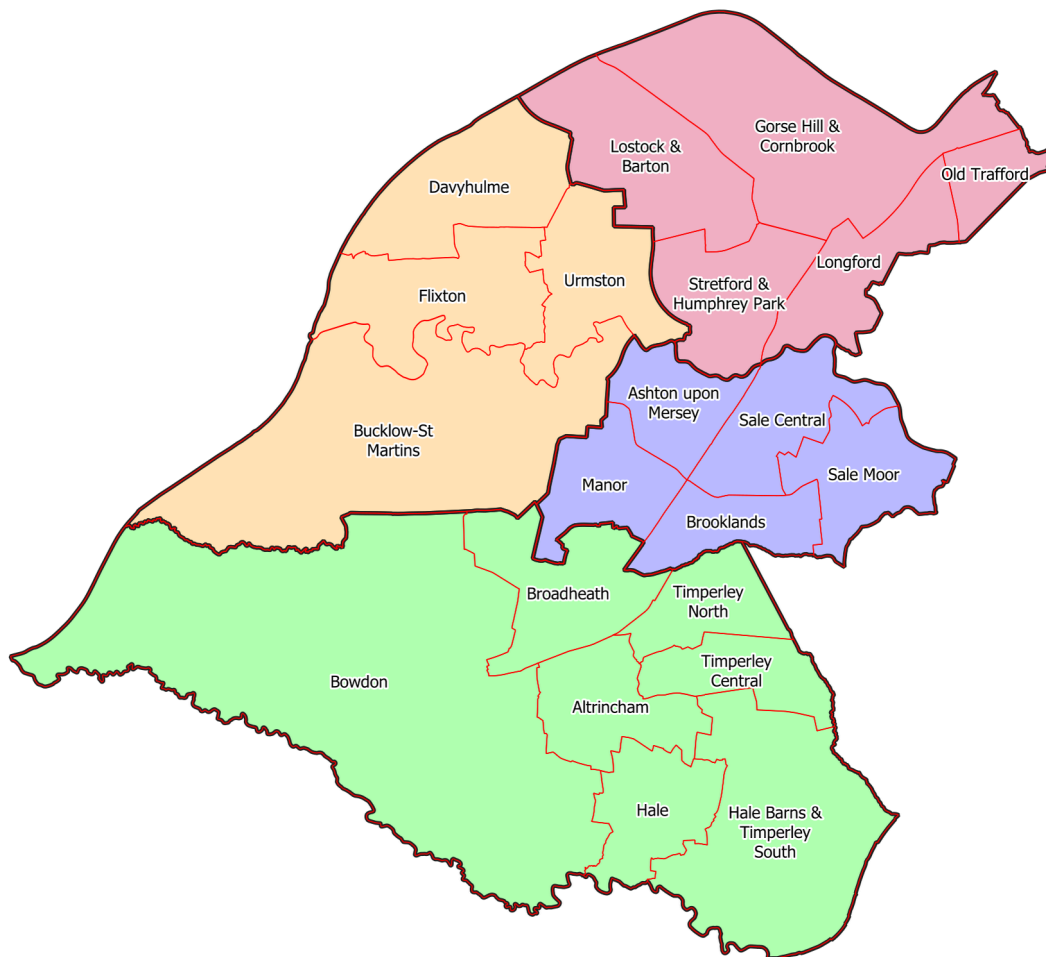


Trafford Local Plan



September 2025

Regulation 18 Consultation Draft - Site Allocations
and Designations



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Introduction – Site Allocations and Designations

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1. Introduction

Draft Local Plan Allocations Consultation 2025

- 1.1. The draft Trafford Local Plan Allocations has been published for public consultation from 22 September to 3 November 2025. This consultation relates **only** to the proposed allocations and open space designations of the draft Trafford Local Plan. A previous consultation was held on the Local Plan Vision, Spatial Strategy, Strategic Objectives and thematic policies earlier this year, from April to June 2025.
- 1.2. Involving local people, organisations and businesses is an important part of the planning process. The consultation is an opportunity for you to have your say on the proposed Trafford Local Plan Allocations.
- 1.3. The easiest way to respond to the consultation is online – via Citizen Space. The online consultation platform will guide you through the plan and provide an opportunity to comment on each section of the document.
- 1.4. If you need to respond by email or post, please send completed responses to:
 - Email – localplan.consultation@trafford.gov.uk
 - Post – Strategic Planning, Trafford Council, Trafford Town Hall, Talbot Road, Stretford. M32 0TH
- 1.5. Please ensure you include the following information:
 - Name and contact details
 - Organisation (where relevant)
 - What you are commenting on – which chapter / section or proposed allocation of the Local Plan. Including the policy reference and/or paragraph number.
 - Your comments – what you do or do not like about the chapter / section or proposed allocation, the reasons why and any alternative proposals or evidence you have.
- 1.6. Without this information it will not be possible to process or take proper consideration of your comments.

- 1.7. Questions have been included in the plan at the end of each policy and supporting text section to aid responses and are laid out as follows:

Consultation Question X-X

Consultation question text

- 1.8. The questions that are asked within this document are repeated on the online consultation platform to ensure that everyone has access to the same questions.
- 1.9. **Please note that it is not necessary to respond to all the consultation questions.**
- 1.10. Paper copies of the draft Trafford Local Plan Allocations and supporting documents are available to view at libraries across the borough. Further information is on the Trafford Council website.
- 1.11. A series of consultation drop-in sessions will be held during the consultation period where officers will be available to answer questions and help you respond to the consultation. Information on the time/date and venues for these events is on the Trafford Council website.

Data Protection

Please note all comments will be held by the Council and will be available to view publicly. Comments cannot be treated as confidential. Your personal information such as your postal and e-mail address will not be published, but your name and organisation (if relevant) will.

Trafford Council maintains a database of consultees who wish to be kept informed about planning policy matters such as the Local Plan. In responding to this consultation your contact details will automatically be added to the consultation database (if not already held). However, we will not automatically notify you of future consultations unless you 'opt in' on your consultation response. If you do not state you want to be on the consultation database, it will be assumed that you do not wish to be notified of future consultations.

Trafford Local Plan: Allocations

- 1.12. The Trafford Local Plan sets a vision and framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places.
- 1.13. The Trafford Local Plan: Policies consultation was held from 24 April to 12 June 2025, where comments were invited on the overall strategy, vision, strategic objectives and the thematic policies. This document relates to the proposed Allocations and Designations of the Local Plan, identifying sites for residential and employment development, as well as open space designations.

Trafford Development Plan

- 1.14. The Trafford Local Plan is one of the main land use planning documents for Trafford. It will cover the period up to 2042 and forms part of Trafford's Development Plan, which sets out policies and proposals for land use in the borough. Planning law requires that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. It is therefore essential that the Council has an up-to-date Development Plan in order to manage the type and location of development within the borough, and to ensure that development is 'plan led'.
- 1.15. After the adoption of the Trafford Local Plan, Trafford's Development Plan will comprise the following:
- a) Trafford Local Plan;
 - b) Places for Everyone Plan;
 - c) Greater Manchester Joint Waste Plan (adopted April 2012);
 - d) Greater Manchester Joint Minerals Plan (adopted April 2013);
 - e) Civic Quarter Area Action Plan; and
 - f) Any adopted Neighbourhood Plans

Preparation of the Trafford Local Plan

- 1.16. Production of the Trafford Local Plan began in 2021 when a public consultation (Regulation 18) was held on a draft Local Plan. Comments were invited on the draft plan, and these were then analysed, and a Consultation Report was prepared and published on the Trafford Council website. The feedback received from the 2021 consultation has been considered in the preparation of the draft Trafford Local Plan.
- 1.17. Work on the Local Plan was then paused, while the Places for Everyone (PfE) Plan was progressed, which was adopted in March 2024. PfE provides the overarching strategy for the Trafford Development Plan and the Trafford Local Plan will be linked to it and will provide the detailed, Trafford specific policies.
- 1.18. In addition, since 2021 the national policy landscape has changed, and the draft Trafford Local Plan therefore reflects this.
- 1.19. A staged approach is being taken to the preparation of the draft Trafford Local Plan. This consultation relates to the second half of the Plan – the proposed Allocations and Designations. The first half of the Local Plan was published for consultation in Spring 2025 and information about that consultation is available on the Trafford Council website.
- 1.20. The two parts of the draft Trafford Local Plan will then be joined together into one Local Plan at the publication (Regulation 19) stage and published for consultation, in advance of submission to the Secretary of State for Examination.

Relationship between the Trafford Local Plan and the Council's Corporate Priorities

- 1.21. Trafford Council's Corporate Plan, 'Our Trafford, Our Future 2024-27' describes the Council's vision and priorities for the borough.

The Corporate Plan identifies five priorities:

- a) The best start for our children and young people
- b) Healthy and independent lives for everyone

- c) A thriving economy and homes for all
- d) Address the Climate Crisis
- e) Culture, sport and heritage for everyone

1.22. The draft Trafford Local Plan is led by the Corporate Plan and is the spatial expression of its vision and priorities. The links between the Corporate Plan and draft Trafford Local Plan are set out in Figure 1-1.

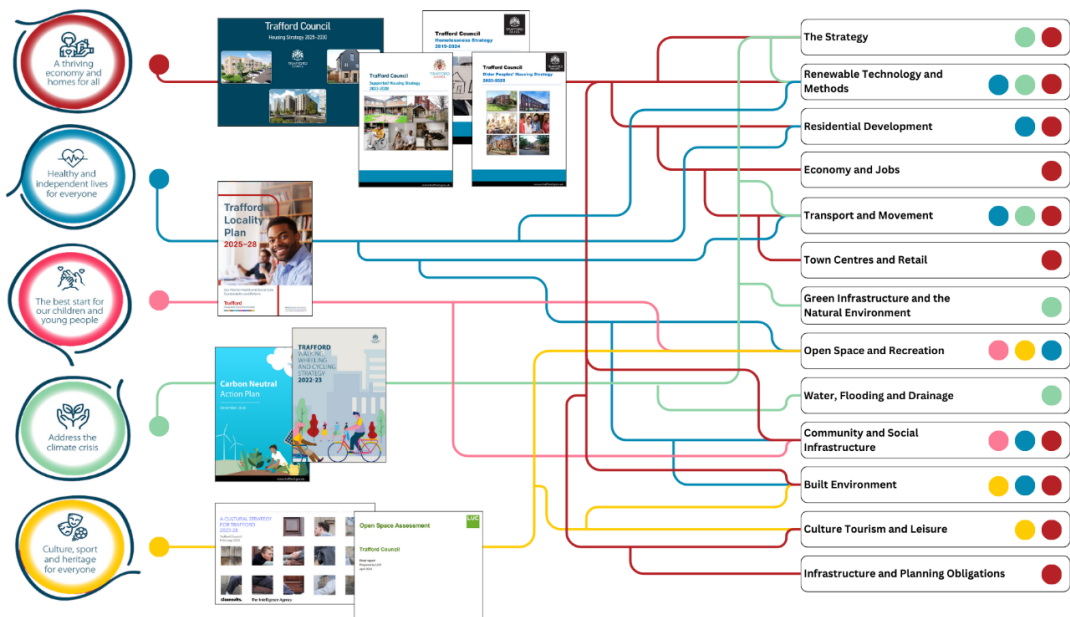


Figure 1-1: Link between corporate plan, other council strategies and local plan

Integrated Assessment (IA)

- 1.23. The draft Trafford Local Plan: Allocations has undergone assessment to consider its potential social, economic and environmental effects. The IA identifies the type, nature and extent of these potential effects and how the draft Trafford Local Plan can address them.
- 1.24. The IA includes four separate but complimentary assessments:
- 1.25. Sustainability Appraisal / Strategic Environmental Assessment – assesses the effects of the Local Plan Allocations and Designations across a range of environmental, social and socio- economic issues

- 1.26. Health Impact Assessment – assesses effects of the Local Plan on the health and well-being of the population and its ability to access health related facilities and services
- 1.27. Equalities Impact Assessment – assesses effects of the Local Plan in terms of equalities issue, with particular focus on disadvantaged or excluded groups of people.
- 1.28. Climate Change Risk Assessment - assess the effects of the Local Plan in terms of avoiding, mitigating or minimising the impacts of climate change
- 1.29. In addition, a Habitats Regulations Assessment (HRA) has been completed, which assesses the potential for the Local Plan Allocations and Designations to affect nature conservation sites and ensures it will not have a likely significant effect on them.
- 1.30. The draft IA and Habitats Regulations Assessment are available as part of the Local Plan consultation documents on the Trafford Council Strategic Planning web pages where you can complete online surveys to submit comments on them. The IA and HRA findings and recommendations have not been incorporated into the draft policies at this stage, this will be considered as part of the preparation of the Regulation 19 Local Plan, alongside the consultation responses.

