



TRAFFORD
COUNCIL

**RESPONSE TO INSPECTOR'S
NOTE 1**

**Clarification of Factual Matters and Initial
Matters Concerning the Soundness of the
DPD**

31 December 2010

CONTENTS

Clarification of Factual Matters

1.0	Factual Matter 1	4
2.0	Factual Matter 2	11
3.0	Factual Matter 3	16
4.0	Factual Matter 4	21

Matters Concerning the Soundness of the DPD

5.0	Factual Matter 5	24
6.0	Factual Matter 6	27
7.0	Factual Matter 7	31
8.0	Factual Matter 8	35

Appendices

Appendix 5.1	– Local Infrastructure Plan Consultees	42
Appendix 5.2	– Infrastructure Liaison Groups	43
Appendix 5.3	– Trafford Transport Impacts of LDF	44
Appendix 5.4	– Phase 2a LDF Transport Modelling Methodology / Brief... ..	46
Appendix 5.5	– Highways Agency Protocol	63
Appendix 5.6	– Essential Infrastructure	74
Appendix 8.1	- 4NW Letter Confirming Status of Proposed Green Belt Alteration	81
Appendix 8.2	– Davenport Green Call For Sites Proforma – Information Submitted on behalf of APSL	83
Appendix 8.3	– Sustainability Appraisal of Davenport Green	111

TRAFFORD CORE STRATEGY EXAMINATION

INSPECTOR'S NOTE 1 – Clarification of Some Factual Matters and Initial Matters Concerning the Soundness of the DPD

Following from my early appraisal of the Core Strategy the following information and clarification is requested from the Council to assist my examination of its soundness. I stress that at this stage I have not read all of the evidence base or representations. In my Matters, Issues and Questions papers (MIQs), which I shall issue in due course, several other matters and detailed questions will be raised, upon which I shall request the response of the Council. However, to minimise these, the Council's full answers to the matters listed below are requested ASAP and by 31 December 2010 at the latest.

This note, together with the Council's responses, should be allocated CD numbers, added to the Examination Library list and displayed on the Council's LDF website.

If the Council wishes to suggest any changes to the Core Strategy in response to these matters they should be set out in a schedule, which should also be allocated a CD number, added to the Examination Library list and displayed on the Council's LDF website.

The suggested changes schedule will be a 'living' document for the duration of the Core Strategy examination. For transparency, the stages at which changes are suggested and indication of whether they go to the heart of the soundness of the DPD or are desirable to 'improve' the plan should be clarified in their individual referencing. I suggest that any changes suggested in response to this note are pre-fixed 100.XX, any suggested in response to my MIQs are pre-fixed 200.XX and those suggested during the Hearing sessions are pre-fixed 300.XX. Those that are necessary for soundness should be additionally pre-fixed S. Thus a change suggested in response to one of my questions 5-8 below may be referenced S100.01.

Shelagh Bussey

Inspector
14 December 2010

Clarification of Factual Matters

1.0 Factual Matter 1

- 1 To assist my examination of the justification for and the soundness of the policies and proposals of the Core Strategy, with reference to the CD Examination List, please can a schedule of the evidence source for each of the policies and proposals be provided. This is particularly important for the policies and proposals for the five strategic locations.

Council Response

- 1.1 The table below details a schedule of evidence source documents (together with the Core Document reference number) for each of the policies and proposals detailed in the Trafford Core Strategy.
- 1.2 The list is specific to the local evidence base used for preparation of the Trafford Core Strategy and excludes Government guidance, national planning policy and good practice guidance that has influenced the preparation of the Core Strategy, some of which is listed in the Core Document list.

Policy No.	Policy Name.	Evidence Source	
		Core Document Number	Core Document Name
General covering all Strategic Locations	Strategic Locations	4.3.1	GM Local Transport Plan 2
		4.3.2	GM LDF Transport Modelling
		4.4.4	GM Strategic Flood Risk Assessment – Level 1
		6.2.15	Local Infrastructure Plan Report.
		6.3.25	Trafford Core Strategy: Technical Note on Strategic Locations and Site Selection.
		6.3.26	Trafford Core Strategy: Background Note on the 5 Proposed Strategic Locations.
		7.1.3	Trafford Vision 2021: A Blueprint
		8.1.3	Trafford Other Town Centres Uses Study
		8.3.3	Trafford Employment Land Study
		8.3.5	Trafford Employment Land Study: Update Review of the Employment Land Supply Portfolio
		8.3.6	Technical Note: PPS4 Assessment for B1 Office Floorspace in Trafford.
		8.6.3	Transport Impacts of LDF
		8.8.5	SHLAA: 2009 Review
		8.8.6	SHLAA: 2010 Review
		SL1	Pomona Island
7.3.8	Irwell City Park Planning Guidance		
8.4.4	Manchester, Salford, Trafford Level 2/Hybrid Strategic Flood Risk Assessment		
SL2	Trafford Wharfside	7.3.4	MediaCity: UK & Quays Point Planning Guidance
		7.3.8	Irwell City Park Planning Guidance
		8.2.2	Trafford Park Masterplan – Vision and Implementation Report

Policy No.	Policy Name.	Evidence Source	
		Core Document Number	Core Document Name
		8.2.3	Trafford Park Masterplan – Baseline Assessment
		8.4.4	Manchester, Salford, Trafford Level 2/Hybrid Strategic Flood Risk Assessment
		8.6.1	Salford Quays / Trafford Park Accessibility Study
SL3	Lancashire County Cricket Club Quarter	8.2.4	Lancashire County Cricket Club Quarter Development Framework.
		8.6.1	Salford Quays / Trafford Park Accessibility Study
		8.11.3	Leisure Management Review – Summary of Issues
SL4	Trafford Centre Rectangle	8.1.2	Trafford Retail and Leisure Study
		8.4.4	Manchester, Salford, Trafford Level 2/Hybrid Strategic Flood Risk Assessment
		8.6.1	Salford Quays / Trafford Park Accessibility Study
		10.4.11	Trafford Quays Delivery Report
SL5	Carrington	4.4.4	GM Strategic Flood Risk Assessment – Level 1
		8.3.6	Technical Note: PPS4 Assessment for B1 Office Floorspace in Trafford
		8.4.4	Manchester, Salford, Trafford Level 2/Hybrid Strategic Flood Risk Assessment
L1	Land for New Homes	3.1.1	North West England RSS
		4.1.1	GM SHMA – Final Report
		4.1.3	Update of the GM SHMA
		4.2.1	Manchester Independent Economic Review
		4.2.12	GM Forecasting Model 2009 Update
		4.6.1	Prosperity for all: The Greater Manchester Strategy
		8.4.4	Manchester, Salford, Trafford Level 2/Hybrid Strategic Flood Risk Assessment
		8.8.5	Strategic Housing Land Availability Assessment 2009 Review
		8.8.6	Strategic Housing Land Availability Assessment 2010 Review
8.8.14	Trafford Housing Strategy 2009 – 2012		
L2	Meeting Housing	3.1.1	North West England RSS

Policy No.	Policy Name.	Evidence Source	
		Core Document Number	Core Document Name
	Needs	3.1.2	North West Plan Partial Review
		4.1.1	GM SHMA – Final Report
		4.1.3	Update of the GM SHMA Gypsy & Traveller
		4.1.4	Accommodation and Service Delivery Needs in GM
		4.6.1	Prosperity for all: The Greater Manchester Strategy
		8.8.14	Trafford Housing Strategy 2009 – 2012
		8.8.12	Trafford Housing Market Assessment 2006
		8.8.22	Economic Viability Study – Report
		L3	Regeneration and Reducing Inequalities
4.6.1	Prosperity for all: The Greater Manchester Strategy		
7.3.1	Old Trafford Gateway Development Framework		
8.2.1	Old Trafford Master Plan		
8.7.1	Trafford Combined IMD 2007		
8.7.9	Draft Partington Action Plan: Baseline Report		
L4	Sustainable Transport & Accessibility	3.1.1	North West England RSS
		3.1.2	North West Plan Partial Review
		4.3.1	GM Local Transport Plan 2
		4.3.2	GM LDF Transport Modelling
		4.3.3	Greater Manchester Integrated Transport Strategy
		4.6.1	Prosperity for all: The Greater Manchester Strategy
		8.6.2	Trafford Transport Strategy
8.6.3	Trafford Transport Impacts of LDF		
L5	Climate Change	3.1.1	North West England RSS
		3.2.1	Assessment of Potential Carbon Savings Achievable in the North West

Policy No.	Policy Name.	Evidence Source			
		Core Document Number	Core Document Name		
		4.4.1	AGMA Decentralised and Zero Energy Planning Study (January 2010)		
		4.4.3	GM Green Roof Feasibility Study		
		4.4.4	GM SFRA – Level 1		
		4.4.8	GMSF – Low Carbon Topic Paper		
		4.4.10	River Basin Management Plan North West River Basin District		
		4.4.12	Upper Mersey Catchment Flood Management Plan		
		4.4.13	Irwell Catchment Flood Management Plan		
		4.6.1	Prosperity for all: The Greater Manchester Strategy		
		8.4.1	Adapting to Climate Change in Trafford		
		8.4.4	Manchester, Salford, Trafford Level 2/Hybrid Strategic Flood Risk Assessment		
		8.4.9	Trafford Low Carbon Study – Phase 1		
		L6	Waste	3.1.1	North West England RSS
				3.4.1	Study to fill evidence gaps for Commercial & Industrial Waste Streams in the North West of England
3.4.2	Study to fill the evidence gaps for Construction, Demolition and Excavation Waste Streams in the North West region of England				
4.5.1	GM Joint Waste DPD Needs Assessment				
4.5.4	Greater Manchester Municipal Waste Management Strategy				
4.5.5	Greater Manchester Joint Waste Development Plan Document, Publication DPD				
L7	Design	3.1.1	North West England RSS		
L8	Planning Obligations	6.2.15	Local Infrastructure Plan Report		
		8.4.1	Adapting to Climate Change in Trafford		
		8.4.9	Trafford Low Carbon Study – Phase 1		
		8.8.22	Economic Viability Study – Report		
W1	Economy	3.1.1	North West England RSS		

Policy No.	Policy Name.	Evidence Source	
		Core Document Number	Core Document Name
		3.1.15	Northwest Regional Economic Strategy 2006
		3.1.16	Strategic Regional Sites: Evidence Base and Emerging Issues
		3.1.18	Strategic Regional Sites Review
		4.2.2	GM Employment Land Position Statement
		4.2.3, 4.2.4 & 4.2.5	GM Town Centres – Phase 1, 2 & 3 Reports
		4.2.6	GM Town Centres – Policy Position Statement
		4.2.8	GM Forecasting Model: 2007-8 Accelerated Growth Scenario
		4.2.9	GM Forecasting Model: 2008 Lower Growth Scenario
		4.2.10	GM Forecasting Model 2008 Update
		4.2.12	GM Forecasting Model 2009 Update
		4.6.1	Prosperity for all: The Greater Manchester Strategy
		8.1.3	Trafford Other Town Centres Uses Study
		8.2.2	Trafford Park Masterplan
		8.3.3	Trafford Employment Land Study
		8.3.5	Trafford Employment Land Study: Update Review of the ELS Portfolio
		8.3.6	Technical Note: PPS4 Assessment for B1 Office Floorspace in Trafford
		8.3.8	Economic Development Plan
W2	Town Centres & Retail	3.1.1	North West England RSS
		4.6.1	Prosperity for all: The Greater Manchester Strategy
		4.6.5	GM Spatial Framework Draft Topic Paper 5: Town Centres
		8.1.2	Trafford Retail and Leisure Study
		8.1.3	Trafford Other Town Centres Uses Study
		8.3.6	Technical Note: PPS4 Assessment for B1 Office Floorspace in Trafford

Policy No.	Policy Name.	Evidence Source	
		Core Document Number	Core Document Name
W3	Minerals	3.1.1	North West England RSS
		4.5.2	Scoping Study – Investigation into Minerals Resources in GM
		4.5.3	GM Geo-diversity Action Plan
R1	Historic Environment	8.10.2	Interim Trafford Urban Historic Landscape Characterisation Report
R2	Natural Environment	4.4.6	GM Ecological Framework Study
		4.4.7	GM Biodiversity Action Plan
		8.4.5	Trafford Sustainable Strategy
		8.4.6	Trafford Action for Nature
R3	Green Infrastructure	3.3.2	North West Green Infrastructure Guide
		4.4.5	Towards a Green Infrastructure Framework for GM
R4	Green Belt and other Protected Land	3.1.1	North West England RSS
R5	Open Space, Sport and Recreation.	8.1.2	Trafford Retail and Leisure Study
		8.11.1	Draft Outdoor Sports Facility Study
		8.11.2	Trafford Greenspace Strategy
		8.11.3	Leisure Management Review – Summary of Issues
		8.11.4	Green/Open Spaces: Assessment of Need
		8.11.5	Trafford Draft Play Strategy
		8.11.6	Trafford Leisure Review Visioning Document
		8.11.7	Outdoor Sports Facility Study March 2009
		8.11.9	Trafford Play Strategy
		8.11.11	Trafford's Green and Open Spaces an Assessment of Need Update
R6	Culture and Tourism	8.1.2	Trafford Retail and Leisure Study
		8.9.1	Trafford Cultural Strategy 2004 – 2010

2.0 Factual Matter 2

- 2 A housing trajectory similar to that contained in the Annual Monitoring Record (AMR) is required that extends to 2026, in order to clarify the requirements of policy L1. It is also a requirement of PPS3 that this is provided in a DPD.

Council Response

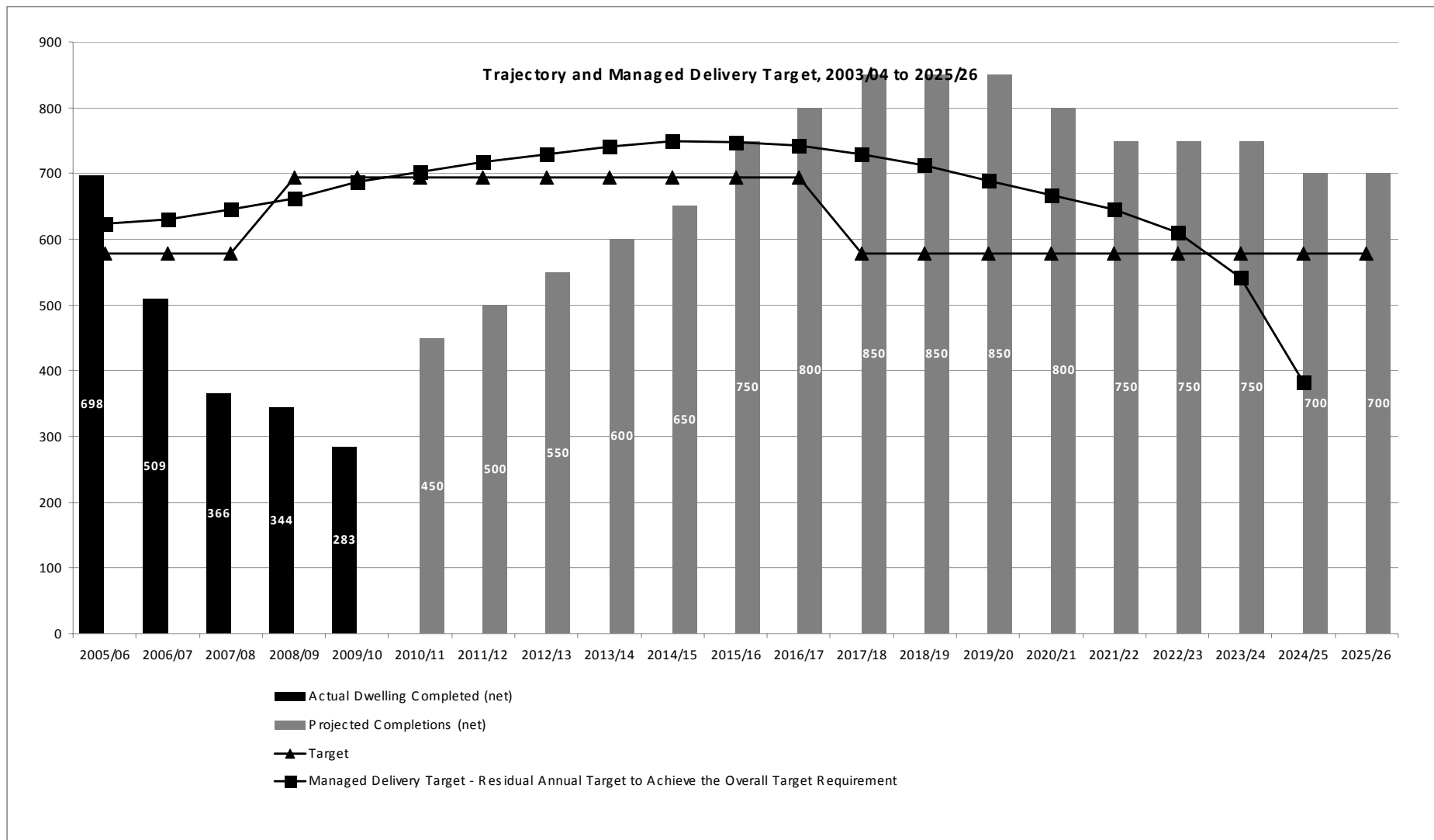
- 2.1 The Council has two versions of the trajectory each of which presents the data in two forms (tabular and graph). Version 1 of the trajectory conforms to the specification set out in the LDF Monitoring Good Practice Guide. Version 2 is an extract from Version 1 that covers the time period presented in Core Strategy Table L1.
- 2.2 Copies of these alternate trajectories are detailed below.
- 2.3 The Council, in the interests of consistency with the material included in the Publication Core Strategy document, would suggest the inclusion of the Version 2 trajectory in the final document and has therefore detailed this in CD 12.2.4 (Suggested Changes Schedule). In the interests of simplicity, given the existence of Table L1, the Council would suggest the inclusion of the graph form of the trajectory in the final document; see proposed change 100.01 in CD 12.4.

Version 1 – Trafford Housing Trajectory 2005 - 26

Total RSS/Housing Growth
Point Target Requirement
2005/6 to 2025/6

13,182

	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18	Y19	Y20	Y21	
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Actual Dwelling Completed (net)	698	509	366	344	283																	
Projected Completions (net)						450	500	550	600	650	750	800	850	850	850	800	750	750	750	700	700	
Cumulative Completions	698	1,207	1,573	1,917	2,200	2,650	3,150	3,700	4,300	4,950	5,700	6,500	7,350	8,200	9,050	9,850	10,600	11,350	12,100	12,800	13,500	
Target	578	578	578	694	694	694	694	694	694	694	694	694	578	578	578	578	578	578	578	578	578	
Cumulative Target	698	1,276	1,854	2,432	3,126	3,820	4,514	5,208	5,902	6,596	7,290	7,984	8,678	9,256	9,834	10,412	10,990	11,568	12,146	12,724	13,302	
Cumulative Completions, Cumulative Target Differential	0	-69	-281	-515	-926	-1,170	-1,364	-1,508	-1,602	-1,646	-1,590	-1,484	-1,328	-1,056	-784	-562	-390	-218	-46	76	198	
Managed Delivery Target - Residual Annual Target to Achieve the Overall Target Requirement	624	630	645	663	686	702	717	729	740	748	748	742	729	712	689	666	646	611	541	382		
Number of Plan Years Remaining	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	

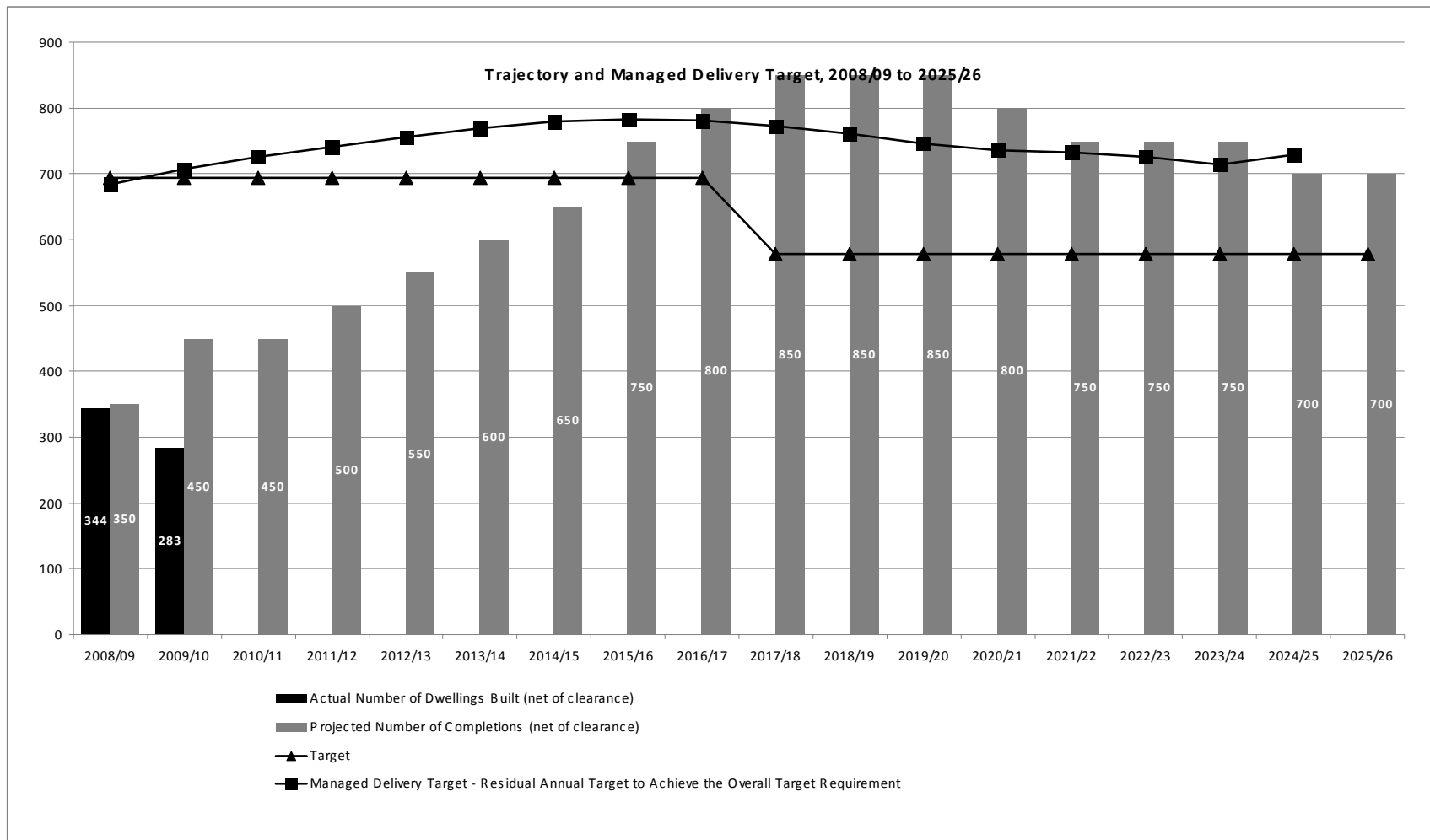


Version 2 – Trafford Housing Trajectory 2008 - 2026

LDF Core Strategy
Housing Allocation
2008/9 to 2025/6

11,956

	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18
	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Actual Number of Dwellings Built (net of clearance)	344	283																
Projected Number of Completions (net of clearance)	350	450	450	500	550	600	650	750	800	850	850	850	800	750	750	750	700	700
Cumulative Completions	344	627	1,077	1,577	2,127	2,727	3,377	4,127	4,927	5,777	6,627	7,477	8,277	9,027	9,777	10,527	11,227	11,927
Target	694	694	694	694	694	694	694	694	694	578	578	578	578	578	578	578	578	578
Cumulative Target	694	1,388	2,082	2,776	3,470	4,164	4,858	5,552	6,246	6,824	7,402	7,980	8,558	9,136	9,714	10,292	10,870	11,448
Cumulative Completions, Cumulative Target Differential	-350	-761	-1,005	-1,199	-1,343	-1,437	-1,481	-1,425	-1,319	-1,047	-775	-503	-281	-109	63	235	357	479
Managed Delivery Target - Residual Annual Target to Achieve the Overall Target Requirement	683	708	725	741	756	769	780	783	781	772	761	747	736	732	726	715	729	
Number of Plan Years Remaining	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0



3.0 Factual Matter 3

- 3 Further clarification is required of what land makes up the employment land supply set out in Table W1, in terms of commitments, allocated employment sites carried forward from the UDP and new greenfield or other land that will be allocated to make up the Core Strategy employment land portfolio.

Council Response

- 3.1 This response is supported by information detailed in Core Document 8.3.5 (Trafford ELS: Review of the Employment Land Supply Portfolio) which contains material relevant to this query. The available and potential supply of employment land in each place identified in Core Strategy Table W1 is summarised in tabular form in Section 5.
- 3.2 The attached schedule lists the sites that make up the land supply in each place. The tables appended below summarise the planning status and site type of the land supply identified in each place based upon the information recorded in the schedule. It should be noted that the combined total available and potential land supply is greater than the Core Strategy proposed employment land target from Table W1. The proposed land supply target is a function of how much land could be available in each “place”; historic take-up rates and; current amount of land which is actually available.

