



# Development Plan Document

## DPD1: Core Strategy: Further Consultation on the Preferred Option

June 2009

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## FOREWORD

Trafford is a thriving, diverse, prosperous and culturally vibrant borough. It is a very desirable location in which to settle with its high quality environment, strong economy and internationally renowned sporting, cultural and leisure attractions. However not everyone has the opportunity to share in this excellent quality of life and growing prosperity.

It is vital that we manage and guide the development of the Borough to increase its vibrancy, to protect and enhance its key assets, to ensure we pay full regard to our environmental impacts as well as to ensure changes benefit the Borough's existing residents, businesses and visitors.

The Council believes that the planning of our Borough is one of our key roles and as such we are delighted to present you with this Preferred Option for the future development of the Borough.

In 2007 we asked you to consider what issues faced the places in the Borough and what options were available to address these. Your views at that time led to a second round of consultation in 2008 where we asked you to consider which of 3 possible spatial options we should follow and also which key sites and policies we should pursue to deliver these strategies.

This document is the culmination of these previous consultation stages and a great deal of evidence gathering. I am hoping that we will receive a great many views on the single preferred spatial strategy chosen by the Executive to guide future development in the Borough and the associated policies, locations and sites which will deliver this strategy.

This Core Strategy is supported by a wealth of background papers which I invite you to consider together with this consultation document, not least the Sustainability Appraisal which has helped to shape the contents of the Core Strategy.

I believe that this version of the Core Strategy has benefited greatly from the responses received to date, but I believe that it is important that people have another opportunity to comment before we decide on the final wording for our draft plan, not least an opportunity to comment on the chosen Spatial Strategy, the emerging policy wording and the locations and sites proposed for change over the lifetime of the plan. Although there will be a further opportunity to comment on the plan before it is submitted to the Secretary of State, I would urge you to provide any comments you have at this stage and no later than 10 August 2009.

More details relating to the consultation process are set out on the Council web-site or contact the Strategic Planning & Developments Team



*Councillor Michael Cornes.*

Executive Member for Economic Growth  
June 2009

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# **PART A**

# 1 INTRODUCTION

- 1.1 In September 2004, the Planning and Compulsory Purchase Act came into effect and changed the planning system requiring the Council to replace its existing Unitary Development Plan with a new “spatial” development plan – the Local Development Framework.
- 1.2 In Trafford this will see the Revised Trafford Unitary Development Plan (Adopted June 2006) eventually replaced by the Trafford Local Development Framework.

## **What Is The Local Development Framework?**

- 1.3 The new Local Development Framework (LDF) for Trafford will be made up of a “portfolio” of documents that, in combination, deal with the spatial issues that will affect the people who will live, learn, work and relax in the Borough over the next 15 years. That means that it will address spatial planning issues such as where new houses should be built, where new businesses and jobs should be located and developed, what improvements should be made to the transport network to service this new development and the areas that should be safeguarded from development and improved for recreation and environmental reasons.
- 1.4 The new planning system has been designed to streamline the planning process, strengthening community involvement within the system, and ensuring that all of the decisions which are made are accountable and help to achieve sustainable development. Sustainability will be at the heart of the LDF, balancing the economic, environmental and social needs for land and buildings.

## **What Is The Core Strategy?**

- 1.5 The Core Strategy is the most important document and the first Development Plan Document (DPD) to be prepared in Trafford. The document will shape the future of the Borough and is the spatial expression of the Trafford Sustainable Community Strategy (SCS). It outlines the Council’s vision for the sort of place we want Trafford to be in the period up to 2026. It details how we envisage managing the change necessary to achieve this vision. This strategy needs to establish a balance between growth, regeneration and environmental protection / improvement.
- 1.6 Upon adoption, the Core Strategy will provide the broad framework for development until 2026 and beyond and will eventually replace the key strategic policies and a number of the Development Control policies in the Trafford Unitary Development Plan (UDP). It will provide the framework and context for the preparation of all other documents in the Trafford Local Development Framework and set the framework for determining planning applications.
- 1.7 In addition, the Core Strategy will be monitored to measure the effectiveness of the policies in the LDF. The Annual Monitoring Report (AMR) will signal if any changes need to be made to any of the policies to enable the vision to be delivered.

## **What Stage Have We Reached?**

- 1.8 The first steps in the production of the Core Strategy were the Issues and Options papers published for consultation in July 2007 and November 2007. Consultation on the Core Strategy Preferred Options took place in July 2008. This current consultation will complete the requirement under this part of the planning regulations. The full set of comments received during the July 2008 consultation have been considered and placed on the Councils website. Following these consultations we are now in a position to offer a Preferred Option for consultation which includes a single Spatial Strategy and draft Core Policies.



- 1.9 In March 2009 the Government published amendments to the planning system to streamline the process, these new regulations came into force on 6<sup>th</sup> April 2009. The Council has reviewed its Local Development Scheme (LDS) in accordance with these new regulations and has revised the timetable for the production of the Core Strategy. This has principally meant the introduction of a ‘publication’ stage of consultation, prior to submission.

**FIGURE 1: TRAFFORD LDF PROGRESS**



- 1.10 The Core Strategy: Further consultation on the Preferred Option is taking place under the existing Regulation 25 arrangements. The consultation is between the 29 June – 10 August 2009 in line with the planning regulations and the Council’s adopted Statement of Community Involvement (SCI).
- 1.11 Following this Preferred Option consultation, the comments received will be used to prepare the *Publication* version of the Core Strategy for consultation in November 2009 followed by a *Submission* version which will be sent to the Secretary of State for independent examination. The Core Strategy is scheduled for Adoption in January 2011.

### **Document Structure**

- 1.12 The Core Strategy: Further Consultation on the Preferred Option for Trafford details a single spatial strategy for the future development of the Borough to 2026 and beyond. The Spatial Strategy sets out how Trafford will change over time in terms of the amount and location of growth, the provision of necessary infrastructure and also how the Borough’s natural and built assets can be nurtured and protected.
- 1.13 It contains the draft wording of the Core Policies and identifies Strategic Locations and Sites for consultation. The Core Policies are developed to guide the future development of the Borough and will be used in the determination of planning applications within the Borough. The Strategic Sites and Locations provide the main areas for change, development, and regeneration. It also provides an implementation framework and a monitoring mechanism to ensure the Core Strategy is delivering its objectives.
- 1.14 The document is supported by a comprehensive Evidence Base and has also been subject to an independent Sustainability Appraisal.

### **Trafford Sustainable Community Strategy**

- 1.15 The LDF is being developed to formalise the link between the Council’s planning function and the priorities identified by the Local Strategic Partnership as set out in Trafford’s SCS “Trafford 2021: a blueprint” (<http://www.traffordpartnership.org/strategy.asp>).
- 1.16 The SCS was refreshed in March 2008 in line with guidance on Sustainable Community Strategies. The SCS provides the local vision and context in which the Trafford LDF is being produced.

- 1.17 The continued sustainable growth of the Borough is a key principle of the SCS. The Core Strategy will play a key role in delivering the objectives of the SCS.
- 1.18 Equally, the Local Strategic Partnership (LSP) will play an important role in engaging the community and local stakeholders with the LDF process and co-ordinating agencies that deliver services in Trafford.

### **Sustainability Appraisal**

- 1.19 During its preparation, the Trafford Core Strategy has been subject to a Sustainability Appraisal (SA) as an ongoing process. The overall approach used is based on the process set out in the Government's guidance on Sustainability Appraisal (November 2005). The SA is being conducted in line with the requirements of the Strategic Environmental Assessment (SEA) Regulations.
- 1.20 The Preferred Spatial Strategy set out in this document was refined from the *Issues & Options* and *Preferred Options* stages. An independent Sustainability Appraisal for this document has been undertaken by independent consultants and accompanies this consultation. Further details of the appraisal process and the outcomes can be found in the accompanying document "Sustainability Appraisal of Trafford's Core Strategy: Further Consultation on the Preferred Option".
- 1.21 The Sustainability Appraisal process concluded that the Core Strategy has the potential to deliver a wide range of social, environmental and economic benefits. In particular, it was considered that the Spatial Strategy should help to provide more opportunities for residents in areas of disadvantage, which would have a significant positive impact on reducing economic disparities; improving access to services and facilities; decreasing poverty and social exclusion and equity and equality of opportunity.
- 1.22 The Strategy also offers considerable scope for redeveloping vacant / underused brownfield sites which would have key benefits for improving local neighbourhood quality; protecting and enhancing the diversity and distinctiveness of landscape, townscape character and cultural facilities; reducing crime and fear of crime; and conserving land resources and reducing land contamination. The Strategic Sites and Strategic Locations have the potential to make a significant positive contribution towards improving the balance and mix of the housing market; reducing poverty, social exclusion and economic disparities; and improving economic performance.
- 1.23 On the whole, the Core Strategy Policies scored very highly in the SA process. Nevertheless, there is the potential for the Core Strategy to have a negative impact on traffic generation and air quality. The extent to which this negative impact can be offset will depend on whether significant enhancements to public transport can be secured, particularly in the more peripheral parts of the Borough where development is proposed. There will also be a need to undertake additional nature conservation and flood risk studies in order to address the uncertain impact of the Core Strategy on biodiversity, flora and fauna and vulnerability to climate change.
- 1.24 The Sustainability Appraisal process carried out in relation to this consultation document concluded that the Core Strategy has the potential to deliver a wide range of social, environmental and economic benefits. However, it identified a number of opportunities for further enhancement and made a series of recommendations to improve its sustainability. As a result, a number of changes have been made to this document to reflect these proposed mitigation measures, particularly the section dealing with the Strategic Locations / Sites. These include the incorporation of specific references to:
  - ensure appropriate levels of density are achieved;
  - ensure that consideration and where necessary appropriate mitigation is taken in relation to flood risk, e.g. Sustainable Drainage System;

- the need to ensure that adequate public transport provision exists/is provided by way of the proposed developments;
- the need to value and protect historic buildings;
- the need to explore opportunities for the use of Combined Heat and Power Systems.

1.25 In relation to the Core Policies, the Sustainability Appraisal made a number of recommendations about how individual policies could perform better. However, in the majority of these instances, these recommendations are met by other Core Strategy policies and therefore no mitigation is needed. The relevant policies are referred to in the detailed Appraisal which can be found in the accompanying document.

### **Habitat Regulations Assessment**

- 1.26 The Core Strategy has been subject to a Habitat Regulations Assessment (HRA) Screening Report as required under European and Domestic regulations. Further details can be found in the accompanying document “Habitat Regulations Assessment - Screening Report”.
- 1.27 Screening of European sites has established that the Manchester Mosses SAC site has the potential to be affected by development in the Strategic Locations of Carrington and Partington (SL8 & SL9), the Strategic Site at Partington Canalside (SS4) and by the implementation of Core Policies L4 Sustainable Transport & Accessibility and W3 Minerals, in particular.
- 1.28 Further, more detailed Assessment of the possible effects of development of the Strategic Locations, Strategic Sites and Core Policies on the Manchester Mosses SAC identified in the Screening process has been undertaken.
- 1.29 This Assessment has concluded that, providing mitigating plans, policies and strategies are adopted and implemented appropriately through the development management process, development within the identified areas could proceed without harm being caused to the special interest of the Moss. It is recognised that the implementation of such plans, policies and strategies may restrict the scale and type of development brought forward in the identified Locations and Sites, but that it is not justifiable to restrict development *per se* in these areas.
- 1.30 Future DPDs and SPDs will be subject to a Habitat Regulations screening report to ensure that any significant impact on the integrity of International and European designated sites is avoided, mitigated or compensated and to inform scheme level decisions.

### **Evidence Base**

- 1.31 In preparing this document we have used the most up to date information available and have commissioned research and a number of surveys to complement existing information. This evidence gathering is an on-going process and will be used to inform and update the LDF. The key new evidence base published since the July 2008 Preferred Options Core Strategy are:
- Adapting to Climate Change in Trafford Draft (Jan 2009);
  - Greater Manchester Ecological Framework (September 2008);
  - Greater Manchester Green Roof Programme – Feasibility Study (May 2009);
  - Greater Manchester Strategic Flood Risk Assessment - Level 1 (August 2008);
  - Greater Manchester Strategic Housing Market Assessment (December 2008);
  - Towards a Green Infrastructure for Greater Manchester (July 2008);
  - Trafford Economic Viability Study (May 2009);
  - Trafford Employment Land Study (May 2009);
  - Trafford's Green and Open Spaces an Assessment of Need Update (June 2009).

- Trafford Housing Strategy (June 2009)
- Trafford Local Infrastructure Plan: Infrastructure Capacity Assessment (June 2009);
- Trafford Outdoor Sports Facilities Study (March 2009);
- Trafford Strategic Housing Land Availability Assessment (June 2009);
- Trafford Strategic Leisure Review Draft (September 2008);
- Trafford Urban Historic Landscape Characterisation Interim Report (July 2008);

1.32 The emerging evidence base includes:

- AGMA (PPS1) Decentralised Energy Study;
- Air Quality Action Plan;
- Carrington Transport Feasibility Study;
- Greater Manchester Local Biodiversity Action Plan;
- Greater Manchester LDF Transport Modelling;
- Northwest Water Cycle Study;
- Old Trafford Master Plan;
- Trafford Forest Plan;
- Trafford Greenspace Strategy;
- Trafford Park Masterplan;
- Trafford Play Strategy;
- Strategic Flood Risk Assessment for Greater Manchester – Level 2/Hybrid for Manchester, Salford and Trafford.

### **Community Engagement**

- 1.33 The Council wishes to involve the local community, businesses and other stakeholders in the preparation of this key document in an effort to build a consensus view of where new development should be guided in the Borough.
- 1.34 This Further Consultation on the Preferred Option is being undertaken to find out your view on this Spatial Strategy. In particular comments are invited on the Core Policies and the proposed Strategic Sites and Locations. Comments should be submitted to the Strategic Planning and Developments Team **no later than 10 August 2009**.
- 1.35 The responses received at this stage will have a major influence on the Publication Core Strategy in November 2009, before it is submitted to Government for independent Examination. The timetable for this is detailed in the Trafford Local Development Scheme.

## **2 TRAFFORD: A PLACE TO LIVE, WORK, LEARN AND RELAX**

- 2.1 This section provides a spatial portrait of Trafford – where it sits in the wider context, what kind of place it is, and what some of the key issues and objectives will be over the lifetime of the LDF.

### **Trafford in Context**

- 2.2 The Borough of Trafford is one of 10 local authorities that make up the conurbation of Greater Manchester and is one of the main economic drivers in the GM sub-regional economy. After three decades of decline, Greater Manchester's population has begun to grow again, driven in particular by the sharp growth in the Regional Centre and the boom in city living. The current economic conditions have affected Greater Manchester but the conurbation is still planning positively to be in a good position when the market returns.
- 2.3 As such the conurbation's economic growth is forecast to return over the next decade and Greater Manchester is expected to make a significant contribution to regional and national economic performance.
- 2.4 Greater Manchester has very wealthy and successful areas, but also some of England's poorest neighbourhoods. It also has areas which are more rural than urban in nature which have different constraints to growth. Some parts of the conurbation suffer very poor levels of educational attainment, structural unemployment and high levels of economic inactivity in excess of national and regional averages. We must ensure, through the implementation of this Plan, that the growth benefits all residents and contributes to the wider aspirations for Greater Manchester.
- 2.5 Trafford is located in the south west of Greater Manchester and has a population of around 210,000 people (8.5% of the Greater Manchester population) and has a diverse mix of communities. Approximately 2 thirds of the population are of working age with the rest being fairly evenly split between children (20%) and people of retirement age (16%).
- 2.6 To the north and east, Trafford adjoins the Metropolitan Districts of Salford and Manchester and, to the south, the Unitary Authority of Warrington and the newly formed Cheshire East Council (formerly Macclesfield Borough Council), where the River Bollin forms the Borough boundary. Covering an area of some 10,600 hectares (26,200 acres or 41 square miles), it is one of the smaller Boroughs within the GM conurbation.
- 2.7 Trafford is an important centre for industry and business with major and long established industrial estates at Trafford Park and Carrington. Major companies located within Trafford Park and Trafford include Kellogg's, Procter and Gamble, United Utilities, Centrica, IBM and Manchester United. Trafford Park is one of the largest employment parks in the world. Most jobs are in the service sector, but manufacturing and distribution remain an important part of the economy.
- 2.8 Trafford has a very high quality natural environment with its leafy suburbs making it a very desirable place to live. Two fifths of the Borough is countryside, the majority of this is in the Green Belt. In the south, Dunham Massey House and Park is a regional attraction for visitors.
- 2.9 The Borough's location is one of its major assets due to its connectivity and accessibility by road, rail and water, into and out of the area. Trafford is well linked to the UK motorway system and is only a fifteen minute drive away from Manchester Airport. Trafford is served by two local rail routes and the Metrolink runs through Trafford linking it to Manchester City Centre and Bury.

- 2.10 Trafford is a borough of contrasts and some of its neighbourhoods are amongst the most disadvantaged in the entire country. At its most stark, differences in life expectancy between areas within two neighbouring wards can be as great as 10 years. Many of these most deprived areas lie within the Borough's already recognised deprived areas, namely, Old Trafford to the North, Partington, in the west and Sale West in the centre of the Borough.
- 2.11 Trafford has four town centres – Altrincham, Sale, Stretford and Urmston with Altrincham being the largest and principal town centre in the Borough. Each offers a range of convenience and comparison goods shopping opportunities and also have a significant role in the provision of commercial and community services and as leisure destinations. There is also a network of smaller district and local centres across the Borough which provide more day-to-day local shopping needs.
- 2.12 Since opening in September 1998, the Trafford Centre has become a household name providing regional shopping facilities and a leisure tourist destination, attracting 30 million visits annually. Sport also plays a significant part in the Trafford economy with the North of the Borough being home to Manchester United and Lancashire County Cricket Club, both of which attract visitors to the region, as well as being substantial employers.

### **Trafford in the Region**

- 2.13 The Regional Spatial Strategy for the North West (RSS) was published in September 2008. As a result this version of the Core Strategy has been updated to reflect the current position.
- 2.14 The RSS provides a framework for development and investment in the region until 2021 and beyond. It is part of the statutory development plan for every local authority in the North West. It is important that the Trafford LDF is developed to contribute to the delivery of the RSS and support the vision of Greater Manchester becoming a world class city. Growth in Trafford should therefore not only be seen to support the priorities of residents and service providers but also to be contributing to the delivery of the Greater Manchester vision. The RSS provides a clear indication of the growth of the Borough to 2021 and for the period post 2021 which has enabled this Core Strategy to make assumptions beyond this date.
- 2.15 The Trafford Park core industrial area continues to have a very significant role to play in the economy of the region and more specifically in terms of achieving a significant improvement in the performance of the sub-regional economy.
- 2.16 While current market and economic conditions will have an impact on the early years of the Core Strategy the evidence base suggests that Trafford is well placed within the sub-region to benefit from early growth when the market returns.

### **Trafford in Partnership**

- 2.17 The Council has been working jointly with the neighbouring authorities to identify issues of joint relevance and to explore joint evidence base opportunities. This joint working has included work on studies such as Strategic Flood Risk, Strategic Housing Market Assessment and work around New Housing Growth Points.
- 2.18 There has also been significant joint working with neighbouring authorities to look at cross boundary development opportunities and area frameworks. For example, we have worked with Manchester and Salford over the growth of the Regional Centre at Pomona, MediaCity:UK and we have also adopted joint standards for the implementation of Irwell City Park.
- 2.19 There has also been specific close working between officers from Salford, Manchester and Trafford to consider cross boundary issues arising out of the preparation of the three districts' LDFs, and in particular their Core Strategies. This has included defining the Regional Centre and Inner Areas boundary as set out in this document and also the potential for growth close

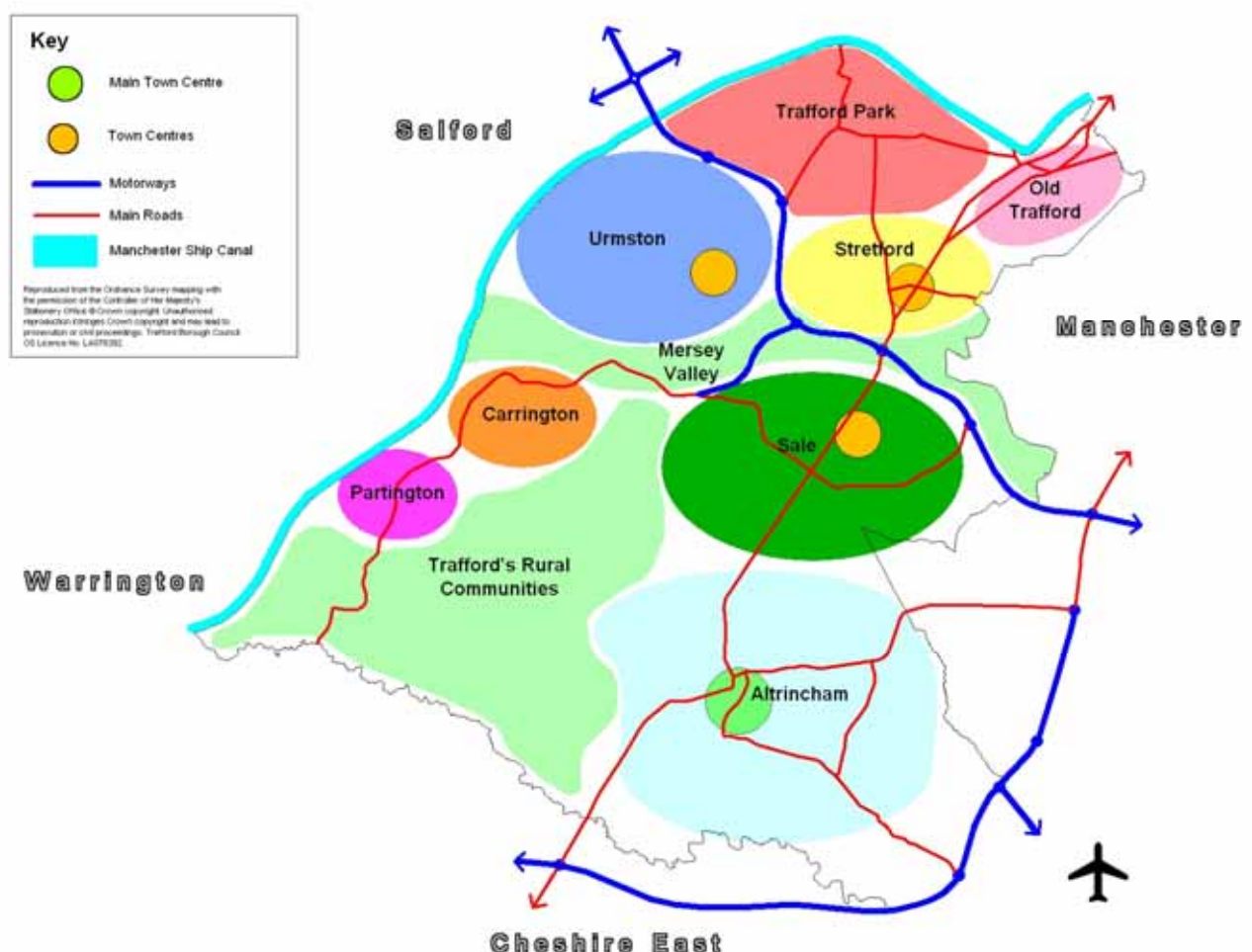
to the Trafford Centre to support regeneration and development within the Manchester City Region and the co-ordination of cross-boundary infrastructure issues.



- 2.20 Officers from Trafford also meet regularly with representatives from Manchester Airport and the neighbouring authorities of Manchester, East Cheshire, and Stockport, together with representatives from the Highways Agency to ensure that airport related issues are adequately addressed in each authority's LDF.
- 2.21 Finally links with Warrington have been established to consider the implications of increased use of the Manchester Ship Canal for freight and the potential growth levels proposed for Partington and Carrington.

### Trafford in Focus



- 2.22 Given that spatial planning is about producing outcomes for places, we have split Trafford into a number of places that we consider are locally distinctive. Figure 2 provides an indicative illustration of these places, defining the characteristics of these places and identifying the key issues and objectives for the Borough over the next 15 years.
- 2.23 The following section sets out the key characteristics/spatial profile for the 10 locally distinctive places that make up Trafford. The key issues identified in the previous consultation stages have been combined with the place objectives from the Preferred Options to give a clear indication of what we wish to achieve in each place.



**FIGURE 2: PLACES IN TRAFFORD**

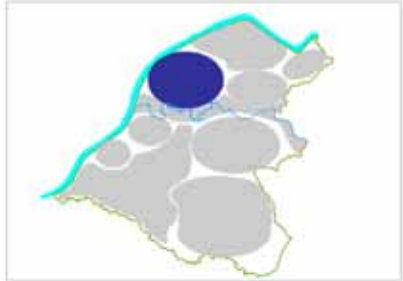



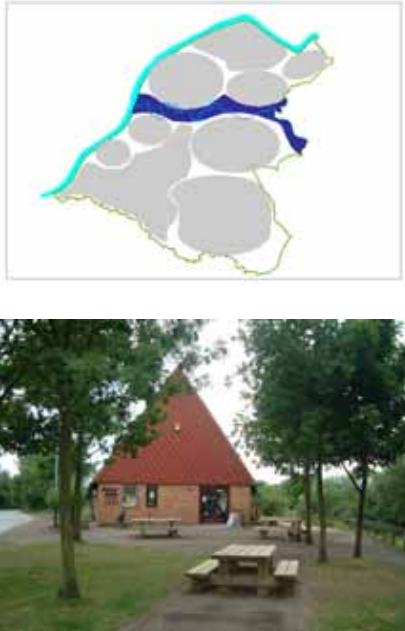
PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<b>Trafford Park</b>	 	<p>Trafford Park lies at the northern end of the Manchester Ship Canal and is Europe's largest industrial park. Broadly speaking it is split into 3 sub areas: Wharfside in the east; the core industrial area in the centre; and that part in the west which surrounds the Trafford Centre regional shopping complex.</p> <p>Its industrial past is still visible and is characterised by heritage features such as Barton Swing aqueduct, a proposed World Heritage Site.</p> <p>The area also contains the Trafford Ecology Park designated a Local Nature Reserve.</p> <p>A net 15,000 more people come into Trafford to work every day, than those who travel out to work in other areas and Trafford Park provides the bulk of these jobs. It is largely responsible for employing in excess of 40,000 people (based on census of employment figures), injecting over £45 million in wages into the Manchester City Region economy. Trafford Park is home to major visitor attractions such as Manchester United and the Imperial War Museum North.</p> <p>The Park therefore plays a vital role not just within Trafford, but also across the sub region.</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• Maximise the potential of the Wharfside and Trafford Quays areas to create sustainable residential development as part of high quality mixed use redevelopment/development schemes, supported by local community facilities.</li> <li>• To ensure that the Park as a whole is served by public transport and in particular improve access to the area from locations with low car ownership.</li> <li>• To maximize the re-use or redevelopment of unused, under used or derelict land.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• To ensure that Trafford Park businesses have access to a workforce with the right skills to access jobs in growth sectors available locally.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• To maximise the economic potential of Trafford Park with regards to industrial developments as a location for digital and media industries to support MediaCity:UK and as a tourist destination.</li> <li>• To maximise the potential offered by the Wharfside area to accommodate high class sustainable mixed use development as part of the proposed Media City development, with significant job opportunities available to local residents.</li> <li>• To secure improved access to the Regional Centre, Trafford Park and other employment areas.</li> <li>• To ensure that mixed use developments in the Regional centre and Trafford Quays contribute towards the vitality and viability of the Regional Centre.</li> <li>• Provide the necessary conditions to meet the demands for growing key business sectors, whilst protecting the established industrial base which continues to employ so many Trafford and non Trafford people.</li> <li>• Ensure that future development of the core industrial area, recognising its significant role within the Region's economy.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• To ensure that the role of the Ecology Park is safeguarded in the future and that other environmental and historic assets are protected and enhanced.</li> <li>• To maximise potential of visitor attractions such as the Imperial War Museum North and the Trafford Centre, including the provision of supporting facilities such as hotels, bars, restaurants, etc. to retain visitor spend in the area.</li> </ul>





PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<p><b>Old Trafford</b></p>	 	<p>Old Trafford is a small and densely populated area at the north east tip of the Borough. Physically it is largely characterised by dense residential areas of Victorian terraced housing and more modern social housing. It contains significant historic buildings many of which have listed building status and are contained in the Empress Conservation Area. The area is close to Manchester City Centre and is bisected by the A56, Bridgewater Canal and the Metrolink line between Manchester and Altrincham. It contains the Gorse Hill and Old Trafford priority regeneration areas and is home to Lancashire County Cricket Club and Trafford Town Hall. The area is also known for its very diverse population, vibrant communities and active community groups.</p> <p>52% of people who live in Old Trafford originate from Black and Minority Ethnic (BME) backgrounds and Old Trafford is ranked among the 10% most deprived areas in the country.</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• Maximise the potential of the area to provide a good range of housing stock to improve quantity, quality and diversity of provision.</li> <li>• To maximize the re-use or redevelopment of unused, under used or derelict land for mixed housing and employment schemes. The development of the Pomona site could create a significant number of residential units in the area as part of a mixed use scheme.</li> <li>• To secure Improvements to public transport which are critical to opening up job opportunities from the deprived neighbourhoods.</li> <li>• To tackle high levels of congestion on the A56, which runs through Old Trafford, especially at peak times and to secure improvements to the metro system in the area. A new Metrolink depot is being developed in the Ayres Road/ Elsinore Road area. Improvements are also planned at the Old Trafford Metrolink station.</li> <li>• To tackle the high levels of crime – particularly in terms of street crime, anti-social behaviour, wounding and domestic violence offences and gun crime.</li> <li>• To maximise opportunities to use renewable and decentralized energy.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• To ensure residents in Old Trafford can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• To provide the area with the right conditions to retain more economically mobile residents.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• To maximise access to the River Irwell/Irwell City Park.</li> <li>• To maximise provision of / access to open space at strategic locations.</li> <li>• To maximise potential to protect, enhance and improve access to green spaces in the area such as Seymour Park.</li> <li>• To maximise potential of Lancashire County Cricket Club as a visitor attraction and its potential to lead major regeneration in the area.</li> <li>• To protect and enhance the character of the areas historic buildings and land marks. Ensure adequate waste and recycling facilities in new development.</li> <li>• Maximise opportunities for green roofs and tree planting .</li> </ul>

PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<b>Stretford</b>	 	<p>Stretford is an urban area located in the north east of the Borough. It broadly covers Longford, Lostock and Stretford town centre. The M60 motorway, A56 and the Bridgewater Canal all run through the area, along with the Bury-Manchester-Altrincham Metrolink line.</p> <p>The area has good transport links, with easy access to the M60 motorway network and a good provision of public transport available. The A56 and Metrolink line form the north-south linkages between Cheshire and Manchester City Centre, with Edge Lane and Kingsway forming east-west connections between south Manchester and Urmston. Although deficient in open space in some areas it contains one of Trafford's largest and well used parks, Longford Park.</p> <p>There are low levels of car ownership, unemployment levels are above the Trafford average. There are high vacancy rates in the town, district local and neighbourhood centres. A prominent historic feature of the area is the Essoldo Cinema.</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• To establish a better balance in housing types and tenure to meet people's needs in the area.</li> <li>• To maximize opportunities for the re-use or redevelopment of unused, under used or derelict land for mixed housing and employment schemes.</li> <li>• To address the high levels of congestion on the A56. To address the poor air quality particularly along the A56.</li> <li>• To secure opportunities for improved health care provision to meet the needs of local people.</li> <li>• To secure improved facilities for young people .</li> <li>• Improve access to work and reduce economic deprivation.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• To ensure residents in Stretford can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• To secure a more balanced provision of retail and leisure development within the town centre area.</li> <li>• To protect and enhance the vitality and viability of the local and neighbourhood shopping provision.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• To protect and enhance the character of existing historic buildings.</li> <li>• To protect and enhance the quality and provision of accessible green and open space in the area, particularly the Bridgewater Canal.</li> <li>• To promote and enhance the recreation facilities available to residents in the area for example develop links to new facilities eg. Stretford Meadows.</li> <li>• Explore opportunities for green roofs and tree planting.</li> <li>• To maximise potential of Longford Park to better serve the needs of residents in north east of Trafford.</li> </ul>



PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<b>Urmston</b>	 	<p>The Urmston area is made up of a number of distinct residential neighbourhoods including Flixton, Davyhulme, Woodsend and Urmston itself. The area is bounded by the M60 to the north and east, the Manchester Ship Canal to the west and the Mersey Valley to the south. It is traversed by the Manchester to Liverpool railway line. It is predominantly a residential area with Urmston town centre being at its heart and it is very well provided for in terms of open space, including a number of golf courses. It is also home to two strategic facilities, the Davyhulme waste water treatment works containing the Millennium Nature Reserve and Trafford General Hospital.</p> <p>Urmston is located between the two main employment areas of Trafford Park and Carrington and is a popular location for commuters, travelling within Trafford and beyond to the City Region, to live. It also has links through to the strategic countryside area of the Mersey Valley.</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• To secure improvements to east-west public transport linkages.</li> <li>• To secure improvements to access Carrington, Trafford Park and the Regional Centre. To manage the congestion associated with the Trafford Centre and parking problems associated with Trafford General Hospital.</li> <li>• To determine the future land requirements of the Davyhulme Wastewater Treatment works and identify appropriate alternative uses for any surplus land.</li> <li>• To ensure that sufficient health facilities exist to meet the needs of residents.</li> <li>• To ensure new developments help to reduce the incidents of crime and anti social behaviour in areas such as Woodsend, and Humphrey Park station.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• To ensure residents in Urmston can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• Assess what, if any, provision should be made to accommodate employment development in this location.</li> <li>• Protect and enhance the existing small neighbourhood shopping centres located in the area.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• Ensure that maximum potential is made of the strategic countryside areas bordering this area to provide recreation and to mitigate against climate change.</li> <li>• To protect and enhance sites of biodiversity opportunities, for example Millennium Nature Reserve and Wellacre Country Park.</li> </ul>



PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<b>Mersey Valley</b>		<p>The River Mersey runs east to west across the Borough separating the urban areas of Urmston and Stretford from Carrington and Sale. It is dissected by the M60 and A56. The valley either side of the river forms a unique green wedge of land which is predominately meadowland and agricultural land in the floodplain, containing few buildings and protected from development by Green Belt. It is a highly valued area balanced for nature conservation and recreation in close proximity to populated urban areas.</p> <p>The area contains Sale Water Park, a regional centre for water sports and recreation whose popularity is ever growing. The area also includes the disused Lesley Road landfill site known as Stretford Meadows .</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• To protect the fringes of this area from over development.</li> <li>• To secure improved access to the area by sustainable modes of transport.</li> <li>• To maximise the potential of this area to improve the health of Trafford's residents.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• To maximise the education and learning potential of the area, particularly in relation to environmental matters.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• No significant issues.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• To maximise opportunities for recreation other than at Sale Water Park.</li> <li>• To manage tourism to maintain the quality of provision and minimise conflict between different recreation uses and with nature conservation</li> <li>• To protect and enhance the very high quality natural environment and landscape of the area including the character of the different landscape types.</li> <li>• To maximise opportunities for Stretford Meadows to improve the recreation and nature conservation offer in the Borough.</li> <li>• To secure improvements to biodiversity through connecting greenspaces.</li> <li>• To achieve a balance between the recreational needs of residents and nature conservation.</li> </ul>

PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<p><b>Sale</b></p>	 	<p>Sale is located in the middle of the Borough, six miles south west of Manchester city centre and is mostly suburban in character. It is made up of a number of distinct communities, including Ashton-Upon-Mersey, Brooklands, Sale Moor, the Sale West estate and Sale town centre itself. The character of some of these areas is distinctive and preserved with Conservation Area status such as Ashton Upon Mersey and Brogden Grove. The Sale West estate and parts of Sale Moor suffer from relatively high levels of deprivation and poor quality open space. The A56, Manchester to Altrincham Metrolink line and the Bridgewater Canal all run north-south through it.</p> <p>The area is tightly constrained to the north and west by the Green Belt in the form of the Mersey Valley and Carrington Moss. It has a few small, older style industrial estates, together with a number of local and district shopping centres. There are a wide variety of green spaces and sporting facilities including Sale Golf Club and Dainwell Woods.</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• To provide a more sustainable balance of housing types and tenures to meet the needs of the community.</li> <li>• To manage the high levels of congestion and pollution along the A56.</li> <li>• To tackle the barrier that the A56 creates to pedestrian movement between residential and commercial areas.</li> <li>• To secure improvements to the quality of public transport provision particularly along the A56 and in the Sale West estate to encourage less reliance on the car.</li> <li>• To tackle nuisance relating to late night dispersal in the town centre.</li> <li>• To maximise the role of the town centre as a place for cultural success.</li> <li>• To secure appropriate facilities and activities for young people.</li> <li>• To maximize the re-use or redevelopment of unused, under used or derelict land.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• To ensure residents in Sale have the skills and the ability to access jobs in Trafford Park, Carrington, Altrincham and the Regional Centre.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• To increase access to jobs for residents of the Sale West estate.</li> <li>• To promote and enhance the role of Sale town centre – in particular to providing opportunities to support the growth of key sectors of the economy.</li> <li>• To ensure the provision of adequate local retail provision in Sale West and Sale Moor.</li> <li>• To manage the change of industrial land to other uses effectively, in order to protect economic/employment uses in the area.</li> <li>• To improve unused and underused properties along the A56.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• To tackle the uneven distribution of accessible green space in the area – particularly in Ashton-Upon-Mersey which is deficient in green space.</li> <li>• To protect and enhance the historic character and features of the area.</li> </ul>





PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<b>Altrincham &amp; Neighbouring Communities</b>	 	<p>The town centre of Altrincham lies at the heart of this area, with its vibrant commercial and cultural centre and with the traditional market town quarter protected by Conservation Area status, with numerous listed buildings, it retains many features of its historic past. It has a wide catchment area, stretching beyond Trafford to Cheshire in the south. Altrincham Interchange is served by the Metrolink, heavy rail and many bus routes. The A56 runs north-south through the area. The A560 and A538 run east-west, these provide the area with good links to the motorway network and Manchester Airport.</p> <p>To the north of the town centre is a mixed suburban area, characterised by semi-detached housing, the historic Linotype Conservation Area, retail/commercial centres and traditional industrial land. It is comprised of a number of neighbourhoods, including Broadheath, Brooklands, Timperley and Broomwood (which is an area of need, in an otherwise affluent area). This area also contains Stamford Park which is a registered Park of special Historic Interest.</p> <p>To the South are attractive, high-quality residential suburbs including Bowdon and Hale Barns. They contain many listed buildings of historic significance and much of the area is covered by Conservation Area designation. There are a number of shopping areas including Hale and Hale Barns. The area features extensive open land including Green Belt land, which in the north east separates the built-up area from Timperley and, in the south, separates Trafford from East Cheshire (at the River Bollin).</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• To manage effectively high levels of residential development pressure.</li> <li>• To maximise the provision of affordable units to meet the needs of the community.</li> <li>• To protect and enhance the character and amenity of the area.</li> <li>• To manage the potential impact of development on the urban fringes of the area.</li> <li>• To manage the high levels of congestion and improve the quality of public transport provision, particularly along A56, the A560 and the A538.</li> <li>• To secure improvements to the facilities at Altrincham Interchange.</li> <li>• To ensure adequate parking provision in retail centres and residential areas.</li> <li>• To tackle anti-social behaviour resulting from the night-time economy in Altrincham.</li> <li>• To improve the provision of youth facilities within this area.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• To ensure residents in Altrincham and neighbouring communities, especially Broomwood residents, have the skills and the ability to access jobs in Broadheath, Altrincham Town Centre and the Regional Centre.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• To consolidate and retain Broadheath as the principal location in the south of the Borough for industrial purposes.</li> <li>• To continue to promote Altrincham as the Principal Town Centre and key economic driver, in terms of its employment, retail and leisure opportunities.</li> <li>• To manage the adverse impact of new development along main transport corridors on the highway infrastructure/public transport provision.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• Maintain the Green Belt surrounding this area for agricultural and recreational purposes.</li> <li>• To achieve more accessible green-space in those parts of the area currently experiencing deficiency.</li> <li>• To protect and enhance the linear green network and wildlife corridors, including that of the Bridgewater Canal, the Bollin Valley, Brooks Drive and Timperley Brook.</li> <li>• To protect and enhance the character of the landscape, skylines and historic features in the area.</li> </ul>

PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<b>Trafford's Rural Communities</b>	 	<p>Almost two fifths of Trafford is countryside the majority being within this area and protected from development by Green Belt and protected area status. It is bounded by the River Bollin to the south, Partington and Carrington to the west, Sale West, Altrincham and Bowdon to the east and the Mersey Valley to the north. The area is thinly populated, and contains the rural settlements of Dunham, Dunham Woodhouses and Warburton. Most of Trafford's farms and best agricultural land are located here.</p> <p>The area is a significant green wedge of land linking the wider countryside of Cheshire right up to the urban edge of Trafford and through to the Mersey Valley. It contains designated areas of high biodiversity importance including important mossland, wetland, ancient woodland and the Scheduled Ancient Monument, Watch Hill. It also contains Trafford's most significant countryside visitor attraction – Dunham Massey park, house and garden giving the public access to a range of ecological and informal recreation experiences. There are no major roads through this rural part of the Borough.</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• To manage tourism to preserve the character of the area.</li> <li>• To secure improvements to public transport connections, particularly Partington to Altrincham.</li> <li>• To safeguard and enhance the landscape character, environment, biodiversity, amenity and visual attractiveness of the area for the recreational use of residents and visitors to the Borough.</li> <li>• To safeguard the character, appearance and amenity of Warburton, Dunham Town and Dunham Woodhouses.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• No significant issues.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• To manage effectively the reserves of sand and gravel in this area.</li> <li>• To recognise the role that agricultural diversification can play in ensuring the long term economic viability of agriculture.</li> <li>• To safeguard the agricultural role of the rural communities areas.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• To protect and enhance the very high quality natural environment, archaeological features and landscape character of the area.</li> <li>• To improve biodiversity by recreating mossland habitat and connecting up protected sites both within Trafford and across boundaries with Warrington and Salford.</li> <li>• To secure improved access to this valuable informal recreation resource for the benefit of the Trafford community.</li> <li>• To promote increased use of the walking and cycling routes e.g. the Bridgewater Canal and the Trans Pennine Trail.</li> <li>• To protect and enhance the historic buildings and the character of the rural villages embedded in the countryside.</li> <li>• To protect and enhance the cultural, recreational and ecological importance of Dunham Massey.</li> <li>• To manage effectively the tourist attractions, at Dunham Massey.</li> </ul>

PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<b>Partington</b>	 	<p>Partington is located in the west of the Borough, with the industrial area of Carrington to its north, Green Belt to the east and south and the Manchester Ship Canal to the west. It is approximately seven miles south-west of the Trafford Park area and ten miles south-west of Manchester City Centre. There is a single road – the A6144 linking to the Carrington Spur off the M60 which links Partington to Manchester in the north and Warrington in the south.</p> <p>It began life as a small rural settlement which was transformed when a large number of council houses were built to accommodate Manchester City Council residents. There is still a high proportion of rented accommodation with many of the properties being terraced. The area still retains some historic buildings and features from its rural village past. The area has relatively high levels of unemployment with some parts in the top 5% of the most deprived communities in England. The area is primarily residential with a local shopping centre located in the centre.</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• To provide an appropriate level of new residential development to tackle population decline .</li> <li>• Maximise the potential of vacant and derelict sites for housing.</li> <li>• To establish a better balance in type and tenure of housing in the area.</li> <li>• To secure improved public transport linkages from Partington to the Regional Centre, Altrincham and Trafford Park.</li> <li>• To secure improved highway links.</li> <li>• To ensure the sustainability of the new Healthy Living Centre and other community facilities.</li> <li>• To secure appropriate facilities for young adults</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• To tackle the skills shortages and support the development of the Training and Employment Centre.</li> <li>• To maintain the viability of schools.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• To attract and retain more economically active people to the area.</li> <li>• To improve and enhance the existing retail offer within the local shopping centre to create a more vital and vibrant centre.</li> <li>• To establish improvements to the commercial sector within Partington.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• To protect, improve and enhance the quality and accessibility of green spaces.</li> <li>• To maximise the potential to improve the leisure and recreational offer.</li> <li>• To protect and enhance features of historic importance.</li> </ul>



PLACE		SPATIAL PROFILE	KEY ISSUES & PLACE OBJECTIVES
<b>Carrington</b>	 	<p>Carrington is located in the west of the Borough on the banks of the Manchester Ship Canal. It adjoins Partington and is surrounded by Green Belt to the south, east and north. Transport infrastructure is very limited; a single road – the A6144, connects it and Partington to the Carrington Spur off the M60 and Manchester in the north and Cheshire in the south.</p> <p>Traditionally it has been dominated by a long established petrochemicals works, however more recently a business park and some off-airport parking have developed as the petrochemicals operations have declined. For some time now it has been seen as a sub-regional economic asset, with the capability of providing much brown field land for economic regeneration. In addition to the large amount of employment land there is a small residential community.</p>	<p><b>LIVE</b></p> <ul style="list-style-type: none"> <li>• To ensure that there is an appropriate mix of homes to meet the needs of the community.</li> <li>• To secure improvements to public transport provision particularly linking this employment site to regeneration need.</li> <li>• Improve accessibility to Carrington and investigate the merit of providing a direct link in this location across the Manchester Ship Canal.</li> <li>• To secure improvement to the transport infrastructure including linkages to the motorway network.</li> </ul> <p><b>LEARN</b></p> <ul style="list-style-type: none"> <li>• No significant issues.</li> </ul> <p><b>WORK</b></p> <ul style="list-style-type: none"> <li>• To maximise the potential of this employment area.</li> <li>• Develop the economic capacity of Carrington and attract significant new activity to ensure its future economic viability and utilise the large areas of Brownfield land.</li> <li>• To manage waste production effectively.</li> <li>• To maximize the re-use or redevelopment of unused, under used or derelict land.</li> </ul> <p><b>RELAX</b></p> <ul style="list-style-type: none"> <li>• To manage the impact of future economic growth on the environment and mitigate impacts appropriately.</li> <li>• To protect and enhance features of historic and ecological importance.</li> </ul>

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# **PART B**

### 3 THE VISION FOR TRAFFORD

- 3.1 The vision for Trafford, as set out in the revised Sustainable Community Strategy that has been endorsed by the Council following extensive consultation with local stakeholders, is that by 2021 Trafford will be:

*“...thriving, diverse, prosperous, and culturally vibrant. A Borough at the heart of the Manchester City Region, celebrated as the enterprise capital of the North West and home to internationally renowned cultural and sporting attractions.”*

*“All Trafford’s people and communities will enjoy the highest quality of life in a safe, clean, attractive, healthy and sustainable environment with excellent education and first class services.”*

*“Trafford businesses will be provided with all the tools and support to be able to continually and successfully compete for skills and investment on an international basis.”*

*“As a destination, Trafford will consolidate and build upon the reputation of its renowned world class attractions (Manchester United, Lancashire Cricket Club, Imperial War Museum North and the Trafford Centre) providing a breathtaking mix of cultural, sporting, heritage and natural attractions together with vibrant town and shopping centres.”*

#### CORE STRATEGY VISION

- 3.2 The LDF provides the spatial representation of the Trafford: 2021 Vision. However, during consultation it has become clear that the Core Strategy should set its own vision that gives additional spatial direction for growth, enhancement and/or protection of areas within the Borough. The vision has been developed to provide the context for the development of the Core Strategy, in particular it incorporates the Place Visions from the Preferred Options document (July 2008).

- 3.3 Through the Core Strategy:

*We will create vibrant and inclusive, prosperous and well designed residential communities within the Borough. Regenerating our most deprived areas of the Borough will play a key role in supporting sustainable patterns of living and growing balanced communities.*

*We will establish a range of housing types and tenures (including affordable housing) in sustainable locations ensuring good access to jobs and services appropriate to the scale of neighbourhood.*

*Ensure that all new development is well served by all modes of transport including walking and cycling.*

*We will meet the challenges faced by climate change and require new and support existing developments to adapt and include measures to mitigate against rising temperatures, reduce carbon emissions, energy, water use, and the risk of flooding.*

*We will focus key commercial, business and community services in the town centres, Trafford Park and Carrington to establish and maintain them as places to work and to support the wider City Region economy.*

*We will protect and enhance our historic, built and natural environment (including strategic Green Infrastructure), to improve its value, accessibility and its contribution to the well being of residents and visitors to the Borough.*

## STRATEGIC OBJECTIVES

- 3.4 The table below details the Strategic Objectives that provide the framework for the development of the Core Strategy.

**TABLE 1: STRATEGIC OBJECTIVES**

STRATEGIC OBJECTIVE NO.	STRATEGIC OBJECTIVE
SO1	<b>Meeting housing needs</b> - Promote sufficient housing in sustainable locations, of a size, density and tenure needed to meet the Borough's needs.
SO2	<b>Regenerate</b> - The physical, economic and social fabric of the disadvantaged communities within the Borough to reduce inequalities and improve prosperity.
SO3	<b>Meeting employment need</b> - Establish the right conditions to sustain employment sites for new and diverse investment to enable Trafford to remain a competitor within the sub-region to attract and retain employment opportunities.
SO4	<b>Revitalising Town Centres</b> – To maintain a clear hierarchy of vibrant, diverse and distinct shopping centres across the Borough to meet the needs of the local population.
SO5	<b>Green environment</b> – Achieve an appropriate level of greenspace to protect and enhance the landscape character, recreational and biodiversity value of the Boroughs natural environment in both urban and countryside areas.
SO6	<b>Reducing the need to travel</b> – Promote significant levels of development in the most sustainable locations in the Borough and make less sustainable locations accessible by improving transport links, particularly public transport.
SO7	<b>Securing sustainable development</b> – Promote the reuse of resources and the use of new technologies to combat climate change to minimise impact of new development on Trafford's resources.
SO8	<b>Protect the historic built environment</b> – Make the most of, protect and value the Borough's heritage for the maximum benefit of our residents and visitors.

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# **PART C**

## 4 SPATIAL STRATEGY

- 4.1 The Spatial Strategy is the cornerstone of the Core Strategy. It flows from the vision and objectives detailed in Part B, is expressed in the Strategic Locations and Sites and provides the framework for the spatial policies in the rest of the Core Strategy. The Spatial Strategy for Trafford is summarised in the Key Diagram (see Figure 3). Much of what comes later flows from this statement of growth and development, investment and regeneration in the Borough.
- 4.2 Spatial Options were consulted on at Preferred Options stage. No single option was universally supported and so a hybrid option has been produced, based largely on Option 2. This Spatial Strategy has been informed by the Sustainability Appraisal and comments made throughout the consultation period and is considered to represent the most deliverable option. Phasing and Monitoring will be vitally important to delivering the Strategy and dealing with key infrastructure constraints.
- 4.3 The Spatial Strategy has been influenced by the spatial objectives in SO1 – 8 and reflects the vision set out in the Regional Spatial Strategy and the Trafford Sustainable Community Strategy.
- 4.4 The Spatial Strategy has been constructed to concentrate growth towards the Regional Centre, the Inner Areas, Altrincham Town Centre and the Priority Regeneration Areas. Growth will be shared across the areas of Partington, Carrington and Sale West. More modest growth will occur in the remaining Town Centres, Woodfield Road in Broadheath and the Trafford Centre Rectangle. Elsewhere, development would be restricted to meeting local needs and supporting regeneration, with limited market activity.
- 4.5 The Spatial Strategy as drafted does not involve the release of Green Belt land.

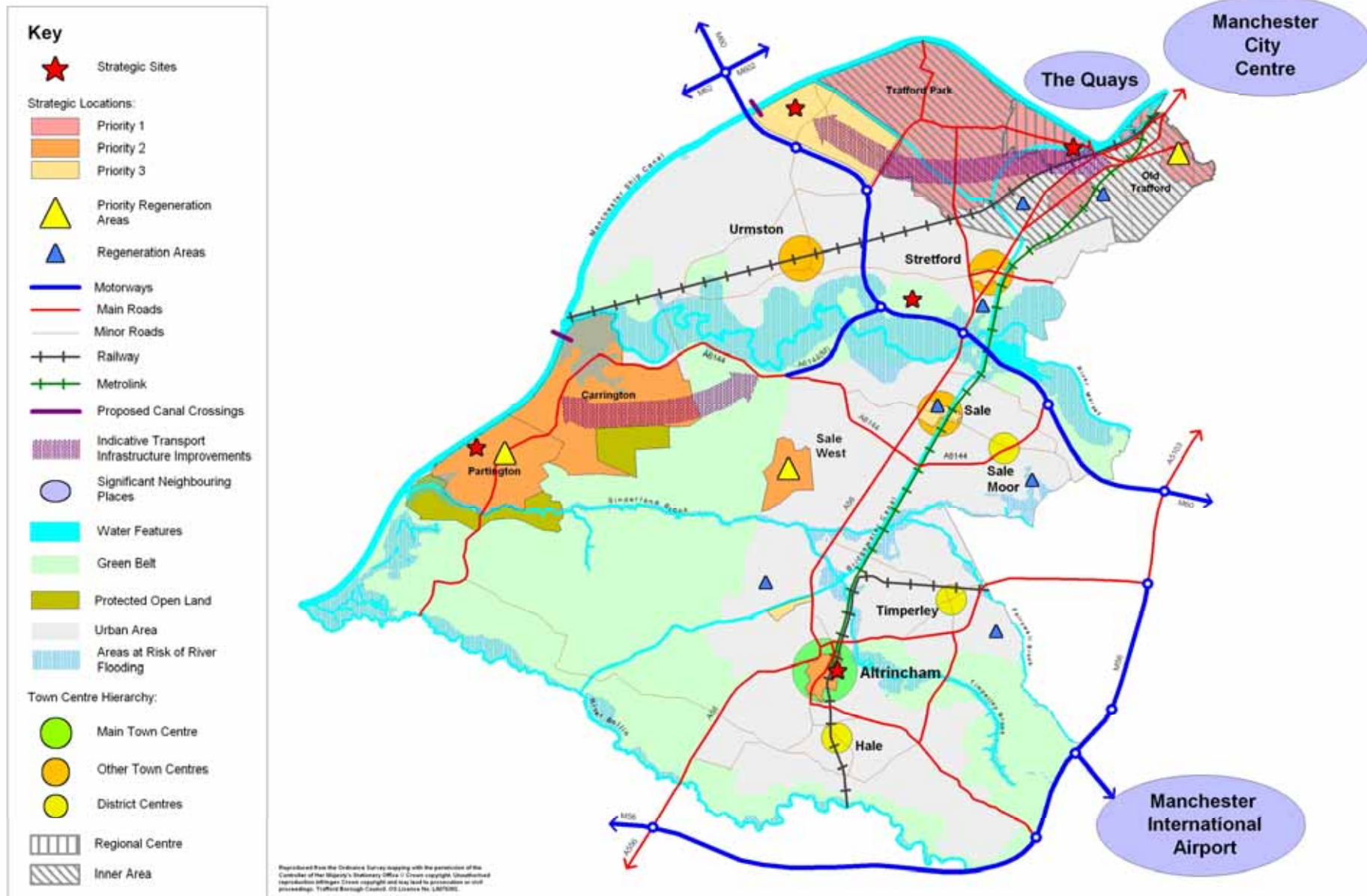
### SPATIAL STRATEGY

Economic and Housing growth will be focussed within the urban area. The Spatial Strategy will provide the framework for residential, business, retail, leisure, community, cultural and tourism development in the Borough. Development should accord with the following priorities:

1. The first priority will be in the north east of Trafford, within the Regional Centre and the Inner Areas. In particular, development will be directed to:
  - Pomona Island (SL1);
  - Trafford Wharfside (SL2);
  - Old Trafford (SL3);
  - Lancashire County Cricket Club Area (SL4); and
  - Trafford Park Core (SL5);
2. The second priority will be Altrincham Town Centre (SL13), to support the role of Altrincham as the Borough's principal town, and at Carrington (SL8), Partington (SL9) and Sale West (SL10), to support regeneration proposals in these areas;
3. The third priority will see growth at Sale Town Centre (SL11), Stretford Town Centre (SL7), the Trafford Centre Rectangle (SL6), and Woodfield Rd, Broadheath (SL12);
4. Outside of these areas new growth will be focussed on meeting local needs, particularly for affordable housing, with general 'market housing' (in sustainable locations, well served by public transport) supporting local needs and regeneration priorities.



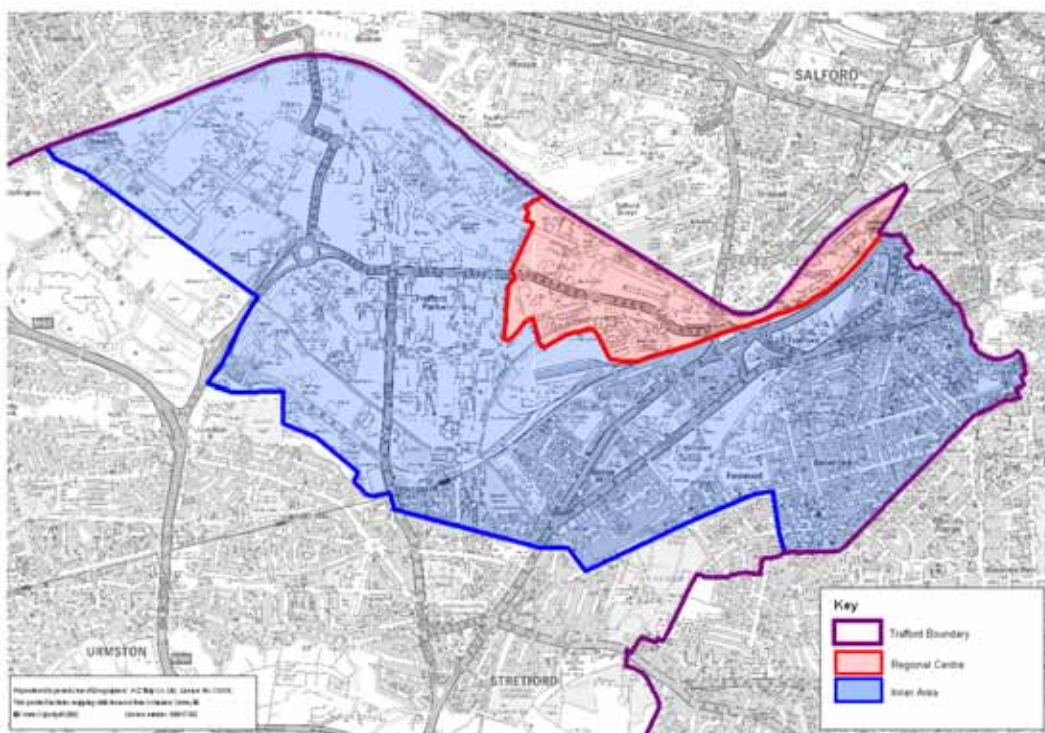
**FIGURE 3: TRAFFORD KEY DIAGRAM**



### Regional Centre and Inner Areas boundary

- 4.6 RSS details that, in Trafford, the Regional Centre should comprise Trafford Wharfside and Pomona, and that the Inner Areas should comprise Trafford Park and North Trafford. It requires the detailed boundary definitions to be set out in the Local Development Framework, through close cross authority working.
- 4.7 It identifies that the Regional Centre should be the primary economic driver of the Manchester City Region. This is to ensure that the Regional Centre of the Manchester City Region continues to provide the main focus for business, retail, leisure, cultural and tourism development in the City Region. In Trafford, Pomona, Wharfside (including Mediacity:UK and the Manchester United stadium) all play a significant role in one or more of these types of development and provide opportunities for growth in these sectors.
- 4.8 It states that:
- proposals for residential development in the Regional Centre will be acceptable when they are part of mixed use employment schemes, comprising a good range of housing sizes, types, tenures and affordability and where they contribute to the vitality and viability of the Regional Centre;
  - the expansion of the knowledge economy throughout the Regional Centre should be a priority and identifies an “arc of opportunity” stretching from the University of Salford in the west through to Piccadilly Station in the east for particular priority in this regard; and
  - residential development should be focused in the Inner Areas and that this will, in turn, secure a significant increase in their population to support major regeneration activity and the improvement of community facilities and the creation of sustainable mixed communities, appealing to a broad range of new and existing residents.
- 4.9 Figure 4 details the boundary for both the Regional Centre and Inner Areas within Trafford. This will be identified on the Proposals Map at the Publication stage.

**FIGURE 4: REGIONAL CENTRE AND INNER AREAS BOUNDARIES WITHIN TRAFFORD**



- 4.10 The Spatial Strategy shows how development and regeneration will be delivered across the Borough, particularly through 13 Strategic Locations and 5 Strategic Sites (see part D). These Locations and Sites have evolved from the list of 11 Key Strategic Sites that were included in the Preferred Options stage.
- 4.11 The Strategic Locations (such as Trafford Wharfside) are wide areas for change, regeneration or development which set out key principles and criteria to guide interventions and investment. The Strategic Locations are shown on the Key Diagram and set a framework for the future allocation of land either through a specific Area Action Plan or the forthcoming Land Allocations Plan.
- 4.12 The Strategic Sites (such as Victoria Warehouse) are specifically defined sites which will deliver significant development that is central to the achievement of the Core Strategy. The Strategic Sites are shown on the Proposals Map and are therefore land use allocations in the Core Strategy which gives them a high status in decision-making on planning applications.

## 5 CORE POLICIES

- 5.1 Presented in this section is a set of Core Policies against which new development proposals will be judged and the production of future DPDs and SPDs will be guided.
- 5.2 In the light of comments received at both Issues and Options stage (July to November 2007) and Preferred Options stage (July 2008), detailed policy wording has now been prepared. As part of the process of drafting these Core Policies a number of proposed policies were amalgamated and the previous distinction between Core Policies and Development Management Policies has been removed. This change has been made to remove a level of ambiguity as to how policies within the Core Strategy would be used in managing development.
- 5.3 Government guidance states that it is not necessary, or appropriate to re-state regional and national policy. We have, therefore only produced policies where we consider it necessary to provide local distinctiveness to regional and national policies. The Council will, therefore, use not only the policies contained within this Development Plan Document to determine applications for development but also, where appropriate, regional and national guidance (in the form of Planning Policy Statements and RSS) and other Trafford LDF documents.
- 5.4 The Core Policies set the broad spatial policy framework for all forms of development, including those proposed at the Strategic Locations and Sites. They need to be read as a whole and should not be seen as mutually exclusive to each other, nor to RSS and Government guidance. The detailed wording within the Policies will provide the Council with a framework within which new development within the Borough can be controlled and managed. The justification text details where the policies have evolved from, signalling the principle sources of evidence.
- 5.5 References to Supplementary Planning Documents (SPDs) within this consultation document indicate where an existing SPD will be updated or a new one will be produced. Whilst these documents are not available at this point in time, it is intended that these SPDs will be available alongside the document that will be submitted to the Secretary of State for consideration by an independent Inspector.

## 6 L1 - LAND FOR NEW HOMES

- 6.1 This Core Policy seeks to protect and promote cohesive, mixed and thriving communities, offering the right kind of homes in the right locations. The scale of housing provision and its distribution is designed to support the economic growth of the City Region.

### **POLICY L1: LAND FOR NEW HOMES**

- L1.1 Within the overall supply of land made available for new development, the Council will seek to ensure that an adequate range of sites is made available across the Borough to allow a variety of types of housing, affordable by all sectors of the local community, to be provided, subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment. The following matters will be taken into consideration in releasing land for new homes:

#### **Scale**

- L1.2 Up to 2026 the Council will seek to deliver high quality housing development in line with RSS Policy L4 and the spatial distribution framework set by RSS Policies MCR1, MCR2 and MCR3 by:
- a. Releasing sufficient land to accommodate a minimum 11,800 new dwellings (net of clearance), including an uplift of 20% (until 2018) on the RSS Policy L4 minimum, to accommodate the Housing Growth Point status;
  - b. Phasing the release of this land to accommodate 1,600 new dwellings between 2008/09 and 2010/11, 4,000 new dwellings between 2011/12 and 2015/16 and 3,300 new dwellings between 2016/17 and 2020/21, and 2,900 between 2021/22 and 2025/26.
- L1.3 This will be achieved through new-build, conversion and sub-division of existing properties. The Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate and sustainable locations, at lowest risk of flooding. In less sustainable locations, housing development will only be acceptable where appropriate provision to meet local infrastructure needs will be delivered.

#### **Distribution**

- L1.4 The locations/sites where significant new housing development is to be directed, over the Plan period, are identified in Table L1.
- L1.5 Table L1 demonstrates that a significant element (42%) will be concentrated within the Regional Centre and Inner Areas of the Borough in line with RSS.
- L1.6 To ensure that the indicative 80% target proportion of new housing provision to use brown-field land and buildings set out in RSS is achieved over the Plan period, the Council will release previously developed land before greenfield land, in the following order of priority:
- a. Firstly, derelict, vacant or under-used land within the Regional Centre and Inner Areas;
  - b. Secondly, similar such land outside the Regional Centre and Inner Areas that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3; and
  - c. Thirdly other such land outside the Regional Centre and Inner Areas that can be shown to be of benefit to the achievement of the wider Plan objectives set out in Section B.



- L1.7 Where developments are proposed contrary to this order of priority, developers will be required to demonstrate how the proposed development would contribute to the Plan objectives.
- L1.8 The development of greenfield land will only be considered in exceptional circumstances where the use of brownfield land and buildings falls below the indicative RSS target for PDL and where it can be demonstrated that the proposed development will be capable of creating sustainable communities, will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region and the provision of affordable housing and where it is demonstrated that without the release of greenfield land the Council's 5-year housing land supply target could not be delivered.

## **Justification**

- 6.2 PPS1, PPS3, PPG13, PPS25 provide the guiding principles for the location of new residential development and will be used in conjunction with this policy in determining applications for development.

## **Scale**

- 6.3 RSS for the North West sets out the spatial planning framework for new development in the Region. MCR1, MCR2 and MCR3 set the sub-regional framework for the Manchester City Region. RSS Policy L4 (and associated Table 7.1) sets the regional housing land targets and these are expressed as minimum targets for the period 2003 - 2021 (net of any clearance replacement development).
- 6.4 The minimum new housing development target expressed in Policy L1 exceeds the minimum target set in RSS Policy L4 to reflect the fact that Greater Manchester (incorporating enhanced levels of growth in Bolton, Manchester, Salford and Trafford) is committed to providing a 20% uplift to their RSS housing targets through to 2018 in return for significant investment in key infrastructure. In Trafford this commitment translates to an increase in the average annualised target from 578 to 694 units per annum up to 2018 and thereafter a reduction in the target back to 578 units per annum in the years to 2026.
- 6.5 It will be important to ensure that new residential development contributes not only towards the Council's objectives but also, as appropriate, those of the City Region. This growth must be seen to complement and strengthen the more vulnerable market areas both within and adjacent to Trafford. In this way the key regeneration objectives of the City Region as a whole will be achieved. Prioritising an appropriate mix of new residential development within those areas which continue to register significant levels of economic, social and environmental deprivation will contribute to securing social, economic and environmental improvements.
- 6.6 The Trafford Housing Strategy makes it clear that creating strong neighbourhoods requires the delivery of more than simply improvements to the existing housing offer or the addition of new housing development. Delivering complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) is critical to fostering genuinely sustainable communities.

## **Distribution**

- 6.7 The Trafford Housing Strategy stresses the contribution that housing development can make to the economic growth agenda. The distribution of new housing proposed in this policy is

designed to ensure the delivery of sufficient housing, in the right location to support Trafford's economic development ambitions.

- 6.8 The distribution of land identified in Table L1 therefore reflects not only RSS policy, but also the Council's wider objectives, including those of the Housing Strategy. It has been compiled using data contained within the Strategic Housing Land Availability Assessment (SHLAA) 2009 report. The SHLAA report is key to ensuring that sufficient land is identified to meet both the short term five-year requirement and the longer term 15-year supply of housing land in the LDF.
- 6.9 Table L1 details that a significant proportion of the RSS housing requirement will be delivered in the Strategic Locations. Through the SHLAA work the Council has also identified that a range of smaller sites will be required to deliver the RSS housing requirement over the plan period, in line with the Spatial Strategy. These sites will be identified and progressed through the Land Allocations DPD. Further information in relation to the Strategic Locations is set out in the Strategic Locations section of this Plan.
- 6.10 Table 7.1 of the RSS sets out the indicative target proportion of housing provision to use brownfield land buildings for Southern Manchester/North East Cheshire (into which Trafford falls) as at least 80%.
- 6.11 The Council will monitor at regular intervals:
- the rate at which land comes forward;
  - the location of development;
  - the type; and
  - level of affordability
- to determine whether or not a 5 year deliverable supply of development sites is being maintained and/or the spatial development strategy at the head of this Policy is being adhered to.
- 6.12 The Council will monitor and manage the levels of residential development with adjacent authorities and within the context of Greater Manchester to ensure that development is complementary and mindful of policy objectives for the sub-region.
- 6.13 In consultation with the Regional Planning Body, the Council will consider the findings of this monitoring work to determine whether or not a review of this development plan policy is needed.

**TABLE L1: NET NEW HOUSING DEVELOPMENT PROPOSALS 2008/9 TO 2025/6**

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/6	Total
SL1 Pomona Island Strategic Location	200	550	550	200	1,500
SL2 Trafford Wharfside Strategic Location	-	400	300	200	900
<b>Regional Centre Area Totals</b>	<b>200</b>	<b>950</b>	<b>850</b>	<b>400</b>	<b>2,400</b>
SL3 Old Trafford Strategic Location	100	500	300	100	1,000
SL4 LCCC Strategic Location	-	300	300	300	900
SL5 Trafford Park Core Strategic Location	-	-	-	-	-
Other Inner Area Sites	150	150	150	150	600
<b>Inner Area Totals</b>	<b>250</b>	<b>950</b>	<b>750</b>	<b>550</b>	<b>2,500</b>
SL6 Trafford Centre Rectangle Strategic Location	-	250	250	550	1,050
SL7 Stretford Crossroads Strategic Location	50	75	75	50	250
SL8 Carrington Strategic Location	-	-	-	-	-
SL9 Partington Strategic Location	-	350	250	250	850
SL10 Sale West Strategic Location	30	20	30	20	100
SL11 Sale Town Centre Strategic Location	20	30	20	30	100
SL12 Woodfield Road Strategic Location	100	300	-	-	400
SL13 Altrincham Town Centre Strategic Location	50	75	75	50	250
Other South City Region Sites	900	1,000	1,000	1,000	3,900
<b>South City Region Area Totals</b>	<b>1,150</b>	<b>2,100</b>	<b>1,700</b>	<b>1,950</b>	<b>6,900</b>
<b>Trafford RSS requirement</b>	<b>1,730</b>	<b>2,890</b>	<b>2,890</b>	<b>2,890</b>	<b>10,400</b>
<b>RSS + 20% NGP allowance (to 2018).</b>	<b>2,080</b>	<b>3,470</b>	<b>3,010</b>	<b>2,890</b>	<b>11,450</b>
<b>Policy L1 Allocation Total</b>	<b>1,600</b>	<b>4,000</b>	<b>3,300</b>	<b>2,900</b>	<b>11,800</b>



## 7 L2 - MEETING HOUSING NEEDS

- 7.1 The Council is required to not only ensure that sufficient land is made available to meet RSS targets, but also to ensure that there is an adequate mix of housing types and sizes to meet the needs of the community.

### **POLICY L2: MEETING HOUSING NEEDS**

L2.1 All new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy.

L2.2 All new development will be required to be:

- a. On a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents;
- b. Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development;
- c. Not harmful to the character or amenity of the immediately surrounding area and;
- d. Not in conflict with any part of Development Plan for Trafford.

Developers will be required to demonstrate the following:

#### **Dwelling Type & Size**

L2.3 How the proposed mix of dwelling type and size will contribute to meeting the housing needs of the Borough, as set out in the Council's Housing Strategy and Housing Market Assessment. In particular, developers should make it clear how their proposed development will:

- a. Make a contribution to the creation of mixed and sustainable local communities;
- b. Be adaptable to the needs of its residents over time;
- c. Increase the provision of family homes in the north of the Borough, particularly larger properties of 3 or more bed-rooms.

L2.4 The provision of smaller units of accommodation – particularly 1 bed accommodation – will only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. In all circumstances, the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need.

#### **Affordable Housing**

L2.5 In respect of all qualifying development proposals, that appropriate provision is made to meet the identified need for affordable housing set out in the Housing Market Assessment, in accordance with the accompanying SPD.

L2.6 The minimum threshold for qualifying sites will vary dependant upon the location of the site as specified in the accompanying Supplementary Planning Document.

L2.7 In terms of the required affordable housing contribution, the Council will adopt the following principles:

- a. At least 50% of the affordable housing provision will be required to be family accommodation, at least 2 bed-roomed, but preferably 3 bed-roomed;
- b. A split of 50:50 in the affordable housing units to be provided between intermediate (commonly shared ownership) and social rented housing units, unless exceptional

circumstances can be demonstrated as set out in the accompanying SPD.

### **Older Persons Accommodation**

- L2.8 In order to meet the needs arising from the increasing longevity of the Borough's older residents, the Council will require developers of older persons' accommodation to demonstrate how their proposal will be capable of meeting, and adapting to, the long term needs of this specific group of people.

### **Gypsies and Travellers**

- L2.9 The Council will seek to make appropriate new provision to meet the need for gypsy and traveller accommodation identified in the RSS – securing the provision of that accommodation in accordance with the criteria set out below:
- a. The site should be capable of providing safe and convenient vehicular and pedestrian access;
  - b. Whilst not normally exceeding 15 pitches, the site must be large enough to provide for adequate on-site facilities;
  - c. The site should be well located on the highway network;
  - d. The site should be capable of providing safe and convenient access to schools and local community facilities;
  - e. The site should not have an unacceptable impact on the amenities of adjacent occupiers;
  - f. Adequate levels of privacy and residential amenity for occupiers should be provided.

## **Justification**

- 7.2 This Policy seeks to give a local expression to the provisions of RSS Policies DP2, DP4, DP7, DP9, L2, L4, L5 and MCR1 that seek to promote high quality, well designed, sustainable, energy efficient, eco-friendly and affordable new accommodation across the NW region.
- 7.3 It seeks to support the delivery of a balanced "housing offer" – providing the right quality and type of housing in the right places – taking account of the findings of the Trafford Housing Market Appraisal (2006), the Greater Manchester Strategic Housing Market Appraisal (2008), the Trafford Economic Viability Study (2009) and the policy statements and targets of the Trafford Housing Strategy (2009).
- 7.4 The Trafford Housing Strategy (2009) has set the following "housing offer" targets for achievement in the early years of the plan period (2009 to 2012):
- The LDF should develop an affordable housing target which addresses the affordable housing need (annual affordable shortfall of 541 units);
  - Deliver new larger family housing in those parts of the Borough where this product is proportionately under-represented;
  - Ensure that current stock across Trafford contributes positively to meeting objectives; and
  - Deliver new housing for older person households suitable for a range of household circumstances.
- 7.5 Targets for achievement in the middle and later years of the plan period will be set out in future revisions of the Trafford Housing Strategy and the Local Area Agreement.

## **Dwelling Type and Need**

- 7.6 The Trafford HMA (2006) shows a need for family housing across the Borough, but particularly in the north. The broad definition of family housing will include larger properties (three bedrooms and larger) as well as smaller two bedroom houses to meet a range of family circumstances.
- 7.7 The recommendations within the Greater Manchester SHMA recognised that alongside a sustained emphasis on the development of family housing it is important that the town centres across the Borough continue to attract high quality residential uses. This will continue to ensure the ongoing renaissance of the town centres and ensure that they continue to develop as vibrant centres of activity.
- 7.8 The Trafford Housing Strategy makes it clear that new homes should be made adaptable for the changing needs of the Borough's population. In particular it promotes the adoption of Lifetime Homes principles in all new development to ensure that greater choice is available and housing need is met.

## **Affordable Housing**

- 7.9 The Trafford HMA (2006) concluded that Trafford had an annual affordable shortfall across the Borough of 541 units. When split between Trafford sub-markets there is a greater need for affordable housing provision in the Southern sub-market, at 371 units per annum, than in the Northern sub-market at 169 affordable units per annum.
- 7.10 When analysis is undertaken of those demographic groups within Trafford most likely to fall into affordable housing need, the most acute need is for lone parent households and other households with one child. In total, households containing children make up a shortfall of 296 units of affordable housing per annum, this represents over half of the net need estimate of 541. In addition to this the Housing Strategy (2009) identifies the need to meet the requirements of specific cultural and religious family needs, this will include the development of larger family homes.
- 7.11 PPS3 makes it clear that local planning authorities need to not only consider the need for affordable housing, but also the impact that the provision of such accommodation may have on the viability of sites. To this end the Council commissioned a viability study to consider this matter.
- 7.12 Based on evidence from the Economic Viability study, under normal market conditions, a 5% affordable housing contribution would be viable in "cold" market locations; 20% in "moderate" market locations; rising to 40% in "hot" market locations. These areas will be defined in the associated SPD.
- 7.13 The HMA recommended that there should be split of 50:50 between intermediate (commonly shared ownership) and social rented housing in both the north and south of the Borough and the economic viability study concluded that varying this split would not make a substantial difference to the viability of schemes.
- 7.14 The viability study concluded that reducing the site size threshold for affordable housing contribution would not have a substantially adverse effect on the viability of sites. However it concluded that taking such an approach would result in a substantial increase in actual levels of affordable housing being delivered.
- 7.15 The mechanism and required level of evidence for such variations will be set out in the associated SPD.

## **Older Persons Accommodation**

- 7.16 The Trafford Housing Strategy proposes that new housing for older households should be suitable for a range of household circumstances (tenure and type), including extra care housing and the adoption of lifetime homes principles. In this way the Housing Strategy considers that the provision of new housing will meet current shortfalls in meeting the needs of identified vulnerable household groupings, including older persons will be met through.

## **Gypsies and Travellers**

- 7.17 Government policy (Circular 01/2006) requires local authorities to allocate sites to meet any identified accommodation needs of Gypsies and Travellers and set out the criteria for the assessment of sites that are not allocated.
- 7.18 Initial research being conducted in relation to the Partial Review of the RSS suggests that there is a shortfall (to 2015) of 22 Gypsy and Traveller Pitches. This target will be applied until such time that more long-term targets are identified and agreed through the Gypsy and Traveller Accommodation Strategy to be prepared at the local level. The Strategy will identify sites to meet any identified accommodation needs of Gypsies and travellers and set out the criteria for the assessment of sites that are not allocated. Sites to be allocated will be identified in the LADPD.

