



TRAFFORD
COUNCIL

**RESPONSE TO INSPECTOR'S
NOTE 4**

**Request for Clarification on the
Development Plan Policy Status of the
Davenport Green Site**

25th February 2011

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TRAFFORD CORE STRATEGY

INSPECTOR'S NOTE 4

Request for Clarification on the Development Plan Policy Status of the Davenport Green Site

For the avoidance of doubt in the forthcoming Hearings Sessions forming part of the examination of the Trafford Core Strategy the Council is requested to clarify precisely the current development plan policy status of the Davenport Green site. For convenience please can the relevant policy extracts be attached as an appendix. This information is required by 16.00 on 25th February 2011 please.

Shelagh Bussey

Inspector

24 February 2011

1.0 The Development Plan Status of Davenport Green

- 1.1 The current Development Plan status of Davenport Green is detailed in the Adopted Revised Trafford Unitary Development Plan (June 2006) (CD.12.18). The land identified for a Major high Amenity Site within is subject to the following policies within that Plan:
- Part II Proposal E13
 - Part II Proposal E14
 - Part II Proposal T11
 - Part II Proposal ENV15
 - Part II Proposal ENV17
- 1.2 The land identified as a rural park within the Adopted Revised Trafford Unitary Development Plan (CD.12.18) is subject to the following policies within that plan:
- Part II Proposal E14
 - Part II Proposal C4
 - Part II Proposal OSR12
 - Part II Proposal ENV 9 (specific nature sites within the wider area)
 - Part II Proposal ENV10 (specific nature sites within the wider area)
 - Part II Proposal ENV15
 - Part II Proposal ENV17
- 1.3 The status of these saved and extended policies is as detailed in Annex E of the Trafford Annual Monitoring Report 2010 (CD 5.1.12).

Appendix 1 – Extracts from the Revised Trafford Unitary Development Plan 2006

Part II Proposal E13 – Strategic Development Sites

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

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

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

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

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

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

Except in the case of the Major High Amenity Site at Davenport Green, extensions to, and changes of use of, buildings on the above sites will be permitted provided that such development conforms with the provisions of Proposal D1, D2 and D4 and does not adversely affect the strategic nature and quality of the site in question.

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

Justification

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

2. *When considering proposals for development within the above sites, the Council will, where appropriate, seek to protect established viable businesses.*
3. *Full details of the type of development proposed on the regionally significant development site RS1 is set out separately in Proposal E14.*
4. *Site SR1 has the benefit of planning permission for warehousing/distribution use and is located adjacent to the World Freight Centre in Trafford Park, Site LS1 has the benefit of planning permission for industrial/warehousing development on the major part of the site and has the benefit of a wharf-side location. Site LS2, located within the Main Industrial Area of Broadheath has the benefit of planning permission for business park development.*
5. *Site LS3 has the benefit of a Council resolution to grant planning permission for a mixed development of B1 business units and housing on the major part of the site (see Proposal H3).*
6. *Site SR2 occupies a large area at the eastern end of the Trafford Park Main Industrial Area and is made up of a number of individual parcels of development land, most of which have already been developed or have planning permission for development for prestige business uses. The area has the benefit of a waterside location and ready access to existing and planned improvements to the public transport infrastructure (see Proposal T11).*
7. *Site SR3, in Proposals TP2 and H3, has been identified as a suitable site for mixed commercial and residential development, It has the benefit of a water-side location and ready access to the Altrincham-Bury and Cornbrook-Eccles Metrolink lines. It adjoins the Castlefield-St. Georges area within Manchester that has been/is being developed with a similar mix of uses.*
8. *Site SR4 lies within the Carrington Regeneration Area (see Proposal E15) and offers an opportunity to extend the successful established Carrington Business Park development.*
9. *Site LS4, as indicated in Proposal S7, has been identified by the Council as a suitable development site for business use that would augment the retail and commercial functions of the town centre. It has the benefit of ready access to the proposed A56 Quality Bus Corridor (see Proposal T11) and the Altrincham-Bury Metrolink line. It is also located adjacent to the Bridgewater Canal and the Stretford-Sale Linear Park proposal described in Proposal OSR6.*
10. *Sites DS1 and DS2 (see also Proposal TP4) have recently been developed for high quality office and business park uses respectively. The Council considers it important to safeguard these two prestigious and strategic employment locations from inappropriate development.*
11. *The development of some or all of these sites may be implemented in phases.*