Planning Status of the Identified Land Supply

Place	Total Employment Land Area (Hectares)	Total Available and Potential Land Supply	Land Allocated or with Planning Permission for Development	New Employment Land identified through the Core Strategy	Core Strategy Land Supply Target (Table W1)
Pomona ¹	15	11.3	Nil	11.3	10
Wharfside	85	5.1	5.1	Nil	10
Trafford Park Core	560	30.9	30.9	Nil	55
Trafford Centre Rectangle ²	200	47.1	23.9	23.2	15
Carrington ³	390	205.2	96.3	108.9	75
Broadheath	55	10.3	10.3	Nil	10
Town Centres	85	2.5	2.5	Nil	5
Elsewhere	55	10.4	9.0	1.4	10
All Locations	1,445	322.8	178.0	144.8	190

Types of Site within the Identified Land Supply

Place	Total Available/Potential Land Supply	Previously Developed Land Supply	Green-field Land Supply
Pomona	11.3	11.3	Nil
Wharfside	5.1	5.1	Nil
Trafford Park Core	30.9	30.9	Nil
Trafford Centre Rectangle	47.1	23.9	23.2
Carrington	205.2	194.9	10.3
Broadheath	10.3	7.1	3.2
Town Centres	2.5	2.5	Nil
Elsewhere	10.4	10.4	Nil
All Locations	322.8	286.1	36.7

¹ The proposed Pomona change from mixed housing/employment to wholly employment..

² The proposed Trafford Centre Rectangle is a wholly new allocation proposal.

³ The proposed Carrington apportionment is associated with a change from wholly employment to a mixed housing/employment proposal.

Trafford Employment Land Study: Review of the Employment Land Supply Portfolio

Reworked Section 5 Employment Land Supply Table

Pomona Island				
Site Reference	Location	Area	Type of Site	Planning Status
NEW	Pomona Island Site	11.30	Cleared Employment PDL	LDF Proposal
Total All Sites		11.30		

Trafford Wharfside				
Site Reference	Location	Area	Type of Site	Planning Status
70125	Victoria Warehouse Site	0.40	Cleared Employment PDL	Allocated Employment Land
72066/02	Southbank Site	2.30	Cleared Employment PDL	Allocated Employment Land
72117	Waterside Site	0.74	Cleared Employment PDL	Allocated Employment Land
70025	Victoria Warehouse	1.03	Uncleared Employment PDL	Allocated Employment Land
70132 NEW	MUFC North Road Site	0.62	Uncleared Employment PDL	Planning Permission
Total All Sites		5.09		

Trafford Park Core				
Site Reference	Location	Area	Type of Site	Planning Status
70026	Warren Bruce Road	0.62	Cleared Employment PDL	Planning Permission
72079	Electric Park Site	2.33	Cleared Employment PDL	Planning Permission
70129	Ashburton Road West	1.88	Cleared Employment PDL	Planning Permission
72073/01	Twining Road	1.28	Cleared Employment PDL	Allocated Employment Land
72103	Trinity Business Park	0.75	Cleared Employment PLD	Planning Permission
72116	Bridgewater Canal	3.90	Cleared- Uncleared Employment PDL	Allocated Employment Land
72114	Nash Road	0.95	Cleared Employment PDL	Allocated Employment Land
72119	Nash Road	0.37	Cleared Employment PDL	Allocated Employment Land
70131	Mosley Road Site	3.70	Cleared Employment PDL	Planning Permission
72068 NEW	Trafford Park Bakery Site	0.52	Uncleared Employment PDL	Planning Permission

72125 NEW	Blagden Nash Road Site	1.40	Cleared Employment PDL	Allocated Employment Land
72128 NEW	Kellogg Mosley Road Site	2.10	Cleared Employment PDL	Allocated Employment Land
NEW	Ashburton Road Site	1.70	Cleared Employment PDL	Allocated Employment Land
NEW	John Gilbert Way Site	0.70	Cleared Employment PDL	Allocated Employment Land
72124	Viridor Blagden Site	2.29	Cleared Employment PDL	Planning Permission
72126	SCA Hygiene Products Site	3.90	Uncleared Employment PDL	Planning Permission
72127	B&M Europa Gate Site	0.84	Uncleared Employment PDL	Planning Permission
72115	Ashburton Road West	1.65	Uncleared Employment PDL	Allocated Employment Land
Total All Sites		30.88		

Trafford Centre Rectangle				
Site Reference	Location	Area	Type of Site	Planning Status
72094	Kratos Site	3.78	Cleared Employment PDL	Planning Permission
72123	Containerbase Site	10.90	Uncleared Employment PDL	Allocated Employment Land
72121	Taylor Road Site	4.03	Uncleared Employment PDL	Allocated Employment Land
72120	Bridgewater Centre	5.14	Uncleared Employment PDL	Allocated Employment Land
NEW	Trafford Quays Site	23.25	Green-field	LDF Mixed Use Proposal
Total All Sites		47.10		

Carrington				
Site Reference	Location	Area	Type of Site	Planning Status
32019	Gas Works Site	26.70	Cleared Employment PDL	Planning Permission
32020	Power Station 1 Site	18.36	Cleared Employment PDL	Planning Permission
32012/01	Power Station 2 Site	35.50	Cleared Employment PDL	Planning Permission
32132	Shell Carrington	108.90	Part Cleared-Part Uncleared Employment PDL Part Green-field	LDF Proposal
32013/04	SAICA Site	15.75	Cleared Employment PDL	Planning Permission
Total All Sites		205.21		

Broadheath				
Site Reference	Location	Area	Type of Site	Planning Status
12015	Dairyhouse Lane	3.20	Green-field	Allocated Employment Land
10021	Bridge Works Site	0.30	Uncleared Employment PDL	Allocated Mixed Use Land
12128	Linotype Works Site	4.95	Uncleared Employment PDL	Allocated Mixed Use Land
10055 NEW	Jarvis House Site	0.47	Uncleared Employment PDL	Mixed Use Planning Permission
NEW	Linotype Works Site	1.42	Uncleared Employment PDL	Allocated Mixed Use Land
Total All Sites		10.34		

Town Centres				
Site Reference	Location	Area	Type of Site	Planning Status
10133	Altair Site	2.50	Uncleared Employment PDL	Mixed-Use Planning Permission
Total All Sites		2.50		

Elsewhere				
Site Reference	Location	Area	Type of Site	Planning Status
60021	Talbot Road Site	0.35	Cleared Employment PDL	Planning Permission
62126	Bakemark Site	2.48	Uncleared Employment PDL	Allocated Employment Land
60022	Warwick Road South Site	0.37	Uncleared Employment PDL	Allocated Employment Land
62017	Elsinore Road Site	4.00	Cleared Employment PDL	Planning Permission
10039	Bayer Site	1.45	Uncleared Employment PDL	None
60012	Trafford Press Site	0.60	Cleared Employment PDL	Mixed-Use Planning Permission
60027	Northumberland Road Site	0.68	Cleared Employment PDL	Mixed-Use Planning Permission
60028 NEW	Chester Road Petrol Station Site	0.24	Uncleared Employment PDL	Mixed-Use Planning Permission
62018 NEW	Empress Mill Wright Street Site	0.24	Uncleared Employment PDL	Mixed-Use Planning Permission
Total All Sites		10.41		

4.0 Factual Matter 4

- 4 With reference to CD 6.1.2, which contains the Council's pre-submission changes and which I accept as forming part of the submission DPD, the following clarification is required.
- i The reference AL07 for a suggested additional objective for Altrincham already exists. Should this be AL29?
 - ii Is there a typo in the suggested change to paragraph 8.79 where the words 'to assess' are repeated?

Council Response

4.1 This pre-submission document (CD 6.1.2) detailed a series of suggested changes to be made to the policies and supporting text of the Core Strategy. The suggested changes were to update the Core Strategy to reflect the results of public consultation undertaken under Regulation 27; factual amendments and / or; errata.

4.2 In response to the matters raised above:

- i) It is considered that the additional objective should be ALO7 as the change is related directly to the delivery of Strategic Objective 1 (SO1). Providing an additional objective at ALO7 will result in a knock-on effect of all remaining ALO numbers being increased by one. For example: ALO7 (Anti-social behaviour) would become AL08, AL08 (youth facilities) would become AL09 and so on. A revised table detailing this change is attached below; see proposed change 100.02 in CD 12.4.
- ii) We can confirm there is a typo in the suggested change to paragraph 8.79. The suggested change should therefore read:

An Ecological Assessment and Survey(s) will be expected to be undertaken to determine the potential impact of the proposal on any habitats and sites of, nature conservation and biological and ecological importance. It will also be expected to produce an Environmental Assessment to determine the impact of the development on factors including air pollution and noise. [A further Habitat Regulations Assessment will be carried out as part of the Carrington Area Action Plan to assess any effects that could arise from potential atmospheric pollution and recreational pressure on the Manchester Mosses Special Area of Conservation \(SAC\).](#)

(See proposed change 100.03 in CD 12.4).

Change to Altrincham and Neighbouring Communities Objectives

Proposed	Existing	Place Objective	Strategic Objective
<p>ALO1:</p> <p>ALO2:</p> <p>ALO3:</p> <p>ALO4:</p> <p>ALO5:</p> <p>ALO6:</p> <p><u>ALO7:</u></p>	<p>ALO1:</p> <p>ALO2:</p> <p>ALO3:</p> <p>ALO4:</p> <p>ALO5:</p> <p>ALO6:</p> <p>NEW</p>	<p>To manage effectively, high levels of residential development pressure.</p> <p>To maximise the provision of affordable units to meet the needs of the community.</p> <p>To protect and enhance the historic character, landscape and amenity of the area providing new units in keeping with this.</p> <p>To manage the potential impact of development on the urban fringes of the area.</p> <p>To limit new residential growth to 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.</p> <p>To ensure that the local character of the area is not undermined by new residential development, particularly in terms of existing plot sizes.</p> <p>To maximise the potential of the Norman Road site to help meet Trafford's housing needs and create a high quality sustainable residential-led mixed use development in this area</p>	SO1
<p><u>ALO8:</u></p> <p><u>ALO9:</u></p> <p><u>ALO10:</u></p> <p><u>ALO11:</u></p>	<p>ALO7:</p> <p>ALO8:</p> <p>ALO9:</p> <p>ALO10:</p>	<p>To tackle anti-social behaviour resulting from the night-time economy in Altrincham.</p> <p>To improve the provision of youth facilities within this area.</p> <p>To secure opportunities for improved health care provision to meet the needs of local people.</p> <p>To improve the appearance and quality of green and open space for recreational purposes.</p>	SO2
<p><u>ALO12:</u></p> <p><u>ALO13:</u></p> <p><u>ALO14:</u></p>	<p>ALO11:</p> <p>ALO12:</p> <p>ALO13:</p>	<p>To ensure residents in Altrincham and neighbouring communities, especially Broomwood, have the skills and the ability to access jobs in Broadheath, Altrincham Town Centre and the Regional Centre.</p> <p>To consolidate and retain Broadheath as the principal location in the south of the Borough for industrial purposes.</p> <p>To continue to promote Altrincham as the Principal Town Centre and key economic driver, in terms of employment, retail and leisure opportunities.</p> <p>To manage the change of industrial land to other uses effectively, in order to protect economic/employment uses in the area.</p>	SO3

ALO15:	ALO14:		
ALO16:	ALO13:	To continue to promote Altrincham as the Principal Town Centre and key economic driver, in terms of its employment, retail and leisure opportunities.	SO4
ALO17:	ALO16:	To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities.	SO5
ALO18:	ALO17:	To maintain the Green Belt surrounding this area for agricultural and recreational purposes.	
ALO19:	ALO18:	To achieve more accessible greenspace in those parts of the area currently experiencing deficiency.	
ALO20:	ALO19:	To protect and enhance the linear green network and wildlife corridors, including that of the Bollin Valley, Brooks Drive and Timperley Brook.	
ALO21:	ALO20:	To manage the high levels of congestion and improve the quality of public transport provision, particularly along the A56, the A560 and the A538.	SO6
ALO22:	ALO21:	To secure improvements to the facilities at Altrincham Interchange.	
ALO23:	ALO22:	To manage the adverse impact of new development along main transport corridors on the highway infrastructure/public transport provision.	
ALO24:	ALO23:	To tackle the barrier that the A56 creates to pedestrian movement between residential and commercial areas.	
ALO25:	ALO24:	To secure improvements to pedestrian and cycling facilities along the Bridgewater Canal and Trans Pennine Trail.	
ALO26:	ALO25:	To ensure all new development is constructed in accordance with the latest environmental standards.	SO7
ALO27:	ALO26:	To encourage and support opportunities to locate low-carbon / decentralised energy facilities.	
ALO28:	ALO27:	To maximise opportunities for green roofs and tree planting.	
ALO29:	ALO28:	To protect and enhance the character of the environment, landscape, skylines and historic features especially in the Conservation Areas.	SO8

Matters Concerning the Soundness of the DPD

5.0 Factual Matter 5

- 5 With particular reference to, but not limited to the policies and proposals for the strategic locations, more detail is required of the essential infrastructure requirements and their development trigger points associated with all of the policies and proposals of the Core Strategy. To demonstrate the feasibility of delivery, the approximate costs of essential infrastructure requirements, together with details of any secured funding sources are required. In addition, an indication of commitment of stakeholders to delivery of the policies and proposals is necessary to demonstrate that there is a strong likelihood that they will be implemented and that the Core strategy vision and objectives will be achieved. Any potential 'show stopping' infrastructure requirements should be identified.

Council Response

- 5.1 The Technical Note on Strategic Locations and Site Selection (*CD 6.3.25*) published alongside the Further Consultation on the Vision, Strategic Objectives and Delivery Strategy (March 2010) (*CD: 6.3.22*) detailed that during the preparation of the Core Strategy, the Council made a decision to move from the identification of strategic sites and to proceed with strategic locations. This decision was based on a number of factors, including consideration of the available information relating to specific infrastructure requirements to support the identification of strategic sites.
- 5.2 The Council has worked extensively with stakeholders to identify the infrastructure requirements required to support the identification of strategic locations within the Core Strategy and to aid the delivery of other policies and proposals, as required by paragraph 4.9 of PPS12: Local Spatial Planning, (*CD: 2.1.15*).
- 5.3 The first stage of the infrastructure planning work involved the production of an Infrastructure Capacity Assessment. This was produced in 2008 (*CD: 6.3.8*) and then updated in 2009 (*CD: 6.3.18*), following a 6-week statutory public consultation period. The assessment identified what infrastructure provision there exists in the Borough and any gaps and/or capacity issues within the existing provision. This work included establishing good working relationships with key physical, social and green infrastructure providers – a full list of participants involved in the preparation of the Infrastructure Capacity Assessment is included in Appendix 5.1.

- 5.4 The next phase of the work was to set out what needed to be included within the Local Infrastructure Plan. The Issues to be Addressed Report (CD: 6.3.17) was published alongside the Core Strategy: Further Consultation on the Preferred Option (June 2009) (CD: 6.3.9). This set out the commitment of the Council to good infrastructure planning.
- 5.5 The resulting Local Infrastructure Plan (LIP) forms a key part of the evidence base for the Core Strategy. It is a living document in that it will be regularly updated and will contain the most up to date information on infrastructure provision and delivery. Whilst it is not possible to guarantee future levels of public or private investment, especially in this economic climate, the LIP helps to provide a clear indication of the priorities for existing funds and future funding bids. It also provides a framework to work with key infrastructure providers to secure as much certainty as possible that the necessary investment will be provided to deliver the Core Strategy. Several iterations of the LIP have been published so far: March 2010 (CD: 6.3.28) and September 2010 (CD: 6.2.15).
- 5.6 Building on the implementation mechanisms/schedules set out in the Core Strategy, the LIP establishes what needs to be done and when, who needs to do it and what the priorities for action are to support the delivery of the Strategy. Where the information is available, costs have been identified together with the source of funding. This document will serve as a basis for establishing policies for charging CIL (Community Infrastructure Levy) on developments in the Borough, in due course.
- 5.7 The Council has established infrastructure liaison groups with key infrastructure providers to drive forward the infrastructure agenda and increase confidence in delivery. This involves having regular meetings that involve timely, effective and conclusive discussion to ensure they are fully engaged in the process, in order for them to reflect the core strategy within their own future planning. A full list of these liaison groups is included in Appendix 5.2.
- 5.8 The budgeting processes of the different agencies has on occasion meant that less information is available than would be ideal. Therefore the Core Strategy identifies different priority levels for infrastructure provision. Those infrastructure elements identified as priority 1 and 2 have reasonable prospect of provision, and the costs and funding for these have been identified, where possible. Regular liaison meetings with key infrastructure providers have allowed for the identified infrastructure to be prioritised in discussions, to ensure greater likelihood that it can be delivered. The core strategy does not place

- undue reliance on critical elements of infrastructure whose funding is unknown.
- 5.9 In addition to the above the Council has been working with the Highways Agency to consider the impact of the strategic locations on the Strategic Road Network (SRN). Phase 1 of the Greater Manchester LDF Transport Modelling work (CD: 4.3.2) provided a summary of the potential impacts on transport networks of the LDF core strategies for each of the districts in Greater Manchester. The outputs of the Phase 1 work – Trafford Transport Impacts of LDF (CD: 8.6.3) outlined a number of ‘concerns to be addressed’ which have been outlined in more detail by the Highways Agency for Trafford. This correspondence is included in Appendix 5.3.
- 5.10 The Highways Agency has also agreed a protocol with the 10 Greater Manchester Authorities, detailing a ‘sound approach’ to addressing the transport impacts of future development in Greater Manchester. A copy of the agreed protocol is included in Appendix 5.5.
- 5.11 To address the issues raised in Phase 1 of the transport work the Council is currently working with the Highways Agency and GMPTE on Phase 2a of the LDF Transport Modelling work. The brief/modelling methodology for Phase 2a is included in Appendix 5.4. This work will now look in more detail at the mitigation measures needed to offset these identified concerns for the first 5 years of the Plan period (to 2016). Once this work is complete further work will be commissioned (Phase 2b) in order to address issues beyond the first 5 years to the end of the Plan period, and to support the delivery of the Land Allocations DPD.
- 5.12 In regard to the request for further information relating to essential infrastructure requirements (the development trigger points associated with all of the policies and proposals of the core strategy; the approximate costs of essential infrastructure requirements, together with details of any secured funding sources; and an indication of commitment of stakeholders to delivery of the policies and proposals) these are set out in the Appendix 5.6.
- 5.13 It should be noted that many of the infrastructure projects within the Priority 1 category have either secured planning permission with funds secured and works due to begin on-site imminently, or works have already commenced on site, and in some cases are now complete.
- 5.14 Following extensive research and consultation with key service providers, none of these consultees have identified any infrastructure ‘showstoppers’ to the delivery of the Trafford Core Strategy.

6.0 Factual Matter 6

- 6 In order to properly monitor the success of the Core Strategy in achieving its vision and objectives, appropriate targets should be added to Table 3, which sets out the Core Strategy Monitoring Proposals. Whilst it may not be desirable to repeat in the DPD the monitoring provisions of the AMR, the AMR does not seem to provide this necessary information either.

Council Response

- 6.1 The Annual Monitoring Report has been drawn up within the framework of advice set out in the LDF Monitoring – Good Practice Guide and contains an appreciable amount of data relevant to the monitoring of the emerging Core Strategy. It has always been seen as a living/evolving document subject to change and development as data collection requirements and resources change and develop.
- 6.2 In drafting the Monitoring Section of the Publication Core Strategy document the Council was mindful of the current uncertainties surrounding the National Indicator set and uncertainties around performance monitoring situation.
- 6.3 Notwithstanding this, section 27 and section 28 of the Core Strategy: Publication document (CD 6.2.1) details the Council’s approach to the Implementation and Monitoring of the Core Strategy. In response to the Inspector’s note an alternate Table 3, Chapter 28, has been drawn up to reproduce in summary form the policy targets set out in the Core Policies Section of the document in the Monitoring Section alongside expanded monitoring proposals material, see table below and proposed change S.100.04 in CD 12.4).

Core Strategy Policy Monitoring Proposals

Alternate Table 3 Proposal

Policy	Policy Title	Policy Targets and How the Policy Will Be Monitored
L1	Land for New Homes	<p>Policy Targets</p> <p>Land release to accommodate a net 11,450 dwellings by 2025/26. Phased release to accommodate 1,400 between 2008/9 & 2010/11 – 3,860 between 2011/12 & 2015/16 – 3,656 between 2016/17 & 2020/21 – 3,040 between 2021/22 & 2025/26. Land release to provide for a variety of types of accommodation. Land release to provide for 30% provision in the Regional Centre and</p>

Policy	Policy Title	Policy Targets and How the Policy Will Be Monitored
		<p>Inner Areas – 70% within the South City Region area. Brown-field land use target of 80%.</p> <p>Monitoring Existing indicators (CH2 to 5 and LH1 to 10) to be drawn from the Housing Development Monitoring Section of the Annual Monitoring Report to determine the scale and distribution of development. New indicator(s) to be drawn from the planning and building control development management systems to determine the types of accommodation to be provided by developments.</p>
L2	Meeting Housing Needs	<p>Policy Targets 60-40 Market-Affordable housing split. 70-30 Small-Large (3+ bed) housing split. 4% (500 unit) Older Person housing provision.</p> <p>Monitoring Existing indicators (CH2 to 5 and LH1 to 10) to be drawn from the Housing Development Monitoring Section of the AMR to determine in conjunction with Housing Needs Survey data the extent to which identified needs are being met. New indicator(s) to be drawn from the planning and building control development management systems to determine the large/small and older person provision.</p>
L3	Regeneration & Reducing Inequalities	<p>Policy Targets Generally to create sustainable local communities, reduce health & education inequalities, enhance community safety and secure environmental improvements. New dwelling targets of 1,000 for the Old Trafford PRA – 850 for the Partington PRA – 100 for the Sale West PRA.</p> <p>Monitoring Existing indicators (LH1 to 10) to be drawn from the Housing Development Monitoring Section of the AMR to determine the extent to which the PRA targets are being met. New indicator(s) to be drawn from the Sustainable Community Strategy Area Profile data compiled by the Council and the Indices of Multiple Deprivation and National Indicators published by Government to determine the extent to which the inequalities are being addressed.</p>
L4	Sustainable Transport & Accessibility	<p>Policy Targets Generally to protect and support the maintenance/improvement of the highway, public transport, pedestrian and cycling networks and the efficient/effective use thereof. Vehicle maximum parking standards. Major development Travel Plan requirement.</p> <p>Monitoring Existing indicators (LT1 to 3, ST1 to 3 and FCT1 to 3) to be drawn from the Transport Development Monitoring Section of the AMR to determine the extent of investment progress, public transport network patronage change data, accessibility, major development adherence to parking standards and Travel Plan delivery data. New indicator(s) to be drawn from GM Transport Unit published data and National Indicators to determine road traffic volume, average peak journey time and road casualty change data.</p>
L5	Climate Change	<p>Policy Targets Code for Sustainable Homes – Level 3, 2010 – Level 4, 2013 – Level 6, 2016. Minimum 40% regulated CO2 emissions reduction for large developments in Low Carbon Growth Areas.</p> <p>Monitoring Existing indicators (SP3 & 4) to be drawn from the Pollution & Climate Change Section of the AMR (drawing from National Indicators) to</p>

Policy	Policy Title	Policy Targets and How the Policy Will Be Monitored
		record emissions change data. New indicators to be drawn from the planning and building control development management systems to determine the proportion of development approvals compliance or otherwise with the targets (drawing on the Building for Life National Standard for Well Designed Homes & Neighbourhood Report).
L6	Waste	Policy Targets No specific targets set in the Core Strategy. Monitoring General monitoring of development progress as contained within Minerals and Waste Development Monitoring Section of the Annual Monitoring Report until the GM Joint Waste DPD is adopted.
L7	Design	Policy Targets No specific targets set in the Core Strategy. Monitoring New indicator(s) to be drawn from a CABE Building for Life assessment of new development proposals.
L8	Planning Obligations	Policy Targets No specific targets set in the Core Strategy. Monitoring Existing indicator (LP4) to be drawn from the Development Management Process Monitoring Section of the AMR to record planning obligations secured data.
W1	Economy	Policy Targets Release of 190 hectares of land for employment development by 2025/26 – phased to provide 59 hectares by 2015/6 – a further 68 hectares by 2020/1 – and a further 63 hectares by 2025/26. Supply to be distributed – 75 hectares to Carrington – 55 to Trafford Park – 15 to Trafford Centre Rectangle – 10 each to Pomona, Trafford Wharfside, Broadheath – 5 to Town Centres – and 10 elsewhere. Monitoring Existing indicators (CB1 to 3 & LB1 to 6) to be drawn from the Business Development Monitoring Section of the AMR – adjusted as necessary to quantify land area as well as floor-space area developed and available for development.
W2	Town Centres & Retail	Policy Targets Itemised retail, office, leisure, housing and other developments for Altrincham, Sale and Stretford Town Centres. Generally to focus provision in the District Centres of Hale, Sale Moor and Timperley on convenience retailing, small independent retailing and service uses. Redevelopment of the Partington and Hale Barns Local Centres. Provision of new food superstore on Chester Road, Old Trafford. Monitoring Existing indicators (CB4 & LB8) to be drawn from the Business Development Monitoring Section of the AMR – adjusted as necessary to provide District and Local Centre development data. Existing indicator (SB10) to be drawn from the Business Development Monitoring Section of the AMR to assess the vitality and viability status of Altrincham, Sale, Stretford and Urmston town centres.
W3	Minerals	Policy Targets No specific Targets set in the Core Strategy Monitoring General monitoring of development progress as contained within Minerals and Waste Development Monitoring Section of the AMR until the GM Joint Minerals DPD is adopted.

