



Development Plan Document

Trafford Core Strategy: Further Consultation on the Vision, Strategic Objectives, and Delivery Strategy

March 2010

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CONTENTS

	FOREWORD	1
1	INTRODUCTION.....	2
2	THE VISION FOR TRAFFORD.....	6
3	STRATEGIC OBJECTIVES AND PLACE OBJECTIVES.....	8
4	STRATEGIC LOCATIONS.....	22
5	SL1 - POMONA ISLAND	27
6	SL2 - TRAFFORD WHARFSIDE	30
7	SL3 - LANCASHIRE COUNTY CRICKET CLUB QUARTER.....	34
8	SL4 - TRAFFORD CENTRE RECTANGLE	37
9	SL5 CARRINGTON.....	42
10	CORE POLICIES	46
11	L1 - LAND FOR NEW HOMES.....	47
12	L3 - REGENERATION AND REDUCING INEQUALITIES	53
13	W1 - ECONOMY	59
14	W2 - TOWN CENTRES & RETAIL	65
15	R3 - GREEN INFRASTRUCTURE.....	70
16	R4 GREEN BELT AND OTHER PROTECTED OPEN LAND	75
17	R6 - CULTURE AND TOURISM	79
18	IMPLEMENTATION	82
19	GLOSSARY OF TERMS.....	85

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FOREWORD

In June 2009 the Council published its Further Consultation on the Preferred Option. A number of comments were submitted on this document which required further consideration. In November 2009 the Council consulted on changes to a number of Core Policies detailed in the Core Strategy. That consultation also detailed that further consultation on the Vision, Strategic Objectives, and Delivery Strategy would be undertaken in advance of the Core Strategy being *Published* and *Submitted* to the Secretary of State.

This Interim Consultation document therefore relates to the revised approach and detailed wording of:

- The Vision
- The Strategic and Place Objectives
- Strategic Locations
- Policy L1: Land for New Homes
- Policy L3: Regeneration and Reducing Inequalities
- Policy W1: Economy
- Policy W2: Town Centres & Retail
- Policy R3: Green Infrastructure
- Policy R4: Green Belt and Other Protected Open Land
- Policy R6: Culture and Tourism

Additional supporting documentation has been published alongside this further consultation document including the associated Sustainability Appraisal and flood risk work and evidence relating to the selection of the Strategic Locations.

Amendments to the other Policies, arising out of responses to the Core Strategy consultations in June and November 2009, will be contained within the Publication version of the Plan to be published in summer 2010.

If you wish to recommend any changes to the content of this document please do so no later than 5.00 pm on **Friday 16 April 2010** via:

On-line at: www.trafford.gov.uk
Email to: strategic.planning@trafford.gov.uk
Post to: c/o Strategic Planning & Developments,
1st Floor Waterside House,
Sale Waterside,
Sale M33 7ZF

1 INTRODUCTION

- 1.1 In September 2004, the Planning and Compulsory Purchase Act came into effect and changed the planning system requiring each Council to replace its existing land use development plan – the Revised Trafford Unitary Development Plan (Adopted June 2006) – with a new “spatial” development plan – the Trafford Local Development Framework. This change in legislation has enabled Trafford to review its Development Plan framework to ensure that it will be fit for purpose to promote and secure the spatial dimensions of the Trafford Partnership Vision for the Borough in 2021.
- 1.2 The new planning system has been designed to streamline the planning process, strengthening community involvement within the system, and ensuring that all of the decisions which are made are accountable and help to achieve sustainable development.

What Is The Local Development Framework?

- 1.3 The new Local Development Framework (LDF) will be made up of a “portfolio” of documents that in combination deal with the spatial issues that will affect the people, who will live, work and play in the Borough over the next 15 years. That means that it will address spatial planning issues such as where new houses should be built; where new businesses and jobs should be located and developed; what improvements should be made to transport and community infrastructure to service this new development; and the areas that should be safeguarded from development and improved for recreation and environmental reasons.
- 1.4 Sustainability will be at the heart of the LDF, balancing the economic, environmental and social needs for land and buildings.

What Is The Core Spatial Strategy?

- 1.5 The Core Strategy is the first Development Plan Document to be prepared in Trafford under the new planning system. It will outline the Council's vision for the sort of place we want Trafford to be in the period up to the year 2026, and how we envisage managing the change necessary to achieve this vision. This strategy needs to establish a balance between growth, regeneration and environmental protection / improvement.
- 1.6 The Core Strategy provides the strategic framework against which decisions about the use of land can be planned. It does not restate national and regional planning guidance, but instead provides the local expression of these higher level strategies. Together with the Regional Spatial Strategy for the North West (RSS) it will be the starting point for determining planning applications.
- 1.7 The Core Strategy sets a monitoring and implementation framework that will be kept up to date. This will measure the effectiveness of the policies in the LDF, and will signal if any changes need to be made to any of the policies to enable the vision to be delivered.

What Stage Have We Reached?

- 1.8 The first steps in the production of the Core Strategy were the consultation on the Issues and Options surrounding the Spatial Strategy, published for consultation in July 2007 and the Issues and Options relating to Development Management, published for consultation in November 2007. The comments received during these early stages of

consultation have informed the production of the Core Strategy Preferred Options document (published for consultation in July 2008).

- 1.9 In June 2009 the Council consulted further upon the Preferred Option. This document offered one Spatial Strategy, a number of Strategic Locations and Sites for change and the associated Core Policies. Following responses received to this consultation period the Council issued 5 Core Policies for a further round of consultation in November 2009. This enabled the reader to be clear what targets were being proposed by the Council. At that point in time the Council also signalled that it would be necessary to undertake a further consultation dealing with the delivery of the Vision for Trafford. This is the stage that we have reached currently.
- 1.10 All stages to date, in the Plan preparation process, together with this current stage are presented as pre-publication consultation stages. Following the conclusion of this current consultation stage, the Council will consider all comments received and decide what changes are necessary before the Core Strategy can be “Published” prior to submission to the Secretary of State for Examination by an Independent Inspector. You are therefore invited to consider the contents of this document and submit any changes that you consider are needed to these sections of the Core Strategy prior to Publication of the Plan, with an explanation as to why you consider these changes are necessary.

The Document Structure

- 1.11 The first section details the Vision for Trafford. This Vision is the spatial expression of the Trafford Partnership’s Sustainable Community Strategy and signals what this Core Strategy is seeking to achieve in Trafford up to 2026. This Vision has been combined with the Spatial Strategy that had previously appeared as a separate part of the Core Strategy. It is hoped that by combining the Vision with the Spatial Strategy, the Vision has been made more locally distinctive.
- 1.12 The Strategic Objectives together with the Place Objectives form the link between the high level Vision and the Delivery Strategy. These have been refined in the light of comments received at previous consultation stages. The places that they refer to are illustrated in Figure 1. The Key Diagram provides a visual representation for the Vision and Objectives and leads into the Delivery Strategy section of the document.
- 1.13 The Delivery Strategy section explains how the Vision and Objectives will be achieved over the life-time of the Plan. It is made up of both Strategic Locations for new development and Core Policies.
- 1.14 It should be noted at this point that this consultation document does not contain the full extent of Core Policies to be contained within the Core Strategy. All except one (R4) have been included as they have been altered to take account of the Council’s revised approach to Strategic Locations. R4 has been included to clarify the position in relation to the re-instatement of Green Belt land at Davenport Green.

Sustainability Appraisal

- 1.15 During its preparation, the Trafford Core Strategy has been subject to a Sustainability Appraisal (SA) as an ongoing process. The overall approach used is based on the process set out in the Government’s guidance on Sustainability Appraisal (November 2005). The SA is being conducted in line with the requirements of the Strategic Environmental Assessment (SEA) Regulations.

- 1.16 This document has been refined in the light of comments received during previous consultation stages. An independent Sustainability Appraisal for this document has been undertaken by independent consultants and accompanies this consultation. Further details of the appraisal process and the outcomes can be found in the accompanying document “Sustainability Appraisal of Trafford’s Core Strategy: Further Consultation on the Vision, Strategic Objectives, and Delivery Strategy”.
- 1.17 The Sustainability Appraisal process concluded that the Core Strategy Vision, Objectives and Delivery Strategy have the potential to deliver a wide range of social, environmental and economic benefits. In particular, it was considered that the delivery strategy should help to provide more opportunities for residents in areas of disadvantage, which would have a significant positive impact on reducing economic disparities; improving access to services and facilities; decreasing poverty and social exclusion and equity and equality of opportunity.
- 1.18 The Strategy also offers considerable scope for redeveloping vacant / underused brown-field sites which would have key benefits for improving local neighbourhood quality; protecting and enhancing the diversity and distinctiveness of landscape, townscape character and cultural facilities; reducing crime and fear of crime; and conserving land resources and reducing land contamination. The Strategic Locations and development areas have the potential to make a significant positive contribution towards improving the balance and mix of the housing market; reducing poverty, social exclusion and economic disparities and; improving economic performance.
- 1.19 On the whole, the Core Strategy Policies scored very highly in the SA process. The effect of the Core Strategy on traffic generation and air quality is however uncertain. Whilst significant improvements to transport infrastructure could potentially reduce the impact of traffic generation, this would not necessarily achieve a modal shift. The extent to which this uncertain impact can be offset will depend on whether significant enhancements to public transport can be secured, particularly where development is proposed in the more peripheral parts of the Borough. There will also be a need to undertake additional nature conservation and flood risk studies in order to address the uncertain impact of the Core Strategy on biodiversity, flora and fauna and vulnerability to climate change.
- 1.20 The Sustainability Appraisal process carried out in relation to this consultation document concluded that the Core Strategy has the potential to deliver a wide range of social, environmental and economic benefits. However, it identified a number of opportunities for further enhancement and made a series of recommendations to improve its sustainability. As a result, a number of changes were made to this document, prior to publishing it, to reflect these proposed mitigation measures, particularly the section dealing with the Strategic Locations. These include the incorporation of specific references to:
- the need to ensure that adequate public transport provision exists/is provided by way of the proposed developments and that this offers a viable alternative to the user;
 - the need to ensure high standards of sustainable urban design at Carrington (SL5);
 - the need to value and protect historic buildings and structures;
 - the need to maintain the bio-diversity value of the Strategic Locations;
 - the need to ensure that uses classified in PPS25 as being “more vulnerable” to flooding such as residential, certain leisure uses, healthcare and educational facilities are located outside of high flood risk and that development incorporates measures to reduce the risk of flooding, and,

- The need to clarify that new residential development will provide a balance of choice for new residents and the existing community.

1.21 In relation to the Core Policies, the Sustainability Appraisal made a number of recommendations about how individual policies could perform better. However, in the majority of these instances, these recommendations are met by other Core Strategy policies (some of which are not the subject of this consultation) and therefore no mitigation is needed.

2 THE VISION FOR TRAFFORD

- 2.1 The Sustainable Community Strategy (SCS), "[Trafford 2021: a Blueprint](#)", presents the Vision for the future for Trafford, and sets out the key objectives which need to be tackled together, in order to realise this Vision.
- 2.2 The SCS is currently going through a review process, which will replace the original emphasis on the strap line of Live, Work, Learn and Relax, to one based on the evidence based key objectives. Originally there were six key objectives in the SCS, but they have been refined to include an additional "brighter futures" objective. The full list of SCS Key Objectives is as follows: Safety and Reassurance; Strong Economy; Strong Communities; Brighter Futures; Positive Environmental Impact; Better Homes and; Health & Improved Quality of Life for All. The Strategic Locations and Core Policies sections of this document indicate which of these key objectives the policies seek to deliver.
- 2.3 The Core Strategy is the spatial expression of the SCS. The Core Strategy Vision has been made more locally distinctive by combining the Vision and the Spatial Strategy from the June 2009 Preferred Option document. It provides the planning framework for residential, business, retail, leisure, community, cultural and tourism development in the Borough.

BY 2026:

Trafford will have vibrant and inclusive, prosperous and well designed sustainable communities, served by an integrated transport network offering a choice of modes of travel.

The historic, built and natural environment, including the Green Belt, will be preserved, protected and enhanced.

The focus for economic and housing growth will be within the urban area, primarily in the north east of the Borough and the principal town centre (Altrincham). The following 5 Strategic Locations are identified as areas for change:

- Pomona Island (SL1);
- Trafford Wharfside (SL2);
- Lancashire County Cricket Club Quarter (SL3);
- Trafford Centre Rectangle (SL4), and,
- Carrington (SL5).

To achieve this Vision:

- Attractive, sustainable communities, with good access to jobs, services and green infrastructure/multi functional green space will be established across Trafford with a range of housing types and tenures (including affordable housing);
- All of our most deprived areas will be regenerated, with the focus being on Old Trafford; Partington and Sale West;
- The established retail hierarchy will be maintained and the four town centres will be strengthened to remain the focus for retail, commercial and community facilities;
- Trafford Park Core, will be maintained and strengthened as a key place to work, to support both the local and City Region economies, and,
- Substantial areas of brown-field land at Carrington will be transformed into a new sustainable mixed-use neighbourhood.

3 STRATEGIC OBJECTIVES AND PLACE OBJECTIVES

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

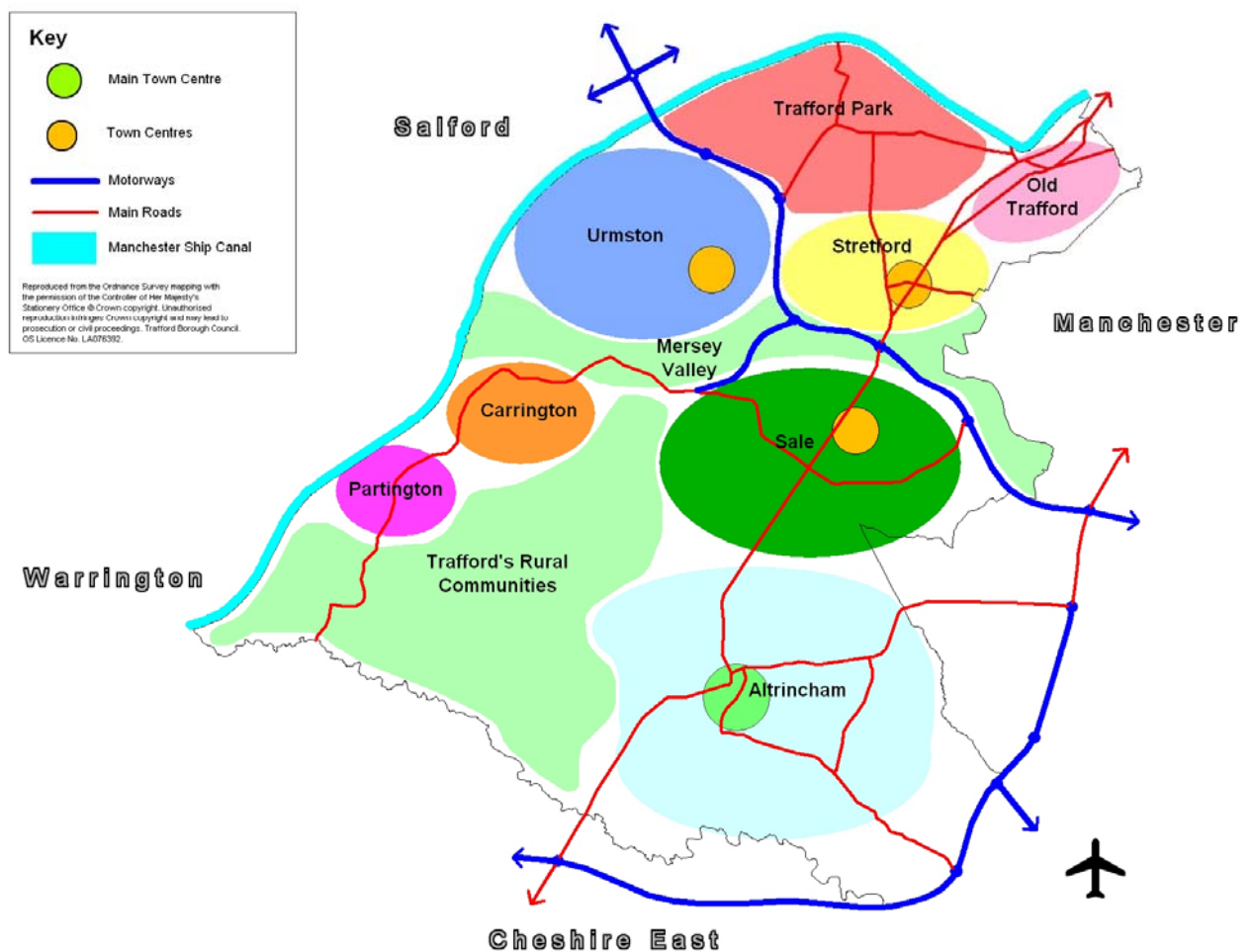
STRATEGIC OBJECTIVE NO.	STRATEGIC OBJECTIVE
SO1	Meet Housing Needs - Promote sufficient housing in sustainable locations, of a size, density and tenure needed to meet the Borough's needs and to contribute towards those of the City Region.
SO2	Regenerate - The physical, economic, environmental and social fabric of the most disadvantaged communities within the Borough to reduce inequalities and improve prosperity.
SO3	Meet Employment Need - Establish the right conditions to sustain employment sites for new and diverse investment to enable Trafford to remain competitive and contribute to the growth of the economy of the sub-region and to attract and retain employment opportunities.
SO4	Revitalise Town Centres – To maintain a clear hierarchy of vibrant, diverse and distinct shopping centres across the Borough to meet the needs of the local population.
SO5	Provide a Green Environment – Achieve an appropriate level of green-space, to protect and enhance the landscape character, recreational and biodiversity value of the Borough's natural environment in both urban and countryside areas and to provide for the growing community.
SO6	Reduce the Need to Travel – Promote significant levels of development in the most sustainable locations in the Borough and make less sustainable locations accessible by improving transport links, particularly public transport.
SO7	Secure Sustainable Development – Promote the reuse of resources, the principles of sustainable construction and the use of new technologies to combat and adapt to climate change to minimise impact of new development on the environment.
SO8	Protect the Historic Built Environment – Protect, enhance and value the Borough's heritage to contribute to the attractiveness and distinctiveness of the Borough.

- 3.2 The Strategic Objectives above apply to the whole of Borough and as such are somewhat “generic”. Given that spatial planning is about producing outcomes for places, we have split Trafford into a number of places that we consider are locally distinctive; display their own characteristics; and that have their own set of key issues that need to be addressed over the lifetime of this Plan. The Place Objectives that follow have been refined in the light of comments received during previous consultation periods. The main change since June 2009 is that they are now presented separately from the Spatial Profile which highlights the key issues for the Places. This part of the Plan will remain largely unchanged from previous versions of the Plan and has therefore not been included within this consultation document. It will, however, appear

in the Published version of the Core Strategy. The Place Objectives are now clearly linked to the delivery of the Strategic Objectives. It is important to note that not all the Strategic Objectives apply to all the Places, for example SO4 – Revitalising Town Centres does not apply to the Mersey Valley.

- 3.3 The Strategic Locations and Core Policies sections of this document indicate which of these Strategic and Place Objectives the policies seek to deliver.

