



Development Plan Document

DPD1: Core Strategy

Issues and Options Paper

July 2007

LOCAL DEVELOPMENT FRAMEWORK

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URDU

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1.0 INTRODUCTION

Why Do We Need a New Plan?

- 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. Therefore the drivers for developing the Core Strategy are two fold:
- A response to changes in Government legislation and;
 - The collective desire to have the right planning framework to achieve 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 the transport network to service this new development and the areas that should be safeguarded from development and improved for recreation and environmental and amenity 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 a Local Development Framework Core 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 10-15 years time, 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 This document will provide the strategic framework against which decisions about the use of land can be planned. It will not restate national and regional planning guidance, but instead it will provide 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 will set a monitoring and implementation framework that will be kept up to date. This will measure the effectiveness of the policies in the LDF, and

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JULY 2007**

will signal if any changes need to be made to any of the policies to enable the vision to be delivered.

- 1.8 Although the Core Strategy will set out the broad locations for land use, the actual “allocations”, where we earmark particular areas for particular types of development, will be included in a later document entitled the “New Land Allocations Plan”. This and all other documents contributing to the “portfolio” of documents that is the LDF must be in conformity with the Core Strategy.
- 1.9 All Development Plan Documents need to be examined by an independent Inspector before they can be adopted. However before the Examination for the Core Strategy takes place there will need to be two further periods of consultation, during which time responses will be sought from the public and other stakeholders on the content of the Plan.

Why Are We Consulting You About This Strategy Now?

- 1.10 The Council wishes to involve the local community, businesses and other stakeholders in the preparation of this key development plan document from the outset in an effort to build a consensus view of where new development should be guided in the Borough to maximise the benefits it can and should bring to local people.
- 1.11 This consultation is being undertaken to ascertain your initial views on the key matters of concern that need to be taken account of in preparing this key document and the best way of planning to manage and promote the future development of the Borough in the public interest. Comments are now invited on this Issues and Options Paper and must be with the Strategic Planning and Developments Team no later than 3 September 2007.

The Issues and Options Paper

- 1.12 This Issues and Options paper begins with an overview of the policy framework within which Trafford is set. This is followed by a portrait of the Borough which defines the places within Trafford and their local distinctiveness. It then identifies what we see as the key issues and objectives facing these places over the next 10-15 years, including the sustainable issues derived from the Sustainability Appraisal Scoping report.

It is important that you consider if there are any issues or objectives that you think are missing from these sections.
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- 1.13 These sections set the scene and provide the background for the second half of this document which presents the Options. The first set of Options relate to the future development strategy for the Borough. Following these Strategic Spatial Strategy Options are a number of Options relating to improving the quality of life in Trafford. At this stage the Options are very general, and as they are explored a series of questions are presented for your consideration and response.

These questions are all grouped together in a questionnaire at the end of the document, for your convenience.
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- 1.14 In accordance with national and regional guidance and our own Corporate and Partnership objectives, there are a number of key policy issues that it is proposed will remain broadly as set out in the Adopted Revised UDP (2006). These include:
- Maintaining the Green Belt boundary unaltered;
 - Maintaining the hierarchy of our town centres;
 - The areas for protection; and
 - The areas for improvement.
- 1.15 Conversely there are a number of issues that it is proposed would merit review, these areas appear within the section relating to improving the quality of life in Trafford. At the end of that section you will be asked to consider if there are any other areas of policy that should be reviewed at this stage. If you consider there are, you will be asked to identify these areas of policy and how you consider that they should be reviewed.

How Will Your Comments Will Help to Shape the Plan?

- 1.16 The responses received at this Issues and Options stage, from the local community, key stakeholders and consultees will have a major influence on the content of the Core Strategy, which in turn will have a major influence on the New Land Allocation Plan and where development will go in the Borough
- 1.17 Although there will be other chances to comment on the content of the Core Strategy, the closer we get to compiling the final Core Strategy (i.e. that to be submitted to the Inspector for Examination), the more difficult and time consuming it will be to alter the main thrust of the Plan.

<p>It is vital therefore that you spend the time now to consider the questions posed in this document and let us know your views.</p>
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The Policy Framework

- 1.18 Although the Borough Council has the ability to control a wide range of spatial matters, we are not starting from a blank canvas. It is important, therefore that when you consider the various options contained in this paper that you bear in mind the framework provided by both national and regional planning guidance.
- 1.19 The Government produces Planning Policy Guidance notes (PPGs), which are being replaced under the new planning system by Planning Policy Statements (PPSs). We must take into account what these say when producing the LDF.
- 1.20 Regional Planning Guidance for the North West was adopted in 2003 and is currently being reviewed and renamed as the Regional Spatial Strategy (RSS). It sets out the spatial framework for the region as a whole and also establishes the amount of land that needs to be identified for housing and employment purposes. As such it is vital that the LDF accords with this higher level planning guidance.

How Many New Homes should be built in Trafford?

- 1.21 A new housing development target is set for each Council area within RSS. The RSS adopted in 2003 set Trafford a new target average build of 270 houses per year. The Draft Revised RSS published in January 2006 proposes an upward revision of this target to an average of 430 houses per year so that 7,740 houses

can be provided between 2003 and 2021. The Panel of Inspectors who examined the Draft RSS has recently recommended that the target should be further revised to an average of 578 houses per year so that 10,400 can be provided over the 2003-2021 period. It should be noted that these numbers are still subject to review and formal figures will not be published until 2008.

- 1.22 To ensure that a 15 year supply of development is planned for from the date of adoption of the Core Strategy in 2009 (a Government requirement specified in Planning Policy Statement 3), the Council will have to plan for the provision of a further 1,730 new houses in the period up to 2024.
- 1.23 In addition to the provision of new houses as outlined above the Council will have to allow for the one for one replacement of dwellings cleared over the plan period. To date the Council has factored in a replacement allowance of 40 units per year. Recent clearance rates have been slightly higher at 60 units per year. Over the period to 2024 this 40 to 60 unit clearance allowance would add between 840 and 1,260 to the 12,130 (10,400 plus 1,730) figure indicated above.

How Many of the Homes we Need Have Been Built or Planned for to Date?

- 1.24 A total of 6,150 new dwellings have been built and planned for to date (2,700 built and 3,450 with the benefit of planning permission or remaining allocated for development in the UDP).

Where Should the Additional Homes we Need be Built?

- 1.25 A recent (2006) Trafford Housing Urban Potential Study concluded that land for up to a further 9,830 new dwellings could be found for development over and above that already built and planned for across the Borough. Clearly there will be choices to be made in regard to priorities for releasing land for residential development to fulfil regeneration priorities and strategic objectives.

Where Should all the Homes be Built?

- 1.26 As with most of Greater Manchester, Trafford's Green Belt is drawn close to the urban area resulting in relatively few options for large scale urban expansion. RSS has for some time now prioritised development within the Regional Centre which has historically been seen to comprise Pomona, Old Trafford and the eastern fringes of Trafford Park. The Draft RSS continues this prioritisation together with that for the Manchester City Region Inner Area. Outside of these areas Draft RSS seeks continued restraint in Trafford, limiting housing provision to that which meets local and affordable housing needs, plus a limited amount of general market housing (in sustainable locations which are well served by public transport) to support agreed local regeneration strategies. RSS does not define these areas currently and indeed the Panel's report suggests that it will be for individual authorities to do this through their LDFs.

Future Economic Growth

- 1.27 At present RSS is not specific in terms of the amount of new employment land to be found in each district within Greater Manchester, although the Panel's report does recommend that an additional 774 Ha of land for economic purposes will need to be found by 2021.