Policy	Policy Title	Policy Targets and How the Policy Will Be Monitored
R1	Historic Environment	<p>Policy Targets Generally to preserve and enhance Conservation Areas and protect and enhance the historic environment.</p> <p>Monitoring Existing indicator (LE2) to be drawn from the Environment Quality Monitoring Section of the AMR to record the general extent of protection achieved. New indicator(s) to be drawn from the GM Historic Environment Record and Urban Landscape Characterisation data to add detail to the above.</p>
R2	Natural Environment	<p>Policy Targets Generally to protect and enhance the landscape character, biodiversity, geo-diversity and conservation value of the Borough's natural urban and countryside assets.</p> <p>Monitoring Existing indicators (E2, LE1, LE4 and SE1) to be drawn from the Environment Quality Monitoring Section of the AMR to record the general extent of protection achieved. New indicator(s) to be drawn from GM Ecological Framework data to add detail to the above within the Bio-diversity Opportunity Areas.</p>
R3	Green Infrastructure	<p>Policy Targets Generally to protect and improve the Borough's multi-functional green infrastructure provision. Provision of a woodland and meadow recreation area at Stretford meadows.</p> <p>Monitoring Existing indicators (E2, LE1, LE3, LE4, LE5 and SE1) to be drawn from the Environment Quality Monitoring Section of the AMR to record the general extent of protection and improvement achieved. Targets will be set following recommendations from the forthcoming Trafford Forest Plan.</p>
R4	Green Belt & Other Protected Open Land	<p>Policy Targets Generally to protect the Green Belt and Other Protected Open Land from development.</p> <p>Monitoring Existing indicator (LE3) to be drawn from the Environment Quality Monitoring Section of the AMR to record the extent of protection achieved.</p>
R5	Open Space Sport and Recreation	<p>Policy Targets Generally to protect the available provision and to improve the quantity and quality of provision in areas of deficiency.</p> <p>Monitoring Existing indicator (LE3 and SE3) to be drawn from the Environment Quality Monitoring Section of the AMR to record accessibility and provision data. New indicator(s) to be drawn from Greenspace Strategy and Outdoor Sports Facilities data to record improvement progress.</p>
R6	Culture & Tourism	<p>Policy Targets Generally to enhance cultural and tourism provision in the Regional Centre, Trafford Centre Rectangle and Lancashire CCC Strategic Locations, Town Centres, Dunham Massey Park and Old Trafford and Sale Moor and Buckow St Martins Regeneration Areas. To protect existing theatre venues.</p> <p>Monitoring Existing indicators (CB4 and LB8) to be drawn from the Business Development Monitoring Section of the AMR to record culture, leisure and tourism development progress.</p>

7.0 Factual Matter 7

- 7 It is not sufficiently clear how the policies and proposals of the Core Strategy will provide necessary flexibility to ensure delivery of intended development if one or more of the strategic locations fails to deliver in accordance with its intended scale and phasing. I am not satisfied that the proposed contingency for several of the policies that would rely on review of the DPD in the event of slow or non-delivery demonstrates sound, flexible contingency arrangements.

Council Response

- 7.1 The Plan has been prepared in such a way to ensure that sufficient flexibility exists to respond to unexpected changes in circumstances whilst ensuring that the Strategic and Place Objectives are delivered.
- 7.2 The Plan provides a clear Vision for the future development of the Borough within which sufficient flexibility exists.

Strategic Locations

- 7.3 The 5 Strategic Locations in Section 8 set out the objectives and requirements for development to deliver significant, strategic change. Fundamental to the delivery of change in these Locations is that they will be brought forward through subsequent DPDs (principally the Land Allocations DPD but also the Carrington AAP). There is therefore flexibility to assess what these Locations (which only constitute 37.5% of the housing land target and 58% of the employment land supply) can deliver through other DPDs, which will be more detailed and prescriptive.
- 7.4 The 5 Strategic Locations in Section 8 set out the objectives and requirements for development to deliver significant, strategic change. Fundamental to the delivery of change in these Locations is that they will be brought forward through subsequent DPDs (principally the Land Allocations DPD but also the Carrington AAP). There is therefore flexibility to assess what these Locations (which only constitute 37.5% of the housing land target and 58% of the employment land supply) can deliver through other DPDs, which will be more detailed and prescriptive.
- 7.5 If development is not being delivered elsewhere as set out in Table L1, then further housing may be considered on **SL1 Pomona** provided it satisfies the sequential and exceptions tests of PPS25. Pomona is a brownfield site within the Regional Centre, possesses a number of accessibility and other sustainability benefits and so long as it can be made safe from flooding etc.,

- more vulnerable uses such as housing might be capable of being developed there⁴. It is considered that high density development on Pomona could potentially deliver up to 1500 residential units.
- 7.6 In a similar way, the parts of **SL2 Trafford Wharfside** which are in Flood Zone 3 may be considered for housing development, provided they meet the tests in PPS25. In this way, Wharfside could potentially deliver more residential units than the 900 currently proposed.
- 7.7 The Development Framework⁵ which supports **SL3 LCCC Quarter** shows clear details of how to deliver the 400 residential units proposed. It is based on a flexible, 'tiered' delivery strategy for housing plots within the area based on realistic scenarios for bringing housing sites forward at a reasonable capacity.
- 7.8 Two of the Strategic Locations (**SL4 Trafford Centre Rectangle** and **SL5 Carrington**) have the potential to deliver significantly more housing units than is proposed for each within the Core Strategy:
- 7.9 Peel consider that their Trafford Quays site alone could deliver an estimated 3,000 homes in total⁶, 2,000 more than the 1,050 proposed up to 2026 in Policy L1. This additional capacity provides the potential opportunity for the rate of development on the site to be accelerated (market conditions permitting) should there be a need for this to take up any shortfall in the rate of housing development on other key sites identified within the LDF. Peel's sole ownership and control of the site will provide certainty of delivery and flexibility of phasing.
- 7.10 Shell consider that the Carrington site could deliver an estimated 2,500 homes in total⁷, 1,000 more than the 1,560 proposed in Policy L1. Again, the bulk of this Location is within a single ownership and the development is phased over a significant period of time making it sufficiently responsive to changes in market demand and supply and housing need.

Core Policies

- 7.11 **Policy L1** is flexible in that the overall housing target of 11,800 homes includes a 20% uplift related to Trafford's Housing Growth Point status. Policy L1 allows for the fact that, in the event that the Housing Growth Point funding is not forthcoming it may not be possible to provide the infrastructure to support that level of residential development. In this circumstance the Council will consider the need to reduce the annualised target and the level of housing

⁴ Core Documents CD 6.3.24 Trafford Core Strategy: PPS25 Flood Risk Sequential Test of Proposed Strategic Locations and Other Development Areas and CD 6.3.25 Trafford Core Strategy: Technical Note on Strategic Locations and Site Selection provide a more detailed assessment of Pomona and Wharfside.

⁵ CD 8.2.4 Lancashire County Cricket Club Quarter Development Framework (AECOM) (January 2011).

⁶ CD 10.7.4 Peel Holdings Volume 2

⁷ CD 10.4.9 Preferred Option H to S – appended Shell, Carrington Delivery Statement (DTZ November 2009)

provision in proportion to the assumed level of contribution of any sites where the delivery of the site was dependent on the receipt of growth point funding.

- 7.12 The Affordable Housing element of **Policy L2** is flexible in a spatial sense in that different levels of provision are required in different market areas of the borough and this can vary as the housing market in different areas 'heats up' or 'cools down'.
- 7.13 The supply of land for employment uses set out in **Policy W1** is set as a global total supply to accommodate all types of development required to meet the Borough's needs over the plan period, allowing flexibility to accommodate inevitable changes in the requirements of businesses over time as they seek to respond to changing economic circumstances. The amount of land required for different employment uses varies significantly (e.g. storage/distribution generally takes up more land than office development) so the figures are set broadly to accommodate the different types of employment development. The recent review of the employment land supply⁸ and the PPS4 assessment of B1 office uses⁹ indicate there remains significant land still available for employment uses. Changes in the level of land available or in the demand for land will be incorporated into other DPDs such as the Land Allocations DPD or the Carrington AAP, as appropriate.
- 7.14 **Policy W2** sets figures for development within the town centres which demonstrate what they are capable of delivering over the next 15 years in order to support the growth or consolidation of those centres. The potential of the town centres will be updated and detailed in the Land Allocations DPD. Section 28 of the Core Strategy provides a **monitoring** framework, against which the delivery of the Plan will be monitored. Primarily, the delivery of all policies of the plan will be measured against the indicators set out in the Annual Monitoring Report¹⁰. Deviations from the expected Core Strategy outcomes will be highlighted and actions to remedy the situation proposed. These actions could take various forms, including production of area specific masterplans or development briefs, Supplementary Planning Documents, and interventions to assist the delivery of key sites, where appropriate.

Conclusion

- 7.15 Trafford is a relatively small but intensively populated and used Borough with significant constraints in terms of the availability of new land for development. The tightly-drawn green belt in the southern and middle parts of the Borough, the extensive but well-used industrial area across the northern part and the presence of large areas of established (largely private) housing areas elsewhere mean that opportunities for new land to be brought forward for development are relatively limited. The main 'new' opportunities that exist (other than recycling existing housing or employment land) are in bringing a greater mix of uses (including residential) to the employment areas around Trafford Park and the Regional Centre and in reusing the derelict industrial

⁸ CD 8.3.5 Trafford Employment Land Study: Update Review of the Employment Land Supply Portfolio

⁹ CD 8.3.6 Technical Note: PPS4 Assessment for B1 Office Floorspace in Trafford

¹⁰ CD 5.1.12 Trafford LDF Annual Monitoring Report 2010 (December 2010)

land in and around Carrington. The Core Strategy is clear that housing and employment needs can be met within the existing urban area and there is no need to revise the Green Belt boundary within Trafford to accommodate projected growth.

- 7.16 This lack of 'new' land means that the main flexibility that is available is to bring more development forward earlier within existing proposals and Strategic Locations. How this can be achieved is set out above. Flexibility in the core strategy can also be met through the Land Allocations DPD and Carrington AAP. This is a flexible way of specifying sites in a way that still contributes to the overall strategy. Meeting the supply in the right places but over a longer period is considered to be a sound approach.

8.0 Factual Matter 8

- 8 It is not clear that the Sustainability Appraisal (SA) of the Davenport Green site is sufficiently robust and therefore if the proposals concerning it are justified and sound. Clarification of the audit trail for the SA of this site and the chronology of decisions taken regarding its proposed addition to the Green Belt and its de-allocation as an employment site are required. Clarification is also required as to why its SA was undertaken on the basis of it being a Green Belt site, when in fact it is not within the Green Belt. If the Council now considers that this approach was flawed further SA of this site should be undertaken taking into account its current policy context to transparently and robustly demonstrate the soundness or otherwise of the Core Strategy policies towards the Davenport Green site.

Council Response

- 8.1 This response has been split into to 2 elements. The first relates to the chronology of decisions regarding Davenport Green and the second part concerns the SA audit.

Background to the Proposal

- 8.2 The Davenport Green proposal was considered during the original UDP Inquiry held between 1992 & 1993. The proposal for 1m sq. ft. commercial office development at Davenport Green was the most contentious issue at that Inquiry with approximately 1300 objections having been lodged to the inclusion of the development proposal in the Plan and the associated removal of the land from the Green Belt. The Inspector concluded that, at the time, there were sufficient exceptional circumstances to justify the land's exclusion from the Green Belt and the Plan was subsequently adopted in 1996 with Proposal E13 included in the UDP. The UDP Proposal states:

"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."

Key Matters Influencing the Preparation of the Core Strategy In Respect of Davenport Green

Status of the Planning Permission

- 8.3 Following adoption of the UDP, in 1998 outline planning consent was sought and granted for 0.5 mill sq ft office on DG. At that time no end user was identified and highways matters were still subject to negotiation with the Highways Agency and Local Highways Authority. In 2003 an

approval was granted to extend the outline planning consent until April 2009. Despite resolution over a package of highways measures, no end user was forthcoming; no detailed application was ever submitted for approval and; the (extended) outline approval finally lapsed in April 2009.

Revisions to RSS

8.4 Preparation of the Regional Spatial Strategy began in March 2006. An Examination in Public was held between October 2006 and February 2007. Following the publication of the RSS EiP Panel's Report in March 2007, it became clear that the Core Strategy would (amongst other things) need to:

- Maximise the re-use of land;
- Locate economic development close to areas in greatest need of economic, social and physical restructuring and regeneration (in Trafford these areas are Old Trafford, Sale West and Partington);
- Locate regionally significant economic development proposals close to transport nodes within the urban areas of Manchester City region
- Ensure that proposed developments are capable of development within the plan period;
- Ensure that development priorities are in line with the Manchester City Region policies and;
- Reflect RSS in terms of Airport related development.

Changes to Strategic Priorities for Economic Development

8.5 In 2007 the Council, in collaboration with the Local Strategic Partnership (LSP), began work on setting its economic priorities and identifying a number of Priority Employment Zones to deliver these. The Zones were: The Ship Canal Corridor – Pomona to Carrington; Trafford Park; Carrington Employment Zone; A56 Corridor and; The Town Centres

Status of the Metrolink Line

8.6 In 2005 the GMPTA took the decision to promote only the Wythenshawe eastern loop route to Manchester Airport rather than the return 'loop' through Davenport Green. This effectively made the route reserved through the UDP redundant as there is no immediate prospect of Metrolink being delivered and it is not required for the delivery of the Manchester Airport Metrolink extension. The route detailed through Davenport Green in the UDP is now obsolete and, whilst technically the TWA orders exist through the site, CPO Powers would need to be applied for and there is no immediate prospect of the Metrolink route being funded.

8.7 Consideration of Development at Davenport Green in the Core Strategy

Issues and Options (2007)

- 8.8 The first Core Strategy document was published in July 2007. Three options were presented, although none of the options included development at DG, the site remained out of the Green Belt and the future prospects for development at this location was raised as an issue in the document.
- 8.9 Through this initial round of consultation the owners of the site suggested that it could be used for either purely economic purposes (similar to those in the UDP) or a mix of uses, including residential.
- 8.10 Key agencies such as the Highways Agency and the NWDA favoured those Options that directed development to the north of the Borough. Manchester Airport considered that there was justification to identify land in “near airport” location(s) for uses such as logistics.

Preferred Options (2008)

- 8.11 The responses received to the initial consultation were reported to Members (including those in relation to DG). The Council refined the 3 options in light of the previous consultation but given that no clear justification was put forward by the owner of DG for development on that site, it was concluded that it was more appropriate for the land to revert to Green Belt.

Preferred Option (2009)

- 8.12 Following consideration of the consultation responses submitted in 2008, including those made by the Davenport Green land owners and Manchester Airport, the Council considered that insufficient justification had been provided to amend the economic priorities as set by the Council and the LSP. The Council therefore presented a single option for consultation in June 2009, without development proposed at Davenport Green.
- 8.13 Following the Preferred Option consultation, Trafford Council sought permission from the Regional Planning Body to amend the Green Belt boundary in the locality of DG. As referenced in paragraph 24.9 of the Core Strategy, 4NW agreed that such an amendment was not of strategic nature and as such could be dealt with through the Trafford LDF process. A copy of the relevant letter is attached at Appendix 8.1.

Further Consultation on the Delivery Strategy (March 2010)

- 8.14 Trafford published a further pre-publication consultation document relating to the Vision, Objectives and the Delivery Strategy. The key change to the Core Strategy at this stage was the removal of all site allocations from the Plan, and the reduction of the 13 Strategic Locations to 5, including a change from pure employment at Carrington to a mixed residential and economic proposal. Again no development proposals

included in the Core Strategy at Davenport Green instead Policy R4 included within its supportive text a reasoned justification for the amendment to the Green Belt. This reflected comments that had been received at earlier consultation stages, not least those of GONW.

Publication Core Strategy (2010)

8.15 Following consideration of the responses to the March 2010 consultation and the outcome of further work undertaken by the Council in relation to PPS4 and the Sustainability Appraisal, the Council remained committed to the Core Strategy's Delivery Strategy, to secure the Strategic and Place Objectives of the Plan, without significant amendment. The Council therefore approved the Publication version of the Core Strategy and it was formally "published" on 20th September 2010. The Publication version did, however, include further amendments to the supporting text of R4, in response to comments received in March 2010.

8.16 Additional representations were received from the site promoters at this stage which the Council considered, but concluded that there was still insufficient new evidence to warrant amending the entire delivery strategy of the Plan in the absence of justification for the incorporation of development proposals at this site.

Submission of the Core Strategy (2010)

8.17 The Core Strategy was submitted to the Secretary of State in December 2010 with only minor changes proposed from Publication document.

Audit Trail relating to the Sustainability Appraisal SA of Davenport Green

January 2009

8.18 Until January 2009 no site or location had been subject to specific Sustainability Appraisal. The June 2008 Preferred Options consultation document had been subject to an SA, but there was insufficient information or certainty surrounding the outcomes of the Strategic Sites contained in section 6 of that version to make an SA of the sites meaningful.

8.19 In January 2009 specific Sustainability Appraisal work on potential Strategic Sites and Locations was undertaken. As part of this process, and to inform the Council's Preferred Option stage, key stakeholders, including land owners were invited to suggest suitable land for large scale development. Land owners were duly invited to a workshop meeting in January 2009 to debate the way forward in relation to identification of Strategic Sites and Locations and to explain the need for proponents of schemes to provide the Council with additional information before a final decision could be made. The required information included

site information, details of the proposed development, policy fit, deliverability and a self Sustainability Appraisal. Proformas were circulated at the workshop and stakeholders returned the information within the allotted timescale.

- 8.20 Following this stakeholder event, fourteen Locations and five Sites were identified including land at Davenport Green. The Council was now in a position to consider all the submitted material alongside documents within the context of the wider Core Strategy evidence base, with a view to publishing their Preferred Option document in June 2009.

May 2009

- 8.21 As part of this exercise, in May 2009, the Council commissioned consultants Urban Vision to undertake a sustainability appraisal of The Core Strategy Preferred Option which included for the first time Strategic Sites and Locations. The SA was carried out for all 14 Locations and five sites that emerged out of the Stakeholder event detailed above, including the proposals at Davenport Green. For this reason the first sustainability appraisal was not carried out on the development proposals at Davenport Green until this time.

- 8.22 Urban Vision's appraisal of the Locations and Sites was informed by the information submitted by third parties following the stakeholder event, including that submitted on behalf of APSL stating that the site was in Green Belt. Importantly, the proforma (attached as Appendix 8.2) submitted on Davenport Green by APSL stated that the "Site is Green Belt but has planning permission for justified exceptional development in the Green Belt".

- 8.23 Unfortunately at that time the Council did not identify the technical error in relation to the status of the site and Urban Vision therefore undertook their appraisal of the site on the basis that the site was in the Green Belt. This is mainly due to the wording within the Revised Trafford UDP which specifies that:

"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."

- 8.24 However it is not considered this assumption affected the scores for the SA unduly. The most pertinent SA objective is E6, which tests the proposal against the Government objective of maximising the use of brownfield land. Therefore, although Davenport Green was appraised as if it was in the Green Belt it was still correct to classify the site as greenfield land, similar to sites such as Trafford Quays, and duly score

the site negatively for this objective. Where Davenport Green scored less well than other greenfield locations was in respect of a number of social and economic SA objectives due to its greater distance from Trafford's Regeneration Areas, Town Centres and the Regional Centre and its higher risk for unsustainable commuting patterns. These factors resulted in less certainty over potential positive effects arising from the proposed development. The status of the land being incorrectly identified as Green Belt would have no bearing on the scoring of the site in respect of these objectives.

August 2010

- 8.25 Once the true status of the land had been brought to the Council's attention by way of representations submitted in respect of the March 2010 consultation version of the Plan, the Council commissioned further SA work in respect of the proposals at land at Davenport Green. The first part of the re-assessment was based on the 2009 information from APSL, but classifying the site as a greenfield site not one in the Green Belt. The second part of the re-assessment utilised information submitted in May 2010 from RLAM (the new owners of the site) in respect of a revised development proposal at Davenport Green.
- 8.26 The SA was not published (a copy can be found in Appendix 8.3), instead it informed the Council when determining whether or not to proceed with the Publication of the Core Strategy in September 2010. The Council concluded that although some of the negative scores had now become uncertain and more mitigation proposals had been proposed by the developers, the site still did not score as highly in sustainability terms as other Strategic Locations that are included within the Plan.

APPENDICES

Appendix 5.1 – Local Infrastructure Plan Consultees

Altrincham & Sale Chamber of Commerce	National Farmers Union
British Telecoms	National Grid
Cheshire County Council	National Offender Management Service
Cheshire Wildlife Trust	National Trust
Community Transport	Natural England
Electricity North West Limited	Network Rail
English Heritage	Northwest Ambulance Service
English Partnerships	North West Development Agency
Environment Agency	NHS Trafford
Faith Groups	Post Offices
Government Office North West	Registered Social Landlords
GM Chamber of Commerce	Salford City Council
GM Ecology Unit	Sport England
GM Fire & Rescue Service	Sustrans
GM Geological Unit	Trafford College (14-19yrs Education)
GM Joint Transport Team	Trafford College (Adult Education)
GM Passenger Transport Executive	Trafford College (Finance)
GM Police	Trafford College (Gee Squared Consultants on behalf of Trafford College)
Groundwork Manchester, Salford, Stockport, Tameside & Trafford	Trafford Community Leisure Trust
Highways Agency	Transport Policy Officer
JMP Consultants (on behalf of Highways Agency)	United Utilities
Local Highway Authority	Voice of BME
Local Skills Council	Voluntary Community Action Trafford
Manchester City Council	Warrington Borough Council
Trafford Council	
Adult and Community Learning	Head of Information and Performance Service (CYPS)
Allotments Officer	Head of Transportation
Asset Management Facilities Manager	Libraries
Asset Manager (Estates & Valuation)	Performance and Partnerships Manager (Communities & Wellbeing)
Bereavement Services Manager	Policy Research Officer (Overview and Scrutiny)
Children's Centre Strategic Lead	Principal Commissioner for Culture & Sport
Conservation Officer	Principal Drainage Engineer
Director Commissioning, Performance and Strategy (CYPS)	Programme Manager Affordable Housing
Director of Commissioning and Service Development (Community Services and Social Care)	Public Rights of Way
Director of Community Safety, Culture and Sport	Sports Development
Director of Environment	Sure Start Early Years Manager: Childcare & Play
Economic Development Manager	Sustainability and Green Spaces
Economy, Policy & Partnerships Manager	Sustainability Manager
Head of Asset Management	

Appendix 5.2 – Infrastructure Liaison Groups

Infrastructure Liaison Groups

The following liaison groups are established and will help to progress implementation mechanisms and identify the necessary mitigation measures and infrastructure requirements to support the sustainable delivery of the LDF:-

LDF Transport Liaison Group – Includes representatives from the Highways Agency, Greater Manchester Passenger Transport Executive, Local Highway Authority and the LDF Team.

Upper Mersey Catchment Core Team – Includes representatives from United Utilities, the Environment Agency, the Association of Greater Manchester Authorities, and relevant Local Authorities.

UU Liaison Group – Includes representatives from United Utilities and the LDF Team.

NHS Trafford Liaison Group – Includes representatives from NHS Trafford and the LDF Team.

Education Liaison Group – Includes representatives from Children and Young People's Service (finance, admissions and information & performance) and the LDF Team.

Childcare Sufficiency Assessment Project Team – Includes representatives from Children and Young People's Service (early years, sure start, aiming high, community childcare, children's centres, information and performance, youth service and extended services), Job Centre Plus, Regeneration, Voluntary Community Action Trafford, NHS Trafford and the LDF Team.

EA Liaison Meetings – Includes representatives from the Environment Agency, Emergency Planning, Drainage and the LDF Team.

GI Steering Group – Includes representatives from TEP consultants, the Red Rose Forest and the Association of Greater Manchester Authorities.

Culture & Leisure Liaison Group – Includes representatives from Greenspace Strategy, Sports Development, Culture & Sport, Trafford Community Leisure Trust and the LDF Team.

Carrington Project Team – Includes representatives from Shell Chemicals Ltd, Children and Young People's Service, Housing Growth, Culture & Sport, Public Protection, Economic Development & Tourism, the Local Highway Authority and the LDF Team.

Other liaison groups, covering a broader range of facilities, will be established through the preparation of further Development Plan Documents (DPDs).

Appendix 5.3 – Trafford Transport Impacts of LDF

Page 1 of 3

Alder, Lindsay

From: Jonathan Parsons [Jonathan.Parsons@jmp.co.uk]
Sent: 27 January 2010 14:48
To: Reynolds, Shaun
Cc: Alder, Lindsay; Neville McKenzie
Subject: RE: trafford ldf - top five issues
Importance: High

Shaun,

Following on from an in-depth read of the Trafford LDF modelling report, the Halcrow 'movement' plots and the documents we have reviewed to date, here are the top five issues within Trafford (in no particular order):

1) Growth in traffic and increase in journey times between Junction 5 and 11 of the M60

The Trafford LDF Modelling Report states that there are increases in journey times, both clockwise and anti-clockwise between M60 Junction 5 (A5103 Princess Parkway / M56) and Junction 11 (Eccles / A57) in 2026.

As such, it is evident that the development quantum being proposed as part of the Trafford LDF is not sustainable in trip generating terms and is impacting upon the SRN. This may be largely due to the location of some development sites located close to the SRN – Trafford Quays, Carrington and proposals contained within the Trafford Centre Rectangle. However, as mentioned previously, trips to and from Carrington do not appear on the movement plots and as such it is not clear whether this development quantum is included within the modelling, or simply attracted / produced from a nearby zone. Notwithstanding this, the technical notes produced in support of the development at Carrington have identified an impact at M60 Junction 8 (Carrington Spur), although this has not been quantified / tested / assessed.