Figure 1: Places in Trafford



Trafford Park

Place Objective	Strategic Objective
<p>TPO1: To maximise the potential of the Wharfside and Trafford Centre Rectangle Locations to meet Trafford's housing needs and create sustainable residential development as part of high quality mixed use redevelopment/development schemes, supported by local community facilities.</p> <p>TPO2: To maximize the re-use or redevelopment of unused, under used or derelict land.</p>	SO1
<p>TPO3: To ensure that the Park as a whole is well served by public transport and in particular improve access to the area from locations with low car ownership.</p> <p>TPO4: To secure opportunities for improved health care provision to meet the needs of local people.</p> <p>TPO5: To ensure the new communities in Trafford Park are provided with sufficient and good quality open space for recreational purposes.</p>	SO2
<p>TPO6: To ensure that Trafford Park businesses have access to a workforce with the right skills to access jobs in growth sectors available locally.</p> <p>TPO7: To ensure that local communities benefit from the economic activity generated.</p> <p>TPO8: To provide the necessary conditions to meet the demands for growing key business sectors and the development of economic clusters, whilst protecting the established industrial base and related employment. To ensure that future development of the core industrial area reflects its significant role within the Region's economy.</p> <p>TPO9: To maximise potential of visitor attractions such as the Imperial War Museum North and the Trafford Centre, including the provision of supporting facilities such as hotels, bars, restaurants, etc. to meet needs and retain visitor spend in the area.</p>	SO3
<p>TPO10: To ensure that new developments do not have a significant impact on the vitality and viability of the Regional Centre and/or the retail hierarchy in the North of the Borough.</p>	SO4
<p>TPO11: To ensure that the role of the Ecology Park is safeguarded in the future and that other environmental and historic assets are protected and enhanced.</p> <p>TPO12: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities.</p> <p>TPO13: To ensure that the new communities in Trafford Park are provided with sufficient and appropriate greenspace for the needs of the occupiers.</p>	SO5
<p>TPO14: To secure improved sustainable transportation links to the Regional Centre, Trafford Park and other employment areas.</p> <p>TPO3: To ensure that the Park as a whole is well served by public transport and in particular improve access to the area from locations with low car ownership.</p> <p>TPO15: To secure improvements for pedestrians and cyclists along the Bridgewater Canal.</p>	SO6
<p>TPO16: To ensure all new large-scale development is constructed in accordance with the latest environmental standards.</p> <p>TPO17: To encourage and support opportunities to locate low-carbon / decentralised energy facilities.</p> <p>TPO18: To maximise opportunities for green roofs and tree planting.</p>	SO7
<p>TPO19: To protect and enhance the Barton Swing Aqueduct, All Saint's Church and the Presbytery and their settings.</p> <p>TPO20: To protect and enhance other important historical features in the Park.</p>	SO8

Old Trafford

Place Objective	Strategic Objective
OTO1: To improve the quality, mix and type of residential offer. OTO2: To maximize the re-use or redevelopment of unused, under used or derelict land.	SO1
OTO3: To secure opportunities for improved health care provision to meet the needs of local people. OTO4: To tackle the high levels of crime – particularly in terms of street crime, anti-social behaviour, wounding and domestic violence offences and gun crime. OTO5: To improve the appearance and quality of the environment, including green and open spaces for recreational purposes and the public realm. OTO6: To maximise opportunities to improve the road layout on the entrance to Old Trafford and improve connectivity between neighbourhoods. OTO7: To create opportunities for meeting the needs of young people, including young adults.	SO2
OTO8: To maximise the potential of the Pomona Island to create sustainable development within the Regional Centre OTO9: To ensure residents in Old Trafford can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre. OTO10: To provide the area with the right conditions to retain more economically mobile residents. OTO11: To maximise potential of Lancashire County Cricket Club as a visitor attraction and its potential to lead major regeneration in the area.	SO3
OTO12: To ensure that the vitality and viability of the local shopping centres is maintained and enhanced.	SO4
OTO13: To maximise access to the River Irwell/Irwell City Park. OTO14: To maximise provision of / access to open space at strategic locations. OTO15: To maximise potential to protect, enhance and improve biodiversity and access to green spaces in the area such as Seymour Park. OTO16: To reduce current deficiencies and issues of poor quality in open space provision and outdoor sports facilities.	SO5
OTO17: To secure improvements to public transport which are critical to opening up job opportunities for residents of Trafford's deprived neighbourhoods. OTO18: To tackle high levels of congestion on the A56, and reduce the impact off traffic on the area. OTO19: To secure improvements to sustainable modes of transport, particularly cycling and public transport infrastructure. OTO20: To secure improved sustainable orbital transport links, particularly to Trafford Park. OTO21: To maximise opportunities for improving pedestrian and cycling facilities along the Bridgewater Canal	SO6
OTO22: To ensure all new large-scale development is constructed in accordance with the latest environmental standards. OTO23: To encourage and support opportunities to locate low-carbon / decentralised energy facilities. OTO24: To maximise opportunities for green roofs and tree planting.	SO7
OTO25: To protect and enhance the character of the areas historic buildings and land marks.	SO8

Stretford

Place Objective	Strategic Objective
STO1: To establish a better balance in housing types and tenure to meet people's needs in the area.	SO1
STO2: To maximize opportunities for the re-use or redevelopment of unused, under used or derelict land for mixed, housing and/or employment schemes.	
STO3: To secure opportunities for improved health care provision to meet the needs of local people.	SO2
STO4: To secure improved facilities for young people.	
STO5: To improve the appearance and quality of green and open space for recreational purposes.	
STO6: To explore opportunities to realise the full development/redevelopment potential of the Town Centre and surrounding area.	
STO7: To ensure residents in Stretford can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre.	SO3
STO8: To focus economic activity on the town centre to provide employment for local residents.	SO4
STO9: To enhance the retail offer of the town centre, maximising opportunities for the re-use or redevelopment of unused, under used or derelict land including diversification to other uses including offices, leisure, cultural and residential.	
STO10: To secure a more balanced provision of retail and leisure development within the town centre area.	
STO11: To protect and enhance the vitality and viability of the local shopping provision.	SO5
STO12: To protect and enhance the provision of biodiversity and access to green spaces in the area .and address deficiencies by developing links to new facilities e.g. Stretford Meadows..	
STO13: To maximise potential of Longford Park to better serve the needs of residents in the north east of Trafford.	
STO14: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities.	SO6
STO15: To address high levels of congestion through the area, particularly along the A56.	
STO16: To address poor air quality in the area, particularly along the A56.	
STO17: To improve access to work and reduce economic deprivation.	
STO18: To secure improvements to pedestrian and cycling facilities along the Bridgewater Canal, and to the Trans Pennine Trail through Stretford Meadows.	SO7
STO19: To ensure all new large-scale development is constructed in accordance with the latest environmental standards.	
STO20: To encourage and support opportunities to locate low-carbon / decentralised energy facilities.	
STO21: To maximise opportunities for green roofs and tree planting.	SO8
STO22: To protect and enhance the character of existing historic buildings and historic parks and gardens including Longford Park.	
STO23: To promote the reuse of existing historic buildings such as the Essoldo Cinema.	

Urmston

Place Objective	Strategic Objective
URO1: 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.	SO1
URO2: To ensure that the local character of the area is not undermined by new residential development, particularly in terms of existing plot sizes.	
URO3: To secure opportunities for improved health care provision to meet the needs of local people.	SO2
URO4: To ensure new developments help to reduce the incidents of crime and anti social behaviour in areas such as Woodsend, and Humphrey Park station.	
URO5: To improve the appearance and quality of green and open space for recreational purposes.	
URO6: To ensure residents in Urmston can acquire the necessary skills to access jobs in key employment locations, particularly Trafford Park and the Regional Centre.	SO3
URO7: To protect and enhance the existing Town Centre, small neighbourhood shopping centres located in the area.	SO4
URO8: To consolidate and improve the convenience and comparison retail offer of Urmston Town Centre and the diversification to other uses.	
URO9: To ensure that maximum potential is made of the strategic countryside areas bordering this area to provide recreation and to mitigate against climate change and to improve the health of its residents.	SO5
URO10: To protect and enhance sites of biodiversity opportunities, for example Millennium Nature Reserve and Wellacre Country Park.	
URO11: To secure improvements to east-west public transport linkages.	SO6
URO12: To secure improvements to public transport to enable better access to Carrington, Trafford Park and the Regional Centre.	
URO13: To manage the congestion associated with the Trafford Centre and parking problems associated with Trafford General Hospital.	
URO14: To ensure all new large-scale mixed use development is constructed in accordance with the latest environmental standards.	SO7
URO15: To encourage and support opportunities to locate low-carbon / decentralised energy facilities.	
URO16: To maximise opportunities for green roofs and tree planting.	
URO17: To protect and enhance areas of historic character and archaeological importance.	SO8

Mersey Valley

Place Objective	Strategic Objective
MVO1: To protect the fringes of this area from inappropriate development that would harm the character of the landscape.	SO1
MVO2: To improve access to and maximise the potential of this area to improve the health of Trafford's residents.	SO2
MVO3: To recognise the opportunities for employment in recreation and tourism in maintaining the quality of this resource	SO3
MVO4: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities. MVO5: To maximise opportunities for recreation in addition to Sale Water Park. MVO6: To protect and enhance the very high quality natural environment and landscape of the area including the character of the different landscape types. MVO7: To promote Stretford Meadows as a woodland / recreation area. MVO8: To maximise opportunities for Stretford Meadows to improve the recreation and nature conservation offer in the Borough enhancing opportunities for connectivity of green infrastructure and improved accessibility for walking and cycling. MVO9: To secure improvements to biodiversity through connecting greenspaces. MVO10: To achieve a balance between the recreational needs of residents and nature conservation. MVO11: To manage tourism to maintain the quality of provision and minimise conflict between different recreation uses and with nature conservation.	SO5
MVO12: To secure improved access to the area by sustainable modes of transport, particularly from the Borough's most deprived areas. MVO13: Secure improvements for pedestrians and cyclists along the Bridgewater Canal.	SO6
MVO14: To promote measures that would mitigate the effects of flood risk on the surrounding built environment.	SO7
MVO15: To protect and enhance areas of historic landscape character and archaeological importance.	SO8

Sale

Place Objective	Strategic Objective
SAO1: To provide a more sustainable balance of housing types and tenures to meet the needs of the community. SAO2: To maximize the re-use or redevelopment of unused, under used or derelict land. SAO3: To secure appropriate levels of residential development within the town centre.	SO1
SAO4: To tackle the barrier that the A56 creates to pedestrian movement between residential and commercial areas. SAO5: To secure appropriate facilities and activities for young people. SAO6: To increase access to jobs for residents of the Sale West estate. SAO7: To tackle nuisance relating to late night dispersal in the town centre. SAO8: To secure opportunities for improved health care provision to meet the needs of local people. SAO9: To improve the appearance and quality of green and open space for recreational purposes.	SO2
SAO10: To ensure residents in Sale have the skills and the ability to access jobs in Trafford Park, Carrington, Altrincham and the Regional Centre. SAO11: To manage the change of industrial land to other uses effectively, in order to protect economic/employment uses in the area.	SO3
SAO12: To ensure the provision of adequate local retail provision in Sale West and Sale Moor. SAO13: To promote and enhance the role of Sale town centre – in particular to providing opportunities to support the growth of economic clusters. SAO14: To maximise the role of the town centre as a place for cultural success.	SO4
SAO15: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities. SAO16: To tackle the quality of and uneven distribution of accessible green space and play facilities in the area – particularly in Ashton-Upon-Mersey, which is deficient in green space.	SO5
SAO17: To secure improvements to the quality of public transport provision particularly along the A56 and in the Sale West estate to encourage less reliance on the car. SAO18: To manage the high levels of congestion and pollution along the A56. SAO19: To secure improvements to pedestrian and cycling facilities along the Bridgewater Canal.	SO6
SAO20: To ensure all new large-scale development is constructed in accordance with the latest environmental standards. SAO21: To encourage and support opportunities to locate low-carbon / decentralised energy facilities. SAO22: To maximise opportunities for green roofs and tree planting.	SO7
SAO23: To protect and enhance areas of historic character and archaeological importance.	SO8

Altrincham and Neighbouring Communities

Place Objective	Strategic Objective
ALO1: To manage effectively, high levels of residential development pressure. ALO2: To maximise the provision of affordable units to meet the needs of the community. ALO3: To protect and enhance the historic character, landscape and amenity of the area providing new units in keeping with this. ALO4: To manage the potential impact of development on the urban fringes of the area. ALO5: 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. ALO6: To ensure that the local character of the area is not undermined by new residential development, particularly in terms of existing plot sizes.	SO1
ALO7: To tackle anti-social behaviour resulting from the night-time economy in Altrincham. ALO8: To improve the provision of youth facilities within this area. ALO9: To secure opportunities for improved health care provision to meet the needs of local people. ALO10: To improve the appearance and quality of green and open space for recreational purposes.	SO2
ALO11: 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. ALO12: To consolidate and retain Broadheath as the principal location in the south of the Borough for industrial purposes. ALO13: To continue to promote Altrincham as the Principal Town Centre and key economic driver, in terms of employment, retail and leisure. ALO14: To manage the change of industrial land to other uses effectively, in order to protect economic/employment uses in the area.	SO3
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
ALO16: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities. ALO17: To maintain the Green Belt surrounding this area for agricultural and recreational purposes. ALO18: To achieve more accessible green-space in those parts of the area currently experiencing deficiency. ALO19: To protect and enhance the linear green network and wildlife corridors, including that of the Bollin Valley, Brooks Drive and Timperley Brook.	SO5
ALO20: To manage the high levels of congestion and improve the quality of public transport provision, particularly along A56, the A560 and the A538. ALO21: To secure improvements to the facilities at Altrincham Interchange. ALO22: To manage the adverse impact of new development along main transport corridors on the highway infrastructure/public transport provision. ALO23: To tackle the barrier that the A56 creates to pedestrian movement between residential and commercial areas. ALO24: To secure improvements to pedestrian and cycling facilities along the Bridgewater Canal and Trans Pennine Trail.	SO6
ALO25: To ensure all new large-scale development is constructed in accordance with the latest environmental standards. ALO26: To encourage and support opportunities to locate low-carbon / decentralised energy facilities. ALO27: To maximise opportunities for green roofs and tree planting. ALO28: To protect and enhance the character of the environment, landscape, skylines and historic features especially in the Conservation Areas.	SO7

Trafford's Rural Communities

Place Objective	Strategic Objective
RCO1: To safeguard and protect, from inappropriate residential development, the character; appearance; and amenity of Warburton, Dunham Town and Dunham Woodhouses and the Green Belt.	SO1
RCO2: To ensure the diversity of facilities for these communities is adequate to maintain their long term sustainability. RCO3: To improve access to and maximise the potential of this valuable informal recreation resource, to improve the health of Trafford's residents.	SO2
RCO4: To recognise the role that agricultural diversification can play in ensuring the long term economic viability of agriculture.	SO3
RCO5: To maximise the role of the Bridgewater Canal to provide new recreational and biodiversity opportunities. RCO6: To safeguard and enhance the landscape character, environment, biodiversity, amenity and visual attractiveness of the area for the recreational use of residents and visitors to the Borough. RCO7: To protect and enhance the very high quality natural environment, archaeological features and landscape character of the area. RCO8: To improve biodiversity for example by recreating Mossland habitat and connecting up protected sites both within Trafford and across boundaries with Warrington and Salford.	SO5
RCO9: To secure improvements to public transport connections, particularly Partington to Altrincham. RCO10: To secure improvements and use of pedestrian and cycling facilities along routes such as the Bridgewater Canal and Trans Pennine Trail.	SO6
RCO11: To manage effectively the reserves of sand and gravel in this area. RCO12: To protect and enhance the Mosslands as a natural carbon sink to mitigate the effects of climate change.	SO7
RCO13: To protect and enhance the historic buildings and the character of the rural villages embedded in the countryside. RCO14: To protect and enhance the cultural, recreational and ecological importance of Dunham Massey. RCO15: To manage effectively the tourist attractions, particularly at Dunham Massey.	SO8

Partington

Place Objective	Strategic Objective
PAO1: To provide an appropriate level of new residential development to tackle population decline. PAO2: To maximise the potential of vacant and derelict sites for housing. PAO3: To establish a better balance in type and tenure of housing in the area.	SO1
PAO4: To ensure the sustainability of the new Healthy Living Centre and other community facilities. PAO5: To maintain the viability of schools. PAO6: To secure appropriate facilities for young people, including young adults.	SO2
PAO7: To tackle the skills shortages and support the development of the Training and Employment Centre. PAO8: To provide the right conditions to attract and retain economically mobile people to the area. PAO9: To establish improvements to the commercial sector within Partington.	SO3
PAO10: To improve and enhance the existing retail offer within the local shopping centre to create a more vital and vibrant centre. PAO11: To maximise employment opportunities within a redeveloped local shopping centre.	SO4
PAO12: To protect, improve and enhance the quality and accessibility of biodiversity and green spaces. PAO13: To maximise the potential to improve the leisure and recreational offer.	SO5
PAO14: To reduce the physical isolation of Carrington. PAO15: To secure improved public transport linkages from Partington to the Regional Centre, Altrincham and Trafford Park. PAO16: To secure improved highway links. PAO17: To secure improvements and use of pedestrian and cycling facilities along routes such as the Trans Pennine Trail, but also through maximising opportunities to create new routes.	SO6
PAO18: To ensure all new large-scale development is constructed in accordance with the latest environmental standards. PAO19: To encourage and support opportunities to locate low-carbon / decentralised energy facilities. PAO20: To maximise opportunities for green roofs and tree planting.	SO7
PAO21: To protect and enhance the historic character and features of historic importance.	SO8

Carrington

Place Objective	Strategic Objective
CAO1: To create a high quality, sustainable residential development as part of high quality mixed use redevelopment scheme. CAO2: To ensure that there is an appropriate mix of housing types and tenures to contribute significantly to meeting the housing needs of Trafford. CAO3: To maximise the re-use or redevelopment of previously developed/derelict land.	SO1
CAO4: To provide the right conditions to support local community facilities and those of nearby Partington including health and education services. CAO5: To provide the right conditions for residents of Trafford, but particularly Partington and Sale West, to access employment opportunities. CAO6: To improve the levels of community facilities to provide for the needs of the new and existing community CAO7: To improve and enhance the appearance and quality of the environment, including green and open spaces for recreational purposes and the public realm.	SO2
CAO8: To maximise the re-use or redevelopment of the substantial amounts brown-field land. CAO9: To provide the right conditions to attract and retain economically mobile people within Trafford. CAO10: To redevelop the economic capacity of Carrington and attract significant new activity to secure its future economic viability.	SO3
CAO11: To ensure the development of sustainable modes of transport to key town centres from Carrington. CAO12: To create a local population that will support the revitalised local shopping centre in Partington.	SO4
CAO13: To protect and enhance areas of environmental importance. CAO14: To protect and enhance the Mosslands as a natural carbon sink to mitigate the effects of climate change. CAO15: To provide clearly defined green corridors to join the urban fabric with the surrounding greenspace assets. CAO16: To improve access to the surrounding open countryside.	SO5
CAO17: To reduce the physical isolation of Carrington. CAO18: To secure significant improvements to the public transport infrastructure, including connecting Carrington with the rest of Trafford and beyond. CAO19: To secure improvements to the transport infrastructure including linkages to the motorway network. CAO20: To secure improvements and use of pedestrian and cycling facilities along routes such as Trans Pennine Trail. CAO21: To investigate opportunities to link this part of Trafford directly with Salford.	SO6
CAO22: To ensure all new large-scale development is constructed in accordance with the latest environmental standards. CAO23: To maximise opportunities to locate low-carbon / decentralised energy facilities as part of the new sustainable community. CAO24: To support the development of waste management facilities. CAO25: To maximise opportunities for green roofs and tree planting.	SO7
CAO26: To protect and enhance the historic character and features of historic importance.	SO8

Key



Strategic Locations:
SL1 Pomona Island
SL2 Trafford Wharfside
SL3 Lancashire County Cricket Club Quarter
SL4 Trafford Centre Rectangle
SL5 Carrington



L3 Priority Regeneration Areas



R3 Strategic Recreation Area



Motorways



Main Roads



Minor Roads



Railway



Metrolink



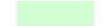
Indicative Transport Infrastructure Improvements



Significant Neighbouring Places



Water Features



R4 Green Belt



R4 Proposed Extension of Green Belt



Areas at Risk of River & Manchester Ship Canal Flooding



Areas benefitting from defences on the Manchester Ship Canal

W2 Town Centre Hierarchy:



Main Town Centre

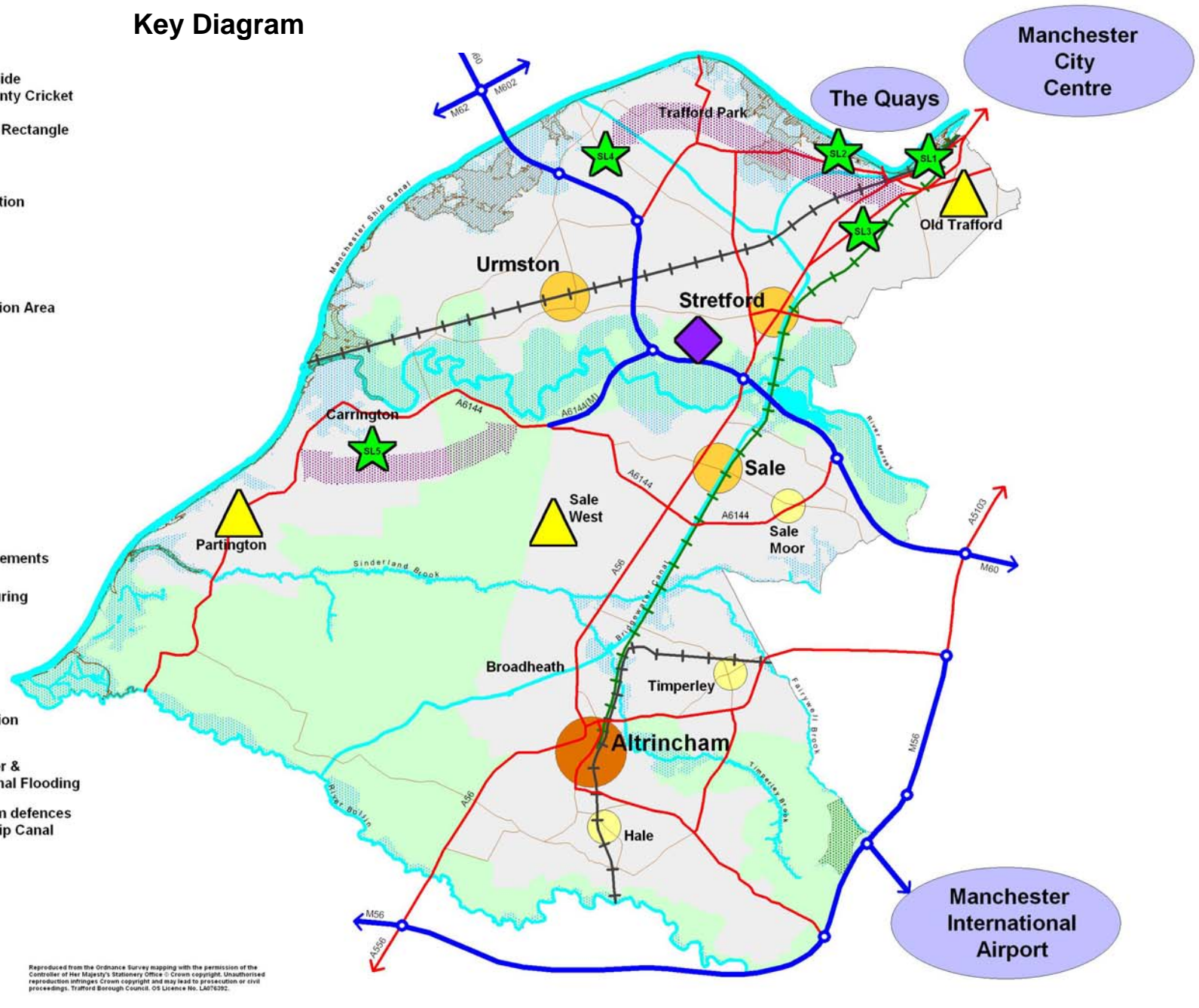


Other Town Centres



District Centres

Key Diagram



THE DELIVERY STRATEGY

The following sections of this document provide part of the Delivery Strategy for achieving Trafford's Core Strategy Vision and Objectives, the remainder will be provided via those Core Policies not subject to consultation at this stage. Through both of the Strategic Locations and the Core Policies the Council has identified, where practicable, when, where and by whom the actions will take place. Each policy contains an implementation section setting out the implementation mechanisms, delivery agents, timescales, and funding opportunities. In respect of the Strategic Locations, this information is specifically linked to the delivery of the Development Requirements set out in the Location policies. Further information on the delivery of the Core Strategy can be found in the Local Infrastructure Plan, which is published as a living document alongside this consultation document.

4 STRATEGIC LOCATIONS

4.1 The Spatial Strategy within the Core Strategy: Further Consultation on the Preferred Option (June 2009) included 13 Strategic Locations and 5 Strategic Sites.

4.2 The 13 Strategic Locations were:

- SL1 – Pomona Island;
- SL2 – Trafford Wharfside;
- SL3 – Old Trafford;
- SL4 – Lancashire County Cricket Club Quarter (LCCC);
- SL5 – Trafford Park Core;
- SL6 – Trafford Centre Rectangle;
- SL7 – Stretford Crossroads;
- SL8 – Carrington;
- SL9 – Partington;
- SL10 – Sale West;
- SL11 – Sale Town Centre;
- SL12 – Woodfield Road, Broadheath;
- SL13 – Altrincham Town Centre.

4.3 The 5 Strategic Sites were:

- SS1 - Victoria Warehouse;
- SS2 – Trafford Quays;
- SS3 – Stretford Meadows;
- SS4 – Partington Canalside;
- SS5 – Altair, Altrincham.

4.4 Within the Preferred Option (June 2009) document, Strategic Locations were defined as being wide areas for change, regeneration or development which would create a framework for the future allocation of land. Strategic Sites were defined as sites which would deliver significant development central to the achievement of the Core Strategy. The Strategic Sites would be land use allocations within the Core Strategy giving them a high status in decision-making on planning applications.

4.5 On the basis of current planning guidance and the representations received on Sites and Locations after the Preferred Options stage, we have refined our definition of a Strategic Site and a Strategic Location.

4.6 For the purposes of the Trafford Core Strategy, a Strategic Site is defined as being:

- Central to the achievement of the Core Strategy;
- Supported by information of what is being provided, when it will be provided, who will provide it, how it will be delivered and what will happen if elements are not provided. This information must be detailed, agreed by all delivery partners, with specific costs and funding sources identified. A timetable for the delivery of the Site must also be agreed, and,
- Programmed for delivery through the Core Strategy.

- 4.7 For the purposes of the Trafford Core Strategy, a Strategic Location is defined as being:
- An important element in the achievement of the Core Strategy;
 - Supported by information of what is being provided, when it will be provided, who will provide it, how it will be delivered. This information has been outlined, with general costs and funding sources identified, and will be agreed in principle by all delivery partners, and,
 - Programmed for delivery through the Land Allocations Plan DPD.
- 4.8 Our approach has been to assess whether a particular area met the criteria to be considered as a Site. If, for example there was not enough detailed information about the infrastructure required or no clear agreement about who would deliver it, and when, it could not be considered as a Strategic Site and the area was then assessed against the criteria for a Location.
- 4.9 Those areas previously proposed as either Sites or Locations that did not meet the criteria for either a Site or a Location, were incorporated within relevant Core Policies of the Core Strategy.
- 4.10 The process we have gone through to assess the 13 Locations and 5 Sites from the Preferred Option is set out in more detail in the accompanying Technical Note on Strategic Sites and Locations Selection.

Proposed Revisions to Locations & Sites

- 4.11 In response to representations made and with regard to recent guidance, we are proposing to significantly revise the Locations & Sites in the Core Strategy as follows.

Strategic Sites:

- 4.12 The 5 Strategic Sites from the Core Strategy Preferred Option have been removed as none met the Strategic Site criteria set out above. We are not now proposing any site allocations in the Core Strategy. However:
- The Trafford Quays Strategic Site has been included within the Trafford Centre Rectangle Strategic Location reflecting its importance in delivering housing in this Location;
 - The Stretford Meadows Strategic Site has been incorporated in Policy R3 reflecting its importance in providing a key piece of Green Infrastructure;
 - The Partington Canalside Strategic Site has been incorporated in Policy L3 reflecting its importance in delivering housing in the Partington regeneration area;
 - The Altair Strategic Site has been incorporated in Policy W2, reflecting its importance in regenerating Altrincham Town Centre, and,
 - Victoria Warehouse Strategic Site has been incorporated in the Wharfside Strategic Location reflecting its importance in delivering housing and employment opportunities in this Location.

Strategic Locations:

- 4.13 The number of Strategic Locations has been reduced from 13 to 5.
- 4.14 The 5 proposed Strategic Locations are:
- Pomona;
 - Wharfside;
 - LCCC Area;

- Trafford Centre Rectangle;
 - Carrington.
- 4.15 The remaining 8 Strategic Locations from the Preferred Option (June 2009) document, which did not meet the criteria for a Location, have been incorporated in Core Policies in the following ways:
- Old Trafford, Partington & Sale West Locations are in Policy L3;
 - Trafford Park Core Location is in Policy W1;
 - Altrincham, Sale & Stretford Locations is in Policy W2, and,
 - Woodfield Road Location is covered within provisions of Policy L1, specifically the South City Region area.
- 4.16 These areas remain important to the Core Strategy in delivering housing, employment and/or safeguarding town centres. The site specific implications of these areas will be detailed and identified in the Land Allocations Plan DPD.
- 4.17 The proposed position for the Strategic Locations is illustrated in a revised Key Diagram included in this document.
- 4.18 The approach outlined above results in a Core Strategy that is clear in its strategic purpose, provides the appropriate level of guidance and certainty in order to deliver its Vision and Objectives.

Implementation of the 5 proposed Strategic Locations

- 4.19 The implementation schedules contained within Policies SL1 – SL5, build on work already done at the regional, sub regional and local level, and set out current information on programmed and planned infrastructure. To avoid the schedule being seen as simply a 'shopping list' of desired provision a broad indication of priorities has been given by classifying each scheme as either:
- **Priority 1** (committed schemes needed now to support existing development);
 - **Priority 2** (needed to ensure sustainability of growth proposed in Core Strategy);
 - **Priority 3** (would assist in ensuring the sustainability of planned growth);
 - **Priority 4** (identified as a requirement in later stages of the Plan but requires further investigation).
- 4.20 As these requirements may change during the lifetime of the Development Plan, the Core Strategy is supported by a Local Infrastructure Plan (LIP), which is a living document that will contain the most up-to-date information on infrastructure provision and delivery. The LIP is influenced in part by monitoring, with appropriate realignment procedures identified, and also through further partnership working with key agencies and developers and the preparation of the Land Allocations Plan DPD.
- 4.21 Whilst it needs to be recognised that it is not possible to guarantee future levels of either public or private investment, particularly in an uncertain economic climate, the LIP helps to provide a clear indication of priorities for existing funds and future funding bids. It provides a framework to work with Government and other key agencies to secure as much certainty as possible that the necessary investment will be provided.
- 4.22 Taken with the Core Strategy, the LIP will assist in providing a clear basis for infrastructure providers to plan future investment and service delivery across the Plan period to 2026.

- 4.23 Project delivery teams will be established for each of the Locations to drive forward the infrastructure agenda and phase it with the development proposals. This will increase confidence in its delivery to support the planned growth and development proposals. These groups will include representatives from all the key agencies and developers, to secure the delivery of supporting infrastructure and achieve sustainable development.
- 4.24 Where they are known, the costs outlined within the implementation schedules are based on the best estimate at the time of publication, and may be subject to change during the Plan period. In terms of the Priority 1 elements, these are based on committed funds for infrastructure that is currently programmed for delivery within the first 5 years

Transport Assessment

- 4.25 The Council has been working with the Highways Agency to consider the impact of the spatial strategy on the Strategic Road Network (SRN). Phase 1 of the Greater Manchester LDF Transport Modelling work provides a summary of the potential impacts on transport networks of the LDF Core Strategies for each of the districts in Greater Manchester.
- 4.26 The outputs of this study have been analysed and a number of 'concerns to be addressed' outlined by the Highways Agency for Trafford. These include: growth in traffic and increase in journey times between Junction 5 and 11 of the M60; Carrington and the increase in traffic and journey times on the A6144 and the impact on Junction 8 of the M60; the increase of CO₂ emissions; the increase in traffic and journey times on key public transport corridors; and the increase in overall car use and reduction in public transport use across the modelling period. Phase 2 of the LDF Transport Modelling work will now look in more detail at the mitigation measures necessary to offset these identified concerns on the transport networks.
- 4.27 A concordat has been agreed between the Highways Agency, the 10 Greater Manchester Authorities and GONW detailing a sound approach to the transport evidence base for the Core Strategy, given that a completed version may not be available at Publication.
- 4.28 The Council will continue to work with the Highways Agency and the Greater Manchester Passenger Transport Executive (GMPTE) to identify and prioritise the required highway and public transport infrastructure provision and any necessary mitigation measures to support the sustainable delivery of this spatial strategy. The outcomes of the Phase 2 work will inform the transport evidence base to support the Land Allocations Plan for the LDF, and the review of SPD1: Developer Contributions to Highway and Public Transport Schemes.

Flood Risk Assessment

- 4.29 The Strategic Locations and other development areas have been subject, firstly to a sequential test and, secondly, where necessary, to an exceptions test, as required by PPS25 on Flood Risk. This information has been used to assist in determining the suitability of different forms of development, and the range of measures which are required to ensure that new development is protected from flooding and it does not increase flood risk elsewhere. Further information and the results of these tests can be found in Trafford Core Strategy PPS25 Flood Risk Sequential Test Report (February

2010) and the Sustainability Appraisal report (February 2010) contains the results of the exceptions testing.

- 4.30 The Flood Zones used for the Sequential Test are defined in detail in PPS25 and identified on Environment Agency mapping. They refer to the probability of flooding from rivers and the sea only, ignoring the presence of existing defences. For this reason they are often referred to as the 'undefended' zones.
- 4.31 To assist in refining the information provided by the Environment Agency mapping; understand flood risk from other sources; and consider the impacts of climate change, local authorities are required to undertake Strategic Flood Risk Assessments (SFRA). Where an Exceptions Test needs to be applied, the SFRA also needs to take account of flood defences and a range of flood risk management scenarios to provide an understanding of 'defended' areas within the flood zones. This information is then used to assist in determining the suitability of different forms of development, and the range of measures which are required to ensure that it is safe from flooding, does not increase flood risk elsewhere and reduces it where possible.

5 SL1 - POMONA ISLAND

- 5.1 Pomona is a key part of the Regional Centre in Trafford. This part of the former Manchester Docks has been vacant for over 20 years following its remediation and is one of the largest vacant sites in the Regional Centre. It represents a major opportunity to expand and diversify the offer of the Regional Centre and fill a huge gap close to its heart.

POLICY SL1 – POMONA ISLAND

Strategic Proposal

A new mixed-use commercial district will be created to complement the offers of the city centre and Salford Quays / Mediacity:uk. It will be a new destination for business and leisure users combining significant commercial and recreational development for communities in the city centre and Old Trafford areas.

Specifically, development in this location will deliver:

- Up to 10 Ha of employment activity;
- New commercial leisure facilities;
- Small scale ancillary retail and restaurant uses;
- Appropriate new community facilities to support those people using the development;
- A substantial new area of open space for informal recreation, and,
- New and improved pedestrian links.

As a result of the Sequential Testing and the “exceptions test” part of the SA, of the Strategic Locations, undertaken in accordance with PPS25, this Policy does not identify Pomona Island as a preferred location for more vulnerable uses as defined in PPS25 such as residential, certain leisure uses, healthcare and educational facilities. The uses proposed above will be accommodated on the site, having regard to the outcomes of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment.

The site specific implications of this proposal will be detailed and identified in the Land Allocations Plan DPD.

Development Requirements

In order for development in this Location to be acceptable the following will be required:

- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall.
- An assessment of potential contamination must be carried out prior to development and any necessary remediation carried out in accordance with an agreed schedule;
- The provision of suitable pedestrian and cycle links to and from the existing Metrolink stations at Cornbrook and Pomona and to the wider Irwell City Park area;
- The provision of a new informal recreation facility, centred around the canal basin;
- Improvements to local highway network and public transport infrastructure;
- The provision of ancillary community facilities;
- A contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;

- Protect, preserve and enhance the grade II Brindley's Weir and its setting;
- An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss.

The details of the site specific and infrastructure requirements will be addressed through the LADPD.

Phasing

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	0	0	0	0
Employment	0	4	4	2	10

Employment expressed in terms of hectares.

Implementation

Implementation will be through private sector development. This Location is within a single ownership, part of location has the benefit of planning consent for residential units (546 units). Other significant sites within this Location will be identified and allocated in a Land Allocations Plan DPD.

Project	Status	Costs	Phasing	Responsibility	Funding Source
Bridgewater Way Scheme (Bridgewater Canal) Watersmeet To Trafford Park And Manchester	Priority 2	Approx £500k	Required By 2011	Bridgewater Canal Trust / Trafford Council	Sustrans Connect2 Lottery Funds/ LTP Funds / Local Authority Funds / Private Developer / Section 106
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2016	HA / GMPTE / Local Highway Authority / Private Developer	Private Developer / Section 106
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By SPG28 / New Open Space SPD	Required By 2026	Trafford Council / Private Developer	Private Developer / Section 106
Ancillary Community Facilities Including Health And Retail Provision	Priority 3	Unknown	Required By 2026	Private Developer / PCT	Private Developer
Provision Of A New Canal Crossing Across Manchester Ship Canal	Priority 4	Unknown	Required By 2026	Private Developer	Private Developer
Reinforcement Of The Local Waste Water Treatment Works	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06 / Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest	ENW Funds / Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds / Private Developer

Justification

- 5.2 Pomona is at Trafford's northern gateway, the redevelopment of this significant area of long-term vacant brown-field land into a high quality mixed use community, offering scope for large-scale development including tall buildings, represents a major opportunity to assist with the regeneration of this part of the Regional Centre. It will increase public safety in the area by introducing new levels of activity in the area and

providing extensive opportunities for natural surveillance of paths and open space areas.

- 5.3 Development here will assist in the delivery of the objectives of the Irwell City Park, Bridgewater Way and Ordsall South Strategies by enhancing and opening up the waterfront for safe use and enjoyment.
- 5.4 The Trafford Other Main Town Centre Uses Study (2009) concluded that due to a low number of suitable and available sites in town centre locations, it may be necessary to consider further sites situated in regeneration areas. Pomona is a long term vacant and derelict site within the Old Trafford Priority Regeneration Area (see Core Policy L3), and the creation of new employment opportunities here would provide a valuable economic boost for the area and will serve to enhance Trafford's image as a tourism destination.
- 5.5 Opportunities will be created to improve pedestrian and cycle movements to the existing Metrolink stations at Cornbrook and Pomona and to the wider City Region through new foot/cycle paths, including giving consideration to the creation of a new canal crossing.
- 5.6 Opportunities exist for the creation of multi functional green infrastructure enhancing the whole image of the area. The informal recreation facility, centred around the canal basin, will provide valuable amenity space for the new community; will help to reduce deficiencies and inequalities in open space provision in Old Trafford; and will enhance the ecological value of the wildlife corridor along the Manchester Ship Canal and Bridgewater Canal.
- 5.7 Due to the previous industrial use of the site, development cannot proceed unless potential contamination and its effect on controlled waters has been assessed.
- 5.8 The Sequential Testing of the Strategic Locations, undertaken in accordance with PPS25, does not identify Pomona Island as a preferred location for residential development. Subsequent to that, the SA further concluded that other "more vulnerable uses" such as certain leisure uses, healthcare and educational facilities would be unlikely to pass the "Exceptions Test" and therefore such uses should be excluded from the Pomona Strategic Location.
- 5.9 For this reason, neither this Policy nor Policy L1 makes an allowance for this location to contribute towards the Council's housing land target. Accordingly the infrastructure table above makes no reference to infrastructure that would be required to deliver residential development in this location. This decision was taken despite the fact that there is an outstanding full planning permission for 546 residential units on part of Pomona which does not expire until May 2012. The Council considers that it would not be in accordance with the sequential approach that has been followed, to identify this location for more vulnerable uses. Instead, the Council has identified sufficient land elsewhere, in sequentially preferable locations in terms of PPS25, to meet its housing land target set in RSS.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	<u>SE, PEI</u>
Strategic Objective(s)	<u>SO2, SO3, SO5, SO6, SO7 & SO8</u>
Place Objective(s)	<u>OTO8, OTO13, OTO14, OTO19</u>

6 SL2 - TRAFFORD WHARFSIDE

- 6.1 Wharfside is a key strategic part of Trafford lying as it does within the Regional Centre on the south bank of the Manchester Ship Canal opposite Salford Quays. The area has great potential as part of Mediacity:uk for new economic and residential development and also contains Manchester United Football Club which is a sporting and visitor destination of local, regional, national and international significance.

POLICY SL2 - TRAFFORD WHARFSIDE

Strategic Proposal

The Council will identify and promote land for development within this Location to create a major mixed-use area of regional and international significance. The focus will be on opportunities for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development.

Specifically, redevelopment to provide:

- In the Mediacity:uk area: high quality mixed-use development for employment activity (up to 15 hectares of mainly B1 office and light industrial uses), leisure (including hotels) residential development (up to 900 units) and an appropriate scale of supporting retail and community uses;
- A high quality, high density, multi-storey mixed-use redevelopment of Victoria Warehouses which is a prominent long-standing, under-used, 1.4 hectare site located at the Trafford Wharfside eastern gateway. The mixed-use redevelopment to comprise: residential apartments; commercial office accommodation; hotel accommodation; and ancillary leisure and retail accommodation;
- In the Manchester United stadium area: development that supports the existing football stadium and associated hospitality, conference, retail and visitor facilities.