Evidence Base

- 1.31. Local Plans must be based on up to date and relevant evidence about the economic, social and environmental characteristics of the area. The draft Trafford Local Plan has been prepared taking in to account the existing available evidence base.
- 1.32. A significant evidence base was prepared for the PfE Plan, much of which is also relevant to the Trafford Local Plan. Where this is the case, reference is made to the specific evidence base document.
- 1.33. The production of the evidence base is an iterative process and when available it will be published on the Trafford Council Strategic Planning web pages.

Navigating the draft Trafford Local Plan: Allocations

- 1.34. The draft Trafford Local Plan: Allocations is structured by Locality, with a chapter for each, setting out the proposed allocations and. There are four Localities in Trafford – North, South, Central and West - and these are shown on Figure 1-2.

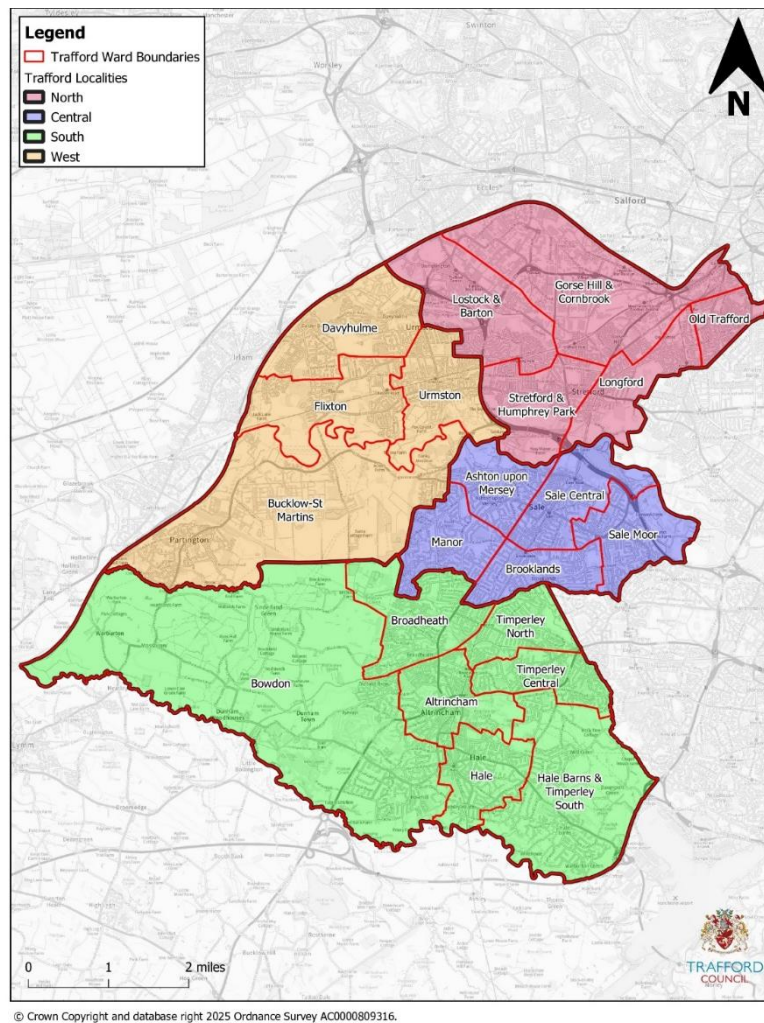


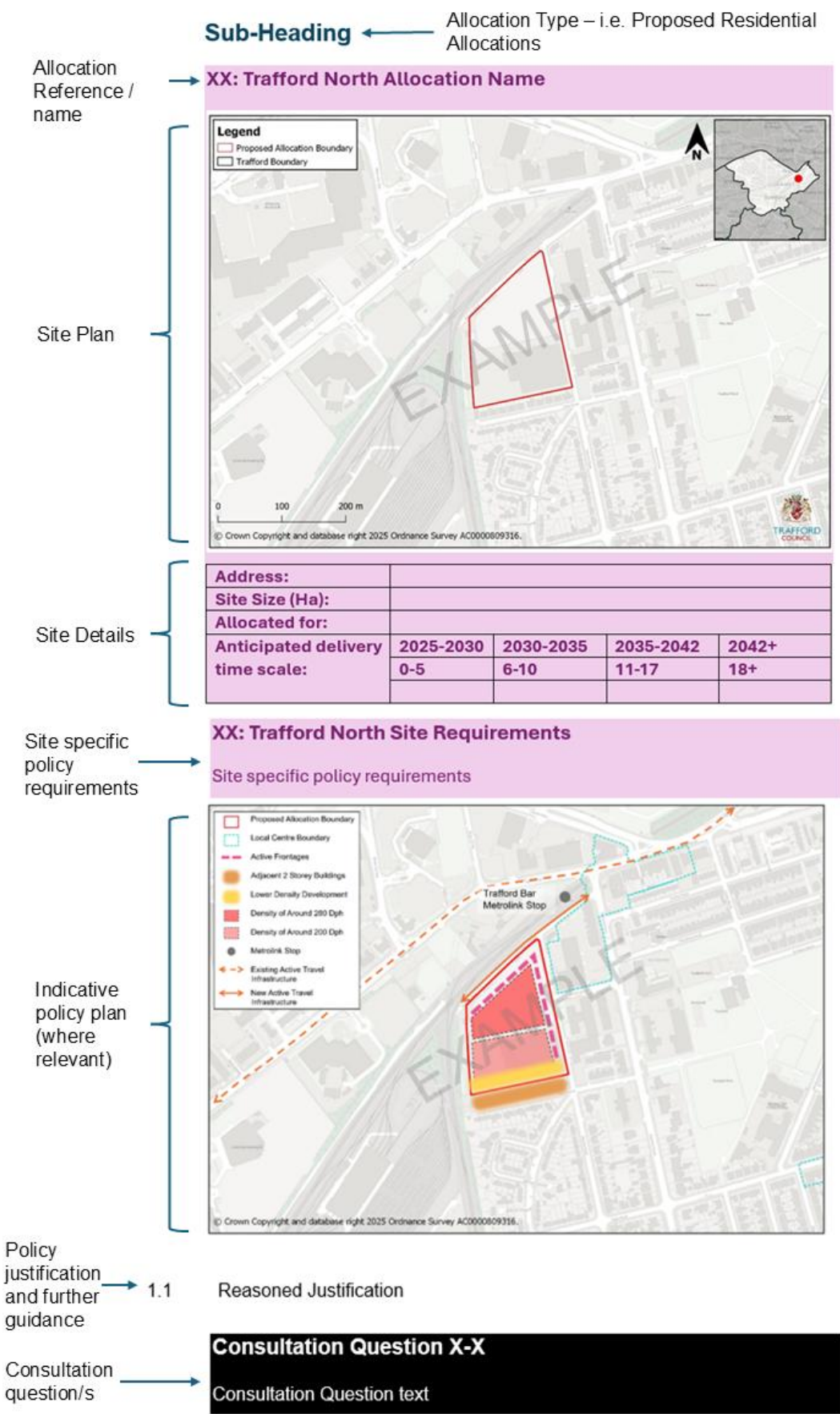
Figure 1-2: Trafford Localities Plan

- 1.35. Each Locality chapter then contains the following sections (where relevant):

- Proposed Residential allocations
- Proposed Gypsy and Traveller allocation
- Proposed Industry and Warehousing allocations
- Proposed Office allocations

- Proposed Modern Economy allocations
- Proposed Open Space designations
- Proposed Leisure sites

1.36. Each proposed allocation policy includes a site boundary plan, site details – including address, site size, what it is allocated for and the anticipated delivery timescales, then the policy requirements.



Sites Proposed for Allocation and Designation

- 1.37. To meet future development needs, Trafford Council is required to identify and allocate sites for housing, employment and other purposes over the Plan period 2022 – 2042. These requirements are set in Places for Everyone (PfE), as well national planning policy
- 1.38. In addition to land for development, the Council has also identified and designated sites for open and green space, securing these important spaces for future generations.
- 1.39. Across Trafford, 80 sites and locations are proposed for residential, employment and leisure development purposes. These are in addition to the two strategic allocations of Davenport Green and New Carrington in the adopted Places for Everyone plan.

Plan to show all allocations and designations to be added

- 1.40. In addition to land for new development, 1,377 hectares (ha) of open space is also identified across 488 sites, comprised largely of existing open spaces.

Proposed Development Sites

- 1.41. In line with the spatial strategy adopted in PfE, all of the proposed development sites are located within the existing urban area and there has been no requirement to release any Green Belt land to meet the borough's needs.
- 1.42. In implementing the PfE spatial strategy, a substantial amount of development is proposed to take place within the Core Growth and Inner Regeneration Areas located in the north of the borough, resulting in the majority of new housing development being focused in the north locality, as illustrated in Table 1-1 and Figure 1-3 below.

Table 1-1 Number of dwellings in proposed allocations between 2022 – 2042 by Locality

Locality	Number of dwellings in proposed allocations between 2022 - 2042
North	17,485
South	2,453
Central	643
West	4,562
Total	25,143

**Numbers of homes for South and West localities include homes from PfE allocations JPA 3.2 Timperley Wedge (Davenport Green) and JPA 30 New Carrington*

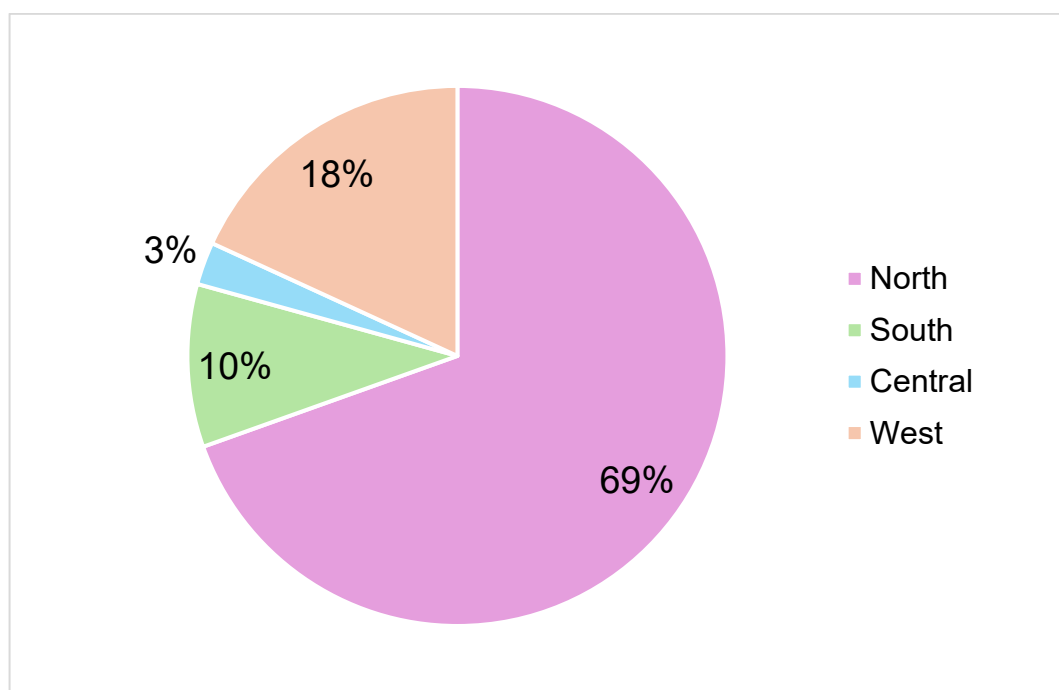


Figure 1-3: Distribution of dwellings in proposed allocations by Locality

1.43. In addition to all proposed allocations being within the existing urban area of Trafford, approximately 90% would take place on brownfield (previously developed) land, with the remaining 10% split evenly between sites containing both brownfield and greenfield land and solely greenfield sites. This is fully compliant with the approach advocated in PfE Policy JP-S1, as illustrated in Figure 1-4 below.