In addition, other proposals at Trafford Park and Wharfedale may impact upon the M602 in Salford.

2) Carrington

There are a number of issues with the proposed development at Carrington, and these are evident within the Trafford LDF Modelling Report. As a consequence of the development proposals there is an increase in traffic and journey times on the A6144 Carrington Spur which would have implications for any public transport proposals utilising this corridor to provide a genuine alternative to the private car. In addition, the Carrington development proposals are supported by a new link road, with no explanation as to why this option has been chosen ahead of more sustainable options – there are other issues with the development proposals and these are explained in more detail in our review of the Carrington Feasibility Study.

The proposed development quantum in this location also impacts upon the M60 (as stated within Atkins' supporting documentation), exacerbating the impact that the Trafford LDF has on the M60 at Junction 8, with an increase in traffic and journey times in 2026. However, within the AGMA LDF Demand Flows, movements to and from Carrington do not appear on the plots put together by Halcrow. It is thought unlikely that that demand flows wouldn't register within the model so it may be the case that this development has not been included within the model, or the development trips are being attracted / produced to a nearby zone.

3) CO2 emissions

Increase of 16% between 2011 and 2026 within Trafford.

24/02/2010

4) Increase in traffic and journey times on key public transport corridors

The Trafford LDF Modelling Report shows an increase in traffic and journey times on the A56 (Altrincham to the Regional Centre), A560 (Altrincham to Stockport) and the A6144 (Carrington Spur). The A56 and A560 are key routes within Trafford and are also key bus routes, linking Altrincham to the Regional Centre, Stockport, Wythenshawe Hospital and other key destinations / services / employment.

Whilst it is inevitable that due to the amount of development being proposed through the plan period will see an increase in traffic, making these bus routes less attractive may lead more people to shift to using the private car. Notwithstanding this, Metrolink provides an alternative option to buses using the A56 corridor (capacity constraints aside), however, there is no real option for the east-west movements between Altrincham and Stockport, apart from an hourly train service on the Mid-Cheshire Line, however there are no stations between Navigation Road and Stockport.

5) Increase in overall car use and reduction in public transport use across the modelling period

The Trafford LDF Modelling Report identifies that car use increases within Trafford between 2011 and 2026, with overall decreases in the use of public transport, cycling and walking. This is however caveatted with an increase in Metrolink usage, although the Altrincham line currently suffers from capacity issues at peak times, and an increase in patronage over the plan period will have to be accompanied by increased capacity / frequency in order to ensure these trips do not become private car trips.

Regards

Jonathan

Appendix 5.4 – Phase 2a LDF Transport Modelling Methodology / Brief

Client Trafford MBC, Highways Agency, GM Passenger Transport Executive

Project LDF Phase 2 - Trafford

Subject Modelling Methodology

This note provides an overview of the methodology to be applied in the modelling of the LDF Phase 2 proposals for Trafford.

This Note 2061-00-B04 LDF2 Traff Methodology v0.9 Issued 101221.doc

Originator	Version	Comments	Update	Date	Check / Approve
David Nixon	0.1	First draft		18 Nov 2010	
	0.2-0.8	Update method	TM / DN	19 Nov –7 Dec 2010	
	0.9	Amended with comments from meeting 151210	DN	20 Dec 10	

Contact	GMTU	E-mail	Tel: (815 internal)
	David Nixon	d.nixon@manchester.gov.uk	+44 (0) 161 455 (815) 2057
	Tony Mellor	t.mellor@manchester.gov.uk	+44 (0) 161 455 (815) 2054

Issued	Organisation	
22 Nov 10	TMBC, HA	v.0.5
10 Dec 10	TMBC, HA, GMPTE	v0.8 – RH, GW, IP, MP, SR, DK
21 Dec 10	TMBC, HA, GMPTE	v0.9 – RH, GW, IP, MP, SR, DK

GMTU has prepared this document for the titled project or named part thereof. It should not be used or relied upon for any other purpose without prior written authority from GMTU and without an independent check of its suitability. GMTU accepts no responsibility or liability for the consequence of using this document for a purpose other than for which it was commissioned.

Local Development Framework: Trafford Phase 2a: Modelling Method

1. Introduction

- 1.1 This note outlines a modelling methodology for use to progress the Phase 2 transport analysis of Trafford LDF proposals.
- 1.2 Phase 1 looked at combined impacts of proposals across Greater Manchester (study reports issued around January 2010), and individual developments were incorporated in general growth projections. Phase 2 will **focus separately on individual districts**. It will represent larger developments explicitly, so associated impacts can be differentiated, but still takes account of cross boundary issues.
- 1.3 While recognising that circumstances have changed, the intention is to be **consistent where possible with Phase 1** modelling. A change of Government has affected the planning environment, the Comprehensive Spending Review response to the downturn in the economy and the national balance sheet has reduced resources - district's views of likely development have evolved. Phase 2 responds accordingly.
- 1.4 The study will test transport impacts of Core Strategy land use proposals and as far as is feasible **build a robust evidence base to reassure subsequent land allocations**. It is difficult in advance to identify precise construction phasing, and more so to confirm levels of new (or existing) occupation, so the method seeks to represent **current best estimates of development** (at strategic locations or generally). Recognised methods will be used to identify general background growth across GM.
- 1.5 Documenting assumptions will allow later comparison to subsequent detailed applications as they are received, and inform updates for when further tranches of LDF development are considered. It is recommended that projections include a **sensitivity testing** range.
- 1.6 Methods need to fulfil Trafford requirements, and be acceptable to the Highways Agency as a consultee highway authority. Besides reporting outcomes to Trafford, the study also needs to be **transparent** to developers and to identify procedures for access to the modelling process by third parties (developers and their consultants).
- 1.7 In practice the Phase 2 work will be split into two parts. This proposal **addresses Phase 2a**. A primary aim of Phase 2a is to identify **first-order highways impacts**, but also to identify **locational influences** on mode split, as well as on land use density. Study outputs will include an indication of **potential public transport demand** (and walk/cycle) and **gaps in highway capacity**. The LDF period is 2011 to 2026, but given prevailing economic uncertainties Trafford have asked that Phase 2a look **initially at the period to 2016**.
- 1.8 The **Phase 2b** stage will identify infrastructure requirements when more development detail is available. It may also (if necessary) re-examine the requirements up to 2016 (if required) and examine impacts on the transport networks beyond 2016 based upon phasing and the scale/pace of development. This later phase of work will be progressed through the Trafford LDF Transport Group.
- 1.9 We will use the highways and public transport components from the GM models suite. Given reduced economic activity and proximity to the LDF start in FY 2011/12, available base year models should provide an adequate reference case. For highways analysis for example, using the 2009 GM SATURN Base Year model as a proxy to 2011 avoids the need to identify (likely small) development changes between now and 2011. Therefore, **the study concerns changes between now and 2016**.
- 1.10 Section 2 considers anticipated Trafford LDF Core Strategy housing and employment

development in Trafford; later sections consider methods, models and costs.

2. Trafford Housing and Employment Development

- 2.1 The study concerns transport demands (trips in terms of vehicles or people) generated by housing and employment developments. **Trip making to ancillary development is assumed included in the overall forecasts. Large retail development will be addressed on merit.**
- 2.2 A working assumption will be needed about discounting trip or traffic generation because of crossover use. Arguably, a worst-case robust view on capacities would be given by assuming no discounting.
- 2.3 Trafford's LDF Core Strategy tabulates 'L1' net¹¹ new housing development proposals and 'W1' gross new employment development, for 2008/9 to 2010/11 and then in five-year increments for the LDF period 2011 to 2026. The study concentrates on the period to 2016, but we will report figures for the full LDF period for information.
- 2.4 While the study pre-empts land allocations, the L1 and W1 tabulations consider three broad geographic areas, within which Trafford have identified five strategic locations to be differentiated from more general development projections:
- | | | |
|-------------------------------------|-----|--|
| (1) Regional Centre Area includes | SL1 | Pomona Island |
| | SL2 | Trafford Wharfside |
| (2) Inner Area includes | SL3 | Lancashire County Cricket Club Quarter |
| | SL4 | Trafford Centre Rectangle |
| (3) South City Region Area includes | SL5 | Carrington |
- 2.5 The study will consider locational influences on development density and travels mode, and will identify respective SL and more general area development travel demands, but initially at least (as costed here) will represent all the components in a single modelling scenario. Subject to the results of the analysis Trafford may later wish to disaggregate.
- 2.6 Table 2.1 (below) summarises the housing (number of dwellings) and employment (site area in hectares) quanta from L1 and W1. Dependent on which five year LDF increment is viewed the SLs together represent 32-48% of projected new dwellings (32% in the first five years of LDF), and 56-60% of projected new employment land (58% in the first five years). The SLs are therefore significant, but only a third to a half of the total.
- 2.7 For information, based on preliminary trip generation estimates and site density ratios, Tables 2.2 and 2.3 compare Core Scenario development traffic (vehicle) demands at 2016 to Greater Manchester Forecasting Model (GMFM) background forecasts.
- 2.8 Subsequent sections of this note consider:
- Baseline Growth to 2016 (Use of the GMFM)
 - Growth in Through Traffic

¹¹ In this context, "net" and "gross" relate to whether the figures have been adjusted to reflect demolitions. The L1 figures for housing allow for demolitions; the W1 figures for employment development do not.

- Goods vehicle growth
- Treatment of the Strategic Locations
- Developments outside Trafford
- Infrastructure Assumptions
- Creation of the 2009 and 2016 models
- The PT model
- Caveats; and
- Study costs

Table 1 Trafford Housing and Employment Land Projections									
Component	L1 (Dwellings)					W1 (hectares)			
	2008 - 2011	2011 - 2016	2016 - 2021	2021 - 2026	Sum	To 2016	2016 - 2021	2021 - 2026	Sum
SL1 Pomona Island	-	240	306	-	546	4	4	2	10
SL2 Trafford Wharfside	-	400	300	200	900	3	3	4	10
Regional Centre Area Total	-	640	606	200	1446	7	7	6	20
SL3 LCCC	-	60	300	40	400	-	-	-	-
Trafford Park Core	-	-	-	-	-	18	22	15	55
Other Inner Area Sites	250	650	450	250	1600	-	-	-	-
Inner Area Total	250	710	750	290	2000	18	22	15	55
SL4 Trafford Centre (Rectangle)	-	250	250	550	1050	2	6	7	15
SL5 Carrington	-	360	600	600	1560	25	25	25	75
Regeneration / Town Centre Schemes	150	550	450	400	1550	-	-	-	-
Broadheath	-	-	-	-	-	3	3	4	10
Town Centres	-	-	-	-	-	1	2	2	5
Other South City Region Sites	1000	1350	1000	1000	4350	-	-	-	-
South City Region Area Total	1150	2510	2300	2550	8510	31	36	38	105
Elsewhere	-	-	-	-	-	3	3	4	10
Policy L1 / W1 Total	1400	3860	3656	3040	11956	59	68	63	190
Trafford Core Strategy Target	1730	2890	2890	2890	10400	-	-	-	-
Target + 20% NGP Allowance (to 2018)	2080	3470	3010	2890	11450	-	-	-	-
SL Sum	-	1250	1756	1390	4456	34	38	38	110
(% Of total)	(0%)	(32%)	(48%)	(46%)	(37%)	(58%)	(56%)	(60%)	(58%)
Note									
The L1 figures are net of demolitions; the W1 figures are gross – they do not allow for demolitions.									

Trafford Traffic (Vehs) Growth: GMFM Growth and Preliminary Strategic Location Traffic Generation Estimates 2009-2016										
Table 2	Location	Land-use	Size	GFA	AM In	Out	Sum	PM In	Out	Sum
	SL1									
	Pomona	Apartments - Rent	120		6	12	18	10	9	19
		Apartments - Owned	120		6	21	27	17	9	26
		Assume B1	4 Ha	24000	304	52	356	43	263	306
	SL2									
	Trafford Wharfside	Apartments - Rent	200		11	19	30	16	14	30
		Apartments - Owned	200		10	35	45	28	14	42
		B1	3 Ha	18000	228	39	267	32	197	229
	SL3									
	LCCC Quarter	Apartments - Rent	30		2	3	5	2	2	4
		Apartments - Owned	30		1	5	6	4	2	6
		Commercial	Nil							
	SL4									
	Trafford Centre Triangle	Apartments - Rent	41		2	4	6	3	3	6
		Apartments - Owned	42		2	7	9	6	3	9
		Houses	167		27	72	99	64	38	102
		B1	2 Ha	12000	152	26	178	22	132	154
	SL5									
	Carrington	Apartments - Rent	36		3	5	8	3	3	6
		Apartments - Owned	36		6	2	8	5	3	8
		Houses	288		125	46	171	111	65	176
		B1	5 Ha	17500	38	222	260	32	192	224
		B2	10 Ha	35000	78	156	234	44	126	170
		B8	10 Ha	35000	23	72	95	28	82	110
	SL Totals				1256	567	1823	471	1255	1726

Notes

Split between rented and privately owned apartments is assumed to be 50-50.

Table 3 1.1..1.1.1 Impact of Strategic Locations on Overall Levels of Growth as Indicated by GMFM (Provisional)								
			1.1..1.1.1.1 GMFM 2009-16 Car Driver Growth					
			AM		PM			
			O	D	Avrg	O	D	Avrg
GMFM Growth			1.0795	1.0859	1.0827	1.0821	1.0767	1.0794

GMFM	Via TEMPRO						
	Car Driver	2009	64732	67655		78153	75313
		2016	69876	73465		84573	81088
		2016+SL	70443	74721		85728	81559
		Adjusted Growth	1.088	1.104		1.097	1.083
		Average		1.096			1.090
		Change from GMFM			+1.33%		+1.09%

Notes

GMFM growth rates quoted are pre- application of fuel and income adjustments.

3. 2016 Traffic Growth

- 3.1 There are a number of options with regard to the setting of overall levels of traffic growth to 2016.
- 3.2 Generally for highway modelling, the convention is to use growth derived from the National Trip End Model (NTEM) projections via the TEMPRO programme. However, the NTEM is currently subject to review by the Department for Transport's ITEA Division.
- 3.3 Version 6.1 of the NTEM dataset, released (as a draft) on the TEMPRO website in January 2010, did not become definitive. Version 5.4, which was released in November 2008, will remain the definitive version until at least April 2011.
- 3.4 ITEA are currently developing a new version of the dataset, NTEM 6.2, and it is intended that this will be released in draft January 2011. The main change in NTEM 6.2 will be in how housing (dwelling) growth is assembled. Previous versions of NTEM have been based on housing growth from Regional Spatial Strategies (RSSs). As it is expected that Regional Spatial Strategies data will

no longer be available in the future, ITEA will be seeking to obtain housing data from Local Development Frameworks. Typically these will be based on past and projected dwelling completions from the Annual Monitoring Report for each Local Authority.

- 3.5 In the light of the uncertainty regarding NTEM and given that the current definitive set of forecasts (v5.4) predates the worst of the economic downturn, we propose to use forecasts from the Greater Manchester Forecasting Model (GMFM) as an alternative to NTEM for Greater Manchester.

The Greater Manchester Forecasting Model

- 3.6 The GMFM is an economic, population and household forecasting model covering the whole of Greater Manchester. However, recognising economic realities, the model also contains data for areas within Cheshire (Warrington and the former districts of Congleton, Macclesfield and Vale Royal) and Derbyshire (High Peak). The model was adopted by the Association of Greater Manchester Authorities (AGMA) in April 2006.
- 3.7 Oxford Economic Forecasting produce the GMFM, steered by a Model Management Group consisting of representatives from the ten Greater Manchester districts, Cheshire and other strategic partners such as GMPTE.
- 3.8 The GMFM is fully integrated into the existing suite of world, UK and regional models developed by OEF. The model has also been developed within the context of their existing regional model.
- 3.9 The present model includes a variety of developments and additions – including forecasts of carbon emissions and of employment land, and has been used as a key resource in the Manchester Independent Economic Review.
- 3.10 The GMFM provides projections on a ‘policy neutral’ basis. That is, known investments and developments are included as are the effects of known policies. Unconfirmed, aspirational or policies at planning or development stage are not included. However, local knowledge and published material on local development is used to augment the results of the formal modelling process.
- 3.11 As with all forms of forecasting there are margins of error associated with the results that get larger over time. Furthermore the quality of data decreases as the geographical disaggregation increases. Models of this form under current data quality levels are most helpful for identifying trends, growth rates and relativities either across or within areas. The long-term trends are therefore important and users are encouraged to use the time series information and not rely on ‘point-in-time’ estimates.
- 3.12 The GMFM model produces base forecasts, which can in one sense be considered to provide baseline ‘policy off’ projections with which the actual outturn under policy initiatives could be compared. However, the projections are rather more complex than this as:

- GMFM is based on historical trends: forecasts of the kind produced by GMFM reflect past trends and these trends themselves include the results of past policies.
- The forecasts are unconstrained: the base GMFM projections are 'unconstrained' in the sense that they make no allowance for constraints on development that are greater than in the past. For instance, the population forecasts are associated with higher levels of new house building than in the past. If planning restrictions or difficulties were to constrain or prevent the necessary level of building then the projected level of population is unlikely to materialise.
- The relationships modelled are very complex: A number of the modelled relationships are complicated. In particular demand for housing is complex and GMFM may not capture the full set of influences despite the model's size. Subtleties such as whether migrants have a significantly different demand for housing than the existing population through such things as a willingness to live at much higher densities would require significant further research to ascertain.

Use of The GMFM in LDF 1 Modelling

- 3.13 For LDF 1, the GMFM forecasts used were from an Accelerated Growth Scenario (AGS) variant of the Greater Manchester Forecasting Model (GMFM).
- 3.14 The Accelerated Growth Scenario (AGS) provides an alternative view of the GMFM. Building on the work of the Greater Manchester Strategy (GMS), the AGS considers how public policy interventions contained within the GMS may boost productivity, enhance skill levels and reduce carbon emissions.
- 3.15 This scenario was developed by Oxford Economics in conjunction with the Model Management Group to ensure a robust alternative scenario to the base forecasts of the GMFM.
- 3.16 The modelling for LDF 1 took place within the context of control figures for population and employment growth for the "fully modelled area" (roughly equivalent to the city region area) derived from the AGS inside Greater Manchester. For the remainder of the FMA, NTEM/TEMPRO (Trip End Model Projections, Department for Transport software for giving access to national projections of growth in travel demand) was used to set growth.

Proposed Use of GMFM in LDF 2

- 3.17 New standard GMFM projections (non-AGS) were released in Autumn 2010, to include revised global, UK and North West outlooks. The revised GMFM is the best available representation of current economic trends. New data comprises:
- Annual Business Inquiry (ABI) (07 revised and 08)
 - Mid-year population estimates (revised 02-08 and 09)
 - Housing stock, house prices, completions, vacancies and demolitions

- Earnings
 - Resident employment (09)
 - Unemployment
 - UK National Accounts – The 2010 Blue Book (2006 prices)
 - Personal sector (regionally)
- 3.18 There are no plans to produce a new version of the AGS scenario. Consequently it is not possible to use GMFM as an overall cap inclusive of LDF proposals.
- 3.19 Instead, we propose to use the GMFM forecasts of growth as a representation of likely development, excluding the Strategic Locations. While the GMFM forecasts can be considered to provide ‘policy off’ projections, as noted above they reflect past trends that themselves include the results of past policies. OEF note, “Only when future policy initiatives differ from the past in either scale or nature can we expect these initiatives to produce marked deviations from the baseline projections.”
- 3.20 Given the above, the GMFM forecasts can be considered to represent a “moderated” version of District LDF proposals, reflecting the general economic climate.
- 3.21 GMFM-based growth will generally be applied across Greater Manchester ‘as is’. However, in applying GMFM forecasts for Trafford, some care is required to avoid double counting of development at the strategic locations. The approach to growth in trips to, from and within Trafford will be to:
- 3.22 In each case downward adjustments will then be made to appropriate wards to allow for the anticipated development of strategic locations up to 2016. The growth due to strategic locations will then be added to the baseline using the method set out in section 6 of this note.

4. Through Traffic Growth

- 4.1 While the GMFM will provide a good estimate of growth in trips to, from and within Greater Manchester and the wider City Region, it would not be appropriate to apply the same growth to trips (and specifically road traffic) passing through Greater Manchester on, for example, the motorway network.
- 4.2 For trips between origins and destinations outside of GM we therefore propose to apply NTEM-based trip rates generated through TEMPRO.
- 4.3 As noted earlier in this document, the DfT has recently withdrawn (pending further consideration) Version 6.1 of NTEM that was released in draft form in January 2010. Instead, version 5.4 that was released in 2009 remains the current officially recognised version of NTEM.
- 4.4 Use of version 5.4 of NTEM is likely to provide a very robust estimate of growth in through trips as it predates the worst of the economic downturn. However, it

is the formally accepted version and has the added merit of being consistent with the growth used in appraisal of the HA's proposed widening and Managed Motorway schemes on the M60 and M62.

- 4.5 A new draft version of NTEM is scheduled for release in January 2011. If necessary, a sensitivity test could be carried out later to determine the impacts of the revised growth projections contained therein.

5. Goods Vehicle Growth

- 5.1 The trip matrices for highway assignment will be split into three user classes; car, LGV and OGV.
- 5.2 The trip generation of OGVs will be separately calculated for each of the explicitly modelled developments and form part of the trend growth in goods vehicles to 2016. GMFM/TEMPRO does not produce growth rates for goods vehicles. Consequently we will apply growth rates from the National Transport Model (NTM) to estimate growth to 2016.

6. Treatment of the Strategic Locations

- 6.1 We will use the TRICS database to estimate person and vehicle trip **generation**. The trip rates applied will be based on work undertaken to refresh Trafford's document 'SPD1: Developer Contributions to Highway and Public Transport Schemes'.
- 6.2 Given the relatively early forecast year of 2016, the strategic locations will not be assumed fully developed or occupied in the forecasting. Instead, the client has provided indications of the use, occupied floor area, location and access arrangements likely to be *in situ* on each site by 2016.
- 6.3 The **modal split** of the strategic locations will also be estimated by reference to data from TRICS. The database will be interrogated to provide modal splits for land uses in a range of locations (i.e. with respect to the town centre or out of town) and similar location-based analysis will provide guiding ratios for site area to GFA, to be used for non-housing development. Details of the proposed modal splits will be submitted to the Trafford LDF Transport Group for approval.
- 6.4 Some information is available from Transport Assessments, Transport Statements and/or similar documents prepared by developers' consultants. However, inspection of the documents provided by the client indicates that only one (the Shell Carrington Delivery Statement) provides a comprehensive multi-modal assessment of trip making. Furthermore, such information is not available for all sites, often because they are at an early stage of the planning process. The information that is available from a TA, TS or similar document generally relates to the full quantum of development, rather than that built and fully occupied by a specific year.
- 6.5 However, having completed the initial TRICS trip generation exercise we will review the documents and determine if there is any need to adjust the estimated numbers of trips to reflect constraints such as parking supply, shared

trips etc.

- 6.6 Trips generated by the strategic locations will be **distributed** using:
- GMTU's DEVTRIPS programme for highway trips
 - A new PT-DEVTRIPS programme for PT trips.
- 6.7 DEVTRIPS was developed by GMTU to model the distribution and routing of car driver trips generated by new development proposals in Greater Manchester. The program uses estimates of the numbers of vehicles entering and leaving a development site to create synthetic matrices of generated trips.
- 6.8 The matrices are built using a catchment area technique. Briefly, this is a two-stage process that involves coding a representation of the development into the highway network and using the assignment model to allocate zones to a series of five-minute travel bands from the site. Trips are distributed between the travel bands using purpose specific travel time distributions calculated from the highway networks and the trip matrices used with the 2005 GSM, though users can specify their own travel time distributions if required. Trips are split between the zones within each travel band using zone based demographic data.
- 6.9 The type of data that is used in the procedure depends on the type of development and the time period that is being modelled, but includes information such as the number of car owning households in each zone and the number of car driver journey to work trips beginning in each zone.
- 6.10 To develop a PT version of Devtrips will require PT trip matrices for the base/forecast year broken down by journey purpose and PT travel time or generalised cost skims. These will be supplied by GMPTE from the countywide Public Transport.

7. Specific Developments Outside Trafford

- 7.1 Recent discussions have raised the issue of the representation of major developments in areas outside of but adjacent to Trafford (e.g. Port Salford).
- 7.2 The baseline GMFM forecasts will reflect growth due to a number of major developments near the boundary of Trafford District, including Manchester Airport. It is not however clear whether GMFM incorporates other potentially significant developments near Trafford such as Port Salford and Airport City.
- 7.3 In practice it may be that developments such as these may not have developed greatly by 2016 and it may not therefore be necessary to represent them explicitly in the forecasting work. Recent experience with Airport City in the course of SEMMMS modelling suggested that there is still considerable uncertainty regarding timing of development and levels of occupancy at particular years.