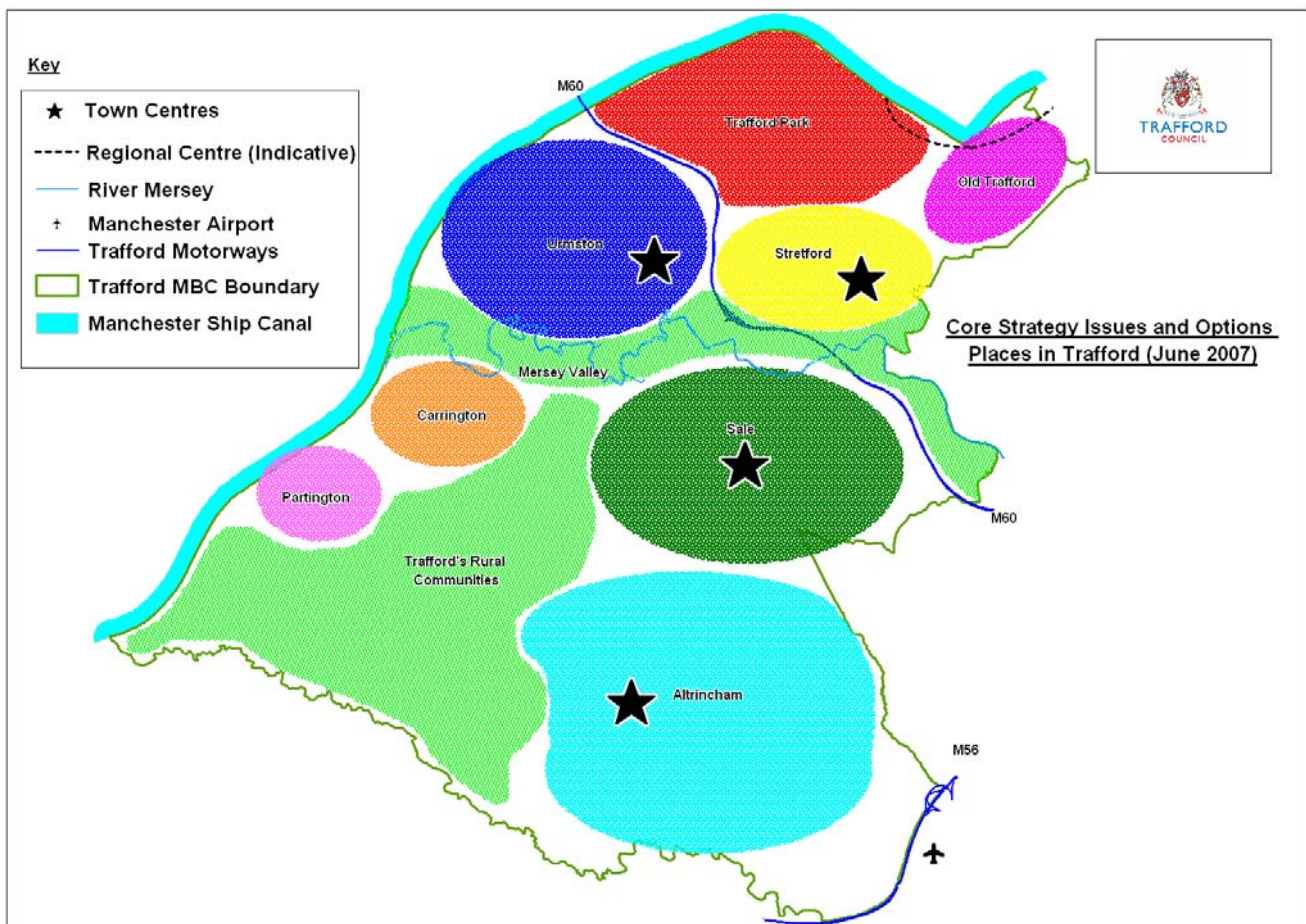
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- 1.28 At present an employment land review is underway in Trafford and its findings will help to inform the Preferred Options stage of the Core Strategy and the emerging Land Allocations DPD.
- 1.29 Despite the uncertainties surrounding the land requirements over the Plan period, it is clear that the Regional Economic Strategy, the Greater Manchester Economic Development Plan and the Trafford Economic Development Plan all seek to harness the economic potential of the new growth sectors, particularly those relating to:
- Financial & Professional/Office Services
 - ICT / Digital New Media
 - Energy and Environmental Technologies
 - Retail
 - Tourism

2.0 TRAFFORD: A PLACE TO LIVE, WORK, LEARN AND RELAX – A SPATIAL PROFILE

The Borough of Trafford

- 2.1 The Borough of Trafford is one of the ten Greater Manchester District Councils, and is located in the south west of the Greater Manchester conurbation. To the north and east it adjoins the Metropolitan Districts of Salford and Manchester and, to the south, the Districts of Macclesfield and Warrington, where the River Bollin forms the Borough boundary. Covering an area of some 10,600 hectares (26,200 acres or 41 square miles), it is one of the smaller District Councils within the conurbation.
- 2.2 Just over 210,000 people live in Trafford (2001 census), which is 8.5% of the Greater Manchester population. Of this approximately 2 thirds are of working age with the rest being fairly evenly split between children (20%) and people of retirement age (16%).
- 2.3 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. In defining the characteristics of these places and identifying the key issues that are emerging, the key objectives for the Borough over the next 10 to 15 years can be set. The diagram below illustrates how we have split the Borough into locally distinctive places.



TRAFFORD PARK

- 2.4 Trafford Park lies at the northern end of the Manchester Ship Canal regeneration area and is Europe's largest industrial park. Broadly speaking it is split into 3 sub areas: Wharfside in the east; the core industrial area in the centre; and that part in the west which surrounds the Trafford Centre regional shopping complex.
- 2.5 A net 15,000 more people come into Trafford to work every day, than those who travel out to work in other areas and Trafford Park provides the bulk of these jobs. It is home to some 1,400 companies and tourist attractions that are largely responsible for employing 8,000 people and injecting between £45 and £55 million in wages into the Manchester City Region economy. The Park therefore plays a vital role not just within Trafford, but also across the sub region.

OLD TRAFFORD

- 2.6 Old Trafford is a small and densely populated area at the north east tip of the Borough. Physically it is largely characterised by dense residential areas of Victorian terraced housing. The area is close to Manchester City Centre and is bisected by the A56, Bridgewater Canal and the Metrolink line between Manchester and Altrincham. The area is also known for its very diverse population, vibrant communities and active community groups.
- 2.7 There is a very high population density in this area; 52% of people who live in Old Trafford originate from Black and Minority Ethnic (BME) backgrounds and Old Trafford is ranked among the 3% most deprived areas in the country.

STRETTFORD

- 2.8 Stretford is a densely populated urban area located in the north east of the Borough. It broadly covers Longford, Stretford town centre and the Gorse Hill priority regeneration area. It is home to Lancashire County Cricket Club and Trafford Town Hall. The M60 motorway, A56 and the Bridgewater Canal all run through the area, along with the Bury-Manchester-Altrincham Metrolink line.
- 2.9 The area has good transport links, with easy access to the M60 motorway network and a good provision of public transport available. The A56 and Metrolink line form the north-south linkages between Cheshire and Manchester City Centre, with Edge Lane and Kingsway forming east-west connections between south Manchester and Urmston.
- 2.10 There are low levels of car ownership, unemployment levels are above the Trafford average. There are high vacancy rates in the town, district local and neighbourhood centres.

URMSTON

- 2.11 The Urmston area is made up of a number of distinct neighbourhoods including Flixton, Davyhulme, Woodsend and Urmston itself. The area lies in the north of the Borough, bounded by the M60 to the north and east, the Manchester Ship Canal to the west and the Mersey Valley to the south. It is traversed by the Manchester to Liverpool railway line. It is predominantly a residential area with Urmston town centre being at its heart and it is very well provided for in terms of open space, including a number of golf courses. It is also home to two strategic facilities, the Davyhulme waste water treatment works and Trafford General Hospital.

- 2.12 Urmston is located between the two main employment areas of Trafford Park and Carrington and is a popular location for commuters travelling within Trafford and beyond to the City Region with the heavy rail line running through the area. It also has links through to the strategic countryside area of the Mersey Valley.

MERSEY VALLEY

- 2.13 The River Mersey runs east to west across the Borough separating the urban areas of Urmston and Stretford from Carrington and Sale. It is dissected by the M60 and A56. The valley either side of the river forms a unique green wedge of land which is predominately meadowland and agricultural land in the floodplain, containing few buildings and protected from development by Green Belt. It is a highly valued area balanced for nature conservation and recreation in close proximity to populated urban areas.
- 2.14 The area contains Sale Water Park, a regional centre for water sports and recreation whose popularity is ever growing. The area also includes the disused Lesley Road landfill site which has the potential for improvement for recreation and nature conservation.