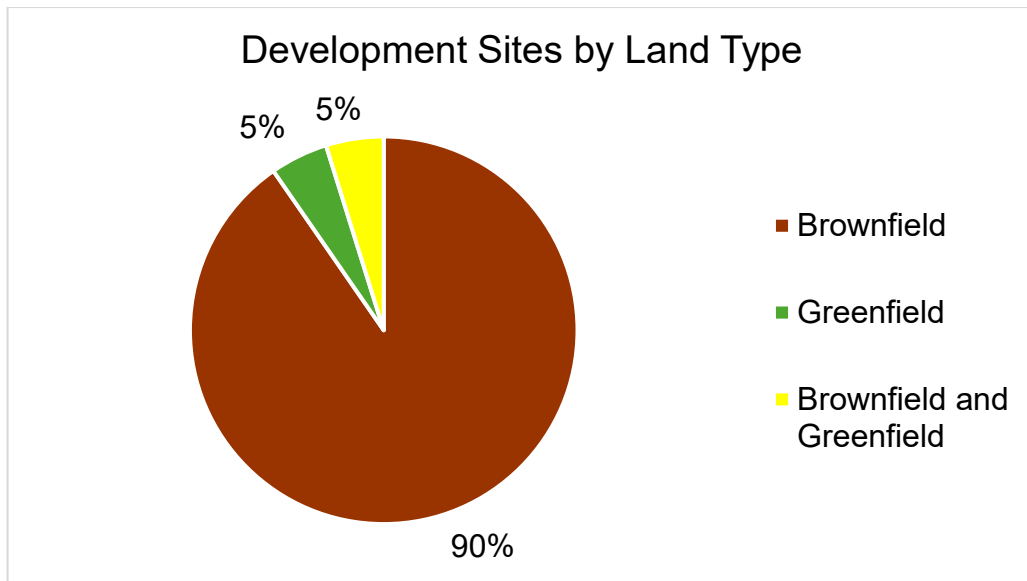
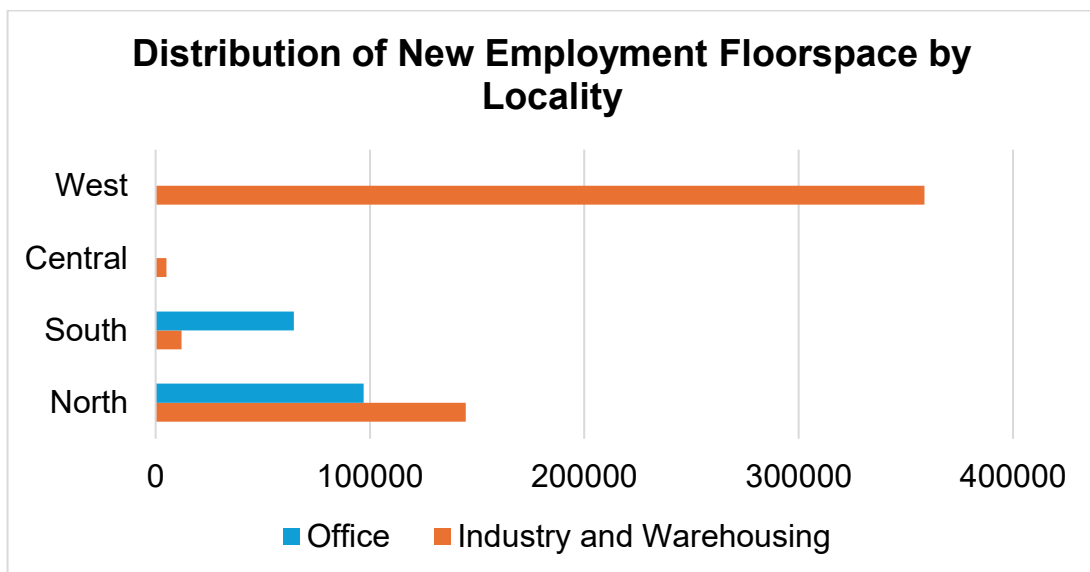


Figure 1-4: Development Sites by Land Type

1.44. Similar to the distribution of new homes, land for new employment development, comprising industry and warehousing and office floorspace, is largely concentrated in the north locality. Significant industry and warehousing floorspace is also identified in the west as a result of the PfE allocation at New Carrington, while the office floorspace in the south locality is a reflection of the PfE Timperley Wedge (Davenport Green) allocation. The distribution of employment floorspace is illustrated in Figure 1-5 below.



**Employment floorspace for South and West localities include floorspaces from PfE allocations JPA 3.2 Timperley Wedge (Davenport Green) and JPA 30 New Carrington*

Figure 1-5: Distribution of New Employment Floorspace (sqm) by Locality

Proposed Open Space Designations

1.45. In addition to land for development, 1,377 hectares (ha) of open space is also identified comprised largely of existing open spaces. To ensure their protection, they are identified and proposed for formal designation in the Local Plan and are distributed throughout the borough as illustrated in Table 1-2 below.

Table 1-2: Hectares of Open Space by Locality

Locality	Hectares of Open Space
North	259
South	509
Central	270
West	339
Total	1,377

1.46. This geographic distribution can be further categorised into the types of open space proposed to be designated in each locality, as shown by Figure 1-6, where this is dominated in all localities by parks, gardens and recreation grounds, outdoor sports provision and natural and semi-natural green space.

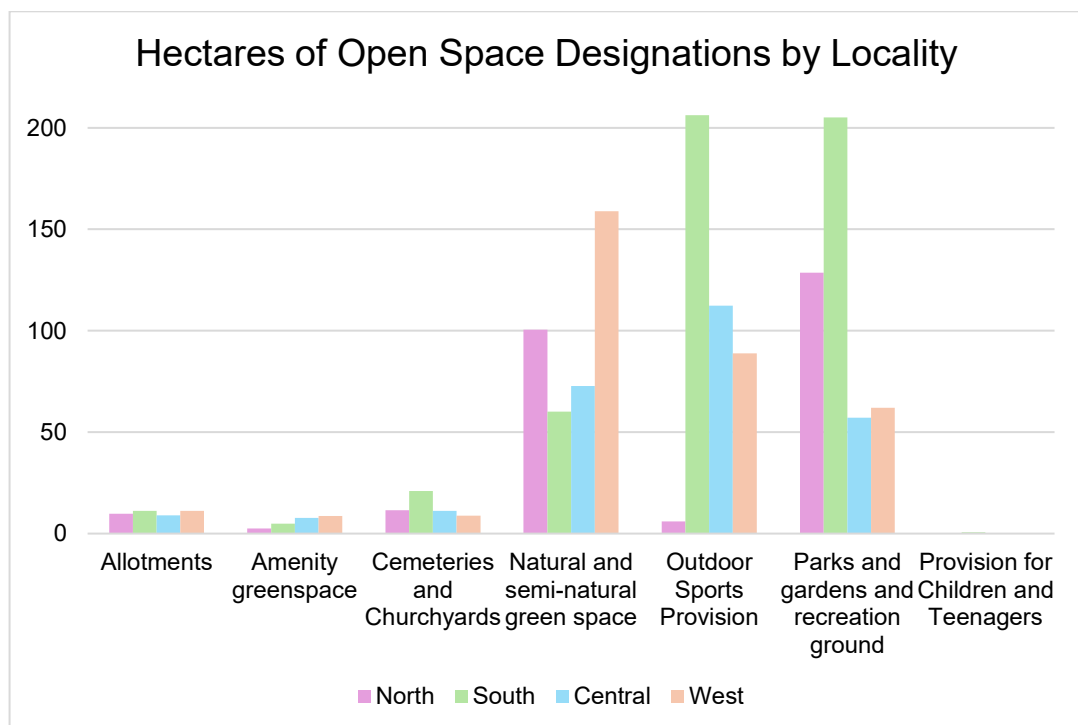


Figure 1-6: Hectares of Open Space Designations by Locality

- 1.47. This approach is fully compliant with that advocated in PfE Policy JP-G6, and is the starting point for open space provision in Trafford that will be supplemented with additional open and green spaces as part of new development.
- 1.48. Full details on all sites proposed for development and designation are set out in the respective locality sections that follow.

Infrastructure Requirements

- 1.49. To ensure that growth within Trafford is both inclusive and sustainable, development must enable and contribute towards, and/or where necessary deliver, appropriate infrastructure to support the additional burdens placed on existing infrastructure.
- 1.50. This includes strategic borough-wide and local infrastructure, such as affordable housing, transport, flood mitigation, biodiversity and open space, alongside investment in social & community infrastructure (such as health and education).
- 1.51. Whilst it is not the responsibility of new development to address or resolve existing infrastructure deficiencies or issues, the additional strain placed on Trafford's civil, social and green infrastructure by them must be provided for.
- 1.52. Consequently, there is also a role for the public sector, utility/infrastructure providers, and/or third parties in planning for the future infrastructure needs and demands arising from the Local Plan.
- 1.53. Accordingly, to assist both existing and prospective landowners, developers and site promoters, as well as public sector stakeholders and infrastructure providers; a high-level strategic framework outlining a potential indicative list of future infrastructure requirements resulting from the Local Plan are set out below.

Carbon and Energy Infrastructure

District heating networks and/or energy centres in:

North Locality

- North Trafford Heat Zone (inc. Civic Quarter)
- Stretford Town Centre

South Locality

- Timperley Wedge PfE allocation
- Broadheath

Central Locality

- Sale Town Centre

West Locality

- New Carrington PfE allocation
- Urmston Town Centre

Education Infrastructure

- Additional early education and childcare facilities across the borough where required.
- Expansion of existing primary schools throughout the borough with potential new schools if required.
- Expansion of existing secondary schools throughout the borough
- Potential long-term need for one new secondary school to serve the borough by the end of the plan period in 2042
- Additional specialist places for Special Educational Needs and Disabilities pupils where required throughout the borough.

Health and Social Care Infrastructure

- A new or expanded community/ neighbourhood health facility in each of the north, south and west localities.
- Improvements to and/or expansion of Trafford's Community Hubs and/or libraries

Green and Blue Infrastructure

- Improvements and enhancements to the Mersey Valley identified as a Green Infrastructure Opportunity Area - Local Plan Policy GI5

North Locality

- Improvements and enhancements to the North Trafford Linear Open Space identified as a Green Infrastructure Opportunity Area – Local Plan Policy GI5

South Locality

- Improvements and enhancements to Green Infrastructure Opportunity Areas – Local Plan Policy GI5
 - River Bollin Corridor
 - Timperley Brook Corridor
 - Davenport Green Rural Park
 - Fairywell Brook Corridor
 - Sinderland Brook Corridor

Central Locality

- Improvements and enhancements to Green Infrastructure Opportunity Areas – Local Plan Policy GI5
 - Baguley Brook Corridor
 - Sale Water Park

West Locality

- Improvements and enhancements to The Greater Manchester Wetlands Nature Improvement Area (NIA)
- Improvements and enhancements to Green Infrastructure Opportunity Areas – Local Plan Policy GI5
 - Red Brook Corridor
 - New Carrington
 - Wellacre Country Park
 - Urmston Meadows

Transport Infrastructure

North Locality

Active Travel infrastructure:

- At White City Circle including segregated cycle/pedestrian movement to facilitate active travel journeys across the junction
- Throughout Pomona Masterplan area as well as linking to Pomona/Cornbrook Metrolink stops/Castlefield Viaduct
- Throughout Wharfside Masterplan area as well as linking to Metrolink stops, Trafford Park Station and Moss Road
- Segregated cycle lanes along key roads (including A56, Talbot Road, Stretford Road, Old Chester Road, Seymour Grove) and crossing points at key locations and junctions (including A5145 Edge Lane/Kings Road)
- From development sites to nearby Metrolink stops/ rail stations
- Processional Route from Old Trafford Metrolink stop to Old Trafford Football Stadium including public realm and active travel improvements along the route, including enhanced crossing facilities at the Talbot Road/Warwick Road junction
- Further public realm/active travel improvements in Stretford Town Centre

Infrastructure directly related to the A56:

- Cycling and pedestrian crossing infrastructure at the A56/Kings Road /Edge Lane Junction in Stretford
- Cycling and pedestrian crossing infrastructure at the A56/Davyhulme Rd East junction in Stretford
- Active travel links connecting the Cornbrook Metrolink stop to the junction between Cornbrook Road/A56
- Cycling and pedestrian crossing infrastructure at the A56/Warwick Road/Sir Matt Busby Way junction as part of the Processional Route
- Improvements to Stretford Gyratory with a focus on better addressing congestion, walking, wheeling and cycling use and access and use of the existing green space
- Public realm and facilities including cycle hire/ mobility hub along the A56 as it passes through Stretford/Gorse Hill local centres

Other transport infrastructure:

- Enable the extension to Metrolink from the Trafford Centre towards Port Salford, including safeguarding land for the route and a stop at Trafford Waters alongside associated infrastructure including good links by Active Travel
- Facilitate the reopening or relocation of Old Trafford railway station
- Potential bus priority measures alongside active travel infrastructure at key junctions along the A56 and other key roads

South Locality

Active Travel infrastructure:

- Parallel cycle route providing a safe and low vehicular trafficked North/South cycle link between Altrincham Town Centre, Sale Town Centre and Trafford Central.
- Cycle facilities along the B5164 Barrington Road corridor from the A56 towards Altrincham Town Centre
- Enhanced segregated cycle lanes along the A560 Woodlands Road Corridor and cycling and pedestrian crossing infrastructure at all key junctions
- Active travel link via new crossing over the Bridgewater Canal towards Broadheath
- Upgrades to highway space for public realm, pedestrian crossings, quiet routes and active travel in and around Altrincham Town Centre
- A safeguarded route for the future delivery of the Carrington Greenway
- Pedestrian/cycle crossing points across Hale Road, Ashley Road and Moss Lane.