## 8 L3 - REGENERATION AND REDUCING INEQUALITIES

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

### **POLICY L3: REGENERATION AND REDUCING INEQUALITIES**

- L3.1 The Council will support and encourage the regeneration of Old Trafford (Strategic Location SL3), Partington (Strategic Location SL9) and Sale West (Strategic Location SL10) as a priority.
- L3.2 In these locations developers will be required to demonstrate that the proposed development will provide regeneration benefits that may include some or all of the following regeneration benefits:
- Improved quality and diversity of the housing stock; improved access to the Regional Centre and Trafford Park or; the provision of further commercial, cultural and community facilities, in Old Trafford (Strategic Location SL3);
  - Improved quality and diversity of the housing stock or the provision of a new local shopping centre, in Partington (Strategic Location SL9); and
  - Improved access to sources of employment or improved quality and diversity of the housing stock in Sale West (Strategic Location SL10).
- L3.3 Developers will be required to demonstrate how their development proposal, in the following locations, addresses and reduces inequalities:
- Gorse Hill;
  - Stretford;
  - Longford;
  - Priory;
  - Sale Moor;
  - Broadheath; and
  - Broomwood.
- L3.4 Issues to be addressed within these neighbourhoods will include those identified within the Index of Multiple Deprivation.
- L3.5 All Trafford's disadvantaged neighbourhoods will be identified on the Land Allocations Plan and Supplementary Planning Documents and development briefs will be prepared as necessary to provide further guidance to developers.
- L3.6 Where a development proposal outside any identified regeneration area would be required to provide facilities that would also be of significant benefit to one or more of the identified regeneration areas, this would be a material consideration in the determination of that application.
- L3.7 Inside all identified regeneration areas, developers will be required, as appropriate to the needs of the area, to demonstrate how their proposed development will contribute to the regeneration of that area. In particular developers will need to demonstrate how their development would:
- Improve or contribute to improvements to access to sources of employment such as Trafford Park, Carrington, town centres and the Regional Centre, to/from these

- neighbourhoods;
- b. Improve access to and/or the provision of community (including cultural) facilities for the communities within these areas;
- c. Encourage healthier lifestyle choices for the communities within these neighbourhoods;
- d. Improve access to education, training and advice centres to/from these neighbourhoods;
- e. Improve the quality of design and construction and range (including affordability and type) of the Borough's housing stock on offer to residents within these neighbourhoods;
- f. Secure improvements to the local environment of these neighbourhoods;
- g. Minimise the opportunities for criminal activity within these neighbourhoods.

L3.8 The level of information to be supplied by the developer in relation to any of these matters will vary on site by site basis but will need to be produced to the satisfaction of Local Planning Authority, guidance will be provided on these issues through supplementary guidance documents.

## Justification

- 8.2 Trafford is a Borough where in some locations extremes of wealth and poverty continue to exist side by side. This brings with it mixed employment prospects and access to services. Although predominantly wealthy and prosperous, Trafford has a number of pockets of acute deprivation at neighbourhood level, which because of the surrounding prosperity, go unrecognised in terms of being able to attract external funding in order to address these issues.
- 8.3 However, in 2004 and 2007, a national comparison of deprivation was commissioned, which looked at levels of deprivation in smaller neighbourhoods within wards, known as Super Output Areas (SOAs). In the case of Trafford, many of these most deprived SOAs lie within the borough's already recognised deprived areas, namely, Old Trafford to the north, Partington, in the west and Sale West in the centre of the Borough.
- 8.4 In 2004, 16% of Trafford's SOAs were among the 20% most deprived areas of the country. However, by 2007, only 11% came into this category, mainly due to increased levels of income and employment amongst residents living in these areas.
- 8.5 Reducing inequalities and improving engagement in our most disadvantaged neighbourhoods is a commitment made by national government and reflected in RSS Policy DP2. At this level significant progress has been made with the introduction of a series of reforms to remove the barriers holding people back, to help them into work and to give them responsibility and the support they need.
- 8.6 At a local level these priorities are articulated in the Trafford Sustainable Community Strategy and the Trafford Partnership has made the commitment that, in Trafford, fewer of our neighbourhoods will be in the worst 20% most deprived in the country and none will be in the worst 5% by 2020.
- 8.7 In order to achieve this, the Council has identified 3 priority regeneration areas and 7 other regeneration areas that will be a particular focus for investment and change. The detail of the extent and nature of the deprivations in these neighbourhoods is contained within the 2007 Indices of Multiple Deprivation.

## **9 L4 - SUSTAINABLE TRANSPORT AND ACCESSIBILITY**

- 9.1 Improving accessibility is essential to building sustainable communities and creating a competitive and efficient labour market within the sub region. Accessibility to housing, employment, health, education, shopping, culture, sports and leisure and other essential facilities is influenced by two factors: where development is located and the quality and choice of transport links available to serve that development.

### **POLICY L4: SUSTAINABLE TRANSPORT AND ACCESSIBILITY**

- L4.1 To facilitate the Spatial Strategy, the Council will promote the development and maintenance of a sustainable integrated transport network that is accessible and offers a choice of modes of travel to all sectors of the local community and visitors to the Borough by:
- a. Supporting the modernisation/improvement of the existing highway and public transport networks as appropriate to get the best possible use out of the infrastructure that is already in place;
  - b. Bringing forward new highway and public transport infrastructure schemes that will improve accessibility and provide additional capacity and/or address identified congestion, access, safety and environmental impact problems to facilitate the continued safe, efficient and environmentally sustainable operation of the networks;
  - c. Promoting integrated transportation axes to facilitate north-south-east-west linkages, with a particular objective of improving accessibility for communities within the disadvantaged neighbourhoods identified in Policy L3;
  - d. Prioritising the location of development within the most accessible areas (as defined by SPD1);
  - e. Ensuring that, as appropriate, development proposals throughout the Borough and in particular in the Strategic Locations of Carrington, Partington and Trafford Centre Rectangle will deliver, or significantly contribute towards the delivery of, measures to secure infrastructure that will improve accessibility and sustainability;
  - f. Where appropriate, seeking developer contributions towards the provision or improvement of highway and public transport schemes in accordance with the Strategic Objectives and Policy L8 of this Plan;
  - g. Managing traffic movement along the main arterial route of the A56 to improve road safety and reduce congestion and its adverse impact on the environment.

#### **The Strategic, Primary and Local Highway Network**

- L4.2 The Council will protect and support the maintenance and improvement of the Strategic Road Network and the Primary and Local Highway Authority Network, to ensure they operate in a safe, efficient and environmentally sustainable manner.
- L4.3 The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the highway network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for their implementation are secured.
- L4.4 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 either by ensuring that appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for their implementation is secured, or by securing contributions in accordance with SPD 1, or by a combination of these means.

### **The Integrated Public Transport Network**

- L4.5 The Council will seek to secure the development of a high quality integrated public transport network that will encourage and promote:
- a. The improvement and extension of the Metrolink light rail network within the Borough;
  - b. The improvement and development of the bus network, particularly on the main radial and cross-conurbation routes within the Borough; and
  - c. The improvement and development of the passenger heavy rail network.

### **Pedestrian and Cycling Network**

- L4.6 The Council will work with partners and developers to promote active travel through walking and cycling.
- L4.7 In particular, the Council will seek to develop a network of pedestrian and cycle routes and associated facilities to provide safe, secure, convenient and attractive cycling and footpath access linking residential areas to schools, workplaces, tourist and leisure facilities, including promoting the integration of cycling and walking at public transport interchanges, as part of longer journeys.
- L4.8 Developers should demonstrate, through the planning application process how their development will contribute towards these connections and deliver quality cycle and walking infrastructure where appropriate.

### **Safeguarded Highway and Public Transport Routes and Infrastructure**

- L4.9 Existing and proposed highway and public transport routes and infrastructure will be safeguarded from development that would prejudice their continued use and/or development for transportation use. Schemes for improvements to the highway network and high quality public transport network including routes safeguarded for future development will be identified and included within the Land Allocations Plan.

### **The Freight Transport Network**

- L4.10 The Council will safeguard and promote the improvement and development of the road, rail and water freight transport network and associated inter-modal freight transport facilities located in the Borough in order to assist in the sustainable and efficient movement of goods. In particular, it will safeguard and promote the improvement of:
- a. The internal Trafford Park railway network;
  - b. The established rail served inter-modal freight facilities within Trafford Park;
  - c. The Manchester Ship Canal as a sustainable transport route where this does not conflict with any other policy of the Development Plan for Trafford and will:
    - Ensure safe and convenient operation of the facilities;
    - Secure environmental and quality of life improvements; and
    - Provide an opportunity for a significant reduction in commercial vehicle movements on the road network.
- L4.11 For the avoidance of any doubt the Council will seek only to promote and maximise the use of the Bridgewater Canal for leisure and educational purposes, in view of its historic value.

### **Transport Assessments and Travel Plans**

- L4.12 When considering planning applications, in order to achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail and water transport, the Council will require:
- a. Transport assessments that include measures to mitigate impacts by making



- appropriate transport infrastructure improvements, reducing car use and making appropriate contributions towards sustainable transport measures to be provided for all developments that are likely to have significant transport implications and impact adversely upon the safe and efficient operation of the existing highway network; and
- b. Travel plans for all qualifying developments that include measures to reduce congestion, improve road safety and promote public transport, walking and cycling as part of an integrated approach to managing travel demand. Thresholds and further guidance are set out in the associated SPD.

## **PARKING**

### **Car and Cycle Parking Standards**

- L4.13 The Council will set maximum levels of parking for broad classes of development to be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.
- L4.14 The specific vehicle and cycle parking standards and the land use categories to which these apply are contained within the associated Car and Cycle Parking Standards SPD.

### **Lorry Management Schemes and Parking**

- L4.15 The Council will grant planning permission for purpose built short stay lorry parking with driver facilities and new off street lorry parks proposed in locations that:
- a. Are well related to the trunk or primary road network;
  - b. Avoid the need for significant lorry movements through residential areas to the detriment of the environment, amenity and safety of local residents; and
  - c. Are not in conflict with any other part of the Development Plan for Trafford.

## **Justification**

- 9.2 PPG13 seeks to integrate planning and transport at the national, regional, strategic and local level to promote more sustainable transport choices both for carrying people and for moving freight.
- 9.3 Policy DP5 in the adopted RSS sets out policy on managing travel demand by reducing the need to travel and increasing accessibility. The principle objectives of this policy have helped to shape the broad spatial priorities in the region, which have in turn influenced the distribution of housing, location criteria for significant economic development and retail policy with its emphasis on development within town centres.
- 9.4 The RSS transport policies concentrate on developing better transport links within the region, and between the Northwest and other parts of the UK, Ireland, and mainland Europe and beyond. The aim is to significantly improve the quality and provision of public transport and promote a more structured approach to managing and selectively improving the region's highway network. This policy will ensure that development in Trafford is managed to assist in the delivery of the regional transport objectives.

## **Accessible Locations for Development**

- 9.5 It is important that new development is located in the most accessible locations, accessible by a choice of travel modes, including public transport, walking and cycling. This is to reduce the need for people to travel, reducing congestion, improving road safety and meeting climate change reduction targets. This also links with the need to improve people's health by creating more opportunities for people to walk or cycle rather than use the car.
- 9.6 Accessibility is the key relationship between transport and different land uses such as housing, employment and services, and defines how easily people can move between where they live and the places they need to get to in their daily lives. The main purpose of improving accessibility is to tackle the barriers that people, particularly those from disadvantaged groups and areas who do not have access to a car, face in accessing jobs and services.
- 9.7 Accessibility and good communications are also essential for fostering economic growth and improving the attractiveness of the Borough for inward investment, and for increasing the competitiveness of its business and industry. Improving local highway access in Partington and Carrington is essential for this purpose.

## **Congestion**

- 9.8 Commuters using the A56 suffer from extended journey times during peak times and contribute to congestion levels along this major A-Road in Trafford. Greater Manchester Passenger Transport Executive (GMPTE) and the Council has improved bus stop infrastructure along and across the Quality Bus Corridor (QBC) network, including the A56. This high frequency bus route will be complemented with junction improvement schemes which will aim to deliver significant capacity improvements and bus priority measures that will relieve congestion and reduce the impact on the environment and climate change. Future development along the A56 will be influenced by development guidelines set out in SPD2.

## **The Local Transport Plan**

- 9.9 The Greater Manchester Integrated Transport Strategy (GMITS) provides a framework for the Local Transport Plan (LTP) transport policies and investment programmes and it shows how the transport network needs to develop over the long term so that it can respond to the demands placed on it by a growing economy, and at the same time influence future patterns of spatial development and economic growth. It must also enhance the local environment and address the issue of social exclusion by the creation of more truly sustainable communities. The key strands are:
- More use of public transport for trips to centres;
  - Better facilities to encourage shorter journeys to be made on foot or by cycle; and
  - Land use planning and regeneration strategies to minimise trips to out of centre locations.
- 9.10 The LTP accommodates the trips generated by the projected increase in jobs in Greater Manchester in the most sustainable way so as to improve social inclusion, protect the environment and improve quality of life. The LTP shapes investment priorities, prioritising schemes that can be implemented in the short term, in particular focusing on measures to increase walking cycling and the use of buses.

## **Walking and Cycling**

- 9.11 Integrating cycling and walking into longer journeys by public transport will be developed in partnership with GMPTE, GMITA and public transport operators. This will include the provision of secure cycle parking facilities at bus and rail stations, in line with the Greater Manchester Cycle Parking Guidelines.

## **Safeguarded Routes and Infrastructure**

- 9.12 Routes and infrastructure to be safeguarded and included within the LADPD will have the potential to contribute towards the provision of an efficient and sustainable transport network and will include routes and/or site(s) which are:
- Included within the LTP or Greater Manchester Spatial Strategy and for which there is a preferred route or site;
  - A strategic road link, or improvements to a strategic road link for which there is a preferred route;
  - Adjacent to the existing public transport network;
  - Along a former railway line; and
  - A cycle or pedestrian route identified in the Highway Authority plan or strategy.

## **Freight Transport**

- 9.13 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.
- 9.14 The Manchester Ship Canal and the Bridgewater Canal are important assets that the Council are keen to see maintained in a sustainable way to fulfil their economic, social and environmental potential. The Council will actively support future development as set out in this Policy to exploit the different qualities and opportunities these waterways present.
- 9.15 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. 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.
- 9.16 The Manchester Ship Canal Company is a Statutory Undertaker, Port Authority and Navigation Authority and will be consulted by the Council to advise upon safety and operational matters that may arise from any development proposed on land adjacent to, or affecting, the two canals.

## **Transport Assessments and Travel Plans**

- 9.17 Proposals for developments which are likely to have a significant transport impact will be required to include a Transport Assessment. This provides the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility, including the production of a Travel Plan.
- 9.18 Travels Plans are an essential tool in terms of ensuring that people are encouraged to use public transport as an alternative to the private car. Further guidance on the preparation of Travel Plans and the thresholds as to when they should be attached to new development proposals will be set out in an SPD.

## **Parking**

- 9.19 The car parking standards set out the requirements which each development will normally be expected to provide, although every planning application is treated on its individual merits. The standards are intended to mitigate the impact of parking needs and encourage a modal shift to more sustainable modes of transport and minimise the dangers to public and highway safety and the loss of amenity and convenience likely to be caused by on-street parking.
- 9.20 The Council will control and restrict the movement of lorries to minimise the damaging effect they have on the quality of life of the local community and the environment by way of

excessive noise, vibration, air pollution, congestion, loading, parking, accidents, wear and tear on the carriageway and damage to buildings and paving. Schemes to properly accommodate these vehicles will be promoted.

## 10 L5 - CLIMATE CHANGE

- 10.1 Climate Change is one of the biggest challenges we face so tackling climate change has been identified as a priority issue for Trafford's Core Strategy, impacting on a wide range of different policy areas. The effects of climate change need to be considered at all stages of the development process in order to ensure that all development minimises impacts and mitigates those effects.

### **POLICY L5: CLIMATE CHANGE**

- L5.1 All new development will be required to minimise contributions to and mitigate the effects of climate change and maximise its sustainability by adopting measures that reduce carbon emissions. Development will be required to contribute to national, regional and local carbon reduction targets throughout both the development process and the life of the development to deliver benefits to both future occupants of the development and residents of the borough.

This will be achieved by requiring developers to take the following action:

#### **Sustainable Construction**

- L5.2 Achieving high levels of construction and energy efficiency through delivery of national programmes, for example the Code for Sustainable Homes.
- L5.3 Until a higher national standard is required, all new submitted housing developments (excluding extensions) are required to meet as a minimum the following Code for Sustainable Homes standard in-line with Part L Building Regulations:
- a. Year 2010 – Code Level 3;
  - b. Year 2013 - Code Level 4;
  - c. Year 2016 - Code Level 6.
- L5.4 In recognition of the benefits of building to best practice guidance BREEAM (Building Research Establishment Environmental Assessment Method) standards, the Council will seek to promote their use and, over time, introduce standards to be achieved in all new non residential development through Supplementary Planning Guidance.
- L5.5 All developments in Trafford should provide an assessment with applications to show how they meet at least the minimum standards in the Northwest Sustainability Checklist for Developments.
- L5.6 Further guidance will be given to developers as part of a Sustainability SPD in order to achieve targets.

#### **Carbon reduction**

- L5.7 All development proposals above 10 residential units and 1,000m<sup>2</sup> thresholds are required to submit an energy statement with each application that demonstrates specific measures to be implemented as part of the development to reduce carbon emissions.
- L5.8 These measures should be considered sequentially as follows:
- a. On site renewable or low carbon energy generation including, but not limited to; microgeneration or Combined Heat and Power (CHP). Specific opportunities exist in Old Trafford;

- b. Connect to an existing identified district heating network; and
- c. A contribution to 'allowable' off-site solutions in order to support supply chain development and specific local energy resources that are appropriate to the character of the local area.

L5.9 If particular circumstances of the development suggest these requirements are not viable the applicant must provide information consistent with the Trafford Economic Viability Study to demonstrate this.

L5.10 An SPD will set out in more detail a methodology for district heating networks and application of "allowable" solutions.

L5.11 Proposals for new sources of renewable energy generation will be encouraged where it can be demonstrated there are to be no adverse impacts on the local environment and where necessary measures to mitigate impacts are employed.

### **Pollution**

L5.12 Developers should not propose development that has potential to cause pollution (of air, light, water, ground), noise or vibration, in areas where the predominant land uses would be incompatible with such sources of nuisance unless it can be demonstrated that adequate mitigation measures can be put in place.

L5.13 Where development is proposed close to existing sources of pollution, noise or vibration, developers will be required to demonstrate that it is sited and designed in such a way as to confine the impact of nuisance from these sources to acceptable levels appropriate to the proposed use concerned.

L5.14 Within the Borough's Air Quality Management Zones developers will be required to adopt measures identified in the Greater Manchester Air Quality Action Plan, to ensure that their development would not have an adverse impact on the air quality.

### **Water**

L5.15 Demonstrate, where necessary by an appropriate Flood Risk Assessment (FRA) at the planning application stage, that account has been taken of flood risk from all sources (including rivers, canals, sewers, surface water run-off and groundwater) as identified in the Council's Strategic Flood Risk Assessment and/or shown on the Key Diagram, and that the proposed development incorporates flood mitigation and management measures appropriate to the use and location.

L5.16 Improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDS) appropriate to the various parts of the Borough, as mapped in the Council's Strategic Flood Risk Assessment. Further guidance will be given to developers as part of a Sustainability SPD.

## **Justification**

10.2 The Climate Change Supplement to PPS1 (2007) and the accompanying Good Practice Guide (December 2008) details spatial planning as a key tool in a successful response to climate change, helping to reduce carbon emissions and deliver actions to reduce vulnerability and improve resilience. This may be achieved by the use of low energy or

renewable energy sources, connection to decentralized networks, prudent use of materials, waste reduction and recycling, and /or sensitive layout and design.

### **Sustainable Construction**

- 10.3 The Government has made a policy commitment to make all new homes zero carbon from 2016 and 2019 is currently proposed as the target date for non-residential uses. These dates are also significant in that they expand the range of energy uses and carbon dioxide (CO<sub>2</sub>) emissions associated with buildings that will be regulated. Compliance is to become more flexible. The Code is being driven forward via a step by step tightening of the Building Regulations, which require that all new homes must be built to zero carbon standards (Level 6) by 2016.
- 10.4 RSS Policy DP9 states all applicants should meet at least the minimum standards in the Northwest Sustainability Checklist for Developments. Developments which make efficient use of natural resources can also contribute to climate change mitigation and adaptation and reduce the carbon footprint of Trafford's future developments.
- 10.5 Trafford Council's recently adopted Sustainability Strategy sets out the Council's desire for the early implementation of the Government's Code for Sustainable Homes and a minimum requirement for on-site renewable energy generation in new developments of 10%, as well as the improvement in energy efficiency of existing dwellings in the Borough.
- 10.6 As a measure to improve the environmental performance of buildings and to aid the Council achieving its reduction in carbon emissions, the Building Research Establishment Environmental Assessment Method (BREEAM) accreditation of 'excellent' is to be applied to all new Council buildings and 'very good' to all new non-residential developments as set out in the Council's Sustainability Strategy and Energy And Water Management Plan.
- 10.7 If either the Code for Sustainable Homes or BREEAM are superseded by other national standards within the plan period, developments should then comply with the most up to date national guidance.

### **Carbon Reduction**

- 10.8 The Energy Act, alongside the Planning Act and Climate Change Act sets out legislation to underpin the long term delivery of UK energy and climate change strategy. The Energy Act 2008 increases support for renewable energy by strengthening the Renewables Obligation, introducing a 'feed in tariff' and a renewable heat obligation. The Climate Change Bill (November 2008) sets out the Government targets of a 26% reduction in carbon emissions by 2020 and an 80% reduction by 2050 and the LDF must make a contribution to meeting these national targets.
- 10.9 The Government consultation on The Definition of Zero Carbon Homes introduces "allowable" solutions as a way of introducing a carbon offset scheme to fund larger schemes and required infrastructure. More information will be available when DCLG publishes the final guidance likely to be in summer 2009.
- 10.10 Alongside this consultation, the Community Energy Saving Programme, and DECC's consultation on the Carbon Emissions Reduction Target uplift, the Heat and Energy Saving Strategy (consultation version February 2009) will help formulate a strategy for national and local government to help people individually, and as a part of their community, to heat and power their homes and businesses. The DECC consultation, amongst other things proposes a new focus on district heating in suitable communities and removing barriers to their development. The National Renewable Energy Strategy and the Heat and Energy Saving Strategy both mark a shift away from a 'technology blind' regulatory approach.

- 10.11 RSS reflects Government targets in policy EM18 requiring development over 10 units or 1000sqm to meet 10% of its energy needs from decentralised and renewable or low carbon sources. Thresholds below this level maybe applicable if demonstrated to be viable in more local studies.
- 10.12 The 4NW study Assessment of Potential Carbon Savings Achievable in the North West Region by 2020 (November 2008) states the North West has the potential to generate energy from renewable sources. The study informed RSS targets.
- 10.13 RSS has set out indicative targets for the sub region for each type of renewable energy. In Greater Manchester the total indicative target is 153.2MW by 2010, 276.2MW by 2015 and 288.4MW by 2020.
- 10.14 Trafford's own targets have been informed by the 4NW study. The University of Manchester report Adaptation Strategies for Climate Change in the Urban Environment (ASCCUE) 2006 and DECC. In 2005 9.2 tons of carbon per person in Trafford were emitted. This was the highest of the 10 GM Authority areas. Trafford's LAA target has committed to reduce these 2005 levels by 9.4% by 2011. Longer term targets will be reviewed and set as progress is reviewed.
- 10.15 The Council's Energy and Water Management Plan has a target of reducing carbon emissions from council buildings by 15% by 2011 on a 2005/6 baseline.
- 10.16 The AGMA Study into Decentralised Energy and Zero Carbon Buildings is due to be published in the summer 2009. It is likely to recommend establishing a common framework and methodology across Greater Manchester, which will be used to inform the production of common SPDs across Greater Manchester. The study is looking into different technologies across 10 case study areas in Greater Manchester and will recommend particular opportunities for each area. Generally it is thought that the use of microgeneration and CHP has the most potential. In particular these are most applicable to the large Council housing estates built in the 1960-70s and large hospital and higher education sites where a number of buildings are served by a single energy source. Further information on particular opportunities will be provided in the published study. In Old Trafford, the case study area was divided into 2 areas. The first being suitable for the use of microgeneration technologies, the second for biomass CHP.
- 10.17 Trafford's Sustainability Strategy has identified several projects to reduce carbon and, amongst other things, is currently operating a Council Tax discount scheme for householders installing solar photo voltaics or solar thermal systems, as well as home insulation.
- 10.18 Trafford has also begun a programme of installing wood burning stoves in fuel poor homes in the Borough (wood is a carbon neutral fuel when sourced sustainably). Biomass is a potential fuel source for Trafford. A Strategy is being developed to look at this in more detail. Red Rose Forest estimate that if current woodlands in the Borough are correctly managed, they could yield around 2.5GWh of energy from around 1000 cubic metres of wood per annum, which could potentially at least double to around 5GWh of energy or more if long-term management and production plans are put in place.
- 10.19 In Trafford Park a consortium of companies has set up a Trafford Park Carbon Management Project and has identified a potential to cut carbon emissions by 15%.
- 10.20 In tackling carbon reduction the 4NW study also sets out how climate change is likely to affect the different land uses across Greater Manchester and gives details of adaptation techniques that could deliver carbon reduction. Modelling showed high density development to be over 12<sup>0</sup>C warmer than the surrounding countryside, while lower density areas were only 6<sup>0</sup>C. This "heat island effect" is expected to worsen as temperatures rise due to climate change. In Trafford the report showed Davyhulme, Urmston, Stretford and the general area



of Trafford Park to be more at risk (mitigated somewhat by cooling from the River Mersey and the Manchester Ship Canal).

## **Pollution**

- 10.21 The Borough generally possesses a good quality environment which the Council intends to retain and improve wherever possible. Pollution, noise and vibration damage the environment and should be prevented or mitigated. The Council will use its planning powers as the most effective mechanism to control pollution, noise and vibration at source. Proposals for development close to sources of pollution, noise or vibration will be required to ensure an acceptable environment for users of the development.
- 10.22 The Trafford Air Quality Management Area identifies where air quality will not reach the national health based objectives. Trafford and the 9 other Greater Manchester Authorities published their Air Quality Action Plan, which sets out how the conurbation will improve air quality. The plan is mainly concerned with tackling transport related emissions, and is closely tied to the Local Transport Plan for Greater Manchester.

## **Water**

- 10.23 The Strategic Flood Risk Assessment for Greater Manchester identifies broad flood risk arising from all sources within the Borough. Detailed mapping has been produced for river flood zones 2 (medium risk), 3a (high risk), 3b (functional floodplain) and 3 (with climate change). A map identifying the different types of Sustainable Drainage System which are appropriate in various parts of the Borough has also been produced.
- 10.24 Further detailed work on river flooding from the River Mersey at Carrington and within Sinderland Brook catchment will be undertaken as part of the Level 2/Hybrid Strategic Flood Risk Assessment for Manchester, Salford and Trafford. This work will also examine other sources of flood risk in more detail, including the Manchester Ship Canal and Bridgewater Canal, the sewer network, surface water run-off and groundwater. Outputs are due to be received by the end of September 2009.
- 10.25 In accordance with national policy, the SFRA will be used to assist in the application of the sequential and exceptions tests in identifying sites for specific types of development and determining planning applications.
- 10.26 The Water Framework Directive aims to achieve good quality status in all waters, surface and groundwater by 2015.
- 10.27 Trafford has developed a Draft Climate Change Adaptation Strategy setting out in more detail action planned over the next 10 years. It highlights opportunities for water efficiencies and reducing surface runoff. Stamford Brook is a good example of SUDS.

## 11 L6 - WASTE

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

### **POLICY L6: WASTE**

- L6.1 The Council recognises the importance of sustainable waste management and the need for Trafford to make an appropriate contribution towards enabling Greater Manchester to meet its waste management needs, including those requirements identified in the Regional Spatial Strategy for the North West and the Greater Manchester Municipal Waste Management Strategy.
- L6.2 The Council will, therefore:
- Work with other Districts, through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD), to identify and safeguard sites for waste management in appropriate locations, including parts of Trafford Park and Carrington;
  - Require all developers of new waste management facilities within the Borough to demonstrate the proposals consistency with the principles of the waste hierarchy (reduction, re-use, recycling/composting, energy recovery, final disposal);
  - Require all developers of new waste management facilities within the Borough to plan for and, where appropriate use, sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal;
  - Require all developers of major construction projects within the Borough to produce site waste management plans;
  - Require all developers of new waste management facilities, proposed in an area identified by the Council as being in need of investment, to demonstrate that the proposed development would not prejudice the regeneration of that area.
- L6.3 In determining applications for new waste management facilities within the Borough, the Council will have full regard to the environmental, social and economic impacts of such development, including the scope for securing long-term benefits in improving the environment. In areas that are identified by the Council as being in need of investment, the Council will not permit development that would prejudice the regeneration of that area.

### **Justification**

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

Greater Manchester Waste Disposal Authority's Municipal Waste Management Strategy (2007).

- 11.4 The Council is working jointly with other Greater Manchester districts, through the Joint Waste Development Plan Document, to develop detailed waste policy and identify sites for a range of facilities across the county.
- 11.5 Waste management facilities have a range of environmental, social and economic impacts which need to be taken fully into account in the planning decision-making process.

## 12 L7 - DESIGN

- 12.1 The Council wishes to ensure that the Borough's character and environment are protected and enhanced. All new development must play a part in this objective by achieving a high level of design which contributes positively to making places better for people and establishing more sustainable communities within Trafford.

### **POLICY L7: DESIGN**

- L7.1 In considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and, in particular, satisfies the following:

#### **Design Quality**

- L7.2 In relation to matters of design, development must:
- a. Be appropriate in its context;
  - b. Make best use of opportunities to improve the character and quality of an area;
  - c. Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works and;
  - d. Make appropriate provision for open space in accordance with Policy R5 of this Plan.

#### **Functionality**

- L7.3 In relation to matters of functionality, development must:
- a. Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;
  - b. provide sufficient off-street car parking, manoeuvring and operational space;
  - c. provide sufficient manoeuvring and operational space for service vehicles, as appropriate;
  - d. Be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications;
  - e. Be satisfactorily served in terms of the foul sewer system and;
  - f. Provide appropriate provision of (and access to) waste recycling facilities, preferably on site.

#### **Protecting Amenity**

- L7.4 In relation to matters of amenity protection, development must:
- a. Be compatible with the surrounding area and;
  - b. Not prejudice the amenity of the future occupiers of the development and/or occupants of the adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.

#### **Security**

- L7.5 In relation to matters of security, development must:
- a. Demonstrate that it is designed in a way that reduces opportunities for crime and;
  - b. Not have an adverse impact on public safety.

#### **Accessibility**

- L7.6 In relation to matters of accessibility, development must:
- a. Be fully accessible and useable by all sections of the community.
  - b. Provide good connections within the site and to adjoining areas;
  - c. Where relevant ensure that streets and public spaces are designed to provide safe

- and attractive environments for walkers and cyclists;
- d. Provide safe, convenient links to public transport and community facilities.

### **Justification**

- 12.2 High quality design is a key element to making places better and delivering sustainable developments, as detailed in PPS1 and NW RSS Policy DP2. Where there is an opportunity to create residential environments that fully meet the needs of people this should be demonstrated by creating visually attractive, safe, accessible, functional, and inclusive environments which improve the character and quality of the area (CABE – Sense of Place 2007). The benefits of instilling all these design aspects are the positive contribution it makes to attracting and maintaining socially and economically sustainable communities.

### **Design Quality**

- 12.3 The use of planning and design can play a major role in enhancing the environment and promoting a high quality of life for new and existing communities. Therefore in order to protect the attractiveness of the Borough, it is important for developments to enhance the street scene and not negatively impact the amenity of the surrounding area and neighbours.
- 12.4 Developments should show consideration of the CABE – Building for Life document to demonstrate how the neighbourhood scheme has evolved, showing good quality housing design, how the scheme will improve social wellbeing, including quality of life, reducing crime, instilling a more active environment and easing transport problems by creating linkages to key services, jobs and recreational areas and open space.

### **Functionality**

- 12.5 To ensure minimal impact on the surrounding amenity of the area as detailed in RSS Policy DP7 and to demonstrate that the development is serviceable, all new developments, particularly major development, will need to demonstrate:
- That parking provision is integrated within the design and is supportive of the street scene;
  - Consideration of or if appropriate communication with utility providers, to serve the new development with utilities and foul water system; and
  - That the scheme is in compliance with Part H Building regulations (2002), and will provide space to accommodate on site waste recycling facilities.

### **Protecting Amenity**

- 12.6 In accordance with PPS 1, the design of the development should take advantage of the opportunities to improve the character and quality of an area. This should be demonstrated by way of a Design and Access Statement.

### **Security**

- 12.7 As detailed in PPS 1 and the principles within Secure by Design guidance, all development proposals need to demonstrate that the design and layout has helped to create safe environments and reducing the potential for crime. Measures to reduce crime will include:
- The layout to be designed that it discourage criminal activity;
  - Maximising opportunities for natural surveillance of the street;

- Security measures such as perimeter fences that are both effective in preventing crime and attractive in design.

## **Accessibility**

- 12.8 The Council is meeting the needs of pedestrians, cyclists, disabled and other disadvantaged groups by setting out its intention for the design of developments to be considerate of access issues. In accordance with the Building Regulations Act 1984 Part M Approved Guidance, all new public buildings and commercial developments to provide reasonable provision to ensure that buildings are accessible and useable.
- 12.9 Developments should be designed so that they are accessible and well connected within the development site and with the adjoining areas. Developments should be designed to maximise opportunity for sustainable travel to occur. The layout should be designed to encourage pedestrian movements and cycling, with the design of the street to provide a safe and attractive environment for these users.
- 12.10 The introduction of new streets or re-design of existing streets proposed as part of a development, the Council requires compliance with the Department of Transport – Manual for Streets.
- 12.11 Public spaces include the roads, streets, parks, squares, natural green spaces and other outdoor places that do not require a key to access them and are available without charge for everyone to use, as detailed in Creating Inspirational Spaces, Places Matter. New major residential and mixed use developments will need to demonstrate success at integrating the function of the public space with its surrounding area and have a suitable maintenance plan in place, as detailed in the Building for Life, CABI and Creating Inspirational Spaces, Places Matter. The public space should be high quality, multifunctional, accessible to all and well located to ensure high levels of activity. As detailed in the CABI Building for Life document, the benefits of well located, accessible public spaces can lead to improvements in the community cohesion, quality of life and health. The potential health benefits of this policy link with Policy R5.

## 13 L8 - PLANNING OBLIGATIONS

- 13.1 Planning obligations are an established and valuable mechanism for bringing development in line with policies and proposals contained in relevant local, regional and national planning policies.

### **POLICY L8: PLANNING OBLIGATIONS**

- L8.1 In relation to proposed development that would, if implemented, create a need for a particular facility or generate specific adverse impacts that cannot be provided for, or mitigated against through the use of planning conditions, the Council will seek to negotiate appropriate planning obligation(s) to make the development acceptable and sustainable.
- L8.2 In accordance with Circular 5/2005, policies in this Plan and the Council's Local Infrastructure Plan, the Council will seek Planning Obligations for the delivery of environmental, economic and social infrastructure. The nature and level of contributions will be established on a site by site basis, relating to a specific development proposal.
- L8.3 These may include contribution(s) towards affordable housing; informal children's play space; outdoor sports facilities; the Red Rose Forest and; highway and public transport schemes, as established through the adopted UDP, but also towards the provision of measures to combat climate change and the provision of new community facilities.
- L8.4 Contributions will be principally delivered through 'Section 106 Agreements' and provided either as:
- a. Contributions "in kind"/on site, i.e. that the developer builds or provides directly the facility necessary to fulfil the obligation; or
  - b. As a financial payment(s) or as off site improvements where for example:
    - An alternative organisation is better placed to provide the facility;
    - The facility is being funded by more than one developer;
    - The contribution is in the form of a maintenance payment and the body carrying out the maintenance is not the developer; or
    - The developer possesses the skills and expertise to provide part of the infrastructure themselves, but the remainder needs to be provided by an alternative organisation.
- L8.5 In accordance with Circular 5/2005, associated Supplementary Planning Document(s) will provide further guidance on the application of contributions to specific localities and likely quantum of contributions. Guidance will also be provided in the SPD on the methodology of applying considerations relating to the economic viability of schemes.

### **Justification**

- 13.2 Where developments have an adverse impact on local infrastructure, services and/or local amenities it is reasonable to secure planning obligations to offset these impacts or to provide for specific needs generated as a result of it. In this way the Council is able to ensure that development proposals contribute, appropriately, to the provision of community infrastructure necessary to help achieve the sustainable community development and environmental improvement objectives of the Sustainable Community Strategy and the Core Strategy, including tackling climate change.

- 13.3 The Council already has a number of supplementary planning documents which detail arrangements for planning obligations for affordable housing, informal children's play space/outdoor sports facility, Red Rose Forest and highway and public transport scheme provision. However it will be necessary for new development to provide the necessary level of infrastructure as detailed in the Council's Local Infrastructure Plan and those associated with the climate change agenda.
- 13.4 Government guidance makes it clear that developers may reasonably be expected to pay for or contribute to the cost of all, or that part of, additional infrastructure provision which would not have been necessary but for their development. Although the effect of the infrastructure investment may be to confer some wider benefit on the community, the payments should be directly related in scale to the impact which the proposed development will make.
- 13.5 Securing such obligations will help to ensure that the site specific impacts of development proposals on the area surrounding the intended development site are properly mitigated by actions wholly funded and put in place by the prospective developer to make the development acceptable in physical planning and operational terms.
- 13.6 In relation to affordable housing, Policy L2 provides developers with more guidance on the level and type of planning obligations being sought by the Council. These policies have been informed by the Housing Market Assessment, the Housing Strategy and the Economic Viability Study.
- 13.7 The Council's Economic Viability study made an allowance for all planning obligations currently sought through the adopted UDP, before applying varied affordable housing contribution levels. The outcomes of this study will inform the additional guidance to be provided within Supplementary Planning Document(s) relating to planning obligations.
- 13.8 As set out in the Implementation Chapter of this plan, the Council is not proposing to use the Community Infrastructure Levy through this Plan, but will give full consideration to the possibility of the Community Infrastructure Levy (CIL) replacing some obligations in due course.



## 14 W1 - ECONOMY

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

### **POLICY W1: ECONOMY**

#### **Scale**

- W1.1 The Council will identify sufficient quantity and choice of land to deliver the new employment provision set by RSS Policy W1 to W4 within the spatial distribution framework set by the Spatial Strategy.

#### **Supporting Growth**

- W1.2 In order to encourage the development of clusters of economic activity the Council will identify a range of sites for a variety of employment uses, with the appropriate infrastructure to attract key economic growth sectors to Trafford.
- W1.3 The key economic growth sectors are:
- financial and business services;
  - distribution;
  - hotels;
  - cultural and creative industry;
  - advanced engineering and;
  - other personnel services.
- W1.4 In addition to these key sectors the Council will support the growth of tourism in accordance with Policy R6 of this Plan and other policies of the Development Plan for Trafford.
- W1.5 The Council recognises the significant contribution that existing successful manufacturing industries make to the economy of the Borough and will continue to support these industries where appropriate within the context of the Development Plan for Trafford.