8. Infrastructure Assumptions

- 8.1 For the modelled area as a whole, there is a need to represent in the highway network those highway schemes assumed open to traffic by 2016. Schemes will include the following:
- M60 J12-15 widening
 - M60 J8-J12 MMS
 - M62 J18-20 MMS
 - A556 realignment/improvement
 - Alderley Edge Bypass
 - Blue (M56 J6) and Yellow Works (Runger Lane/Thorley Lane realignment/improvement) (Manchester Airport Western Approach Roads).
- 8.2 We have SATURN representations of the A556, Alderley Edge Bypass and Blue/Yellow Works already prepared. Details of the motorway schemes have been obtained from the Highways Agency.
- 8.3 In addition to these schemes there may be others that are associated with specific development proposals that will need to be included. One such scheme is the Western Gateway Infrastructure Scheme (WGIS) associated with the Port Salford development.
- 8.4 On the local network within Trafford only one scheme requires inclusion. This is the improvement scheme at the junction of the A6144 Manchester Rd/Carrington Lane with the B5158 Flixton Road. Details of this scheme have been provided to GMTU.
- 8.5 Within the PT model, the public transport schemes to be included at 2016 will include:
- Metrolink to Chorlton and to East Didsbury
 - Metrolink to Droylsden and Ashton
 - Metrolink to Rochdale and Oldham
 - Metrolink to Manchester Airport
 - Rochdale Bus Station
 - Altrincham Interchange
 - Bolton Interchange.

9. The 2009 Base SATURN Model

- 9.1 GMTU is currently revalidating the GM SATURN model to represent conditions in 2009. As part of this work changes made to the motorway network by Mouchels during their work on the M60 and M62 (on behalf of the Highways Agency) are being incorporated.
- 9.2 The validation of this model will be completed by the end of November and it will therefore be available as a starting point for the LDF 2 work.
- 9.3 We will not undertake any additional work to validate the model specifically for the Trafford area. However, we will check the validation on the local network and the adjacent sections of the M60. The results of these checks will be reported to the client.

10. The 2016 Baseline LDF SATURN Traffic Model

- 10.1 The 2016 SATURN model will be created by:
 - Factoring up the 2009 AM, interpeak and PM car trip matrices to 2016 in line with growth calculated through GMFM
 - Factoring up external-external trips in line with NTEM 5.4 forecasts
 - Factoring up goods vehicle trips in line with NTM forecasts
 - Adding committed highway schemes to the networks
 - Converging the networks and optimising traffic signal timings.
- 10.2 Assignments will be run for weekday morning and evening peak hours and an average weekday interpeak hour.
- 10.3 Outputs from the model will be agreed with the client but could include traffic light-type plots. These indicate levels of, for example, delay or volume/capacity ratio at junctions using symbols coloured red, amber or green, where red indicates a potential problem and green indicates that the junction is operating satisfactorily. These plots could focus on changes in category/colour between base and forecast year. Various other plots/tabulations could also be produced to provide details of overcapacity junctions
- 10.4 Select link analyses could also be run to provide information on the origins and destinations of traffic using specific roads.

11. 2016 LDF + Strategic Locations SATURN Traffic Model

- 11.1 A version of the SATURN model incorporating the strategic locations will be created from the 2016 baseline LDF model by:
- Adding new zones for the explicitly modelled development sites, with trips estimated through the process described earlier in this note
 - Adjusting the OGV matrices to reflect trips generated by developments and NTM trend growth.
- 11.2 Outputs from the model will be as outlined in 10.3 above. However, we will also run the EMIGMA programme to estimate changes to emissions under this scenario, which represents the “high” case from a development viewpoint.
- 11.3 Additionally we will seek to identify the contribution of traffic generated by the strategic locations to any congestion on the network and to quantify the number of trips generated by the developments that might need to be accommodated on public transport in order to relieve this congestion.

12. 2016 “With LDF” PT Model

- 12.1 The 2016 PT model will be run by GMPTE.
- 12.2 The model will be modified to include the additional demands estimated through TEMPRO (GMFM) and the trip generation calculations for the strategic locations. These trips will be distributed between public transport modes within the PT model itself.
- 12.3 Representation of schemes in future years will vary by type of scheme. New and modified rail, Metrolink, and bus services will be coded directly onto the network.
- 12.4 Further discussions will take place following commencement of the study to determine/agree what PT analysis is required. However, we would anticipate that the PT model will be run for 2016 AM, interpeak and PM peak hours.
- 12.5 Outputs will be agreed with the client. However, the PT model can produce link and service reports that can be manipulated to extract link flows, both transit and walk, and boarding and alighting data. Aggregate data is also available from standard reports. Other outputs may include select link analyses and stop-to-stop movements are available on an ad-hoc basis.
- 12.6 Note that the PT modelling approach will not include the modelling of crowding effects on public transport. The implication of this is that public transport services will effectively be allowed to continue to pick up passengers even when full, and passengers will see no disbenefit to standing or travelling in crowded conditions. There is therefore a possibility of the demand for public transport services being overstated.
- 12.7 An indication of demand versus capacity may however be produced by comparing total demand for particular routes/lines with modelled service

provision (e.g. number of buses per hour x bus capacity). This could be used to identify any potential shortfall in provision that could be catered for as part of planning conditions or through an umbrella travel plan.

13. Infrastructure Improvements and Further Modelling Work

13.1 The modelling work outlined in this proposal and constituting the first phase (Phase 2A) of the LDF2 study, will inform consideration of highway and public transport infrastructure improvements. This work will be undertaken through the Trafford LDF Transport Group and will form a further phase of this study (Phase 2B).

13.2 It is likely that such consideration will require additional modelling (highway and/or PT) to confirm/refine the schemes identified. This modelling is not costed within this proposal, as the nature and scope of any tests required are not yet defined.

13.3 It should also be noted that the modelling approach outlined in this note has been defined to make best use of the data available whilst recognising the clients funding constraints. Inevitably, this has meant that compromises will be made during the process. The main impacts of these are that

- Model validation will be limited to reporting the outcomes from the validation of the 2009 GM SATURN model. If the model was required to be used for detailed design of specific schemes such as development access arrangements or it is intended to use it for appraisal purposes, a formal local model validation exercise would have to be carried out as an additional task
- The modelling method specified uses traffic growth derived from the GMFM and three-user class trip matrices. To make the model suitable for a transport scheme appraisal meeting DfT standards the matrices would need to be rebuilt to include five user classes (to allow for the different values of time for commute, employers business and other trips by car) and rebuilt to reflect NTEM growth.

14. Study Costs

14.1 The anticipated costs of the work set out in this note are summarised in Table 4 overleaf.

14.2 The work on the PT model will be undertaken by GMPTE. This work will not be charged for and is therefore not included in the costs.

15. Study Timescales

15.1 We anticipate making a prompt start on the work outlined in this proposal once the client has authorised us to proceed.

15.2 The work will take approximately two months to complete from the start date. On this basis, and taking into account the Christmas/New Year period, we would anticipate completion no later than 26 February 2011.

Appendix 5.5 – Highways Agency Protocol

Protocol for joint working on planning issues between AGMA Authorities and the Highways Agency

Introduction

This protocol sets out agreed arrangements for joint working and a shared approach in the preparation of Local Development Frameworks (LDFs) and their supporting transport evidence base between the following parties:

- the constituent authorities of the Association of Greater Manchester Authorities (AGMA)
- Greater Manchester Integrated Transport Authority (GMITA)
- Greater Manchester Passenger Transport Executive (GMPTE) and
- the Highways Agency (HA)

Context

This protocol is set within the context of the emerging arrangements for the Greater Manchester Combined Authority (GMCA), Central Government policy, the Regional Strategy (RS) and any successor, and the emerging Greater Manchester Spatial Framework (GMSF). Government Office for the North West (GONW) supports the joint working on transport issues being carried out by AGMA, and the principle of co-operation between AGMA and the HA. GONW has encouraged the drawing up of a protocol setting out how AGMA will work in partnership with the HA on transport matters.

Key Aims

The key aims are as follows:

1. To foster partnership in the parties' approach to identifying the transport impacts of the development proposed within LDFs.
2. To jointly determine how best to mitigate such impacts in the most sustainable way, consistent with meeting RSS requirements and subsequent RS 2010 requirements.
3. To ensure that the HA is able to support the approach to the production of DPDs at Examinations in Public and that such DPDs are considered sound.
4. To ensure that agreement is reached on satisfactory arrangements to deliver the development planned for the first five years of the emerging Core Strategies, and that an agreed approach is in place which will allow transport impacts and infrastructure delivery issues in the medium to longer terms to be properly identified and addressed.
5. To provide aligned, cohesive and deliverable infrastructure plans for transport within Greater Manchester.

6. To demonstrate that the following policy requirements are being adequately addressed in Greater Manchester:
 - Planning Policy Statement 12 (PPS12) is based on the principle that there should be a sound evidence base to underpin proposals and policies in LDFs;
 - Planning Policy Statement 1 (PPS1) includes the general principle that new development should be located where it can be accessed on foot, by bike or public transport and should not be reliant on access by car; Circular 02/2007 also sets out how the impact of LDFs on the Strategic Road Network (SRN) should be assessed.
 - RSS sets the broad framework for the scale and location of development within the region and for Greater Manchester; in some cases specific policy guidance is provided for specific authorities or parts of the sub-region.

Principles and Approach

All parties recognise the need for, and are committed to:

- embracing the philosophy that, as the spatial interpretation of local Sustainable Community Strategies, LDFs are not just instruments of local authorities, but are for all parties responsible for delivering development and associated infrastructure to influence future transport priorities;
- understanding the need to deliver the development requirements set out in RS, and subsequently RS 2010, whilst recognising and seeking to address the related broad transport implications (see Appendix D for an initial assessment of key issues from the Highways Agency):
 - working at the local and conurbation level to understand both individual and cumulative impacts of policies and proposals in the LDFs and the emerging GMSF;
 - working at the local authority level to understand the transport implications of emerging LDFs by the use of TIAT and Accessibility Mapping and/or other modelling capabilities to assist in determining the impact of their development aspirations, and achieving Key Aims 1 and 2, which parties will use as part of the evidence base for developing the LDF;
 - working at the City Region level to understand the cumulative impact of emerging and draft LDFs, when taken together, through full participation in joint modelling (such as that currently being undertaken with the Greater Manchester Joint Transport Team (GMJTT) and GMTU) and other studies as appropriate, and in particular issues that cannot be resolved at the local level;
- understanding and acknowledging the current issues and constraints on the operation of the SRN within Greater Manchester, and the need to maintain its strategic function, both for Greater Manchester and as part of the national network. This will take place through targeted dialogue and data exchange, and will form a key element of the baseline within each authority's evidence base;
- recognising that planned interventions which address the transport impacts of LDFs in the short term (0-5 years) will largely be confined to those schemes already committed and those which have arisen out of the AGMA Scheme Prioritisation process. A review of Local

Transport Plan 2 (LTP2), and subsequently LTP3 during this period may, however, provide opportunities to address some of the issues identified through the Greater Manchester transport modelling, particularly in relation to public transport. However it is recognised that there may be an opportunity to tailor phasing of development to coincide with these transport interventions where considered appropriate;

- ensuring that for the latter phases of the LDF plan period (5-10 and 10-15 years), further work is undertaken to determine future transport requirements and feasible interventions. It will be particularly important to consider the impact of the HA's planned schemes on the SRN and consider other possible interventions which may need to be incorporated in Regional Strategy 2010 (RS2010), which replaces the RSS, and future LTPs;
- working across the City Region to ensure that further reviews of LTPs appropriately respond to the level and location of development proposed and promoted through LDFs;
- including within any assessment the impacts of other major initiatives or programmes related either to planned development (for example, the Government's Housing Growth Point programme) or to highways infrastructure improvements (for example, the HA's Programme of Major Schemes and Local Network Management Projects) as well as wider transport investment programmes (including those for public transport through the LTP, RFA and DaSTS process incorporating the SRN and national rail networks);
- working to provide aligned, cohesive and deliverable infrastructure plans for transport within Greater Manchester, by aiming to:
 - address potential impacts by using spatial planning techniques to ensure that development is located sustainably and is accessible by public transport, walking or cycling and is appropriately phased;
 - reduce potential impacts by identifying improvements to public transport infrastructure and services;
 - promote behavioural change to more sustainable modes of travel;
 - manage any potential impacts by investing in and making best use of the existing highway network asset through improved technology and other operational mechanisms;
 - seek to identify highway infrastructure measures which need to be delivered alongside key developments to support them, where these remain insufficient to accommodate necessary development;
- assisting all AGMA local authorities to maintain the project plans for preparing and approving LDFs agreed with Government;
- assisting in the delivery of the plans with a presumption to minimise the Highways Agency's use of its powers of direction, for development consistent with those plans, subject to the commitments in this protocol being fulfilled.

Working Arrangements

All parties recognise and agree that the principles and approach set out above requires continued joint working, and that the production of an agreed rolling programme of future work and actions will be necessary to ensure that measures to address LDF issues related to transport are adequately researched/assessed, developed, delivered and refreshed – see Appendix X.

The parties further agree that joint working will require regular joint and individual forums, and are committed to:

- regular individual district liaison;
- full participation in joint modelling and other studies, as appropriate (reporting through AGMA Planning Officers Group);
- discussion through AGMA Strategic Planning Information Group (SPIG) or a suitable subgroup, focused on LDF issues related to transport;
- discussion and representation through the Greater Manchester Local Transport Plan (GMLTP) Steering Group in relation to LTP development;
- as needed, meetings to discuss overall progress towards achieving the aims of this protocol, any amendments necessary, and more general policy issues, between the parties involved and GONW.

These forums will provide the means by which the parties can collectively agree on what future evidence may be required to support the continuing preparation, and in due course the review, of the different elements of LDFs.

Appendix A – relevant contacts for AGMA, and for GM authorities.

Appendix B – HA contacts for LDF engagement and support.

Appendix C – GONW contacts for advice and support for LDF, LTP and HA.

Appendix D – initial assessment of key District issues (prepared by HA)

Appendix X – Two and Half Year/ Five Year Rolling Work Programme 2010 - 15

May 2010

Appendix A – relevant contacts for AGMA, and for GM authorities

Bolton	Simon Godley Development Manager (Planning Strategy) T 01204 336 111
Bury	Paul Allen Planning Policy Manager T 0161 253 5283
Manchester	Rebecca Friday Senior Strategy Officer Planning Strategy T 0161 234 4561
Oldham	Paul McGrath Principal Planning Officer Strategic Planning & Information Team T 0161-911 4151
Rochdale	Paul Simpson Strategic Planning Manager Strategic Planning (Partnerships and Regeneration) T 01706-924 369
Salford	Jimmy McManus Strategic Planning Sustainable Regeneration T 0161 793 2796
Stockport	Chris O'Brien

Planning Policy Officer
T 0161 474 3534

Tameside

Pete Mowbray
Policy and Plans Co-ordinator
Planning and Building Control
T 0161 342 3122

Trafford

Rob Haslam
Principal Planning Officer (Strategic Planning)
Strategic Planning & Developments
T 0161 912 4788

Wigan

Nick Clarke
Chief Asst Planning Officer (Policy)
T 01942-404235

AGMA Anne Morgan
AGMA Planning Strategy Manager (Acting)
Manchester City Council
07944 763 639

GMPTE Moira Percy
Section Manager Transport Planning
0161 244 1282

GMITA Simon Warburton
0161 234 3775

Appendix B – HA contacts for LDF engagement and support

Shaun Reynolds

Appendix C – GONW contacts for advice and support for LDF, LTP and HA

Nicky Mailey
Joint Head of Transport
Government Office for the North West
0161 952 4305

Paul Byrne
Local Planning Team
Government Office for the North West

Appendix D – initial assessment of key District issues (prepared by HA)

Bolton

- Journey times along the M61 (principally J6 to J3)
- Sustainable delivery of Cutacre & Horwich Loco Works
- The interrelationship between capacity constraints on the strategic and local road network and the movements on different parts of the PT network
- Air Quality Management Areas.

Bury

- Public Transport patronage and capacity constraints
- M60 J19 to J18 Journey Times;
- M66 Corridor (southbound journey times on the approach to J2)
- Air Quality and the adoption of Low Emission Strategies particularly with regard to CO₂
- Delivering accessible development (close to sustainable modes of transport, key services and ELR opportunities).

Rochdale

- Shift to Rail and Tram from Bus – PT interaction;
- M62 West Bound J20-J18 Journey Times and J19 link;
- Significant increase in journey times on local roads, primarily on the radial routes to the Regional Centre and between Rochdale and Bury (A58)
- Air Quality and the adoption of Low Emission Strategies particularly with regard to 14% increase in CO₂; and
- Delivering accessible development (close to sustainable modes of transport, key services & ELR opportunities).

Wigan

- Overall increase in car usage
- Increase in journey times on the M6 – potential connectivity problems for the City Regions
- Accessibility to the Regional Centre
- CO₂ emissions
- Employment development aspirations within the Wigan LDF

Oldham

- Addressing the forecasted drop in walk/cycle movements alongside decreasing PT patronage & capacity constraints on the PT network
- Clustering of sites & Journey Times along the M60 (between J20 & J22)
- Journey times along key radial routes (principally those close to SRN)
- Air Quality and the adoption of Low Emission Strategies particularly with regard to 19.4% increase in CO₂
- Delivering accessible development (close to sustainable modes of transport and key services).

Tameside

- Key issues likely to be in relation to operation of M60/M67 corridors
- Future sustainable transport provisions (metrolink) likely to assist
- Given the early stages of the LDF, specific focus of development in relation to SRN is unknown

Salford

- Overall increase in car usage and impacts on public transport
- Development pressures on the M60
- Increased journey times to the Regional Centre
- CO₂ emissions
- The public transport issue of increased patronage vs. potential capacity problems

Trafford

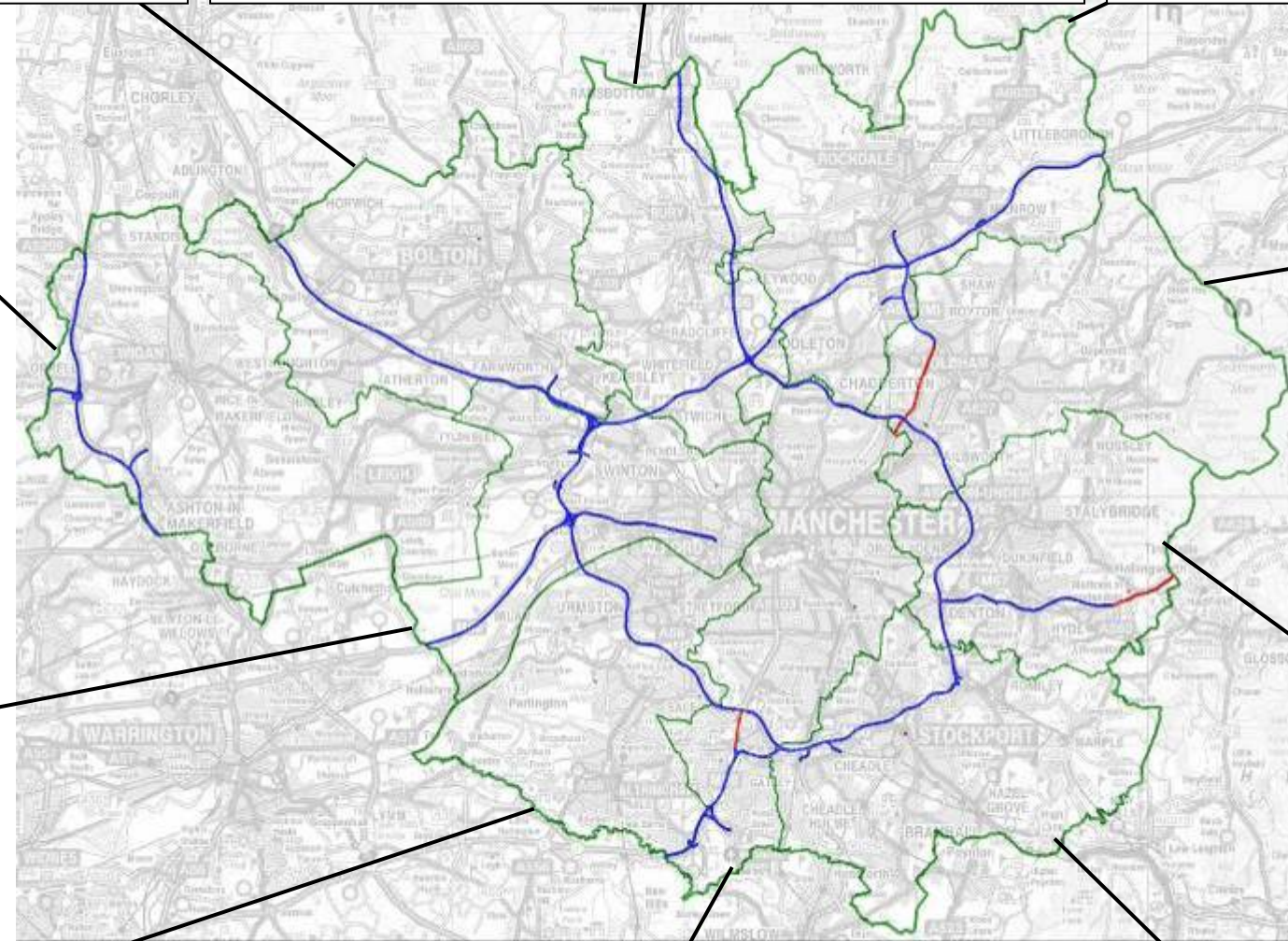
- Growth in traffic and increase in journey times between Junction 5 and 11 of the M60
- Carrington
- CO₂ emissions
- Increase in traffic and journey times on key public transport corridors
- Increase in overall car use and reduction in public transport use across the modelling period

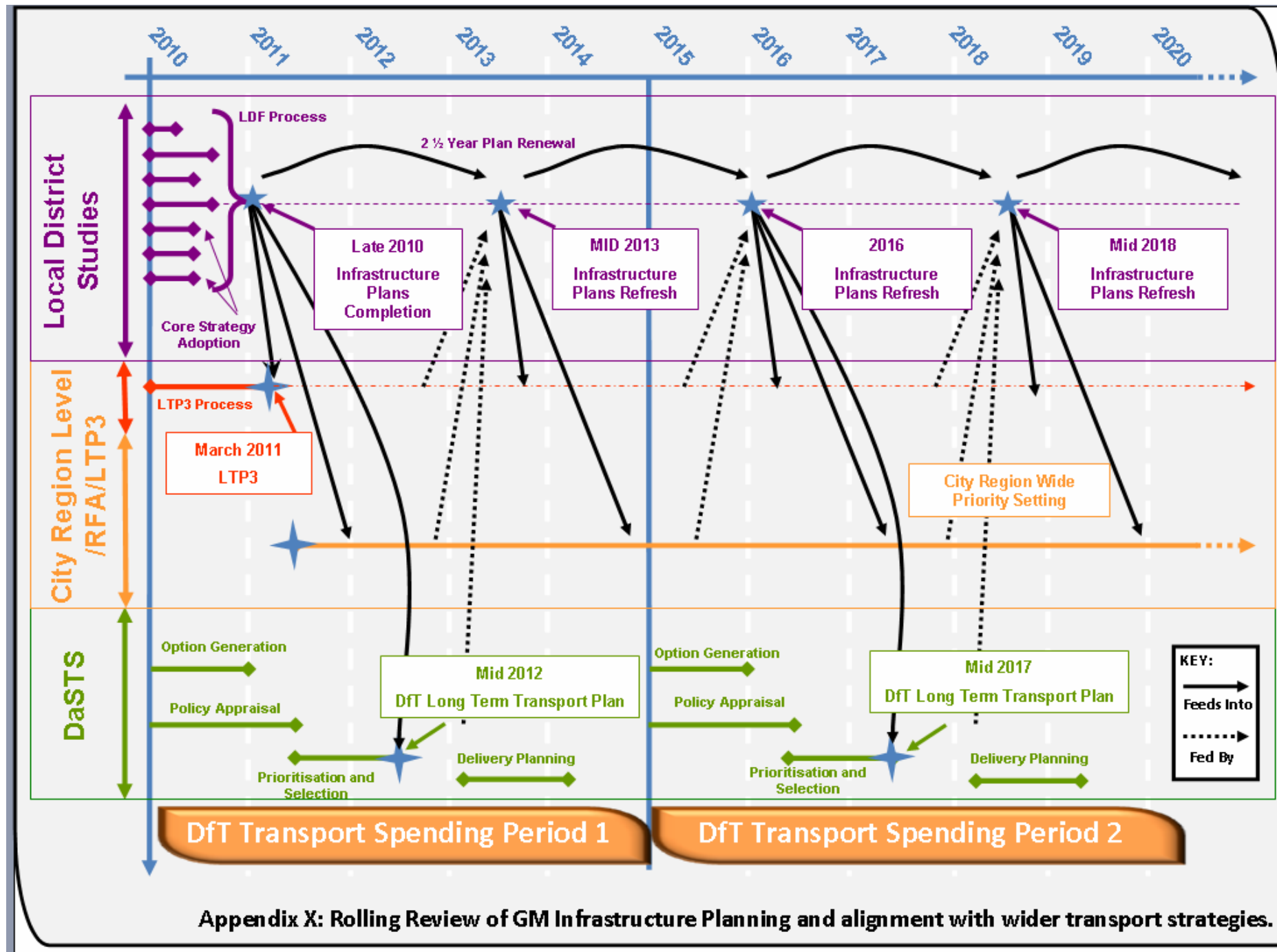
Manchester

- Regional Centre attracts journeys from across Greater Manchester - improving accessibility is a priority for the City Region
- Main focus of SRN related impacts on much of M60 and M56 (in both morning and evening peak periods)
- Current (rail, metrolink, bus) and future (additional metrolink routes) offer good sustainable alternatives to private car. Most sustainable location for development in GM?
- Some specific locations (e.g. Manchester Airport / Roundthorn) likely to have specific impacts on SRN
- Approach to 'Infrastructure Plan' is reasonable

Stockport

- The main impacts of the SRN are on the southern elements of the M60 Junctions 24 to 27
- A balance needs to be struck between promoting sustainable development in the town centre and the proximity of town centre to the M60
- A concern regarding office development focus on "M60 gateway"
- Other specific locations (e.g. Bredbury Industrial Estate) are likely to have specific impacts on SRN
- Further development is required in respect of the Infrastructure Planning