Infrastructure directly related to the A56:

- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Sinderland Road, George Richards Way, Navigation Road, Barrington Road, Woodlands Road and Charcoal Road.
- Provision of segregated cycle infrastructure along the A56 corridor from Langdale Road to Charcoal Road

- Wider pavements and more pedestrian crossings on the Dunham Road section of the A56.

Other transport infrastructure:

- Ensure the safeguarding of land associated with future rail link and potential rail station to the west of the M56/Manchester Airport, as well as associated infrastructure to ensure active travel/public transport links
- Facilitate potential future Metrolink extension to/from Manchester Airport Terminal 2 (Western Leg)
- Potential bus priority measures alongside active travel infrastructure at key junctions along the A56 and other key roads

Central Locality

Active Travel infrastructure:

- Parallel cycle route between M60, Dane Road and Marsland Road, continuing along Walton Road to connect into Trafford South Locality, via segregated or low vehicular trafficked route
- Potential to upgrade highway space for public realm, pedestrian crossings, quiet routes and active travel in and around Sale Town Centre, including potential for cycle route on School Road and crossing upgrades at the junction of Tatton Road/B5166/School Road.
- Improving walking, wheeling and cycling links to Sale and Brooklands Metrolink stops; including but not limited to those on: Sibson Road, Springfield Road, Hayfield Road, Ashfield Road and Tatton Road
- Cycle route linking Sale Town Centre and Sale Moor/Sale Water Park along Northenden Road and Old Hall Road with associated junction improvements
- Potential for quiet street on Broad Road

Infrastructure directly related to the A56:

- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Glebelands Road / Dane Road, Atkinson Road / Ashfield Road, Ashton Lane / School Road, Washway / Oaklands Road / Sibson Road, Washway Road / Marsland Road and Marsland Road / Harboro Road

- Provision of segregated cycle infrastructure along the A56 corridor from Glebelands Road/Dane Road to Langdale Road
- More frequent crossing points beyond existing junctions and at side roads at suitable locations (including linking attractors such as retail and green space)

Other transport infrastructure:

- Potential bus priority measures alongside active travel infrastructure at key junctions along the A56 and other key roads
- Contributing to improvements of pedestrian and cycle crossing points on Sibson Road and Springfield Road, enhancing connections to the wider active travel network and supporting the Sale Town Centre Public Realm and Movement Strategy.
- Contribute to improving active travel infrastructure, including new and enhanced pedestrian and cycle crossing points at the A56 junction with Oaklands Road and Sibson Road.

West Locality

Active Travel infrastructure:

- Active Travel improvements along the A6144 serving East – West connections.
- Provision of integrated high quality active travel infrastructure delivered as part of the Carrington Relief Route.
- Wider New Carrington connectivity by active travel both within and to/from the Masterplan area connecting to Partington, Warburton and Carrington
- Improved active travel infrastructure measures that enhance sustainable travel and connectivity within Partington
- Upgrade highway space for public realm, pedestrian crossings, quiet routes and active travel along key routes; including but not limited to: Crofts Bank Road, Stretford Road, Church Road, Moss vale Road and Carrington Road.
- A safeguarded route for the future delivery of the Carrington Greenway

Other transport infrastructure:

- Carrington Relief Route to be brought forward in parallel with the wider New Carrington allocation area and will support extended and prioritised bus movements as well as enhanced active travel connectivity
- Potential bus priority measures alongside active travel improvements at junctions along key routes

Electricity Infrastructure

- Additional substations and/or underground cabling in all localities

Water Infrastructure

- Additional potable water distribution mains and/or pumping stations in all localities.

Sewerage and Foul Water Infrastructure

- Upgrade and/or expansion of foul water network and/or waste water treatments works within and/or adjacent to Trafford.

Flooding and Drainage Infrastructure

North Locality

- Longford Brook flood alleviation scheme
- Trafford Park SuDS network – Greening Trafford Park (2023)

South Locality

- Timperley Brook flood prevention / alleviation measures
- Fairywell Brook flood alleviation / alleviation measures
- Flood water storage areas – PfE JPA 3.2: Timperley Wedge
- Surface water management and SuDS – PfE JPA 3.2: Timperley Wedge

Central Locality

- Baguley Brook flood prevention/ alleviation measures

West Locality

- River Mersey flood defences
- Red Brook flood prevention/ alleviation measures
- Sinderland Brook flood preventions/ alleviation measures
- Surface water management and SuDS – PfE JPA 30 New Carrington

- 1.54. Additional information on the likely infrastructure requirements for Trafford over the plan period is required and the above indicative framework is neither complete nor exhaustive, and as such is subject to change.
- 1.55. The Council would therefore be interested in any views on the indicative infrastructure framework outlined above, particularly from statutory undertakers and utility and infrastructure providers.

Consultation Question 1-1

What infrastructure improvements (e.g., transport, schools, healthcare) do you think are needed to support the proposed allocations?

Design Principles

A1: Allocation Design Principles

Development proposals for all allocations and Broad Locations will be required to:

- A. Achieve well-designed and high-quality development, which responds positively to the existing built environment and aims to add to and enhance the character and appearance of the wider local area.
- B. Enable the creation of landscape-led design incorporating a network of public spaces, green and blue spaces and corridors throughout the site and providing linkages to surrounding areas.
- C. Provide a spacious and high-quality public realm (in addition to any new park and other green space requirements) encouraging, where appropriate, activity and play incorporating pocket parks and play areas/ playgrounds alongside planting and seating areas for year-round usage.
- D. Incorporate the principles of Active Design to promote health and wellbeing and encourage physical activity.
- E. Achieve a BREEAM rating of 'Very Good' for all employment and commercial development.
- F. Incorporate sustainable drainage and surface water management solutions to reduce the rates of surface water discharge, and where possible, maximise opportunities to integrate such measures with green infrastructure to secure multi-functional benefits.
- G. Where tall buildings are proposed, development must be delivered in accordance with Local Plan Policy BE2: Tall Buildings, incorporating a spacious amount of public realm and/or amenity green space around their base.

- 1.56. Trafford is a highly desirable place to live. It has excellent schools, great connectivity and a wide range of homes to choose from. Its parks and green spaces provide relief from the urban environment and opportunities for fresh air and improving well-being. Locally distinctive buildings, mainly in red brick, give a sense and understanding of place. The borough has a rich and varied heritage, from trailblazing industrial buildings in Trafford Park, to the formal

splendour of Dunham Massey. Town and village centres draw in residents and visitors in both the daytime and the evening. Trafford has much to commend it, and design principles seek to take the best of Trafford to ensure that future development continues to offer distinctive, innovative and high quality placemaking which can be enjoyed for generations to come.

Consultation Question 1-2

Do you support the proposed Allocation Design Principles?

Proposed A56 Broad Development Location

- 1.57. The A56 is a key route running north to south through Trafford. It connects three of the main town centres: Stretford, Sale and Altrincham and connects to Manchester City Centre in the north.
- 1.58. The route is well served by sustainable travel modes, with various bus routes, as well as walking, wheeling and cycling infrastructure. This is most developed in the northern sections of the A56 but there are plans to improve the whole A56 corridor, as outlined in Local Plan Policy TM6. The Bridgewater Canal also runs parallel to much of the corridor and offers an existing active travel route.
- 1.59. Historically, various sites directly along the A56 corridor have been developed for employment uses, primarily offices. Many of these continue to operate today and form part of the designated employment areas identified by Local Plan Policies EJ3: Industry and Warehousing and EJ4: Offices. However, in recent years, there has been a move towards residential development along the A56 corridor, often via office to residential conversions, utilising current permitted development rights. While this has contributed to the housing land supply, it has often resulted in poor quality schemes which do not meet space standards, or which have poor natural light.
- 1.60. In addition, there are areas which may be suitable for redevelopment and/or increased development densities. For example, Highfield Road / Brunswick Street near Stretford town centre, is currently low density housing and there is an opportunity for a higher density redevelopment of the area, making more efficient use of the land.
- 1.61. Various call for site exercises have been undertaken to inform the preparation of the Local Plan and as part of this process sites along the A56 corridor have been submitted for proposed residential development.
- 1.62. Taking all of the above into account, it is therefore proposed that the A56 corridor is identified as a Broad Location in the Local Plan as an area suitable for mixed use schemes, which provide relatively high-density residential

development, alongside office space. This would be a more efficient use of the land along this corridor and take advantage of the good links to services and facilities, as well as existing sustainable transport connections.

- 1.63. The sites which the Council is currently aware of are set out in the policy below. The Council would be interested in any views on the proposed approach to residential development on the A56 corridor, on the proposed density, as well as any other sites which may be suitable and should be allocated for development.

A2: A56 Broad Development Location

Residential-led development proposals within the A56 Broad Location will be encouraged and supported where schemes:

- A. Are located on previously developed land and not allocated or designated for alternative purposes.
- B. Deliver a range of dwelling sizes and types which help to meet the identified housing need as set out in Local Plan Policy R4, having regard to the latest Housing Needs Assessment.
- C. Make provision for affordable housing in accordance with the relevant Locality requirements of Local Plan Policy R3.
- D. Deliver development at a minimum density of 120 dwellings per hectare (dph);
- E. Enable, contribute to and/or provide sustainable transport infrastructure improvements along the A56, including pedestrian crossings, cycle routes, and traffic calming measures.
- F. Achieve low car developments through a reduced level of car parking having regard to a site's location and proximity to a town centre, and in accordance with all relevant parking standards set out in Local Plan Policy TM10.
- G. Retain mature trees and incorporate green buffers and public realm enhancements to mitigate noise and air quality impacts.
- H. Provide green and open spaces in accordance with Local Plan Policy OS1; and
- I. Incorporate appropriate noise and air quality measures in accordance with Policies BE1 and BE8.

Site-specific details for each identified allocation within the A56 Broad Location is provided below:

Policy Ref	Site	Site size (ha)	Dwellings	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AB1	Cavendish House, Cross Street, Sale	0.49	47	0	47	0	0
AB2	Charter House, Woodlands Road, Altrincham	0.28	26	0	26	0	0
AB3	Citygate 1 and 2, Cross Street, Sale	0.68	65	0	65	0	0
AB4	Crossgate House, Cross Street, Sale	0.53	50	0	50	0	0
AB5	Dunham House, Cross Street, Sale	0.17	17	0	17	0	0
AB6	Marshall House, Cross Street, Sale	0.16	16	0	16	0	0
AB7	Stafford Court, Washway Road, Sale	0.40	38	0	38	0	0