The site specific implications of this proposal will be detailed and identified in the Land Allocations Plan DPD.

Development Requirements

In order for development in this Location to be acceptable, the following will be required to contribute to:

- the provision of a new high-frequency public transport system for the area;
- the provision of a strategic processional route that will link Mediacity:uk to Irwell City Park, MUFC, and the LCCC Area providing high quality green infrastructure that will be a key element of the visitor experience and will link to existing and future public transport infrastructure improvements and canal crossings;
- new pedestrian bridge crossings at Clippers Quay and Mediacity:uk;
- the provision of a new 2-form primary school and a new secondary school by 2021 to serve the new residential community in this and the surrounding area (including SL3 LCCC Area and SL4 Trafford Centre Rectangle);
- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall;
- Design of development at Victoria Warehouses should be high quality given its strategic position as a gateway to The Quays and Trafford Borough. In particular, any tall buildings should be well-designed and iconic.

Residential development in this Location will be largely apartments, appropriate to its Regional Centre location. However a proportion of the residential development should be suitable for families, either in terms of size or type, in accordance with Policy L2;

Uses classified in PPS25 as being More Vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3; and

Due to previous industrial uses in this area, development cannot proceed unless potential contamination and its effect on controlled waters has been assessed and any potentially negative impacts have been remediated.

Phasing

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	400	300	200	900
Employment	0	6	5	4	15

Residential – expressed in terms of units

Employment - expressed in terms of hectares

Implementation

Project	Status	Costs	Phasing	Responsibility	Funding Source
Direct Pedestrian Link Across Manchester Ship Canal at Mediacity:uk	Priority 1	Unknown	Required by 2011	Private Developer	Private Developer
Bridgewater Way Scheme (Bridgewater Canal) Watersmeet To Trafford Park And Manchester	Priority 2	Approx £500k	Required By 2011	Bridgewater Canal Trust / Trafford Council	Sustrans Connect2 Lottery Funds / LTP Funds / Local Authority Funds / Private Developer / Section 106
Increase Intake At Kings Road Primary	Priority 2	Unknown	Required By 2016	Trafford Council	Section 106
New 2 Form Entry Primary School (Will Also Support Development In Policy SL3)	Priority 2	Approx £5m	1 Form Required By 2016, 2 Form By 2021	Trafford Council	Section 106
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2016	HA / GMPTE / Local Highway Authority / Private Developer	Private Developer / Section 106
New Secondary School (Will Also Support Development In Policies SL3 and SL4)	Priority 2	Unknown	Required By 2021	Trafford Council	Private Developer / Section 106
Provision Of Open Space And/Or Contribution Towards Off-Site Provision	Priority 2	As Required By SPG28 / New Open Space SPD	Required By 2026	Trafford Council / Private Developer	Private Developer / Section 106
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By SPG28 / New Open Space SPD	Required By 2026	Trafford Council / Private Developer	Private Developer
Strategic Processional Route (Sir Matt Busby Way / Waters Reach)	Priority 2	Unknown	Unknown	Local Highway Authority / MUFC / Irwell River Park / Private Developer	Private Developer / Section 106
Direct Pedestrian Link Across Manchester Ship Canal at Clippers Quay	Priority 2	Unknown	Unknown	Irwell River Park / Private Developer	Private Developer / Section 106
Water Taxi	Priority 2	Unknown	Unknown	Private Developer	Private Developer

Reinforcement Of The Local Waste Water Treatment Works	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06 / Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest	ENW Funds / Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds / Private Developer

Justification

- 6.2 The proposal is in accordance with the RSS policy framework for the Manchester City Region area as set out in policies MCR1, MCR2, W3 and W6.
- 6.3 The area is wholly located on previously developed land that will provide significant scope for a substantial mixed-use development including tall buildings centred on the digital media and tourism industries capitalising on the proximity to Salford Quays to create a thriving media and knowledge based business focus in the location.
- 6.4 Office development in this area is in line with RSS Policy W3 and consistent with the Trafford Other Main Town Centre Uses Study which concluded that due to a low number of suitable and available sites in town centre locations, it may be necessary to consider further sites situated in regeneration areas (further justification is provided in Core Policy W1). The creation of new employment opportunities here would help to regenerate the nearby Old Trafford neighbourhood (see Core Policy L3) and deprived neighbourhoods in Salford.
- 6.5 The area is well located in terms of its accessibility to the existing and planned public and private transport infrastructure linking the Wharfside/ Trafford Park locations to surrounding business and residential areas but it is necessary to improve linkages to existing Metrolink facilities in particular and to contribute to the creation of a new high-frequency public transport system for the area, linking the Regional Centre to the Trafford Centre Rectangle.
- 6.6 The outcomes of the Greater Manchester Transport Modelling Assessment indicate that schemes are required to mitigate the impact of this development on the Strategic Road Network and the Primary and Local Authority Network and these will need to be agreed with the Highways Agency and GMPTA.
- 6.7 The redevelopment of the Victoria Warehouses will provide a significant amount of new high quality residential, commercial and leisure industry accommodation that will act as a catalyst for the development of The Quays and Media City UK regeneration projects within the Trafford Wharfside part of the Regional Centre thereby providing and supporting significant new business and tourism job opportunities and playing a major role in boosting the local and wider economy.
- 6.8 Development in this Location will be expected to deliver an appropriate scale of Green Infrastructure and Open Space including outdoor sports facilities, in line with Policies R3 and R5. This will provide the area with an enhanced image and an environment that can mitigate rising temperatures in this very built up area providing visitors with a more pleasant experience.
- 6.9 Due to the potential for flooding in the northern parts of the Location alongside the Manchester Ship Canal (identified as Flood Zone 3 in the SFRA Un defended Scenario), it is considered that residential development would not be appropriate in this part of the Location with it only being acceptable in the middle and southern parts of the Location where there is lower or no flood risk. The exact zones for residential development will be defined in the Land Allocations Plan DPD.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE, PEI, BH
Strategic Objective(s)	SO1, SO2, SO3, SO5, SO6, SO7 & SO8
Place Objective(s)	TPO1, TPO3, TPO14 OTO13, OTO17

7 SL3 - LANCASHIRE COUNTY CRICKET CLUB QUARTER

- 7.1 The Lancashire County Cricket Club Quarter and surrounding area is one of the most visited places in the Borough. It contains a major international sporting attraction in the Cricket Club, is adjacent to Manchester United Football Club and also contains a number of important community facilities such as Trafford Town Hall, Trafford College and the Stretford Leisure Centre. However, the area is fragmented by a number of large footprint single uses and a significant opportunity exists to improve the visitor experience for its sporting attractions and to create a new residential neighbourhood. This opportunity should promote linkages with existing communities in the area and help to provide a balance between the different, and sometimes conflicting, land uses.

POLICY SL3 – LANCASHIRE COUNTY CRICKET CLUB QUARTER

Strategic Proposal

A major mixed-use development will be delivered in this Location to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved stadium at Lancashire County Cricket Club.

Specifically, development in this Location will deliver:

- a redeveloped LCCC sports stadium with ancillary sports and leisure facilities;
- Up to 900 residential units comprising predominantly accommodation suitable for families;
- A redeveloped and renovated Trafford Town Hall providing new accommodation for Trafford Council's Civic and Administrative functions;
- improvements to education, community and commercial facilities, and,
- Improvements to the local highway network and better linkages with public transport infrastructure.

The site specific implications of this proposal will be detailed and identified in the Land Allocations Plan DPD.

Development Requirements

In order for development in this Location to be acceptable the following will be required:

- The provision of community facilities to support the new community, including school provision, health facilities and a new superstore on Chester Road which is limited to a scale that will address any outstanding deficiencies within the Old Trafford area;
- A contribution to the provision of a strategic processional route with a high quality public realm area incorporating green infrastructure along Warwick Road and Brian Statham Way to enhance visitor experience and to link to existing and future public transport improvements;
- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall;
- To contribute towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;
- To incorporate features to enhance the level of biodiversity in the area, such as green roofs and appropriate landscaping, and,
- An affordable housing contribution will be required for residential development, in accordance with Policy L2.

The detailed phasing of the infrastructure requirements will be addressed through the Land Allocations Plan DPD.

Phasing

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	100	350	450	900

Residential – expressed in terms of units

Implementation

The location is in a mix of private and public sector ownerships. Funding and delivery will be the responsibility of the private sector and their development partners. However opportunities for the utilisation of public sector land in the area and Joint Ventures with public sector partners and will be explored on a site by site basis.

Project	Status	Costs	Phasing	Responsibility	Funding Source
Increase Intake At Kings Road Primary	Priority 2	Unknown	Required By 2016	Trafford Council	Section 106
New 2 Form Entry Primary School (Will Also Support Development In Policy SL3)	Priority 2	Approx £5m	1 Form Required By 2016, 2 Form By 2021	Trafford Council	Private Developer / Section 106
New Secondary School (Will Also Support Development In Policies SL2 and SL4)	Priority 2	Unknown	Required By 2021	Trafford Council	Private Developer / Section 106
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2021	HA / GMPTE / Local Highway Authority / Private Developer	Private Developer / Section 106
Provision Of Open Space And/Or Contribution Towards Off-Site Provision	Priority 2	As Required By SPG28 / New Open Space SPD	Required By 2026	Trafford Council / Private Developer	Private Developer / Section 106
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By SPG28 / New Open Space SPD	Required By 2026	Trafford Council / Private Developer	Private Developer / Section 106
Development Of A New Replacement Facility At Stretford Leisure Centre, Including A Swimming Pool, Sports Hall And Fitness Facility	Priority 2 / Priority 3	Approx £5-7.5m	Required By 2026	Trafford Council / Trafford Leisure Trust / Private Developer	Capital & Revenue Funds / Prudential Borrowing / Private Developer
A strategic processional route with a high quality public realm area along Warwick Road and Brian Statham Way	Priority 3	Unknown	Unknown	Trafford Council / Private Developer	Private Developer / Section 106
Reinforcement Of The Local Waste Water Treatment Works	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06 / Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest	ENW Funds / Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds / Private Developer

Justification

- 7.2 Development in this location will support the regeneration of the City Region Inner Area through the creation of a new sustainable mixed-use neighbourhood. Development proposals will need to provide a positive contribution to the regeneration of the area.
- 7.3 The redevelopment of the sports stadium at Lancashire County Cricket Club is identified as a priority to ensure that International Cricket is returned to this historic venue and to help maintain Trafford's reputation as a location for national and international sporting events. Not only will this provide an enhanced physical environment but it will deliver additional employment opportunities for local people.
- 7.4 The LCCC Quarter is predominantly made up of brown-field sites in a variety of ownerships. The area is highly accessible by a choice of modes of transport with access to the Metrolink and bus services linking the location to the wider area. High quality development which will function at the highest environmental standards will be pursued to provide an enhanced and unique living experience for new and existing residents.
- 7.5 This proposal is required to deliver improvements to provide a high quality public realm in the area, particularly in terms of the upgrading of Sir Brian Statham Way and Warwick Road to create a strategic processional route which links to MUFC, Trafford Wharfside (SL2) and Salford Quays with a high quality approach focussed on design.
- 7.6 New development in this Location will also be expected to deliver an appropriate scale of Green Infrastructure and Open Space including outdoor sports facilities, in line with Policies R3 and R5. It will also need to contribute to towards the provision of a new 2-form primary school and a new secondary school by 2021 to serve the new residential community in this and the surrounding area alongside with contributions from SL2 Wharfside and SL4 Trafford Centre Rectangle.
- 7.7 The Council is in the process of undertaking a LCCC Quarter Masterplan for the area. This work will provide more detail about the key opportunities within the area alongside further evidence for the delivery of this Proposal through the Land Allocations Plan DPD.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE, PEI, BH
Strategic Objective(s)	SO1, SO2, SO3, SO5, SO6, SO7 & SO8
Place Objective(s)	OTO3, OTO11

8 SL4 - TRAFFORD CENTRE RECTANGLE

- 8.1 The Trafford Centre Rectangle is a key strategic part of Trafford, forming the western part of Trafford Park. Whilst some parts of the Location, such as the Trafford Centre itself, are not expected to change over the life time of this Plan, there are a number of sites within the location that offer significant opportunities to contribute to both local and sub-regional priorities over the Plan Period and beyond.

POLICY SL4 – TRAFFORD CENTRE RECTANGLE

Strategic Proposal

A major mixed-use development will be delivered in this Location, providing a new residential neighbourhood, together with commercial, leisure and community facilities and substantial improvements to the public transport infrastructure.

Specifically over the Plan period, development in this Location will deliver:

- 1,050 residential units comprising, predominantly, accommodation suitable for families, on the land known as “Trafford Quays”, commercial office (B1) space and, community facilities;
- Up to 10 hectares of land for employment activity providing high quality commercial (B1) development, and including a landmark building, not exceeding 30,000 sq m at the Former Kratos site;
- New community facilities to support those people using the development;
- A high quality (4* minimum) hotel and conference facility, in the region of 200 bed spaces located close to Junction 9 of the M60;
- A new museum facility on land at the corner of Barton Dock Road and Phoenix Way.

The site specific implications of this proposal will be detailed and identified in the Land Allocations Plan DPD.

Development Requirements

In order for development in this Location to be acceptable the following will be required:

- Significant improvements to public transport infrastructure including an integrated, frequent public transit system;
- Contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60;
- The provision of the Western Gateway Infrastructure Scheme (WGIS);
- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Uses classified in PPS25 as being More Vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3 ;
- Contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;
- Improvements to both the physical and environmental qualities of the Manchester Ship Canal, the Bridgewater Canal and the Barton Bridge Swing Aqueduct;
- Access, where appropriate, to the Manchester Ship Canal and the Bridgewater Canal for leisure and transportation purposes, and,

- The preservation or enhancement of the Barton-upon-Irwell Conservation Area, and its wider setting.

Specifically for development at the Trafford Quays site, the following will be required:

- That two thirds of the housing to be provided is made up of family accommodation;
- Community facilities including convenience retail, school provision and health facilities of a scale appropriate to the needs of the new community;
- An attractive, direct pedestrian link across Trafford Boulevard, connecting Trafford Quays to the Bus Station, and the Trafford Centre;
- The re-routing, through the site, of local public transport provision;
- A contribution to new affordable housing provision of 30% in accordance with Policy L2;
- To protect, preserve and enhance the setting of Pugin's Grade I listed Church of All Saints and the Grade II Presbytery;
- An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss, and,
- That residential development is not located in areas of potentially poor air quality, particularly around Trafford Boulevard and Barton Bridge.

The detailed phasing of the infrastructure requirements will be addressed through the Land Allocations Plan DPD.

Phasing

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	250	250	550	1050
Employment	0	2	3	5	10

Residential – expressed in terms of units
Employment expressed in terms of hectares.

Implementation

- 8.2 Implementation will be through private sector development. This Location is substantially within a single ownership, some sites within this area have the benefit of planning consent. Other significant sites within this Location will be identified and allocated in a Land Allocations Plan DPD.

Project	Status	Costs	Phasing	Responsibility	Funding Source
Water Taxi	Priority 1	Unknown	Full Planning Consent, Work Commenced On-Site 2009	Private Developer	Private Developer
Bridgewater Way Scheme (Bridgewater Canal) Watersmeet To Trafford Park And Manchester	Priority 2	Approx £500k	Required By 2011	Bridgewater Canal Trust / Trafford Council	Sustrans Connect2 Lottery Funds / LTP Funds / Local Authority Funds / Private Developer / Section 106
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2016	HA / GMPTE / Local Highway Authority / Private Developer	Private Developer / Section 106
New Secondary School (Will Also Support Development In Policies SL2 And SL3)	Priority 2	Unknown	Required By 2021	Trafford Council	Private Developer / Section 106
Provision Of Open Space And/Or Contribution Towards Off-Site Provision	Priority 2	As Required By Spg28 / New Open Space SPD	Required By 2026	Trafford Council / Private Developer	Private Developer / Section 106
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By Spg28 / New Open Space SPD	Required By 2026	Trafford Council / Private Developer	Private Developer / Section 106
Western Gateway Improvement Scheme (WGIS) Project	Priority 2	Unknown	Unknown	HA / Private Developer	Private Developer / Section 106 / DfT Funds
Managed Motorways Scheme – M60 J8-12	Priority 2	Unknown	Unknown	HA	DfT Funds
Additional Lane To Eastbound M60 Between J12-15	Priority 2	Unknown	Unknown	HA	DfT Funds
Extension Of Metrolink To Trafford Park/Or Some Alternative Form Of Public Transport	Priority 2	Unknown	Unknown	Private Developer	Private Developer / Section 106
Direct Pedestrian Link Across Trafford Boulevard	Priority 2	Unknown	Unknown	Private Developer	Private Developer / Section 106
Reinforcement Of The Local Waste Water Treatment Works	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06 / Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest	ENW Funds / Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds / Private Developer

Justification

- 8.3 The location is predominantly a brown-field development location (with the exception of green-field land at the Trafford Quays site). It has the potential, particularly on the Trafford Quays site, to deliver high quality residential accommodation that will help meet Trafford's identified housing needs up to and, potentially, beyond the end of the Plan period. It also has the potential to provide a range of employment opportunities to meet the economic regeneration and development needs of the Borough and to contribute towards the economic prosperity of the City Region. Using land efficiently within this Location will reduce the need to release further Greenfield land elsewhere in the Borough.
- 8.4 The following developments all have existing planning consents and can therefore begin within the first phase of the plan period:
- The commercial development on the former Kratos site;
 - The 4* hotel and conference facility;
 - The museum;
 - Ship Canal Basin schemes, and,
 - WGIS.
- 8.5 This Location is expected to deliver a significant contribution towards the Borough's identified need for family accommodation. Policy L2 details that 1 bed, general needs accommodation should be specifically justified in terms of a clearly identified need. The phasing reflects the likely availability of funding and programme of works anticipated at this time.
- 8.6 Scope for increasing the level of residential and commercial development beyond that included in the Proposal will be determined in the light of monitoring work carried out in relation to Policies L1 and W1 of this Plan and the satisfactory provision of identified infrastructure requirements and appropriate mitigation measures. Such provision will be determined by way of future reviews of this Plan, this could include the redevelopment of the "Container Base" on Barton Dock Road.
- 8.7 Proposals to improve the highway and public transport infrastructure serving the area will improve sustainability of the location as a focus for development, making it accessible by a choice of modes of transport. This will create and improve transportation links to areas of employment from existing communities and the Regional Centre.
- 8.8 The outcomes of the Greater Manchester Transport Modelling Assessment indicate that schemes are required to mitigate the impact of this development on the Strategic Road Network and the Primary and Local Authority Network and these will need to be agreed with the Highways Agency and GMPTE.
- 8.9 Development in this Location will be expected to deliver an appropriate scale of Green Infrastructure and Open Space including outdoor sports facilities, in line with Policies R3 and R5. Particular opportunities existing for enhanced biodiversity and cycling and walking provision along the Manchester Ship Canal.
- 8.10 The location of specific uses within Trafford Quays will be designed to reflect the outcome of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment, including appropriate mitigation measures, and will be detailed in the Land Allocations Plan DPD, in line with Policy L5.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE, PEI, BH
Strategic Objective(s)	SO1, SO3, SO5, SO6, SO7 & SO8
Place Objective(s)	TPO1, TPO4, TPO12, TPO15, TPO19

9 SL5 - CARRINGTON

- 9.1 Carrington is a key strategic location within the south of the Borough, this proposal moves away from continuing to primarily focus employment in the area, to introducing a large-scale mixed use development during the life time of this Plan, based around the existing residential and business community.

POLICY SL5 – CARRINGTON

Strategic Proposal

A major mixed-use development will be delivered in this Location, providing a new residential community, together with employment, educational, health and recreational facilities. This will be supported by substantial improvements to both public transport and road infrastructure.

Specifically development in this Location during the Plan period will deliver:

- 1,560 residential units comprising, predominantly, accommodation suitable for families;
- Up to 75 hectares of land for employment activities;
- Contributions towards a scheme to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks;
- Significant improvements to public transport infrastructure;
- Community facilities including convenience retail, school provision, health and recreational facilities of a scale appropriate to the needs of the new community, and,
- High quality green infrastructure within the new community and connects with the surrounding open countryside and protects and enhances the existing sites of environmental importance.