#### **Distribution**

- W1.6 In accordance with the Spatial Strategy, the Council will focus economic activity in the following Strategic Locations:
- Pomona (Strategic Location 1);
  - Wharfside (Strategic Location 2);
  - Trafford Park Core (Strategic Location 5);
  - Trafford Centre Rectangle (Strategic Location 6);
  - Carrington (Strategic Location 8); and
  - Trafford's Town Centres (particularly Strategic Locations 7, 11 and 13).
- W1.7 Further details for these areas are set out within the Strategic Locations section of this Plan.
- W1.8 In addition, Broadheath will be retained and supported as a principal location in the south of the Borough, which offers B1 (business park use), B2 and B8 uses.
- W1.9 Outside these locations, and those smaller sites identified within the LADPD, the Council will only permit economic development (including development proposed to support economic activity associated with Manchester Airport) providing that it is in accordance

with other policies in the Development Plan for Trafford and that:

- a. It will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region;
- b. It will contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and;
- c. It promotes the use of derelict, vacant or under-used previously developed land.

W1.10 In determining applications for the redevelopment of existing employment sites for alternative uses, developers will be required to provide a statement to the satisfaction of the Local Planning Authority, demonstrating that:

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

### **Hazardous Installations**

W1.11 The Council will only permit the development of hazardous or bad neighbour industries where it can be demonstrated that it will not:

- a. Increase the risk for residents and members of the public;
- b. Compromise the primary function of the employment locality or the operations of neighbouring users;
- c. Compromise the potential for economic regeneration of the wider area;
- d. Bring about a significant deterioration in the quality of the environment of the surrounding areas; and
- e. Be contrary to other policies in the Development Plan for Trafford.

### **Justification**

- 14.2 Policy W1 seeks to guide economic regeneration and development across the Borough to achieve the aims, objectives and spatial development requirements of the Working in the North West section of the RSS within the framework of the sub-regional and local priorities of the Greater Manchester City Region Development Programme and Action Plan, the Trafford Sustainable Community Strategy and the Trafford Economic Development Plan.
- 14.3 Trafford is a fundamentally important part of the City Region economy and a location where the development of significant clusters of economic activity in key economic growth sectors, supported by appropriate infrastructure, will be essential for the Borough to diversify and grow its employment base to properly contribute to the city region, maintaining and improving its competitiveness and developing into one of Europe's premier city regions.
- 14.4 The key economic growth sectors the policy is seeking to foster and allow to develop are those that have been identified by the NWDA, the Greater Manchester City Region Development Programme and Action Plan, the Greater Manchester Forecasting Model and the Trafford Economic Development Plan.

- 14.5 Table 6.1 of RSS Policy W3 sets out the scale of employment land to be made available within the Greater Manchester area up to 2021. The findings of the Trafford Employment Land Study indicate that a sufficient supply of suitable and developable employment sites exists to meet its contribution to this requirement and the requirement projected by the Greater Manchester Forecasting Model up to 2026 without the need to retain the historic UDP allocation for a high amenity employment site at Davenport Green.
- 14.6 The strategic development locations identified in Policy W1 are key proposals intended to secure the revival, modernisation and development of a diversity of industrial, commercial, warehousing/distribution, service and support activities. The range of activities to be prioritised and encouraged in each of the Strategic Locations is summarised below and set out in greater detail in Strategic Locations section of the Plan, detailed employment allocations will be identified in the LADPD.
- 14.7 Outside the strategic development locations and those identified within the LADPD, development and redevelopment for economic purposes will be supported in a measured way commensurate with the need for the development, the availability or otherwise of suitable alternative development locations and their effect on environment and amenity of surrounding land uses. The development of uses identified as “town centre uses” by PPS6 (commercial and public office, leisure and entertainment, arts cultural and tourism uses) will be determined within the context of the tests prescribed in PPS6.
- 14.8 All proposals for the development of any industrial, commercial, warehousing and storage uses associated with Manchester Airport will be subject to very careful assessment in consultation with Manchester Airport Plc and other appropriate agencies to determine the appropriateness of the proposal in relation to the provisions of RSS Policy RT5.
- 14.9 Insofar as the development of new hazardous installations is concerned all such proposals will be subject to very careful assessment in consultation with the Health and Safety Executive to determine the scale of risk both to the prospective workforce and the occupiers of adjacent developments before any planning consent for development is granted.

## 15 W2 - TOWN CENTRES & RETAIL

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

### CORE POLICY W2: TOWN CENTRES & RETAIL

W2.1 The future strategy for town centres within the Borough is as follows:

#### The Principal Town Centre

- W2.2 Altrincham, as the main town centre in the Borough will be the principal focus for high quality comparison retail supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential. The Strategic Proposals for the Town Centre are set out within the Strategic Locations section of this Plan (see Strategic Location SL13).

#### Other Town Centres

- a. Sale;
- b. Stretford; and
- c. Urmston.

- W2.3 Within these centres there will be a focus on the consolidation and improvement of the convenience and comparison retail offer and the diversification to other uses such as offices, leisure, cultural and residential, as appropriate.

- W2.4 The Strategic Proposals for Stretford and Sale are set out within the Strategic Locations section of this Plan (see Strategic Locations SL7 and SL11 respectively), where regeneration and change is a greater priority.

#### District Centres

- a. Hale;
- b. Sale Moor; and
- c. Timperley.

- W2.5 Within these centres there will be a focus on convenience retailing of an appropriate scale, plus opportunities for small-scale independent retailing of a function and character that meets the needs of the local community.

- W2.6 Whilst there is a need to enhance the convenience retail offer of all 3 District Centres, there is a particular need to plan for a small to medium-sized supermarket within Sale Moor District Centre.

#### Local Centres

- W2.7 There is a network of Local Centres where the focus will be on convenience retail facilities and services to meet local needs.

- W2.8 There is a particular need to redevelop the existing Local Centre in Partington to create a

modern shopping centre including a medium-sized supermarket and other retail units. The Strategic Proposals for Partington are set out within the Strategic Locations section of this Plan (see Strategic Location SL9)

- W2.9 Within all the centres identified in the Land Allocations DPD, the following will apply:
- a. Sustainable urban design will be a priority, with a particular emphasis on encouraging a mix of uses appropriate to the centre, active frontages and high quality in the design and finish of the public realm;
  - b. Changes of use from A1 retail to other uses should be carefully considered in terms of their impact on the function and character of the centre as a whole and on specific frontages, particularly within the core retail area;
  - c. Where appropriate, new development within town centres should include a variety of unit sizes in order to encourage diversity in the retail offer;
  - d. The need to make appropriate provision for the preservation and enhancement of prominent, historic buildings.

### **Out-of-Centre Development**

- W2.10 Outside the centres identified above, there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government Guidance.
- W2.11 There is a presumption against the expansion of the Trafford Centre in line with Policy W5 of RSS.
- W2.12 There is a presumption against the expansion of the 3 existing Retail Warehouse Parks (White City, Trafford and Altrincham) unless it can be justified against tests set out in Government Guidance. Any further development within the retail warehouse parks should be limited to the sale of bulky comparison goods only.
- W2.13 The Council is committed to the provision of a new foodstore on Chester Road in Old Trafford in order to address long-standing deficiencies within the Old Trafford area (see Strategic Location SL4, for further details). Any floorspace proposed which would be additional to that already committed in the area would need to satisfy the tests outlined in current Government Guidance.

## **Justification**

- 15.2 Government planning policy guidance is clear that established town and district centres should remain the main locations for new shopping, leisure, cultural and office development attracting many linked trips and a wide range of age and social groups through the day and into the evening. The future viability of the town centres will depend on securing the right mix of retail, services, cultural and community facilities and housing. Measures to maintain and enhance their strength, diversity and vitality should be pursued through Local Development Frameworks.
- 15.3 Where development is proposed outside of the identified centres, the Government Guidance expressed currently in PPS6, is clear that the development must be considered against a number of tests, in particular that:
- There is a quantitative and qualitative need for the development;
  - It is appropriate in scale;
  - There are no suitable, available and viable sites in existing centres within the catchment area;
  - There are no adverse impacts on existing centres; and

- The site is accessible by a choice of means of transport.

- 15.4 Policy W5 of the RSS for the North West identifies Altrincham town centre as a location where comparison retailing facilities should be enhanced and encouraged. Altrincham town centre is therefore expected to be the primary focus for this type of development. However, RSS does not anticipate that it would be the only centre that should experience development through the plan period. Sale and Stretford are highlighted as additional locations for regeneration and change over the Plan period. Urmston, on the other hand, is currently undergoing a major regeneration therefore, it is not anticipated that there will be any further substantial change within Urmston during the Plan period.
- 15.5 Following initial work on the Partington Area Action Plan, the Partington local centre has been the subject of a planning permission for its regeneration, related to new residential development within the Priority Regeneration Area. Further details of these proposals can be found in the Strategic Sites section of this Plan.
- 15.6 RSS recognises the Trafford Centre as an important retail facility, but does not consider it appropriate to propose any expansion of its floor-space.
- 15.7 The Trafford Retail and Leisure Study was published in 2007 and, whilst expenditure on retail is expected to grow over the Plan period, the study concludes that the current planned expansions within the Borough's town centres and other existing commitments will largely meet this anticipated growth. This policy therefore does not propose and identify any new sites for large-scale growth in the retail sector. Instead it makes proposals to consolidate and enhance the retail offer available within Trafford's town, district and local centres and identify scope for the expansion of the leisure and evening economy sectors in them all.
- 15.8 The Retail Study is clear that development should be considered within the town centres first but it does recognise that the existing retail warehouse parks do play a role in providing a particular type of retail. However, the study is clear that new development in the retail warehouse parks should be limited to bulky-comparison goods only to prevent them going to other uses which would compete with the town centre offer.
- 15.9 The Borough's hierarchy of centres as identified in the Retail Study is as follows: -
- Main Town Centre – Altrincham;
  - Other Town Centres – Sale, Stretford and Urmston;
  - District Centres – Hale, Sale Moor and Timperley; and
  - Local Centres, including Partington.
- 15.10 The precise boundaries of the Town, District and Local Centres and the primary and secondary shopping areas will be detailed in the forthcoming Land Allocations Plan.

## 16 W3 - MINERALS

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

### **POLICY W3: MINERALS**

- W3.1 The Council recognises the importance of sustainable management of mineral resources and the need for Trafford to make an appropriate contribution towards enabling Greater Manchester to meet its sub-regional aggregate provision as identified in the Regional Spatial Strategy for the North West and National and Regional Guidelines for Aggregates Provision in England.
- W3.2 The Council will, therefore:
- a. Work with other Districts, potentially through a Greater Manchester Joint Minerals Development Plan Document (GMJMDPD), to define minerals safeguarding areas and/or areas of search and sites for minerals extraction, including energy minerals, and identify and safeguard sites for minerals storage, recycling, processing and transfer;
  - b. Facilitate the efficient use of minerals and promote the use of secondary/recycled aggregates, as an alternative to primary extraction, wherever possible by way of condition when approving relevant planning applications;
  - c. Require all developers of new minerals facilities within the Borough to plan for and, where appropriate use, sustainable modes for transport of minerals, including by use of modes such as rail and the Manchester Ship Canal.
- W3.3 In determining applications for new minerals extraction, storage, recycling, processing and transfer within the Borough, the Council will have full regard to the environmental, social and economic impacts of such development, including the need, where necessary, to ensure effective restoration and aftercare of sites.

### **Justification**

- 16.2 The extraction, storage, recycling, processing and transfer of minerals is an important activity providing materials for the power, construction and manufacturing industries and creating jobs.
- 16.3 Minerals development also has a range of environmental, social and economic impacts which need to be taken fully into account in the planning decision-making process. In particular, it can create problems in that it may scar the landscape with quarries, pits, or spoil heaps, bring heavy traffic onto unsuitable roads, create noise and dust, and take place in areas of attractive countryside, on productive agricultural land or in areas valued for recreation.
- 16.4 Modest resources of sand and gravel are known to exist in Trafford ('Investigation into Minerals Resources in Greater Manchester', 2007), principally in the open countryside areas. Some extraction has taken place in the past but operations have been on a small scale. Minerals, however, are a finite resource and deposits should not be sterilized unnecessarily.

- 16.5 The Council considers that there is significant merit in working jointly with other Greater Manchester districts to develop detailed minerals policy across the county through the production of a GMJMDPD, the timetable for which would be detailed in a future LDS. This approach would be consistent with that taken for the GMJWDPD.



## 17 R1 - HISTORIC BUILT ENVIRONMENT

17.1 Trafford's built heritage makes a major contribution to the attractiveness and local distinctiveness of the Borough. The character, appearance and special architectural interest of these heritage assets are qualities that will be protected, maintained and enhanced.

### **POLICY NUMBER R1: HISTORIC BUILT ENVIRONMENT**

R1.1 All new development must take account of surrounding building styles, landscapes and historic distinctiveness.

R1.2 Developers must demonstrate how the development will complement and enhance the existing features of historic significance, in particular in relation to Conservation Areas and other areas of identified historic features, and that the proposed development will not have any unacceptable adverse impact on the same.

#### **Conservation Areas**

R1.3 Trafford's Conservation Areas will be identified within the Land Allocations' DPD. Within these areas the Council will:

- a. Carry out, and update where necessary, Conservation Area Appraisals, to inform the production of new and revised Supplementary Planning Documents;
- b. Develop Management Plans for existing Conservation Areas;
- c. Determine applications for demolition, taking account of the contribution made by the building or structure to the character, appearance or special architectural interest of the area as a whole, including the merits of any proposed (re)development. Where development is to follow demolition, it will be a requirement that detailed planning permission for the proposed redevelopment shall be obtained and the implementation of that proposal is secured before the existing building or structure is demolished; and
- d. Require developers to demonstrate how the proposed development will preserve and enhance the Conservation Area, in the light of relevant Supplementary Planning Documents and Guidance notes.

R1.4 As appropriate, the Council will designate additional areas of the Borough for Conservation Area status, having taken into account the findings of the Urban Historic Landscape Characterisation Report.

#### **Historic Features**

R1.5 In addition to preserving and enhancing Conservation Areas, the Council will identify, preserve, protect and enhance the positive features and characteristics of Trafford's historic built environment, through the Land Allocations DPD, the preparation of local lists, Supplementary Planning Documents and development briefs, as appropriate.

R1.6 Accordingly developers will be required, where appropriate, to demonstrate how their development will protect, preserve and enhance:

- a. Listed buildings and their settings;
- b. Buildings and structures identified on a local list which make a significant contribution to the townscape by reason of their architectural or historic interest;
- c. Locally significant historic buildings and structures, identified on a local list, which are at risk;
- d. Sites included on the English Heritage Register of Parks and Gardens of Special Historic Interest;

- e. Other sites, identified on a local list, of significant historic designed landscapes; and
- f. The character of prominent skylines, particularly those running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon and any other important skylines, identified through the Conservation Appraisals.

R1.7 In areas of archaeological importance developers will be required to:

- a. Take into account the potential for new finds; and
- b. Set out a framework for dealing with investigation, recording and preservation of any remains.

R1.8 The level of information to be supplied by a developer in relation to any of these matters will vary on a site by site basis but will need to be provided to the satisfaction of LPA.

## Justification

- 17.2 For the avoidance of doubt, until such time that the Land Allocations DPD is adopted, the existing Conservation Areas will continue to be protected by policy ENV21 of the adopted Trafford UDP.
- 17.3 The importance of protecting the historic environment is recognised in national and regional planning policy. PPG15 provides guidance on the identification and protection of historic buildings, Conservation Areas, and the historic environment.
- 17.4 The following circulars should be read in conjunction with PPG15:
- Circular 01/01: Arrangements for handling heritage applications - Notification and directions by the Secretary of State;
  - Circular 09/05: Arrangements for Handling Heritage Applications - Notification To National Amenity Societies Direction 2005; and
  - Circular 01/07: Revisions to Principles of Selection for Listed Buildings.
- 17.5 Circulars 01/01 and 09/05 discuss arrangements for handling heritage applications that amend the existing PPG15. Circular 01/07 contains revised principles for use in listing decisions to replace the existing paragraphs 6.1- 6.40 of PPG15, which are revoked.
- 17.6 PPG16 sets out national planning guidance on archaeological remains.
- 17.7 Policy DP7 in the adopted RSS sets out policy on understanding and respecting the character and distinctiveness of places and landscapes and the protection and enhancement of the historic environment.
- 17.8 The Draft Heritage Protection Bill December 2008 states there will be a requirement for Local Authorities to provide Historic Environmental Records.
- 17.9 English Heritage urges all local authorities to take a holistic view in defining all of the attributes making up landscapes and townscapes, for it is the accumulation of these which combine to make one place distinct from another. Such an approach enables the value of whole areas to be appreciated. In its document Conservation Principles, Policies and Guidance (April 2008) it builds on earlier statements and experience, to formalise an approach which takes account of a wide range of heritage values thereby taking account of the diverse ways in which people value the historic environment as part of their cultural and natural heritage.

- 17.10 Trafford has a significant number of historic assets: twenty-one Conservation Areas, over 240 listed buildings, three registered parks and gardens of special historic interest, one Scheduled Ancient Monument and a number of areas with archaeological potential.
- 17.11 All of these heritage assets contribute to the unique character and quality of the Borough's historic built environment. These sites and buildings are an irreplaceable record of the Borough, which can contribute to our learning and understanding of the past including its social and economic history, and are also a resource for the future. It is therefore essential that we seek to preserve, protect and where appropriate, enhance these special buildings and sites, in line with national and regional planning policy guidance.
- 17.12 There is an opportunity for greater understanding, protection and enhancement of the distinctive characteristics within Trafford through the identification of locally significant historic buildings, structures and designed landscapes. The emerging Greater Manchester Historic Landscape Characterisation Study may provide a useful, but not exhaustive, basis for this process.
- 17.13 Trafford's Urban Historic Landscape Characterisation Report was carried out by the Greater Manchester Archaeological Unit in July 2008. The report sets out an overview of Trafford's Historic Character as it has evolved over the centuries. Trafford has been split into 3000 separate records and mapped on GIS. These have been categorised into 13 broad character types. These broad types have then been further broken down into 45 historic landscape character sub types for example the residential broad type is broken down into 9 historic landscape character sub types including planned estates, terraced housing etc. Several types are considered to be of historical significance. These include the following:
- Open Field Type. The main areas identified of this type are in Warburton and Davenport Green;
  - Historic Settlement Core which covers parts of Warburton, Dunham Town, Partington and Carrington. Altrincham shows areas of historic settlement core as a previous type but although there is some preservation of historic street layouts and building plots its present type is "commercial";
  - Planned estates, although not very old, are also important to consider in terms of visual impact on a landscape scale as they are designed with a characteristic plan form; and
  - Chemical works are identified as a sub type under Industrial. The chemical works at Carrington Moss is of a significant size to be a good example of this character type and could be deemed to be of historic interest and its features identified and retained.
- 17.14 It is also recognised that society is constantly developing and, as a result, historic assets are always under threat. Whilst it is acknowledged that social and economic development is important for the Borough, it is important to ensure that this respects the Borough's distinctive historic character and contributes to its important sense of place.
- 17.15 This policy seeks to ensure that all the Borough's heritage assets are safeguarded for the future, where possible enhanced and that change is appropriately managed and tested for its impact on the historic environment, for example street furniture, street layouts and lighting.
- 17.16 More guidance to developers on the opportunities and appropriate management of historically significant character types will be produced in Supplementary Planning Guidance. This will set out appropriate assessment work required prior to planning permission that will ascertain important features both above and below ground.
- 17.17 Guidance to safeguard the character and assist future development in Conservation Areas has been produced for The Downs, The Devisdale, Bowdon, Ashley Heath Linotype, Warburton Village and South Hale. These will be revised and further guidance produced for other Conservation Areas following Character Appraisals for the Areas.

- 17.18 The prominent skylines, particularly those running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon are visible from considerable distances. Development by virtue of its height, scale or inappropriate siting must not affect these important landscape features.
- 17.19 The Council has a duty to identify, evaluate and protect archaeological remains in the Borough. In addition to already identified sites and monuments Trafford's Urban Historic Landscape Characterisation report contains information of previous landscape types highlighting the potential of further sites to be identified and the need for further investigation. This will be the subject of more detailed guidance.

## 18 R2 - NATURAL ENVIRONMENT

- 18.1 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 Sustainable Community Strategy for the Borough.

### **POLICY R2: NATURAL ENVIRONMENT**

- R2.1 To ensure the protection and enhancement of the natural environment of the Borough, developers will be required to demonstrate how their proposal will:
- Protect and enhance the character of the landscape, biodiversity, geodiversity and conservation value of its natural urban and countryside assets having regard not only to its immediate location but its surroundings; and
  - Protect the natural environment throughout the construction process.
- R2.2 Where the council considers it necessary, in order to protect the natural environment, developers will be required to provide an appropriate ecological assessment report to enable the Council to properly assess and determine the merits or otherwise of the development proposal. All planning applications submitted for development within any of the Borough's assets, listed below, must be supported by such a report.
- R2.3 The Borough's assets include:-
- Designated sites of national, regional and local importance:
    - Sites of Special Scientific Interest (SSSI);
    - Sites of Biological Importance (SBI);
    - Sites of geological and geomorphological importance
    - Local Nature Conservation Sites;
    - Local Nature Reserves;
    - Wildlife Corridors;
    - Open countryside landscape character areas;
  - Woodland (particularly Ancient woodland), hedgerows and hedgerow trees and trees including street trees and ancient trees;
  - Areas of open water and watercourses;
  - Areas of strategic importance as identified in The Greater Manchester Ecological Framework;
  - Historic Parks and Gardens and historic landscapes including Dunham Massey; and
  - Habitats and species identified in the Greater Manchester Biodiversity Action Plan (BAP).
- R2.4 These assets will be identified in the Land Allocations Plan as appropriate.
- R2.5 For the avoidance of doubt, until such time that the Land Allocations DPD is adopted, those assets listed under a-f above that are currently protected by policies contained in the Adopted Trafford UDP, will continue to benefit from that protection.

### **Justification**

- 18.2 National planning policy on the natural environment is set out in PPS9 and its accompanying guide and this seeks to ensure that biological and geological diversity are conserved and enhanced as part of sustainable development.

- 18.3 New development will be required to include provision for management plans or implement recommendations of existing management plans as a means of enhancing biodiversity. The National Environmental and Rural Communities Act 2006 places a responsibility on local authorities to have regard to biodiversity in exercising their functions, so that it becomes properly embedded in all relevant policies and decisions made by public authorities.
- 18.4 RSS Policy EM1 sets the regional context to an integrated approach to the enhancement and protection of environmental assets.
- 18.5 Only 0.8% of Trafford is covered by SSSI and 1.7% by woodland. However, as of 2009. Trafford has 52 SBIs that support a number of habitats and species identified as priorities in UK and Greater Manchester BAPs. Trafford is part of the Greater Manchester Local Sites Partnership, established to coordinate work around SBI designation and surveying in line with National Indicator 197, whilst The Environment Partnership (sitting within the Local Strategic Partnership) co-ordinates multi agency work relating to biodiversity, nature conservation and countryside.
- 18.6 A Draft Geodiversity Action Plan for Greater Manchester (February 2009) has been produced by the Greater Manchester Geological Unit. This will set out actions to conserve, protect and enhance the unique geological and geomorphological heritage of these assets.
- 18.7 Trafford's Landscape Strategy SPG (2004) sets out the character of landscapes in the countryside areas and appropriate management for their retention. The following areas are identified:
- **Wooded Claylands** - Timperley Wedge and open areas adjacent to River Bollin;
  - **Wooded Estate lands** - centred around the Dunham Massey Estate;
  - **Settled Sandlands** - Dunham and Warburton;
  - **Mossland** - Carrington Moss;
  - **River Meadowlands** – low-lying areas of the River Bollin and Mersey;
  - **Wooded River Valley** - east section of the River Bollin from M56 to A56; and
  - **Urban River Valley** - Manchester Ship Canal and canalised River Mersey.
- 18.8 The Trafford Urban Historic Landscape Character Assessment highlights the importance of mossland as a significant Historic Landscape Character sub type. Mossland was previously found in Stretford, Urmston, Warburton, Hale, Sale and Brooklands.
- 18.9 Trafford is one of the 10 local authorities within the Red Rose Community Forest. The Trafford Forest Plan sets out a vision to increase and improve woodland, green infrastructure and wildlife habitats across Trafford, linked to the principles of the 'Towards a Green Infrastructure Framework for GM' document, which maps the green infrastructure for Greater Manchester. Natural areas are key to improving green infrastructure, more details of which are included in Policy R3.
- 18.10 Management measures recommended to safeguard effects on these species are set out in DEFRA Guidance on Buffer strips. This states that a 500 metre strip should be left along all watercourses to protect against the effect of development on this important habitat and its species.
- 18.11 Trafford's Draft Climate Change Adaptation Strategy highlights the importance of gardens and landscaped areas in tackling the effects of climate change and providing areas for wildlife to adapt. It recommends returning watercourses back to their natural state which benefits ecology, water quality and helps combat flood risk. Stamford Brook in Broadheath is an example of how new development can help to achieve this with the de-culverting of Sinderland Brook and addition of a Sustainable Drainage System scheme. Policy L5 contains more information on this matter.

- 18.12 The Greater Manchester Ecological Framework Study (2006 - 2009) is a key source of evidence in determining the ecological resource of the Borough. It identifies priority areas for protection and enhancement and parts of the Borough where there are opportunities through new development and / or land management to enhance biodiversity as part of a network. Three large areas in Trafford have been identified as Biodiversity Opportunity Areas where there is the potential to recreate priority habitats. Connectivity of fragmented habitats is vital to species preservation and the expansion of existing habitats will provide an effective means of preservation. In view of the fact that opportunities for this are limited, a framework that identifies core areas, buffers and corridors or stepping stones for movement of wildlife between areas must be created.
- 18.13 The Ecological Framework will enable a spatial map of the Borough to be drawn up that will identify 5 different areas of wildlife opportunity:
- Mosaics of habitats – These are areas where there are existing habitats with the potential to support a diversity of different species;
  - Gardens – These are areas of the Borough where gardens are either of significant size, quantity or close to other natural areas of the network that have the potential to be of value to wildlife;
  - Most natural areas – areas that are already protected e.g. ancient woodland;
  - Species hot spot areas – these are areas of value for particular species identified in the Greater Manchester Biodiversity Action Plan e.g. great crested newts; and
  - Locally specific measures – these are areas where opportunities to enhance the network are ad hoc, small scale but valuable in terms of providing “stepping stones” e.g. green roofs and pond creation.
- 18.14 The map will ensure that, as part of new development, opportunities to improve conditions for wildlife and mitigate against any negative effects to existing wildlife will be maximised.
- 18.15 The UK, Greater Manchester and Cheshire BAP identifies priority species and habitats. In Trafford these are:
- Water Vole;
  - Brown Hare;
  - Reed Bunting;
  - Song Thrush;
  - Grey Partridge;
  - Skylark; and
  - Bluebell.
- 18.16 These species cover the priority habitats present in Trafford:
- Canals;
  - Lowland Broadleaved woodland;
  - Neutral Grassland;
  - Ponds and Lodges;
  - Mossland; and
  - Marsh and Marshy grassland.

## 19 R3 - GREEN INFRASTRUCTURE

19.1 Trafford has a wide range of environmental assets which contribute to its image, sense of place, local distinctiveness and quality of life for residents, which are collectively referred to as Green Infrastructure (GI). The Council will promote a cross cutting initiative, which can integrate GI with social and economic priorities, and thus help contribute to the development of sustainable communities.

### **POLICY R3: GREEN INFRASTRUCTURE**

- R3.1 The Council working with local communities, developers and partners, will develop an integrated network of high quality and multi-functional GI that will:
- Contribute to the diversification of the local economy and tourist development through the enhancement of existing, and provision of new facilities;
  - Improve and enhance cross-boundary connectivity and accessibility through the delivery of joint development proposals;
  - Protect and connect existing and potential sites of nature conservation value and historic landscape features, and seek to create new wildlife habitats as recommended in the GM Ecological Framework;
  - Protect and provide appropriate natural space to connect landscapes and allow wildlife to move through them to adapt to climate change;
  - Provide habitats that can mitigate the negative effects of climate change, for example inclusion of green roofs, green walls and tree planting;
  - Maximise the potential climate change benefits of the network including enhanced flood risk management through water storage or run-off protection, controlling temperatures through shade and other cooling effects, and reducing air and water pollution; and
  - Create appropriate access for a wide range of users to enjoy the countryside, including improved linkages to formal and informal recreation opportunities, particularly in the identified priority regeneration areas.
- R3.2 At a strategic level this network will include all assets listed in Policy R2 and (but not restricted to):
- Public rights of way including cycle-ways, footpaths and bridleways and other recreational routes;
  - Open countryside and Country Parks;
  - Strategically significant green-spaces including Sale Water Park and the Stretford Meadows Site;
  - Open and amenity space, children's play space, playing fields and urban parks and gardens;
  - Allotments and cemeteries;
  - Corridors and linear features including hedgerows, ditches, disused railways and verges.
- R3.3 The Council will identify, protect and enhance Trafford's principal GI assets through the Land Allocations DPD and Supplementary Planning Documents as appropriate.
- R3.4 All planning applications submitted to the Council for development must, where required by the SPD, be supported by an appropriate statement to enable the Council to properly assess and determine the contribution made by the development to GI.



## Justification

- 19.2 The main purpose of GI in Trafford is to provide a network of green space that connects ecological, historic, cultural and landscape assets, which contribute to local distinctiveness and quality of life for residents and visitors.
- 19.3 Having a planned network of GI can have wide ranging benefits. These include encouraging economic growth and investment, improving recreation opportunities and health, improving biodiversity and the adaptation to and mitigation of climate change, such as preventing the heat island effect and absorbing carbon dioxide.
- 19.4 Policy EM3 in the adopted RSS sets out policy on GI that aims to deliver a network of green space that will be managed in an integrated way to allow for the provision of wider spatial outcomes that incorporate environmental and socio-economic benefits. This will be achieved by conserving and managing existing and creating new GI, and enhancing its functionality, quality, connectivity and accessibility.
- 19.5 Towards a Green Infrastructure Framework for Greater Manchester is research that was carried out to establish the feasibility of developing a framework of GI across the City-region. The study sets out a 'route map' to develop a city regional GI framework and also advises on the possible structure of the GI framework and how its delivery might be enhanced.
- 19.6 The map illustrates the pattern of existing GI assets from local to strategic in scale; including parks, managed open spaces, woodlands, rivers, canals, Conservation Areas and ecological sites. The urban fringes and river valleys support networks of informal and ecological greenspace. In the inner urban areas, the rivers, canals, multi-user routes, formal parks and pocket spaces for play, amenity and recreation are the principal GI assets. The map also suggests that much urban fringe countryside is neither particularly accessible nor of significant biodiversity value.
- 19.7 Where strategic sites and locations are specifically identified within the Spatial Strategy, the Council will seek to maximise the potential for the provision and enhancement of the GI network within these developments, and to improve accessibility and connectivity to the wider area. The Council will also seek to ensure that cross-boundary projects such as Irwell City Park and the Bridgewater Way provide significant strategic benefits to the GI network.
- 19.8 Trafford has 259 designated Public Rights of Way (PRoW), with a total length of 106.6km and is currently preparing a Rights of Way Improvement Plan (RoWIP), required under the Countryside and Rights of Way Act 2000. This will provide a detailed assessment of the potential of the network to meet present and future needs of various user groups, and identify measure to improve the network over a 10 year period
- 19.9 The Council will ensure that the GI network contributes positively to the adaptation and mitigation of climate change, in support of Policy L5. AGMA has commissioned a study that will give developers more information on the provision of green roofs such as their potential benefits and practical implementation advice. Furthermore, the Adaptions Strategy for Climate Change in the Urban Environment (ASCCUE) report identifies tree planting as a very effective way to reduce temperatures.
- 19.10 The Trafford Forest Plan will set out a more strategic approach to tree planting across the borough to ensure it maximises this potential.
- 19.11 Natural England's Character Area Climate Change Project is designed to assess the impact of climate change on the natural environment. The Project is looking at pilot areas and reports to date reveal a wide range of potential effects on biodiversity, landscape, recreational and historic assets. The reports suggest practical actions that would make these areas more resilient to climate change.

## 20 R4 - GREEN BELT AND OTHER PROTECTED OPEN LAND

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

### **POLICY R4: GREEN BELT AND OTHER PROTECTED OPEN LAND**

#### **Green Belt**

- R4.1 The Council will continue to protect the Green Belt in the following four broad areas from inappropriate development:
- To the south of Hale and Bowdon to the Bollin Valley and the southern boundary of Trafford Borough;
  - Between Bowdon, Broadheath, Sale, Carrington, Partington, the Ship Canal and the southern boundary of Trafford Borough, 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; and
  - Along the Timperley Brook between Timperley, Hale and Wythenshawe.
- R4.2 New development will only be permitted within these areas where it is for one of the appropriate purposes specified in PPG2, where the proposal does not prejudice the primary purposes of the Green Belt set out in PPG2 by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal.
- R4.3 For the avoidance of any doubt no new building other than that within the first three categories of appropriate development listed in paragraph 3.4 of PPG2 will be allowed in the “washed over” village settlements of Dunham Town, Dunham Woodhouses and Warburton.

#### **Agricultural Land**

- R4.4 The Council will protect existing agricultural land as an important resource for Trafford's local economy. In particular, the Council will seek to protect the Borough's:
- Richest soils located south of Carrington Moss (Settled Sandlands) for agricultural purposes; and
  - Pastural landscape located within the Timperley Wedge for agriculture and recreational purposes.
- R4.5 In order to support Trafford's agricultural community, the Council will consider appropriate farm diversification proposals where it can be demonstrated that the proposal would make an on-going contribution to sustaining the agricultural enterprise as a whole and would not:
- Replace the existing agricultural use;
  - Have a detrimental impact on the existing ecology and landscape of the area; and
  - Be contrary to Government Guidance or other policies within this Plan.

#### **Other Protected Open Land**

- R4.6 The Council will protect the following areas of open land (that are not included within the Green Belt) from development:
- Land in Warburton (immediately to the south of Partington); and

- b. Land south of Shell, Carrington.

R4.7 Development on this land will only be permitted where it is:

- a. Required in connection with agriculture, forestry; and
- b. Proposed for agricultural diversification in accordance with national planning guidance and other Policies in the Development Plan for Trafford.

## **Justification**

### **Green Belt**

- 20.2 In accordance with regional planning guidance, the Council intends to carry forward the current Green Belt designation. Within the Green Belt, development will be restricted to those uses that are deemed appropriate in the context of PPG2 and which maintain openness. For all other types of development it will be necessary for the applicant to demonstrate very special circumstances to warrant the granting of any planning permission for development.
- 20.3 The main purpose of the Green Belt in Trafford is to keep land open and free from development to maintain the character and identity of individual settlements and to enhance the environmental and recreational value of the countryside.
- 20.4 The RSS spatial development strategy aims to create sustainable communities by concentrating new development in urban areas particularly the regional centre and inner area and town centres. RSS Green Belt Policy RDF4 seeks to maintain the general extent of the region's Green Belt in support of this strategy.
- 20.5 National Green Belt planning policy guidance PPG2 describes the purpose of including land within the Green Belt, the objectives for the use of land in the Green Belt, defines appropriate and inappropriate development in the Green Belt, and advises on defining Green Belt boundaries for the long term and on safeguarding land to meet future development needs.
- 20.6 This Core Strategy Policy sets out strict control of development in the open countryside areas and "washed over" village settlements of Dunham Town, Dunham Woodhouses and Warburton in further support of the RSS spatial strategy.
- 20.7 In relation to the "washed over" village settlements of Warburton, Dunham Town and Dunham Woodhouses, parts of all three of which are designated as Conservation Areas, the Council considers that the scope for further in-filling development is effectively exhausted and that further development, other than in the very limited circumstances prescribed in paragraphs 2.11 and 3.4 of PPG2, would adversely affect the character of these settlements.
- 20.8 Supplementary Planning Documents will set out specific criteria in relation to new residential development, conversion of buildings and house extensions in the Green Belt. Planning applications on land within the Green Belt will be determined in accordance with PPG2, RSS and SPDs, where relevant.
- 20.9 For the avoidance of doubt the land identified within the Adopted Trafford UDP, for a Major High Amenity employment site, at Davenport Green will be retained within the Green Belt in accordance with Policy W1 of this Plan.

### **Agricultural Land**

- 20.10 PPS7 sets out the general guiding principles for sustainable development within rural areas and recognises that the presence of a successful agricultural economy can be essential to

the sustainability of these communities. In order to ensure the long term economic viability of agriculture in Trafford, the Council also recognises the role that appropriate agricultural diversification can play within this Policy.

20.11 However, the sub division of agricultural land into smaller plots can cause problems. It can create an eyesore which detracts from the openness of the countryside, and when plots are sold and no longer in agricultural use this can lead to neglect, with owners being hard to trace. Furthermore, the subdivision of fields gives the impression that development of land is bound to occur, regardless of any Green Belt status. Therefore as agriculture in Trafford only takes place within the Green Belt any appropriate agricultural diversification will be determined in line with PPG2.

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

20.13 Applications for agricultural dwellings or buildings and for the removal of agricultural occupancy conditions will be determined in accordance with PPG2, PPS7, RSS and SPDs, where relevant.

### **Other Protected Open Land**

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

20.15 The land south of Partington and that south of Carrington are the only significant areas of land (not within the Green Belt) which are not identified for development within the Plan Period. Therefore until such time that the strategic review of the Green Belt takes place post 2011, they are being protected for potential residential use potential and economic development respectively.

## 21 R5 - OPEN SPACE AND RECREATION

- 21.1 The availability of open space, sport and recreation facilities are 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. The Council is keen to raise and sustain an awareness of the health and other benefits of leisure pursuits amongst all ages of the local population.

### **POLICY R5: OPEN SPACE AND RECREATION**

- R5.1 In order to remedy deficiencies in the provision of facilities in identified parts of the Borough and ensure that appropriate facilities are available to meet the needs of its residents across the whole of Trafford, the Council will secure the provision and maintenance of a range of good quality, accessible, play, sport, leisure, informal recreation and open space facilities,
- R5.2 The Council will seek to address key areas of deficiency in quality and quantity of open space and indoor/outdoor leisure provision, in accordance with the recommendations and priorities of the Leisure Strategy, Greenspace Assessment of Need and the Greenspace Strategy by:
- Protecting existing and securing the provision of areas of open space and outdoor sports facilities in accordance with the Greenspace Strategy;
  - Protecting and improving the quality of open space and outdoor sports facilities so they are fit for purpose in accordance with the Greenspace Strategy;
  - Securing a network of high quality play spaces that are easily accessible to children and close to where they live in accordance with the Greenspace Strategy;
  - Establishing a clear hierarchy of greenspace sites to serve communities appropriately;
  - Establishing a clear hierarchy of leisure and sports facilities across the Borough; and
  - Making the best use of community buildings, schools and other suitable assets to provide facilities and promote participation in a range of leisure facilities.
- R5.3 The Council will identify, protect and enhance Trafford's open spaces and sports facilities, through the Land Allocations DPD and Supplementary Planning Documents as appropriate.
- R5.4 Accordingly developers will be required as appropriate to demonstrate how their development will protect, make provision for and encourage the use of Trafford's open space and sports facilities:
- R5.5 Development which results in an unacceptable loss of open space, sport or recreation facilities, or does not preserve the quality of such facilities will not be permitted
- R5.6 All development will be expected to contribute on an appropriate scale to the provision of the above and the Green Infrastructure network (see Policy R3) either by way of on site provision, off site provision or by way of a financial contribution secured in accordance with Policy L8 and Supplementary Planning Guidance.