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

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

- i. The development is restricted solely to use for the following activities within Class B1 of the Town and Country Planning (Use Classes) Order 1987: -
 - High quality, science based/high technology industry;
 - Research and development activities;
 - Headquarters office activities;
- ii. The occupation of the buildings is at all times restricted by legal agreement to companies of national or international importance whose occupation of the scheme would give rise to substantial new employment activities which would otherwise be lost to Greater Manchester;
- ii. All elements of the development (including the concurrent provision of the Rural Park) comply with the Planning Brief forming Appendix G to the plan, and,
- v. It can be demonstrated (by means of a detailed Traffic Impact Assessment as provided for in Appendix G to the Plan) that the development would not: -
 - a) Have an adverse impact on the efficient functioning of the M56;
 - b) Prevent the free operation of the approach roads to Manchester Airport in a manner that would prejudice the operation or permitted expansion of the Airport;
 - c) Have a harmful effect on conditions on other local roads.

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

Justification

1. Opportunities across the conurbation and indeed across the region for the development of high quality, prestige sites for modern, major international headquarter business activities are very limited. This site presents a very significant opportunity to provide for just such a form of development that would bring great benefit to the Greater Manchester and the regional economy. Its location in close proximity to Manchester Airport gives the site unique attraction and advantage.

2. Major companies serving national and international markets are able to choose between a variety of locations in the UK and continental Europe. Greater Manchester and the North West lack sites that are capable of attracting the headquarters, research and development and related facilities of such companies. The region needs a truly exceptional site that will offset some of the disadvantages of the North

West, namely its poor image and its peripheral location to the economic core of Europe. This need has been recognised by the Secretary of State in his Regional Planning Guidance and by the Regional Economic Development Strategy prepared by the North West Regional Association. A key feature of a competitive site is ready availability including in planning terms; hence the need for strategic sites including Davenport Green to be provided in the UDP ahead of an identified requirement.

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

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

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

Part II Proposal T11 – High Quality Public Transport Network Improvements

The Council will, in its decisions on land use matters, actively encourage and seek support for the improvement and development of: -

- i. Metrolink:
 - o A private sector financed Metrolink extension through Trafford Park to the Trafford Centre from the existing Phase 1 Metrolink line at Cornbrook (as indicated on the Proposals Map). The Council will also support the possible extension of this line through Trafford Quays across the Manchester Ship Canal to the Barton Strategic Site and Eccles in Salford (see Proposal TP11);
 - o An extension from the existing Phase 1 line at Trafford Bar to Manchester Airport (as indicated on the Proposals Map).
- ii. Metrolink, Rail and Bus Stations/ Stops:
 - o South Brooklands : a new station with walk and ride facilities (west of the railway) on the existing Metrolink Line;
 - o Sale Water Park: a halt/ stop for access to Sale Water Park from the existing Metrolink line;
 - o New Metrolink stations on the Trafford Park extension at Wharfside, Village, Mosley Road, Park Way, and the Trafford Centre (as indicated on the Proposals Map);
 - o New Metrolink stations on the Manchester Airport extension at Firwood, Sale Moor and Davenport Green (as indicated on the Proposals Map);
 - o Timperley: a new walk in station on the Railtrack Line to serve Timperley;
 - o White City, Old Trafford: a new station on the Railtrack Line in the vicinity of the White City junction (see Proposal TP11);
 - o Trafford Centre: a new station and the provision of passenger rail services utilising the Ship Canal (freight) Railway (see Proposal TP11);
 - o The current Metrolink, Rail and Bus Interchanges, Stations and Stops, and their environs within the Borough.
 - o 'Quality Bus Corridors':

The Council, in partnership with local bus operators and the Passenger Transport Authority, has agreed the implementation of a 'Quality Bus Corridor Initiative' which intends to improve the quality and safety of facilities for public transport users, (including cyclists and pedestrians where appropriate) along selected corridors within Greater Manchester.