The site specific implications of this proposal will be detailed and identified in the Land Allocations Plan DPD.

Development Requirements

In order for development in this Location to be acceptable the following will be required:

- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Uses classified in PPS25 as being More Vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3;
- Contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60;
- That approximately 80% of the housing to be provided is made up of family accommodation;
- Development must demonstrate high standards of sustainable urban design;
- New road infrastructure to serve the development area to relieve congestion on the existing A6144;
- Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system;
- Access, where appropriate, to the Manchester Ship Canal for transportation purposes;
- Affordable housing provision in accordance with Policy L2 and the Affordable Housing SPD;
- Improved access for residents on foot or cycling, to the surrounding green space and open countryside;

- A contribution towards the provision of additional utility capacity;
- Protection and enhancement of the Mossland as a carbon sink to mitigate the effects of climate change;
- Protection and enhancement of the sites of nature conservation and biological importance, including the Carrington Rides, Broadoak Wood and Brookheys Covert, and,
- The protection of the Listed Church of St George and its setting from harm.

The detailed phasing of the infrastructure requirements will be addressed through the Land Allocations Plan DPD.

Phasing

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	360	600	600	1,560
Employment	0	25	25	25	75

Residential – expressed in terms of units.
Employment expressed in terms of hectares.

Implementation

- 9.2 Implementation will be through private sector development. This Location is substantially within a single ownership. The site specific implications of this proposal will be detailed in a future DPD.

Project	Status	Costs	Phasing	Responsibility	Funding Source
Refurbishment Of 132kV High Voltage Electricity Distribution Network Between Barton And Carrington	Priority 1	Unknown	Required By 2011	Electricity North West Ltd	ENW Funds
Flixton Road / Manchester Road Junction Improvement Works	Priority 1	Approx £1.3m	Required By 2011	Local Highway Authority	Integrated Transport Fund / NWDA / Private Developer / Central Government New Growth Point Fund
860MW Gas Fired Combined Cycle Gas Turbine Generating Power Station	Priority 1	Unknown	Full Consent Granted under the Electricity Act (1989), To Commence On-Site By 2013	Utility Provider	Private Sector
1520MW Gas Fired Combined Cycle Gas Turbine Power Station	Priority 1	Unknown	Awaiting Full Consent under the Electricity Act (1989), To Commence On-Site Between 2013 And 2016	Utility Provider	Private Sector
Carrington Bypass and Link Road Through The Development Site – Phase 1	Priority 2 / Priority 3	Approx £24m	Required By 2017	Private Developer	Private Developer / Section 106
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2024	HA / GMPTE / Local Highway Authority / Private Developer	Private Developer / Section 106
New 3 Form Entry Primary School	Priority 2	Approx £10m Plus Land	Required By 2026	Trafford Council	Private Developer / Section 106
Provision Of Open Space And/Or Contribution Towards Off-Site Provision	Priority 2	As Required By SPG28 / New Open Space SPD	Required By 2026	Trafford Council / Private Developer	Private Developer / Section 106
Improvements To Existing	Priority 2	As Required By	Required By	Trafford Council /	Private Developer /

Project	Status	Costs	Phasing	Responsibility	Funding Source
And Development Of New Outdoor Sports Facilities		SPG28 / New Open Space SPD	2026	Private Developer	Section 106
Reinforcement Of The Local Waste Water Treatment Works	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06 / Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest	ENW Funds / Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds / Private Developer
Provision Of A New Canal Crossing Across Manchester Ship Canal	Priority 4	Approx £49m	Unknown	Private Developer	Private Developer

Justification

- 9.3 The Location is predominantly a brownfield development location with the potential to deliver high quality family accommodation that will help meet Trafford's identified housing needs up to and potentially beyond the end of the Plan period. It will also provide a range of employment opportunities to meet the economic regeneration and development needs of the Borough and to contribute towards the economic prosperity of the City Region.
- 9.4 All residential units in this Location will be expected to deliver an affordable housing contribution in line with Policy L2, this will be determined via a site specific viability study, but will not normally exceed 40%. This Location is expected to deliver a significant contribution towards the Borough's identified need for family accommodation. The phasing reflects the likely availability of funding and programme of works anticipated at this time.
- 9.5 The scale of development proposed at this location is designed to be of such a level that it will assist in maintaining the viability of valuable community facilities in the neighbouring Priority Regeneration Area of Partington, such as the rejuvenated shopping centre and health and education facilities.
- 9.6 Scope for increasing the level of residential and commercial development beyond that included in the Proposal will be determined in the light of monitoring work carried out in relation to Policies L1 and W1 of this Plan and the satisfactory provision of identified infrastructure requirements and appropriate mitigation measures. Such provision will be determined by way of future reviews of this Plan.
- 9.7 Proposals to improve the highway and public transport infrastructure serving the area will improve sustainability of the Location as a focus for development, making it accessible by a choice of transport modes. This will create and significantly improve transportation links to the Strategic Road Network, Metrolink and cross conurbation to Salford (a Manchester Ship Canal crossing will be subject to further investigation).
- 9.8 The outcomes of the Greater Manchester Transport Modelling Assessment indicate that significant schemes are required to mitigate the impact of this development on the Strategic Road Network and the Primary and Local Authority Network and these will need to be agreed with the Highways Agency and GMPTA.
- 9.9 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.

- 9.10 Development in this Location will be expected to deliver an appropriate scale of Green Infrastructure provision and Open Space, Sport and Recreational facilities in line with Policies R3 and R5.
- 9.11 The location of specific uses within Carrington will be designed to reflect the outcome of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment, including appropriate mitigation measures, and will be detailed in a future DPD, in line with Policy L5.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE, PEI, BH
Strategic Objective(s)	SO1, SO2, SO3, SO4, SO5, SO6, SO7 & SO8
Place Objective(s)	RCO9 PAO14 CAO1, CAO2, CAO3, CAO4, CAO5, CAO6, CAO8, CAO10, CAO11, CAO13, CAO14, CAO15, CAO16, CAO17, CAO18, CAO19, CAO20, CAO21, CAO26

10 CORE POLICIES

- 10.1 The Core Policies presented in this section form part of the Delivery Strategy. They have been refined in the light of comments received at previous consultation stages within the Plan preparation process. These Policies will provide the Council with a framework within which new development within the Borough can be controlled and managed. The justification text details where the policies have evolved from, and signals the principle sources of evidence. They should not be seen as mutually exclusive to each other, nor to RSS and Government guidance.
- 10.2 It is important to note that this consultation document does not contain the full extent of Core Policies to be within the Core Strategy. All except one Policy (R4) have been included as they have been altered to take account of the Council's revised approach to Strategic Locations Policy. R4 has been included to clarify the position in relation to the re-instatement of Green Belt land at Davenport Green.
- 10.3 As presented in June 2009, the complete list of Policies to be contained within the Core Strategy will be:
- L1 – Land for New Homes
 - L2 – Meeting Housing Needs*
 - L3 – regeneration and Reducing Inequalities
 - L4 – Sustainable Transport and Accessibility*
 - L5 – Climate Change*
 - L6 – Waste
 - L7 – Design
 - L8 – Planning Obligations
 - W1 – Economy*
 - W2 – Town Centres and Retail
 - W3 – Minerals
 - R1 – Historic Built Environment
 - R2 – Natural Environment
 - R3 – Green Infrastructure
 - R4 – Green Belt and Other Protected Open Land*
 - R6 – Culture and Tourism
- 10.4 Those Policies marked with an * were the subject of further consultation in November 2009, with the exception of W1 (which is contained within this document) and the Council will incorporate any changes that need to be made to these policies, in the light of comments received as part of that consultation, at Publication stage.
- 10.5 References to Supplementary Planning Documents (SPDs) within this consultation document indicate where an existing SPD will be updated or a new one will be produced. Whilst these documents are not available at this point in time, it is intended that these SPDs will be available alongside the document that will be submitted to the Secretary of State for consideration by an independent Inspector.

11 L1 - LAND FOR NEW HOMES

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

POLICY L1: LAND FOR NEW HOMES

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

Scale

L1.2 Up to 2026 the Council will seek to deliver high quality housing affordable by all sectors of the local community, in line with RSS Policy L4 and the spatial distribution framework set by RSS Policies MCR1, MCR2 and MCR3 by:

- Releasing sufficient land to accommodate a minimum 11,800 new dwellings (net of clearance), including an uplift of 20% (until 2018) on the RSS Policy L4 target, to accommodate the Housing Growth Point status;
- Phasing the release of this land to accommodate 1,600 new dwellings between 2008/09 and 2010/11, 4,000 new dwellings between 2011/12 and 2015/16 and 3,300 new dwellings between 2016/17 and 2020/21, and 2,900 between 2021/22 and 2025/26.

L1.3 This will be achieved through new-build, conversion and sub-division of existing properties. The Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate and sustainable locations at lowest risk of flooding, where it can be demonstrated that it is consistent with the provisions of L2. In less sustainable locations, housing development will only be acceptable where appropriate provision to meet local infrastructure needs will be delivered.

Distribution

L1.4 The locations/sites where significant new housing development is to be directed, over the Plan period, are identified in Table L1.

L1.5 Table L1 demonstrates that approximately 30% of the land to be released will be within the Regional Centre and Inner Areas, of the remaining 70%, within the South City Region area, half will support key regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres.

L1.6 To ensure that the indicative 80% target proportion of new housing provision to use brown-field land and buildings set out in RSS is achieved over the Plan period, the Council will release previously developed land before green-field land, in the following order of priority:

- Firstly, derelict, vacant or under-used land within the Regional Centre and Inner Areas;

- Secondly, similar such land outside the Regional Centre and Inner Areas that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3, and,
- Thirdly other such land outside the Regional Centre and Inner Areas that can be shown to be of benefit to the achievement of the wider Plan objectives set out in Section B.

L1.7 The development of green-field land will only be considered where it can be demonstrated that the proposed development will be capable of creating sustainable communities; will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region and the provision of affordable housing; and where it can be demonstrated that the development of that land will not compromise the Council's achievement of its brown-field land target over the Plan period and that without its release, the Council's 5-year housing land supply target could not be delivered.

L1.8 Where development proposals would involve the use of domestic gardens, due regard will need to be paid to local character, environment, amenity and conservation considerations.

IMPLEMENTATION

Implementation Mechanisms

Implementation generally will be through private sector and RSL development. Other significant sites within the Strategic Locations identified in this Core Strategy and elsewhere in the Borough will be allocated in a Land Allocations Plan and/or Area Action Plans. Other sites will be delivered through the planning application process taking account of the development monitoring arrangements set out in this policy.

Delivery Agent

The delivery agents will include the private sector and RSLs.

Timescales

This will be ongoing throughout the Plan period. The Land Allocations Plan is scheduled to be adopted in 2012. Phasing for the development of the Strategic Locations is set out in detail in Table L1. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will include RSL, private and public sector investment. Opportunities for further public sector investment will be explored for development within the Strategic Locations.

Justification

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

Scale

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

Distribution

- 11.7 The Trafford Housing Strategy stresses the contribution that housing development can make to the economic growth agenda. The distribution of new housing proposed in this policy is designed to ensure the delivery of sufficient housing, in the right location to support Trafford's economic development ambitions.
- 11.8 The distribution of land identified in Table L1 therefore reflects not only RSS policy, but also the Council's wider objectives, including those of the Housing Strategy. It has been compiled taking into account data contained within the Strategic Housing Land Availability Assessment (SHLAA) 2009 report and adjusted to take account of more recently published information from the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment. The main outcome of which has resulted in Pomona Island no longer being identified as a preferred location for residential development and the introduction of a new sustainable community proposed at Carrington (see Policy SL5).
- 11.9 Table L1 details that a significant proportion of the RSS housing requirement will be delivered in the Strategic Locations. Through the SHLAA work the Council has also identified that a range of smaller sites will be required to deliver the RSS housing

requirement over the plan period, in line with the Spatial Strategy. These sites will be identified and progressed through the Land Allocations Plan DPD. Further information in relation to the Strategic Locations is set out in the Strategic Locations section of this Plan.

- 11.10 The distribution and phasing of the land for residential development contained in L1 has been arrived at following the order of priority established in paragraphs L1.6. Where development is proposed on green-field land within this Plan (specifically at the Trafford Centre Rectangle and Partington), the Council is satisfied that the provisions of paragraph L1.7 have been met.
- 11.11 Table 7.1 of the RSS sets out the indicative target proportion of housing provision to use brown-field land buildings for Southern Manchester/North East Cheshire (into which Trafford falls) as at least 80%.
- 11.12 Because garden land is classified as “brown-field” land, it is important that the Council includes sufficient safeguards within its Development Plan to protect those parts of the Borough where existing residential plot sizes contribute to the character and amenity of the area.
- 11.13 The Council will monitor at regular intervals the rate at which land comes forward; the location of development; the type, and, level of affordability to determine whether or not a 5 year deliverable supply of development sites is being maintained and/or the spatial development strategy at the head of this Policy is being adhered to.
- 11.14 The Council will monitor and manage the levels of residential development with adjacent authorities and within the context of Greater Manchester to ensure that development is complementary and mindful of policy objectives for the sub-region.
- 11.15 In consultation with the Regional Planning Body, the Council will consider the findings of this monitoring work to determine whether or not a review of this development plan policy is needed.

Table L1: Net New Housing Development Proposals 2008/9 to 2025/6

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/6	Total
SL1 Pomona Island Strategic Location*	0	0	0	0	0
SL2 Trafford Wharfside Strategic Location	-	400	300	200	900
Regional Centre Area Totals		400	300	200	900
SL3 LCCC Strategic Location	-	300	300	300	900
Other Inner Area Sites	250	650	450	250	1600
Inner Area Totals	250	950	750	550	2,500
SL4 Trafford Centre Rectangle Strategic Location	0	250	250	550	1,050
SL5 Carrington Strategic Location	0	360	600	600	1,560
Other South City Region Sites	1,150	1,850	1,450	1,400	5,850
South City Region Area Totals**	1,150	2,460	2,300	2,550	8,460
Trafford RSS Target	1,730	2,890	2,890	2,890	10,400
RSS Target + 20% NGP allowance (to 2018).	2,080	3,470	3,010	2,890	11,450
Policy L1 Allocation Total	1,400	3,810	3,350	3,300	11,860

** The South City Region area referred to Table L1 encompasses a broad area of the Borough beyond the Strategic Locations including Urmston and Stretford as well as Sale and the Altrincham and Bowdon areas.

* Following the Sequential Testing of the Strategic Locations, in accordance with PPS25, Table L1 makes no allowance for a contribution to the housing land target from the Pomona Strategic Location (SL1).

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	BH

Strategic Objective(s)	SO1, SO2, SO4 & SO6
Place Objective(s)	TPO2 OTO1, OTO2 STO1, STO2 URO1, URO2 SAO1, SAO2, SAO3 ALO1, ALO4, ALO5, ALO6 PAO2, PAO3 CAO3

12 L3 - REGENERATION AND REDUCING INEQUALITIES

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

POLICY L3: REGENERATION AND REDUCING INEQUALITIES

L3.1 Within Trafford's Regeneration Areas the Council will secure:

- a. Improvements to accessibility between the Regeneration Areas and employment areas such as Trafford Park, Carrington, town centres and the Regional Centre by a choice of modes of transport;
- b. Improved access to and/or the provision of community (including cultural) facilities for the communities within the Regeneration Areas;
- c. Healthier lifestyle choices for the communities within the Regeneration Areas;
- d. Improve access to education, training and advice centres to/from the Regeneration Areas;
- e. Improved quality of design and construction and range (including affordability and type) of the Borough's housing stock on offer to residents within the Regeneration Areas;
- f. Improvements to the local environment of the Regeneration Areas;
- g. Opportunities to reduce crime and to enhance community safety.

L3.2 Within these Regeneration Areas the Council will support appropriate development(s) that will secure regeneration benefits; create truly sustainable communities; and make positive contribution(s) to achieving the Plan's Strategic Objectives and relevant Place Objectives as follows:

Priority Regeneration Area - Old Trafford

L3.3 In the eastern section of the Regeneration Area, housing led redevelopment will be promoted which will improve the quality and diversity of the housing stock, improve access to the Regional Centre and Trafford Park and provide further commercial, cultural and community facilities. Specifically development will provide approximately 1,000 (net) new residential units; small scale office development; and small scale retail facilities to meet local needs.

- The amount, location and type of development will be as specified in the LA DPD, with further guidance being provided through supplementary planning document for Old Trafford, if required;
- Development proposals must demonstrate how they will make a positive contribution to achieving the Strategic Objectives and Place Objectives for Old Trafford,
- Development proposals should accord with the development guidelines set out within the A56 corridor SPD;

Priority Regeneration Area – Partington

L3.4 Within Partington, development and redevelopment will be supported which will

provide or contribute to the provision of approximately 850 units of new residential accommodation, suitable for families, (part of which will be provided on a substantially vacant/unused 16 hectare green-field site abutting the Manchester Ship Canal); a redeveloped local shopping centre; and improvements to open space and amenity areas in terms of quality and access, including the provision of a 'green loop' to connect existing areas of green space to create an accessible, attractive route for walking and cycling around Partington.

- Development will be required to contribute to the improvement of the public transport infrastructure to mitigate against the impact of the development on the highway network and to address the deficiencies in the existing public transport provision;
- The impact of the proposed development on flood risk related to the adjoining Ship Canal and Red Brook should be assessed in accordance with Policy L5 of this Plan;
- Development within Partington should be built at a density that will safeguard an appropriate level of high quality, accessible open amenity space;
- The release of green-field land for development will only be allowed where it can be demonstrated that it will make significant contributions to the regeneration priorities for Partington and will not have a significant adverse impact on the ecological value of the land;
- Where development is proposed on greenfield land a contribution will be required to secure improvements to remaining areas of open space to offset the loss of open space to development;
- Additional contributions towards the provision/improvement of open space and public realm in and around the township over and above the contributions required by the existing SPG may be required in order to fund improvements to the quality of open space;
- As appropriate, the development proposal should improve the housing mix, type and tenure across Partington as a whole;
- Developers will be required to locate uses classified in PPS25 as being "more vulnerable" to flooding such as residential, certain leisure uses, healthcare and educational facilities outside Flood Zone 3.

L3.5 In line with the current commitment for residential development on the greenfield site known as Partington Canalside, developer(s) will be required to:

- Demonstrate how the development will secure or contribute to the redevelopment of the existing local shopping centre.
- Provide additional contributions towards the provision/improvement of open space and public realm in and around the township over and above the contributions required by the existing SPG may be required in order to fund improvements to the quality of open space.
- Locate vulnerable uses such as those identified in PPS25 outside of the areas identified as Flood Zone 3.
- Provide additional contributions to those required under SPD1: Developer Contributions to Highways and Public Transport Schemes SPD relating to the improvement of the public transport infrastructure (additional bus service provision) to serve the local community;

Priority Regeneration Area - Sale West

L3.6 Within Sale West development and redevelopment will be supported in order to regenerate this former Council estate. Development should focus on improvements

to the residential mix and quality, the neighbourhood centre, the public realm and access to employment opportunities. The Council will seek the net addition of 100 residential units during the plan period as part of the regeneration proposals for Sale West. The new housing will be designed to a high standard, with a particular emphasis on improving the relationship between buildings and the street and the quality of neighbourhood open space.

- L3.7 The amount, location and type of development will be as specified in the LA DPD, with further guidance being provided through supplementary planning documents as appropriate.

Other Regeneration Areas

- L3.8 Within these neighbourhoods the Council will seek to encourage developments that will address and reduce inequalities identified within the Index of Multiple Deprivation.
- L3.9 Outside any identified Regeneration Area the ability of a development proposal to provide facilities that would be of significant benefit to one or more of the identified regeneration areas, would be a material consideration in the determination of that application
- L3.10 The level of information to be supplied by the developer in relation to any of these matters will vary on site by site basis but will need to be produced to the satisfaction of Local Planning Authority, guidance will be provided on these issues through supplementary guidance documents.
- L3.11 All Trafford's priority and other regeneration areas will be identified on the Land Allocations Plan and Supplementary Planning Documents and development briefs will be prepared as necessary to provide further guidance to developers.
- L3.12 Prior to the adoption of the LA DPD and supplementary planning documents, the Council will seek to ensure that development within the Borough's regeneration areas will not compromise the deliverability of long term regeneration priorities.