### **Justification**

- 21.2 In accordance with PPG17 - Planning for Open space, Sport and Recreation and RSS Policy L1 – Health, Sport, Recreation, Culture and Education Services Provision, Trafford has

assessed the needs of its population through separate assessments of open space, outdoor sports and leisure.

- 21.3 In 2005 the Council published “Trafford's Green and Open Spaces - An Assessment of Need”. The quantitative audit of green space in that document has been updated in March 2009 and the qualitative section will be updated in summer 2009 as part of the Greenspace Strategy.
- 21.4 Overall, the Borough is reasonably well provided with open space to meet its future demands in line with the Natural England Standard of 2 hectares of Greenspace per 1000 population. In Trafford this is provided by 346 accessible greenspaces. The amount and particularly the quality of provision, however, do vary across the Borough and opportunities to remedy these deficiencies must be maximised. Areas close to the countryside such as Bowdon, Urmston, Flixton, Davyhulme, Partington and The Mersey Valley are sufficient in open space. However the general quality of provision in Partington and Sale West is poor. In particular the quality of outdoor play areas does not meet the standards of the National Playing Fields Association in many areas. This is being addressed through the Trafford Play Strategy 2007. The strategy lays out the vision of ensuring that Trafford does and will offer the best possible play experiences for its children and young people. The Strategy includes an action plan to improve the quality of outdoor play spaces.
- 21.5 Countryside sites such as Sale Water Park and Dunham Massey have a role to play in meeting some of the formal and informal recreation needs of the local population. However, provision of readily accessible facilities within the urban area is essential to ensure sustainable communities and to reduce reliance on the private car. These urban areas, particularly those of highest population density in Old Trafford, Timperley and Stretford are shown to be deficient. The development of Stretford Meadows will help address this. Opportunities for other large new areas of open space are limited but could include Stretford Meadows and Altrincham Sewage works.
- 21.6 The Council is producing a Greenspace Strategy in 2009 that will establish a hierarchy of open space with appropriate local standards of quality and quantity for each sub category of open space ranging from Country Parks and Town Parks through to Local Parks, Semi Natural Greenspaces, Formal Gardens and Allotments, with an associated catchment area/distance standard, level of facility provision and maintenance regime/staff presence. This hierarchy will be mapped and used to guide decisions on capital and revenue resource allocation, as well as to highlight key spatial priorities and deficiencies to be addressed through funding bids and planning contributions.
- 21.7 This document will also be used to influence planning decisions and inform the update of the existing SPG on Informal/Childrens Playing Space and Outdoor Sports Facilities Provision and Commuted Sums.
- 21.8 The Outdoor Sports Facilities Study 2009 concludes that the Borough is well provided for in terms of sports provision with particularly high quality facilities for football and athletics in the north of the Borough. However, the number of teams playing football is increasing and there is a need for improvements in their quality, particularly in terms of changing facilities and pitch drainage. The wider use of school pitches would also help meet the increasing demand.
- 21.9 Provision for public facilities in the south of the Borough is more limited but opportunities for community use of private facilities could be developed. The study also highlights facilities for community tennis are poor and a Tennis Strategy is recommended to address the situation.
- 21.10 The Draft Trafford Leisure Management Review carried out on behalf of The Council and Trafford Community Leisure Trust suggests pay to play is acceptable to users but the role of sports development is critical in increasing participation particularly in terms of under represented groups. The Review has indicated a current over provision of sports halls,

swimming pools and health and fitness facilities but there is a significant need for capital investment to maintain this provision. The review therefore recommends rationalisation of facilities in line with a hierarchy of provision. This will be carried out in a way that meets the identified needs of improving community health, increasing participation and reducing inequality. A hierarchy of facilities will be provided based on 3 types of provision:

- Major wet and dry facilities (Stretford, Sale/Altrincham, Urmston, and Partington);
- Satellite facilities (dry only), based in neighbourhoods; and
- Multi-sport clubs.

21.11 An unacceptable loss of open space, sport or recreation facilities would be deemed to be that which leads to a loss in quantity that could not be replaced with an area equivalent to or of a higher quality which meets local needs.

## 22 R6 - CULTURE AND TOURISM

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

### **POLICY R6: CULTURE AND TOURISM**

- R6.1 The Council will encourage and continue to support the culture and tourism offer and related developments that highlight and enhance the historic and cultural heritage of the Borough, in accordance with national guidance and policies within the Development Plan for Trafford, in the following key areas:
- a. The Regional Centre, particularly within the Trafford Wharfside Strategic Location (SL2);
  - b. Trafford's Town Centres, particularly Altrincham (SL13);
  - c. The Trafford Centre Rectangle (SL6);
  - d. Dunham Massey Park and House; and
  - e. Within the priority regeneration areas within Bucklow St Martins; Old Trafford and; Sale Moor.
- R6.2 Outside these locations, the Council will support appropriate improvements to, and the expansion of, the tourism and cultural offer, in accordance with national guidance and policies within the Development Plan for Trafford.
- R6.3 Planning obligations will be sought, where appropriate, to link new development to improvements to the historic/cultural setting of the proposed development including the provision of public art and improvements to the quality of existing facilities. Further guidance will be provided to developers in supplementary planning document(s).

### **Justification**

- 22.2 Trafford has a wide variety of cultural and tourism facilities that attract considerable numbers of visitors from within and outside of the Borough. However, there is a big divide between the resources available to the larger facilities and those for the local communities.
- 22.3 The diversity of cultural and tourism facilities within Trafford is showcased by regionally and nationally recognised institutions such as the Dunham Massey Park and House, the Imperial War Museum North, Lancashire County Cricket Ground and Manchester United Football Stadium. These facilities attract large numbers of visitors from both within and outside of the Borough. This policy recognises the importance of these institutions and will support developments which will reinforce the provision of cultural and tourism facilities in key locations, particularly those located within the Regional Centre, the Town Centres and the Trafford Centre Rectangle. In the South of the Borough outside of Altrincham Town Centre, the existing cultural and tourism facilities and supporting developments such as farm diversification – cafes and working farms, will be protected and encouraged to improve the tourism offer and to encourage local transport movements to areas of quality recreational value and leisure, in line with NW RSS Policy W7.
- 22.4 The provision of additional local cultural facilities will be targeted to those areas in greatest need of addressing spatial disparities, as detailed in the Cultural Strategy Action Plan (Year 4). The areas of greatest need are Bucklow St Martins (SL 8 and 9), Old Trafford (SL 3),



Pomona (SL1), LCCC Area (SL4), Sale West (SL10) and Sale Moor. The introduction of accessible cultural facilities can play a role in achieving the goals of the Sustainable Community Strategy, in particular those of reducing crime, promoting learning, increasing prosperity and improving health.

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# **PART D**

## 23 STRATEGIC LOCATIONS AND SITES

- 23.1 This section provides policies for each Location and Site setting out a strategic proposal for development/regeneration, detailing development requirements, and how and when change will be delivered within these areas. This is set out in the tables below.
- 23.2 Policy requirements for a Location apply to all development within that Location, including that on specific Sites. In order to be permissible, development proposals in these areas should be consistent with these policies, and with all other relevant policies in the Development Plan.
- 23.3 All floorspace figures / residential units shown for the Locations and Sites are net of clearance / redevelopment, etc. The figures shown represent the amount of development that can be delivered in the Plan Period and may not represent the whole development capacity of the Location/Site. Any percentages shown in the Development Phasing section reflect the proportion of development proposed in the Plan Period and not the entire development capacity.
- 23.4 For each Location, consideration will be given to the production of planning guidance for development and regeneration. This may take the form of either an Area Action Plan, detailed allocations in the Land Allocations Plan, a Supplementary Planning Document or an informal Location Master Plan. Where appropriate, such planning guidance will consider, amongst other things:
- land use;
  - amount, type and location of development;
  - sustainability of development process and completed development;
  - access to and within the Location;
  - design and layout;
  - maintenance;
  - environmental management/mitigation; and
  - how development/regeneration will be delivered/implemented.
- 23.5 For each Site, consideration will be given to the production of planning guidance for development and regeneration. This may take the form of either a Supplementary Planning Document, a development brief or informal planning guidance. Where appropriate, such planning guidance should consider, amongst other things:
- sustainability of development process and completed development;
  - access to and within the Location;
  - design and layout;
  - maintenance;
  - environmental management/mitigation; and
  - how development/regeneration will be delivered/implemented.
- 23.6 In addition, for all Locations and Sites, there will be:
- a review of impact of the proposed development on flood risk when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.
  - Where appropriate, provision/contribution to new affordable housing provision in accordance with Core Policies L2 and L8 and the current adopted SPG/proposed replacement planning obligations SPD.
  - Provision of appropriate access and other improvements to the highway and public transport infrastructure specific to the Location/Site and contributions in accordance with Core Policies L4 and L8 and the current adopted SPD/proposed replacement planning obligations SPD.

- Provision/contribution to open space and Red Rose Forest provision in accordance with Core Policies R3 and L8 and the current adopted SPGs/proposed replacement planning obligations SPD.

23.7 It is recognised that many development proposals will deliver some regenerative benefits to a Location or Site. However, in order to secure the comprehensive regeneration of an area which will provide the elements identified within a Strategic Proposal, all development proposals which do not provide for the delivery of all these elements will be required to demonstrate how they contribute to the delivery of the Strategic Proposal and will be refused if it is considered that they will compromise that objective.

23.8 Each Location and Site has been subjected to an independent Sustainability Appraisal by Urban Vision (see Report). Where the SA has identified potential negative impacts of a proposal, the Strategic Proposals and Development Requirements reflect the measures suggested to mitigate these negative effects in order to make the proposed change sustainable.

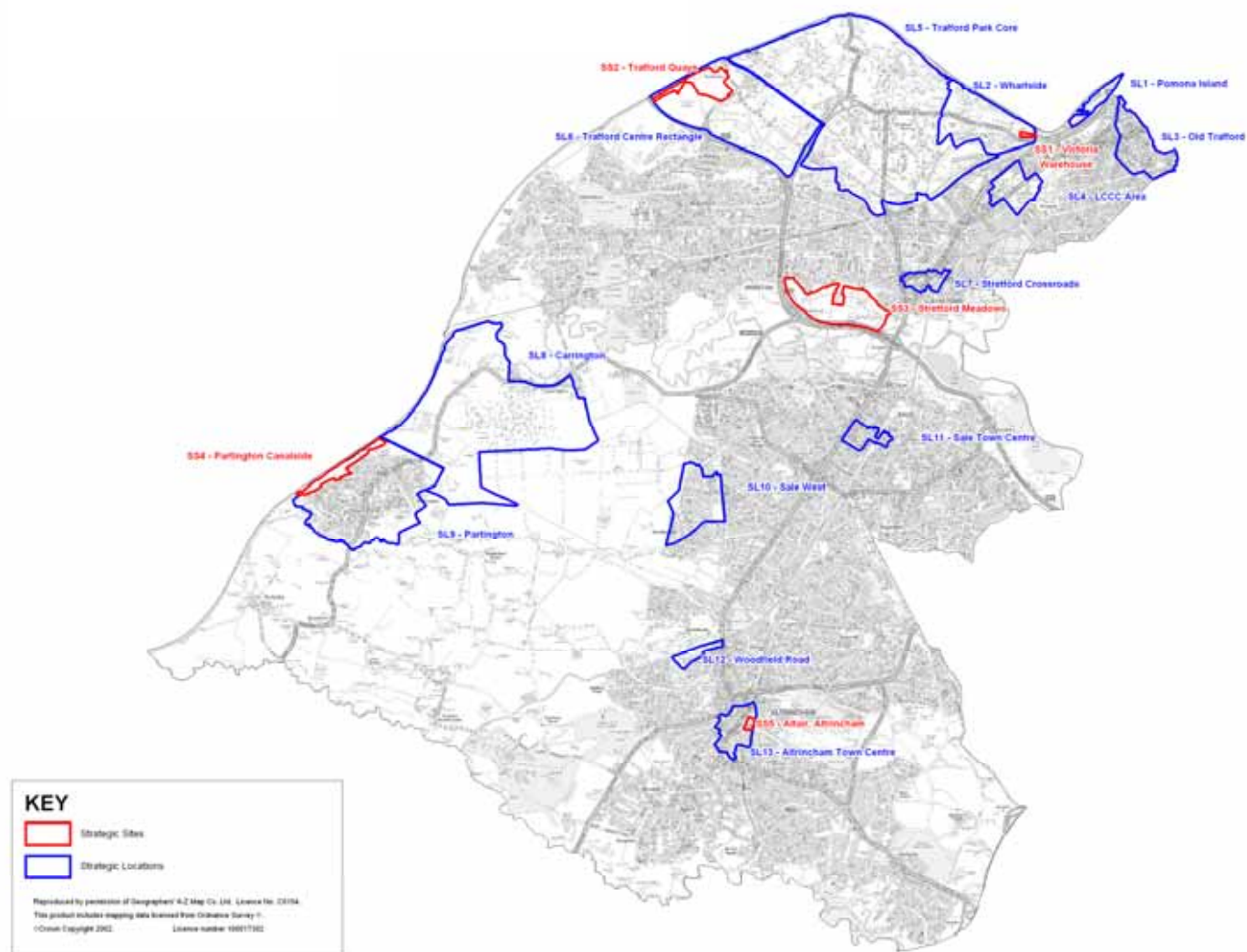
23.9 During the consultation on the Preferred Options in July 2008, representations were made detailing proposals for a strategic development allocation at Davenport Green. Having duly considered all representations made and the recommendations of the Sustainability Appraisal of the Core Strategy: Further Consultation on the Preferred Option, it is considered that there is insufficient evidence / justification to retain the adopted UDP allocation at Davenport Green in the Core Strategy.

23.10 Although the proposal would have some positive sustainability impacts, the proposal would have significant negative impacts because:

- It is in an inaccessible location with limited public transport access
- There is uncertainty as to whether the proposal would deliver social benefits in terms of reducing disparities, social exclusion and poverty;
- It is likely to result in a substantial increase in vehicle movements to the detriment of congestion, climate change and air quality;
- It has potential to have a negative impact on Trafford's town centres;
- It would result in the loss of a significant area of natural environment of rural character in the Green Belt;

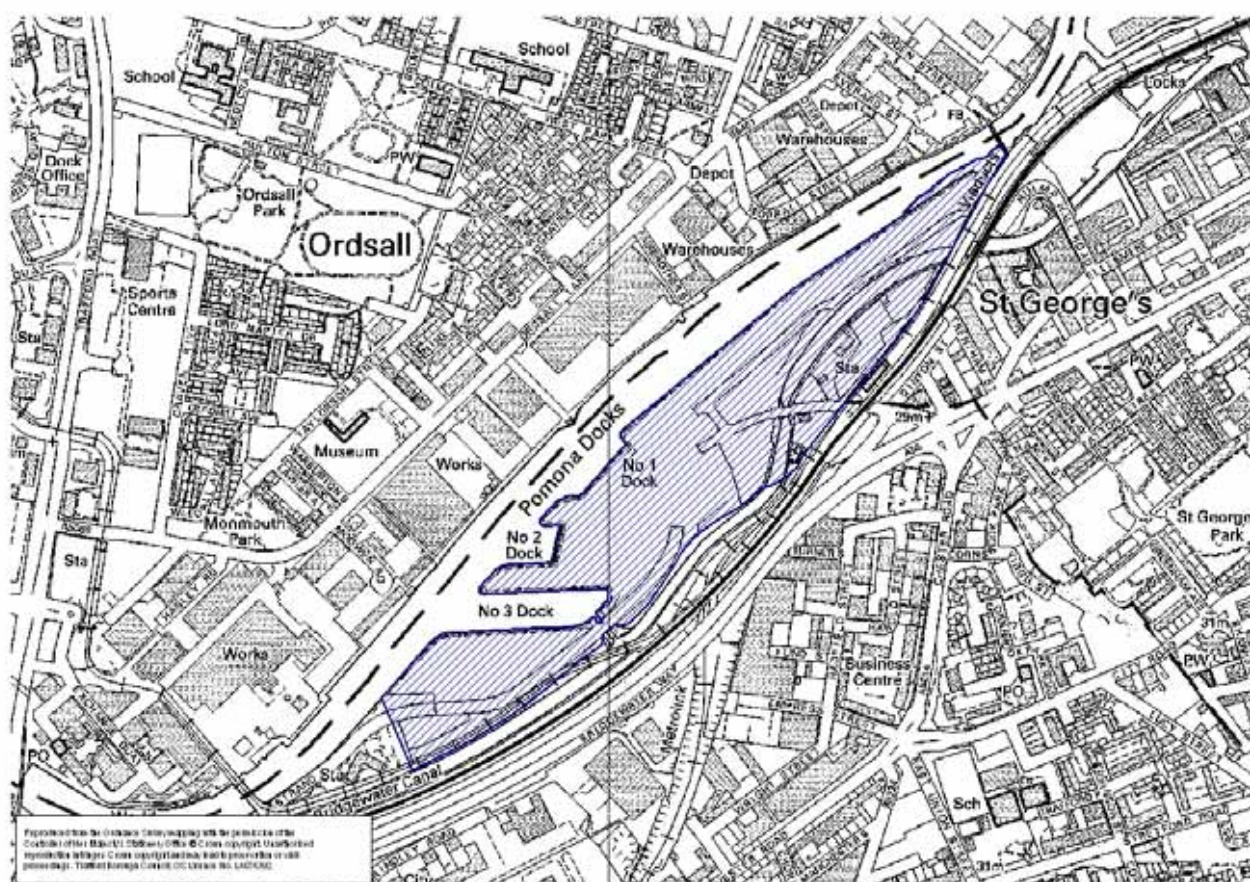
23.11 There are also questions in terms of its deliverability, particularly in terms of its fit with national and regional policy and the emerging spatial strategy and it is clear that the proposal is not required in order to meet employment or housing needs. On balance, therefore, the proposal does not form part of the Core Strategy.

**FIGURE 5: TRAFFORD'S PROPOSED STRATEGIC LOCATIONS & SITES**



## 24 STRATEGIC LOCATIONS

### SL1 Pomona Island

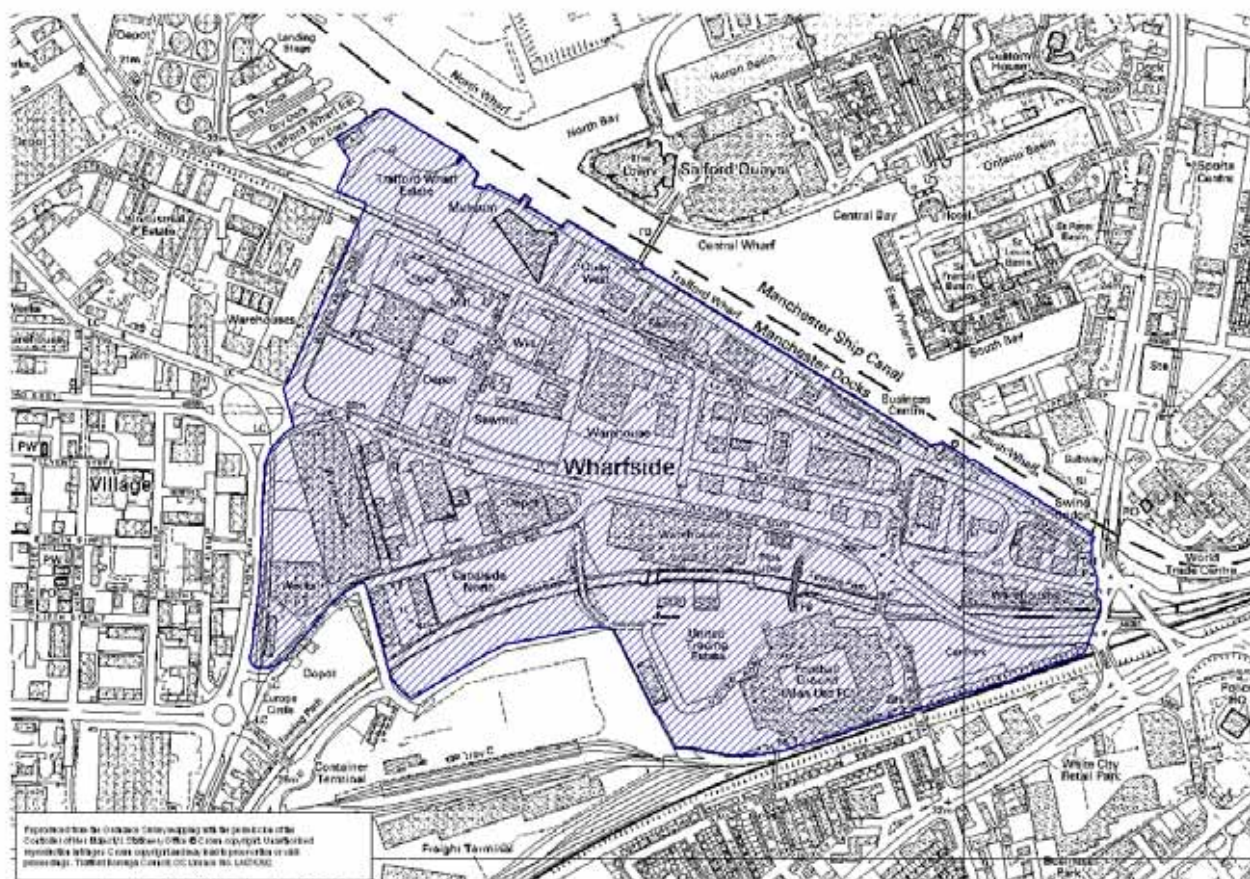


Strategic Proposal
Mixed use development to provide up to 1,500 residential units, commercial office accommodation (up to 8,000sqm), hotel, leisure and small scale ancillary retail, restaurant, café/bar, and community facilities.
Development Requirements
<ul style="list-style-type: none"> <li>• A review of impact of the proposed development on flood risk related to the adjoining Ship and Bridgewater Canals to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.</li> <li>• Development proposals to accord with the development guidelines set out within the Irwell City Park informal planning guidance document.</li> <li>• Agreement and implementation of appropriate pedestrian / cycle links to Metrolink stations, and provision of new canal crossing. within the framework of an agreed Location Master Plan.</li> <li>• Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.</li> </ul>
Justification for the Proposal
<ul style="list-style-type: none"> <li>• The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1 and MCR2.</li> <li>• The development will play an important role in the provision of high quality new housing and business accommodation in a most accessible location within the Regional Centre.</li> <li>• The commercial element of the proposal will provide the opportunity to enhance and promote sustainable economic growth. The proposals will also enhance Trafford's image as a tourism destination.</li> <li>• The proposal will involve the re-use of a significant area of long-term vacant brown-field land.</li> </ul>

<ul style="list-style-type: none"> <li>● The proposals will include the enhancement of open space for recreation purposes and the ecological corridor running along the Manchester Ship Canal and Bridgewater Canal.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The site is substantially within a single ownership.</li> <li>● Part of the site has the benefit of a full planning consent for the development of a first phase of residential development of 546 units.</li> <li>● Funding and delivery of the proposal will wholly be the responsibility of the private sector owners and development partners.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● To commence by 2010/1 with 50% built by 2015/6, 85% by 2020/1 and 100% by 2025/6.</li> </ul>



## SL2 Trafford Wharfside



### Strategic Proposal

Mixed use redevelopment to provide:

- In the Media City UK area: a high quality mixed-use development of commercial office accommodation (of up to 10,000sqm) centred around digital, media and tourism industries and residential development (up to 900 units).
- In the Manchester United stadium area: development that supports the existing football stadium and associated hospitality, conference, retail and visitor facilities.
- East-west along the Ship Canal and north-south along Waters Reach and Sir Matt Busby Way, the creation of a high quality public realm area that will be a key element of the visitor experience and will link to existing and future public transport infrastructure improvements and canal crossings.
- Agreement and implementation of appropriate bridge crossings at Mediacity and Clipper's Quay.

### Development Requirements

- A review of impact of the proposed development on flood risk related to the adjoining Ship and Bridgewater Canals to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.
- Development proposals to accord with the development guidelines set out within the Media City UK and Irwell City Park informal planning guidance documents.
- Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.

### Justification for the Proposal

- The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR2, W3 and W6.
- The area is wholly located on previously developed land that will provide significant scope for a substantial

mixed-use development centred on the digital media and tourism industries capitalising on the proximity to Salford Quays to create a thriving media and knowledge based business focus in the location.

- The area is well located in terms of its accessibility to the existing and planned public and private transport infrastructure linking the Wharfside/ Trafford Park locations to surrounding business and residential areas.
- It will provide a significant opportunity to provide attractive new accommodation built to a high standard of sustainable construction.

#### **Delivery Mechanism And Funding**

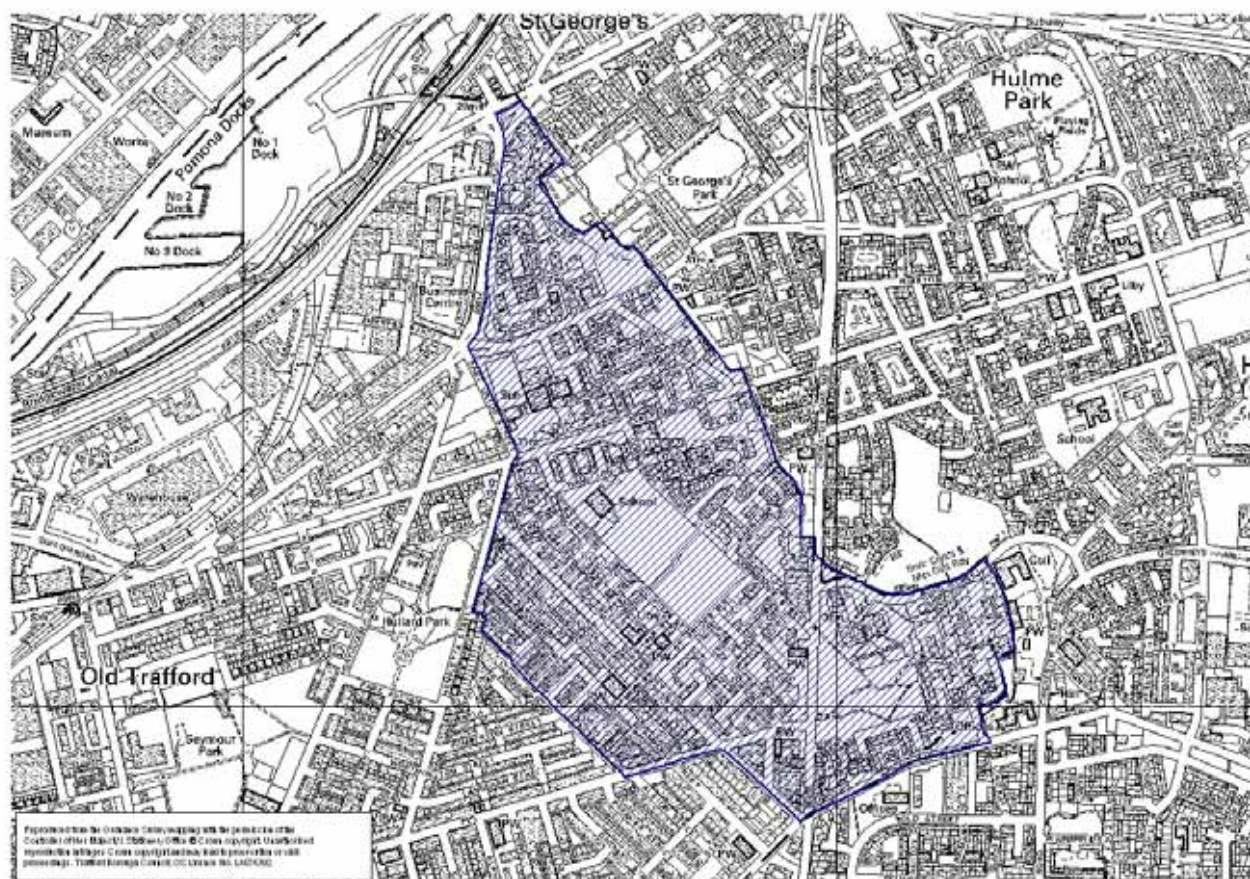
- The location is in a mix of private sector ownerships.
- Funding and delivery of the proposal will wholly be the responsibility of the private sector and development partners.
- The emerging Trafford Park Master Plan will provide additional guidance for development and change.

#### **Development Phasing**

- To commence post 2011/2 with 45% built by 2015/6, 75% by 2020/10 and 100% by 2025/6.



## SL3 Old Trafford



### Strategic Proposal

Housing-led redevelopment to promote development and change within the Old Trafford Neighbourhood by improving the quality and diversity of the housing stock, access to the Regional Centre and Trafford Park and the provision of further commercial, cultural and community facilities.

The development to provide up to 1,000 (net) new residential units, 1,400 sqm of office floorspace and small-scale retail facilities, to meet local needs.

### Development Requirements

- Details of the amount, location and type of development to be in accordance with an agreed Masterplan for Old Trafford. Prior to the agreement of the Masterplan, development proposals must demonstrate how they will contribute to the strategic objectives for Old Trafford and may be refused on the grounds of prematurity if they would compromise the deliverability of a Masterplan for the area.
- Development proposals to accord with the development guidelines set out within the A56 Corridor SPD.
- Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.

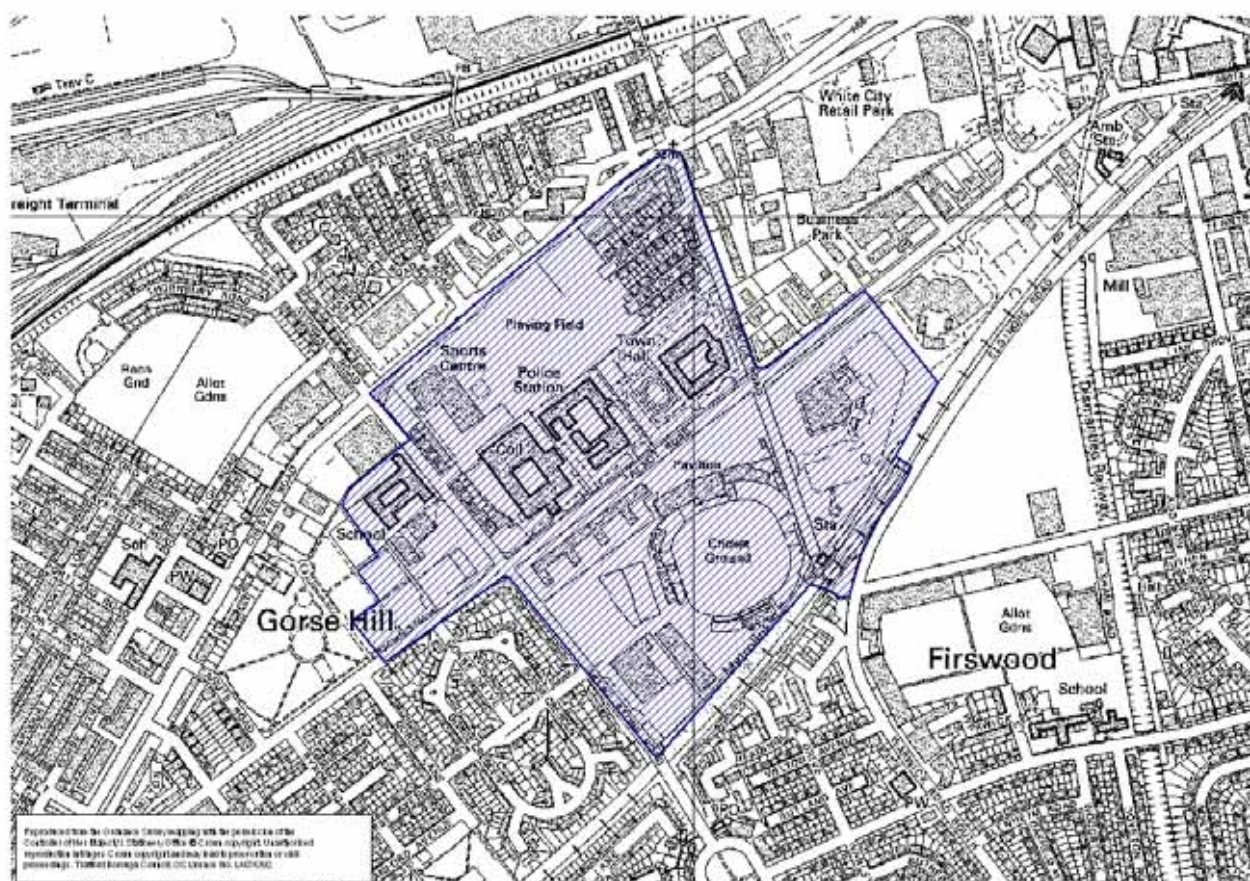
### Justification for the Proposal

- The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1 and MCR2.
- The location is an area of relative deprivation identified as a priority area for regeneration in the development plan.
- The area is well located in terms of accessibility to the existing and planned public transport infrastructure linking it to surrounding housing and employment locations.
- The proposal will provide an opportunity to provide a mix of type and tenure of residential development to meet the evolving needs of the local community.
- It will also provide an opportunity to improve local park and open space provision, provision for pedestrians

and cyclists and the quality and appearance of local buildings and the surrounding environment.
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>• The location is in a mix of private and public sector ownerships.</li> <li>• Funding and delivery of the proposal will jointly be the responsibility of the private and public sectors – the public sector (through Trafford Housing Trust) providing a leading role.</li> <li>• Agreement and implementation of Old Trafford Masterplan</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>• To commence by 2010/1 with 60% built by 2015/6, 90% by 2020/1 and 100% by 2025/6.</li> </ul>



## SL4 Lancashire County Cricket Club Area



### Strategic Proposal

Provision of a redeveloped and much improved LCCC sports stadium and ancillary sports and leisure facilities as a key element of the comprehensive regeneration of the area which will also deliver a mix of business and retail floor-space and new residential accommodation (up to 900 units), improvements to education facilities and the creation of a high quality public realm area along Warwick Road and Brian Statham Way that will be a key element of the visitor experience and will link to existing and future public transport infrastructure improvements

### Development Requirements

- Development proposals must demonstrate a positive contribution to the delivery of the comprehensive regeneration of the area as set out in the strategic proposal.
- The increased capacity at LCCC has the potential to exacerbate congestion on the highway network and overcrowding on Metrolink at peak times. Provision/contribution to appropriate access and other improvements to the highway and public transport infrastructure serving the location and contributions in accordance with the current adopted SPD/proposed replacement planning obligations SPD may be required to address this and other transport/ access issues.
- Development proposals must be supported by a full range of PPS6 (or its replacement) assessments to ensure any proposed development would not have a negative impact on surrounding town centres, in particular Stretford.
- Ensure that the setting of the Grade II listed Trafford Town Hall is protected and enhanced.
- Development proposals to accord with the development guidelines set out within the A56 Corridor SPD.
- Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.

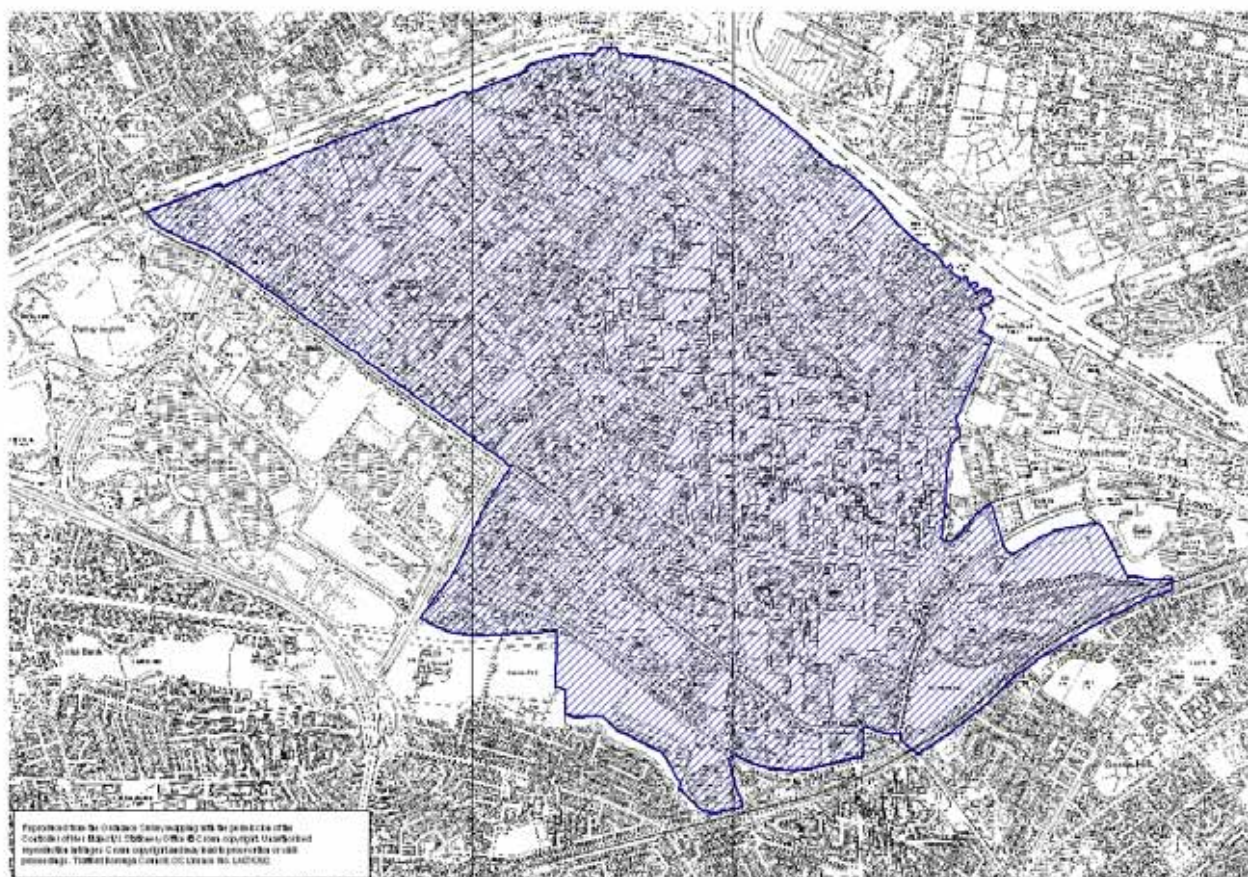
### Justification for the Proposal

- The proposal is in accord with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR2, W3 and W6.

<ul style="list-style-type: none"> <li>● Expansion of the sports stadium at LCCC will enhance Trafford's reputation as a location for national and international sporting events and directly and indirectly deliver additional employment opportunities for local people.</li> <li>● Proposals will focus significant business and housing regeneration schemes in the Gorse Hill, LCCC and Trafford Town Hall area and incorporate improvements to the education facilities in the area, high quality public realm and active street frontage improvements.</li> <li>● The proposals will promote the regeneration and development of an area that is highly accessible by a choice of modes of transport with access to the Metrolink and bus services linking the location to the wider area.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The location is in a mix of private and public sector ownerships.</li> <li>● Funding and delivery of the proposal principally will be the responsibility of the private sector and development partners.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● Housing element to commence post 2011/2 with 35% built by 2015/6, 65% by 2020/1 and 100% by 2025/6.</li> </ul>



## SL5 Trafford Park Core



<b>Strategic Proposal</b>
<p>Redevelopment to:</p> <ul style="list-style-type: none"> <li>● Sustain and improve this key location for industry and business activity within the Manchester City Region Inner Area as the principal location for employment development in the Borough focussing on the provision of modern industrial, storage and distribution and, where appropriate, supporting commercial office accommodation, and,</li> <li>● Improve the public transport infrastructure to provide an integrated, frequent public transit system linking the location with surrounding residential and commercial areas.</li> </ul>
<b>Development Requirements</b>
<ul style="list-style-type: none"> <li>● Consideration needs to be given to the impact of development on the Strategic Road Network and development should include provisions to improve public transport accessibility and usage in the area.</li> <li>● Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.</li> </ul>
<b>Justification for the Proposal</b>
<ul style="list-style-type: none"> <li>● The proposal is in accord with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR2 and W3.</li> <li>● Trafford Park Core is an employment site of national significance located within the Manchester City Region Inner Area with excellent links to the Strategic Road Network. As such it is highly viable for investment and development opportunity</li> <li>● The location provides a range of employment opportunities serving local communities within and beyond Trafford.</li> <li>● The SA identifies air quality as an issue in this area. Key mitigation actions aimed at preventing further deterioration in air quality and increased contributions to climate change will require measures to improve</li> </ul>

access by public transport, the use of BREEAM standards to encourage energy efficiency and tree planting.