SALE

- 2.15 Sale is suburban in character and in parts densely populated, located in the middle of the Borough, six miles south west of Manchester city centre. It is made up of a number of distinct communities, including Ashton-Upon-Mersey, Brooklands, Sale Moor, the Sale West estates and Sale town centre itself. The A56, Manchester to Altrincham tram line and the Bridgewater Canal all run north-south through it.
- 2.16 The area is tightly constrained to the north and west by the Green Belt in the form of the Mersey Valley and Carrington Moss. It has a few small, older style industrial estates, together with a number of local and district shopping centres. There are a wide variety of green spaces and sporting facilities including Sale Golf Club and Dainwell Woods.

ALTRINCHAM

- 2.17 The sub-regional town centre of Altrincham lies at the heart of this area, with its vibrant commercial centre and traditional market town quarter. It has a wide catchment area, stretching beyond Trafford to Cheshire in the south. Altrincham Interchange is served by the Metrolink, heavy rail and many bus routes. The A56 runs north-south through the area and the A560 and A538 run east-west, these provide the area with good links to the motorway network and Manchester Airport.
- 2.18 To the North of the town centre is a mixed suburban area, characterised by semi-detached housing, retail/commercial centres and traditional industrial land. It is comprised of a number of neighbourhoods, including Broadheath, Brooklands Timperley and Broomwood (which is an area of need, in an otherwise affluent area).
- 2.19 To the South are attractive, high-quality residential suburbs (much of which are covered by Conservation Area designation), together with a number of shopping areas. There are extensive areas of open land including Green Belt land, which in

the north east separates the built-up area from Timperley and, in the south, separates Trafford from Macclesfield (at the River Bollin).

TRAFFORD'S RURAL COMMUNITIES

- 2.20 Almost two fifths of Trafford is countryside the majority being within this area, protected from development by Green Belt. It is bounded by the River Bollin to the south, Partington and Carrington to the west, Sale West, Altrincham and Bowdon to the east and the Mersey Valley to the north. The area is thinly populated, and contains the rural settlements of Dunham, Dunham Woodhouses and Warburton. Most of Trafford's farms and best agricultural land are located here, and although the land is still worked farming employment is in decline.
- 2.21 The area is a significant green wedge of land taking the wider countryside of Cheshire right up to the urban edge of Trafford. It also contains Trafford's most significant countryside visitor attraction – Dunham Massey park and house, however there are no major roads through the area.

PARTINGTON

- 2.22 Partington is located in the west of the Borough, with the industrial area of Carrington to its north, Green Belt to the east and south and the Manchester Ship Canal to the west. It is approximately seven miles south-west of the Trafford Park area and ten miles south-west of Manchester City Centre. There is a single road – the A6144 linking to the Carrington Spur off the M60 which links Partington to Manchester in the north and Warrington in the south.
- 2.23 It began life as a small rural settlement which was transformed when a large number of council houses were built to accommodate Manchester City Council residents. There is still a high proportion of rented accommodation with many of the properties being terraced. The area has relatively high levels of unemployment with some parts in the top 5% of the most deprived communities in England. The area is primarily residential with a modest shopping area located in the centre.

CARRINGTON

- 2.24 Carrington is located in the west of the Borough on the banks of the Manchester Ship Canal. It adjoins Partington and is surrounded by Green Belt to the south, east and north. Transport infrastructure is very limited; a single road – the A6144, connects it and Partington to the Carrington Spur off the M60 and Manchester in the north and Cheshire in the south.
- 2.25 Traditionally it has been dominated by a long established petrochemicals works, however more recently a business park has been developed and the petrochemicals operations have been contracting. For some time now it has been seen as a sub-regional economic asset, with the capability of providing much brown field land for economic regeneration. In addition to the large amount of employment land there is a small residential community.
- 2.26 The next section sets out the issues facing the different places in Trafford. These issues have been grouped together according to the thematic partnerships of the LSP.

3.0 ISSUES FACING TRAFFORD

3.1 TRAFFORD PARK

Quality Homes for All

- Whilst the Park no longer contains residential properties, it is closely related to one of the most deprived neighbourhoods in Trafford.
- Opportunities could exist within the Wharfside area to include sustainable residential development as part of high quality mixed use development.
- Opportunities could also exist within the western part of the Park, around the Trafford Centre, for sustainable residential development, again potentially mixed with other uses.
- It is important that any residential development within these parts of Trafford Park can demonstrate their sustainable nature and their relationship to the identified needs of the Borough and the City Region.
- The need to define the area's characteristics and role in RSS Manchester City Region terms.

Prosperous Trafford

- Wharfside offers the most opportunities to accommodate high class sustainable mixed use development as part of the proposed Media City development, however limited opportunities could exist to extend into that part currently identified as the core industrial zone.
- Particular opportunities could exist for the identified growth sectors such as the Financial Professional Services; ICT/Digital New Media; tourism; and Energy and Environmental Technologies.
- It will be necessary to consider how best to meet the demands of our growing key business sectors, whilst not losing the established industrial base which employs so many people from both within and outside of the Borough.
- The need to define the area's characteristics and role in RSS Manchester City Region terms.

Better Transport

- Transport is critical to opening up job opportunities.
- Much of the Park is poorly accessed by public transport.
- Improving access to Trafford Park as a whole needs to be a priority, particularly from areas with low car ownership, such as Partington.
- Extending the Metrolink through Trafford Park to the Trafford Centre will assist in improving accessibility.
- Walking and cycling should be encouraged, particularly for shorter journeys.
- Traffic congestion associated with the Trafford Centre has repercussions outside of this area both within and outside of Trafford and improvements proposed will need to consider how they can relieve this congestion.

Clean and Green

- Maintenance of the Ecology Park.
- Need to consider ways to further improve the water quality of our canals and rivers.
- Results of the recent regional surveys of commercial & industrial waste and construction & demolition waste will be available shortly and we need to consider how best to deal with our waste.

Cross Cutting (Non-Spatial)

Health

- Provision of health care facilities within the park is very limited.

Crime

- Although in general crime figures for Trafford are low, there are issues relating to businesses and major tourist events. Both of which have an impact on this place.

3.2 OLD TRAFFORD

Quality Homes for All

- Provision of more family-homes.
- More affordable homes in the social-rented sector.
- Need to retain more economically mobile residents.
- Further opportunities to redevelop derelict sites for mixed housing and employment schemes.
- The development of the Pomona site could create a significant number of residential apartments in the area as part of a mixed use scheme.
- The need to define the area's characteristics and role in RSS Manchester City Region terms.

Prosperous Trafford

- The Quays area of the Manchester Ship Canal waterfront between Pomona and Wharfside is becoming increasingly important to the Trafford economy and tourism.
- There is limited local retail provision.
- There are significant opportunities for comparison goods shopping at White City Retail Park.
- There are a number of older industrial areas that may come under threat from residential development.

Better Transport

- Improved public transport is critical to opening up job opportunities, in particular from Trafford's more deprived neighbourhoods.
- There are high levels of congestion on the A56, which runs through Old Trafford, especially at peak times.
- Planned improvements to Old Trafford Metrolink station.
- The planned development of Metrolink depot is within this area.
- There are congestion issues associated with Manchester United Football Club.

Clean and Green

- Opportunities for the provision of new large greenspaces may be limited within the main Old Trafford neighbourhood.
- Maximise access to the River Irwell through the Irwell City Park project.
- Litter and fly-tipping is a particular concern for local residents.

Cross Cutting (Non-Spatial)

Health

- Issues surrounding the changes to the management of the Stretford Memorial Hospital.

Crime

- High levels of crime – particularly in terms of street crime, anti-social behaviour, wounding and domestic violence offences and gun crime.

3.3 STRETFORD

Quality Homes for All

- Establish a better balance in housing types and tenure to meet needs in the area.
- Need for more affordable housing.
- Opportunities to redevelop vacant and previously developed land for mixed housing and employment schemes.
- The need to define the area's characteristics and role in RSS Manchester City Region terms.