Appendix 5.6 – Essential Infrastructure

Project	Status	Phasing	Responsibility	Costs	Funding Source	Secured Funding Sources	Development Trigger Point	Commitment of Stakeholders	Show Stopper	Policies/ Strategic Objectives
Sinderland Road, Altrincham	Priority 1	Planning permission granted in September 2007	GMWDA/ Viridor Laing	To be confirmed	Gr. Manchester Municipal Waste Management PFI Contract	Development completed	Modernisation of facility to cope with future demand	Commitment secured – work commenced on site early summer 2009, facility opened July 2010	No	L5, L6, L7, SO7
Nash Road, Trafford Park	Priority 1	Planning permission granted in June 2009	GMWDA/ Viridor Laing	To be confirmed	Gr. Manchester Municipal Waste Management PFI Contract	No further information available	Required to meet national recycling targets	Commitment secured – expected completion date of September 2011	No	L5, L6, L7, SO7
Planned improvements to Altrincham station	Priority 1	2009 - 2012	Network Rail	Unknown	DfT Funds	No further information available at present	No further information available at present	No further information available at present	No	L4, L7, W1, W2, SO3, SO4, SO6
Revised services on Leeds– Manchester– Liverpool route & a programme of line speed & capacity enhancement	Priority 1	2009–2014	Network Rail	Unknown	DfT Funds	No further information available at present	No further information available at present	No further information available at present	No	L4, L5, SO6
Refurbishment Of 132kV high voltage electricity distribution network between Barton & Carrington	Priority 1	Required by 2012	Electricity North West Ltd	Unknown	ENW Funds	Funding secured	Refurbishment of lines to increase capacity & ensure safe, secure & reliable electricity supplies are provided through the network to customers in Trafford.	Commitment secured - currently out to tender with the intention of a contractor in place by April 2011. Cable laying to start July 2011 with an expected completion date of 2012	No	L5, L7, SL5 , SO2, SO7
Flixton Road /	Priority 1	Required by	Local Highway	Approx	Integrated	£900k	Committed	Commitment	No	L3, L4, L7,

Project	Status	Phasing	Responsibility	Costs	Funding Source	Secured Funding Sources	Development Trigger Point	Commitment of Stakeholders	Show Stopper	Policies/ Strategic Objectives
Manchester Road junction improvement works		2011	Authority	£1.3m	Transport Fund/ Private Developer/ Central Government NGP Fund	Developer Contributions £400k New Growth Point Fund	scheme to support the SAICA development. Will also support early phases of Carrington SL.	secured – expected completion date of 2012/13		SL5, SO2, SO6
Extension of Metrolink to MediaCity:UK	Priority 1	Required by 2011	GMPTE	Unknown	Central Government Funds/ NWDA/ Salford City Council	Unknown	Committed scheme to support MediaCity:UK development.	Commitment secured – scheme already delivered, new trams using the line since September 2010	No	L4, SO6
Extension of Metrolink to Chorlton – Phase 3a	Priority 1	Required by 2011	GMPTE	Unknown	Central Government Funds	Funding secured	Committed scheme approved by AGMA July 2009	Commitment secured – expected completion date Spring 2011. Construction complete, system fitting and testing underway	No	L3, L4, W2, SO2, SO3, SO6
Development of Metrolink Depot at Old Trafford – Phase 3a	Priority 1	Required by 2011	GMPTE	Unknown	Central Government Funds	Funding secured	Committed scheme approved by AGMA July 2009	Commitment secured – expected completion date Spring 2011	No	L3, L4, SO6
Bridgewater Way Scheme (Bridgewater Canal) Phase 2 Stretford to Watersmeet	Priority 1	Required by 2011	Bridgewater Canal Trust/ Trafford Council/ Sustrans	Approx £814k	Sustrans Links to School Fund/ LTP Funds/ Local Authority Funds/ Private Developer	£403k Sustrans Links to School Fund/ £230k Phase 1 Funding/ £110k LTP Funds/ £21k LHA Funds/ £50k Bridgewater Canal Trust Funding	Sustainable transport links that will support future development and provide links to schools	Commitment secure – started on-site, expected completion date March 2011	No	L3, L4, L5, L7, L8, W2, SO3, SO6

Project	Status	Phasing	Responsibility	Costs	Funding Source	Secured Funding Sources	Development Trigger Point	Commitment of Stakeholders	Show Stopper	Policies/ Strategic Objectives
Bridgewater Way Scheme (Bridgewater Canal) Phase 3 Sale to Marsland Road	Priority 1	Required by 2011	Bridgewater Canal Trust/ Trafford Council/ Sustrans	Approx £550k	Sustrans Links to Schools Fund/ LTP Funds/ Local Authority Funds/ Private Developer	£237k Sustrans Links to School Fund/ £99k Phase 1 Funding/ £187k LTP & LHA Funds/ £27k Bridgewater Canal Trust Funding	Sustainable transport links that will support future development and provide links to schools	Commitment secured – expected completion date December 2010	No	L4, L5, L7, L8, W1, W2, SO3, SO6
Bridgewater Way Scheme (Bridgewater Canal) Phase 4 Watersmeet to Barton Square	Priority 2	Required by 2012	Bridgewater Canal Trust/ Trafford Council/ Sustrans	Approx £482k	Sustainable Transport Fund/ LTP Funds/ Private Developer/ Section 106	£50k Bridgewater Canal Trust/ £100k s106 Funding	Sustainable transport links that will support future development and provide links to schools	Commitment secured – Phases 1, 2 and 3 on-site and/or completed	No	L4, L5, L7, L8, W1, SL1, SL2, SL4 , SO3, SO6
Bridgewater Way Scheme (Bridgewater Canal) Phase 5 Barton Square to Barton Aqueduct	Priority 2	Required by 2012	Bridgewater Canal Trust/ Trafford Council/ Sustrans	Approx £201k	Heritage Lottery Funds/ Sustainable Transport Fund/ LTP Funds/ Private Developer/ Section 106	£50k Heritage Lottery Fund Bid/ £25k Bridgewater Canal Trust/ £100k s106 Funding	Sustainable transport links that will support future development and provide links to schools	Commitment secured – Phases 1, 2 and 3 on-site and/or completed. Phase 5 expected to start on-site 2011	No	L4, L5, L7, L8, W1, SL4 , SO3, SO6
Bridgewater Way Scheme (Bridgewater Canal) Phase 6 Marsland Road to Broadheath	Priority 2	Required by 2012	Bridgewater Canal Trust/ Trafford Council/ Sustrans	Approx £623k	Sustainable Transport Fund/ LTP Funds/ Private Developer/ Section 106	No further information available at present	Sustainable transport links that will support future development and provide links to schools	Commitment secured – Phases 1, 2 and 3 on-site and/or completed	No	L4, L5, L7, L8, W1, W2, SO3, SO6
Old Trafford Loop Scheme (enhancement of pedestrian and cycle facilities)	Priority 1	Required by 2011	Trafford Council/ Sustrans	Approx £1m	Sustrans Links to Schools Fund/ Section 106	£410k Sustrans Links to Schools Fund/ £600k s106 Funding	Sustainable transport links that will support future development and provide links to schools	Commitment secured – expected completion date December 2010	No	L3, L4, L5, L7, L8, SO6

Project	Status	Phasing	Responsibility	Costs	Funding Source	Secured Funding Sources	Development Trigger Point	Commitment of Stakeholders	Show Stopper	Policies/ Strategic Objectives
Refurbishment of 22 play areas and parks	Priority 1	Required by 2011	Trafford Council and other partners	Approx £898k	Central Government Play Builder Project Grant	Year 1 funds secured, year 2 DfE funding allocation reduced & schemes reduced. 3 schemes being funded through s106.	To support development across the Borough	Committed scheme – 10 schemes were completed in year 1 (09/10). 9 schemes in year 2 (10/11) expected completion date March 2011	No	L5, R3, R5, SO5
Provision of open space and/or contribution towards off-site provision (for 546 units with full planning consent)	Priority 1	Required by 2012 (commencement of development)	Trafford Council/ Private Developer	Approx £270k	Private Developer/ Section 106	Funds secured via signed section 106 agreement	Development identified as being in an area of deficiency in accordance with SPG28	Section 106 agreement signed by developer in April 2007	No	L5, L7, L8, R2, R3, R5, SL1, SO5
Increase intake at Old Trafford Primary School	Priority 2	Required by 2012	Trafford Council	Unknown	Section 106	Funds secured for additional 15 place intake 2010.	To support existing shortfall of places in the Old Trafford area	Committed scheme – additional 15 places for intake 2010. Further works to be determined by 2011/12 academic year	No	L3, L8, SL2, SL3, SO2
860MW gas fired combined cycle gas turbine generating power station	Priority 1	Full Consent Granted under the Electricity Act (1989), To Commence On-Site By 2013	Utility Provider	Unknown	Private Sector	Funds secured, developer on board	No further information available at present	Expecting to commence on site summer 2011. Discharge of conditions expected spring 2011	No	L3, L5, L7, SL5, SO2, SO7
1520MW gas fired combined cycle gas turbine power station	Priority 1	Full Consent Granted under the Electricity Act (1989), To Commence On-	Utility Provider	Unknown	Private Sector	No further information available at present	No further information available at present	No further information available at present	No	L3, L5, L7, SL5, SO2, SO7

Project	Status	Phasing	Responsibility	Costs	Funding Source	Secured Funding Sources	Development Trigger Point	Commitment of Stakeholders	Show Stopper	Policies/ Strategic Objectives
		Site Between 2013 And 2016								
Reinforcement of water supply network	Priority 2	Required by 2013/14	United Utilities/ Private Developer	Unknown	UU AMP 05-06/ Private Developer	No further information available at present	No further information available at present	No further information available at present	No	L5, L7, SL1, SL2 , SO2, SO7
Eden Square Development Phase 2 (Urmston Town Centre)	Priority 1	Required by 2014	ASK Property Developments	Unknown	Private Developer	No further information available at present	N/A	Commitment secured – revised planning consent granted December 2010. Start on site anticipated mid 2011.	No	L5, L7, W1, W2, SO3, SO4
Increase intake at Broadheath Primary	Priority 2	Required 2015 onwards	Trafford Council	Unknown	Section 106	No further information available at present	To support development at Stamford Brook and in Altrincham South	No further information available at present	No	L3, L8, SO2
Partington Shopping Centre	Priority 1	Required by 2015	Peel Holdings Ltd	Unknown	Private Developer	No further information available at present	To support development at Partington Canalside	Outline planning permission granted May 2008 with Reserved Matters expected to be submitted within 5 years of the date of the permission	No	L5, L7, W1, W2, SO3, SO4
Altair Development (Altrincham Town Centre)	Priority 2	Required by 2016	Exige Developments/ Trafford Council	Approx £150m	Private Developer	No further information available at present	To support in Altrincham	Commitment secured – development awaiting decision on the location of the new Altrincham Hospital scheme.	No	L5, L7, W1, W2, SO3, SO4
Broadoak Comprehensive School – youth facility	Priority 2	Required by 2016	Broadoak Comprehensive School/ Trafford Council	Unknown	Central Government Funds	Big Life Scheme funding secured	Improvement of community facilities as part of the wider	Planning permission granted May 2010, expected	No	L3, L5, L7, SL5 , SO2

Project	Status	Phasing	Responsibility	Costs	Funding Source	Secured Funding Sources	Development Trigger Point	Commitment of Stakeholders	Show Stopper	Policies/ Strategic Objectives
						totalling £5m	regeneration scheme in Partington, and to support the Total Life project	completion date 2011		
Improvements to local highway network and public transport provision	Priority 2	Required between 2016 and 2026	HA/ GMPTE/ Local Highway Authority / Private Developer	In line with Policies L4, L8 and any associated SPDs	Section 106/ Private Developer	N/A	To be secured through a section 106 agreement in line with Policies L4, L8 and associated SPDs as individual developments come forward	N/A	No	L3, L4, L5, L7, L8, W1, W2, SL1, SL2, SL3, SL4, SL5 , SO2, SO3, SO6
Carrington link road through development site	Priority 2	Required by 2017	Private Developer	Approx £24m	Section 106/ Private Developer	No further information available at present	Development trigger to be identified through Phase 2b LDF Transport Modelling	On going Carrington Project team meetings	No	L3, L4, L7, L8, SL5 , SO6
Provision of Green Infrastructure and/or contribution to off-site provision	Priority 2	Required by 2026	Trafford Council / Private Developer	In line with Policies R5, L8 and any associated SPDs	Section 106/ Private Developer	N/A	To be secured through a section 106 agreement in line with Policies R5, L8 and associated SPDs as individual developments come forward	N/A	No	L5, L7, L8, R2, R3, R5, SO5
Improvements to existing and development of new Indoor/outdoor sports facilities	Priority 2	Required by 2026	Trafford Council / Private Developer	In line with Policies R5, L8 and any associated SPDs	Section 106/ Private Developer	N/A	To be secured through a section 106 agreement in line with Policies R5, L8 and associated SPDs as individual developments come forward	N/A	No	L5, L7, L8, R2, R3, R5, SO5
Western Gateway	Priority 2	Unknown	HA/ Private	Unknown	Private	No further	Development	Planning	No	L4, L7, L8,

Project	Status	Phasing	Responsibility	Costs	Funding Source	Secured Funding Sources	Development Trigger Point	Commitment of Stakeholders	Show Stopper	Policies/ Strategic Objectives
Improvement Scheme (WGIS) Project			Developer		Developer/ Section 106/ DfT Funds	information available at present	trigger to be identified through Phase 2a and 2b LDF Transport Modelling	permission granted February 2009		SL4 , SO6
Extension of Metrolink to Manchester Airport – Phase 3b	Priority 2	Unknown	GMPT	Unknown	Central Government Funds	Funds secured	Committed scheme approved by AGMA July 2009	Commitment secured – service diversions, clearance work and site investigation underway. Construction to start on site Spring 2011	No	L4, W1, SO3, SO6
Extension of Metrolink to Trafford Park/or some alternative form of public transport	Priority 2	Unknown	Private Developer	Unknown	Private Developer/ Section 106	No further information available at present	Required to support future development in Trafford Park and Trafford Centre Rectangle.	GMPT currently undertaking feasibility work to extend Metrolink to Trafford Park	No	L4, L5, L7, L8, W1, SL4 , SO3, SO6
Direct link across Manchester Ship Canal at Clippers Quay	Priority 2	Unknown	Irwell River Park/ Private Developer	Unknown	Private Developer/ Section 106	No further information available at present	No further information available at present	No further information available at present	No	L4, L5, L7, L8, SL2 , SO6
Direct pedestrian link across Trafford Boulevard	Priority 2	Unknown	Private Developer	Unknown	Private Developer/ Section 106	No further information available at present	Required to support Phase 1a and 1b of the Trafford Quays development	Outline Planning application submitted October 2010	No	L4, L5, L7, L8, SL4 , SO6

Appendix 8.1 - 4NW Letter Confirming Status of Proposed Green Belt Alteration



Sir Richard Leese, Chair; Phil Robinson, Chief Executive;
Tel: 01942 776729; Email: duncan.mccorquodale@4nw.org.uk

Caroline Read
Strategic Planning & Developments
First Floor
Waterside House
Sale Waterside
Sale
M33 7ZF

18 November 2009

DP46

Dear Ms Read

Proposed change to Green Belt Boundary at Davenport Green

Thank you for your letter regarding the proposed addition to the Green Belt at Davenport Green.

I can confirm it is the opinion of officers at 4NW that the proposed addition to the Green Belt can be viewed as a local detailed change as set out in Policy RDF4 of the published Regional Spatial Strategy for the North West of England. As a result it will be appropriate for the matter to be dealt with by way of the Local Development Framework process.

In coming to the view that the proposal can be deemed a local change, we have considered the parameters set out in our Green Belt Guidance Note (May 2009):

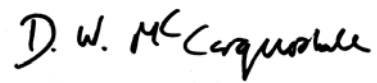
- National guidance contained in Planning Policy Guidance note 2 (PPG2);
- The fit with the policy framework in RSS; and
- The available evidence base that supports the intention to designate the area of land as Green Belt.

I note the justification set out in your letter pertaining to our guidance note on Green Belt matters, published in May 2009. I concur in general with the points numbered 1, 3 and 4 in your justification. With respect to point 2 and cumulative impact, I would suggest that some further thought may need to be given to the relationship of the proposed addition in Trafford and potential changes to the Green Belt suggested in the emerging Manchester Core Strategy, which are in close proximity to the Davenport Green site. It may be useful for us to meet with you and Manchester City

Council on this matter to discuss any potential implications for the respective Core Strategies.

I trust that these comments prove useful.

Yours sincerely

A handwritten signature in black ink that reads "D. W. McCorquodale". The signature is written in a cursive style with a large initial 'D' and 'M'.

Duncan McCorquodale
Regional Spatial Strategy Manager

c.c. Phil Lally, GONW
James Shuttleworth, Manchester City Council

Appendix 8.2 – Davenport Green Call For Sites Proforma – Information Submitted on behalf of APSL

Deliverability Criteria

D1 – National Planning Policy

Score: General conformity - 4

PPS1 – Delivering Sustainable Development	
<p>DELIVERING SUSTAINABLE DEVELOPMENT General Approach 27. In preparing development plans, planning authorities should seek to:</p> <p>(i) Promote national, regional, sub-regional and local economies</p> <p>(ii) Promote urban and rural regeneration to improve the well being of communities.....</p> <p>(iii) Promote communities which are inclusive, healthy, safe and crime free</p> <p>(iv) Bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs</p>	<p>PPS1 is addressed primarily at local planning authorities; we have extracted the key elements as criteria for the evaluation of the Davenport Green site.</p> <p>A central aim of selecting a site of the high quality of Davenport Green and in the prime commercial location of south Manchester is to generate economic development of a scale and quality (1 million sq.ft. of prestige business space) that will be of major regional and local importance.</p> <p>The 3,500 jobs expected to be created will be accessible to large nearby deprived communities in Trafford and Manchester, generating additional income to support local services and giving those communities access to jobs requiring a range of skills and offering appropriate training.</p> <p>The contribution of the proposals to skills, employment and incomes in local communities will help to make those communities more inclusive, healthy and safe.</p> <p>The quality and location of the site are crucial to its potential contribution to local and regional well-being. Research undertaken when the exceptional circumstances were established to justify development in the Green Belt indicated a lack of sites capable of delivering comparable benefits.</p> <p>Access by non-car means, including on foot and by bicycle, can be provided for several nearby communities (Hale and Hale Barns, Newall Green) to an outstanding range of jobs and to a new Rural Park of 99.12 hectares. A much larger community will be accessible to these facilities by public transport.</p> <p>The proposals do not comply with this policy; however the quality of the economic development and the ability to create and secure the Rural Park justify the exception.</p> <p>A comprehensive travel plan and public transport package will minimise reliance on the car; key advantages</p>

<p>(v) Provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation,where everyone can access services or facilities on foot, bicycle or public transport</p> <p>(vi) Focus developments that attract a large number of people, especially retail, leisure and office development, in existing centres</p> <p>(vii) Reduce the need to travel and encourage accessible public transport provision</p> <p>(viii) Promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings.</p> <p>(ix) Enhance as well as protect biodiversity, natural habitats, the historic environment and landscape and townscape character.</p>	<p>of the site in this regard are the proximity of the adjacent communities, excellent accessibility to the developing public transport inter-change at Manchester Airport and the ability to support additional public transport services.</p> <p>Whilst the site is not previously developed land, it has low value in agricultural, ecological or recreational terms in its present use. It will be efficiently used: the development area for 1 million sq.ft. will be only 26.8% of the total site, the balance being improved and managed for ecological, agricultural and recreational benefits.</p> <p>The creation of the Rural Park will be a major enhancement of the nature conservation interest of the area; the future management and maintenance of the Park will be assured through the Management Plan and s.106 commitments. These will be significant and long term gains for landscape, bio-diversity and public access to the countryside.</p> <p>The buildings will be designed to minimise their lifetime greenhouse gas emissions, to minimise pollution and to cater for the impacts of climate change. The Rural Park will be a permanently established and managed carbon sink.</p>
--	---

<p>(x) Address, on the basis of sound science, the causes and impacts of climate change, the management of pollution and natural hazards, the safeguarding of natural resources, and the minimisation of impacts from the management and use of resources.</p>	
<p>PPS2 - Green Belts</p>	
<p>1.4 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness.....</p> <p>1.5 There are five purposes of including land in Green Belts:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns from merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. <p>1.6 Once Green Belts have been defined, the use of land in them has a positive role to play in fulfilling the following objectives:</p> <ul style="list-style-type: none"> • to provide opportunities for access to the open countryside for the urban population; • to provide opportunities for outdoor sport and outdoor recreation near urban areas; • to retain attractive landscapes, and enhance landscapes, near to where people live; • to improve damaged and derelict land around towns; • to secure nature conservation interest; and • to retain land in agricultural, forestry and related uses. 	<p>The Trafford UDP (Policies E13 & E14) provides for a major high amenity employment site of 36.4 hectares within the overall site of 135.6 hectares. Green Belt policies continue to apply in the absence of proposals complying with Policy E14. Planning permission has been granted for a compliant development.</p> <p>Through both the development plan and the development control process it has been demonstrated that the proposals for Davenport Green represent a fully justified exception to the presumption against development in the Green Belt.</p> <p>The essence of the case for the land being so allocated consists of:</p> <ol style="list-style-type: none"> 1. The outstanding economic benefits that the development would generate, as set out in the justification (para 1) for Policy E14: <i>“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.”</i> 2. The lack of alternative opportunities to deliver the same calibre of benefits. 3. The purposes of the Green Belt in this location are not compromised. 4. The Rural Park will enable the majority of the site to fulfil the objectives of Green Belts to a higher degree than presently. <p>The case for Davenport Green being developed as a site for regionally significant economic development remains as strong as when the UDP was adopted.</p>
<p>Draft PPS4 – Planning for Sustainable Economic Development</p>	
<p>Para 12:</p> <p>Regional planning bodies and local planning authorities should plan to encourage economic growth. In seeking to achieve positive</p>	<p>The Trafford UDP sets out very clearly how the Council has defined a range of sites to meet different employment needs. Davenport Green is the only major high amenity site identified; its unique characteristics and economic potential are described.</p>

planning for economic development, the Government's desired objectives are:

— A good range of sites identified for economic development and mixed-use development;

— A good supply of land and buildings which offers a range of opportunities for creating new jobs in large and small businesses as well as start-up firms and which is responsive to changing needs and demands;

— High quality development and inclusive design for all forms of economic development;

— Avoiding adverse impacts on the environment, but where these are unavoidable, providing mitigation; and

— Shaping travel demand by promoting sustainable travel choices wherever possible.

The justification for Davenport Green in the UDP also recognises how the site will support regeneration elsewhere in the conurbation: *"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."*

PPS9 – Biodiversity and Geological Conservation

<p>Planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.....:</p> <ul style="list-style-type: none"> • to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity and geological diversity with other considerations. • to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support. • to contribute to rural renewal and urban renaissance by: <ul style="list-style-type: none"> – enhancing biodiversity in green spaces and among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people's sense of well-being; and – ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment. 	<p>The proposals include a comprehensive plan for the Rural Park and landscaped areas, including a farming regime, woodland and habitat management, The management plan will ensure continuing maintenance of these areas, and will be designed to maximise biodiversity benefits.</p> <p>The Rural Park will bring 99.12 ha, the majority of the site, into a better ecological state (compared with its current degraded urban fringe condition).</p> <p>Davenport Green will therefore contribute to rural renewal. Extensive public access and educational facilities will ensure that local communities feel connected to the site and its ecological assets, the profile of the site will be raised across the sub-region.</p> <p>The commitment to this quality of landscape enhancement is enshrined in the s.106 agreement. The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure they meet current objectives in terms of biodiversity..</p>
<p>PPG13 - Transport</p>	
<p>The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:</p> <ol style="list-style-type: none"> 1. promote more sustainable transport choices for both people and for moving freight; 2. promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and 3. reduce the need to travel, especially by car. 	<p>The commitments in the s.106 agreement for Davenport Green promote sustainable travel choices. Additional public transport services will be agreed with the Council, and the Integrated Transport Authority (former PTA) will be consulted to ensure maximum benefit to wider communities. A site-wide Travel Plan will ensure coordination of transport services from the site.</p> <p>The commitments in the s.106 agreement and Planning Brief to support additional public transport services and to implement a Travel Plan will promote the desired shift of mode. Adjacent communities will be accessible on foot, by bicycle and by public transport, with new walking and cycling links to be provided on the site. Other destinations will be served by new and improved public transport services. Access improvements for Davenport Green are being coordinated with those for the Airport. Davenport Green will support links to the public transport hub at the Airport.</p> <p>The benefit for residents of local communities includes better access to employment, leisure and recreation. Davenport Green will provide some 3,500 jobs and a publically accessible Rural Park, reducing the need to travel longer distances, potentially by car, to reach such amenities.</p>

	The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure they meet or exceed current standards for modal choice, the need to travel and accessibility.
PPG17 - Planning for open space, sport and recreation	
PPG17 promotes effective planning for open space, sport and recreation that meets the needs of local communities. The guidance identifies countryside around towns as a valuable resource for the provision of sport and recreationlocal authorities should encourage the creation of sports and recreational facilities in such areas and the development of areas of managed countryside, such as country parks, community forests, and agricultural showgrounds.	A core part of the proposals for the Davenport Green site is the provision of a new Rural Park of 99.12 ha and the creation of an endowment for its future management by a specially established trust. The landscape will be based on continued agriculture and woodland management, with extensive public access for informal recreation and education.