IMPLEMENTATION

Implementation Mechanisms

Implementation will be through private and public sector development of new facilities within the specified neighbourhoods. The Council can assist through the preparation of the Land Allocations DPD, Area Action Plans and Supplementary Planning Documents for the appropriate Strategic Locations and planning briefs for particular sites, where necessary, and through the planning application decision making process.

Delivery Agent

The delivery agents will include the private sector, public sector and private financial initiatives (PFIs).

Timescales

This will be ongoing throughout the Plan period. The Land Allocations Plan is scheduled to be adopted in 2012. Phasing for the development of the Strategic Locations is set out in detail in Tables L1 and W1. This phasing reflects the likely availability of funding and

programme of works anticipated at this time.

Funding

Funding will largely be through private and public sector investment and Section 106 monies.

Justification

- 12.2 The Council will secure improvements within the Regeneration Areas through the implementation of Policies of this Plan and future DPDs.
- 12.3 Trafford is a Borough where in some locations extremes of wealth and poverty continue to exist side by side. This brings with it mixed employment prospects and access to services. Although predominantly wealthy and prosperous, Trafford has a number of pockets of acute deprivation at neighbourhood level, which because of the surrounding prosperity, go unrecognised in terms of being able to attract external funding in order to address these issues.
- 12.4 However, in 2004 and 2007, a national comparison of deprivation was commissioned, which looked at levels of deprivation in smaller neighbourhoods within wards, known as Super Output Areas (SOAs). In the case of Trafford, many of these most deprived SOAs lie within the borough's already recognised deprived areas, namely, Old Trafford to the north, Partington, in the west and Sale West in the centre of the Borough.
- 12.5 In 2004, 16% of Trafford's SOAs were among the 20% most deprived areas of the country. However, by 2007, only 11% came into this category, mainly due to increased levels of income and employment amongst residents living in these areas.
- 12.6 Reducing inequalities and improving engagement in our most disadvantaged neighbourhoods is a commitment made by national government and reflected in RSS Policy DP2. At this level significant progress has been made with the introduction of a series of reforms to remove the barriers holding people back, to help them into work and to give them responsibility and the support they need.
- 12.7 In order to achieve this, and based on the 2007 Indices of Multiple Deprivation the Council has identified 3 priority regeneration areas and 7 other regeneration areas that will be a particular focus for investment and change. The detail of the extent and nature of the deprivations in these neighbourhoods is contained within the 2007 Indices of Multiple Deprivation.
- 12.8 Trafford's Priority Regeneration Areas are those areas that are in the worst 10% of the most deprived in the country, as identified in the Index of Multiple of Deprivation. Other Regeneration Areas are those neighbourhoods identified within the worst 20% of the most deprived in the country.

Priority Regeneration Area - Old Trafford

- 12.9 Old Trafford is in an area of relative deprivation as identified in the IMD, and as such the Council has been committed to regeneration within this area for sometime. This proposal seeks to provide developers with a framework to ensure that developments that come forward prior to the adoption of the LA DPD and supplementary planning documents, do not compromise the deliverability of long term regeneration projects.
- 12.10 The Place Objectives section of this plan identifies a number of objectives for Old Trafford. This proposal provides an opportunity to develop a mix of type and tenure of

residential development to meet the evolving needs of the local community. Additionally it, together with L4, seeks to improve connectivity using sustainable modes of transport (within and out of the area) to ensure good access to a range of employment opportunities and services. The scale of development will provide the opportunity to improve the level of open space provision which has been identified as deficient within Trafford's Green and Open Spaces An Assessment of Need (June 2005), combined with improving the quality and appearance of local buildings and the surrounding environment, and opportunities to maximise the provision of green roofs and tree planting.

- 12.11 The eastern section of Old Trafford is the subject of a jointly prepared master plan. This area is a key part of the Old Trafford Priority Regeneration Area. The Master Plan sets out a vision for the area and this policy seeks to provide the planning policy framework to deliver the aims of that document. Key issues that the Master Plan document highlights are the need to improve the quality of the environment, the quality and diversity of the housing stock and transportation links within and beyond the area.
- 12.12 The western section of the Priority regeneration Area is covered in part by Strategic Location SL3.

Priority Regeneration Area – Partington

- 12.13 Partington is in an area in need of investment in its local economy (particularly the shopping centre) and diversification of its housing stock. Proposals should provide a significant opportunity to broaden the range of housing types and tenures to provide for local need/demand and help create a mixed sustainable community. Currently it is poorly connected with the rest of Trafford and the Regional Centre, being served by a single road in and out. Development within Partington will bring about vital improvements to public transport access.
- 12.14 A combined residential and retail development scheme, on a significant, substantially vacant/unused 16 hectare green-field site abutting the Manchester Ship Canal to provide 550 residential units of the overall 850 supply has been approved by the Council subject to the signing of a Section 106 Agreement. The development of this new housing scheme will facilitate the redevelopment of the main local shopping centre in Partington – to provide and sustain improved retail/service facilities for the local population and to contribute towards the regeneration of Partington and aid the establishment of a more sustainable community development.
- 12.15 Redevelopment of the shopping centre will bring vitality to the centre and a new retail offer which will provide employment opportunities for local residents to support a mixed sustainable community.
- 12.16 Partington is in an area of sufficiency in terms of the quantity of open space, however there needs to be significant improvement to the quality and accessibility of open space in Partington.
- 12.17 The development of the large scale private market sector housing scheme, at Partington Canalside, linked to the redevelopment of the shopping centre, will help diversify and stabilise the population of Partington and facilitate its development as an attractive and sustainable residential location; offer the capacity to contribute to the housing needs of the Borough up to and beyond the end of the Plan period; improve the quantity, quality and diversity of the stock on offer in the township and facilitate the improvement of public transport provision to and from it; facilitate improved local

recreational provision, via the creation of a proposed “green access loop” around the township and; helps to reduce pressure for development on the Green Belt.

Priority Regeneration Area - Sale West

12.18 Sale West is an area of relative deprivation identified as a priority area for regeneration. The proposal represents an opportunity to focus improvement and development on this former council estate to remodel it, improving the mix of housing offer available to the local community. Development will provide the opportunity to improve public access and to encourage walking and cycling; provide enhanced linkages to employment opportunities and; opportunities to enhance the quality, appearance and utility of the local environment for the benefit of the local community.

12.19 Currently, based on the 2007 Indices of Multiple Deprivation, the 7 Other Regeneration Areas are as follows:

- Gorse Hill;
- Stretford;
- Longford;
- Priory;
- Sale Moor;
- Broadheath, and,
- Broomwood.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SR, SE, SC, BF, PEI, BH, QoL
Strategic Objective(s)	SO1, SO2, SO3, SO4, SO5, SO6 & SO7
Place Objective(s)	TPO3 OTO4, OTO6, OTO7, OTO9, OTO10, OTO12, OTO17, OTO20 STO4, STO7, STO17 URO1, URO4, URO6 MVO12 SAO5, SAO6, SAO7, SAO10, SAO17 ALO5, ALO7, ALO8, ALO11 PAO1, PAO6, PAO7, PAO8, PAO9, PAO10, PAO11, PAO12, PAO13, PAO16 CAO4, CAO5, CAO9, CAO12

13 W1 - ECONOMY

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

POLICY W1: ECONOMY

Supporting Growth

- W1.1 In order to encourage the development of clusters of economic activity the Council will identify a range of sites for a variety of employment uses, with the appropriate infrastructure to attract key economic growth sectors to Trafford. Employment uses within this Policy means B1 business/office, B2 general industry and B8 storage or distribution and similar appropriate uses.
- W1.2 The Council recognises the significant contribution that existing successful manufacturing industries make to the economy of the Borough and will continue to support these industries where appropriate within the context of the Development Plan for Trafford.

Distribution

- W1.3 The Council will focus employment uses in the following places:
- Pomona Island;
 - Trafford Wharfside;
 - Trafford Park Core;
 - Trafford Centre Rectangle;
 - Carrington;
 - Broadheath;
 - Altrincham Town Centre, and,
 - Other Town Centres.

The amount of land proposed for new employment development within these places is shown in Table W1.

B1 office uses will be focused in the Regional Centre (Pomona and Wharfside), and the Town Centres. Some B1 office development will be appropriate within Trafford Park Core, Carrington, Broadheath and at Trafford Centre Rectangle where it supports employment regeneration initiatives.

Trafford Park Core will be a key location for industry and business activity within the Manchester City Region Inner Area and will be the principal location for employment development in the Borough. The focus will be on the provision of modern industrial, storage and distribution and, where appropriate, supporting commercial office accommodation. Improvements to public transport infrastructure to provide an integrated, frequent public transit system linking the location with surrounding residential and commercial areas will be required.

Carrington has significant potential to accommodate large-scale employment development, particularly for storage and distribution uses with ancillary business park development, in order to complement the offer in Trafford Park. Part of the former Shell site at Carrington is proposed for employment development as part of the creation of a new mixed-use neighbourhood. Further details are set out in Location SL5.

Broadheath will be retained and supported as a principal employment location in the south of the Borough, primarily for B2 and B8 uses.

Employment development in the other places identified will be detailed in Policy W2 or through each individual Strategic Location.

W1.4 Outside of these places and on any smaller sites identified within the Land Allocations DPD, the Council will only permit employment uses (including development proposed to support economic activity associated with Manchester Airport) provided that it is in accordance with other policies in the Development Plan for Trafford and that:

- It will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region;
- It will contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and;
- It promotes the use of derelict, vacant or under-used previously developed land.
- The sites will be accessible by a range of alternative modes other than the private car.

W1.5 In determining applications for the redevelopment of existing employment sites for non employment uses, developers will be required to provide a statement to the satisfaction of the Local Planning Authority, demonstrating that:

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

Hazardous Installations

W1.6 The Council will only permit the development of hazardous or bad neighbour industries where it can be demonstrated that it will not:

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

Scale

W1.7 The Council will identify sufficient quantity and choice of land to deliver the new employment provision set by RSS Policies W1 to W4 within the spatial distribution framework. The distribution of this employment development is shown in Table W1 below.

TABLE W1: THE SUPPLY OF LAND FOR NEW EMPLOYMENT DEVELOPMENT 2008/9 TO 2025/6

	Up to 2015/6	2016/7 to 2020/1	2021/2 to 2025/6	Total Land Supply for B Use (Hectares)
Pomona Island	4	4	2	10
Trafford Wharfside	6	5	4	15
Trafford Park Core	13	12	10	35
Trafford Centre Rectangle	2	3	5	10
Carrington	25	25	25	75
Broadheath	3	3	4	10
Altrincham Town Centre	4	3	3	10
Other Town Centres	3	3	4	10
Elsewhere	5	5	5	15
Policy W1 Allocation Total	65	63	62	190

IMPLEMENTATION**Implementation Mechanisms**

Implementation will be through development at the Strategic Locations identified in this Core Strategy. These and other significant sites elsewhere in the Borough will be allocated in a Land Allocations Plan DPD. Other sites will be identified through the planning application decision making process.

Delivery Agent

Private Sector

Timescales

This will be ongoing throughout the plan period. The Land Allocations Plan DPD is scheduled to be adopted in 2012. Phasing for the development of the identified employment areas is set out in detail in Table W1. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will generally be through public and private sector investment.

Justification

13.2 Policy W1 seeks to guide economic regeneration and development across the Borough to achieve the aims, objectives and spatial development requirements of the Working in

the North West section of the RSS within the framework of the sub-regional and local priorities of the Greater Manchester City Region Development Programme and Action Plan, the Trafford Sustainable Community Strategy and the Trafford Economic Development Plan.

- 13.3 Trafford is a fundamentally important part of the City Region economy and a location where the development of significant clusters of economic activity in key economic growth sectors, supported by appropriate infrastructure, will be essential for the Borough to diversify and grow its employment base to properly contribute to the city region, maintaining and improving its competitiveness and developing into one of Europe's premier city regions.
- 13.4 The key economic growth sectors the policy is seeking to foster and allow to develop are those that have been identified by the NWDA, the Greater Manchester City Region Development Programme and Action Plan, the Greater Manchester Forecasting Model and the Trafford Economic Development Plan. The key economic growth sectors are:
- financial and business services;
 - distribution;
 - cultural and creative industry;
 - advanced engineering, and,
 - other personnel services.
- 13.5 Other key growth sectors such as retail, commercial leisure and hotels and waste management facilities are covered in Policies L6, W2 and R6.
- 13.6 Table 6.1 of RSS Policy W3 sets out the scale of employment land to be made available within the Greater Manchester area up to 2021 (between 536 and 917 hectares of land). The findings of the Trafford Employment Land Study of May 2009 indicate that a sufficient supply of suitable and developable employment sites exists to meet the Borough's contribution to the RSS requirement suggested in the Greater Manchester Employment Land Position Statement of August 2009 (170 hectares of land plus or minus 10% up to 2026) without the need to retain the historic but unimplemented UDP allocation for a high amenity employment site at Davenport Green.
- 13.7 The new employment land development proposals set out in Table W1 take account of the site by site findings of the Trafford Employment Land Study, current (April 2009) known development commitments and expectations for the recycling/re-use of currently developed land to provide accommodation to meet the changing needs of business. The amount of land proposed for new employment development in this Policy is set as a global total supply to accommodate all the 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. Detailed proposals, disaggregated by broad employment use (B1 office, B2 industry and B8 warehousing) will be included in the Land Allocations Plan.
- 13.8 The historic development and current (April 2009) land supply data used to compile table W1 indicates an overall 85:15% split between industry/warehousing and office development. The Council expects that this ratio will be maintained over the Plan period, albeit that there may be geographical variations dependant upon the characteristics of those areas.

- 13.9 The strategic development locations identified in Policy W1 are key proposals intended to secure the revival, modernisation and development of a diversity of industrial, commercial, warehousing/distribution, service and support activities. The range of activities to be prioritised and encouraged in each of the Strategic Locations is set out in greater detail in Strategic Locations section of the Plan, detailed employment allocations will be identified in the LADPD.
- 13.10 Outside the Strategic Locations and those identified within the LADPD, development and redevelopment for economic purposes will be supported in a measured way commensurate with the need for the development, the availability or otherwise of suitable alternative development locations and their effect on environment and amenity of surrounding land uses.
- 13.11 All proposals for the development of any industrial, commercial, warehousing and storage uses associated with Manchester Airport will be subject to very careful assessment in consultation with Manchester Airport Plc and other appropriate agencies to determine the appropriateness of the proposal in relation to the provisions of RSS Policy RT5.
- 13.12 Insofar as the development of new hazardous installations is concerned all such proposals will be subject to very careful assessment in consultation with the Health and Safety Executive to determine the scale of risk both to the prospective workforce and the occupiers of adjacent developments before any planning consent for development is granted.

PPS4 Testing

- 13.13 The Council has undertaken a study of other main town centre uses including B1 office. As part of this study B1 uses were subject to the tests outlined in paragraph EC5.1 of PPS4. The study concluded that, in order to meet the identified need for office uses, due to a low number of suitable and available sites in town centre locations, even if the Altair planning permission is implemented, it may be necessary to consider further sites situated in regeneration areas of the Borough (in accordance with PPS4) where offices could form part of mixed-use developments, or are ancillary to other forms of economic development.
- 13.14 The study also concluded that 6.6ha of B1a office space is in the pipeline between 2008 and 2013 in Manchester City Centre. This development has the potential to meet some of Trafford's office requirements.
- 13.15 The key considerations for determining whether office development is appropriate in out-of-centre locations are set out in paragraph EC5.1e. of PPS4. These are:
- The physical regeneration benefits of developing on previously-developed sites;
 - Employment opportunities;
 - Increased investment in an area;
 - Social inclusion
- 13.16 Outside of Trafford's Town Centres and Manchester City Centre, the main areas identified for additional office development in the Core Strategy are Pomona and Wharfside. Development in both of these areas will result in the development of previously-developed land (in Pomona's case a long standing derelict site), will provide significant employment opportunities (in Wharfside's case in particular, it will support the expansion of Mediacity:uk), will allow for increased investment in the area and will support social inclusion as they are closely linked to the deprived areas of Old Trafford and Ordsall in Salford. These two Locations are also within the Regional Centre as

defined in Policy MCR1 of RSS and Policy W3 identifies the Regional Centre as being a focus for office development.

- 13.17 Some office development in Trafford Park Core, Carrington, Broadheath and Trafford Centre Rectangle is appropriate as it will involve previously-developed land, can be linked to existing employment uses and to varying degrees can promote social inclusion by providing greater access to jobs for people in neighbouring deprived areas.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE
Strategic Objective(s)	SO2, SO3, SO4 & SO6
Place Objective(s)	TPO3, TPO8, TPO14 OTO8, OTO10 STO8, STO17 SAO4, SAO11 ALO12, ALO14, ALO23 CAO9, CAO10, CAO17

14 W2 - TOWN CENTRES & RETAIL

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

CORE POLICY W2: TOWN CENTRES & RETAIL

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

The Principal Town Centre

W2.2 Altrincham, as the main town centre in the Borough, will be the principal focus for high quality comparison retail supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential. Further development to provide:

- Up to 20,000sqm of retail floorspace;
- Up to 10,000sqm of office floorspace;
- Significant new leisure and hotel facilities;
- A new and/or improved hospital facility;
- Up to 250 residential units;
- Improved public transport interchange;
- Enhancements to the public realm;
- Improvements to pedestrian routes to encourage better circulation, particularly in an east-west direction across the Town Centre;
- The Town Centre contains a number of Conservation Areas and historic buildings which make a significant contribution to the character of the Location so development proposals should respect and enhance their character and setting.

W2.3 The main development opportunity within Altrincham Town Centre is Altair which is a high quality, high density multi-storey mixed-use development on a 3 hectare brown-field site immediately to the east of the Altrincham transport interchange. The mixed-use development to potentially comprise:

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

Other Town Centres

Sale;
Stretford, and,
Urmston.

W2.4 Within these centres there will be a focus on the consolidation and improvement of the convenience and comparison retail offer, with the potential to strengthen and enhance the retail offer where suitable, as well as diversification to other uses such as offices, services, leisure, cultural and residential, as appropriate.

W2.5 In Sale the aim is to consolidate and improve the town centre through:

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

W2.6 In Stretford, regeneration of town centre and adjacent area to provide:

- New/improved retail floorspace to enhance the offer of the town centre, in particular within Stretford Mall and immediate vicinity;
- New/updated commercial office accommodation and family-oriented leisure facilities;
- New residential (apartment and family) accommodation (up to 250 units);
- Public realm enhancements and accessibility improvements around the A56 Chester Road – A5145 Edge Lane / Kingsway junction and between the town centre and the Metrolink station;
- Particular encouragement will be given to proposals which would secure the active reuse and preservation of the Essoldo building.

District Centres

Hale;
Sale Moor, and,
Timperley.

W2.7 Within these centres there will be a focus on convenience retailing of an appropriate scale, plus opportunities for service uses and small-scale independent retailing of a function and character that meets the needs of the local community.

W2.8 Whilst there is a need to enhance the convenience retail offer of all 3 District Centres, there is a particular need to plan for a small to medium-sized supermarket within Sale Moor District Centre.

Local Centres

W2.9 There is a network of Local Centres where the focus will be on convenience retail facilities and services to meet local needs.

W2.10 There is a particular need to redevelop the existing Local Centre in Partington to create a modern shopping centre including a medium-sized supermarket and other retail units.

W2.11 Within all the centres identified in the Land Allocations DPD, the following will apply:

- Sustainable urban design will be a priority, with a particular emphasis on encouraging a mix of uses appropriate to the centre, active frontages and high quality in the design and finish of the public realm;
- Changes of use from A1 retail to other uses should be carefully considered in

terms of their impact on the function, character, vitality and viability of the centre as a whole and on specific frontages, particularly within the core retail area;

- Where appropriate, new development within town centres should include a variety of unit sizes in order to encourage diversity in the retail offer;
- The need to make appropriate provision for the preservation and enhancement of prominent, historic buildings.

Out-of-Centre Development

W2.12 Outside the centres identified above, there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government Guidance.

W2.13 There is a presumption against large-scale extensions to the Trafford Centre in line with Policy W5 of RSS.

W2.14 There is a presumption against the expansion of the 3 existing Retail Warehouse Parks (White City, Trafford and Altrincham) unless it can be justified against tests set out in Government Guidance. Any further development within the retail warehouse parks should be limited to the sale of bulky comparison goods only.

W2.15 The Council is committed to the provision of a new superstore on Chester Road in Old Trafford which is limited to a scale that will address any outstanding deficiencies within the Old Trafford area (see Core Policy L3 and SL3 for further details).

