERAGE	100,063		5.5

FLIXTON

	Average Property Price	Average Income	Property Price: Income Ratio
		33,350	
Detached	241,237		7
Semi-detached	163,872		5
Terraced	118,642		4
Flat	87,862		3
AVERAGE	153,141		5

HALE *

	Average Property Price	Average Income	Property Price: Income Ratio
		44,630	
Detached	439,933		10
Semi-detached	325,275		7
Terraced	0		?
Flat	0		?
AVERAGE	411,268		9

* (Methodology explicitly excludes any research input from households with incomes over £1 million. Excluding 'extreme' incomes will have an effect on both the mean and distribution of incomes.)

LONGFORD

	Average Property Price	Average Income	Property Price: Income Ratio
		22,680	
Detached	0		?
Semi-detached	137,564		6
Terraced	94,675		4
Flat	77,500		3
AVERAGE	112,382		5

MERSEY ST. MARY'S

	Average Property Price	Average Income	Property Price: Income Ratio
		27,780	
Detached	294,100		11
Semi-detached	180,900		7
Terraced	126,687		5
Flat	0		?
AVERAGE	178,337		6

PRIORY

	Average Property Price	Average Income	Property Price: Income Ratio
		24,630	
Detached	266,725		11
Semi-detached	148,723		6
Terraced	116,272		5
Flat	117,091		5
AVERAGE	139,820		6

ST. MARTINS

	Average Property Price	Average Income	Property Price: Income Ratio
		31,380	
Detached	271,083		9

Semi-detached	149,472		5
Terraced	128,100		4
Flat	129,498		4
AVERAGE	172,384		5.5

STRETFORD

	Average Property Price	Average Income	Property Price: Income Ratio
		24,150	
Detached	0		?
Semi-detached	101,834		4
Terraced	104,483		4
Flat	0		?
AVERAGE	102,067		4

TALBOT

	Average Property Price	Average Income	Property Price: Income Ratio
		25,090	
Detached	0		?
Semi-detached	168,336		7
Terraced	75,550		3
Flat	91,875		4
AVERAGE	120,797		5

TIMPERLEY

	Average Property Price	Average Income	Property Price: Income Ratio
		37,660	
Detached	411,775		11
Semi-detached	213,089		6
Terraced	194,839		5
Flat	137,900		4
AVERAGE	250,384		7

URMSTON

	Average Property Price	Average Income	Property Price: Income Ratio
		27,140	
Detached	284,600		10.5
Semi-detached	148,422		5.5
Terraced	103,939		4
Flat	66,000		2
AVERAGE	142,101		5

VILLAGE

	Average Property Price	Average Income	Property Price: Income Ratio
		25,840	

Detached	242,487		9
Semi-detached	151,876		6
Terraced	123,033		5
Flat	0		?
AVERAGE	153,892		6

ALTRINCHAM BOARD

	Average Property Price	Average Income	Property Price: Income Ratio
		40,252	
Detached	481,452		12
Semi-detached	255,145		6
Terraced	134,374		3
Flat	150,700		4
AVERAGE	255,417		6

SALE BOARD

	Average Property Price	Average Income	Property Price: Income Ratio
		31,180	
Detached	287,409		9
Semi-detached	183,844		6
Terraced	125,305		4
Flat	115,214		4

AVERAGE	177,943		6

STRETFORD BOARD (Excluding Clifford Ward)

	Average Property Price	Average Income	Property Price: Income Ratio
		23,973	
Detached	0		?
Semi-detached	135,911		6
Terraced	91,569		4
Flat	84,687		4
AVERAGE	104,055		4

CLIFFORD

	Average Property Price	Average Income	Property Price: Income Ratio
		18,170	
Detached	117,500		6
Semi-detached	0		?
Terraced	112,490		6
Flat	90,770		5
AVERAGE	100,063		5.5

URMSTON BOARD

	Average Property Price	Average Income	Property Price: Income Ratio

		29,043	
Detached	246,612		8.5
Semi-detached	139,516		5
Terraced	110,793		4
Flat	76,931		3
AVERAGE	143,463		5

Given the above findings, affordability is a key issue. The Housing Needs Survey research was conducted at a sub – area level, and highlighted that this problem exists throughout the Borough.

Based on the research findings, it was stated that affordability would remain a problem in Trafford. Using figures from 2001, of those households in need planning to move, 85.5% could afford around £150 per month, 68% could afford up to £200 per month, and 60.4% could afford up to £250 per month.

Assuming 1,506 households in need forming new households over the next 5 years, and an

affordability threshold of £250 per month, around 596 units would need to be planned for

across Trafford, accounting for around 10% of planned provision.