Prosperous Trafford

- A more balanced provision of retail development is required within the main town centre area to create a more vital and vibrant shopping centre.
- Need to protect local and neighbourhood shopping provision.
- Opportunities to utilise vacant / previously developed land for mixed housing and employment schemes.
- Improve access to work and reduce economic deprivation.

Better Transport

- There are high levels of congestion on the A56, which runs through Stretford, especially at peak times.
- Poor air quality as a result of large numbers of vehicles passing through the area along the A56.
- Proposals for a quality bus corridor along Edge Lane and the A56.
- A56 is a physical barrier for pedestrians wanting to access the town centre and wider areas of Stretford.

Clean and Green

- Need to protect and enhance the quality and provision of accessible green and open space in the area.
- The need to consider the future role of the Bridgewater Canal.

Cross Cutting (Non-Spatial)

Health

- Provision of health care is not adequate to meet the needs of local people.
- Need to promote the recreation facilities available to residents in the area and their health benefits – including the canal towpath and Mersey Valley and Trans Pennine Trail.

Crime

- More facilities required for young people to reduce anti-social behaviour and youth nuisance.
- Opportunity to utilise vacant listed building for leisure, culture or sporting purposes.

URMSTON

Quality Homes for All

- The housing market needs assessment splits the Borough into just two areas and the north of the Borough is seen as an area in need of increased affordable housing.
- The need to define the area's characteristics and role in RSS Manchester City Region terms.

Prosperous Trafford

- Urmston town centre will remain the heart of the area and is undergoing a major transformation now;
- There are a number of smaller neighbourhood shopping areas that serve the wider community, what role should these have in the future?
- There are no industrial estates in the area, it acts as a satellite commuter district for both within and outside of Trafford

Better Transport

- Need to explore ways to make further improvements to east-west linkages.
- Need explore ways to improve the accessibility of the area between the two main employment areas of Carrington and Trafford Park and the Regional Centre.
- Maximise the patronage of the Manchester-Liverpool rail line.
- Although in neighbouring Trafford Park, congestion associated with the Trafford Centre has an impact on this area and needs to be managed.
- Congestion and parking associated with Trafford General Hospital.

Clean and Green

- How can the over supply of open space provision in this area be made accessible to the wider community of Trafford and truly reflect the needs of the population?
- Is there scope to rationalise the open space over-provision to enhance less fortunate parts of the Borough?
- The strategic countryside areas bordering this area must be fully utilised and managed effectively.
- The future capacity of the Davyhulme water treatment works.
- Although commercial waste should be less than elsewhere in the Borough, household waste will continue to grow if not managed effectively.

Cross Cutting (Non-Spatial)

Health

- Trafford General Hospital is within this area although concern exists over its future role and services.

Crime

- Promote and support initiatives focused on reducing, in particular the anti social behaviour in areas such as Woodsend, and Humphrey Park station.

3.5 MERSEY VALLEY

Quality Homes for All

- Increased housing on the boundaries of the area could affect the landscape and floodplain.

Prosperous Trafford

- Managing tourism to maintain quality of provision and minimise conflict between different recreation uses and with nature conservation

Better Transport

- The area is very accessible by car and by foot or cycling. Car parking capacity is limited.
- Links with the Metrolink and bus services are limited.

Clean and Green

- Protecting the very high quality natural environment and landscape is essential to the area. The character of the different Landscape Protection types should be maintained and enhanced.
- Improving biodiversity is possible by creating opportunities to connect up with greenspace sites both within Trafford and across boundaries with Manchester.
- The recreation needs of residents must be balanced with the capacity of the area and its nature conservation value.
- Providing new accessible greenspace to meet deficiencies in the urban area e.g. Stretford.

Cross Cutting (Non-Spatial)

Health

- Raising awareness of the potential health benefits of the area to Trafford's residents.

3.6 SALE

Quality Homes for All

- There is a need to provide a more sustainable balance of housing types and tenures to meet the needs of the community.
- Sale is within an area of restraint for residential development.
- There is private sector demand for residential development in the more affluent areas that will need to be managed effectively.
- Recent developments have tended to be apartments that don't always reflect the needs of the community.

Prosperous Trafford

- Need to increase access to jobs for residents of the Sale West estates.
- The future role of the traditional industrial areas needs to be established.
- Sale town centre's role needs to be promoted and enhanced, and the potential for providing opportunities for high growth/key sectors of the economy needs to be explored.
- Maintain the future economic viability of the local and neighbourhood centres..
- Provide adequate local retail provision in the Sale West and Sale Moor areas.
- There is a need to manage the change of industrial land to other uses effectively.
- The need to improve the appearance/function of unused/underused properties along the A56.

Better Transport

- Maximise the potential offered by the area's excellent transport links.
- Manage the high levels of congestion along the A56, especially at peak times.

- The A56 can act as a barrier to pedestrian movement dividing residential and commercial communities.
- Need to improve public transport provision to try and encourage less reliance on the private car.
- A need to improve the public transport provision in the Sale West estates.

Clean and Green

- There is an uneven distribution of accessible green space.
- Ashton-Upon-Mersey is the most deficient area in the Borough in terms of the provision of accessible green space.
- There are high levels of pollution from vehicle emissions along the A56.
- Need to preserve and enhance the conservation areas.

Cross Cutting (Non-Spatial)

Health

- There is concern over the health provision in parts of the district, particularly in Sale West and Ashton-Upon-Mersey.

Crime

- Anti-social behaviour is an issue within many of the neighbourhoods.
- Nuisance relating to late night dispersal is an issue in the town centre.

Culture

- Sale town centre is developing as a centre for cultural success.

Young People

- Provide more facilities and activities for young people.

3.7 ALTRINCHAM

Quality Homes for All

- The area is in an area of restraint for residential development.
- The area suffers from high levels of residential development pressure.
- The housing mix is currently dominated by semi-detached/detached properties.
- The area has high house prices.
- Increasing the provision of affordable units will need to be addressed.
- Need to protect the character and amenity of the area.

Prosperous Trafford

- The future strategic role of Broadheath industrial area.
- The future role of Altrincham town centre as a key economic driver
- Future prospects for the development of the strategic employment site at Davenport Green.
- Need to ensure that there is the retail provision is sufficient to meet the needs of the community.

Better Transport

- High levels of congestion on the A56, the A560 and the A538.
- Adverse impact of new development along main transport corridors.
- Speed of vehicles in and around the main employment areas.
- Poor public transport facilities, particularly along A56.
- Enhance facilities for walking and cycling.

- Facilities at Altrincham Interchange need to be upgraded.
- Inadequate parking provision in retail centres and residential areas, including for people with disabilities.

Clean and Green

- Scope for increasing the amount of accessible, green space in those parts of the area currently experiencing deficiency.
- Potential impact of development on the urban fringes of the area.
- Conservation Areas within the area need to be preserved and enhanced.
- Protect and enhance the linear green network and wildlife corridors, including that of the Bridgewater Canal.
- Some parts of the area may be vulnerable to flooding.
- Need for more waste recycling facilities in appropriate locations.
- Telecommunications mast development throughout the area.

Cross Cutting (Non-Spatial)

Health

- Access to health services.

Crime

- Anti-social behaviour and youth nuisance.
- A lack of provision of youth facilities.
- Crime and anti-social behaviour resulting from the night-time economy.

3.8 TRAFFORD'S RURAL COMMUNITIES

Quality Homes for All

- A need to maintain the quality and character of existing homes is important.
- A need to consider how best to meet local need.

Prosperous Trafford

- Managing tourism to ensure the character of the area is not changed.

Better Transport

- Residents have limited options of sustainable travel to access facilities and work.
- Opportunities exist for better use of walking and cycling routes e.g. the Bridgewater Canal.
- Access from outside the area from the M56/A56 allows easy car access for visitors outside Trafford but there are no facilities for public transport access. Connectivity from Altrincham to Partington is poor.