Within Trafford the priority schemes for action (indicated on the Proposals Map) are: -

- The whole of the A56, and,
- The route from Stockport via Didsbury Road (A5145) through Chorlton, Stretford

and then via Urmston Lane (B5213) into Urmston.

The Council will require that all sectors of the community have equal access to these high quality public transport improvements and that these facilities are well provided with safe and convenient cycle and pedestrian facilities and appropriate levels of car parking to encourage the use of more sustainable transport modes for part of a journey.

When considering the provision of car parking at major public transport interchanges, stations and stops regard will be given to: -

- The suitability of the land available in the area;
- The capacity of the highway network to accommodate the traffic;
- The effect of the proposal on the environment and the local community;
- Encouraging shared use with other developments within the local area, and
- The effect of the proposal on travel patterns in the area and the need to avoid any consequent increase in the number and length of car journeys.

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

Justification

1. The Council, in conjunction with the Passenger Transport Authority, intend to provide a balanced efficient and integrated public transport system to offer an alternative means of transport to the private car. By encouraging the provision of new links, new and refurbished stations and Metrolink the Council seeks to improve the attractiveness of public transport facilities increase patronage and relieve congestion on the road system. Now the new stops at Pomona (on the Eccles line) and Cornbrook (on the Altrincham line) are complete the Council's top priority for investment is the extension of the Metrolink through Trafford Park to the Trafford Centre and Trafford Quays. The Council is also supporting proposals to improve the facilities available at existing station/interchanges, the development of some new stations and improvements to the carrying capacity of the rolling stock available on the Altrincham line.

2. Statutory powers in the form of the Greater Manchester (LRT System) Acts of 1988 and 1992 presently authorise the construction of the Metrolink extension through Trafford Park as far as the Trafford Centre. The possible extension of this Metrolink line through Trafford Quays and across the Manchester Ship Canal is a future transport scheme for which statutory construction powers have not yet been obtained.

3. Precise sites have not yet been identified for some of the new Metrolink stations referred to in this Proposal. These will be identified, along with other rail network improvement schemes during the Plan period as the Greater Manchester Local Transport Plan is reviewed and updated.

4. With regard to the new station proposed on Railtrack line in the vicinity of White City, the Council, with the support of partners including Manchester United FC and GM Police, will actively be seeking to bring forward an early development scheme to

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

5. With regard to the provision of park and ride facilities at public transport interchanges, stations and stops, the Council is actively working with the GMPTE and other the Greater Manchester authorities to prepare an implementation strategy consistent with the sustainable transport development and community regeneration principles of the Greater Manchester Local Transport Plan and sensitive to local environmental and other considerations.

6. In addition to the proposals outlined above, the Council will safeguard the route of the Altrincham - Irlam railway line in accordance with Proposal E15 of the Plan.

7. The listed improvement schemes are intended to support the implementation of the Greater Manchester Local Transport Plan within the Borough. The precise benefits of each scheme will be separately justified as it is brought forward for funding and implementation.

8. Other improvement schemes may be added to the Council's programme during the Plan period, particularly arising from further consideration of evolving main employment and priority economic and community regeneration area strategies and action plans.

9. Transport routes other than those listed in this Proposal that may fall into disuse are protected from any development that may prejudice their re-use by Proposal OSR17.

Part II Proposal ENV15 – Community Forest

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

Justification

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

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

- produce landscape and wildlife benefits;
- provide recreational opportunities for large numbers of people, and,
- Help to improve quality of life and the quality and image of the environment.