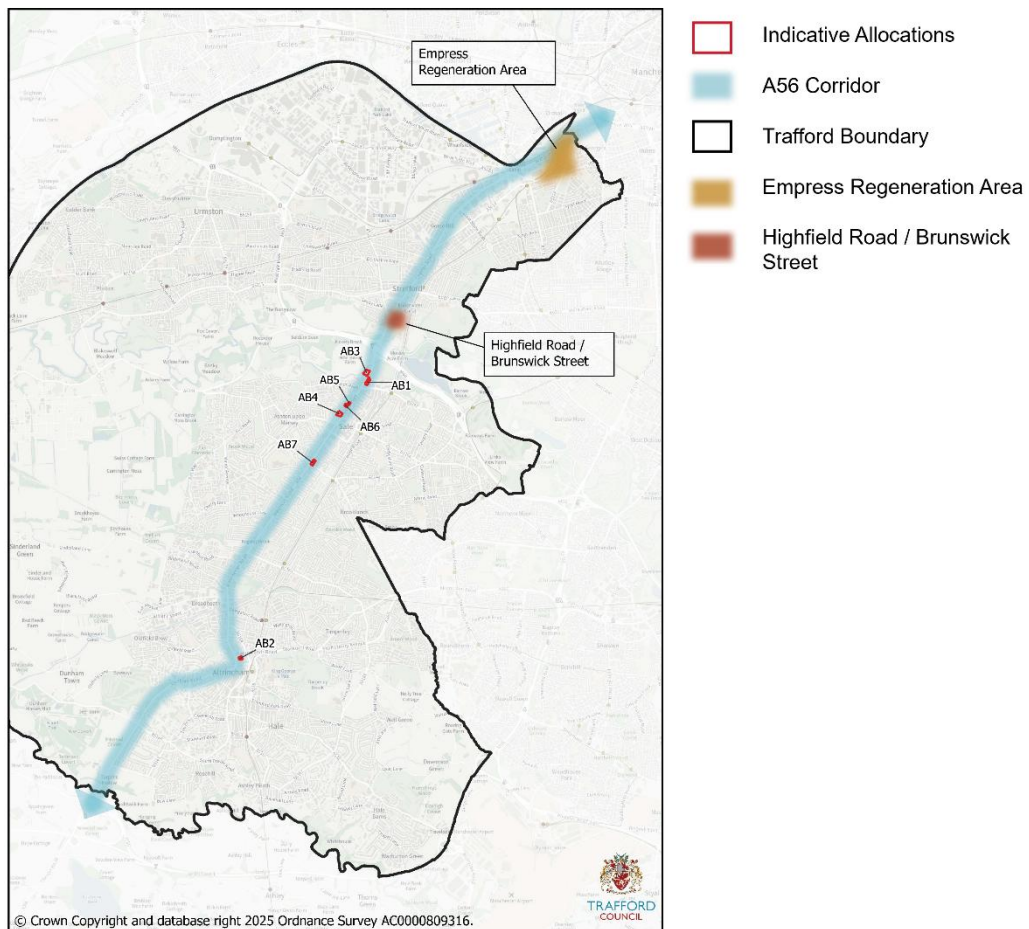


Figure 1-7: Proposed A56 Broad Development Location

- 1.64. Sites along the A56 corridor offer an opportunity to make more efficient use of the land and to contribute to the housing land supply. A minimum density of 120 dph is required. This is in excess of the minimum PfE Policy JP-H4 requirements but is considered to be appropriate in this location given the sustainable transport links along the corridor, and proximity to local services particularly near to the town centres.
- 1.65. A feature of sites along the corridor is surface car parking which can often take up over half of a site. A lower level of car parking would be acceptable on these sites, enabling a greater part of the site to be utilised for residential development.
- 1.66. While benefitting from existing transport links, sites along the corridor will be expected to enhance and contribute to transport infrastructure, helping to support a greater sustainable mode share on the corridor.
- 1.67. There is also a significant opportunity for improved green infrastructure as part of the redevelopment of these sites, contributing to the wider greening of the corridor. This will create a more attractive environment and help to mitigate air quality and noise impacts.

Consultation Question 1-3

Do you support the proposed broad location? Please explain your reasons.

Proposed Town Centre Broad Locations

- 1.68. Local Plan Policy TC1 established the hierarchy of town centres in Trafford, identifying Altrincham as the boroughs' main town centre with Sale, Stretford and Urmston identified as other designated town centres.
- 1.69. As the main town centre, Altrincham is the largest of the centres in Trafford and served by rail, tram and bus services, converging at Altrincham Interchange.
- 1.70. Sale and Stretford town centres are also served by trams on the Altrincham line, while Urmston town centre is accessible by rail, with services to and from Manchester/ Liverpool. All centres are accessible and served by multiple bus services.
- 1.71. As outlined in the National Planning Policy Framework (NPPF), planning policies should support the roles of town centres and promote their long-term vitality and viability, through among other things allowing a suitable mix of uses – including housing. This approach is advocated in Local Plan Policy TC1 whereby housing development in the boroughs town centres is supported where it helps diversification.
- 1.72. Like many places across the country, Trafford's town centres continue to withstand a changing retail, leisure and entertainment environment, with elements of their built fabric no longer suited for modern demands. Consequently, there are pockets of underutilised and/or vacant land and buildings which could be put to better use and/or redeveloped to inject new life and vitality into the hearts of the borough's communities, by performing multiple roles to meet the needs of a modern economy and population.
- 1.73. Accordingly, it is proposed that the boroughs four town centres are identified as Broad Locations in the Local Plan as areas suitable for residential-led mixed use schemes, providing relatively high-density residential development, alongside other appropriate town centre uses such as retail, office, commercial and small-scale leisure. This approach would result in a more efficient use of land, take advantage of existing services and facilities in the

town centres, support the local economy and facilitate modal shift to more sustainable travel patterns, utilising existing active and public transport connections.

- 1.74. Sites which the Council is currently aware of are set out in the policy below. As with the A56 Broad Location, the Council would be interested in any views on the proposed approach to greater residential development within the borough's town centres, the proposed density, as well as any other sites which may be suitable and should be allocated for development.

A3: Trafford Town Centre Broad Development Locations

With the exception of other proposed allocations in the Plan, which are within town centres, residential-led development proposals within Altrincham, Sale, Stretford and Urmston Town Centres will be encouraged and supported where schemes:

- A. Are located on previously developed land and not allocated or designated for alternative purposes.
- B. Deliver a range of dwelling sizes and types which help to meet the identified housing need, as set out in Local Plan Policies R4 (and R4N where appropriate), having regard to the latest Housing Needs Assessment.
- C. Make provision for affordable housing in accordance with the relevant Locality requirements of Local Plan Policy R3 (and R3N where appropriate).
- D. Deliver development at a minimum density of 120 (dwellings per hectare) dph.
- E. Incorporate non-residential uses at ground floor as a minimum. Such uses must cumulatively provide a mix of commercial, employment, retail, leisure and community services and facilities for residents, workers and visitors to the respective town centre.
- F. Enable, contribute to and/or provide improvements to public transport and infrastructure including pedestrian, cycling and wheeling access and accessibility to tram stops, railway stations and/or bus stops/interchanges.
- G. Enable, contribute to and/or provide sustainable transport infrastructure improvements to key elements of the local highway network including pedestrian crossings, cycle routes, and traffic calming measures.
- H. Achieve low car developments through a reduced level of car parking, and use of centrally designated parking barns/ multi-storey car parks in accordance with all relevant parking standards set out in Local Plan Policy TM10.
- I. Retain mature trees and incorporate green buffers and public realm enhancements to mitigate noise and air quality impacts.

- J. Provide green and open spaces in accordance with Local Plan Policy OS1.
- K. Incorporate appropriate noise and air quality measures in accordance with Policies BE1 and BE8; and
- L. Facilitate and enable the creation and establishment of mobility hubs.

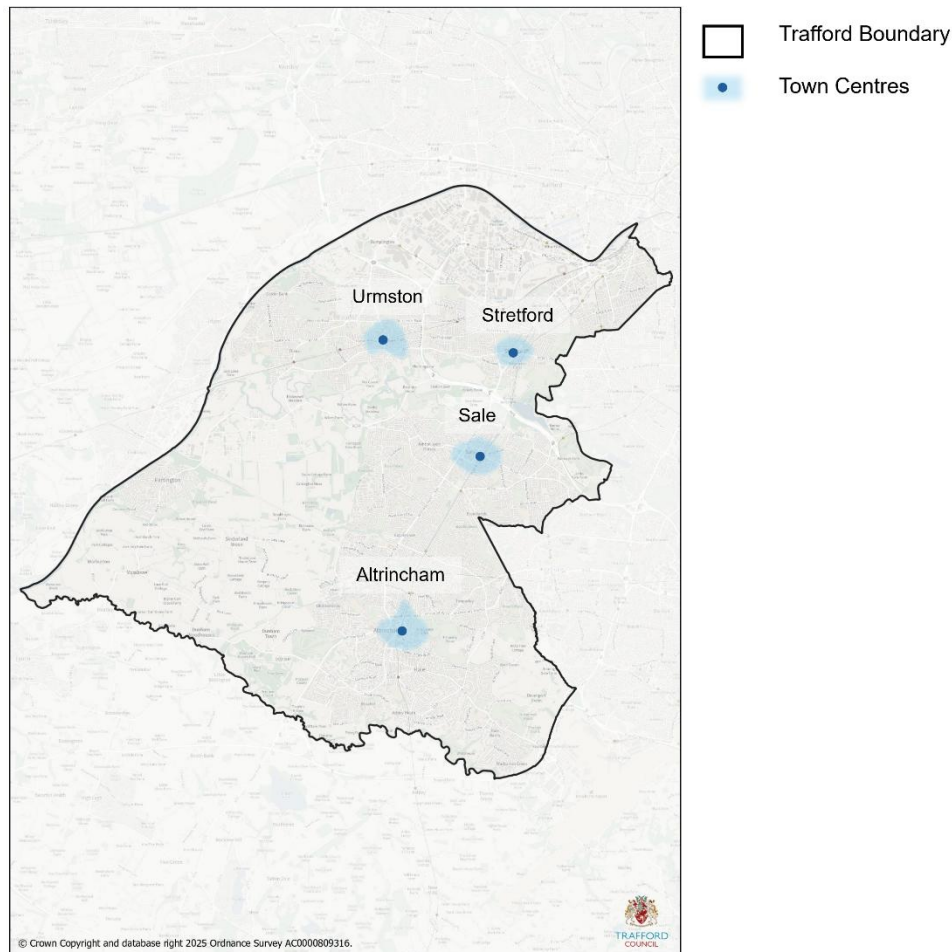


Figure 1-8: Proposed Town Centre Broad Locations

- 1.75. As with the A56 Broad Location, sites within Trafford's town centres offer opportunities to make more efficient use of the land, support the local economy and to contribute to the housing land supply.
- 1.76. To achieve this, a minimum density of 120 dph is required. This is in excess of the minimum PfE Policy JP-H4 requirements but is considered to be appropriate given the guidance provided by national planning policy, and

sustainable transport links along with proximity to local amenities and services.

- 1.77. To ensure that developments do not undermine the important roles of the borough's town centres, only mixed-use developments will be supported. This will enable proposals to contribute towards the vitality and viability of town centres, create mixed communities and diversify the retail, leisure, commercial and entertainment offer.
- 1.78. Served by multiple modes of transport including bus, tram and rail together with the increasing availability of active travel routes, it is considered that low levels of on-site car parking will be required, with spaces instead being located within centrally designated parking barns and/or multi-storey car parks.
- 1.79. Nevertheless, sites would be expected to contribute towards improved transport infrastructure as well as public realm and green space enhancements.
- 1.80. Given the array of challenges such land assembly involved in town centre regeneration and/or redevelopment, it is not anticipated that any significant development will come forward until the latter part of the plan-period.

Consultation Question 1-4

Do you support the proposed broad location? Please explain your reasons.

Empress Regeneration Area Broad Location

- 1.82. The Empress Regeneration Area includes a mix of residential and industrial / commercial uses, much of which has an historic character and is part of the Empress Conservation Area.
- 1.83. The area has declined in recent years and the Conservation Area has been on Historic England's Heritage at Risk Register since 2012. Recent work has been commissioned to develop the Empress Conservation Area Regeneration Plan, which seeks to address the causes of decline and enable the sensitive redevelopment of the area. This study identified a number of sites which may be suitable for redevelopment for both residential and employment uses, and the area has therefore been identified as a Broad Location in the Local Plan. The location of the area provides an opportunity to provide an enhanced gateway to Manchester City Centre.
- 1.84. The Empress Regeneration Area includes an important and long-established employment area within the north locality. This is the Hadfield Street Industrial Area – Policy EJ3N. Any redevelopment opportunities within the area will need to accord with this policy.
- 1.85. Some sites within the Broad Location are identified as proposed allocations within the north locality chapter, such as AN7: 499 Chester Road and AN14: 332-340 Chester Road. These sites already form part of the housing land supply, but there are likely to be further development opportunities for both housing and employment and these additional sites (AB8 and AB9) are identified on the indicative plan (Figure 1-9).