Clean and Green

- Protecting the very high quality natural environment and landscape is essential to the area.
- A need to maintain and enhance the character of the different Landscape Protection types.
- Improving biodiversity is possible by creating opportunities to connect up protected sites both within Trafford and across boundaries with Warrington and Salford.
- The area is a valuable informal recreation resource for Trafford's residents who must be able to access it easily and be encouraged to benefit from the opportunities it offers for sport, health and general well being.
- Reserves of sand and gravel are known to exist in this location.

Cross Cutting

Health

- Raising awareness of the potential health benefits of the area to Trafford's residents.
- Providing adequate services and improving accessibility to meet the needs of the areas population.

Older People

- Providing for the over 50s population.

3.9 PARTINGTON

Quality Homes for All

- More affordable homes needed for first time buyers and young families.
- Opportunity to develop vacant and derelict sites for housing.
- Establish a better balance in type and tenure of housing in the area.
- Need to attract and retain more economically active people to the area.

Prosperous Trafford

- Improve and enhance the existing retail offer within the main shopping area to create a more vital and vibrant shopping centre.
- Establish improvements to the commercial sector within Partington.
- Improve accessibility to jobs for the residents of Partington.
- Tackle the skills shortages.

Better Transport

- Establish better public transport linkages from Partington to the commercial centres of Manchester, Altrincham and the Trafford Centre.
- Improve transport links to the main employment areas.
- Investigate the potential to establish new link roads to Partington from the wider area.

Clean and Green

- Improve and enhance the quality of green and open spaces.
- Protect and enhance the provision of accessible green and open spaces.
- Explore ways to expand the leisure and recreational sectors in Partington.

Cross Cutting (Non-Spatial)

Health

- Ensure the sustainability of the new Healthy Living Centre.

Crime

- Address crime, especially criminal damage such as vandalism.
- Reduce fear of crime.
- Tackle youth nuisance, such as off-road motor cycling and car crime.

Education

- The future viability of schools.

3.10 CARRINGTON

Quality Homes for All

- Need to ensure that there is an appropriate mix of homes to meet the needs of the community.

Prosperous Trafford

- Carrington is underperforming as an employment area.
- Need to attract significant new activity to ensure its future economic viability.
- Need to consider the future role of this employment area to complement other areas such as Trafford Park, if necessary.

Better Transport

- There is one road serving this industrial area.
- There is very poor public transport provision linking it to deprived neighbourhoods.
- There is a need to consider the merits or otherwise of linking this area directly with Salford.
- A transport study is currently underway to assess the capabilities of the existing highway infrastructure and the potential for new infrastructure.

Clean and Green

- Results of the recent regional surveys of commercial & industrial waste and construction & demolition waste will be available shortly.
- The impact of future economic growth on the environment will need to be assessed and monitored effectively.

BOROUGH WIDE ISSUES

Quality Homes for All

- A need to provide a balance of housing types to meet identified needs.
- Need to provide adequate levels of affordable housing to meet identified needs.
- The need to protect urban areas of character
- Need to make appropriate provision for Gypsies and Travellers.

Prosperous Trafford

- The need to accommodate the proposed growth in new business sectors.
- A need to provide adequately for traditional industries.
- A need to ensure ready access to employment opportunities.
- A need to ensure that the retail offer adequately meets the needs of the Borough.

Better Transport

- A need to ensure that jobs are accessible by all modes of transport.
- The need to maximise the benefits arising from expansion of the Metrolink.
- The need to tackle congestion on the A56.
- The need to improve east – west linkages, including inter-district ones.
- A need to enhance facilities for walking and cycling.

Clean and Green

- An uneven distribution of high quality, accessible open space.
- High levels of pollution along the A56.
- A need to protect the urban fringe.
- The future role of the informal countryside areas.
- The need to plan for the future waste levels.

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- The need to harness minerals appropriately.
- The need to reduce carbon emissions and tackle climate change.
- The need to take account of the findings of the Strategic Flood Risk Assessment.

Cross Cutting (Non-Spatial)

- A need to tackle crime and anti social behaviour.
- The need to provide adequate facilities for young people.
- An uneven distribution of health facilities.
- A need to improve the health of the population.
- A need to provide for the over 50s population.

Do you agree that we have identified all the right issues?

Are there any other issues that should be considered when assessing the various options?

4.0 SUSTAINABILITY ISSUES

- 4.1 This section summarises the sustainability issues that must be borne in mind when preparing this strategic planning framework.
- 4.2 The Council has published a Sustainability Appraisal Scoping Report together with this Core Strategy Issues and Options paper. This report identifies what the priority social, economic and environmental sustainability issues are for Trafford and shows the methodology we will use to appraise the different options of the Core Strategy. It will be used to show which options are more sustainable and identify what the likely impacts of the options are. Within the document a number of Sustainability Issues are identified that the Core Strategy will need to address. These are listed below and have been grouped to reflect the more detailed issues that have arisen out of the spatial portrait section above:

Theme	Issue
Quality Homes For All	<ul style="list-style-type: none"> ▪ Need to ensure sufficient supply of all types and tenure of housing. In particular sufficient houses need to be provided in the right places at the right price. ▪ Conserve and enhance the built environment. ▪ Need to promote the re-use of land and minimise the take-up of greenfield land. ▪ Need to balance high level of demand for development in the south of the borough against limited capacity.
Prosperous Trafford	<ul style="list-style-type: none"> ▪ Need to minimise the skills shortage. ▪ Ensure that both Trafford and the NW achieve their true economic potential. ▪ Need to ensure that the vitality and viability of our town centres is maintained and enhanced.
Better Transport	<ul style="list-style-type: none"> ▪ There is a need to reduce the need to travel by car. ▪ Need to provide an integrated transport network. ▪ Need to improve usage of public transport.
Clean and Green	<ul style="list-style-type: none"> ▪ Need to protect and enhance the environment of local communities. ▪ Conserve and enhance the natural environment recognising the importance of biodiversity. ▪ Increase the access to and provision of areas of natural habitat and open space. ▪ Need to secure and promote increased energy efficiency and renewable energy sources. ▪ Need to promote and secure increased sustainable waste management. ▪ Need to consider the impacts of flooding and flood risk.
Quality of Life	<ul style="list-style-type: none"> ▪ Need to tackle localised areas of high levels of deprivation. ▪ Create sustainable communities. ▪ Increase public involvement and participation in decision making.
Safer Trafford	<ul style="list-style-type: none"> ▪ Need to reduce the fear and incidents of crime.
Culture – A Way of Life	<ul style="list-style-type: none"> ▪ Conserve and enhance the designated features of the historic environment and their settings. ▪ Manage and promote tourism development.

5.0 THE VISION FOR TRAFFORD

- 5.1 The vision for Trafford, as set out in the Community Strategy, is that by 2021 Trafford will be:
“...a thriving, prosperous and culturally vibrant Borough at the heart of the Manchester City Region, celebrated as its enterprise capital and home to internationally renowned cultural and sporting attractions.”
This Vision resulted from lengthy community and stakeholder engagement and has been endorsed by both the Council and the Partnership collectively.
- 5.2 Broadly speaking, by 2021, the Community Strategy seeks to create and sustain:
- i) An enhanced high performance, enterprise based, sustainable economy providing a powerful contribution to regional growth;
 - ii) A balanced, vibrant, housing market capable of meeting and responding to local peoples needs;
 - iii) An excellent, clean, safe, sustainable, bio-diverse environment for local people to enjoy;
 - iv) An efficient high quality integrated transport infrastructure to serve the needs of local people and the business community;
 - v) A safer Borough by reducing the incidence of crime and disorder;
 - vi) An active, healthy population (reducing the disparities between the worst and best areas – improving the quality of life of citizens aged 50 and over);
 - vii) An educated, highly skilled population (reducing area disparities as above – enhancing the life opportunities of children);
 - viii) Cultural attractions to engage and empower individuals and local communities.
- 5.3 In view of the issues raised within this document and the need for the Core Strategy to provide the spatial expression for the community strategy it is proposed that the Community Strategy Vision should be adopted as the overall Vision for the LDF and, more specifically, this Core Strategy.
- 5.4 In order to define the necessary strategic planning framework to implement the spatial elements of the inter-related policies and strategies prepared by the Council and its partners and to give a local perspective to national and regional policy, a number of strategic objectives have been identified:
- Trafford achieves its potential within the City Region, and in turn makes its maximum contribution to the City Region;
 - The right conditions are created for economic growth;
 - The right type of homes are provided in the right places and at the right prices;
 - The Regional Centre and Inner Area boundaries are defined in the most effective way;
 - The regeneration of our most deprived neighbourhoods is achieved;
 - That areas of environmental value are protected from development;
 - The level of development in the Regional centre and the Inner Areas is at the level anticipated;
 - An appropriate mechanism is in place to monitor the effectiveness of our policies against our aims and objectives.