3. The vision and strategy for the development of the Community Forest is set out in the Red Rose Forest Plan (1994) and updated in the forest plan and supplementary review (2000).

4. In order to improve the environment and to deliver a better quality of life in Trafford, the Council aims to achieve a community forest resource in Trafford of 1,700 ha (about 16% of the land area of the Borough).

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

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

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

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

Part II Proposal ENV17 – Protection of Landscape Character

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

1. The appropriateness of design and construction materials with regard to local/regional building traditions.
2. The degree and quality of landscaping.
3. The impact on the landscape quality of the immediate area and the wider setting and on features of importance to wildlife.

Justification

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

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

- i. *WOODED CLAYLAND – A predominantly pastoral landscape area, including pockets of arable farming and market gardening with recreational land uses on the urban edge. Hedgerows and hedgerow trees combine with wooded areas and surrounding development to restrict views. Settlement is generally dispersed, including scattered farmsteads and occasional rural dwellings.*
- ii. *WOODED ESTATE LAND – An area of rolling, rising ground dominated by Dunham Hall and its associated outbuildings and estate lands. The area has a predominantly wooded appearance with Dunham Park and Dunham New Park and numerous scattered, isolated small coverts and woodland areas. The layout, field size and management regime of the agricultural fields results from the association with the Hall, with most enclosed by well-maintained hawthorn hedgerows. Views are open and extensive from the rising ground with tree groups forming the main restriction.*
- iii. *SETTLED SANDLAND – An area dominated by agricultural uses, mainly arable with some pasture. The rolling landscape and generally un-wooded nature of the rural area allow extensive views, with hedgerow trees and hedgerows being visually prominent. A number of dispersed farmsteads are linked by meandering lanes with settlement clusters at Dunham Woodhouses and Warburton. Isolated pockets of remnant coverts and woods with a number of ponds provide a valuable range of woodland and wetland habitats with diverse ecological benefits.*
- iv. *MOSSLAND – A flat area dominated by a large scale, geometric field pattern with intensive arable agricultural use. The "rides" which cross the area have*

become a distinguishing feature of the mossland, particularly those running north-south. There is little tree or shrub vegetation except that associated with the “rides” which controls views by foreshortening the distant views and focussing them in a linear manner. Steep sided ditches mark field boundaries with areas of herbaceous vegetation between the ditches and the “rides”. There has been little development with only one isolated farmstead.

- v. *RIVER MEADOWLAND – A flat alluvial flood-plain area with pastoral land use and a lack of human habitation. The rivers are not visually prominent, due to their sunken position and the presence of levees within the flat topography. Open, distant views along the flood plain become more confined to the north and south by the rising ground beyond the flood plain.*
- vi. *WOODED RIVER VALLEY – An area with an intimate, secluded nature, created by the narrow valley bottom and the small scale of the river and its meandering course. The river is not visually prominent, as it is generally sunken and fringed by trees. On the flatter areas of the flood plain, the land use is predominantly grazing with much of the agricultural land enclosed by woodland slopes, which maintain the integrity, intimacy and apparent seclusion of the river valley.*
- vii. *URBAN RIVER VALLEY – An area whose character has been affected by the proximity of the urban area. Little remains of the former alignment or original topography of the rivers. Land uses such as water parks, playing fields, golf courses and general areas of amenity and recreation have given the land adjacent to the river an almost suburban appearance. The flat topography and few boundaries, allow extensive views over the flood plain with neither the Ship Canal or river being overly prominent.*

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

Part II Proposal C4 – Green Belt

The Council designates as Green Belt the countryside areas defined on the Proposals Map. The primary purposes of this Green Belt are to: -

- i) Check the unrestricted sprawl of large built up areas;
- ii) Prevent neighbouring towns from merging into one another;
- iii) Assist in safeguarding the countryside from encroachment;
- iv) Preserve the setting and special character of historic towns;
- v) Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Justification

1. Green Belt designation of the land shown on the Proposals Map will protect important countryside areas of the Borough from unnecessary and unwanted development and provide opportunities for informal recreation, landscape enhancement and nature conservation.