A4: Empress Regeneration Area Broad Location

Development proposals within the Empress Regeneration Area will be required to:

- A. Be in accordance with Local Plan Policy EJ3 and EJ3N in relation to the Hadfield Street Industrial Area.
- B. Deliver a range of dwelling sizes and types which help to meet the identified housing need, as set out in Local Plan Policies R4 (and R4N), having regard to the latest Housing Needs Assessment.
- C. Make provision for affordable housing in accordance with the relevant Locality requirements of Local Plan Policy R3 (and R3N where appropriate).
- D. Deliver development at a density of around 120 dph.
- E. Enable, contribute to and/or provide improvements to public transport and infrastructure, including pedestrian, cycling and wheeling access and accessibility to tram stops, railway stations and/or bus stops/ interchanges.
- F. Achieve low car developments, through a reduced level of car parking in accordance with all relevant the parking standards set out in Local Plan Policy TM10.
- G. Retain mature trees and incorporate green buffers and public realm enhancements to mitigate noise and air quality impacts.
- H. Provide green and open spaces in accordance with Local Plan Policy OS1.
- I. Achieve a high-quality, locality distinctive design which responds sympathetically to the Empress Conservation Area.
- J. Preserve and enhance the existing historic and industrial fabric of the area
- K. Incorporate appropriate noise and air quality measures in accordance with Local Plan Policies BE1 and BE8;

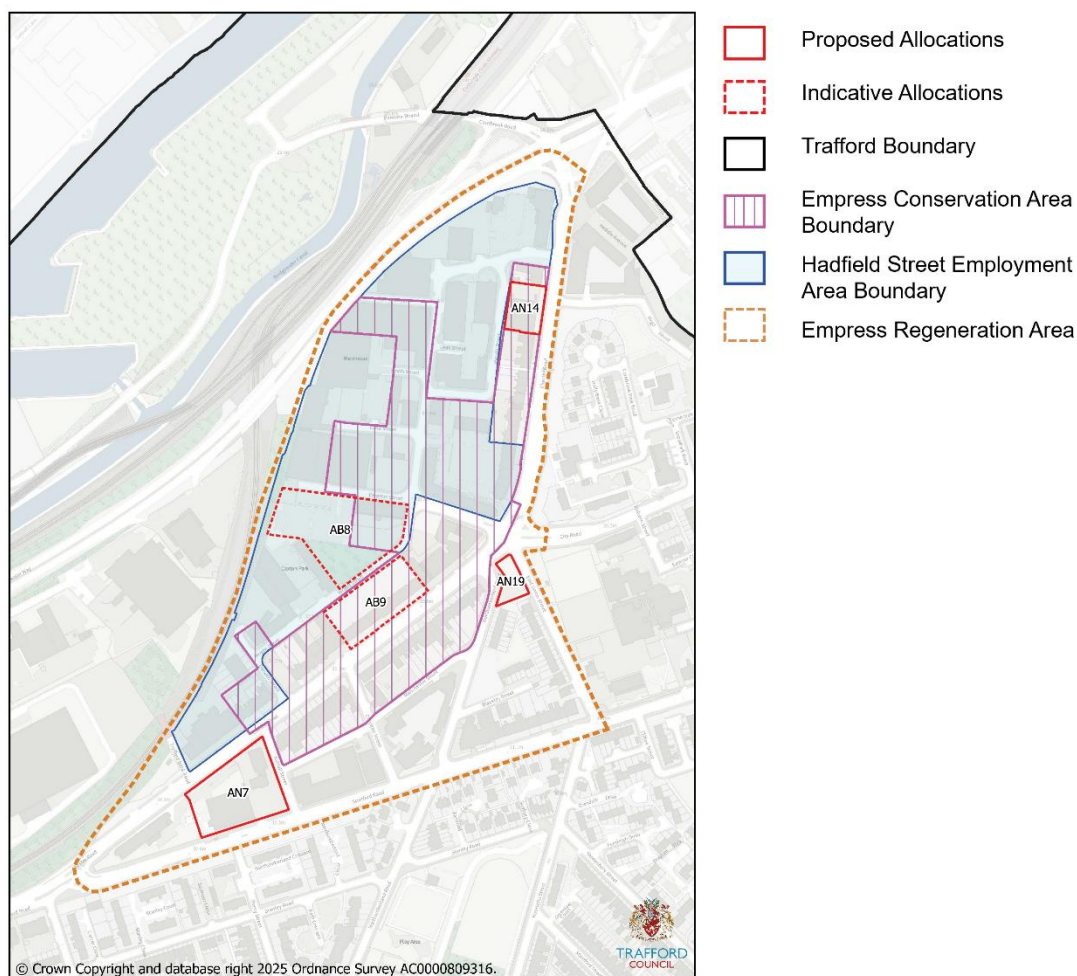


Figure 1-9: Empress Regeneration Area Broad Location

- 1.86. Sites within the Empress Regeneration Area offer an opportunity to make more efficient use of land, for both residential and employment development, within this strategically important location. They will provide new residential development opportunities at a key gateway to Manchester City Centre, whilst sustaining and enhancing the employment offer.
- 1.87. In relation to residential development, schemes should seek to deliver a density of around 120 dph, where appropriate, taking into account any heritage / design constraints relating to the Empress Conservation Area. This is a highly sustainable location and is generally suitable for higher density schemes. The 120 dph requirement is in excess of the minimum PfE Policy JP-H4 requirement but is considered to be appropriate given the guidance

provided by national planning policy, sustainable transport links and proximity to Manchester City Centre.

- 1.88. The Hadfield Street employment area is at the heart of the Regeneration Area and includes the Empress Business Centre. Employment uses within this designated employment area will be encouraged and any other uses which would erode the employment area will not be supported.
- 1.89. The area is already served by multiple modes of transport and development should contribute to improving this offer and providing enhanced infrastructure, particularly in relation to active travel.
- 1.90. Schemes will also be expected to contribute to public realm and green space enhancements, particularly where these would enhance the quality of the Conservation Area.

Consultation Question 1-5

Do you support the proposed broad location? Please explain your reasons.

Trafford North – Site Allocations and Designations

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2. Trafford North – Site Allocations and Designations

Sites Overview

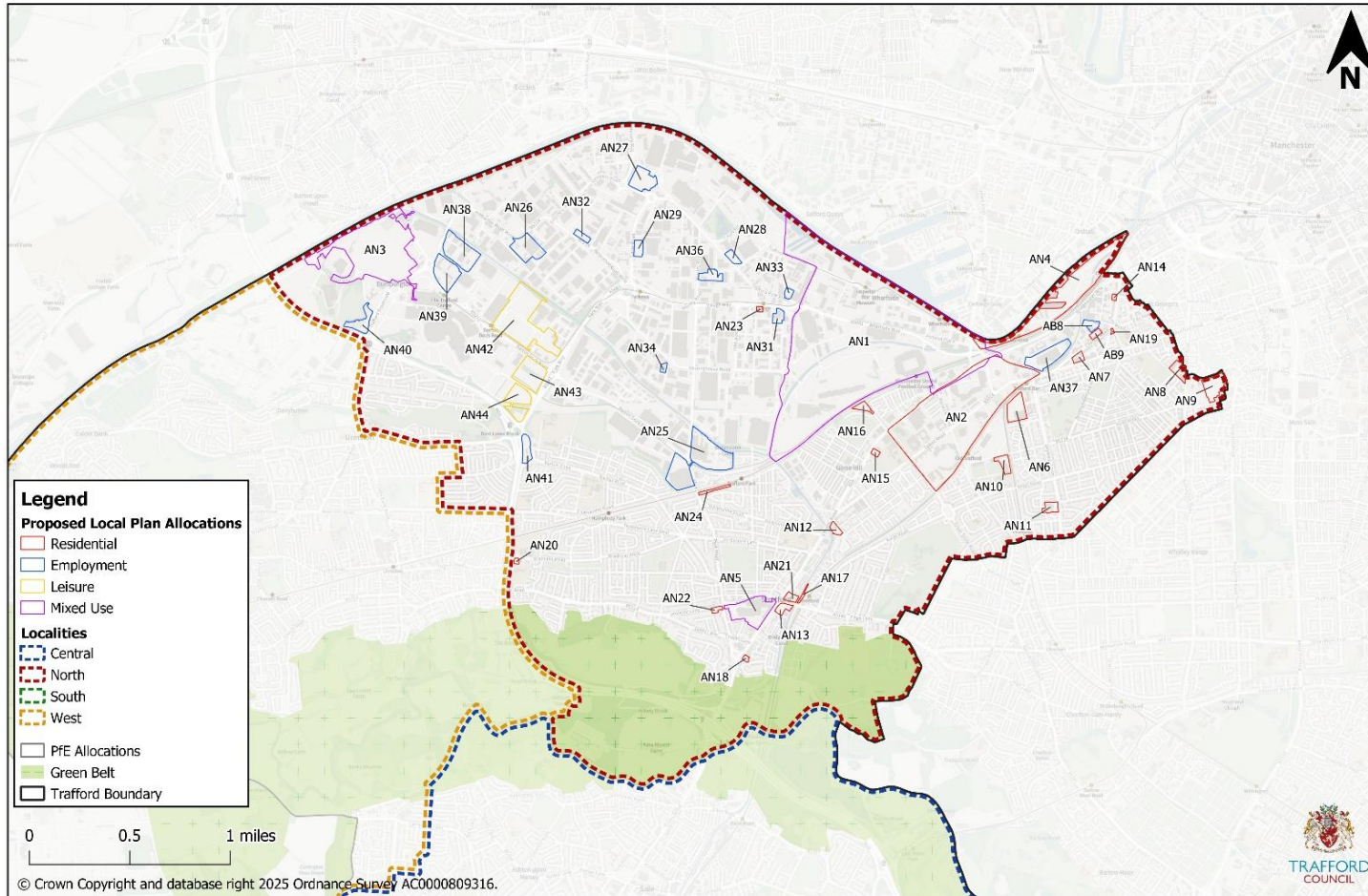


Figure 2-1: Site Allocations Overview in North Locality

Sites Proposed for Allocation and Designation

- 2.1. The following sites within the Trafford North Locality are proposed to be allocated or designated for the identified uses.

Table 2-1: Trafford North – Proposed Sites

Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development (gross)
AN1	Wharfside	Mixed use	150.49	15,000 dwellings
AN2	The Civic Quarter	Residential	53.89	4,000 dwellings
AN3	Trafford Waters	Mixed use	29.80	3,000 dwellings with 80,000 sqm offices
AN4	Pomona	Residential	12.68	2,300 dwellings
AN5	Stretford Mall, Chester Road, Stretford	Mixed Use	3.73	750 dwellings
AN6	Land west of Skerton Road, Old Trafford	Residential	2.41	540 dwellings
AN7	499 Chester Road, Old Trafford	Residential	0.57	285 dwellings
AN8	88-118 Chorlton Road, Old Trafford	Residential	1.56	188 dwellings
AN9	Land off Bold Street, Old Trafford	Residential	2.78	150 dwellings
AN10	Land on Brixham Road, Old Trafford	Residential	1.12	135 dwellings
AN11	Site of the former Stretford Memorial Hospital	Residential	1.79	60 dwellings
AN12	Land At Christie Road, Stretford	Residential	0.54	60 dwellings
AN13	Land at Lacy Street, Stretford	Residential	0.77	55 dwellings

Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development (gross)
AN14	332-340 Chester Road	Residential	0.17	31 dwellings
AN15	Greatstone Hotel	Residential	0.3	30 dwellings
AN16	Land at Avondale Road	Residential	0.70	28 dwellings
AN17	Former Boat Yard, Edge Lane	Residential	0.21	28 dwellings
AN18	Former Vehicle Repair Workshop, Green Street	Residential	0.20	20 dwellings
AN19	Former Northumberland Public House, Chester Road	Residential	0.09	20 dwellings
AN20	York House, 1 Bridgenorth Avenue	Residential	0.17	18 dwellings
AN21	Essoldo Cinema, Edge Lane	Residential	0.59	10 dwellings
AN22	Robin Hood Hotel, 125 Barton Road	Residential	0.34	15 dwellings
AN23	Trafford Park Hotel	Residential	0.18	15 dwellings
AN24	Land between 182/182a Park Road	Residential	0.46	13 dwellings
AN25	Land to East and West of A5181 (Kelloggs Plant) Park Rd, Trafford Park	Industry and warehousing	11.40	45,000 sqm
AN26	Site of Tenmat, Ashburton Road, Trafford Park	Industry and warehousing	3.72	20,000 sqm