- Development will facilitate the improvement of the transport infrastructure serving the area to enhance accessibility by both public and private transport means.

#### **Delivery Mechanism And Funding**

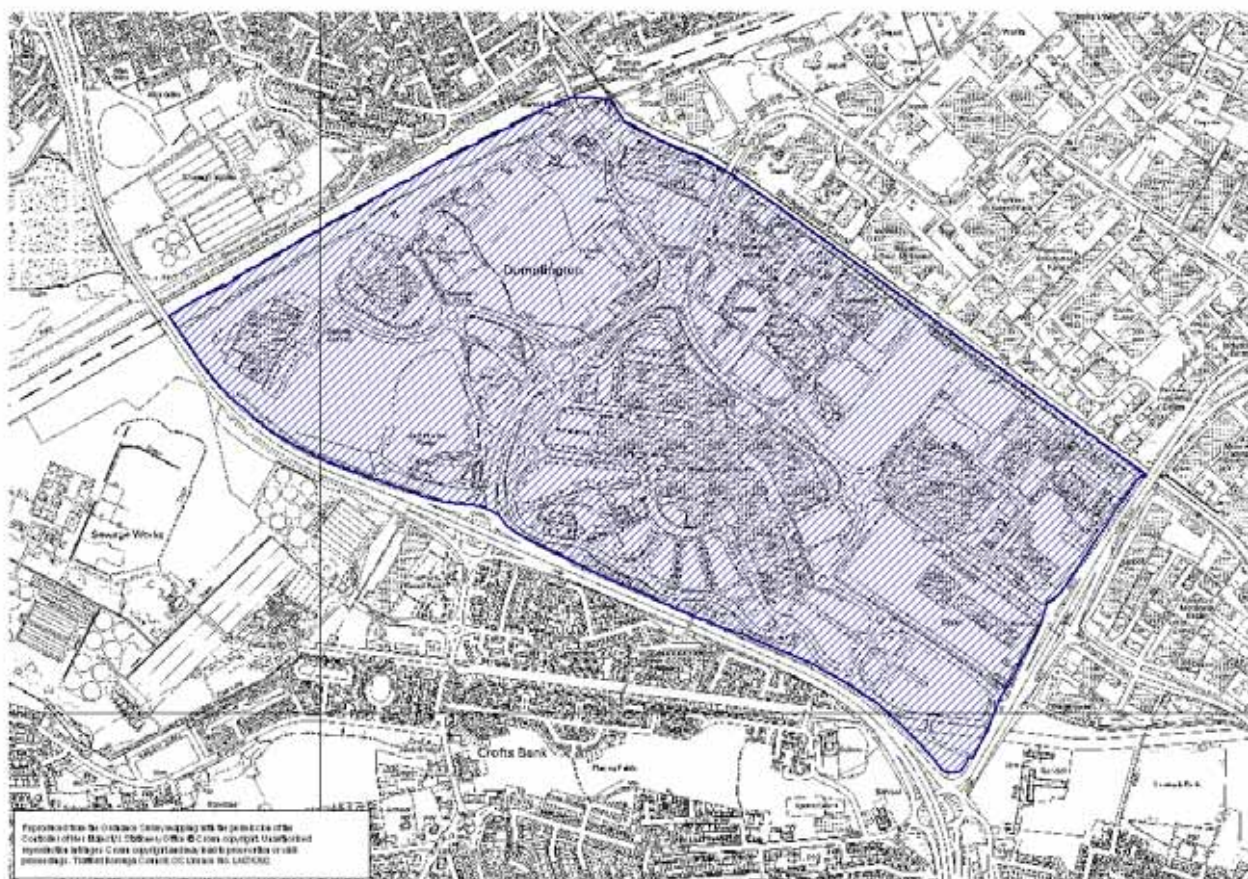
- The location is in a mix of private sector ownerships.
- Funding and delivery of the proposal will wholly be the responsibility of the private sector and development partners.
- The emerging Trafford Park Master Plan will provide additional guidance for development and change.

#### **Development Phasing**

- Planned business / commercial development to commence by 2010/1 and continue throughout the Plan period.



## SL6 Trafford Centre Rectangle



### Strategic Proposal

Mixed-use development to provide:

- Substantial new residential (apartment and family) accommodation (up to 1,050 units at Trafford Quays) and, where appropriate further commercial office, hotel and leisure (including museum) accommodation in other locations.
- Significant improvements to public transport infrastructure including an integrated, frequent public transit system linking the location with surrounding residential and commercial areas.

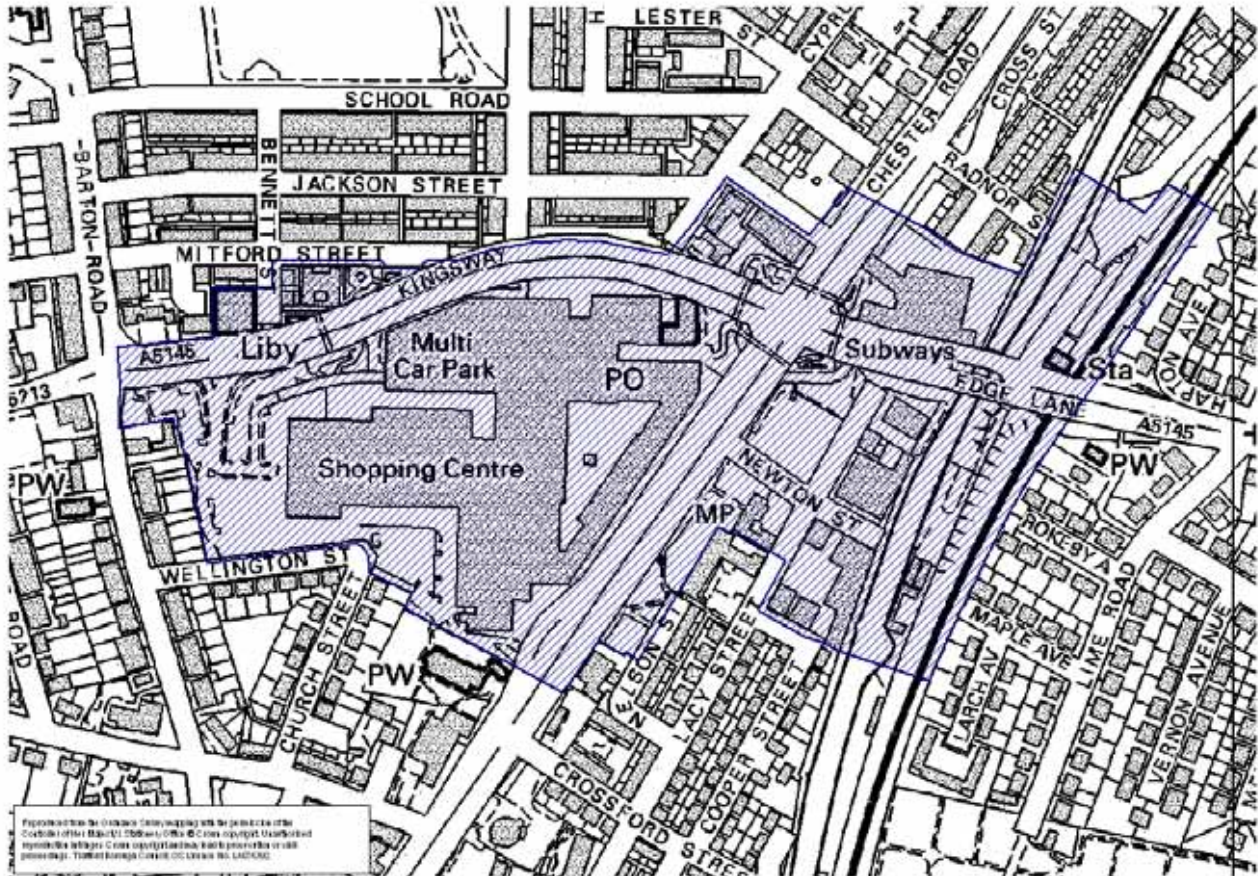
### Development Requirements

- The implementation of improvements to public transport infrastructure may be phased over the plan period in accordance with an agreed strategy for the delivery of the public transport improvements. This will require substantial improvements to be put in place prior to first occupation of any development at Trafford Quays.
- Consideration needs to be given to the impact of development on the Strategic Road Network and any development should include significant measures to improve public transport accessibility and usage in the area.
- Development in this Location may need to be phased to reflect the timing of proposed highways infrastructure provision and improvements such as Western Gateway Improvement Scheme (for which planning permission already exists).
- Development within the Location should be built to an appropriate density whilst still providing for high quality open amenity space.
- A review of impact of the proposed development on flood risk related to the adjoining Ship and Bridgewater Canals to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.
- Incorporate SUDs, where appropriate, to reduce surface water runoff into watercourses and reduce the risk of flooding from sewers in order to maintain water quality of the Ship Canal.

<ul style="list-style-type: none"> <li>● Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.</li> </ul>
<b>Justification for the Proposal</b>
<ul style="list-style-type: none"> <li>● The proposal is in accord with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR3, W3 and W6.</li> <li>● The location is predominantly a brown-field development location (green-field land on the Trafford Quays site). It has the potential – on the Trafford Quays site – to deliver a range of residential accommodation that will help meet Trafford's housing needs up to and beyond the end of the Plan period. At Trafford Quays and elsewhere it similarly has the potential to provide a range of employment opportunities to meet the economic regeneration and development needs of the Borough.</li> <li>● By using land efficiently within the Location, this will reduce the need to release further Greenfield land elsewhere in the Borough.</li> <li>● Proposals to improve the highway and public transport infrastructure serving the area will improve accessibility and the sustainability of the location as a focus of development.</li> <li>● The area lies immediately to the west of the strategic Trafford Park employment location which itself lies immediately to the west of the RSS Regional Centre Trafford Wharfside strategic location. The proximity of these key locations to one another and the interaction between them will create opportunities to improve the sustainability of the three locations in vehicle trip generation terms.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The location is predominantly in a single (private sector) ownership.</li> <li>● The proposals will be delivered by the private sector land-owner and private sector development partners.</li> <li>● Planning permission has already been granted to provide improvements to the highway and waterway infrastructure of the location (the WGIS and Ship Canal Basin schemes).</li> <li>● Planning permission has also been granted for further significant hotel, office and museum facilities.</li> <li>● The public transport improvements set out in the Strategic Proposal will be delivered through obligations secured by way of s106 agreements.</li> <li>● The emerging Trafford Park Master Plan will provide additional guidance for development and change.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● Planned residential element to commence post 2010/1 with 25% built by 2015/6, 50% by 2020/1 and 100% by 2025/6.</li> </ul>



## SL7 Stretford Crossroads



### Strategic Proposal

Regeneration of town centre and adjacent area to provide:

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

Particular encouragement will be given to proposals which would secure the active reuse and preservation of the Essoldo building.

### Development Requirements

- Development should positively enhance the vitality and viability of the existing town centre.
- Development proposals to accord with the development guidelines set out within the A56 Corridor SPD.
- A review of impact of the proposed development on flood risk related to the adjoining Bridgewater Canal to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.

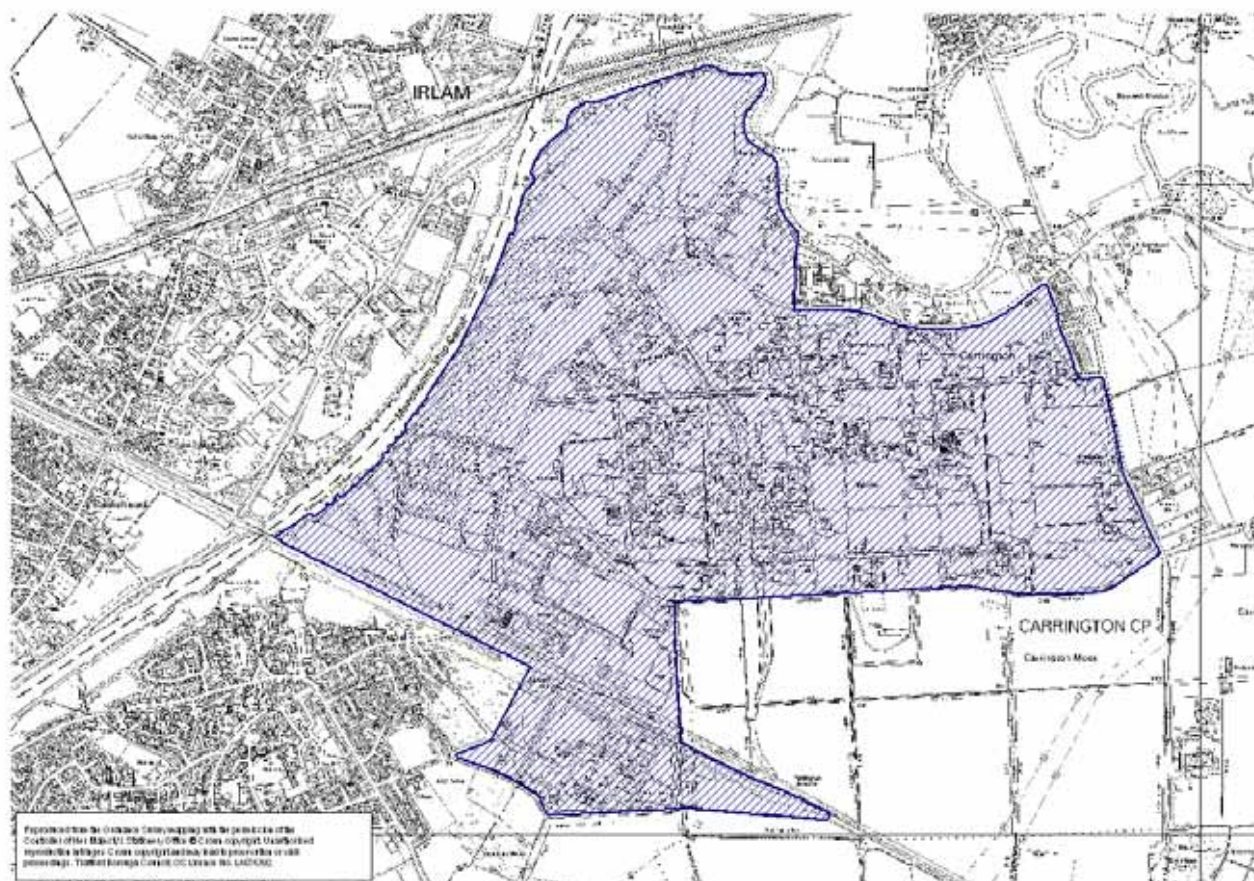
### Justification for the Proposal

- The Proposal is in accord with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR3 and W5.
- The Location encompasses Stretford Town Centre which is identified as a regeneration priority for the Council.
- Redevelopment of derelict, unused and underused land and buildings in the location will help improve the quality and appearance of the local environment.

<ul style="list-style-type: none"> <li>● Improvement and development in and around the Stretford Mall will improve the retail and other community facility offer available to the local community.</li> <li>● The former Essoldo cinema (a Grade II listed building) has been vacant for a long time and investment is required to bring this locally-important building back into use, benefiting the area as a whole.</li> <li>● The area is in a most accessible location and the proposal will help to improve links between the town centre and the Metrolink station.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The location is in a mix of private and public sector ownerships.</li> <li>● The proposals will be delivered by the private sector land-owner and private sector development partners and the local highways authority, where appropriate.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● To commence by 2010/1 with 25% built by 2015/6, 50% by 2020/1 and 100% by 2025/6.</li> </ul>



## SL8 Carrington



### Strategic Proposal

Development and redevelopment to provide:

- Significant new storage, distribution and industrial accommodation;
- Ancillary business park accommodation to support the above;
- New elements of and improvements to the highway and public transport infrastructure to improve the accessibility of the location.
- A new crossing over the Manchester Ship Canal and associated infrastructure provision to enhance linkages to the M60.

Residential development will only be supported where it can be demonstrated that the housing targets within Policy L1 cannot be delivered on land available for development that accords with the priorities set out in that policy and that it meets the housing needs identified in Policy L2, and that it is consistent with all other policies in the Development Plan.

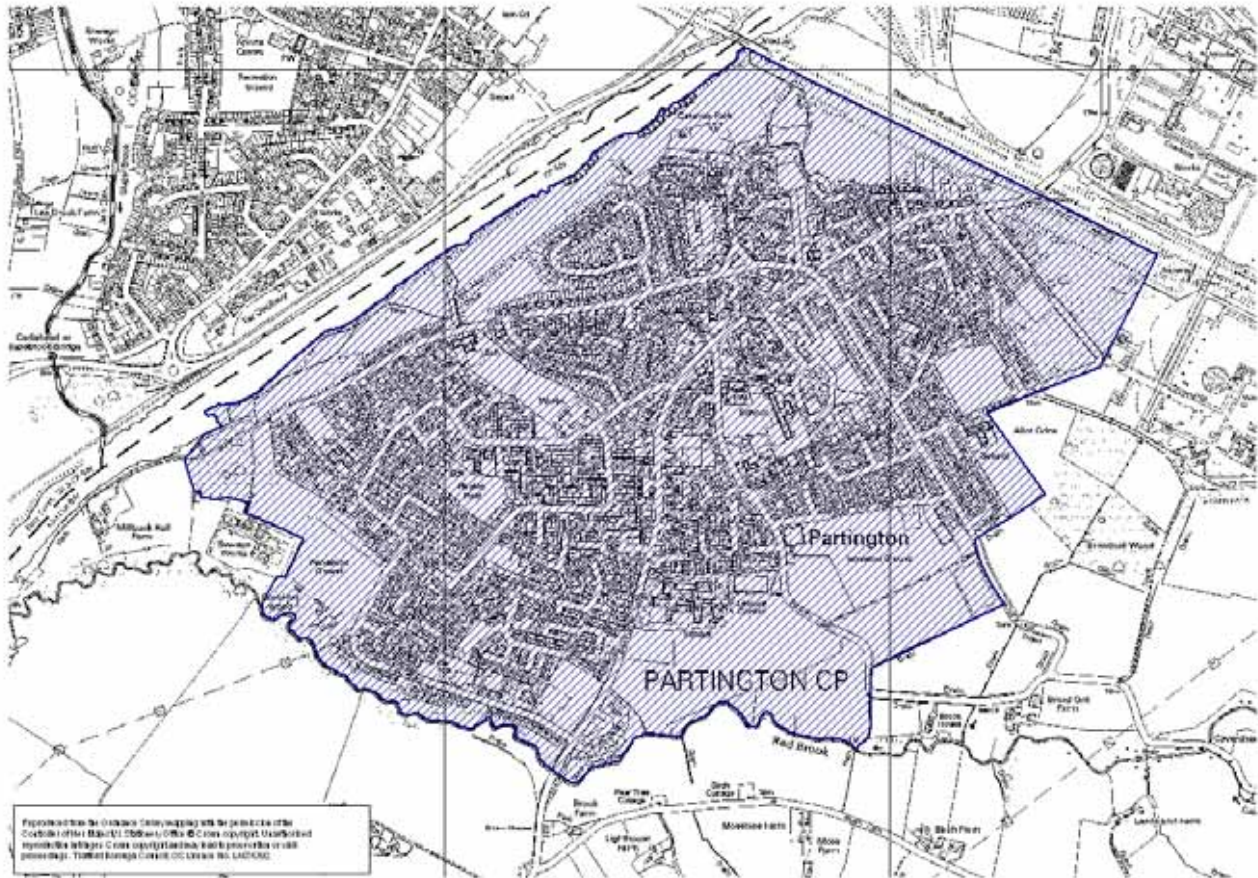
### Development Requirements

- All new development proposals must demonstrate that the traffic likely to be generated by the development can be accommodated within the existing highways/public transport infrastructure or deliver improvements to the same which will ensure impacts are acceptable on first occupation of the development..
- Additional or increased highways and public transport improvements and contributions should be in line with the Carrington Transport Feasibility Study or such other relevant reports that may be adopted by the Council.
- Proposals for significant new residential development will be required to demonstrate an innovative approach to the planning of all aspects of the development which will deliver a sustainable community.
- A review of impact of the proposed development on flood risk related to the adjoining Ship Canal and River Mersey to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.

<ul style="list-style-type: none"> <li>● Where appropriate, developers will be required to enter into Local Labour Agreements.</li> <li>● Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.</li> </ul>
<b>Justification for the Proposal</b>
<ul style="list-style-type: none"> <li>● The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR3 and W3.</li> <li>● The location will provide opportunity to re develop a large area of currently under-utilised brown-field land to accommodate large scale industrial development, which will support the regeneration of Carrington as an economic driver.</li> <li>● Improving the employment opportunities within Carrington will have a positive benefit on the residents of nearby Partington and Sale West and Irlam/Cadishead (Salford) via the creation of local jobs.</li> <li>● The area lies in an accessible location in need of infrastructure investment to enhance accessibility. New development proposals will necessitate improvements that will reduce congestion and improve linkages to other parts of the Borough and beyond. In appropriate cases, additional contributions may be required to support improvements to highways and public transport infrastructure.</li> <li>● The Greater Manchester SFRA, published in August 2008, identifies a significant area of land penetrating into the Carrington Business Park as being within Flood Zone 3 (High Risk) with climate change as a result of potential flooding from the Mersey. Part of this strategic location is also within Flood Zone 3b (Functional Floodplain) where opportunities for development will be seriously restricted. For these reasons, the Carrington location will be subject to a detailed fluvial assessment as part of the next phase of SFRA work referred to above.</li> <li>● The location is substantially bounded by Green Belt land. As detailed in the Greater Manchester Ecological Framework, part of it is identified as a Bio-diversity Opportunity Area for the restoration of moss-land. It includes Sites of Biological Importance and important woodland, wetland and moss-land habitats. Measures to protect, enhance or restore these features must be undertaken. Potential also exists to improve informal recreational provision principally along the Ship Canal frontage to link it to planned improvements in Partington.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The location is in a mix of private sector ownerships.</li> <li>● The proposals will be delivered principally by the private sector land-owner and private sector development partners with public sector support as necessary/appropriate.</li> <li>● Valid planning consents already exist for significant manufacturing, warehousing and power station developments in the location.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● Planned business / commercial development to commence by 2010/1 and continue through the Plan period.</li> </ul>



## SL9 Partington



### Strategic Proposal

Development and redevelopment to support the regeneration of the Partington township to provide:

- Substantial new residential (family) accommodation (up to 850 units);
- A redeveloped local shopping centre;
- Improvements to open space and amenity areas in terms of quality and access.

### Development Requirements

- Consideration needs to be given to the impact of development on the highway network and any development should mitigate against any negative impacts through the inclusion of significant measures to improve public transport accessibility and usage in the area.
- A review of impact of the proposed development on flood risk related to the adjoining Ship Canal and Red Brook to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.
- Development within the Location should be built to an appropriate density whilst still providing for high quality open amenity space.
- Where development is proposed on greenfield land, a contribution will be required to secure improvements to remaining areas of open space to offset the loss of open space to development.
- Additional contributions towards the provision/improvement of open space and public realm in and around the township over and above the contributions required by the existing SPG may be required in order to fund improvements to the quality of open space.
- Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.

### Justification for the Proposal

- The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set

out in policies MCR1 and MCR3.

- The Location is an area of relative deprivation identified as a priority area for regeneration.
- Partington is an area in need of investment in its local economy (particularly, the shopping centre) and diversification of its housing stock. This proposal will provide a significant opportunity to broaden the range of housing types and tenures to provide for local need/demand and help create a mixed sustainable community.
- A combined residential and retail development scheme with the benefit of an outline planning permission will contribute towards the regeneration of Partington and aid the establishment of a more sustainable community development.
- Redevelopment of the shopping centre will bring vitality to the centre and a new retail offer which will provide employment opportunities for local residents and create a more sustainable community.
- The proposal will provide an opportunity to bring about improvements to public transport access to the location
- Partington is an area of sufficiency in terms of the quantity of open space, however there needs to be significant improvement to the quality and accessibility of open space in this Location.
- The south western extremity of the Location falls within an area of Flood Zone 3 (High Risk) with climate change as a result of its proximity to Red Brook. The immediate vicinity of that watercourse is defined as Flood Zone 3b (Functional Floodplain) where opportunities for development will be seriously restricted.

#### **Delivery Mechanism And Funding**

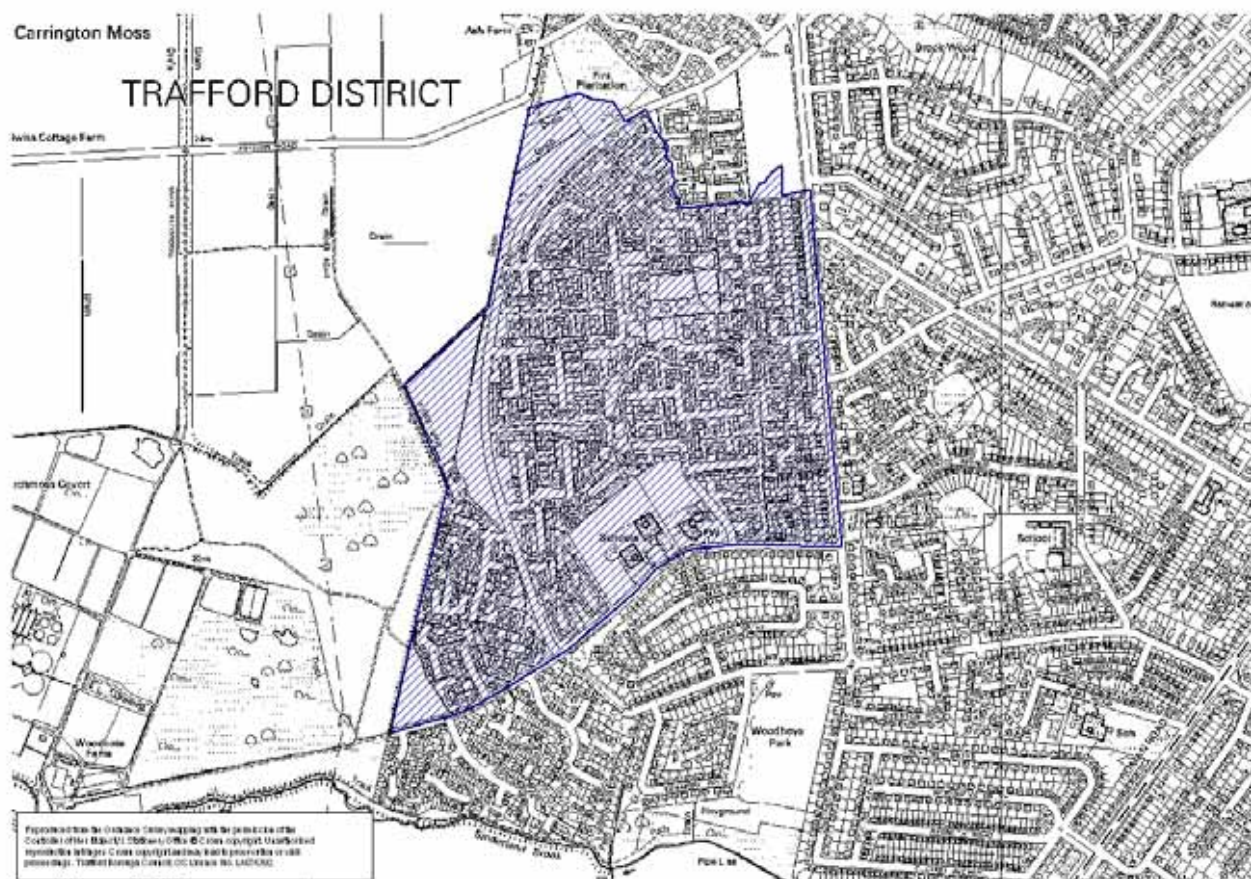
- The main canal-side development site is in single private sector ownership. Other locations are in a mix of private, public and RSL sector ownerships (including Trafford Council, Harvest Housing and Trafford Housing Trust).
- Other proposals will be delivered by the private or public sector.
- The main canal-side development site has the benefit of an “in outline principal” “minded to grant” planning consent for the development of 550 new residential units.

#### **Development Phasing**

- To commence by 2010/1 with 40% built by 2015/6, 70% by 2020/1 and 100% by 2025/6.



## SL10 Sale West

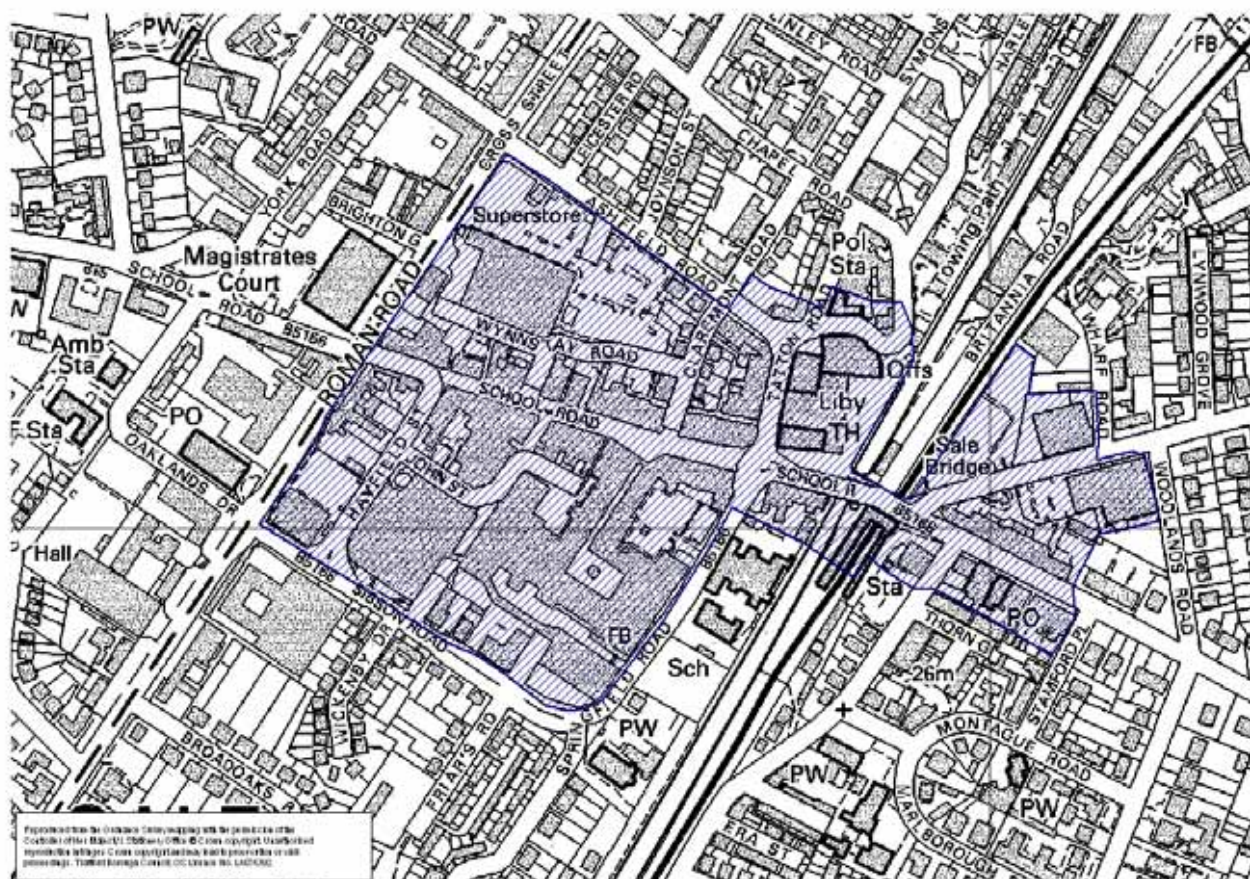


Strategic Proposal
<p>Development and redevelopment to support the regeneration of this former Council estate focusing on improvements to the residential mix and quality, the neighbourhood centre, the public realm and access to employment opportunities.</p> <p>The Council will seek the net addition of 100 residential units during the Plan period as part of the regeneration proposals for the location.</p>
Development Requirements
<ul style="list-style-type: none"> <li>• New housing development should be designed to a high standard, with a particular emphasis on improving the relationship between buildings and the street and the quality of neighbourhood open space.</li> </ul>
Justification for the Proposal
<ul style="list-style-type: none"> <li>• The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1 and MCR3.</li> <li>• The location is an area of relative deprivation identified as a priority area for regeneration.</li> <li>• The proposal presents an opportunity to focus improvement and development on this former Council estate to remodel it, improve the mix of the housing offer available to the local community.</li> <li>• It will provide an opportunity to improve public access and to encourage walking and cycling through the development. Redevelopment may also create enhanced linkages to other employment opportunities.</li> <li>• It will provide an opportunity to enhance the quality, appearance and utility of the local environment for the benefit of the local community.</li> </ul>
Delivery Mechanism And Funding
<ul style="list-style-type: none"> <li>• The area is principally in single ownership, providing social-rented housing.</li> <li>• The Proposal will be delivered by RSL and private sector partners , and is likely to be dependent on funding from the Homes &amp; Communities Agency.</li> </ul>

<b>Development Phasing</b>
<ul style="list-style-type: none"><li>• To commence by 2010/1 with 50% by 2015/6, 70% by 2020/1 and 100% by 2025/6.</li></ul>



## SL11 Sale Town Centre



### Strategic Proposal

Redevelopment to promote the consolidation and improvement of the town centre to provide:

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

### Development Requirements

- Development should positively enhance the vitality and viability of the existing town centre.
- Development proposals to accord with the development guidelines set out within the A56 Corridor SPD.
- A review of impact of the proposed development on flood risk related to the adjoining Bridgewater Canal to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.

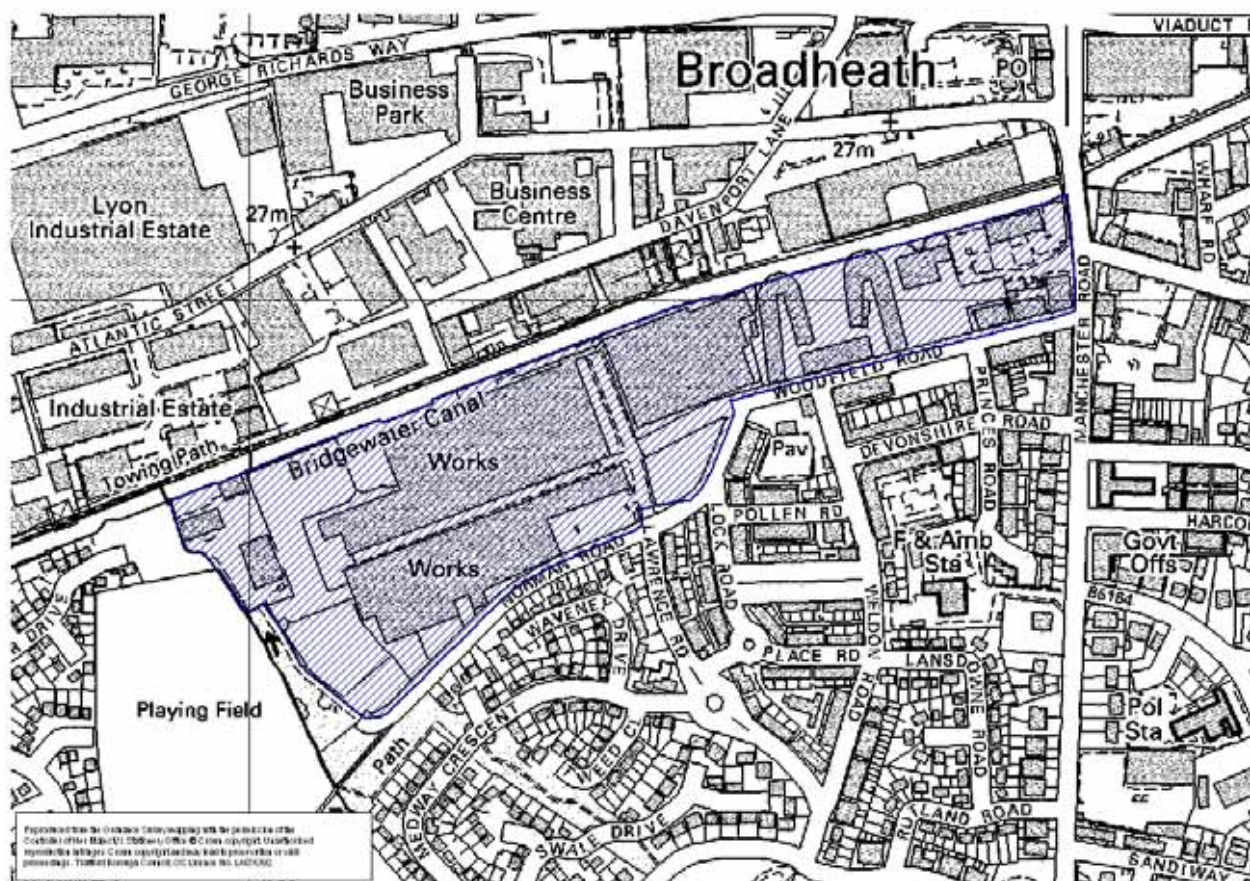
### Justification for the Proposal

- The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR3 and W5.
- Sale Town Centre is located in a most accessible location with excellent links to public transport services such as Metrolink and bus services.
- The proposed development will help sustain the town centre as an important commercial and civic focus – providing convenient services to local people and contributing to economic growth.
- The emphasis on qualitative uplift of the retail and leisure offer rather than substantial quantitative expansion in terms of both convenience and comparison goods floorspace derives from the conclusions and

recommendations of the Trafford Retail Study.
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>• The area is in a mix of private and public sector ownership.</li> <li>• The proposals will be delivered principally by private sector land owners and developer partners.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>• To commence by 2010/1 with 50% by 2015/6, 70% by 2020/1 and 100% by 2025/6.</li> </ul>



## SL12 Woodfield Road



### Strategic Proposal

Redevelopment of redundant industrial premises in this most accessible location for residential-led mixed use development, including up to 400 residential units and 2,000sqm of office floorspace.

### Development Requirements

- A review of impact of the proposed development on flood risk related to the adjoining Bridgewater Canal to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.
- Development proposals to accord with the development guidelines set out within the A56 Corridor SPD.
- Local highway improvements (including enhancements to the A56 access) required to facilitate the development to be agreed and implemented before first occupation.
- The setting of the Grade II listed office to the Linotype Machinery Works and the Luxi Leisure Canal warehouse must be protected and enhanced.
- Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.