IMPLEMENTATION

Implementation Mechanisms

Implementation will primarily be through private sector development of new facilities within the town and other centres.

The Council can assist through the preparation of the Land Allocations DPD, Area Action Plans for the appropriate Strategic Locations and planning briefs for particular town centre sites, where necessary, and through the planning application decision making process.

The Council will work with local stakeholders and the community (including the Town Centre Partnerships) to assess the need for new floorspace for different uses, and to identify deficiencies in provision and capacity for new developments within the town centres.

Delivery Agent

Delivery agents will include the private sector, public sector and town centre partnerships.

Timescales

This will be ongoing throughout the Plan period. The Land Allocations DPD is scheduled to be adopted in 2012.

Funding

Funding will be primarily through private sector investment. Opportunities for site specific public sector intervention can be identified through the Area Action Plan and Supplementary Planning Document process.

Justification

- 14.2 Government planning policy statements are clear that established town and district centres should remain the main locations for new shopping, leisure, cultural and office development attracting many linked trips and a wide range of age and social groups through the day and into the evening. The future viability of the town centres will depend on securing the right mix of retail, services, cultural and community facilities and housing. Measures to maintain and enhance their strength, diversity and vitality should be pursued through Local Development Frameworks.
- 14.3 Where development is proposed outside of the identified centres, the Government Guidance expressed currently in PPS4, is clear that the development must be considered against the tests and policies set out in this statement.
- 14.4 Policy W5 of the RSS for the North West identifies Altrincham town centre as a location where comparison retailing facilities should be enhanced and encouraged. Altrincham town centre is therefore expected to be the primary focus for this type of development. However, RSS does not anticipate that it would be the only centre that should experience development through the plan period. Sale and Stretford are highlighted as additional locations for regeneration and change over the Plan period. Urmston, on the other hand, is currently undergoing a major regeneration therefore, it is not anticipated that there will be any further substantial change within Urmston during the Plan period although there is some potential for smaller scale redevelopment of other existing sites (eg Victoria Parade).
- 14.5 Following initial work on the Partington Area Action Plan, the Partington local centre has been the subject of a planning permission for its regeneration, related to new residential development within the Priority Regeneration Area. Further details of these proposals can be found in Core Policy L3.
- 14.6 RSS recognises the Trafford Centre as an important retail facility, but does not consider it appropriate to propose any large-scale expansion of its floor-space.
- 14.7 The Trafford Retail and Leisure Study was published in 2007 and, whilst expenditure on retail is expected to grow over the Plan period, the study concludes that the current planned expansions within the Borough's town centres and other existing commitments will largely meet this anticipated growth. This policy therefore does not propose or identify any new sites for large-scale growth in the retail sector other than those identified in the Retail Study. Instead it makes proposals to consolidate and enhance the retail offer available within Trafford's town, district and local centres and identify scope for the expansion of the hotel, leisure and evening economy sectors – particularly high quality and family-oriented facilities - in them all.
- 14.8 The Retail Study is clear that development should be considered within the town centres first but it does recognise that the existing retail warehouse parks do play a role in providing a particular type of retail. However, the study is clear that new development in the retail warehouse parks should be limited to bulky-comparison goods only to prevent them going to other uses which would compete with the town centre offer.
- 14.9 The Borough's hierarchy of centres as identified in the Retail Study is as follows: -
- Main Town Centre – Altrincham;
 - Other Town Centres – Sale, Stretford and Urmston;
 - District Centres – Hale, Sale Moor and Timperley, and,
 - Local Centres, including Partington.

- 14.10 The precise boundaries of the Town, District and Local Centres and the primary and secondary shopping areas will be detailed in the forthcoming Land Allocations Plan DPD.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE
Strategic Objective(s)	SO1, SO2, SO3, SO4, SO6 & SO8
Place Objective(s)	TPO10, TPO14 OTO12 STO6, STO8, STO9, STO10, STO11 URO7, URO8 SAO3, SAO12, SAO13, SAO14 ALO13, ALO21 PAO10, PAO11

15 R3 - GREEN INFRASTRUCTURE

15.1 Trafford contains a range of physical environmental assets, collectively referred to as Green Infrastructure (GI), which provide multiple social, economic and environmental benefits. The Council will promote a cross cutting initiative, which can integrate GI with social and economic priorities, and thus help contribute to the development of sustainable communities.

POLICY R3: GREEN INFRASTRUCTURE

R3.1 The Council working with local communities, developers and partners, will develop an integrated network of high quality and multi-functional Green Infrastructure (GI) that will:

- Contribute to the diversification of the local economy and tourist development through the enhancement of existing, and provision of new facilities;
- Improve health and well being;
- Improve and enhance cross-boundary connectivity and accessibility through the delivery of joint development proposals;
- Protect and connect existing and potential sites of nature conservation value and historic landscape features, and seek to create new wildlife habitats as recommended in the GM Ecological Framework;
- Protect and provide appropriate natural space to connect landscapes and allow wildlife to move through them to adapt to climate change;
- Mitigate the negative effects of climate change and support biodiversity, for example inclusion of green roofs, green walls and tree planting;
- Maximise the potential climate change benefits of the network and deliver, where appropriate, the opportunities and requirements set out in Policy L5, including enhanced flood risk management through water storage or run-off protection, integrating mitigation measures such as SUDS into the design, controlling temperatures through shade and other cooling effects, and reducing air and water pollution, and,
- Create appropriate access for a wide range of users to enjoy the countryside, including improved linkages to formal and informal recreation opportunities, particularly in the priority regeneration areas identified in Policy L3.

R3.2 At a strategic level this network will include all assets listed in Policy R2 and (but not restricted to):

- Public rights of way including cycle-ways, footpaths and bridleways and other recreational routes;
- Open countryside and Country Parks;
- Strategically significant green-spaces including Sale Water Park;
- Open and amenity space, children's play space, playing fields and urban parks, private gardens, incidental landscaping and street trees;
- Allotments and cemeteries;
- Corridors and linear features including hedgerows, ditches, disused railways and verges, and,
- Open areas where there is a significant high flood risk and opportunity to mitigate against flooding and / or provide additional compensatory flood storage.

R3.3 At a site level the Council has identified Stretford Meadows as a significant opportunity area that will deliver a number of GI functions including enhanced image of a prominent economic gateway, deficiencies in open space and climate change

mitigation measures

R3.4 The Council will promote the development of Stretford Meadows, a 50 hectare former landfill site within the Green Belt, as a woodland / meadow recreation area. This will enhance the strategic Green Infrastructure of Greater Manchester by linking the Mersey Valley with Salford and Manchester. The development will include: -

The provision of attractive, accessible links from surrounding residential areas;

- The creation of a strategic route encouraging cycling and walking, linking urban and countryside areas, that is highly accessible by a large number of Trafford residents;
- The inclusion of measures to secure improvements to biodiversity, for instance by enhancing the area adjacent to the existing wetland to encourage Reed Buntings, improving meadow habitat for Skylarks and supplementing naturally regenerating oak trees;
- Tree planting to create woodland to help tackle air pollution and remove carbon dioxide from the atmosphere, and,
- Improvements to the water course running through the site and, where appropriate, the implementation of other measures which are necessary to mitigate the effects of flood risk on the surrounding built environment.

R3.5 The Council will identify, protect and enhance Trafford's GI assets through the Land Allocations DPD, Trafford's GI Plan and Supplementary Planning Documents as appropriate.

R3.6 All planning applications submitted to the Council for development must, where required by the SPD, be supported by an appropriate statement to enable the Council to properly assess and determine the contribution made by the development to GI in line with Policy R5 and L8.

IMPLEMENTATION

Implementation Mechanisms

Green Infrastructure will generally be implemented through development at the Strategic Locations and through the planning application decision making process.

Green Infrastructure provision will be managed, protected and enhanced through the appropriate allocation of land in the Land Allocations DPD.

Delivery Agent

The delivery agents will be the Public Sector, Private Sector, Red Rose Forest, and the Environment Agency,

Timescales

This will be ongoing throughout the Plan period. The Land Allocations DPD is scheduled to be adopted in 2012. Phasing for the development of the Strategic Locations is set out in

detail in Tables L1 and W1. This phasing reflects the likely availability of funding and programme of works anticipated at this time.

Funding

Funding will generally be through public and private sector investment and S106 contributions

Justification

- 15.2 The main purpose of GI in Trafford is to provide a network of green space that connects ecological, historic, and cultural and landscape assets, which contribute to local distinctiveness and quality of life for residents and visitors.
- 15.3 Having a planned network of GI can have wide ranging benefits. These include encouraging economic growth and investment, improving recreation opportunities and health and well-being, improving biodiversity and the adaptation to and mitigation of climate change, such as preventing the heat island effect and absorbing carbon dioxide. It can also encourage more sustainable travel along routes such as the Trans Pennine Trail and Bridgewater Canal.
- 15.4 Policy EM3 in the adopted RSS sets out policy on GI that aims to deliver a network of green space that will be managed in an integrated way to allow for the provision of wider spatial outcomes that incorporate environmental and socio-economic benefits. This will be achieved by conserving and managing existing and creating new GI, and enhancing its functionality, quality, connectivity and accessibility.
- 15.5 Towards a Green Infrastructure Framework for Greater Manchester is research that was carried out to establish the feasibility of developing a framework of GI across the City-region. The study sets out a 'route map' to develop a city regional GI framework and also advises on the possible structure of the GI framework and how its delivery might be enhanced.
- 15.6 The map illustrates the pattern of existing GI assets from local to strategic in scale; including parks, managed open spaces, woodlands, rivers, canals, Conservation Areas and ecological sites. The urban fringes and river valleys support networks of informal and ecological green-space. In the inner urban areas, the rivers, canals, multi-user routes, formal parks and pocket spaces for play, amenity and recreation are the principal GI assets. The map also suggests that much urban fringe countryside is neither particularly accessible nor of significant biodiversity value.
- 15.7 The findings of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment will be used to inform which areas in Trafford could be identified as GI to mitigate against flooding.
- 15.8 Trafford has 259 designated Public Rights of Way (PRoW), with a total length of 106.6km and is currently preparing a Rights of Way Improvement Plan (RoWIP), required under the Countryside and Rights of Way Act 2000. This will provide a detailed assessment of the potential of the network to meet present and future needs of various user groups, and identify measure to improve the network over a 10 year period

- 15.9 The Council will ensure that the GI network contributes positively to the adaptation and mitigation of climate change, in support of Policy L5. AGMA has commissioned a study that will give developers more information on the provision of green roofs such as their potential benefits and practical implementation advice. Furthermore, the Adaptations Strategy for Climate Change in the Urban Environment (ASCCUE) report identifies tree planting as a very effective way to reduce temperatures.
- 15.10 The Trafford Forest Plan will set out a more strategic approach to tree planting across the borough to ensure it maximises this potential.
- 15.11 Natural England's Character Area Climate Change Project is designed to assess the impact of climate change on the natural environment. The Project is looking at pilot areas and reports to date reveal a wide range of potential effects on biodiversity, landscape, recreational and historic assets. The reports suggest practical actions that would make these areas more resilient to climate change.
- 15.12 Where strategic sites and locations are specifically identified within the Spatial Strategy, the Council will seek to maximise the potential for the provision and enhancement of the GI network within these developments, and to improve accessibility and connectivity to the wider area. The Council will also seek to ensure that cross-boundary projects such as Irwell City Park and the Bridgewater Way provide significant strategic benefits to the GI network.
- 15.13 The proposal for Stretford Meadows is in accordance with the environment policy framework set out in Policies EM1 and EM4 of the adopted RSS and PPG2. The site is located within the Green Belt at a strategic, highly visible and very busy (M60/A56) crossroad gateway to the Regional Centre and surrounding Inner Area, and will help to mitigate some of the negative impacts of traffic levels.
- 15.14 The proposal will help complete the greening of the Mersey Valley corridor running east to west through the Borough – linking Sale Water Park to the east with Carrington, Dunham and Warburton, and Cheshire Green Belt to the south west, as well as providing seamless connectivity to Salford and Manchester. It is directly accessible from the Bridgewater Canal and Trans Pennine Trail, which will help enhance access to and from these two assets, and also provides an alternative recreational resource to nearby Sale Water Park, to take some of the visitor pressure off this facility.
- 15.15 The site is located in close proximity to a number of high deprivation housing areas and Stretford Town Centre, and will help contribute to the regeneration of these areas making them more desirable locations in which to live. Certain urban areas, particularly those of highest population density such as Old Trafford and Stretford are known to be deficient in open space. Stretford Meadows provides a major opportunity for a new large area of publicly accessible open space which will help to address these deficiencies.
- 15.16 Stretford Meadows is identified as a Biodiversity Opportunity Area in the GM Ecological Framework and the proposal will help sustain and augment biodiversity in the Borough. Additional tree planting on the site will also help in mitigating carbon emissions from the surrounding environment.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	PEI, QoL
Strategic Objective(s)	SO3, SO5, SO6, SO7 & SO8
Place Objective(s)	TPO18 OTO14, OTO15, OTO24 STO12, STO14, STO16, STO18, STO21 URO9, URO10, URO16 MVO2, MVO3, MVO4, MVO5, MVO7, MVO8, MVO9, MVO10, MVO11, MVO12, MVO13, MVO14 SAO15, SAO19, SAO22 ALO16, ALO19, ALO24, ALO27 RCO3, RCO5, RCO6, RCO10, RCO12 PAO12, PAO13, PAO17, PAO20 CAO15, CAO16, CAO20, CAO25

16 R4 GREEN BELT AND OTHER PROTECTED OPEN LAND

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

POLICY R4: GREEN BELT AND OTHER PROTECTED OPEN LAND

Green Belt

- R4.1 The Council will continue to protect the Green Belt from inappropriate development.
- R4.2 New development, including buildings or uses for a temporary period will only be permitted within these areas where it is for one of the appropriate purposes specified in PPG2, where the proposal does not prejudice the primary purposes of the Green Belt set out in PPG2 by reason of its scale, siting, materials or design or where very special circumstances can be demonstrated in support of the proposal.
- R4.3 For the avoidance of any doubt no new building other than that within the first three categories of appropriate development listed in paragraph 3.4 of PPG2 will be allowed in the “washed over” village settlements of Dunham Town, Dunham Woodhouses and Warburton.
- R4.4 Through this Plan the land previously identified for employment development at Davenport Green is to be returned to the Green Belt.

Agricultural Land

- R4.5 The Council will protect existing agricultural land as an important resource for Trafford's local economy. In particular, the Council will seek to protect the Borough's:
- Richest soils located south of Carrington Moss (Settled Sandlands) for agricultural purposes, and.
 - Pastural landscape located within the Timperley Wedge for agriculture and recreational purposes.
- R4.6 In order to support Trafford's agricultural community, the Council will consider appropriate farm diversification proposals where it can be demonstrated that the proposal would not:
- Replace the existing agricultural use;
 - Have a detrimental impact on the existing ecology and landscape of the area, and,
 - Be contrary to Government Guidance or other policies within this Plan.

Other Protected Open Land

- R4.7 The Council will protect the following areas of open land (that are not included within the Green Belt) from development:
- Land in Warburton (immediately to the south of Partington), and,
 - Land south of Shell, Carrington.

- R4.8 Development on this land will only be permitted where it is:
- Required in connection with agriculture, forestry;
 - Proposed for agricultural diversification in accordance with national planning guidance and other Policies in the Development Plan for Trafford, and,
 - Would not prejudice the future use of the land.

IMPLEMENTATION

Implementation Mechanisms

Agricultural development and development in the Green Belt will be managed and controlled through the planning application decision making process.

The Green Belt, other protected open land and agricultural land will be maintained through the appropriate allocation of land in the Land Allocations DPD.

Delivery Agent

This will be through the public sector.

Timescales

This will be ongoing throughout the Plan period. The Land Allocations DPD is scheduled to be adopted in 2012.

Funding

N/A

Justification

Green Belt

- 16.2 In accordance with the Regional Spatial Strategy, the Council intends to carry forward the current Green Belt designation. Within the Green Belt, development will be restricted to those uses that are deemed appropriate in the context of PPG2 and which maintain openness. For all other types of development it will be necessary for the applicant to demonstrate very special circumstances to warrant the granting of any planning permission for development.
- 16.3 The main purpose of the Green Belt in Trafford is to keep land open and free from development to maintain the character and identity of individual settlements and to enhance the environmental and recreational value of the countryside.
- 16.4 The RSS spatial development strategy aims to create sustainable communities by concentrating new development in urban areas particularly the regional centre and inner area and town centres. RSS Green Belt Policy RDF4 seeks to maintain the general extent of the region's Green Belt in support of this strategy.
- 16.5 National Green Belt planning policy guidance PPG2 describes the purpose of including land within the Green Belt, the objectives for the use of land in the Green Belt, defines

appropriate and inappropriate development in the Green Belt, and advises on defining Green Belt boundaries for the long term and on safeguarding land to meet future development needs.

- 16.6 This Core Strategy Policy sets out strict control of development in the open countryside areas and “washed over” village settlements of Dunham Town, Dunham Woodhouses and Warburton in further support of the RSS spatial strategy.
- 16.7 In relation to the “washed over” village settlements of Warburton, Dunham Town and Dunham Woodhouses, parts of all three of which are designated as Conservation Areas, the Council considers that the scope for further in-filling development is effectively exhausted and that further development, other than in the very limited circumstances prescribed in paragraphs 2.11 and 3.4 of PPG2, would adversely affect the character of these settlements.
- 16.8 Supplementary Planning Documents will set out specific criteria in relation to new residential development, conversion of buildings and house extensions in the Green Belt. Planning applications on land within the Green Belt will be determined in accordance with PPG2, RSS and SPDs, where relevant.
- 16.9 PPG2 states that detailed Green Belt boundaries in development plans should be altered only exceptionally. RSS Policy RDF4 states that subject to the agreement of the Regional Planning Body (4NW), local detailed boundary changes should be examined through the LDF process. 4NW has confirmed that the proposed alteration to the Green Belt at Davenport Green can be considered by way of the Trafford Core Strategy.
- 16.10 The land at Davenport Green was removed from the Green Belt by way of the 1996 Trafford Unitary Development Plan (UDP). It was removed to enable a scheme of sub regional significance to deliver a strategic high amenity employment site of 36.4 Ha. Outline planning approval was granted for half of the site, however detailed proposals were never submitted and the outline consent has now lapsed. Therefore there does not appear to be any realistic prospect of this development going ahead.
- 16.11 Through responses to earlier Trafford Core Strategy consultation documents the proponents of the scheme have relied on evidence dating back to the 1996 UDP to justify its inclusion within the Trafford Core Strategy. Government advice is that Local Development Documents must provide up to date evidence to justify their policies and not merely roll proposals forward from one plan to next without an opportunity to test new evidence.
- 16.12 Despite the fact that no new evidence has been provided by the proponents of the scheme, the site was subject to Sustainability Appraisal, as part of preparation of the June 2009 Preferred Option consultation document. The results of this suggested that development at this location would not be as sustainable as other locations for employment activity such as Trafford Park and the main town centres.
- 16.13 Therefore given that no new evidence has been supplied to demonstrate the need for this type of development at this unsustainable location, it would not be appropriate to retain this land for development purposes.
- 16.14 Additionally, to reflect the current position in relation to this site, the North West Development Agency, has demoted it from its list of strategic sites.

Agricultural Land

- 16.15 PPS7 sets out the general guiding principles for sustainable development within rural areas and recognises that the presence of a successful agricultural economy can be essential to the sustainability of these communities. In order to ensure the long term economic viability of agriculture in Trafford, the Council also recognises the role that appropriate agricultural diversification can play within this Policy.
- 16.16 However, the sub division of agricultural land into smaller plots can cause problems. It can create an eyesore which detracts from the openness of the countryside, and when plots are sold and no longer in agricultural use this can lead to neglect, with owners being hard to trace. Furthermore, the subdivision of fields gives the impression that development of land is bound to occur, regardless of any Green Belt status. Therefore as agriculture in Trafford only takes place within the Green Belt any appropriate agricultural diversification will be determined in line with PPG2.
- 16.17 The Trafford Landscape Strategy identifies land to the south of Carrington Moss, known as Settled Sandlands, as the area with the richest soils to support arable farming, and Timperley Wedge in the East with less rich soils to support a mixture of pasture and horticulture together with recreational uses.
- 16.18 Applications for agricultural dwellings or buildings and for the removal of agricultural occupancy conditions will be determined in accordance with PPG2, PPS7, RSS and SPDs, where relevant.