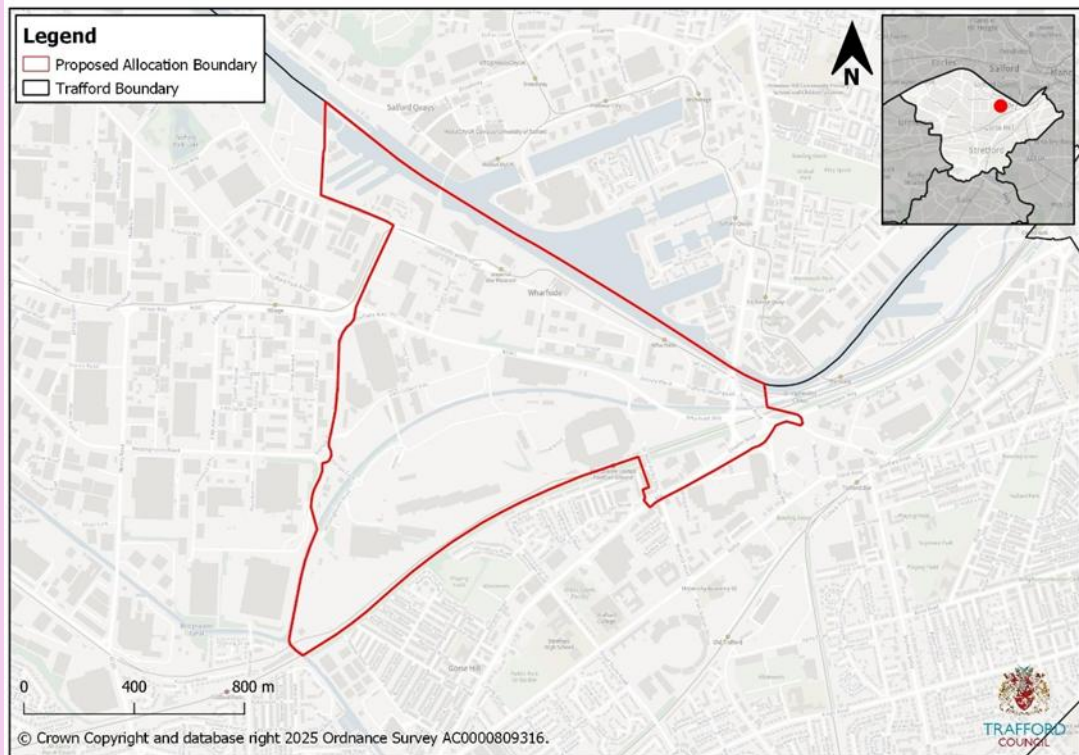
Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development (gross)
AN27	Site of SCA Hygiene Products, Trafford Park Road, Trafford Park	Industry and warehousing	2.88	10,800 sqm
AN28	125 Trafford Park Road, Trafford Park	Industry and warehousing	0.77	4,140 sqm
AN29	10 Tenax Road, Trafford Park	Industry and warehousing	1.02	3,570 sqm
AN31	Former Builders Yard, First Avenue, Trafford Park	Industry and warehousing	0.87	3,045 sqm
AN32	Former Trafford Bakery, Ashburton West, Trafford Park	Industry and warehousing	0.65	2,758 sqm
AN33	F and G Commercials, Trafford Park Road	Industry and warehousing	0.44	2,338 sqm
AN34	Unit 24 Severnside Trading Estate, Trafford Park	Industry and warehousing	0.33	1,319 sqm
AN36	Former Washington Mills Electro Minerals, Trafford Park	Industry and warehousing	1.34	1,050 sqm
AN37	2 Brindley Road, Old Trafford	Industry and warehousing	4.12	19,000 sqm
AN38	Land at Bridgewater Centre	Industry and warehousing	5.16	17,850 sqm
AN39	Land South of Taylor Road	Industry and warehousing	4.06	14,000 sqm
AN40	Land west of Trafford Boulevard	Offices	2.00	12,000 sqm

N

Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development (gross)
AN41	Land At Moss Vale Crescent	Offices	0.64	5,000 sqm
AN42	Former Event City, Barton Dock Road	Major Leisure	12.23	N/A
AN43	Former Container Base, Barton Dock Road	Major Leisure	4.67	N/A
AN44	Land at Car Park 7	Major Leisure	3.73	N/A

Proposed Residential Allocations

AN1: Wharfside



Address:	Wharfside			
Site Size (Ha):	150.49			
Allocated for:	15,000 (8,000 in plan period to 2042)			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5 Yrs	6-10 Yrs	11-17 Yrs	18+ Yrs
	3,000	2,000	3,000	7,000

AN1: Wharfside Site Requirements

Land at Wharfside will undergo major redevelopment and regeneration, providing a minimum of 15,000 new homes, with 8,000 delivered within the Plan Period, alongside a new world class football stadium and new commercial, retail and leisure floorspace.

Significant new accessible and publicly accessible green spaces, public realm and new community facilities will also be created alongside substantial improvements to both public transport and active travel infrastructure.

Enhancements and improvements to the accessibility and setting of existing cultural institutions, such as the Imperial War Museum North and ITV Studios, will also be achieved.

Development of this site will be required to:

- A. Be in accordance with a site-wide strategic masterplan that:
- i. has been approved by the local planning authority
 - ii. must include a phasing and delivery strategy, as required by policy JP-D1 of Places for Everyone (PfE)
 - iii. will be prepared in partnership with key stakeholders and in consultation with the local community and businesses, to ensure the whole allocation is planned and delivered in a coordinated and comprehensive manner.

Residential

- B. Deliver an appropriate mix of apartments and houses (except for level access/bungalows) to meet identified housing needs, as set out in Policy R3N, broadly distributed across the site as follows:
- i. 1,300 dwellings (primarily houses), in the Stadium West area indicated on the illustrative policy plan (Figure 2-2)
 - ii. 13,700 dwellings throughout the remainder of the allocation as indicated on the illustrative policy plan (Figure 2-2).
- C. Provide a minimum of 25% on-site affordable housing in accordance with the North Locality requirements of Local Plan Policies R3, R3N and IP1.
- D. Deliver development at a density of:
- i. Approximately 55 dwellings per hectare (dph) in the Stadium West area indicated on the illustrative policy plan (Figure 2-2); and

- ii. Approximately 200 dwellings per hectare throughout the remainder of the allocation as indicated on the illustrative policy plan (Figure 2-2).

Manchester United Football Stadium

- E. Any new development at/ of the stadium must be in accordance with Local Plan Policy CL1N.

Employment, Commercial and Retail

- F. Incorporate non-residential ground floor uses throughout the allocation, particularly in the areas indicated on the illustrative policy plan (Figure 2-2). Such uses must cumulatively provide a mix of commercial, employment, retail, leisure and community uses for residents, workers and visitors to the area.
- G. Deliver new hotel development in the areas indicated on the illustrative policy plan (Figure 2-2) to accommodate the majority of visitors to Wharfside's attractions.
- H. Have regard to existing and retained businesses already within the allocation, ensuring proposals do not detrimentally affect their ability to continue to operate viably and successfully, enhancing their environments wherever possible.

Climate Change and Renewable Energy

- I. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2.Transport, Integration and Accessibility.
- J. Enable, contribute and/or provide an on-site energy centre.

Transport, Integration and Accessibility

- K. Enable, provide contributions towards and/or deliver additional and improved active travel and other physical connections into and out of the allocation to/from neighbouring areas and communities such as Gorse Hill, north Stretford, Trafford Park, Old Trafford, the Civic Quarter and Salford Quays.
- L. Create a network of permeable streets and connections within and through the allocation that prioritise active travel as indicated on the illustrative policy plan (Figure 2-2) including:
 - i. East to West: Ship Canal Walk, Trafford Wharf Road, Wharfside Way, John Gilbert Way, Stadium Approach and Bridgewater Canal.

- ii. North to South: Sir Matt Busby Way, Old Stretford End Way, Parkside West, Quays Connection and Western Wharfside.
- M. Enable and facilitate greater permeability over the Trafford Park Metrolink line to the east of Quay West.
- N. Enable, provide contributions towards and/or deliver:
 - i. A new bridge over the Manchester Ship Canal to Clippers Quay in Salford.
 - ii. Accessible links to/ from the existing Trafford Park train station and any additional passenger rail stations within the allocation.
 - iii. Public transport improvements; and
 - iv. Interventions to address the barrier to movement caused by the White City Circle roundabout.
- O. Enable and facilitate the creation of mobility hubs at key clusters and/or transport nodes as indicated on the illustrative policy plan (Figure 2-2).
- P. Retain the use of the docks and their immediate surrounds as indicated on the illustrative policy plan (Figure 2-2) to the north west of the allocation for freight use.

Parking Provision

- Q. Incorporate minimum levels of car parking which must either be provided as on-site podium parking, or by using centrally designated parking barns/ multi-storey car parks.
- R. Provision of surface parking adjacent to waterfront locations will not be supported.

Community and Social Facilities

- S. Enable the provision of a new on-site primary school, neighbourhood health centre and/or new community facility.
- T. Make contributions towards:
 - i. The provision of early years, primary school and secondary school places, a proportion of which will be for Special Educational Needs (SEN).
 - ii. The improvement, enhancement and/or provision of neighbourhood health facilities.
 - iii. The improvement, enhancement and/or provision of community facilities as set out in Local Plan Policy CT3.

Green Infrastructure

- U. Deliver a substantial new accessible and publicly accessible urban park to meet the needs of a wholly new mixed-use neighbourhood and visitor destination as indicated on the illustrative policy plan (Figure 2-2).
- V. Enable and contribute to the creation and provision of significant new areas of accessible and publicly accessible green and open space as set out in Policy OS1.

Design and Public Realm

- W. Enable the creation of a substantive linear area of accessible and publicly accessible public realm, incorporating green and open space fronting the Manchester Ship Canal between the Imperial War Museum and Wharf End Road/ Trafford Road.
- X. Have regard to the local landmark of the Imperial War Museum North and its setting, protecting and/or enhancing key views to/from it.

Historic Environment

- Y. Have regard to impacts on the distinct and unique heritage assets of Throstles Nest Bridge, Trafford Road Bridge, the historic elements of the Telephone Exchange and the former Electric Cable Factory; including their respective settings, and where necessary / appropriate mitigate any harmful impacts as informed by a detailed heritage impact assessment.

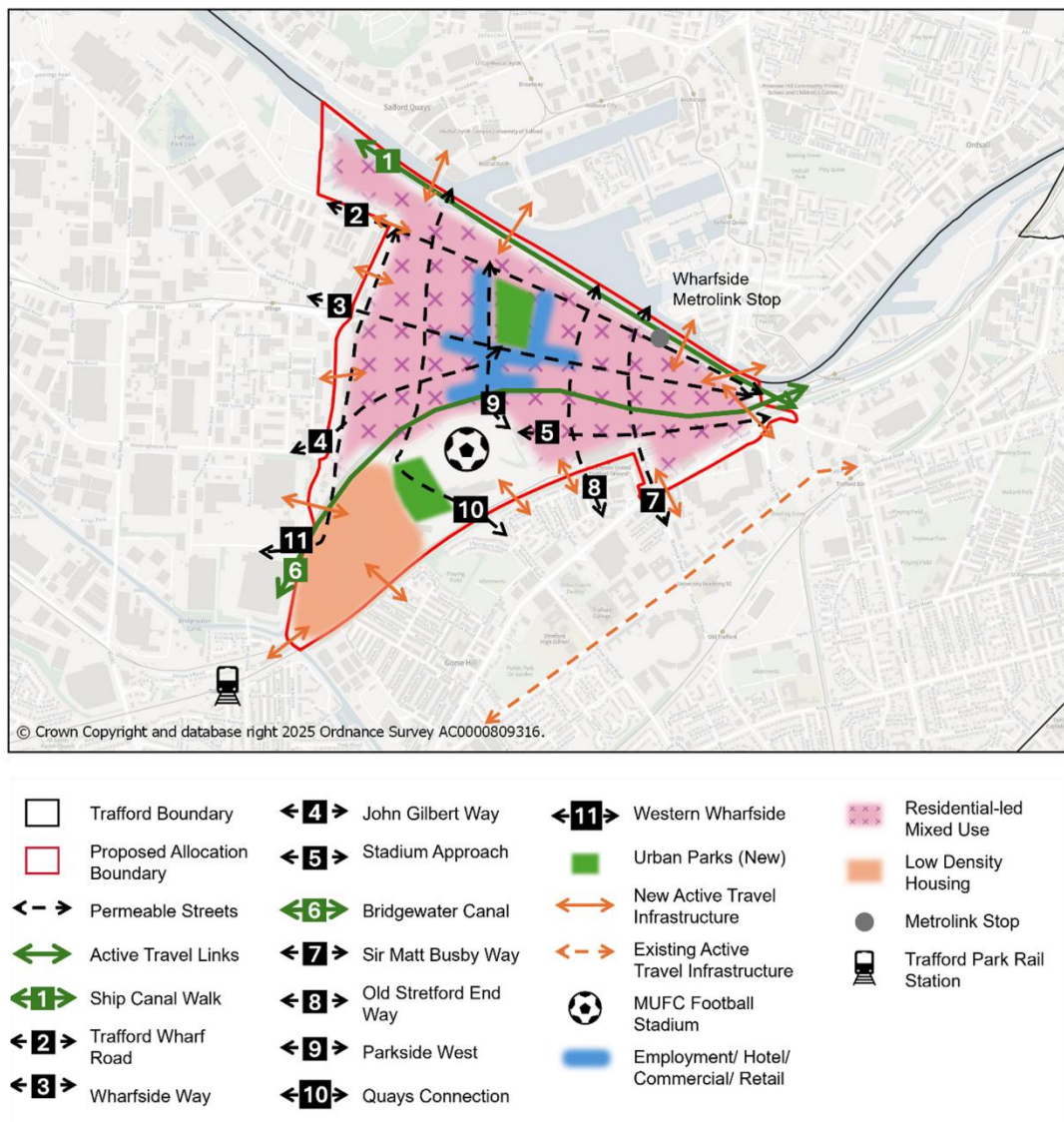


Figure 2-2: Wharfside Indicative Policy Plan

2.2. Straddling both the Core Growth and Inner Regeneration Areas, land at Wharfside represents a strategically important transformative regeneration opportunity of international significance alongside an opportunity to create a series of diverse, vibrant and high-quality new sustainable mixed-use neighbourhoods.