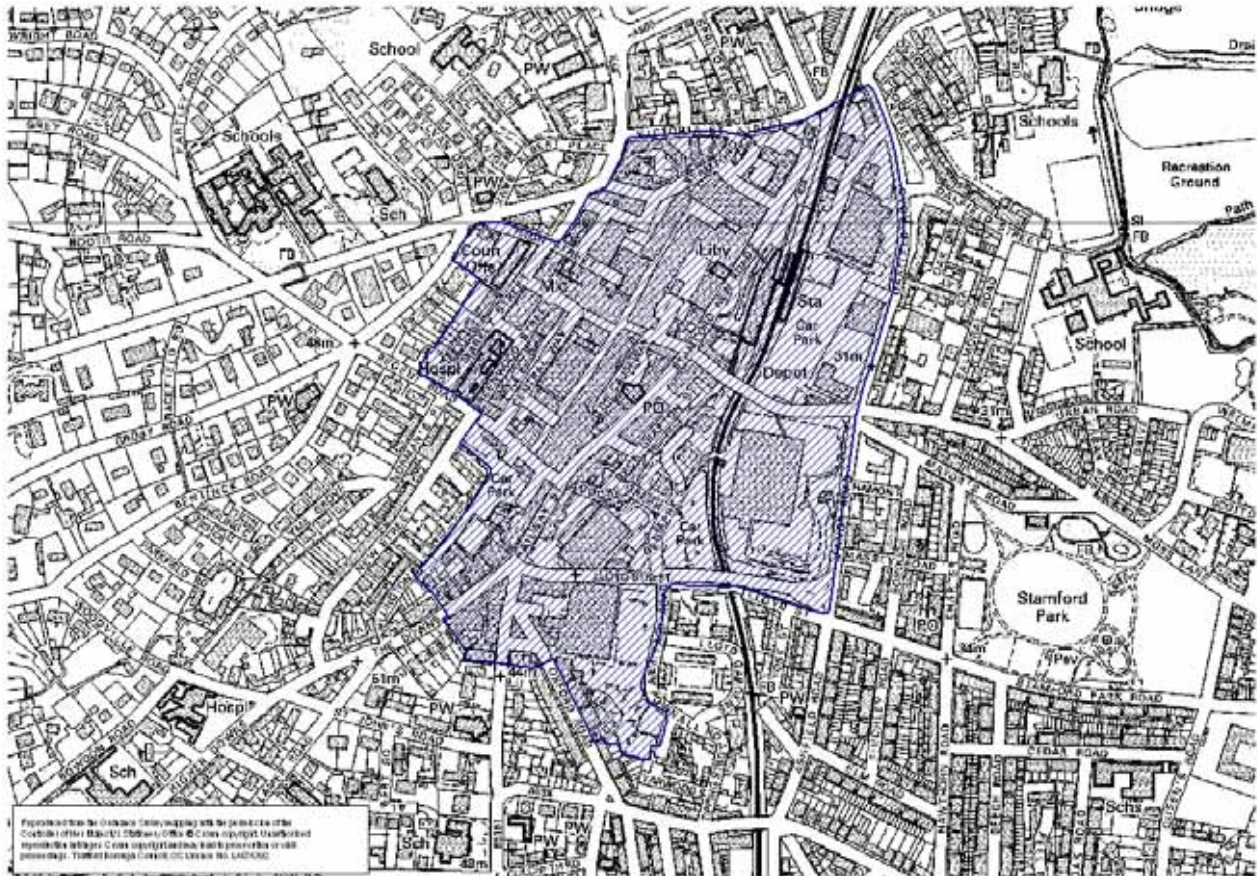
### Justification for the Proposal

- The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1 and MCR3.
- The location provides the opportunity to provide a mix of housing stock to provide for local needs.
- The site is well served by public transport. However, there are issues with regard to access to the Location from the A56 and parking within the area which need to be addressed before further development can proceed.
- Proposals will sustain and support Broadheath as an important business development location. There is the opportunity to promote local employment during construction phases.

<ul style="list-style-type: none"> <li>● Development would result in the removal of a number of vacant units which have the potential to attract anti-social behaviour.</li> <li>● Opportunity to increase permeability through the site between the Bridgewater Canal and the existing residential area to the south.</li> <li>● The proposals will include the enhancement of open space for recreation purposes and the ecological corridor running along the Bridgewater Canal.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The Location is wholly in private ownership.</li> <li>● Proposals will be delivered by private sector land owners and developer partners.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● To commence by 2010/1 with 100% built by 2015/6.</li> </ul>



## SL13 Altrincham Town Centre



### Strategic Proposal

Regeneration of town centre to maintain and enhance its status as the principal town centre in Trafford and a sub-regional commercial hub. Further development to provide:

- Up to 20,000sqm of retail floorspace;
- Up to 10,000sqm of office floorspace;
- Significant new leisure and hotel facilities;
- Up to 250 residential units
- Improved public transport interchange
- Enhancements to the public realm
- Improvements to pedestrian routes to encourage better circulation, particularly in an east-west direction across the Town Centre

### Development Requirements

- Development should positively enhance the vitality and viability of the existing town centre.
- Development proposals to accord with the development guidelines set out within the A56 Corridor SPD.
- Development should protect and enhance the key historic buildings and locations in the Town Centre such as the Historic Market Quarter, Goose Green and Stamford House.

### Justification for the Proposal

- The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR3 and W5.
- Altrincham Town Centre is located in a highly sustainable location served by a major transport interchange which provides train, metro and bus services to a substantial number of locations within and beyond the

Borough although improvements are required to the passenger environment and the circulation between transport modes to encourage greater usage of public transport and enhance Altrincham as a destination.

- The Town Centre is the main focus for high quality comparison retail, service, leisure, tourism and other town centre uses in the south of the Borough.
- The Town Centre contains a number of Conservation Areas and historic buildings which make a significant contribution to the character of the Location so development proposals should respect and enhance their character and setting.
- A planned substantial mixed-use development scheme (SS5 – Altair) will make a significant contribution to the regeneration of the eastern gateway to the Town Centre – augmenting the specialist retailing, commercial and residential function of the town. The site is located within easy walking distance of existing shops, services, leisure and community facilities and will link directly to the Interchange once the development is completed.
- Further significant contribution to the retail offer of the town centre will be made by the completion of the Stamford Quarter redevelopment, Phase I of which has already been successfully completed.
- Improvements to the public realm and pedestrian linkages are crucial to enhancing the vitality and viability of the Town Centre.

### **Delivery Mechanism And Funding**

- The area is in a mix of private and public sector ownerships.
- Proposals will be delivered by a variety of private sector land owners and developer partners.
- Outline planning permission has already been granted for a mixed-use development scheme (the Altair scheme) to provide 150 residential units, retail, health, leisure, hotel, offices, ice rink, climbing wall, car parking, improvements to highway arrangements and the creation of new areas of public realm.
- The redevelopment of the Stamford Centre is partially complete (phases 1 and 2) with the remaining awaiting full planning consent.

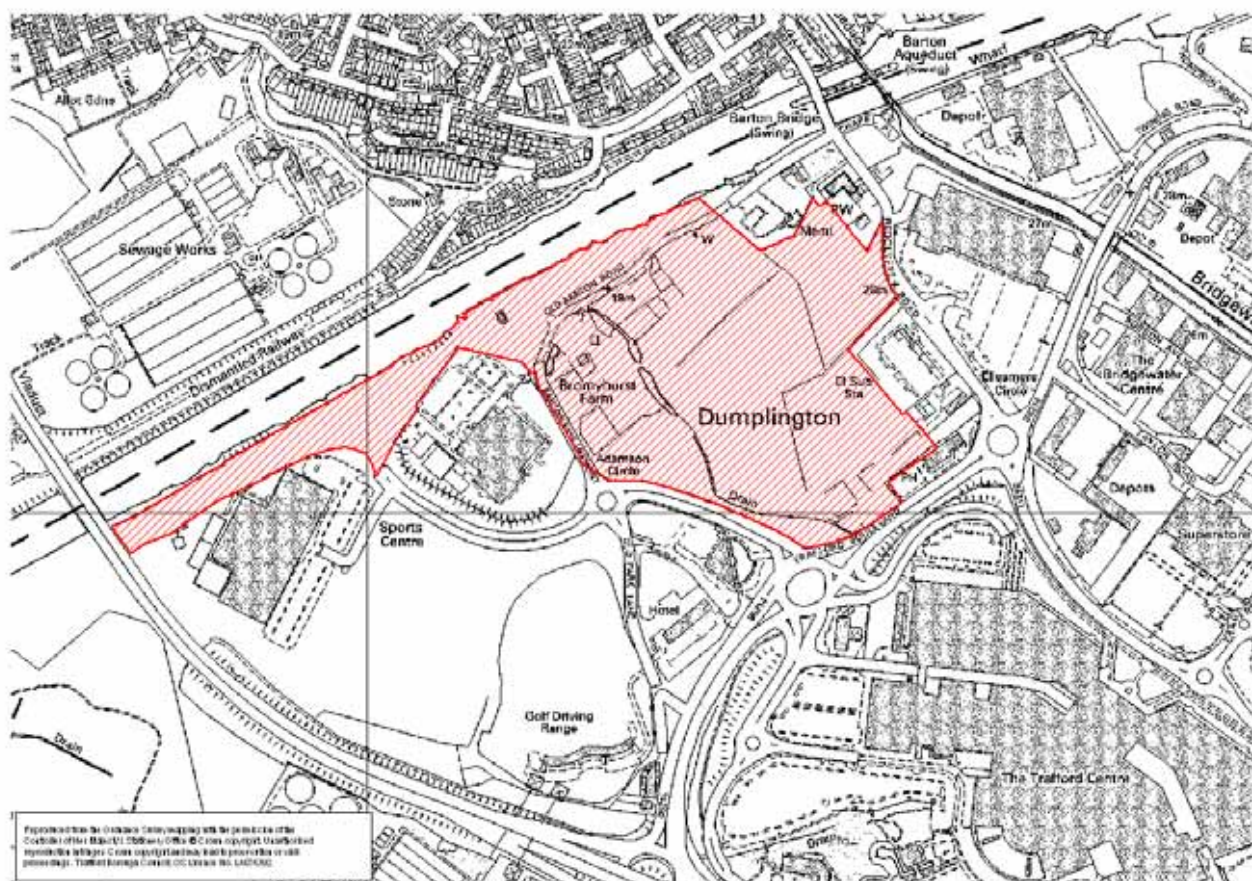
### **Development Phasing**

- Planned residential element to commence by 2010/1 with 50% by 2015/6, 80% by 2020/1 and 100% by 2025/6.





<ul style="list-style-type: none"> <li>Proposals should be designed to create permeability through the site to the Bridgewater Canal from the existing highway.</li> <li>Measures should be included to enhance the Bridgewater Canal for recreation and ecological purposes.</li> <li>Development proposal should consider and, if appropriate, include Combined Heat and Power system or alternative methods of sustainable energy generation/conservation.</li> </ul>
<b>Justification for the Proposal</b>
<ul style="list-style-type: none"> <li>The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1 and MCR2.</li> <li>It is well located in terms of its accessibility to the existing and planned public and private transport infrastructure linking the Wharfside/ Trafford Park locations to surrounding business and residential areas.</li> <li>It will bring back into productive use a key presently under-utilised brownfield site at the Trafford Wharfside / Trafford Park eastern gateway.</li> <li>It will provide a significant amount of new high quality residential, commercial and leisure industry accommodation that will act as a catalyst for the development of The Quays and Media City UK regeneration projects within the Trafford Wharfside part of the Regional Centre thereby providing and supporting significant new business and tourism job opportunities and playing a major role in boosting the local and wider economy.</li> <li>The housing element proposed will meet local needs in accordance with the Trafford Housing Needs Study.</li> <li>It will provide a significant opportunity to provide attractive new accommodation built to a high standard of sustainable construction.</li> <li>The proposals will include the enhancement of open space for recreation purposes and the ecological corridor running along the Bridgewater Canal.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>The proposal site is within a single private sector ownership and has previously benefited from an “in outline principal” “minded to grant” planning consent for the mix of land uses prescribed for the proposal.</li> <li>Funding and delivery of the proposal will wholly be the responsibility of the private sector.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>To commence post 2010/1 with residential element built by 2015/6.</li> </ul>

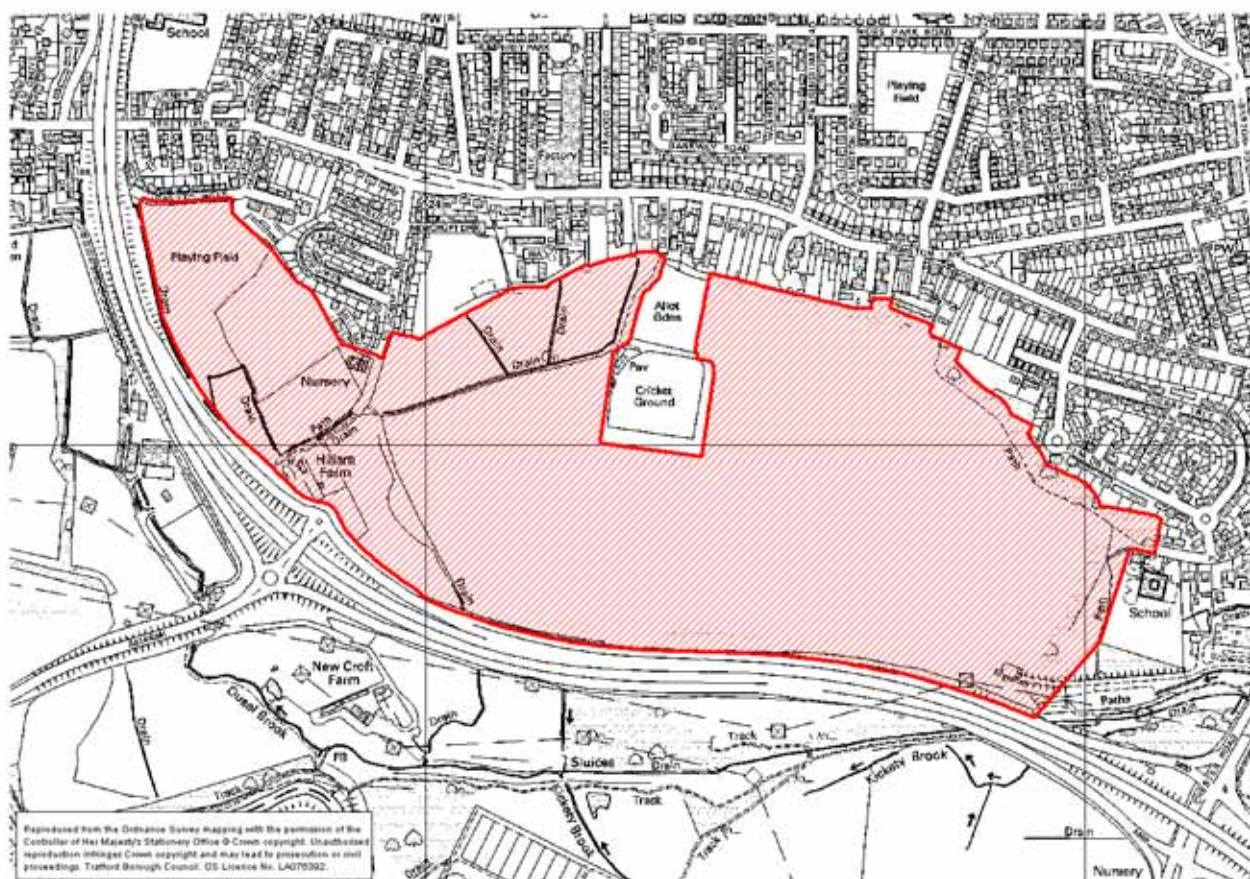


- The implementation of improvements to public transport infrastructure may be phased over the plan period in accordance with an agreed strategy for the delivery of improvements to public transport accessibility and usage.. This will require substantial improvements to be put in place prior to first occupation of any development at Trafford Quays.
- Development of this Site will need to be phased to reflect the timing of proposed highways infrastructure provision and improvements such as Western Gateway Improvement Scheme (for which planning permission already exists).
- A contribution to new affordable housing provision of at least 30% in accordance with the conclusions of the Trafford Economic Viability Study.
- The office element of the proposal will only be permitted where it is supported by a full PPS6 (or its replacement) assessment.
- Development within the Site should be built to an appropriate density whilst still providing for high quality open amenity space.
- A review of impact of the proposed development on flood risk related to the adjoining Ship and Bridgewater



<p>Canals to be undertaken when the findings of the Level 2/Hybrid SFRA for Manchester, Salford and Trafford are published.</p> <ul style="list-style-type: none"> <li>● Incorporate SUDs where appropriate to reduce surface water runoff into watercourses and reduce the risk of flooding from sewers in order to maintain water quality of the Ship Canal.</li> <li>● Ensure that the setting of Pugin's Grade I listed Church of All Saints and the Grade II Presbytery is protected.</li> <li>● Ensure new development meets BREEAM and Code for Sustainable Homes standards.</li> <li>● Development proposals should consider and, where appropriate, include Combined Heat and Power systems or alternative methods of sustainable energy generation/conservation.</li> </ul>
<p><b>Justification for the Proposal</b></p>
<ul style="list-style-type: none"> <li>● The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1 and MCR3.</li> <li>● It will provide a significant amount of new high quality residential, commercial and community accommodation that will support the continued regeneration and development of the Borough – particularly of the Trafford Park area.</li> <li>● Improvements will be put in place prior to first occupation to make the Site accessible to the highway and public transport (bus) infrastructure servicing the Trafford Centre area.</li> <li>● It will provide a significant opportunity to provide attractive new accommodation built to a high standard of sustainable construction in a quality setting adjoining the Manchester Ship Canal.</li> <li>● The site has capacity to contribute to the housing and employment needs of the Borough up to and beyond the end of the Plan period (2025/6) and helps to reduce pressure for development on the Green Belt.</li> </ul>
<p><b>Delivery Mechanism And Funding</b></p>
<ul style="list-style-type: none"> <li>● The proposal site is within a single private sector ownership that has invested significantly in the Trafford Centre Rectangle over the last ten to fifteen years.</li> <li>● Planning permission has already been granted to provide improvements to the highway and waterway infrastructure of the location (the WGIS and Ship Canal Basin scheme) in this location.</li> <li>● Funding and delivery of the proposal will be wholly the responsibility of the private sector.</li> </ul>
<p><b>Development Phasing</b></p>
<ul style="list-style-type: none"> <li>● To commence post 2010/1 with 25% of residential element built by 2015/6, 50% by 2020/1 and 100% by 2025/6.</li> </ul>

## SS3 Stretford Meadows



### Strategic Proposal

Development of a 50 hectare Green Belt former landfill site as an informal woodland / meadow recreation area – providing for walking, cycling, horse riding and other informal recreation uses. – which will contribute to the Strategic Green Infrastructure of Greater Manchester linking The Mersey Valley with Salford and Manchester.

### Development Requirements

- Provision of attractive, accessible links from surrounding residential areas.
- Creation of a strategic route encouraging cycling and walking linking urban and countryside areas and highly accessible by a large number of Trafford residents.
- Inclusion of measures to secure improvements in biodiversity, for instance by enhancing the area adjacent to the existing wetland to encourage Reed Buntings, improving meadow habitat for skylarks and supplementing naturally regenerating oak trees.
- Tree planting to create informal woodland to help tackle air pollution and remove carbon dioxide from the atmosphere.
- Improve water course running through the site and, where appropriate, implement other measures which are necessary to mitigate the effects of flood risk on the surrounding built environment.

### Justification for the Proposal

- The proposal is in accordance with the environment policy framework set out in policies EM1 to EM4 of the RSS.
- The site is located at a strategic, highly visible and very busy (M60/A56) crossroad gateway to the Regional Centre and surrounding Inner Area and will help to mitigate some of the negative impacts of traffic levels..
- The proposal will help complete the greening of the Mersey Valley corridor running east to west through the Borough – linking Sale Water Park to the east with the Carrington, Dunham, Warburton and Cheshire Green Belt to the south west.

<ul style="list-style-type: none"> <li>● The site is located in close proximity to a number of high deprivation housing areas and the Stretford Crossroads, Stretford Town Centre Strategic Location and will contribute to the regeneration of these areas making them more desirable locations in which to live.</li> <li>● Certain urban areas, particularly those of highest population density such as Old Trafford and Stretford are known to be deficient in open space. Stretford Meadows provides a major opportunity for a new large area of publicly accessible open space which will help to address these deficiencies.</li> <li>● The site is directly accessible from the Bridgewater Canal and the Trans Pennine Trail. The development proposal will help enhance access to and from these two assets.</li> <li>● The site is identified as a Biodiversity Opportunity Area in the GM Ecological Framework. The development proposal will help sustain and augment biodiversity in the Borough.</li> <li>● Additional tree planting on the site will help in mitigating carbon emissions from the surrounding environment.</li> <li>● The proposal will provide an alternative recreational resource to the nearby Sale Water Park and take some of the visitor pressure off this facility.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The site is in 2 ownerships (TMBC and GMWDA).</li> <li>● The two owners will engage with the Red Rose Forest and other partnership organisations to fund and deliver the desired improvements. Delivery could be led by The Red Rose Forest.</li> <li>● Supplementary funding contributions will be drawn as appropriate from open space and Red Rose Forest planning obligations contributions from developers.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● Project feasibility, site investigation and consultation 2009/2010.</li> <li>● Project Implementation 2011/2-2015/6.</li> </ul>





Provision of a 'green loop' to connect existing areas of green space to create an accessible, attractive route around Partington.

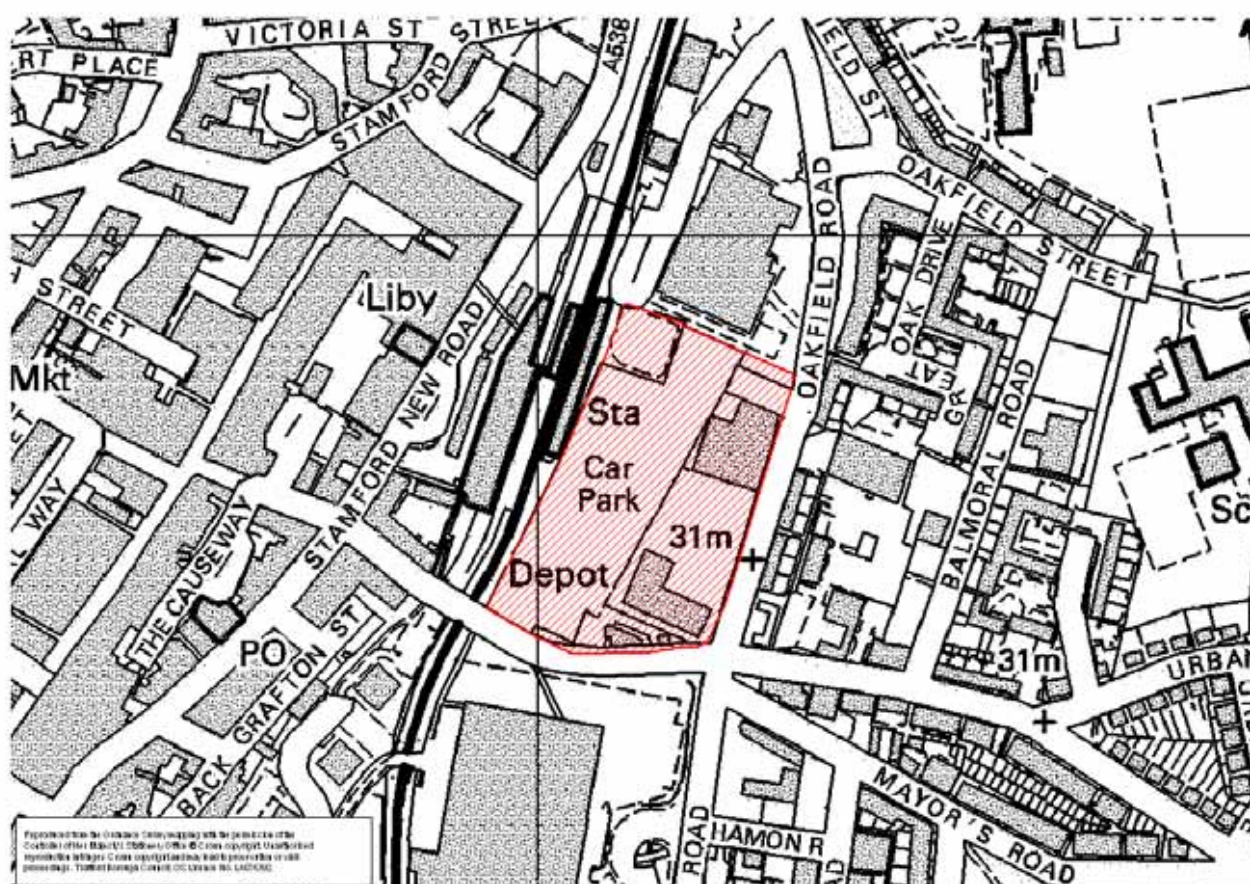
## Development Requirements

- 121

<b>Justification for the Proposal</b>
<ul style="list-style-type: none"> <li>● The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1 and MCR3.</li> <li>● The site has capacity to contribute to the housing needs of the Borough up to and beyond the end of the Plan period (2025/6) and helps to reduce pressure for development on the Green Belt</li> <li>● The development of a large scale private market sector housing scheme linked to the redevelopment of the shopping centre, will help diversify and stabilise the population of Partington and facilitate its development as an attractive and sustainable residential location.</li> <li>● The new housing proposed will help improve the quantity, quality and diversity of the stock on offer in the township and facilitate the improvement of public transport provision to and from it.</li> <li>● The development will help facilitate improved local recreational provision, via the creation of a proposed “green access loop” around the township.</li> <li>● The development of this substantial area of vacant non Green Belt land helps to reduce pressure for development on the Green Belt.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The proposal site is within a single private sector ownership and has the benefit of an “in outline principal” “minded to grant” planning consent for the land use prescribed for the proposal.</li> <li>● Funding and delivery of the proposal will wholly be the responsibility of the private sector.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● To commence by 2010/1 with 65% built by 2015/6 and 100% by 2020/1.</li> </ul>



## SS5 Altair Altrincham



### Strategic Proposal

A high quality, high density multi-storey mixed-use development on a 3 hectare brown-field town centre site immediately to the east of the Altrincham transport interchange.

The mixed-use development to comprise:

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

### Development Requirements

- Development should positively enhance the vitality and viability of the existing town centre.
- The design of the development should be high quality and create a distinctive, attractive and iconic group of buildings, incorporating BREEAM and Code for Sustainable Homes standards.
- Consideration should be given to the provision of SUDs, such as soakaways, green roofs and attenuation tanks.
- A contribution to new affordable housing provision of at least 40% in accordance with the conclusions of the Trafford Economic Viability Study.
- Development proposal should consider and, if appropriate, include Combined Heat and Power system or alternative methods of sustainable energy generation/conservation.

<b>Justification for the Proposal</b>
<ul style="list-style-type: none"> <li>● The scheme will make a significant contribution to the regeneration of the eastern gateway to the Town Centre – augmenting the specialist retailing, commercial and residential function of the town and strengthening its position as the principal town centre in Trafford.</li> <li>● The scale of development proposed for this Site requires a high quality design solution, with distinctive architectural treatment, befitting its location as a gateway to the principal town centre in Trafford.</li> <li>● The site is located within easy walking distance of a wide range of shops, services, commercial, leisure and community facilities established in Altrincham Town Centre.</li> <li>● Altrincham Town Centre itself is located in a highly sustainable location served by a major transport interchange which provides train, metro and bus public services to a substantial number of locations within and beyond the Borough.</li> <li>● The scheme will deliver a comprehensive redevelopment of a brownfield site in need of regeneration. It occupies a prominent gateway position and will result in the demolition of a number of buildings of limited architectural merit, improving the townscape of Altrincham.</li> <li>● The scheme includes a permanent ice rink which will become the home of Manchester Phoenix Ice Hockey team and will act as an attraction for local people and will also enhance Trafford's image as a tourist destination.</li> </ul>
<b>Delivery Mechanism And Funding</b>
<ul style="list-style-type: none"> <li>● The Council (as land owner) will facilitate site assembly. A private sector developer will bring forward the proposed development scheme.</li> <li>● Funding and delivery of the proposal will wholly be the responsibility of the private sector developer.</li> <li>● The proposal site has the benefit of an “in outline principal” planning consent for the land uses prescribed for the proposal.</li> </ul>
<b>Development Phasing</b>
<ul style="list-style-type: none"> <li>● To commence by 2010/1 with 100% built by 2015/6.</li> </ul>

# **PART E**

## 26 IMPLEMENTATION

- 26.1 This section outlines how the Core Strategy policies will be implemented and identifies which agencies will contribute towards their delivery. The detailed implementation of the policies will vary depending on their nature. In some cases, this will be via allocations in the Land Allocations Plan, as well as through Supplementary Planning Documents, for example on planning obligations. However, in many other cases delivery depends on integrated working with other agencies and partnerships. The Council is actively involved in many key delivery partnerships such as the Trafford Partnership and the Trafford Local Area Agreement, which bring together service providers to work in a co-ordinated way. The value placed on joint working with these agencies is also shown by the inclusion of joint indicators and targets in the 'Monitoring' section.
- 26.2 Deliverability is one of the key determinants of a sound Core Strategy, and a clear and robust framework for development needs to be provided to ensure that investment is co-ordinated to support the delivery of the strategy. The implementation of infrastructure will be broadly in line with the timing of development at the Strategic Sites. It is more difficult to define precisely the timings of individual items affecting the Strategic Locations, as the development proposals are only broad. Further work will be carried out to identify infrastructure requirements and delivery mechanisms to support the allocations within these Strategic Locations and Sites to support the Publication Core Strategy and through the preparation of the Land Allocations Plan.
- 26.3 Trafford Council's approach to delivery including funding, phasing and responsibility will be set out in a Local Infrastructure Plan (LIP) that will be published alongside the Core Strategy at Publication stage. The Council has produced an Infrastructure Capacity Assessment alongside this report, which sets out known and potential infrastructure constraints to ensure that services can match demand and that growth is sustainable. The Council is also reliant on work that is being progressed at a Greater Manchester level, as part of a sub-regional infrastructure project. The initial outcomes and headlines from this work are set out below. It should be noted that the detail is limited at this stage in the process, but that this information will be available by Publication stage.
- 26.4 Key infrastructure and service providers have indicated a range of potential constraints in Trafford (detailed in the Strategic Sites section and the Local Infrastructure Plan: Infrastructure Capacity Assessment) and development has been phased in accordance with the likely funding and programme of works anticipated at this time. Implementation of this strategy will depend heavily on putting the necessary infrastructure in place and upon close partnership working.
- 26.5 It is important that key infrastructure is provided early in the development process to safeguard against adverse environmental impact. For example, transport infrastructure and services play a key role in creating sustainable travel patterns to, from and within development areas. Equally water, energy and green infrastructure are all important requirements in achieving development which is sustainable. Social infrastructure must be provided that can meet the emerging demands from new communities and anticipated changes in the existing population.
- 26.6 In some cases utility providers may need to complete a programme of facility upgrading before development can take place. It is anticipated that the necessary works will be agreed with the developer, who will be responsible for funding these, and that they will be implemented in advance of the development by the utility provider. At present the planning obligations protocol administered by Trafford Council applies a set formula for contributions towards informal/children's playing space and outdoor sports facilities provision, the Red Rose Forest, affordable housing and highway and public transport schemes.

- 26.7 The Council is not currently proposing to use the Community Infrastructure Levy (CIL) through this Core Strategy, but will give full consideration to the possibility of CIL replacing some obligations in the future. CIL is intended to be a major mechanism for securing contributions from developers to fund infrastructure and other facilities.
- 26.8 The primary responsibility for the delivery of the Core Strategy lies with Trafford Council. However, delivery of the spatial development strategy proposals will be achieved through partnership working with developers on the Strategic Sites and co-ordination with various agencies and partners. The most significant volume of investment is likely to come from the private sector. Effective partnership working with a range of public, private and voluntary sectors will therefore be essential to the successful implementation of the Core Strategy policies.
- 26.9 The Strategic Sites and Locations that have been identified are in accessible locations with good public transport links, or support a local regeneration priority. Where a site has been identified because of its regeneration potential, the Council will ensure that the infrastructure required to support the development is delivered.
- 26.10 The following issues represent the headlines emerging from the baseline Infrastructure Capacity Report:

### **Transport**

- 26.11 The Council has been working with the Highways Agency to consider the impact of the spatial development strategy on the Strategic Road Network (SRN). Best estimate development densities for the Strategic Sites have been input into a Traffic Impact Assessment Tool (TIAT), which has provided some initial outputs to show the impact of new development on the SRN. The initial findings have shown that for any development in the Borough there would be an impact on the SRN, however the model does not account for any public transport provision that could offset some of the effects on the SRN.
- 26.12 Further transport modelling work is being undertaken with other Greater Manchester authorities to assess the transport implications for the scale and distribution of new development emerging for the 10 local authority areas. The outputs from the model will provide indicators of the cumulative impact for each authority on the transport system and highlight areas of stress on motorways and local roads and areas of poor accessibility. This model does take account of public transport provision and new and clearance development. The outputs from this strategic GM transport modelling work will be used alongside the outputs from the TIAT model to make informed decisions on future transport infrastructure requirements.
- 26.13 The Council will continue to work with the Highways Agency and the Greater Manchester Passenger Transport Executive (GMPTE) to identify and prioritise the required highway and public transport infrastructure provision and any necessary mitigation measures to support the sustainable delivery of this strategy.

### **Utilities and Waste**

- 26.14 British Telecom does not anticipate any infrastructure constraints that will affect the delivery of the spatial development strategy. They have a responsibility under the terms of their licensing agreement to ensure that telecommunications infrastructure is provided to support new development, and this tends to be done directly with developers. Developers will be encouraged to contact BT at the earliest opportunity.
- 26.15 National Grid has indicated in principle that it does not anticipate that the spatial development strategy for Trafford represents a major supply issue for their electricity or gas transmission network. The impact of the Strategic Sites on gas and electricity infrastructure will need to be determined by developers via discussion with the relevant gas and electricity

Distribution Network Operators (DNOs), National Grid Gas Plc and Electricity Northwest Limited respectively. National Grid will then discuss any requirements for transmission system reinforcement with the DNOs.

- 26.16 Electricity Northwest (ENW) is working with URBED and AGMA to undertake a study to inform spatial planning requirements for decentralised energy and the delivery of zero carbon buildings. This study will identify opportunities to provide on-site renewable or low carbon energy generation within future developments. This may include, but not be limited to, micro generation or combined heat and power, or the connection to an existing district heating network.
- 26.17 United Utilities (UU) do not foresee any water provision issues for Trafford and its predicted growth. However, they have stated that there may be a need to provide local water network reinforcement for significant developments at the expense of the developer. In terms of sewer capacity, they have signalled that there are capacity issues that will affect some of the Strategic Sites and Locations. The Council will continue to work with UU and developers to ensure that infrastructure requirements are identified and prioritised to support the sustainable delivery of this development strategy.
- 26.18 In terms of waste and the associated facilities, it is not envisaged that there will be any issues that will affect the sustainable delivery of this strategy. Waste will primarily be dealt with through the preparation of a Greater Manchester Joint Waste DPD.

### **Social Infrastructure**

- 26.19 The Council is working with the Trafford Primary Care Trust, Children and Young People's Service and other key social infrastructure partners identified in the Local Infrastructure Plan, to identify need for the provision of infrastructure such as health and education facilities to support the proposed development strategy and ensure that services match demand and that growth is sustainable. Any necessary social infrastructure will be identified and prioritised in line with the phasing of development of the Strategic Sites set out in this strategy.

### **Environmental & Green Infrastructure**

- 26.20 The Council has been working with the Environment Agency to identify and consider any flood risk issues that could affect the delivery of the spatial development strategy. The sites that are the focus of most concern at the present time are Stretford Meadows and Carrington. However, as Stretford Meadows is proposed to be developed as a strategic area of green infrastructure, this could have the potential to mitigate and reduce the flood risk associated with this site and other development sites in the Borough, such as the Strategic Location of Carrington.
- 26.21 Work has been undertaken at the Greater Manchester level to produce a sub-regional Strategic Flood Risk Assessment (SFRA). Trafford has received the Level 1 SFRA report, which provides an overview of flood risk arising from all sources and assesses the implication of development on areas of identified flood risk.
- 26.22 The 5 Strategic Sites and 13 Strategic Locations identified in this development strategy are being assessed in detail as part of the Level 2 SFRA work, which is due for completion in the autumn of 2009. Once the outputs from this work are available, any mitigation measures necessary for the delivery of this strategy in Trafford will be identified and prioritised in partnership with the Environment Agency and other partners and developers.

### **Culture & Leisure**

- 26.23 Trafford's Play Partnership has secured £1.1m capital funding to deliver approximately 22 new or substantially new play areas between 2009 and 2011, from the Government's Playbuilder project. This investment will offer the opportunity to provide outdoor play opportunities for children and young people, with the help of partners. The project includes

plans to make play sites more exciting, accessible to all, safer to be in and for children and young people to get to on foot or by cycle. Nine sites across the Borough have been identified for investment in the first year 2009-10.

### **New Growth Point: Funding and Committed Schemes**

- 26.24 The identification of Trafford as one of the GM New Growth Point (NGP) authorities provides an opportunity for the Council to access new sources of funding to help deliver enhanced levels of growth within the Borough.
- 26.25 In planning for future growth through to 2026, the Core Strategy has taken account of the extra 20% NGP housing requirement in identifying sufficient land over the plan period. The delivery of this additional housing is, however, conditional on financial support being made available through the NGP initiative to deliver the key infrastructure associated with this additional growth.
- 26.26 The NGP funding announcement in December 2008 detailed that the Greater Manchester submission (incorporating enhanced levels of growth at Manchester, Salford, Trafford and Bolton) secured £12.2m funding for the period 2009 – 2011 of which the Trafford allocation (based on the proportion of housing numbers committed - 9.3%) can be expected to be in the region of £1.1m. In the first few years of the NGP this funding will be used to provide additional capacity within the organisation to gear up to delivering higher levels of growth over the plan period. Limited capital investment projects will also be identified that will assist in unlocking key development sites.

### **Other Public Sector Funding and Committed Schemes**

- 26.27 In addition to the NGP fund the authority is also working with other agencies such as the Homes and Communities Agency, the North West Development Agency and the Highways Agency to identify other potential sources of public sector funding that can assist in delivering the schemes important to the development of higher growth levels.
- 26.28 The table below sets out the implementation strategy, including the agency which is primarily responsible for implementing each of the policies, the timescales and funding, where appropriate.