2. All of the land designated on the Proposals Map was formerly designated as Green Belt in the Trafford UDP adopted in May 1996.

3. The purposes of the Green Belt as set out in this Proposal are drawn from Department of the Environment Planning Policy Guidance Note 2: Green Belts.

Proposal ENV9 – Sites of Importance for Nature Conservation

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

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

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

ii. Sites of Nature Conservation Interest.

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

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

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

1. Grade A - rare and valuable within the Greater Manchester area;
2. Grade B - significant at the Trafford Borough level;
3. Grade C - significant at a level wider than the immediate locality.

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

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

- - The particular degree of significance and rarity value of the features on the individual site;
- - The detailed impact of the proposed development on the nature conservation interest of the site;
- - The extent of any proposed measures of mitigation or compensation aimed at enhancing or recreating habitats on or off the site.

Justification

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

2. Sites of Special Scientific Interest (SSSI's) are of national importance and are protected by law. They are designated by English Nature as are National Nature Reserves. There are two SSSI's in Trafford (see Appendix C). Local Nature Reserves are designated by the Local Authority in consultation with English Nature.

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

A. Sites of county importance;

B. Sites of district importance;

C. Sites of more than local importance.

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

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

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

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

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

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

Part II Proposal ENV10 – Wildlife Corridors

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

- Examining the impact of development proposals (including extensions to gardens) to ensure that the integrity of the corridors is not destroyed or impaired, and,
- Ensuring that new development within or adjacent to the corridors contributes to their effectiveness wherever possible through appropriate siting, design of buildings and landscaping measures.

The corridors consist of the following: -

The Manchester Ship Canal;

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

The Mersey Valley;

The Manchester - Liverpool Railway;

Redbrook, and Sinderland, Baguley, and Fairywell Brooks;

The Skelton Junction to Lymm Railway;

The Bollin Valley and The Devisdale;

The Bridgewater Canal;

Open land between Timperley and Hale.

Firsway, Sale;

Carrington Tree Belts;

The Partington - Timperley Railway;

Longford Park.

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

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

Justification

1. Corridors are crucial links between wildlife sites, ensuring that wildlife has a range of continuous habitats to exploit throughout the urban and rural areas of the Borough

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

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

Part II Proposal OSR12 – Country Parks & Informal Recreation Areas

The Council will retain those countryside informal recreation areas shown on the Proposals Map and will promote the creation of Country Parks and further countryside informal recreation areas at key sites on the urban fringe and in the Mersey and Bollin Valleys where they are accessible to the residents of Trafford and do not conflict with other land uses.

Proposed Country Parks are: -

- i. Wellacre, Flixton

The Council will develop the area shown on the Proposals Map as a Country Park for informal recreation within a Community Forest setting, with some provision for agriculture. The Proposal will include playing field provision and facilities for car parking and visitor information.

- ii. ii) Altrincham Sewage Works

The Council will seek to develop this area for informal recreation subject to the operational requirements of United Utilities.

Proposed Countryside Informal Recreation Areas are: -

- i. Urmston Meadows (from the M60 to the River Mersey west of Willow Farm)

The Council will protect existing countryside informal recreation facilities and will encourage the provision of further informal recreation facilities in the area, and a landscaped visitors car park, as part of the Community Forest.

- ii. Land adjacent to Broadway (up to and including the disused railway line north east of Partington)

The Council will seek the development of this area for informal recreation as part of the Community Forest.

- ii. Open land south of the M60 Motorway, Sale

The Council will continue to seek to develop this area primarily for informal recreation within a Community Forest setting. Areas immediately north of Priory Gardens will be used in conjunction with the nearby Water Park and provision will be made for a horse schooling/exercise area, with associated bridle routes. The development of further outdoor recreation facilities such as a golf driving range and trim trail will be considered subject to local environmental and traffic considerations.