D2 Regional Spatial Strategy

Score: General conformity - 4

RSS Key Objectives: Economy	
support the business sectors identified in the RES;	<p>Davenport Green is identified as a Regional Investment Site in the RES, capable of delivering inward investment in competitive global markets such as corporate headquarters. 25 such sites are identified, in addition to land allocations made by local planning authorities in the North West, to ensure that opportunities for inward investment to the region are not lost. The RSS instructs local authorities in Greater Manchester to make sufficient allocations to address a forecast shortfall of 917ha in the plan period (2005-2021).</p> <p>Two factors indicate that firms locating at Davenport Green are likely to be in the identified growth sectors:</p> <ul style="list-style-type: none"> • Firms making this scale and quality of investment will be investing in growth • Links established between Davenport Green and the Manchester and Salford Universities will encourage investment in sectors in which the region has special strengths <p>The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure they meet the requirements of firms of a similar quality. Links with local higher education research institutions will be renewed.</p>
make provision for a supply of employment land to ensure that sustainable economic development is not constrained;	
establish criteria for the location of regionally significant economic development;	

RSS at Policy W2 sets out criteria for the location of regionally significant economic development:

“Regionally significant economic development will be located close to sustainable transport nodes within the urban areas of Manchester, Liverpool and Central Lancashire City Regions and

Sites will be identified in Local Development Documents, having regard to the priorities in RDF1; spatial principles in Policies DP 1- 9 and relevant sub regional policies in Chapters 10-13.

They should be:

- capable of development within the plan period, having regard to the condition and availability of the land, infrastructure capacity, market considerations and environmental capacity;

- highly accessible, especially by adequate public transport services, walking and cycling;

- well-related to areas with high levels of worklessness and/or

inner areas surrounding them, a focus which is reflected in the policies for the Manchester City Region. However, given the ability of the site as an employment location to address the needs of nearby deprived communities and to bring to the City Region a quality of economic activity that might not otherwise be attracted, it is strongly suggested that Davenport Green has an essential role to play in the future economic health and regeneration of the region; it will contribute to the objectives of RDF1.

The site is capable of being developed within the plan period (ending in 2021). Given the transformation that has been achieved in the economy of Greater Manchester in the last 20 years, it is vital that the City Region is equipped with sites that are capable of meeting national and international businesses' requirements when the recession is over.

The current proposals are founded on a thorough appreciation of the environmental capacity of the site.

There are no ownership or physical constraints on development (see D6 and D7 below)

Infrastructure constraints are moderate or less (see D8 below) and are capable of being resolved.

High levels of accessibility can be achieved through pedestrian and cycling access to adjacent communities, and through public transport connections (to be supported by the development) to the public transport interchange at the Airport and to other destinations. Requirements for public transport are included in the s.106 agreement and the accompanying Planning Brief.

The site is very accessible to Wythenshawe, a major settlement with persistent regeneration needs. The City Council has a dedicated Regeneration Team for the area and their aim is “to make the area one of the key places in Manchester to live, work and invest”. (Regeneration Team website). The nearest area of multiple deprivation in Trafford is the Brooks Drive area, approximately 2km north east of Davenport Green, as indicated in the Tackling Disadvantage chapter within the Trafford Economic Development Plan.

Landscaping and the siting of the development will ensure negligible effects on neighbouring communities. Traffic will be channelled away from residential areas onto the M56 and other major roads to the east of the site.

The issue of reserving the site for regionally significant economic development is fully covered in the s.106 agreement.

In relation to the sequential test in PPS6, appraisals of alternative sites in the region have shown that there are no alternative locations that could provide the right quality of investment opportunity for highly mobile business activities. Such activities are able to choose between a wide range of competing locations in the North West, the UK and overseas.

<p>areas in need of regeneration;</p> <ul style="list-style-type: none"> • well related to neighbouring uses, particularly in terms of access, traffic generation, noise and pollution. <p>They should not be used for development that could equally well be accommodated elsewhere and should not be developed in a piecemeal manner.</p> <p>Sites for regionally significant office development should be located in accordance with the sequential approach in PPS6, focusing on the regional centres and the town/cities listed in RDF1.</p> <p>Sites for regionally significant knowledge-based services may also be clustered close to universities, major hospitals or other research establishments. Sites for regionally significant knowledge-based manufacturing should be well connected to these facilities by transport and ICT links.</p> <p>Sites for regionally significant logistics and high-volume manufacturing should be well connected to the primary freight transport networks.”</p>	<p>The site enjoys good accessibility to the major Manchester and Salford Universities, with which links have been formed to attract knowledge-based business.</p>
<p>promote strong and viable centres, as locations for the concentration of retail, office and recreational development;</p>	<p>Not applicable (see reference to PPS6 above)</p>
<p>support the sustainable diversification of the rural economy; and</p>	<p>N/A</p>

harness the economic development potential of tourism in preferred locations.	
RSS Key Objectives: Social	
Build on current knowledge of housing markets in the region, so as to deliver a better balance between housing demand and supply;	N/A
Provide for additional housing, so as to meet changing needs, support economic development, address the requirement for affordable accommodation, and ensure a choice in housing types;	
Improve the quality of the housing stock and its environment.	
RSS Key Objectives: Transport	
maintain existing transport infrastructure in good order;	Improvements to the M56 and other local roads (see D8 below) are designed to mitigate the effects of additional traffic on the highway network. They form part of the s.106 agreement.
improve journey time reliability, tackle congestion and overcrowding in the region's main transport corridors shown on the Key Diagram, particularly within and between City Regions;	
secure a shift towards the use of more sustainable modes of transport;	The commitments in the s.106 agreement and Planning Brief to support additional public transport services and to implement a Travel Plan will promote the desired shift of mode.
secure safe and efficient access between residential areas and key destinations, including centres of employment, schools, shops and other services;	Adjacent communities will be accessible on foot, by bicycle and by public transport; other destinations will be served by new and improved public transport services.
improve surface access and interchange arrangements at the international, national and regional gateways (as defined in Appendix RT(b));	Access improvements for Davenport Green are being coordinated with those for the Airport. Davenport Green will support public transport services to the Airport.
reduce the adverse impacts of transport, in terms of safety hazards, climate change, environmental degradation, residential amenity and social exclusion;	These matters have been taken into account in planning the access arrangements for the site.
integrate the management and planning of transport systems.	The Travel Plan will ensure coordination of transport services from the site. Additional public transport services will be agreed with the Council, and the Integrated Transport Authority (former PTA) will be consulted to ensure maximum benefit to wider communities.
RSS Key Objectives: Environment	
promote a more integrated approach to delivering a better environment through land and water management, including better relationship of new development to water resources, flood risk and adaptation to the impacts of climate change;	The proposals include a comprehensive plan for the Rural Park and landscaped areas, including a farming regime, woodland, habitat management, enhanced public access and a new water body. The management plan will ensure continuing maintenance of these areas
create multi-functional networks of green spaces;	The Rural Park will provide multi-functional green spaces accessible to several adjacent communities including Hale and Hale Barns.

<p>produce a concise waste strategy that:</p> <p>breaks the link between economic growth and the environmental impact of waste;</p> <p>increases recycling rates in the Region;</p> <p>provides a framework in which communities take responsibility for their own waste;</p> <p>delivers a pattern of facilities of national regional and sub-regional importance including supporting policies.</p>	<p>The detailed proposals for the development will include a strategy for the reduction, management and treatment of waste. It will comply with the standards established in public policy and with the standards that major companies adopt in relation to their environmental performance.</p>
<p>reduce energy demand and break the link between energy demand and economic growth;</p> <p>promote and exploit low carbon and renewable energy technologies and increase the amount of electricity and energy for heating from renewable sources supplied and consumed within the Region.</p>	<p>The potential for site-wide energy saving and for renewable energy generation is very significant due to the large scale of the site and the proposed development and to the control made possible by single ownership. The potential will be examined and proposals prepared at the detailed planning stage.</p>
<p>RSS Core Development Principles</p>	
<p>promote sustainable communities;</p>	<p>Additional employment, training and recreational opportunities accessible to nearby residential areas will contribute positively to economic growth, address worklessness, and encourage healthy lifestyles.</p>
<p>promote sustainable economic development;</p>	<p>Davenport Green has the capability to attract regionally significant inward investment, with indirect benefits to existing local businesses through the multiplier effect in addition to the above.</p>
<p>make the best use of existing resources and infrastructure;</p>	<p>The site takes advantage of a very competitive location adjacent to M56 and Manchester Airport. The Rural Park will bring the majority of the site into better agricultural, recreational and ecological use (compared with its current degraded urban fringe condition). The s.106 agreement commits the developer to infrastructure and transport improvements which make the best use of existing routes and hubs.</p>
<p>manage travel demand, reduce the need to travel, and increase accessibility;</p>	<p>The Travel Plan, the improvement of public transport and the improved pedestrian and cycle links will contribute to the achievement of these principles.</p>
<p>marry opportunity and need;</p>	<p>Davenport Green is a unique site due to:</p> <ul style="list-style-type: none"> • the proximity to Manchester Airport • its ready accessibility to areas in need of regeneration such as Wythenshawe and the Brooks Drive area of Trafford, and • its accessibility to the regional rail and road corridors, which give access to wider markets for labour, goods and services.

promote environmental quality;	Environmental quality will be promoted through the provision of publicly accessible Rural Park and through the high quality design and environmental performance of the proposed development
mainstreaming rural issues;	N/A
reduce emissions and adapt to climate change.	As stated above there is large potential for site-wide initiatives due to the scale of the site and its single ownership. For example management of water on the site and control of run-off will be facilitated by the provision of a new water body.

D3 - Other Relevant Strategy

Score: Complete conformity - 5

Regional Economic Strategy	
<p>Business</p> <p>To achieve the vision, the region needs to focus on seven key factors:</p> <p>1 Developing new enterprise and growing existing companies. 2 Developing higher added-value activity in Regional Sectors.</p> <p>3 Innovation to improve productivity in all companies and exploit the Higher Education base of the region. 4 Exploiting the Science/Research and Development base of the region.</p> <p>5 Improving International Competitiveness. 6 Using ICT more effectively and efficiently.</p> <p>7 Focusing on Sustainable Consumption and Production.</p>	<p>The development proposed at Davenport Green and the business occupiers for which it is designed will deliver on all these factors:</p> <ul style="list-style-type: none"> • it is clearly designed for the expansion of existing companies, whose presence will create opportunities for new enterprise • the links with the HEI's of Manchester and Salford will encourage innovation and the use of ICT and provide occupiers with access to the science and R & D base of the region • the same links and the international connections of the site will encourage take-up by higher value-added sectors, which in turn are the underpinning of the UK's international competitiveness • public policy and firms' own standards will ensure that the occupiers focus on sustainable consumption and production
<p>Skills and Education</p> <p>To achieve the vision, the region needs to focus on five key objectives:</p>	<p>The developer and the occupiers will both have an interest in investing in the improvement of skills and education in local communities:</p>

<p>1 Tackle the lack of basic skills and qualifications to improve employability and reduce worklessness.</p> <p>2 Meet the skills needs of sectors and growth opportunities - essential to support expansion.</p> <p>3 Invest in workforce development - the development of intermediate and higher level skills in the current workforce is a key driver of productivity and economic growth.</p> <p>4 Develop leadership, management and enterprise skills - crucial to company survival, innovation and productivity improvement.</p> <p>5 Develop the educational infrastructure and skills of the future workforce - ensuring young people are developing the skills they need for employment and progression to Higher Education.</p>	<ul style="list-style-type: none"> • the developer has committed in the s.106 agreement to a programme of training for workless people geared to the skill needs of incoming firms • the incoming firms will, in spite of being in knowledge-based sectors, require a range of skills and will want to work with local training agencies to secure the quality of staff they need. • The links with the Universities provide other opportunities for skill development, for the exchange of staff for mutual advantage, for collaborative research and development and for valuable work placements for undergraduates and graduates
<p>People and Jobs</p> <p>To achieve the vision, the region needs to focus on four key factors:</p> <p>1 Developing Job Linkages between people without work and employers with vacancies.</p> <p>2 Growing Local Employment – in areas remote from growth as well as already successful areas.</p> <p>3 Improving the Health of the current and potential workforce – particularly focusing on reducing the number of incapacity benefit claimants.</p> <p>4 Responding to Population Change and the impacts of an older population.</p>	<p>The training programme planned in the s.106 will set up the framework for effective links between people without work and employers with vacancies.</p> <p>The proposals could generate as many as 4000 additional jobs, which will be highly accessible to nearby regeneration communities, in which worklessness is a major constraint on community well-being.</p> <p>The number and range of jobs will provide an attractive incentive and opportunity for those at a disadvantage in the labour market to secure valuable employment.</p>
<p>Infrastructure</p> <p>To achieve the vision, the region needs to focus on six key factors:</p> <p>1 Developing our Transport infrastructure to connect the region internally and with the rest of the world and using it more effectively.</p> <p>2 Ensuring appropriate Land Use – both in terms of brownfield land and new employment sites.</p> <p>3 Developing Housing to facilitate growth.</p> <p>4 Ensuring Planning supports sustainable growth.</p>	<p>Davenport Green benefits from exceptional connectivity: local, regional, national and international. It will be special firms that can make best use of this facility and who will be attracted to locate at Davenport Green.</p> <p>To attract the high quality of investment envisaged for Davenport Green, it is appropriate to use a green field site; this has been recognised in the RES and in the Council's UDP.</p> <p>Davenport Green does not involve the building of housing but it is accessible to a very large labour pool locally and sub-regionally.</p> <p>Sustainability will be delivered through the viability of the businesses on the site, through the detailed design of the buildings and their operation and through the contribution of the Rural Park.</p> <p>The potential for generating renewable energy will be examined at the detailed planning stage.</p> <p>The proposals involve major private investment in productive capacity, landscape and the environment,</p>

<p>5 Developing appropriate use and supply of Energy.</p> <p>6 Encouraging public and private Investment.</p>	<p>infrastructure additional public transport.</p>
<p>Quality of Life</p> <p>To achieve the vision, the region needs to focus on three key factors:</p> <p>1 Developing Culture and Image.</p> <p>2 Developing the sense of Community in the Northwest – including community cohesion.</p> <p>3 Improving the Environment – including capitalising on our natural assets, the quality of the visitor experience and the quality of the physical environment.</p>	<p>The development will be a major stimulus to the regional economy, attracting business names that will enhance the image of the city region and give local people pride in their place, pride that will promote community cohesion, provided many can share in the benefits of the jobs and the Rural Park.</p> <p>The natural assets of the site, improved and managed in the Rural Park, will offer a high quality setting and physical environment for adjacent communities.</p>
<p>Trafford Economic Development Plan 2006-2009</p>	
<p>Economic Challenges</p> <ul style="list-style-type: none"> • Our 'growing pains' and the need to proactively manage some of the implications of being a successful economy. • Tackling the significant pockets of disadvantage that exist within the borough – the wealth and employment opportunities in Trafford have not been uniformly shared by all. 	<p>Development at Davenport Green would address all of the three economic challenges identified for Trafford in the Economic Development Plan 2006-2009.</p> <p>In relation to growing pains, Davenport Green will add new resources or capacity to the Borough and make use of underused resources:</p> <ul style="list-style-type: none"> • The new Rural Park (created on degraded and underused land) • Additional public transport services • Additional highway capacity • Support for the Airport as a commercial gateway and for its linked transport hub • Tapping the underused resource of workless people in nearby communities. <p>Secondly, Davenport Green represents a development site with the scale to deliver a large number of employment opportunities, and with the potential to develop site-wide training, apprenticeship and workforce development opportunities. The nearest area of multiple deprivation in Trafford is approximately 2km north east of Davenport Green, as indicated in the Tackling Disadvantage chapter within the Trafford Economic Development Plan. In addition, many wards east and north of Davenport Green, within Manchester City Council, are indicated as areas of multiple deprivation. Davenport Green would help tackle significant pockets of disadvantage that exist within the borough and in Manchester.</p> <p>Thirdly, development at Davenport Green would raise the profile of the borough, delivering office premises in a publicly-accessible parkland setting adjacent to Manchester Airport, which is the region's international gateway and identified in the RSS as a key public transport interchange within the region's infrastructure.</p>

<ul style="list-style-type: none"> Raising profile and recognition. For too long the assets and potential of Trafford have not been celebrated with sufficient force and go unrecognised in certain quarters. 	<p>The site is recognised in the Regional Economic Strategy as a Regional Investment Site, capable of attracting significant inward investment. Davenport Green can deliver a development for Trafford residents to celebrate, bringing significant employment opportunities to the borough and securing 99.12 ha of space for recreation and habitat development in the Rural Park.</p>
<p>Priorities</p> <p>Three of the other priorities will require more direct action from Trafford MBC and our more local partners:</p> <ul style="list-style-type: none"> Sites and premises. <i>A key priority is capturing the potential of the various commercial development opportunities that exist within the borough. Trafford has numerous large scale site development opportunities that can deliver major economic gains for the benefit of the whole City Region.</i> Transport. <i>Ongoing investment in the transport infrastructure of Trafford is a vital pre-requisite for our aspirations. We need to build on the existing infrastructure and ensure the businesses and residents of Trafford benefit from a first rate transportation systems – facilitating the efficient flow of workers, customers and goods throughout the borough.</i> Vibrant Town Centres. <i>The town centres are a hallmark of Trafford and a key driver in our economic prosperity. Our focus will be on the continued development of the centres as commercial, retail and leisure hubs providing a range of employment opportunities and attractive locations for small business.</i> 	<p>The programme for Davenport Green involves 98,000 sqm of “high quality science based/high technology industry, research and development activities and headquarters activities”. This supports the vision for the borough, as detailed in the Economic Development Plan 2006-2009:</p> <ul style="list-style-type: none"> enabling Trafford to be a primary contributor to new employment growth within Greater Manchester, and providing premises appropriate to the needs of the sectors of IT and professional and financial services, which are identified as sub regional growth sectors strongly represented in Trafford. <p>The proposals will be accompanied by private investment in additional highway capacity and public transport services commensurate with the quality of the proposed development.</p> <p>The main contribution of Davenport Green to the health of the Borough’s town centres, apart from the net additional spending power of employees at the site, will be the stimulus to the development of small and medium businesses, for which town centre locations are identified as suitable.</p>
<p>Our overall vision, which encapsulates the aspirations of the eight priorities, is to:</p> <ul style="list-style-type: none"> Continue growing a high performance economy... 	<p>Davenport Green fulfils the Council’s overall vision to a very high degree. The Council have spelt out the key components of regionally significant economic development (as identified in the RSS) and Davenport Green is located and designed to deliver those components:</p> <ul style="list-style-type: none"> income and employment that is net additional at a regional level

<ul style="list-style-type: none"> • Making a demonstrable contribution closing the GVA gap which lies at the heart of the Northern Way growth agenda. Current GVA/per head in Trafford stands at 146% of the regional total, we will be seeking to at least maintain this threshold. • ...providing a powerful contribution to sub region/city region growth • Ensuring we are at the forefront of new employment generation in the City Region. In the last 5 years we have contributed 16% of employment growth across Greater Manchester – we will continue to be a primary contributor to new employment growth. • Growing the foothold we have in sub regional growth sectors. This will mean increasing our relative share of employment in IT, professional and financial services, creative industries and the advanced manufacturing sector. • Building our “Enterprise Capital” reputation. Ensuring our long term rate of new business formation and survival stays ahead of the sub regional average. • ...with a contribution from all 	<ul style="list-style-type: none"> • contributing to sub-regional/city regional growth • leading Greater Manchester in growth in employment and income • increasing Trafford’s share of the regional growth sectors • promotion of new business growth and survival. <p>The commitment to this quality of economic development and net additional activity is enshrined in the s.106 agreement. The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure they continue to be attractive to the highest calibre of investment.</p> <p>There are probably no other sites in Trafford that carry this level of commitment. It is therefore very important to the delivery of the Council’s vision that Davenport Green is identified as a strategic site within the Core Strategy.</p>
<p>Manchester Economic Development Plan</p>	
<p>Vision</p> <p>Our vision for Greater Manchester as set out in the Greater Manchester Strategy is:</p> <p><i>“A world-class city-region at the heart of a thriving North West”</i></p> <p>By the year 2015, Greater Manchester will be:</p> <ul style="list-style-type: none"> • One of Europe’s premier city-regions, at the forefront of the knowledge economy, and with outstanding commercial, manufacturing, cultural and creative activities; • World class, successfully competing internationally for investment, jobs and visitors; • An area where all people have the opportunity to participate in, and benefit from, the investment and development of their city- 	<p>Davenport Green is unique within Trafford as a site with the size, status and location to support world-class business premises, attracting investment from an international market. It therefore has great potential to support the vision for Greater Manchester as set out in the Economic Development Plan, contributing to the vibrancy of the economy and raising the profile of Manchester in the perceptions of local, regional, national and international stakeholders as one of Europe’s premier city-regions.</p> <p>The emphasis in the Manchester Economic Development Plan (MEDP) on world-class city region, competing internationally for investment and the forefront of the knowledge economy sets the bar very high for sites capable of delivering these ambitions.</p> <p>Given the growing importance of the airport in a world economy that is increasingly interdependent on an international scale, it is likely that Davenport Green is unique in the region in being able to compete for the quality of investment and employment envisaged by the MEDP.</p>

<p>region; and,</p> <ul style="list-style-type: none"> • An area known for, and distinguished by, the quality of life enjoyed by its residents. <p>The vision, therefore, has four themes – one is about how the area is perceived, locally, regionally, nationally and internationally; one is about the vibrancy of the economy; and two are about quality of life, environmental image and sustainable communities.</p>	
<p>Strategic Drivers Based on the analysis of the Greater Manchester economy and informed by the strategic influences, six key themes or drivers have been identified for the Plan:</p> <ul style="list-style-type: none"> • Building Competitive Businesses • Attracting and Retaining Investment, Visitors and Talent Strategic Objectives <ol style="list-style-type: none"> 1. To build on the Regional Centre's strengths as the major driver of economic growth 2. To attract new and retain successful businesses, particularly those in key growth sectors 3. To promote strategies that will help to provide the appropriate environment to encourage investment 4. To grow the economy of the sub-region through the exploitation of knowledge 5. To attract and retain talented, skilled and knowledgeable people 6. To position Greater Manchester as a vibrant international destination for visitors and also as a gateway to the UK and to Europe 7. To position Greater Manchester as a leading global business location • Creating World Class Skills • Achieving Economic Inclusion • Ensuring the Best Transition to Working Life for all our Young People • Securing a Modern, Integrated and Efficient Transport Network 	<p>The themes or drivers set out in different form the ambitions and visions of the Manchester and Trafford Economic Development Plans; the contribution of Davenport Green to these drivers has been fully described above.</p> <p>The proposed training programme (set out in the s.106 agreement) has already been described. At the stage of detailed planning and implementation, it may be appropriate to focus the programme on the needs of young people particularly: they offer flexible minds for training in new skills and the social consequences of young people missing the chance of rewarding training and employment are serious.</p> <p>The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure that training proposals are appropriate for the target groups and business sectors.</p>

D4 – Previously Developed Land or Greenfield, and Location

Score 1 - Greenfield Score 1 – Greenbelt	Site is Green Belt but has planning permission for justified exceptional development in the Green Belt
---	--

D5 – Accessibility to Public Transport

Score 2 – In Least Accessible Area with opportunity to improve accessibility;	New road access will provide opportunities to improve accessibility by public transport. The site is in proximity to Manchester Airport, the region’s international gateway and a key interchange within the region’s infrastructure, and alongside regional road and rail corridors.
---	---

D6 – Ownership Constraints

Score 5 minus - Unified ownership with a willing developer	<p>APSL (A partnership between Royal London Asset Management and Muse Developments) owns about 323 acres of the 335-acre site (96%) at Davenport Green shown on the attached extract from the UDP. The ownership is unencumbered freehold without any onerous constraints.</p> <p>Davenport Green is therefore almost entirely in the single ownership of a willing developer. Equally important is the fact that the developer is a financially strong partnership between a substantial institutional property fund and one of the UK’s leading developers based in the North West.</p>
--	---

D7 – Physical Constraints

Score 5 – No physical constraints;	This is a greenfield site. Geophysical surveys have revealed that there are no issues of contamination or ground conditions that might require abnormal operations or costs. There are no topographical constraints.
------------------------------------	--