Other Protected Open Land

- 16.19 The areas of protected open land that are excluded from the Green Belt and not allocated for development in the Core Strategy or Land Allocations DPD may be required to meet development needs beyond the Plan period. Therefore, these areas will be protected from all but limited essential development to enable them to make the maximum potential contribution to meeting future unquantified needs. This will reduce the need for the Council to consider alterations to the Green Belt boundary to accommodate the future allocation of land for development in the Borough.
- 16.20 The land in Warburton, south of Partington and the land south of Shell, Carrington are the only significant areas of land (not within the Green Belt) which are not identified for development within the Plan Period. Therefore until such time that the strategic review of the Green Belt takes place as detailed in the Regional Spatial Strategy, they are being protected for potential residential use potential and economic development respectively.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	PEI
Strategic Objective(s)	SO3 & SO5
Place Objective(s)	MVO1 ALO4, ALO17 RCO1, RCO2, RCO4

17 R6 - CULTURE AND TOURISM

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

POLICY R6: CULTURE AND TOURISM

R6.1 The Council will encourage and continue to support the culture and tourism offer, and related developments where appropriate, that highlight and enhance the cultural heritage of the Borough, in accordance with national guidance and policies within the Development Plan for Trafford, in the following key areas:

- The Regional Centre, particularly within the Trafford Wharfside Strategic Location;
- Trafford's Town Centres, particularly Altrincham;
- The Trafford Centre Rectangle Strategic Location;
- Lancashire County Cricket Club Strategic Location;
- Dunham Massey Park and House, and,
- Within the priority regeneration areas within Bucklow St Martins; Old Trafford and; Sale Moor.

R6.2 Outside these locations, the Council will support appropriate improvements to, and the expansion of, the tourism and cultural offer, in accordance with national guidance and policies within the Development Plan for Trafford.

R6.3 Planning obligations will be sought in line with Policy L8, where appropriate, to link new development to improvements to the cultural setting of the proposed development including the provision of public art and improvements to the quality of existing facilities. Further guidance will be provided to developers through Supplementary Planning Document(s).

R6.4 In addition, consideration will be given to the identification of a site for the provision of the following:

- A hotel (upper-mid market) on the A56 corridor between Sale and Altrincham
- An art gallery with a local/regional focus

R6.5 The Council will seek to protect existing theatre venues within the Borough. Where a development proposal results in the loss of such a facility consideration should be given to a replacement or the applicant will need to demonstrate that the facility is no longer required.

IMPLEMENTATION

Implementation Mechanisms

Implementation will be primarily through the planning application decision making process. The provision of cultural and tourism facilities will be enhanced through the appropriate allocation of land in the Land Allocations DPD.

Delivery Agent

Delivery agents will include the private sector, public sector and cultural partnership.

Timescales

This will be ongoing through the Plan Period. The Land Allocations DPD is scheduled to be adopted in 2012.

Funding

Funding will be through private and public sector investment and S106 contributions.

Justification

- 17.2 Trafford has a wide variety of cultural and tourism facilities that attract considerable numbers of visitors from within and outside of the Borough. However, there is a big divide between the resources available to the larger facilities and those for the local communities.
- 17.3 The diversity of cultural and tourism facilities within Trafford is showcased by regionally and nationally recognised institutions such as the Dunham Massey Park and House, the Imperial War Museum North, Lancashire County Cricket Ground and Manchester United Football Stadium. These facilities attract large numbers of visitors from both within and outside of the Borough. This policy recognises the importance of these institutions and will support developments which will reinforce the provision of cultural and tourism facilities in key locations, particularly those located within the Regional Centre, the Town Centres and the Trafford Centre Rectangle. In the South of the Borough outside of Altrincham Town Centre, the existing cultural and tourism facilities and supporting developments such as farm diversification – cafes and working farms, will be protected and encouraged to improve the tourism offer and to encourage local transport movements to areas of quality recreational value and leisure, in line with NW RSS Policy W7.
- 17.4 The Trafford Other Town Centres Uses Study (2009) refers to the growing importance of tourism to the sub-region's economy and anticipates an increasing demand for tourist facilities. Trafford receives a high proportion of overnight visitors (38% for Trafford in relation to 24% for Greater Manchester) due to the international and regional status of its attractions, which combined with the above average hotel occupancy rate for Greater Manchester, highlights the importance of securing appropriate hotel accommodation within the Borough. The provision of upper mid-market hotel provision and associated conference centre facilities would fulfil a qualitative need and serve a distinct geographical market identified in Trafford for hotel activity in proximity to Altrincham, Sale and Manchester Airport.
- 17.5 This policy recognises the importance of protecting and retaining theatre venues in order to sustain the strong demand for this cultural activity in the Borough. The loss of facilities reduces the opportunity for participation and puts pressure on the remaining venues. When a development proposal would result in the loss of such a facility the policy approach will be to determine why the facility is no longer required and give consideration to the provision of a replacement. In addition, there is an insufficient number of art galleries in Trafford alluding to an additional capacity of 2 or 3 additional

galleries being able to sustained by the Borough's population over the plan period. It is important to promote the provision of art galleries with a local or regional focus to contribute to increasing participation in and raising the profile of culture, which are objectives of the Cultural Strategy due to the recognised value of culture to improving well-being.

- 17.6 The provision of additional local cultural facilities will be targeted to those areas in greatest need of addressing spatial disparities, as detailed in the Cultural Strategy Action Plan (Year 4). The areas of greatest need are Bucklow St Martins, Old Trafford, Pomona, LCCC Quarter Area, Sale West and Sale Moor. The introduction of accessible cultural facilities can play a role in achieving the goals of the Sustainable Community Strategy, in particular those of increasing participation reducing crime, promoting learning, increasing prosperity and improving health.

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE, QoL
Strategic Objective(s)	SO2, SO3 & SO8
Place Objective(s)	TPO9 OTO11 SAO14 RCO14, RCO15

18 IMPLEMENTATION

- 18.1 Deliverability is one of the key determinants of a sound Core Strategy, ensuring that a clear and robust framework for development will be provided so that investment is co-ordinated to support the delivery of the spatial strategy. The primary implementation coordination responsibility for delivery of the Core Strategy lies with Trafford Council, but it will also depend heavily upon effective partnership working with developers and key agencies.
- 18.2 Each of the Core Policies outlines an implementation mechanism and identifies which agencies will contribute towards their delivery, timescales and funding, where appropriate. The detailed implementation of the policies will vary depending on their nature. In some cases, this will be through the Land Allocations DPD and Supplementary Planning Documents. However in many other cases, delivery depends on integrated working with other agencies and partnerships. The Council is actively involved in many key delivery partnerships such as the Trafford Partnership, which brings together service providers to work in a co-ordinated way.
- 18.3 Implementation schedules have been produced for each of the Strategic Locations. The implementation tables within Policies SL1 – SL5 detail that infrastructure will be delivered broadly in line with the timing of development. However, it is difficult to define precisely the timings of individual items as the development proposals at the Core Strategy stage are only broad. Further work will be carried out to identify infrastructure requirements and delivery mechanisms to support the allocations within these Locations through the preparation of the Land Allocations DPD.
- 18.4 The evidence base and consultation on earlier options details that the Locations that have been identified in the Core Strategy are in accessible locations with established/good public transport links, or support a local regeneration priority. Where a site has been identified because of its regeneration potential, the Council will ensure that the infrastructure required to support the development is delivered.
- 18.5 The Council is not yet proposing to use the Community Infrastructure Levy (CIL) as a mechanism to deliver the infrastructure requirements of this Core Strategy, but will give full consideration to the possibility of CIL replacing some obligations in the future.
- 18.6 Trafford Council's approach to delivery including funding, phasing and responsibility will be set out in a Local Infrastructure Plan (LIP) that will be published alongside the Core Strategy. Taken with the Core Strategy, the LIP will assist in providing a clear basis for infrastructure providers to plan future investment and service delivery across the Plan period to 2026.
- 18.7 The scope of the LIP, building on the implementation mechanisms/schedules set out in the Core Strategy, is to establish what needs to be done and when, who needs to do it and what the priorities for action are. It is a 'living' document with the information kept under review and updated as appropriate, including alteration to the priority level where necessary.
- 18.8 The Council is engaging with the key agencies, partners and developers to ensure the resources required are given due consideration and have a realistic prospect of delivery. A number of liaison groups have been established to support the work on implementation and the preparation of the LIP.

Transport

- 18.9 An LDF Transport Liaison Group has been established that includes representatives from the Highways Agency (HA), Greater Manchester Passenger Transport Executive (GMPTE), and the Local Highway Authority and the LDF Team. This group progress matters relating to the GM LDF Transport Modelling work, and identify and prioritise the required highway and public transport infrastructure provision and any necessary mitigation measures to support the sustainable delivery of this spatial strategy.

Utilities and Waste

- 18.10 The Council attends the United Utilities (UU) Upper Mersey Catchment Core team meeting, and has established liaison meetings with UU to ensure that water supply and sewer capacity requirements are identified in the Core Strategy and prioritised to support the sustainable delivery of this spatial strategy.

Social Infrastructure

- 18.11 The LDF Team is working with the Trafford Primary Care Trust and Children and Young People's Service to ensure these services are addressed in the Core Strategy, and to identify the need for the provision of infrastructure such as health and education facilities to support the spatial strategy, and ensure that services match demand and growth is sustainable.

Environmental & Green Infrastructure

- 18.12 Regular liaison meetings take place with the Environment Agency to identify and ensure that any flood risk issues which could affect the delivery of the spatial strategy are addressed. Mitigation measures required to deliver the spatial strategy will be identified and prioritised in partnership with the EA and developers, to address the outputs of the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment and the requirements of PPS25. The progress of green infrastructure (GI) is being led by a GI Steering Group across Greater Manchester. Consultants are producing a more detailed phased Framework to feed into the delivery of GI at a more local level.

Culture & Leisure

- 18.13 The LDF team is working closely with the Greenspace Strategy, Sports Development and Culture and Sport teams within the Council and also the Trafford Community Leisure Trust to identify and prioritise infrastructure requirements to support the sustainable delivery of this spatial strategy.

New Growth Point: Funding and Committed Schemes

- 18.14 The identification of Trafford as one of the GM New Growth Point (NGP) authorities provides an opportunity for the Council to access new sources of funding to help deliver enhanced levels of growth within the Borough. This work is being championed by the Housing Growth Manager.

Other Public Sector Funding and Committed Schemes

- 18.15 In addition to the NGP fund the authority is also working with other agencies such as the Homes and Communities Agency, the North West Development Agency and the Highways Agency to identify other potential sources of public sector funding that can assist in delivering the schemes important to the development of higher growth levels.

Project Delivery Teams

- 18.16 The Housing Growth Manager will establish project delivery teams for each of the Locations to drive forward the infrastructure agenda and increase confidence in its

delivery to support the planned growth and development proposals. The group will include representatives from all the key agencies and developers, emphasising their commitment to sustainable development and the delivery of supporting infrastructure.

19 GLOSSARY OF TERMS

Term	Definition
The Act	The Planning and Compulsory Purchase Act 2004.
Asset Management Plan (AMP)	Used by organisations to manage their infrastructure and other assets to be able to deliver an agreed standard of service.
Annual Monitoring Report (AMR)	Part of the <i>Local Development Framework</i> , the Annual Monitoring Report will assess the implementation of the <i>Local Development Scheme</i> and the extent to which policies in <i>Local Development Documents</i> are being successfully implemented.
Appropriate Assessment	The Habitats Directive (Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) requires Appropriate Assessment of plans and projects likely to have a significant effect on a European site. This means that the effects of such plans/projects on Natura 2000 sites need to be assessed to ensure that the integrity of these sites is maintained. Trafford's LDF Core Strategy is such a plan.
Area Action Plan (AAP)	Used to provide a planning framework for areas of change and areas of conservation. Area Action Plans will have the status of <i>Development Plan Documents</i> .
Core Strategy	Sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a <i>Development Plan Document</i> .
Department for Communities and Local Government (DCLG)	The Government department with responsibility for planning and local government.
Development Plan	As set out in <i>the Act</i> , an authority's development plan consists of the <i>Regional Spatial Strategy</i> (or the Spatial Development Strategy in London) and the <i>Development Plan Documents</i> contained within its <i>Local Development Framework</i> .
Department for Transport (DfT)	Government Department responsible for strategic transport related issues.
Development Plan Documents (DPD)	Spatial planning documents that are subject to independent examination, and which together with the Regional Spatial Strategy, will form the <i>development plan</i> for a local authority area. They can include a <i>Core Strategy</i> , <i>Site Specific Allocations of land</i> , and <i>Area Action Plans</i> (where needed). Other Development Plan Documents, including generic Development Control Policies, can be produced. They will all be shown geographically on a <i>Proposals Map</i> . Individual Development Plan Documents or parts of a document can be reviewed independently from other

Term	Definition
	Development Plan Documents. Each authority must set out its programme for preparing its <i>Development Plan Documents</i> in the <i>Local Development Scheme</i> .
Environment Agency (EA)	An Executive Non-departmental Public Body responsible to the Secretary of State for Environment, Food and Rural Affairs and an Assembly Sponsored Public Body responsible to the National Assembly for Wales.
Electricity North West (ENW)	Owns one of the original fourteen regulated electricity distribution networks in England, Wales and Scotland.
Greater Manchester Ecology Unit (GMEU)	Provides specialist advice to, and on behalf of, the ten district councils that make up Greater Manchester on biodiversity, nature conservation and wildlife issues.
Greater Manchester Geological Unit (GMGU)	A unique partnership organisation that provides geotechnical, environmental and planning consultancy services within an academic environment.
Greater Manchester Passenger Transport Executive (GMPTE)	The public body responsible for co-ordinating public transport services throughout Greater Manchester.
GONW	The Government Office for the North West
Greater Manchester Waste Disposal Authority (GMWDA)	One of six statutory authorities created under the Local Government Act 1985 to carry out the waste management functions and duties of the Metropolitan County Councils after their abolition in 1986.
Habitat Regulations Assessment (HRA)	<p>DCLG (2006) guidance on Planning for the Protection of European Sites: Appropriate Assessment recommends a 3 stage process:</p> <ol style="list-style-type: none"> 1. Screening. Determining whether the plan 'is likely to have a significant effect on a European site 2. Appropriate Assessment. Determining whether, in view of the site's conservation objectives, the plan 'either alone or in combination with other plans or projects ' would have an adverse effect (or risk of this) on the integrity of the site. If not, the plan can proceed. 3. Mitigation & Alternatives. If the plan is assessed as having an adverse effect on the integrity of a site, there should be an examination of mitigation measures and alternative solutions. If it is not possible to identify mitigation and alternatives it will be necessary to establish the '<i>imperative reasons of overriding public interest</i>' (IROPI). <p>All 3 stages of this process are referred cumulatively as Habitat Regulations Assessment, to clearly distinguish the whole process from the step within it referred to as the Appropriate Assessment.</p>
Highways Agency (HA)	An Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the Strategic Road Network in England on behalf of the Secretary of State for Transport.

Term	Definition
Issues and Options	Produced during the early production stage of the preparation of <i>Development Plan Documents</i> and published for consultation purposes.
Key Diagram	Authorities may wish to use a key diagram to illustrate broad locations of future development.
Land Allocations Plan (LADPD)	Allocations of sites for specific or mixed uses or development to be contained in <i>Development Plan Documents</i> . Policies will identify any specific requirements for individual proposals.
Local Development Document (LDD)	The term used in <i>the Act</i> for <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> and the <i>Statement of Community Involvement</i> .
Local Development Framework (LDF)	The portfolio of <i>Local Development Documents</i> . It consists of <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> , <i>the Statement of Community Involvement</i> , the <i>Local Development Scheme</i> , and the <i>Annual Monitoring Report</i> . These documents will collectively provide the framework for delivering the spatial planning strategy for the local authority area, and may also include local development orders and simplified planning zones.
Local Development Scheme (LDS)	A project plan that sets out the programme for preparing <i>Local Development Documents</i> . All authorities must submit a Scheme to the Secretary of State for approval within 6 months of commencement of <i>the Act</i> .
Local Highway Authority (LHA)	A Local Authority in England responsible for local roads under relevant legislation.
Local Infrastructure Plan (LIP)	<p>Planning Policy Statement 12 states that ‘<i>the provision of infrastructure is important in all major new developments. The capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of all local development documents</i>’</p> <p>The Local Infrastructure Plan for Trafford (LIP) is a key part of the evidence base informing the preparation of spatial policy in the Local Development Framework (LDF).</p>
Local Strategic Partnership (LSP)	A partnership of stakeholders who develop ways of involving local people in shaping the future of their area. They are often single non-statutory, multi-agency bodies which aim to bring together the public, private, community and voluntary sectors.
Local Transport Plan (LTP)	5–year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.
Further Consultation on the Preferred Option	Produced as part of the preparation of <i>Development Plan Documents</i> , and published for formal public participation, prior to the publication of the Core Strategy.

Term	Definition
New Growth Point (NGP)	Greater Manchester (incorporating enhanced levels of growth in Bolton, Manchester, Salford and Trafford) is committed to providing a 20% uplift to their RSS housing targets through to 2018 in return for significant investment in key infrastructure.
NWDA	North West Regional Development Agency
Primary Care Trust (PCT)	A type of NHS trust, part of the National Health Service in England, that provides some primary and community services or commission them from other providers and are involved in commissioning secondary care.
Private Finance Initiative (PFI)	This is a method to provide financial support for public private partnerships between the public and private sectors.
Planning Policy Statement (PPS)	A statement of national planning policy guidance produced by the DCLG.
Preferred Options Document	Produced as part of the preparation of <i>Development Plan Documents</i> , and published for formal public participation.
Proposals Map	The adopted proposals map illustrates on a base map (reproduced for, or based upon a map base to a registered scale) all the policies contained in <i>Development Plan Documents</i> , together with any saved policies. It must be revised as each new <i>Development Plan Document</i> is adopted, and it should always reflect the up-to-date planning strategy for the area.
Regional Planning Body	One of the nine regional bodies in England (including the Greater London Authority) responsible for preparing <i>Regional Strategies</i> 4NW is the accountable body for the North West Region
Regional Spatial Strategy (RSS)	Sets out the region's policies in relation to the development and use of land and forms part of the <i>development plan</i> . Planning Policy Statement 11 "Regional Spatial Strategies" provides detailed guidance on the function and preparation of Regional Spatial Strategies.
Regional Funding Allocation (RFA)	Funding allocations made to the English regions covering certain aspects of transport, housing and economic development.
Red Rose Forest (RRF)	The Community Forest for Greater Manchester. A partnership of Natural England, the Forestry Commission, the metropolitan boroughs of Bolton, Bury, Trafford and Wigan and the Cities of Manchester and Salford.
Registered Social Landlord (RSL)	Government funded not for profit organisations that provide affordable housing.
The Regulations	Town and Country Planning (Local Development) (England) Regulations 2004, and the Town and Country Planning (Transitional Arrangements) Regulations 2004.

Term	Definition
Saved Policies or Plans	Existing adopted development plans are saved for three years from the commencement of <i>the Act</i> . Any policies in old style development plans adopted after commencement of the Act will become saved policies for three years from their adoption or approval. The <i>Local Development Scheme</i> should explain the authority's approach to saved policies.
Statement of Community Involvement (SCI)	Sets out the standards which authorities will achieve with regards to involving the local community in the preparation of <i>Local Development Documents</i> and development control decisions. The Statement of Community Involvement is not a <i>Development Plan Document</i> but is subject to independent examination.
Strategic Environmental Assessment (SEA)	A generic term, used to describe environmental assessment as applied to policies, plans and programmes. The European "SEA Directive" (2001/42/EC) requires a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use".
Supplementary Planning Documents (SPD)	Provide supplementary information in respect of the policies in <i>Development Plan Documents</i> . They do not form part of the Development Plan and are not subject to independent examination.
Sustainability Appraisal (SA)	A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required to be undertaken for all local development documents.
Sustainable Community Strategy	The 2006 Local Government White Paper describes Sustainable Community Strategies as setting out the strategic vision for a place and a vehicle for considering and deciding how to address difficult cross cutting issues. The Sustainable Community Strategy is prepared by the local authority with the Local Strategic Partnership. Local Development Frameworks must demonstrate that they have taken the Sustainable Community Strategy into account.
Town Centre Partnership (TCP)	A non-profit organisation set up to promote services within town centres and to address the issues which affect them.
United Utilities (UU)	The UK's largest listed water company. It owns, operates and maintains utility assets, including water, wastewater, electricity and gas.