<p>Do you agree that we should have a shared vision with that of the Community Strategy? If you do not what do you believe should be the Vision?</p>
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<p>Do you agree that we have set out the correct objectives? If you do not, what do you believe should be the Objectives?</p>

- 5.5 The next section of this paper explores three options that could be followed in order to address the issues and challenges that we face and to achieve our spatial aims and objectives. We would like you to consider these three options and their ability to address these matters and to decide which option you prefer. It may be, however, that you consider that there are other options, or variations of these options that would address the issues facing Trafford more effectively, in which case we would like to hear what these are as part of your submission(s) in relation to this consultation stage.

6.0 STRATEGIC SPATIAL OPTIONS FOR TRAFFORD

Option 1

Focus growth in and adjacent to the Regional Centre and in the remaining Regeneration Areas with restraint elsewhere.

This option primarily concentrates both new economic and residential development close to the city centre and in locations that are accessible to the Borough's most deprived neighbourhoods.

Summary of potential outcomes created by this option

- Opportunity to concentrate the most amount of mixed use development in the Regional Centre in accordance with the Regional Spatial Strategy.
- Possibility of more apartment developments as part of development in the Regional Centre
- Trafford Park could offer scope for traditional industries
- Trafford Park could offer scope for new growth sectors.
- Opportunities to prioritise most new residential development in the priority regeneration areas of Gorse Hill, Old Trafford, Lostock, Sale West, Sale Moor, Broomwood and Partington.
- Opportunities to prioritise most new economic development in the priority regeneration areas of the Manchester Ship Canal Corridor, Carrington and Old Trafford.
- Opportunities for increased commercial development in the town centres, particularly in the new growth sectors.
- Opportunities for increased residential development in town centres.
- Possibility of more apartment developments as part of development in the town centres
- Some greenfield sites (but not Green Belt ones) may need to be released in some locations during the plan period to ensure that housing land targets and regeneration objectives can be met.
- Urban areas of character value would be protected from development.
- Opportunities for improving access to the main areas of employment from the Borough's most deprived neighbourhoods.
- It does not include scope for economic expansion in the traditional industrial areas surrounding Sale and Altrincham

Summary of Sustainability Appraisal

SA of Option 1 – Focus growth in and adjacent to the Regional Centre and the remaining regeneration areas, with restraint elsewhere

Social Effect:

- The impacts are generally positive, in particular in relation to addressing poverty and exclusion needs.
- The provision of services (including transport infrastructure) and community facilities in areas of greatest need could benefit from this more targeted development.
- However, it could lead to higher density developments, including apartments, to fulfil housing land targets.

Environmental Effects:

- The impacts are mixed, with some areas of uncertainties, particularly surrounding water and air quality, the main concern being related to the likely development of high density development;
- Positives: result from the protection of the natural environment, the landscape of the urban fringe and townscapes with character such as Flixton.
- Negatives: potentially surround traffic pollution and congestion with “beads” of development along the A56, which is already a heavily congested and polluted.
- Changing behaviour and mitigation measures would be necessary to address these.
- It may also result in the need to release greenfield sites to ensure that housing land targets and regeneration objectives can be met.

Economic Effects:

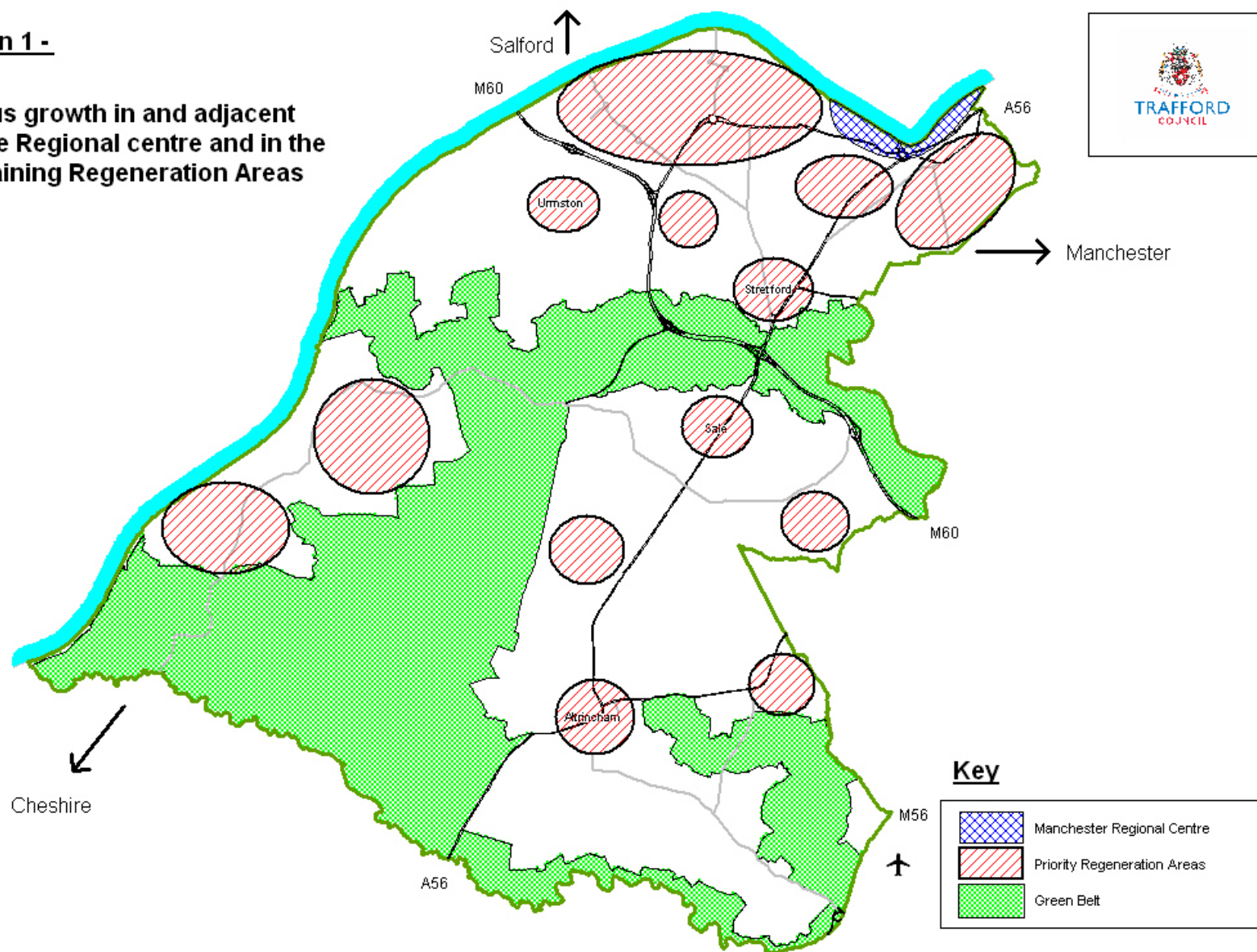
- The impacts are very positive, in particular in relation to the potential for economic growth and in addressing economic disparities in the Priority Regeneration Areas, including the four town centres.

Do you agree with the spatial distribution of growth set out in Option 1?

If not please explain why not

Option 1 -

Focus growth in and adjacent to the Regional centre and in the remaining Regeneration Areas



Option 2

Focus growth initially across the whole of the north of the Borough, and secondly within the remaining Regeneration Areas, with restraint elsewhere.