- v. Land west of Roaring Gate Lane, Davenport Green

If Proposal E14 is implemented, the Council will require that the 245 acres of land surrounding the development site be conserved, enhanced and managed for ecological interest and farming, with limited public access including some recreational use.

Justification

In recent years there has been considerable growth in the use of the countryside and urban fringe for informal recreation pursuits. National and local trends indicate that demand for further facilities will increase significantly during the Plan period. The Council recognise that the protection of sites and the provision of new facilities at appropriate locations, especially in the Mersey and Bollin Valleys, can help to provide for informal recreational needs and demands of Trafford's residents and visitors and alleviate pressures on existing attractions such as Sale Water Park. The careful selection and management of sites will at the same time relieve potential conflicts between formal and informal recreation, farming and nature conservation interests. The Council will seek to produce a management plan in discussion with landowners in each area to guide development of these Proposals.

The reasons for the specific proposals above are: -

i) Wellacre, Flixton - to enable comprehensive landscape improvements and the management of nature conservation and informal recreation uses within a community forest setting. The Proposal may involve purchasing or negotiating access on or across privately owned areas of land and providing facilities for car parking, information and interpretation. Associated access improvements including footpath and bridleway Proposals and the playing field Proposal are brought forward unaltered from the Mersey Valley Local Plan (Proposals a59 to a64 and 55 respectively).

ii) Altrincham Sewage Works - part of the sewage works no longer required. The area is regenerating naturally and has good potential for wildlife. Subject to the operational requirements of United Utilities, the Council will improve the site's landscape quality and provide public access where appropriate. The site is identified as an area of search in the Minerals Chapter of the Plan. In the event of gravel extraction works, the Council will support the development of water areas for informal recreation and nature conservation.

iii) Land west of Roaring Gate Lane, Davenport Green - the Council will, as part of the requirement of Proposal E14 that this area be developed as a rural park, restore, enhance and manage this good quality land for the benefit of the public and to retain the open character of the area.

iv) Urmston Meadows - this area which provides for informal recreation in the Mersey Valley close to Urmston, needs considerable landscape improvement and has potential to provide more informal outdoor recreation facilities.

v) Land adjacent to Broadway, Partington - this area forms part of a girdle of open space around Partington and will provide recreation facilities for the northern part of Partington.

vi) Open land south of the M60 Motorway, Sale - this area includes woodlands, nursery gardens and tipped land, part of which is regenerating naturally. It is used extensively for informal recreation and as a link to Sale Water Park and the Mersey Valley. The site has the potential to absorb additional outdoor recreation facilities within a Community Forest setting.

Part II Proposal T11 – High Quality Public Transport Network Improvements

The Council will, in its decisions on land use matters, actively encourage and seek support for the improvement and development of: -

- i. Metrolink:
 - o A private sector financed Metrolink extension through Trafford Park to the Trafford Centre from the existing Phase 1 Metrolink line at Cornbrook (as indicated on the Proposals Map). The Council will also support the possible extension of this line through Trafford Quays across the Manchester Ship Canal to the Barton Strategic Site and Eccles in Salford (see Proposal TP11);
 - o An extension from the existing Phase 1 line at Trafford Bar to Manchester Airport (as indicated on the Proposals Map).
- ii. Metrolink, Rail and Bus Stations/ Stops:
 - o South Brooklands : a new station with walk and ride facilities (west of the railway) on the existing Metrolink Line;
 - o Sale Water Park: a halt/ stop for access to Sale Water Park from the existing Metrolink line;
 - o New Metrolink stations on the Trafford Park extension at Wharfside, Village, Mosley Road, Park Way, and the Trafford Centre (as indicated on the Proposals Map);
 - o New Metrolink stations on the Manchester Airport extension at Firwood, Sale Moor and Davenport Green (as indicated on the Proposals Map);
 - o Timperley: a new walk in station on the Railtrack Line to serve Timperley;
 - o White City, Old Trafford: a new station on the Railtrack Line in the vicinity of the White City junction (see Proposal TP11);
 - o Trafford Centre: a new station and the provision of passenger rail services utilising the Ship Canal (freight) Railway (see Proposal TP11);
 - o The current Metrolink, Rail and Bus Interchanges, Stations and Stops, and their environs within the Borough.
 - o 'Quality Bus Corridors':