D8 – Infrastructure Constraints

Score: General conformity - 4

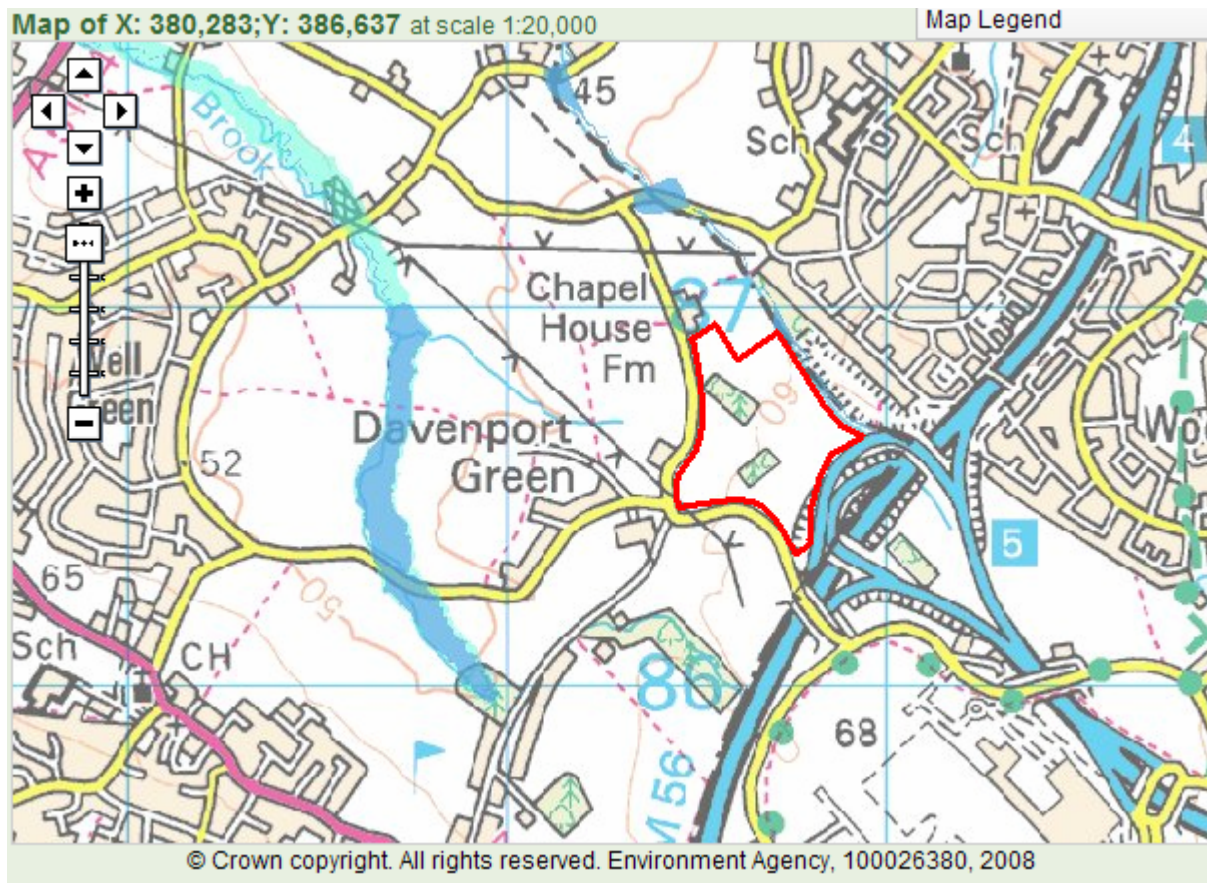
Landscaping	
Rural Park Works	5 - No infrastructure constraints
Landscaping of Development Area, outside development plots	5 - No infrastructure constraints

<p>Estate Management prior to development including tree and hedge cutting, boundary maintenance</p> <p>Statutory Authority Works (on-site) outside development plots, including pylon diversions</p>	<p>5 - No infrastructure constraints</p> <p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p>
<p>Highways</p> <p>Off-site Highway Works Scheme known as 'Rainbow Works' to satisfy Highways Authorities requirements. These works are currently being progressed by Manchester Airport</p> <p>Closure of Thorley Lane</p> <p>Local road improvements to Hale Road etc pursuant to planning permission</p> <p>M56 bridge/site access provision including on-site roundabout</p> <p>On-site road network including verges, footpaths and cycleways, outside development plots</p>	<p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p> <p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p> <p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p> <p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p> <p>4 - Slight infrastructure constraints, limited infrastructure provision.</p>
<p>Utilities</p> <p>Off-site drainage requirements for foul and surface water</p> <p>Off-site Mains Water Infrastructure</p> <p>Off-site electricity requirements including Primary Circuit Upgrade</p> <p>Off-site Telecoms Infrastructure</p> <p>Off-site Gas Infrastructure</p>	<p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p> <p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p> <p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p> <p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p> <p>3 - Moderate infrastructure constraints, some infrastructure provision required.</p>

D9 - Flood Risk

Score 5 – no risk

The Environment Agency's flood risk map (EA website) indicates no risk of flooding in the area of the site to be developed.



D10 – Planning Permission Status

Score 5 – Full planning permission(s) for proposed uses	Applications H/OUT/4419 and H/55938
---	-------------------------------------

D11 – Development Viability

Score 4 – Viable, site marketed with some interest;	<p>Davenport Green has been conceived as a development opportunity for a very special class of business investment. By definition there are few examples of such investment. In an extremely competitive market for such investments the inability to promise early access to the site because of remaining infrastructure constraints has limited the active interest that has been expressed so far. APSL believe there is still a market for a site of this quality.</p> <p>The demand is matched by a continuing need in the region. In recent years, the North West has not attracted foreign direct investment on a par with other UK regions. In the period 2000/1 to 2006/7, the North West attracted two FDI projects per 100,000 workers. This compares with three per 100,000 in the West Midlands, four in the South East, five in the North East and six in London. (Source: National Statistician's article: measuring regional economic performance, Jan 2009).</p> <p>There are no onerous ground conditions at the site. All mains services are available nearby so there are no abnormal costs associated with bringing services into the site. Whilst there are off-site highway costs relating to access improvement works much of these works are to be undertaken by Manchester Airport at their cost. Building costs and property values in the area will be similar wherever the site is in South Manchester or South Trafford save sites such as Davenport Green should be able to command premium rents and sales values from businesses looking to locate near the Airport or within close proximity to a motorway.</p>
---	--

Sustainability Criteria

S1	Achieve a better balance and mix in the housing market between availability and demand	
	Demonstrate quantity, type, tenure and design quality of housing proposed and how	O - Neutral

	it will meet local needs and affordability. Where non-housing development is proposed, effects may be neutral although links to the housing market should be explored.	Indirect benefits to the housing market through the creation of employment opportunities accessible to residential areas inside and outside the borough. A number of these residential areas, particularly in Wythenshawe, are subject to high levels of worklessness; additional employment opportunities will improve the viability of these communities and their housing stock. The nearest area of multiple deprivation in Trafford is approximately 2km north east of Davenport Green (the Brooks Drive area), as indicated in the Tackling Disadvantage chapter within the Trafford Economic Development Plan.
S2	Improve accessibility for all to essential services and facilities	
	Demonstrate how the development will enhance physical and social links to key services within local area. In particular, demonstrate how links will be improved for deprived communities and vulnerable groups.	++ Improve accessibility, on foot and by public transport, to open space, especially for areas of multiple deprivation e.g. Wythenshawe. The nearest area of multiple deprivation in Trafford is approximately 2km north east of Davenport Green, as indicated in the Tackling Disadvantage chapter within the Trafford Economic Development Plan. The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure they meet current standards.
S3	Enhance transport infrastructure, improving accessibility and quality of life to all communities	
	Demonstrate how the development will fit in and/or enhance public transport infrastructure, walking and cycling in the area and improve road safety.	++ Extensive proposals for improving access, by public transport, on foot and by cycle, are linked through the s.106 agreement, to the existing planning consent. The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure they meet current standards.
S4	Reduce crime, disorder and the fear of crime	
	Demonstrate how the development could meet objectives of designing out crime.	++ This will be addressed at the detailed design stage.

S5	Reduce poverty and social exclusion	
	Demonstrate how the development may create job opportunities within deprived communities and promote cohesive communities.	<p>++</p> <p>Some 3500 jobs are expected to be created across a wide range of skills, including high technology and senior management skills. The jobs will be highly accessible to adjacent communities, including Wythenshawe where a dedicated regeneration team is in place. The nearest area of multiple deprivation in Trafford is approximately 2km north east of Davenport Green, as indicated in the Tackling Disadvantage chapter within the Trafford Economic Development Plan.</p> <p>The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure maximum benefit to disadvantaged communities.</p>
S6	Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	
	Demonstrate how the development may promote the inclusion of key groups within society.	<p>++</p> <p>Full accessibility will be integrated into the design of the proposals to reduce physical impediments to the job opportunities. The planned training programme will be designed to meet both the needs of people in local communities, including key groups, and to address the skill requirements of occupiers. In this way sustainable employment will be made available to key groups.</p> <p>The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure they address all access issues.</p>
S7	Improve qualifications and skills of the resident population	
	Demonstrate how the development may improve education and training opportunities.	<p>++</p> <p>The developer has committed to supporting a training programme to facilitate access to the new jobs. The links with the Manchester and Salford Universities will create opportunities for employees to undertake further education and research.</p> <p>The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to refresh the training</p>

		opportunities and links with local research establishments.
S8	Improve the health and, inequalities in health of the population	
	Demonstrate how the development may promote healthier lifestyles and/or improve access to sport or physical activity.	<p>++</p> <p>Two key components of the development will promote healthier lifestyles:</p> <ul style="list-style-type: none"> • Access to the new and extensive informal recreational and nature conservation opportunities in the Rural Park • The encouragement of walking and cycling (to the jobs and to the Park) through the provision of links to the adjacent communities
S9	Protect and improve local neighbourhood quality	
	Demonstrate how the development will improve the quality of the site and the surrounding area – could be in a number of different ways such as removal of poor quality / derelict buildings, improved urban design, better street infrastructure, etc.	<p>++</p> <p>The Davenport Green site is much more than a development site. The development site is only 27% of the overall site area (and the buildings occupy only part of the development site). The majority of the site (99.12 hectares) is to be developed as a Rural Park with the express purpose of protecting and improving local neighbourhood quality. It would succeed in this respect by:</p> <ul style="list-style-type: none"> • Underwriting the future of land which is in decline in visual and ecological terms, through capital injection and on-going management funding. • Securing recreational access through the provision of new and extended footpaths, and bridleways, interpretive and educational facilities • Protecting the openness of the land in perpetuity through covenant and s106 obligation, and thereby protecting the separate identities of communities that are separated by the open land. • Improving the safety and amenity of the rural lanes by repairing damaged verges, providing off-road routes for pedestrians, horses and cyclists, and establishing a small visitor car park at Clay House Farm.

		<p>The proposals for (and obligations in respect of) the rural park are not severable from the extant planning consent, and the applicant undertakes to enter into the same obligations in respect of any future consent(s).</p> <p>The buildings will be of high quality design, adding a landmark development to Trafford at an important gateway location.</p> <p>The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure they meet the challenges of climate change and adaptation to the impacts of climate change.</p>
E1	Reduce the effect of traffic on the environment	
	Demonstrate how the development could reduce levels of motorised traffic, congestion and emissions.	<p>0</p> <p>The site is located in close proximity to Manchester Airport, which is identified in the RSS as a key public transport interchange within the region's infrastructure.</p> <p>The proposals include measures to reduce motorised traffic, congestion and emissions:</p> <ul style="list-style-type: none"> • Support for improved public transport • Highway improvements • New pedestrian and cycle links to the site <p>The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals and update the measures to reduce traffic, congestion and emissions.</p>
E2	Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geo-morphological features	
	Demonstrate how the development may protect, enhance and improve access to the above natural elements, including rivers and canals.	<p>++</p> <p>The proposals for Davenport Green have been landscape led, in that the development area and the individual development parcels within that area have been defined by reference to natural features on the site (notably key woodland blocks, important hedgerows and unimproved pasture) and to enable a strong open</p>

		<p>space and habitat network to be sustained around and between the development parcels. The Rural Park abuts the development area and has been expressly designed to optimise amenity and bio-diversity within an agricultural land use and character. The Environmental Statement identifies and demonstrates substantial net positive impacts in terms of recreational opportunity and habitat diversity.</p> <p>The preparation of the Core Strategy and the identification of Key Strategic Sites provides an appropriate opportunity to review the proposals to ensure maximum enhancement of the natural habitat.</p>
E3	Reduce contributions to climate change	
	Demonstrate how the development will reduce the emissions of greenhouse gases, will be efficient in its use of energy and how it will use energy from renewable sources.	<p>+</p> <p>Efficiency in the use of energy and the potential for the use of energy from renewable sources will be explored at the detailed design stage. The large area of open land included in the scheme acts as a carbon sink; the proposals will ensure that this part of the site remains open, green and a carbon sink in the long term</p>
E4	Reduce impact of climate change	
	Demonstrate how the development will minimise flood risk and increase the use of Sustainable Urban Drainage Systems and other proposals such as maximising evaporation surfaces which will ameliorate any negative effects of climate change.	<p>++</p> <p>Development will not take place in an area of flood risk. The site is large enough to contain effective measures to attenuate run-off. SUDS will be integrated into the design of the buildings.</p>
E5	Reduce the environmental impacts of consumption and production	
	Demonstrate how the development will deal with any waste materials generated during construction and operation and how the level of waste could be minimised.	<p>++</p> <p>These issues will be addressed at the detailed design stage.</p>
E6	Conserve land resources and reduce land contamination	
	Demonstrate how the development will maximise usage of previously-developed land and tackle dereliction and contamination.	<p>0</p> <p>The site is not previously developed land. However the land is in decline visually and ecologically; the proposals for the Rural Park will arrest and reverse this decline.</p>

E7	Protect and improve water quality	
	Demonstrate how the development may improve the quality of rivers, canals and groundwater.	0 Achieving a high quality of rainwater run-off will be a key factor in the design of SUDS for the site.
E8	Protect and improve air quality	
	Demonstrate how the development may improve local air quality, particularly in Air Quality Management Areas.	++ Minimising emissions will be a key factor in the design of the buildings and infrastructure. Overall, emissions from the site are unlikely to have a significant impact on local air quality. The site does not lie within an AQMA (it is adjacent to that for Manchester City).
E9	Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	
	Demonstrate how the development will improve, through high quality design, local distinctiveness, landscape and townscape.	++ The context of this site is landscape rather than townscape. Its buildings will: <ul style="list-style-type: none"> • set the highest standards of architectural design, and to be readily distinguishable from conventional business park layout and architecture as a result. • sit comfortably within a landscape that will be managed so as to reinforce and sustain its essential character. • establish a 'clean' relationship with the landscape that is uncluttered by surface car parks and fussy landscaping. This will certainly enhance the distinctiveness of a landscape that is steadily losing its character.

EC1	Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	
	Demonstrate how the development will promote sustainable economic growth, particularly at the Regional and Sub-Regional level. This may not just purely be through employment development, the role that housing or other development can play in the economy should also be explored.	++ A central aim of selecting a site of the high quality of Davenport Green and in the prime commercial location of south Manchester is to generate economic development of a scale and quality (1 million sq.ft. of prestige business space) that will be of major regional and local importance.
EC2	Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	
	Demonstrate how the development will create jobs and enhance skills in areas of deprivation.	++ The development will: <ul style="list-style-type: none"> • create some 3500 jobs with a wide range of skills • provide a training programme to assist those in deprived communities to access the new jobs • support additional bus services, footpaths and cycleways which will improve access to the jobs from communities undergoing regeneration, such as Wythenshawe. The nearest area of multiple deprivation in Trafford is approximately 2km north east of Davenport Green, as indicated in the Tackling Disadvantage chapter within the Trafford Economic Development Plan. <p>The developers, as part of an updated scheme to be proposed for the site, will review proposed bus services to ensure that they provide good connections to disadvantaged communities. The updated scheme to be proposed for the site will feature comparable training programmes to improve the accessibility of jobs to nearby communities.</p>
EC3	Enhance Trafford's image as a business location and tourism destination	
	Demonstrate how the development will improve Trafford as a visitor destination.	++

		The Rural Park will be a significant new visitor destination, especially for informal recreation, education and nature conservation.
EC4	Encourage the long term sustainability of Trafford's Town Centres.	
	Demonstrate how the development will contribute to the success of town centres in the borough.	0
EC5	Improve the social and environmental performance of the economy	
	Demonstrate how the development may maximise the social and environmental benefits that may arise through economic growth.	<p>++</p> <p>The economic development will facilitate:</p> <ul style="list-style-type: none"> • the establishment and maintenance of the Rural Park, a major environmental gain • improved connections between adjacent communities and both the Rural Park and the employment on the site.

Appendix 8.3 – Sustainability Appraisal of Davenport Green

Sustainability Appraisal of the Davenport Green proposals based on the information submitted in March 2010 (Source: Sustainability Appraisal of Davenport Green (Urban Vision - 28 July 2010))

Davenport Green									
SA Objective	Timescale			Nature of Effect				Comments	Mitigation
	0 – 5 years	5 – 10 years	10+ years	Certainty	Scale	Permanence	Secondary, cumulative, synergistic		
Social									
S1. Achieving a better balance and mix in the housing market	0	0	0	High	N/A	N/A		Unlikely to have any significant effects.	
S2. Improve accessibility for all to services and facilities	0	0	0	High	N/A	N/A		Unlikely to have any significant effects.	
S3. Enhance transport infrastructure; improve accessibility and quality of life to all communities.	?	?	?	Low	More than local	Long term	Potential unsustainable patterns of commuting could have secondary impacts on air quality and greenhouse gas emissions	The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, the proposals have the potential to result in an unsustainable development that augments congestion. Measures would be taken to create new and extend existing bus routes. New and improved pedestrian and cycle links would also be provided. Nevertheless, there is limited certainty whether the proposals would include the development of public transport links to the transport interchange at Manchester Airport.	Secure significant public transport improvements to improve links to the more deprived areas in Trafford and the public transport interchange at Manchester Airport.
S4. Reduce crime, disorder and the fear of crime	0	0	0	High	N/A	N/A		Unlikely to have any significant effects.	

S5. Reduce poverty and social exclusion	?	?	?	Low	Borough wide	Long term		<p>The scheme would contribute to the generation of a significant number of jobs. However the site is not accessible from many of Trafford's more deprived areas where the need for jobs is greatest. The site is however well related to areas of deprivation outside of the plan area, such as Wythenshaw.</p> <p>Reference is made to developing programmes to assist disadvantaged people to access the jobs created. However, limited information is provided on what these programmes entail and how they would be implemented.</p>	<p>Secure significant public transport improvements to improve links to the more deprived areas in Trafford.</p> <p>Provide more certainty over the delivery of programmes to assist disadvantaged people to access the jobs created.</p>
S6. Encourage a sense of community identity and welfare and value diversity, improve equity and equality of opportunity	0	0	0	High	N/A	N/A		Unlikely to have any significant effects.	
S7. Improve qualifications and skills of the resident population	0	+	+	Medium	Borough wide	Long term	Improved quality of life	There is the possibility of providing training opportunities as part of the new jobs created.	
S8. Improve the health and, inequalities in health of the population	+	+	+	Medium	More than local	Long term	Increased opportunities and quality of life	Improvements to health will be promoted through access to a new and extensive informal recreational area.	
S9. Protect and improve local neighbourhood quality	0	0	0	High	Local	Long term		Although the majority of the site will be developed as a rural park, the development would result in the loss of a significant area of greenfield land.	

Environment

E1. Reduce the effect of traffic on the environment	?	?	?	Low	More than local	Long term	Potential unsustainable patterns of commuting could have secondary impacts on air quality and greenhouse gas emissions	The site is presently not well served by public transport and is located in close proximity to the motorway network. Consequently, the proposals have the potential to result in unsustainable patterns of travel and augment congestion. Measures would however be taken to create new and extend existing bus routes. New and improved pedestrian and cycle links would also be provided. Nevertheless, there is limited certainty whether the proposals would include the development of public transport links to the transport interchange at Manchester Airport.	Secure significant public transport improvements to improve links to the more deprived areas in Trafford and the public transport interchange at Manchester Airport.
E2. Protect, enhance and restore open space, biodiversity, flora and fauna, geological and geomorphological features	?	+	+	Medium	Local	Long term	Improved image of Trafford	A substantial area of woodland would be created within the country park. There would be potential enhancements for Sites of Biological Importance and no development would take place within 30m of its northern edge.	Undertake studies of ecological value of the site. Areas of high biodiversity, landscape and open space value should be protected and enhanced as part of development.

E3. Reduce contributions to climate change	?	?	?	Low	National	Long term		<p>Development in this area has the potential to result in unsustainable patterns of transport and exacerbate congestion. Measures would however be taken to create new and extend existing bus routes. New and improved pedestrian and cycle links would also be provided. Nevertheless, there is limited certainty whether the proposals would include the development of public transport links to the transport interchange at Manchester Airport.</p> <p>The proposed woodland planting could contribute to the sequestration of carbon. The development would also aim to be built to exemplary sustainability standards. Consideration would be given to the implementation of initiatives to address climate change but no certainty is provided that these initiatives would be implemented.</p>	<p>Secure significant public transport improvements to improve links to the more deprived areas in Trafford and the public transport interchange at Manchester Airport.</p> <p>Make it a requirement for the development to achieve particular sustainability standards and introduce initiatives to address climate change.</p>
E4. Reduce impact of climate change	+	+	+	Medium	Local	Long term		<p>The area is not considered to be at risk of flooding. The proposals will also help to mitigate the effects of climate change by providing additional habitat for species.</p>	
E5. Reduce the environmental impacts of consumption and production	0	0	0	High	N / A	N / A		<p>Unlikely to have any significant effects.</p>	

E6. Conserve land resources and reduce land contamination	--	--	--	High	Local	Long term		The site comprises entirely of greenfield land.	Development should be built to an appropriate density whilst still safeguarding the visual amenity of adjacent Green Belt. By using land efficiently this will reduce the pressure to release further greenfield site.
E7. Protect and improve water quality	0	0	0	High	N / A	N / A		Unlikely to have any significant effects.	
E8. Protect and improve air quality	0	0	0	Low	More than local	Long term		Development in this area has the potential to result in unsustainable patterns of transport and adversely affect air quality. Woodland planting would help improve air quality and the proposals would result in some improvements to public transport provision. The introduction of a cordon charge for vehicles will be examined but no certainty is provided over whether this charge will be implemented.	Secure significant public transport improvements to improve links to the more deprived areas in Trafford and the public transport interchange at Manchester Airport. Make it a requirement for the development to introduce a cordon charge or similar initiative.
E9. Protect and enhance the diversity and distinctiveness of landscape and townscape character and cultural facilities	+	+	+	Medium	Local	Long term		The scheme will incorporate a rural park with opportunities to enhance the local rural landscape.	
Economic									
EC1. Enhance Trafford's high performance and sustainable economy to provide a powerful contribution to regional growth	+	+	+	Medium	GM wide	Long term	Contributing to overall pool of jobs	The proposals would make a considerable contribution to the stock of office accommodation in Trafford and result in the creation of a significant number of jobs.	

EC2. Reducing disparities by releasing the potential of all residents particularly in areas of disadvantage	?	?	?	Low	Borough wide	Long term		<p>The scheme would contribute to the generation of a significant number of jobs. However the site is located outside of the Regional Centre and the Inner Area and is not accessible from Trafford's more deprived areas where the need for jobs is greatest. It is however well related to areas of deprivation outside of the plan area, such as Wythenshaw.</p> <p>The proposals make reference to developing programmes to assist disadvantaged people to access the jobs created. However, limited information is provided on what these programmes entail or how they would be implemented. Therefore, there is some uncertainty over the impact the proposals would have on reducing disparities.</p>	<p>Secure significant public transport improvements to improve links to the more deprived areas in Trafford.</p> <p>Provide more certainty over the delivery of programmes to assist disadvantaged people to access the jobs created.</p>
EC3. Enhance Trafford's image as a business and tourism destination	+	++	++	Medium	Borough wide	Long term	Improved perceptions of Trafford	<p>The new rural park will form a significant new visitor destination especially for informal recreation, education and nature conservation.</p>	
EC4. Encourage the long term sustainability of Trafford's Town Centres	0	0	0	Medium	Local	Long term		<p>A significant amount of B1 office development is proposed in this out of centre location. Nevertheless, it is recognised that there are insufficient suitable and available sites in Trafford's town centres. The retail provision will be ancillary to the development and Core Strategy policy W2 should ensure that the proposal would have no impact on Trafford's town centres.</p>	

EC5. Improve the social and environmental performance of the economy	?	?	?	Low	Borough wide	Long term		The economic development will facilitate the establishment and maintenance of a Rural Park. However, there is a significant degree of uncertainty over whether the proposals would improve the social performance of the economy.	Secure significant public transport improvements to improve links to the more deprived areas in Trafford.
Sustainability Summary	<p>The proposals for Davenport Green would bring a number of benefits. In particular, through the creation of a Rural Park they would contribute to the objectives relating to open space, biodiversity, flora and fauna; reducing the impact of climate change; enhancing the distinctiveness of landscape; and enhancing Trafford's image a tourism destination. The provision of employment opportunities through the office development would also have a positive impact on economic performance and the skills of the population.</p> <p>However, the development of the site would lead to the permanent loss of a substantial greenfield area and, as such, the proposals would have a significant negative impact on the objective of conserving land resources. There is a significant degree of uncertainty over the impact of the proposal on a wide range of indicators. Development in this area has the potential to result in unsustainable patterns of transport. Measures would be taken, however, to create new and extend existing bus routes. New and improved pedestrian and cycle links would also be provided. Nevertheless, the proposal is not clear as to whether it would include the development of public transport links to the transport interchange at Manchester Airport. The impact of the proposals on the objectives relating to transport infrastructure; reducing the effect of traffic on the environment; reducing contributions to climate change; and protecting air quality is therefore considered to be uncertain. Securing significant public transport improvements to the public transport interchange at Manchester Airport will therefore be a key mitigation measure</p> <p>The site is located outside of the Regional Centre and the Inner Area and is not accessible from Trafford's more deprived areas where the need for jobs is greatest. It is however well related to areas of deprivation outside of the plan area, such as Wythenshaw. There is also a need for greater certainty over the delivery of programmes to assist disadvantaged people to access the jobs created. The extent to which the proposals would contribute to the objectives relating to poverty and social exclusion and reducing disparities is therefore also considered to be uncertain..</p>								

Key for effects

++ major positive; + minor positive; 0 neutral; – minor negative; – – major negative; ? uncertain