**TABLE 2: IMPLEMENTATION TABLES**

<b>POLICY</b>	<b>POLICY TITLE</b>	<b>IMPLEMENTATION MECHANISMS</b>	<b>DELIVERY AGENT</b>	<b>TIMESCALE</b>	<b>FUNDING</b>
L1	Land for New Homes	<p>Implementation generally will be through private sector and RSL development, particularly for the Strategic Sites.</p> <p>Other significant sites within the Strategic Locations identified in this Core Strategy and elsewhere in the Borough will be allocated in a Land Allocations Plan and/or Area Action Plans.</p> <p>Other sites will be delivered through the planning application process taking account of the development monitoring arrangements set out in this policy.</p>	Private Sector RSLs	<p>Ongoing throughout the Plan period.</p> <p>Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p>	<p>RSL, private and public sector investment.</p> <p>Opportunities for further public sector investment will be explored for development of the Strategic Sites.</p>
L2	Meeting Housing Needs	<p>Implementation generally will be through private sector and RSL development, particularly for the Strategic Sites.</p> <p>Other significant sites in the Strategic Locations identified in this Core Strategy and elsewhere in the Borough will be allocated in a Land Allocations Plan.</p> <p>Other sites will be identified through the planning application decision making process taking account of the development</p>	Private Sector RSLs	<p>Ongoing throughout the Plan period.</p> <p>Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p>	<p>RSL, private and public sector investment.</p> <p>Opportunities for further public sector investment will be explored for development of the Strategic Sites.</p>

POLICY	POLICY TITLE	IMPLEMENTATION MECHANISMS	DELIVERY AGENT	TIMESCALE	FUNDING
		monitoring arrangements set out in this policy.			
L3	Regeneration and Reducing Inequalities	<p>Private and public sector development of new facilities within the specified neighbourhoods.</p> <p>The Council can assist through the preparation of the Land Allocations Plan, Area Action Plans and Supplementary Planning Documents for the appropriate Strategic Locations and planning briefs for particular sites, where necessary, and through the planning application decision making process.</p>	<p>Private Sector</p> <p>Public Sector</p> <p>PFI's</p>	<p>Ongoing throughout the Plan period.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p> <p>Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.</p> <p>.</p>	Largely through private and public sector investment.
L4	Sustainable Transport & Accessibility	<p>Highways and public transport and associated infrastructure will be implemented through the Strategic Sites.</p> <p>Land will be safeguarded for the implementation of other significant highway and public transport improvements, particularly for the Strategic Locations, in the Land Allocations Plan.</p> <p>Other highway and public transport needs for development elsewhere in the Borough will be identified and implemented through the planning application</p>	<p>Public Sector</p> <p>Private Sector</p> <p>GMPTE</p> <p>Highways Agency</p>	<p>Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p> <p>Ongoing throughout the Plan period.</p>	<p>Generally through private and public sector investment.</p> <p>Local Transport Plan funds.</p> <p>S106 contributions towards highway and public transport schemes.</p>

POLICY	POLICY TITLE	IMPLEMENTATION MECHANISMS	DELIVERY AGENT	TIMESCALE	FUNDING
		decision making process.			
L5	Climate Change	Implementation will be through development of Strategic Sites allocated in this Core Strategy.  Climate change priorities will be identified and allocated in the Land Allocations Plan, and implemented through the planning application decision making process.	Public Sector  Private Sector	Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.  Ongoing throughout the Plan period.	Private and public sector investment.  S106 contributions.
L6	Waste	Waste facilities will be identified and implemented through the Greater Manchester Joint Waste DPD, the Land Allocations Plan and the planning application decision making process.	Greater Manchester Waste Disposal Authority  Public Sector  GMGU	Greater Manchester Joint Waste DPD and the Land Allocations Plan are scheduled to be adopted in 2012.  Ongoing throughout the Plan period.	Private and public sector investment.
L7	Design	Implementation will be through private sector development and the planning application decision making process.	Private Sector	Ongoing throughout the Plan period.	Private sector investment.
L8	Planning Obligations	Implementation will principally be through the planning application decision making process.	Private Sector	Ongoing throughout the Plan period.	S106 contributions.
W1	Economy	Implementation will be through development at the Strategic Sites and Locations identified in this Core Strategy. These and other significant sites elsewhere in the Borough will be allocated in a Land Allocations Plan.  Other sites will be identified	Private Sector  Public Sector	Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.  Land Allocations Plan is scheduled to be adopted in 2012.	Generally through public and private sector investment.

POLICY	POLICY TITLE	IMPLEMENTATION MECHANISMS	DELIVERY AGENT	TIMESCALE	FUNDING
		through the planning application decision making process.		Ongoing throughout the Plan period.	
W2	Town Centres & Retail	<p>Primarily through private sector development of new facilities within the town and other centres.</p> <p>The Council can assist through the preparation of the Land Allocations Plan, Area Action Plans for the appropriate Strategic Locations and planning briefs for particular town centre sites, where necessary, and through the planning application decision making process.</p> <p>The Council will work with local stakeholders and the community (including the Town Centre Partnerships) to assess the need for new floorspace for different uses, and to identify deficiencies in provision and capacity for new developments within the town centres.</p>	<p>Private Sector</p> <p>Public Sector</p> <p>Town Centre Partnerships</p>	<p>Land Allocations Plan is scheduled to be adopted in 2012.</p> <p>Ongoing throughout the Plan period.</p>	<p>Primarily through private sector investment.</p> <p>Opportunities for site specific public sector intervention can be identified through the Area Action Plan and Supplementary Planning Document process.</p>
W3	Minerals	Implementation will principally be through the planning application decision making process.	Private Sector	Ongoing throughout the Plan period.	Mainly through private sector investment.
R1	Historic Built Environment	<p>The historic assets will be protected and enhanced through the planning application decision making process.</p> <p>These assets will be managed</p>	<p>Public Sector</p> <p>Private Sector</p>	<p>Ongoing throughout the Plan period.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p>	Generally through public and private sector investment.

POLICY	POLICY TITLE	IMPLEMENTATION MECHANISMS	DELIVERY AGENT	TIMESCALE	FUNDING
		and maintained through the appropriate allocation of land in the Land Allocations Plan.			
R2	Natural Environment & Geology	<p>Implementation will be through development at the Strategic Sites, and the delivery of the Tree Strategy and Biodiversity Action Plan, and through the planning application decision making process.</p> <p>This provision will be protected and enhanced through the appropriate allocation of land in the Land Allocations Plan.</p>	<p>Public Sector</p> <p>Private Sector</p> <p>Red Rose Forest</p> <p>GMEU</p> <p>GMGU</p>	<p>Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.</p> <p>Ongoing throughout the Plan period.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p>	<p>Public and private sector investment.</p> <p>S106 contributions.</p>
R3	Green Infrastructure	<p>Green Infrastructure will generally be implemented through development at the Strategic Sites and Locations and through the planning application decision making process.</p> <p>Green Infrastructure provision will be managed, protected and enhanced through the appropriate allocation of land in the Land Allocations Plan.</p>	<p>Public Sector</p> <p>Private Sector</p> <p>Red Rose Forest</p> <p>Environment Agency</p>	<p>Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.</p> <p>Ongoing throughout the Plan period.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p>	<p>Public and private sector investment.</p> <p>S106 contributions.</p>
R4	Green Belt and Other Protected Open Land	<p>Agricultural development and development in the Green Belt will be managed and controlled through the planning application decision making process.</p> <p>The Green Belt, other protected open land and agricultural land</p>	Public Sector	<p>Ongoing throughout the Plan period.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p>	N/A

POLICY	POLICY TITLE	IMPLEMENTATION MECHANISMS	DELIVERY AGENT	TIMESCALE	FUNDING
		will be maintained through the appropriate allocation of land in the Land Allocations Plan.			
R5	Open Space and Recreation	<p>Implementation will be through development at the Strategic Sites, an open space and outdoor sports SPD, the Greenspace Strategy and through the planning application decision making process.</p> <p>The provision of open space will be protected and enhanced through the appropriate allocation of land in the Land Allocations Plan</p>	<p>Strategic Leisure Group a partnership between the Council, Trafford Community Leisure Trust and Trafford PCT</p> <p>Private Sector</p>	<p>Phasing for the development of the Strategic Sites is set out in detail in Sections 23-25.</p> <p>Ongoing throughout the Plan period.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p>	<p>Mainly through public and private sector investment.</p> <p>S106 contributions.</p>
R6	Culture & Tourism	<p>Implementation will be primarily through the planning application decision making process.</p> <p>The provision of cultural and tourism facilities will be enhanced through the appropriate allocation of land in the Land Allocations Plan.</p>	<p>Private Sector</p> <p>Public Sector</p> <p>Cultural Partnership</p>	<p>Ongoing throughout the Plan period.</p> <p>Land Allocations Plan is scheduled to be adopted in 2012.</p>	<p>Private and public sector investment.</p> <p>S106 contributions.</p>



## 27 MONITORING

- 27.1 Development progress and the effectiveness or otherwise of the Core Strategy policies over the Plan period will be monitored, assessed and reported in an Annual Monitoring Report (AMR). Each AMR will be published in the December of each year – reporting in detail on development performance over the previous twelve months (the previous financial year) and trends over previous years of the Plan period.
- 27.2 The AMR will seek to highlight whether and where there have been deviations from expected Core Strategy or Sustainability Appraisal outcomes and therefore whether and where action will be required to adjust the means of implementing the agreed policy framework or bring forward some alteration to some or all of the content of that policy framework.
- 27.3 The monitoring findings of the AMR will be assessed and discussed with Council Officers, the Trafford Partnership and regional development agencies as appropriate to determine and agree the appropriate policy action to be pursued.
- 27.4 Table 3 below summarises the monitoring proposals policy by policy. Table 4 lists for information the monitoring indicators that have been included in the most recently published AMR covering the reporting period April 2007 to March 2008.

**TABLE 3: CORE STRATEGY POLICY MONITORING PROPOSALS**

POLICY	POLICY TITLE	HOW THE POLICY WILL BE MONITORED
L1	Land for New Homes	Housing Development Monitoring Section (Section 4.3 and Appendix A) of the Annual Monitoring Report.
L2	Meeting Housing Needs	Housing Development Monitoring Section (Section 4.3 and Appendix A) of the Annual Monitoring Report.
L3	Regeneration and Reducing Inequalities	DCLG Index of Multiple Deprivation and the Development Monitoring Section (Section 4 and Appendix A) of the Annual monitoring Report.
L4	Sustainable Transport and Accessibility	Transport & Communications Section (Section 4.5 and Appendix A) of the Annual Monitoring Report.
L5	Climate Change	Pollution and Climate Change Monitoring Section (Section 4.8 and Appendix A) of the Annual Monitoring Report, National Indicators NI185, NI186, NI187, NI188 and NI189 and Building for Life National Standard for Well-designed Homes and Neighbourhoods.
L6	Waste	Minerals & Waste Development Monitoring Section (Section 4.6 and Appendix A) of the Annual Monitoring Report.
L7	Design	Building for Life National Standard for Well-designed Homes and Neighbourhoods.
L8	Planning Obligations	Development Plan Policy Monitoring Section (Section 5) of the Annual Monitoring Report.
W1	Economy	Business Development Monitoring Section (Section 4.2 and Appendix A) of the Annual Monitoring Report.

POLICY	POLICY TITLE	HOW THE POLICY WILL BE MONITORED
W2	Town Centres & Retail	Retail and Other Local Service Development Section (Section 4.4 and Appendix A) of the Annual Monitoring Report.
W3	Minerals	Minerals & Waste Development Monitoring Section (Section 4.6 and Appendix A) and Development Plan Monitoring Section (Section 5) of the Annual Monitoring Report.
R1	Historic Built Environment	Natural & Built Environment Monitoring Section (Section 4.7 and Appendix A) and Development Plan Monitoring Section (Section 5) of the Annual Monitoring Report.
R2	Natural Environment	Natural & Built Environment Monitoring Section (Section 4.7 and Appendix A) of the Annual Monitoring Report.
R3	Green Infrastructure	Natural & Built Environment Monitoring Section (Section 4.7 and Appendix A) of the Annual Monitoring Report.
R4	Green Belt and Other Protected Open Land	Natural & Built Environment Monitoring Section (Section 4.7 and Appendix A) of the Annual Monitoring Report.
R5	Open Space and Recreation	Natural & Built Environment Monitoring Section (Section 4.7 and Appendix A) of the Annual Monitoring Report.
R6	Culture and Tourism	Retail and Other Local Service Development Section (Section 4.4 and Appendix A) of the Annual Monitoring Report.

**TABLE 4: CURRENT ANNUAL MONITORING REPORT INDICATORS**

**1 – Business Development Indicators**

Core Indicators	
CB1A	Developed office, industry and warehousing floor-space
CB1B	% office, industry, warehouse floor-space built in regeneration areas
CB1C	% office, industry, warehouse floor-space built on previously developed land
CB1D	Land supply for office, industry and warehouse development
CB1E	Office, industry, warehouse land lost to all other development uses
CB1F	Office, industry, warehouse land lost to residential development
Updated Core Indicators	
BD1	Total additional office, industry, warehouse floor-space developed
BD2	Total developed on previously developed land
BD3	Total office, industry, warehouse land available
BD4	Total town centre uses floor-space built in town centres and the Borough
Local Indicators	
LB1	Industry, warehousing floor-space built by location
LB2	Office floor-space built by location
LB3	Industry, warehousing floor-space under development
LB4	Office floor-space under development
LB5	Employment land supply by location
LB6	Total office, industry, warehouse floor-space available
Significant Effect Indicators	
SB1A	Total number in employment
SB1B	% of working age people in employment

<b>SB2A</b>	Total Job Seekers Allowance claimant count and %
<b>SB2B</b>	Working age people claiming benefits in the worst performing neighbourhoods
<b>SB3</b>	Total benefit claimants and % of working age people
<b>SB4A</b>	Total new business start-ups
<b>SB4B</b>	Total new business start-ups in SIC J and K
<b>SB5</b>	Total active business units
<b>SB6</b>	% of total GVA output from key sectors
<b>SB7</b>	% of employment land supply on previously developed land

## 2 – Housing Development Indicators

<b>Core Indicators</b>	
<b>CH2A(i)</b>	Net additional dwellings built over the previous 5 years
<b>CH2A(ii)</b>	Net additional dwellings built over the last year
<b>CH2A(iii)</b>	Projected net additional dwellings to be built to the end of the Plan period
<b>CH2A(iv)</b>	The annual net development plan dwelling requirement
<b>CH2A(v)</b>	The annual average number of dwellings needed to meet the net dwelling requirement
<b>CH2B</b>	% of net additional dwellings built on previously developed land in the last year
<b>CH2C</b>	% of dwellings built at less than 30/between 30-50/above 50 units per hectare in the last year
<b>CH2D</b>	Affordable housing completions in the last year
<b>Updated Core Indicators</b>	
<b>H1</b>	Net planned new housing provision for the RSS Plan period
<b>H2A</b>	Net additional dwellings built in the previous 5 years
<b>H2B</b>	Net additional dwellings built in the previous year
<b>H2C</b>	Net additional housing delivery expected over the next 5 years
<b>H2D</b>	Net additional housing delivery expected over the next 15 years
<b>H3</b>	Te number of new dwellings being built on previously developed land
<b>H4</b>	Net additional Gypsy and Traveller pitches delivered
<b>H5</b>	Gross affordable housing completions delivered
<b>H6</b>	Number and % of new dwelling completions reaching the CAGE Building for Life poor – average – very good rating criteria
<b>Local Indicators</b>	
<b>LH1A</b>	Number and type of new dwellings built in the last year
<b>LH1B</b>	% of new dwellings built on previously developed land
<b>LH1C</b>	% of new dwellings built in priority regeneration areas
<b>LH1D</b>	Number of dwellings cleared in the last year
<b>LH2A</b>	Number and type of new dwellings granted planning permission in the last year
<b>LH2B</b>	% of new dwellings granted planning permission on previously developed land
<b>LH2C</b>	% of new dwellings granted planning permission in priority regeneration areas
<b>LH3A</b>	Amount of land available for new housing development at the end of the year
<b>LH3B</b>	% of land available on previously developed land
<b>LH3C</b>	% of land available on sites in priority regeneration areas
<b>LH4</b>	Affordable housing development commitments at the end of the year
<b>Significant Effect Indicators</b>	
<b>SH1A</b>	Total dwelling stock
<b>SH1B</b>	Total dwelling stock change in the last year
<b>SH2</b>	Vacant dwelling stock
<b>SH3</b>	Average house price data
<b>SH4</b>	Accessibility of new development to significant public transport infrastructure

### 3 – Retail and Other Local Service Indicators

Updated Core Indicators	
CR4A	Amount of completed retail, office and leisure floor-space
CR4B	% of completed retail, office and leisure floor-space built in town centres
CR4C	% of eligible open spaces managed to Green Flag Award standard
Local Indicators	
LR1	Amount of retail, office, leisure floor-space under development by location
LR2	Amount of retail, office, leisure floor-space committed for development by location
LR3	Amount of hotel accommodation built, under construction & committed by location
LR4	Total available retail, office, leisure floor-space
Significant Effect Indicators	
SR1A	Town centre vitality and viability appraisal – prime zone A rental values
SR1B	Town centre vitality and viability appraisal – prime zone A % yield values
SR2	Total town centre occupied floor-space

### 4 – Transport and Communications Indicators

Core Indicators	
CT3A	% of completed Use Class order A, B, C uses complying with car parking standards
CT3B	% of completed residential development within 30 minutes public transport time of a GP, hospital, primary/secondary school, health centre and employment area
CT3C	Travel Plans secured for proposed developments within the Borough
Local Indicators	
LT1	Completed public transport improvement schemes
LT2	Completed cycle route improvement schemes
LT3	Completed highway improvement schemes
LT4	Travel Plan schemes secured by planning obligation
ST5	Obligations linked to health/education schemes
ST6	Obligations linked to hotel/leisure schemes
ST7	Obligations linked to employment schemes
ST8	Obligations linked to other schemes
Significant Effect Indicators	
SET1	Bus transport patronage level (peak)
SET2	Altrincham Metrolink patronage level (peak)
SET3	Rail patronage level (peak)

### 5 – Minerals and Waste Indicators

Core Indicators	
CM5A	Production of primary land won aggregates
CM5B	Production of secondary and recycled aggregates
CM6A	Capacity of new waste management facilities by type
CM6B	Amount and % of municipal waste arising and managed by type
Local Indicators	
LM1	Permissions granted for mineral extraction
LM2	Permissions granted for waste treatment facilities
Significant Effect Indicators	
SEM1	Tonnage of household waste recycled or composted
SEM2	% of household waste recycled or composted

## 6 – Natural and Built Environment Indicators

Core Indicators	
CRPWQ7	Number of planning permissions granted contrary to Environment Agency flood risk and water quality advice
CBIO8(i)	Change in the number and land area of SBI's by grade
CBIO8(ii)	Change in the areas designated for their intrinsic environmental value – internationally, nationally, sub-regionally
Local Indicators	
LNB1	% of SSSI's in favourable condition
LNB2	Number of SSSI's
LNB3	Area of Local Nature Reserve per 1,000 population
LNB4	Number of Conservation Areas and Sites of Archaeological Importance
LNB5	% of survey respondents satisfied with local parks and open spaces
LNB6	% of playgrounds that meet NPFA (LEAP and NEAP) standards
LNB7	% of children's play areas that meet LEAP standards
LNB8	% of children's play areas that meet NEAP standards
LNB9	% of allotment plots in active use
LNB10	Number of new street/highway trees planted
LNB11	Area of woodland created
LNB12	% of population with access to woodland within 500 metres
Significant Effect Indicators	
SEEQ1	% of addresses within 300 metres of accessible green-space
SEEQ2	% of residents who are satisfied with the cleanliness of parks and open spaces
SEEQ3	% of survey respondents fairly/well satisfied with parks and open spaces

## 7 – Pollution and Climate Change Indicators

Core Indicators	
CPC9	Renewable energy capacity installed by type
Local Indicators	
LPC1	% river length with good/fair quality
LPC2	% of river length with good/fair chemical quality
LPC3	Number of days PM10 levels exceed the air quality objective at the A56 monitoring station
LPC4	Annual average levels of NO2 at the A56 monitoring station
LPC5	Annual average levels of PM10 at the A56 monitoring station
LPC6	NO2 concentrations at the worst case receptor points within the Air Quality Management Area (modelled)
Significant Effect Indicators	
SEPC1	CO2 emissions from the domestic sector and transport
SEPC2	Annual average domestic sales of gas
SEPC3	Annual average domestic sales of electricity
SEPC4	Per capita daily domestic water consumption

# APPENDICES

## 28 PROPOSED REPLACED UDP POLICIES

Core Policy Number	Core Policy Title	Saved UDP Policy Number	Saved UDP Policy Title
L1	Land for New Housing Needs	H1 H2 H3* H4 H5 H6* H8*	Land Release for Development Location and Phasing of New Development Land Release for New Development Release of Other Land for Development Improvement of Houses Sub-Division of Houses Affordable Housing
L2	Meeting Housing Needs	H7 H8	Accommodation for Elderly Persons Affordable Housing
L3	Regeneration and Reducing Inequalities	A1 H9 H10 H11	Priority Regeneration Areas Priority Regeneration Area: Gorse Hill Priority Regeneration Area: Old Trafford Priority Regeneration Area: Partington
L4	Sustainable Transport and Accessibility	T1 T2 T3 T4 T5 T6 T7 T8* T10* T11* T12 T13 T14* T15* T18* D1* ENV28* ENV29*	Sustainable Integrated Transport Network High Quality Integrated Public Transport Network Pedestrian and Cycling Route Network Maintaining and Improving the Highway Network Sustainable Movement of Goods Land Use in Relation to Transport and Movement Relief of Congestion on the A56 Improvements to the Highway Network Transport and Land Use in Town Centres High Quality Public Transport Network Improvements Lorry Management Schemes Control of Lorry Parking New Rail Freight Facilities Inland Waterways New Facilities for Cyclists All New Development Rail Corridors Canal Corridors
L5	Climate Change	D11* D13 ENV1 ENV13* ENV30	Renewable Energy Energy Considerations in New Development Flood Risk River Valley Floodplains Control of Pollution
L6	Waste	WD1 WD2 WD3	Sites for Waste Disposal Civic Amenity Sites Waste Treatment and Recycling
L7	Design	D1* D2* D8* T17*	All New Development Vehicle Parking Day Nurseries & Playgroups Providing for Pedestrians, Cyclists and the Disabled



Core Policy Number	Core Policy Title	Saved UDP Policy Number	Saved UDP Policy Title
L8	Planning Obligations	T9 ENV15* OSR9* H8*	Private Funding of Development Related Highway and Public Transport Schemes Community Forest Open Space Affordable Housing
W1	Economy	E1 E2 E3 E4* E5 E7 E8* E9 E10 E11 E12 E14 ENV32* TCA1*	Overall Supply of Land for Development Land for General Industrial Development Land for Commercial Office Development Land for New Technology Industry and Business Park Use Hazardous and Bad Neighbour Industries Main Industrial Areas Development Outside Main Industrial Areas Small Industrial / Nursery Units Main Office Development Areas Development Outside Main Industrial Areas Office Conversions Major High Amenity Site: Davenport Green Derelict Land Reclamation The Trafford Centre and its Vicinity
W2	Town Centres and Retail	S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S13 S14* TCA1*	New Shopping Development The Trafford Centre Improving the Main Shopping Centres Local and Neighbourhood Shopping Centres Development in Town and District Shopping Centres Development in Altrincham Town Centre Development in Sale Town Centre Development in Stretford Town Centre Development in Urmston Town Centre Local and Neighbourhood Shopping Centres Development Outside Established Centres Retail Warehouse Park Development Non Shop Service Uses within Town and District Shopping Centres Non Shop Service Uses within Local and Neighbourhood Shopping Centres The Trafford Centre and its Vicinity
W3	Minerals	M1 M2	Protection of Minerals Deposits Extraction of Minerals
R1	Historic Built Environment	ENV6 ENV18 ENV20 ENV21* ENV22* ENV23*	Areas for Conservation The Devisdale Skylines Conservation Areas Conservation Area Designation Development in Conservation Areas

Core Policy Number	Core Policy Title	Saved UDP Policy Number	Saved UDP Policy Title
		ENV24 ENV25* ENV26*  TP3*  TP12*	Buildings of Special Architectural and Historic Interest New Uses for Listed Buildings and Buildings within Conservation Areas Archaeological Sites Hadfield Street Industrial Improvement Area and Empress Street Conservation Area The Barton-Upon-Irwell Conservation Area and Industrial Heritage and Interpretation Centre
R2	Natural Environment	ENV1 ENV2 ENV3 ENV4 ENV5 ENV7 ENV8 ENV10  ENV11 ENV12 ENV14 ENV15 ENV16 ENV17	Flood Risk Improving the Environment Landscape Protection Trees, Hedgerows and Woodlands Community Forest Nature Conservation River Valleys and Major Watercourses Wildlife Corridors Nature Conservation & Assessment of Development Species Protection Tree and Hedgerow Protection Community Forest Tree Planting Areas of Landscape Protection
R3	Green Infrastructure	OSR14*  OSR15* OSR16 OSR17* C11*	Recreational Use of the Bridgewater Canal  Integrated Access Network for Trafford Protection of Access Network Disused Railway Lines Recreation and Tourism
R4	Green Belt and Other Protected Open Land	OSR17*  C1 C2 C3 C4* C5 C6 C7 C8 C9 C10	Disused Railway Lines  Green Belt Other Open Land Agricultural Land Green Belt Development in the Green Belt Building Conversions in the Green Belt Extensions to Buildings Protected Open Land Agricultural Land Holdings Agricultural Diversification
R5	Open Space and Recreation	C11* C12* OSR1 OSR2  OSR3  OSR4 OSR9	Recreation and Tourism Horses Open Space Major Leisure Developments Standards for Informal Recreation and Children's Play Space Provision Standards for Outdoor Sports Facilities Provision Open Space in New Housing

Core Policy Number	Core Policy Title	Saved UDP Policy Number	Saved UDP Policy Title
		OSR10 OSR11  OSR12 OSR13	Development Allotments Golf Courses Country Parks and Informal Recreation Areas Sale Water Park
R6	Culture and Tourism	E6	Tourism Related Development
SL1	Pomona	A1* TP2  H3* E13*	Priority Regeneration Areas Pomona Strategic Development Area Land Release for New Housing Development Strategic Development Sites
SL2	Trafford Wharfside	A1* TP5 TP13 E13*	Priority Regeneration Areas Wharfside Strategic Area The Manchester United Stadium Area Strategic Development Sites
SL3	Old Trafford	A1* H10	Priority Regeneration Areas Priority Regeneration Area: Old Trafford
SL4	Lancashire County Cricket Club Area	A1* H10 H9	Priority Regeneration Areas Priority Regeneration Area: Old Trafford Priority Regeneration Area: Gorse Hill
SL5	Trafford Park Core Area	A1* TP1 TP6 TP7 TP8 TP9 TP10 TP11*	Priority Regeneration Areas Trafford Park Core Industrial Area Village Business Park and Centre Electric Park Strategic Site Thompson Road Local Strategic Site The World Freight Centre The Trafford Park Ecology Park Trafford Park Rail Corridors
SL6	Trafford Centre Rectangle	A1* TCA1	Priority Regeneration Areas The Trafford Centre and its Vicinity
SL7	Stretford Crossroads	A1* S8	Priority Regeneration Areas Development in Stretford Town Centre
SL8	Carrington	A1* E15	Priority Regeneration Areas Priority Regeneration Area: Carrington
SL9	Partington	A1* H11	Priority Regeneration Areas Priority Regeneration Area: Partington
SL10	Sale West	A1*	Priority Regeneration Areas
SL11	Sale Town Centre	A1* S7	Priority Regeneration Areas Development in Sale Town Centre
SL12	Woodfield Road	A1* H3*	Priority Regeneration Areas Land Release for New Housing Development
SL13	Altrincham Town Centre	A1* S6	Priority Regeneration Areas Development in Altrincham Town Centre
SS1	Victoria Warehouse	E13* E7* H1 H2	Strategic Development Sites Main Industrial Areas Land Release for Development Location and Phasing of New Development
SS2	Trafford Quays	H2	Location and Phasing of New

Core Policy Number	Core Policy Title	Saved UDP Policy Number	Saved UDP Policy Title
		E7* TCA1	Development Main Industrial Areas The Trafford Centre and its Vicinity
SS3	Stretford Meadows	ENV9* ENV17* C1* OSR15* OSR16*	Sites of Importance for Nature Conservation Areas of Landscape Protection Green Belt Integrated Access Network for Trafford Protection of Access Network
SS4	Partington Canalside	H1  H2 H11*	Land Release for Development Location and Phasing of New Development Priority Regeneration Area: Partington
SS5	Altair, Altrincham	H1  H2 E10  S5* S6  S13	Land Release for Development Location and Phasing of New Development Main Office Development Areas Development in Town and District Shopping Centres Development in Altrincham Town Centre Non Shop Uses within Town and District Shopping Centres

\*only partially replaced through this policy

## 29 EVIDENCE BASE

29.1 The below provides a comprehensive list of the evidence base documents used to develop and shape the Core Strategy and its policies:

- Trafford Sustainable Community Strategy (March 2008);
- Trafford Local Infrastructure Plan: Infrastructure Capacity Assessment (June 2009);
- Trafford Employment Land Study (May 2009);
- Trafford Economic Development Plan (November 2005);
- Greater Manchester Forecasting Model baseline report;
- Manchester Independent Economic Review (2009);
- Trafford Park Masterplan – Baseline Assessment; TP Vision and Implementation Report (October 2008);
- Trafford Retail & Leisure Study (November 2007);
- Draft Strategic Leisure Review (September 2008);
- Trafford Economic Viability Study (May 2009);
- Strategic Housing Land Availability Assessment (draft July 2008);
- Trafford Housing Market Assessment (September 2006);
- Strategic Housing Market Assessment for Greater Manchester (draft June 2008);
- Trafford Strategic Housing Land Availability Assessment (June 2009);
- Greater Manchester Strategic Housing Market Assessment (December 2008);
- Delivering Affordable Housing - Communities and Local Government (2006);
- The Barker Review (2005);
- A Sense of Place – CABI (2007);
- Building for Life – CABI (2008);
- Code for Sustainable Homes – Communities and Local Government (2008);
- Manual for Streets – Department for Transport (2007);
- Creating Inspirational Spaces – Places Matter;
- Greater Manchester Local Transport Plan 2 (2008);
- Salford Quays and Trafford Park Accessibility Study (July 2006);
- Strategic Flood Risk Assessment for Greater Manchester (draft July 2008);
- Greater Manchester Strategic Flood Risk Assessment - Level 1 (August 2008);
- A Cultural Strategy for Trafford 2004 – 2010;
- Trafford Urban Historic Landscape Characterisation Interim Report (July 2008);
- Conservation Principles - Policies and Guidance, English Heritage (April 2008);
- Draft Trafford Climate Change Adaptation Strategy;
- Trafford Sustainability Strategy (March 2008);
- Hallmark of a Sustainable City – CABI (2009);
- Greater Manchester Ecological Framework (September 2008);
- Greater Manchester Biodiversity Action Plan;
- Trafford Action for Nature (September 2005);
- GM Green Roof Programme – Feasibility Study (May 2009);
- Towards a Green Infrastructure for Greater Manchester (July 2008);
- Trafford's Green and Open Spaces an Assessment of Need Update (June 2009);
- Trafford Outdoor Sports Facilities Study (draft July 2008);
- Trafford's Green and Open Spaces An Assessment of Need (June 2005);
- Trafford Outdoor Sports Facilities Study (March 2009);

- Trafford – Draft Play Strategy (January 2007);
- Longer Lives Healthier Life, Trafford PCT (2008)

An emerging list of evidence base documents can be found in Part A of this document.

## **ADDITIONAL READING LINKS**

29.2 Given that it is not the role of this document to restate either national, regional or local policies and guidance we have provided below addresses for key documents, including the emerging evidence base:

- For PPGs and PPSs please visit: <http://www.communities.gov.uk/>
- For documents relating to the RSS please visit: <http://www.northwesteip.co.uk>
- For other LDF documents, including the sustainability appraisal scoping report together with the emerging evidence base and the UDP please visit:  
<http://www.trafford.gov.uk/EnvironmentAndPlanning/Planning>
- For the Trafford Community Strategy and Local Area Agreement please visit:  
<http://www.traffordpartnership.org>
- For Trafford Corporate Plan please visit:  
<http://www.trafford.gov.uk/cme/live/cme2311.htm>
- For the Trafford Retail and Leisure Study please visit:  
<http://www.trafford.gov.uk/EnvironmentAndPlanning/Planning/LocalDevelopmentFramework>
- For the Trafford Economic Development Plan please contact the Economic Development and Tourism Team at Trafford Town Hall
- For documents relating to Trafford's housing market and needs please visit:  
<http://www.trafford.gov.uk/Housing/HousingAdvice/HousingStrategy>
- For the Local Transport Plan please visit: <http://www.gmltp.co.uk/>
- For the Greater Manchester Economic Development Plan please visit:  
<http://www.manchester-enterprises.com/>
- For the emerging Greater Manchester Waste DPD: <http://www.gmwastedpd.co.uk>

## 30 GLOSSARY OF TERMS

Term	Definition
<b>The Act</b>	The Planning and Compulsory Purchase Act 2004.
<b>Annual Monitoring Report</b>	Part of the <i>Local Development Framework</i> , the Annual Monitoring Report will assess the implementation of the <i>Local Development Scheme</i> and the extent to which policies in <i>Local Development Documents</i> are being successfully implemented.
<b>Appropriate Assessment</b>	The Habitats Directive (Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) requires Appropriate Assessment of plans and projects likely to have a significant effect on a European site. This means that the effects of such plans/projects on Natura 2000 sites need to be assessed to ensure that the integrity of these sites is maintained. Trafford's LDF Core Strategy is such a plan.
<b>Area Action Plan</b>	Used to provide a planning framework for areas of change and areas of conservation. Area Action Plans will have the status of <i>Development Plan Documents</i> .
<b>Core Strategy</b>	Sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a <i>Development Plan Document</i> .
<b>Department for Communities and Local Government</b>	The Government department with responsibility for planning and local government.
<b>Development Plan</b>	As set out in <i>the Act</i> , an authority's development plan consists of the <i>Regional Spatial Strategy</i> (or the Spatial Development Strategy in London) and the <i>Development Plan Documents</i> contained within its <i>Local Development Framework</i> .
<b>Development Plan Documents</b>	Spatial planning documents that are subject to independent examination, and which together with the Regional Spatial Strategy, will form the <i>development plan</i> for a local authority area. They can include a <i>Core Strategy</i> , <i>Site Specific Allocations of land</i> , and <i>Area Action Plans</i> (where needed). Other Development Plan Documents, including generic Development Control Policies, can be produced. They will all be shown geographically on a <i>Proposals Map</i> . Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents. Each authority must set out its programme for preparing its <i>Development Plan Documents</i> in the <i>Local Development Scheme</i> .
<b>GONW</b>	The Government Office for the North West
<b>Habitat Regulations Assessment (HRA)</b>	DCLG (2006) guidance on Planning for the Protection of European Sites: Appropriate Assessment recommends a 3 stage process:  1. Screening. Determining whether the plan 'is likely to have a significant effect on a European site'  2. Appropriate Assessment. Determining whether, in view of the site's conservation objectives, the plan 'either alone or in



Term	Definition
	<p>combination with other plans or projects ' would have an adverse effect (or risk of this) on the integrity of the site. If not, the plan can proceed.</p> <p>3. Mitigation &amp; Alternatives. If the plan is assessed as having an adverse effect on the integrity of a site, there should be an examination of mitigation measures and alternative solutions. If it is not possible to identify mitigation and alternatives it will be necessary to establish the '<i>imperative reasons of overriding public interest</i>' (IROPI).</p> <p>All 3 stages of this process are referred cumulatively as Habitat Regulations Assessment, to clearly distinguish the whole process from the step within it referred to as the Appropriate Assessment.</p>
<b>Issues and Options</b>	Produced during the early production stage of the preparation of <i>Development Plan Documents</i> and published for consultation purposes.
<b>Key Diagram</b>	Authorities may wish to use a key diagram to illustrate broad locations of future development.
<b>Land Allocations Plan</b>	Allocations of sites for specific or mixed uses or development to be contained in <i>Development Plan Documents</i> . Policies will identify any specific requirements for individual proposals.
<b>Local Development Document</b>	The term used in <i>the Act</i> for <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> and the <i>Statement of Community Involvement</i> .
<b>Local Development Framework</b>	The portfolio of <i>Local Development Documents</i> . It consists of <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> , the <i>Statement of Community Involvement</i> , the <i>Local Development Scheme</i> , and the <i>Annual Monitoring Report</i> . These documents will collectively provide the framework for delivering the spatial planning strategy for the local authority area, and may also include local development orders and simplified planning zones.
<b>Local Development Scheme</b>	A project plan that sets out the programme for preparing <i>Local Development Documents</i> . All authorities must submit a Scheme to the Secretary of State for approval within 6 months of commencement of <i>the Act</i> .
<b>Local Infrastructure Plan</b>	<p>Planning Policy Statement 12 states that '<i>the provision of infrastructure is important in all major new developments. The capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of all local development documents</i>'</p> <p>The Local Infrastructure Plan for Trafford (LIP) is a key part of the evidence base informing the preparation of spatial policy in the Local Development Framework (LDF).</p>
<b>Local Strategic Partnership</b>	A partnership of stakeholders who develop ways of involving local people in shaping the future of their area. They are often single non-statutory, multi-agency bodies which aim to bring together the public, private, community and voluntary sectors.
<b>Local Transport Plan</b>	5-year strategy prepared by each local authority for the

Term	Definition
	development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.
<b>Further Consultation on the Preferred Option</b>	Produced as part of the preparation of <i>Development Plan Documents</i> , and published for formal public participation, prior to the publication of the Core Strategy.
<b>NWDA</b>	North West Regional Development Agency
<b>Planning Policy Statement</b>	A statement of national planning policy guidance produced by the DCLG.
<b>Preferred Options Document</b>	Produced as part of the preparation of <i>Development Plan Documents</i> , and published for formal public participation.
<b>Proposals Map</b>	The adopted proposals map illustrates on a base map (reproduced for, or based upon a map base to a registered scale) all the policies contained in <i>Development Plan Documents</i> , together with any saved policies. It must be revised as each new <i>Development Plan Document</i> is adopted, and it should always reflect the up-to-date planning strategy for the area.
<b>Regional Planning Body</b>	One of the nine regional bodies in England (including the Greater London Authority) responsible for preparing <i>Regional Strategies</i>  4NW is the accountable body for the North West Region
<b>Regional Spatial Strategy</b>	Sets out the region's policies in relation to the development and use of land and forms part of the <i>development plan</i> . Planning Policy Statement 11 "Regional Spatial Strategies" provides detailed guidance on the function and preparation of Regional Spatial Strategies.
<b>The Regulations</b>	Town and Country Planning (Local Development) (England) Regulations 2004, and the Town and Country Planning (Transitional Arrangements) Regulations 2004.
<b>Saved Policies or Plans</b>	Existing adopted development plans are saved for three years from the commencement of <i>the Act</i> . Any policies in old style development plans adopted after commencement of the Act will become saved policies for three years from their adoption or approval. The <i>Local Development Scheme</i> should explain the authority's approach to saved policies.
<b>Statement of Community Involvement</b>	Sets out the standards which authorities will achieve with regards to involving the local community in the preparation of <i>Local Development Documents</i> and development control decisions. The Statement of Community Involvement is not a <i>Development Plan Document</i> but is subject to independent examination.
<b>Strategic Environmental Assessment</b>	A generic term, used to describe environmental assessment as applied to policies, plans and programmes. The European "SEA Directive" (2001/42/EC) requires a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use".

Term	Definition
<b>Supplementary Planning Documents</b>	Provide supplementary information in respect of the policies in <i>Development Plan Documents</i> . They do not form part of the Development Plan and are not subject to independent examination.
<b>Sustainability Appraisal</b>	A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required to be undertaken for all local development documents.
<b>Sustainable Community Strategy</b>	The 2006 Local Government White Paper describes Sustainable Community Strategies as setting out the strategic vision for a place and a vehicle for considering and deciding how to address difficult cross cutting issues. The Sustainable Community Strategy is prepared by the local authority with the Local Strategic Partnership. Local Development Frameworks must demonstrate that they have taken the Sustainable Community Strategy into account.