The Council, in partnership with local bus operators and the Passenger Transport Authority, has agreed the implementation of a 'Quality Bus Corridor Initiative' which intends to improve the quality and safety of facilities for public transport users, (including cyclists and pedestrians where appropriate) along selected corridors within Greater Manchester.

Within Trafford the priority schemes for action (indicated on the Proposals Map) are: -

- The whole of the A56, and,
- The route from Stockport via Didsbury Road (A5145) through Chorlton, Stretford

and then via Urmston Lane (B5213) into Urmston.

The Council will require that all sectors of the community have equal access to these high quality public transport improvements and that these facilities are well provided with safe and convenient cycle and pedestrian facilities and appropriate levels of car parking to encourage the use of more sustainable transport modes for part of a journey.

When considering the provision of car parking at major public transport interchanges, stations and stops regard will be given to: -

- The suitability of the land available in the area;
- The capacity of the highway network to accommodate the traffic;
- The effect of the proposal on the environment and the local community;
- Encouraging shared use with other developments within the local area, and
- The effect of the proposal on travel patterns in the area and the need to avoid any consequent increase in the number and length of car journeys.

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

Justification

1. The Council, in conjunction with the Passenger Transport Authority, intend to provide a balanced efficient and integrated public transport system to offer an alternative means of transport to the private car. By encouraging the provision of new links, new and refurbished stations and Metrolink the Council seeks to improve the attractiveness of public transport facilities increase patronage and relieve congestion on the road system. Now the new stops at Pomona (on the Eccles line) and Cornbrook (on the Altrincham line) are complete the Council's top priority for investment is the extension of the Metrolink through Trafford Park to the Trafford Centre and Trafford Quays. The Council is also supporting proposals to improve the facilities available at existing station/interchanges, the development of some new stations and improvements to the carrying capacity of the rolling stock available on the Altrincham line.

2. Statutory powers in the form of the Greater Manchester (LRT System) Acts of 1988 and 1992 presently authorise the construction of the Metrolink extension through Trafford Park as far as the Trafford Centre. The possible extension of this Metrolink line through Trafford Quays and across the Manchester Ship Canal is a future transport scheme for which statutory construction powers have not yet been obtained.

3. Precise sites have not yet been identified for some of the new Metrolink stations referred to in this Proposal. These will be identified, along with other rail network improvement schemes during the Plan period as the Greater Manchester Local Transport Plan is reviewed and updated.

4. With regard to the new station proposed on Railtrack line in the vicinity of White City, the Council, with the support of partners including Manchester United FC and GM Police, will actively be seeking to bring forward an early development scheme to

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

5. With regard to the provision of park and ride facilities at public transport interchanges, stations and stops, the Council is actively working with the GMPTE and other the Greater Manchester authorities to prepare an implementation strategy consistent with the sustainable transport development and community regeneration principles of the Greater Manchester Local Transport Plan and sensitive to local environmental and other considerations.

6. In addition to the proposals outlined above, the Council will safeguard the route of the Altrincham - Irlam railway line in accordance with Proposal E15 of the Plan.

7. The listed improvement schemes are intended to support the implementation of the Greater Manchester Local Transport Plan within the Borough. The precise benefits of each scheme will be separately justified as it is brought forward for funding and implementation.

8. Other improvement schemes may be added to the Council's programme during the Plan period, particularly arising from further consideration of evolving main employment and priority economic and community regeneration area strategies and action plans.

9. Transport routes other than those listed in this Proposal that may fall into disuse are protected from any development that may prejudice their re-use by Proposal OSR17.