This option primarily concentrates both new economic and residential development within areas that are (or have the most potential to be) accessible by a range of transport modes and in the Borough's most deprived neighbourhoods

Summary of potential outcomes created by this option

- Opportunity to provide some mixed use development outside of the Regional Centre in accordance with the Regional Spatial Strategy.
- Possibility of more apartment developments as part of development in the Regional Centre
- Trafford Park could offer scope for traditional industries
- Trafford Park could offer scope for new growth sectors.
- Less scope to target new development initially to areas in greatest need, i.e. the Priority Regeneration Areas.
- Less ability to protect areas of character in the north of the Borough.
- Potentially less need to release greenfield land during the plan period to meet the housing land targets.
- Potentially less ability to meet the regeneration aspirations of two of the most deprived neighbourhoods in the Borough – Partington and Sale West and the other regeneration areas in the south of the Borough.
- Prioritise economic redevelopment opportunities in Urmston and Stretford town centres, before those in Altrincham and Sale.
- Opportunities for increased residential development in town centres.
- Possibility of more apartment developments as part of development in the town centres
- Urban areas of character value in the south would be protected from development.
- Opportunities for improving access to main sources of employment from the Borough's most deprived neighbourhoods
- It will result in less priority being given to economic development in Carrington
- It does not include scope for economic expansion in the traditional industrial areas surrounding Sale and Altrincham

Summary of Sustainability Appraisal

SA of Option 2 – Focus growth initially across the whole of the north of the Borough and secondly within the remaining Regeneration Areas, with restraint elsewhere.

Social Effect:

- The impacts are generally positive, in particular in relation to residential balance as there is potentially more scope for family and life time homes.
- However in terms of addressing poverty and exclusion needs, this option cannot ensure that all Priority Regeneration Areas would be developed as the first priority, in particular this could impact upon Partington and Sale West.
- Similarly there would be less control over the ability to enhance the provision of services (including transport infrastructure) and community facilities in areas of greatest need. However, it could result in less need for higher density developments, including apartments, to fulfil housing land targets.

Environmental Effects:

- The impacts are mixed, with some areas of uncertainties, particularly surrounding water and air quality, however the effects may not be as great as in Option 1 as development is likely to be less dense;
- Positives resulting from the protection of the natural environment in the south remain, however there would be less protection of the landscape of the urban fringe along the Mersey Valley and townscapes with character in the north of the Borough, such as Flixton;
- There are negatives potentially surrounding traffic pollution and congestion however priority would be given to development in the north first, which is a more accessible location. Changing behaviour and mitigation measures would be necessary to address these.
- There would be potentially less need for the release greenfield sites to ensure that housing land targets and regeneration objectives can be met.

Economic Effects:

- The impacts are generally positive, however by prioritising economic development initially to the north, opportunities in the Carrington industrial area and Sale and Altrincham town centres may not be realised.
- There are also less opportunities to address the economic disparities in the Priority Regeneration Areas in the south, for example Partington.

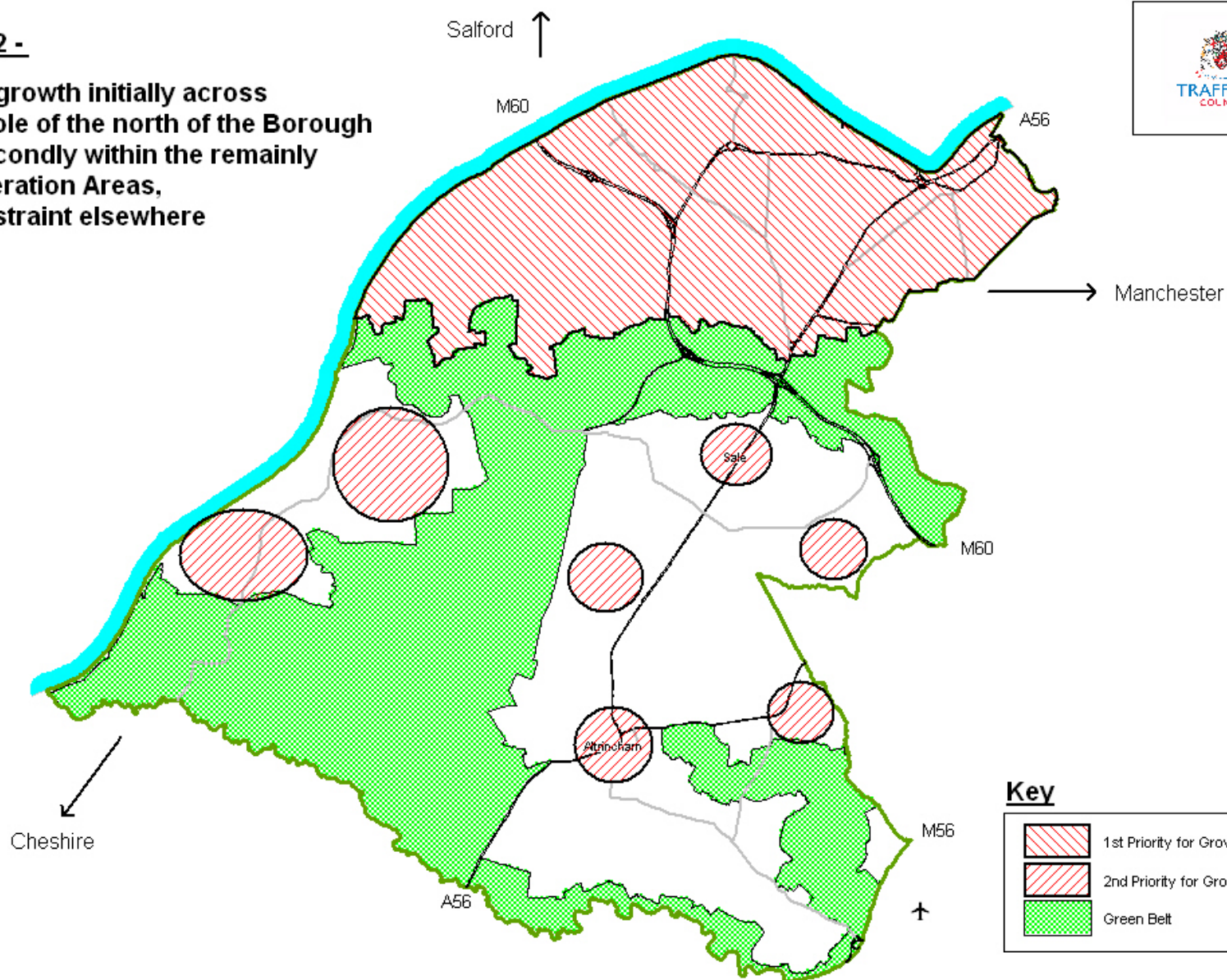
Do you agree with the spatial distribution of growth set out in Option 2?

If not please explain why not

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Option 2 -

**Focus growth initially across
the whole of the north of the Borough
and secondly within the remainly
Regeneration Areas,
with restraint elsewhere**



Option 3

Focus growth in the north of the Borough with restraint in the south of the Borough.

This option seeks to create a broadly balanced distribution of both new economic and residential development within areas that are (or have the most potential to be) accessible by a range of transport modes, whilst protecting in the main those parts of the Borough whose existing character is important.

Summary of potential outcomes created by this option

- Opportunity to concentrate a significant amount of mixed use development in the Regional Centre in accordance with the Regional Spatial Strategy.
- Possibility of more apartment developments as part of development in the Regional Centre.
- Trafford Park could offer scope for traditional industries.
- Trafford Park could offer scope for new growth sectors.
- Less ability to protect areas of character in the north of the Borough.
- Potentially less ability to meet the regeneration aspirations of the most deprived neighbourhoods in the Borough – particularly Partington and Sale West and the other regeneration areas in the south of the Borough.
- Prioritise economic redevelopment opportunities in Urmston and Stretford town centres.
- Limited scope for focusing development in Altrincham and Sale.
- Opportunities for increased residential development in town centres.
- Possibility of more apartment developments as part of development in Stretford and Urmston town centres.
- Potentially less need for greenfield sites to be released during the plan period to ensure that housing land targets and regeneration objectives can be met.
- Maximum opportunity to protect urban areas of character value in the south of the Borough.
- Limited opportunities for improving access to main sources of employment from the Borough's most deprived neighbourhoods.
- It would not promote development in the Carrington industrial area.
- It does not include scope for economic expansion in the traditional industrial areas surrounding Sale and Altrincham.

Summary of Sustainability Appraisal

SA of Option 3 – Focus growth in the north of the Borough with restraint in the south of the Borough.

Social Effect:

- The impacts are less positive, because although the Priority Regeneration Areas in the north of the Borough are included those in the south (including two of those in greatest need - Partington and Sale West) would be in an area of restraint and as such would not benefit from the improvement of services (including transport infrastructure) and community facilities that could be associated with increased development levels.

Environmental Effects:

- The impacts are mixed, with some areas of uncertainties, particularly surrounding water and air quality, the effects possibly being similar to Option 1 as development may need to be denser in the north as there is a higher level of restraint in the south than Option 2;
- Positives resulting from the protection of the natural environment in the south remain, however there remains less protection of the landscape of the urban fringe along the Mersey Valley and townscapes with character in the north of the Borough, such as Flixton;
- There are potentially less negatives surrounding traffic pollution and congestion as both new residential and economic development would be located in the same part of the Borough and would therefore require shorter commuting distances combined with the fact that this is already a more accessible location.
- There would be potentially a need for the release greenfield sites to ensure that housing land targets and regeneration objectives can be met.

Economic Effects:

- The impacts are less positive, because economic growth is only being promoted in the north of the Borough.
- There will be very limited opportunity to expand the economy in the Carrington or in Sale and Altrincham town centres.
- There will, therefore be even less opportunities to address the economic disparities in the Priority Regeneration Areas in the south, for example Partington.

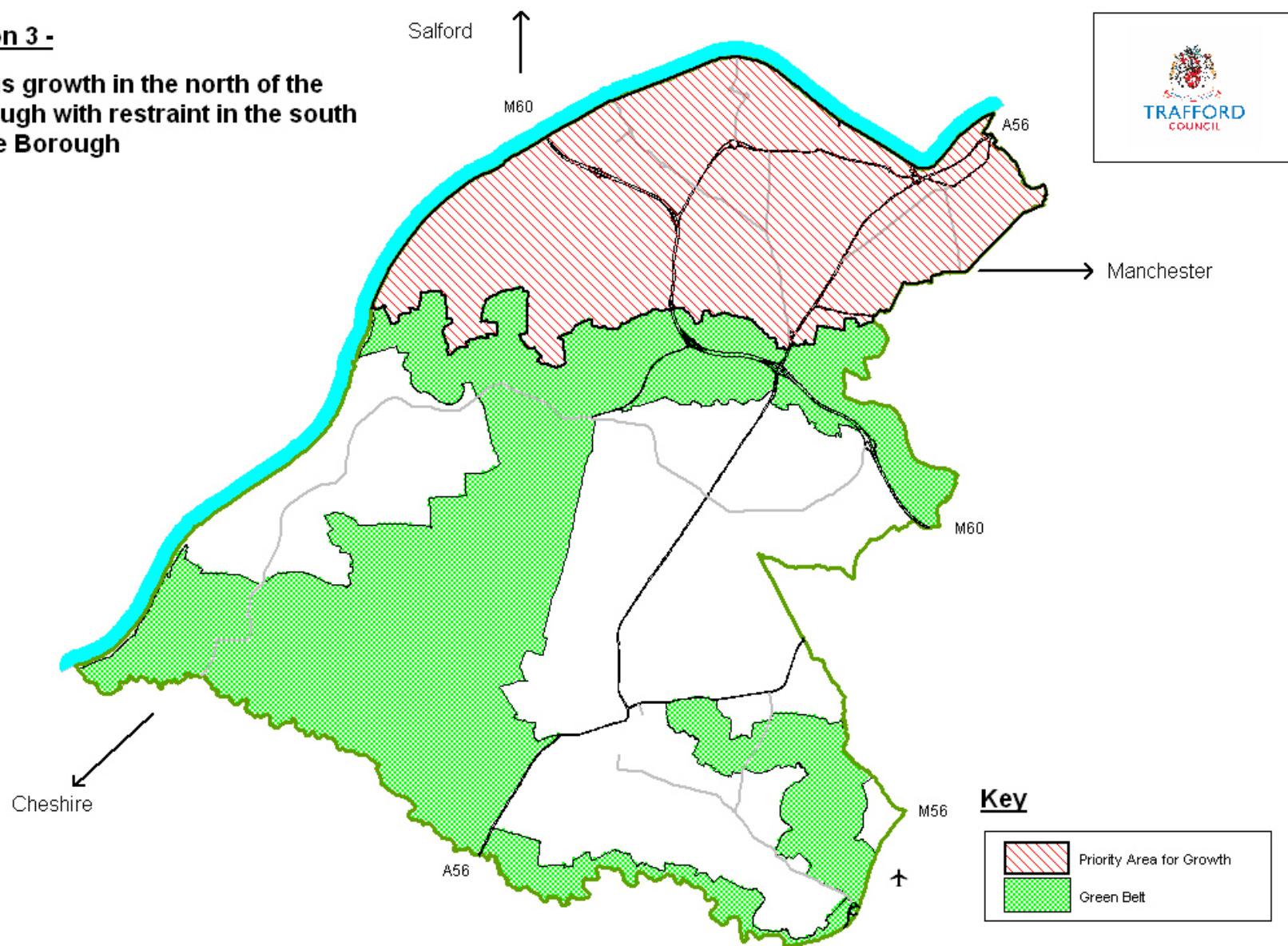
Do you agree with the spatial distribution of growth set out in Option 3?

If not please explain why not

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Option 3 -

**Focus growth in the north of the
Borough with restraint in the south
of the Borough**



7.0 DEVELOPMENT MANAGEMENT POLICIES

- 7.1 It is envisaged that the final Core Strategy document will incorporate a series of core development management policies that will set out the general criteria against which planning applications will be considered to ensure that the Borough's environment is protected and good quality development, sensitive to local amenity and public safety concerns takes place.
- 7.2 These policies will need to draw upon, and where appropriate refine and update the Development Control policies contained in the existing Unitary Development Plan. They will specify criteria applicable to all forms of development such as the impact on the street scene, the provision of landscaping and the provision of adequate access together with criteria specific to particular forms of development such as housing, employment and retailing.

The policies will be developed and published as part of the Preferred Options stage consultation, however we are keen to hear your early views as to what you would see as priority areas for coverage by these types of policies and in what policy direction the Council should head.

ADDITIONAL READING LINKS

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

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

The Trafford Core Spatial Strategy

Issues and Options Questionnaire – July 2007

1. Do you agree that we have identified all the right issues?

Yes / No

2. If not, are there any other issues that should be considered when assessing the various options?

3. Do you agree that we should have a shared vision with that of the Community Strategy?

Yes / No

4. If not, what do you believe should be the Vision?

5. Do you agree that we have set out the correct objectives?

Yes / No

6. If not, what do you believe should be the objectives?

7. Do you agree with the spatial distribution of growth set out in Option 1?

Yes / No

8. If not, please explain why not?

9. Do you agree with the spatial distribution of growth set out in Option 2?

Yes / No

10. If not, please explain why not?

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11. Do you agree with the spatial distribution of growth set out in Option 3?

Yes / No

12. If not, please explain why not?

13. Do you think an alternative spatial distribution of growth should be considered?

Yes / No

14. If **yes**, please give details:

15. Development Management policies will be developed and published as part of the Preferred Options stage consultation, however we are keen to hear your early views as to what you would see as priority areas for coverage by these types of policies and in what policy direction the Council should head.

About yourself

Name: _____

Organisation: _____

Address: _____

_____ **Postcode:** _____

Telephone: _____

Fax: _____

Email: _____

Please return to the LDF Team at:
Strategic Planning and Developments, Waterside House, Sale Waterside, Sale, M33 7ZF

Or return online at: www.trafford.gov.uk

No later than 3 September 2007

Please note that all comments will be held by the Council on a database for the duration of the Local Development Framework (LDF) and will be available for public inspection under the Freedom of Information Act 2000.