Residential

2.3. Comprised almost entirely of previously developed (brownfield) land, the allocation covers an area of approximately 145 hectares; much of which is underutilised, despite being on the edge of Manchester City Centre.

- 2.4. Located between the Trafford Park and Altrincham Metrolink lines, served directly by Wharfside tram stop together with high-frequency services along the A56 key bus corridor and the Manchester-Liverpool (Cheshire Lines Committee) railway line, the allocation has a Greater Manchester Accessibility Level (GMAL) score of between 6 and 8; meaning it is highly accessible by public transport.
- 2.5. Given its highly sustainable location, proximity to the City Centre and Salford Quays along with existing infrastructure, nearby services and amenities; Wharfside is capable of accommodating a very significant number of new homes through some high-density residential development.
- 2.6. Notwithstanding the ability of the allocation to provide several thousand homes, it is imperative that it also provides the types of homes that Trafford needs. Hence, the Policy identifies that approximately 1,300 homes in the Stadium West area should be primarily houses (80%), to ensure that the identified need for houses is catered for as well as a range of apartment sizes and types.
- 2.7. Wharfside offers an opportunity to deliver a significant amount of affordable housing and therefore make an important contribution to addressing the acute affordable housing need in Trafford. Development across the site will therefore be expected to deliver affordable housing at a minimum of 25%, in line with the requirements of Local Plan Policy R3 and R3N.
- 2.8. Densities have been set to guide the quantum of development that is capable of coming forward, however it is possible that in some locations within the allocation a higher or lower density of development may be more appropriate when considering site specific and/or design matters etc.
- 2.9. No building height restrictions have been set, providing flexibility across the allocation to achieve a varied and organic skyline that enables higher volumes of homes to be provided in the most appropriate locations, whilst simultaneously respecting the range of unique settings and uses within and

adjacent to the allocation. Regard must, however, be had to Local Plan Policy BE2: Tall Buildings.

- 2.10. Matters such as density and building height will be considered further in the strategic masterplan for the area which is underway and through individual planning applications.
- 2.11. Notwithstanding proposed densities and no building height restrictions, it is important that land within the allocation is optimised for development purposes. The Local Plan allocates and identifies sufficient land to meet Trafford's housing requirement as set out in Places for Everyone Policy JP-H1 and Local Plan Policy R1. It is therefore not necessary for the Wharfside allocation to be overly and intensely developed. Proposals which seek to maximise the amount of development to the detriment of high-quality design, the public realm and/or the creation of mixed-use neighbourhoods will not be supported.

Employment, Commercial and Retail

- 2.12. To create, establish and support new thriving communities, development must incorporate a range of other uses to meet the needs of existing and new communities as well as a new world class leisure, entertainment, sporting and cultural destination.
- 2.13. It is not proposed at this time to designate a new town/ local or neighbourhood centre within the allocation, instead the provision of non-residential uses is focused along key routes and at key nodes within the Wharfside allocation. This approach allows for a clustering of local convenience retail and food and drink provision together with employment and commercial floorspace as well as other non-residential uses.
- 2.14. Whilst the policy states these should be provided on the ground level, it is possible that in some cases it may be more appropriate to provide additional floors and/or whole buildings for non-residential purposes when considering site specific and/or design matters etc. Such matters will be considered further

in the strategic masterplan for the area which is underway and through individual planning applications.

- 2.15. Adequate large-scale convenience provision is already available adjacent to and in the vicinity of the allocation, with Tesco Extra and Lidl stores located on the A56 to the south, along with an Aldi, Marks and Spencer's Foodhall and Food Warehouse (Iceland). As such, it is neither considered necessary nor appropriate to provide for further largescale convenience provision within the allocation.
- 2.16. Wharfside is already home to several large visitor attractions and event spaces such as Victoria Warehouse, the Imperial War Museum North as well as the existing Manchester United Football Club stadium; and is also located in close proximity to the Lancashire County Cricket Club stadium, which combined attract significant numbers of visitors to the area each year.
- 2.17. The new Old Trafford Football Stadium and its immediate surrounds as proposed by Manchester United Football Club will anchor a radically new and improved cluster of entertainment, leisure, retail and cultural uses, and will likely lead to an increase in visitor numbers to the area whose needs must also be catered for.
- 2.18. The creation of new visitor accommodation within Wharfside is therefore both necessary and appropriate, supporting the local economy whilst also encouraging sustainable travel choices and reducing traffic congestion on match and event days.
- 2.19. Taking into consideration the proximity of Manchester City Centre and Salford Quays and the hotel and visitor accommodation already available, it is not considered necessary or appropriate for Wharfside to meet all the visitor accommodation demand associated with the attractions located within or near it; doing so could detrimentally affect both Salford and Manchester's tourism economies. Accordingly, this matter will be considered further in the strategic masterplan for the area, which is underway and through individual planning applications, which must be accompanied by a needs assessment.

- 2.20. Notwithstanding the above, as a residential-led mixed-use allocation, the dominant use throughout the Wharfside allocation must be residential, and proposals which undermine the ability to achieve this will not be supported.

Climate Change and Renewable Energy

- 2.21. Wharfside is located within a 'Heat and Energy Network Opportunity Area' identified in Places for Everyone Policy JP-S3 and draft Trafford Local Plan Policy RT2 and is required to be in accordance with both.
- 2.22. Working with the Department for Energy Security and Net Zero, Trafford Council has participated in the Government's Advanced Zoning Programme (AZP) ahead of heat zone legislation expected to come into force by the end of 2025, which has identified a possible North Trafford Heat Zone covering the Civic Quarter, Wharfside and Trafford Park. Work undertaken to date demonstrates that a zonal-scale heat network across this area is both technically feasible and financially viable.
- 2.23. The scale of development planned for in Wharfside is a prime opportunity to take advantage of a technology that has the highest potential to contribute towards a reduction in carbon emissions, without overburdening development with additional costs.
- 2.24. Further work on the North Trafford Heat Zone is being undertaken, however in light of the evidence available to date, it is considered appropriate to require development to connect to such a network and enable such a network to be delivered.

Transport, Integration and Accessibility

- 2.25. Much of the Wharfside allocation scores between on 6 and 8 on the GMAL scale, reflecting a high to very high level of accessibility by public transport.
- 2.26. However, accessibility and permeability within the site and to/ from it to surrounding areas and communities, is generally poor and not conducive to accommodating the scale of development anticipated or creating sustainable mixed communities.

- 2.27. Significant new and improved interventions are needed to make the whole of the allocation accessible for a range of uses and users, whilst also being capable of accommodating significant influxes of visitors without overburdening the local highway or public transport networks.
- 2.28. Accordingly, development will be designed to prioritise walking and cycling, enabling sustainable short journeys and promoting healthier lifestyles through (among other things):
- Creating safe and attractive routes to and from key transport nodes including Trafford Park railway station and a potential new rail station within the allocation.
 - Opening up land adjacent to the Manchester Ship and Bridgewater Canals for active travel.
 - Providing amenities and services to meet local needs (including mobility hubs) close to people's homes; and
 - Providing new and improved links across significant linear infrastructure barriers such as the Trafford Park Metrolink line, Manchester-Liverpool (Cheshire Lines Committee) railway line, White City Circle roundabout and Manchester and Bridgewater canals.
- 2.29. Improvements to provision of public transport services and associated infrastructure will also be required to ensure that the new communities of Wharfside benefit from a well-rounded public transport network, promoting and encouraging modal shift from private car travel to sustainable modes of transport.
- 2.30. The existing docks to the north-west of allocation are affected by a Control of Major Accident Hazards (COMAH) designation, constraining alternative uses.
- 2.31. Combined with a need to support Trafford Park transition to a low carbon and green industrial park and facilitate the redevelopment and regeneration of Wharfside; and requiring the transportation of significant amounts of construction material and the removal of spoil and demolition waste, the docks have been identified being retained for freight use.

Parking

- 2.32. The Wharfside allocation is in a highly sustainable location accessed and served by a range of public transport options, which together with improved provision and active travel links throughout and into the site, does not require significant levels of car parking.
- 2.33. Car parking (particularly surface parking) is not an effective use of land and would inhibit Wharfside's contribution to meeting Trafford's identified housing need.
- 2.34. Moreover, managing the amount of car parking provision will facilitate modal shift to active travel and public transport for both residents and visitors, which combined with new commercial, retail and leisure offerings; is likely to increase the duration of visits, supporting the local economy whilst reducing impacts on communities and the highway network.
- 2.35. It is nonetheless recognised that some on-site parking provision will be required and desired. As such, to optimise land use and create a high-quality place, centrally designated parking barns/ multi-storey car parks will be provided throughout the allocation. The optimum location(s) for these will be identified in the strategic masterplan which is being prepared.
- 2.36. Podium and/or underground parking within individual developments will be supported where it does not affect the ability of a development to meet policy requirements such as on-site affordable housing, high-quality design and planning contributions.
- 2.37. Wharfside offers two waterfront locations with development able to front onto the Manchester Ship Canal or Bridgewater Canal. Both frontages offer a unique opportunity to create a high-quality green, active and accessible public realm with desirable public and private views.
- 2.38. This is strong sense of place and community, cannot be achieved were the waterfronts lined by parked cars and vehicles. Such an outcome would impede

access and restrict the natural surveillance required to make such places attractive and safe to use.

- 2.39. Consequently, along these waterfront locations surface car parking will not be supported.
- 2.40. Conversely, it is expected that all other parking standards set out in Local Plan Policy TM10 will be achieved, and where possible exceeded, particularly in respect of cycle parking. This will be achieved through provision within individual developments, publicly accessible provision as well as mobility hubs served by public bike hire schemes.

Community and Social Facilities

- 2.41. The creation of several new residential-led mixed-use neighbourhoods in an area not currently serving as a residential location will need to be supported by appropriate new and/or improved infrastructure.
- 2.42. The Councils strategy to meet needs for school places is to first use up spare capacity in existing classrooms and school buildings, and then where necessary expand existing schools before building any new schools. However, Wharfside is of such a significant scale that it is highly likely a new primary school will be required.
- 2.43. Based on the Department for Education (DfE) national average pupil yields of 0.25 primary and 0.13 secondary school pupils per home¹, the development of Wharfside would require 2,000 primary school places and 1,040 secondary school places within the Plan period, and 3,750 and 1,950 school places respectively overall.
- 2.44. On these indicative figures alone, it is clear that (indicatively) at least one new primary school will be required as a result of the development of Wharfside, for which provision and/or contributions must be made.

¹ <https://www.gov.uk/government/publications/new-homes-fact-sheet-5-new-homes-and-school-places/fact-sheet-5-new-homes-and-school-places>

- 2.45. Similarly, based on guidance from the Royal College of GPs, the NHS London Healthy Urban Development Unit (HUDU)², the development of Wharfside would give rise to the need for approximately 10 new GPs within the Plan period, and 20 overall.
- 2.46. This would be in addition to other healthcare facility requirements for physiotherapy, mental health, nurses, midwives and dentistry etc. that are also likely to be required as part of a community or neighbourhood health hub to support residents of the allocation.
- 2.47. Notwithstanding the likely need for greater healthcare space within the allocation, on these indicative figures alone, it is clearly necessary for new and/or improved health facilities to be required by the development of Wharfside.

Green Infrastructure

- 2.48. There are no formal or informal green spaces within the proposed Wharfside allocation. The nearest such spaces are Nansen and Gorse Hill Parks, beyond the southern boundary to the site across the railway line and A56 respectively.
- 2.49. It is therefore critical that appropriate new green and open space provision of a scale and quality commensurate to the allocation is delivered.
- 2.50. Accordingly, a new 2.5 ha urban park is proposed to be created at the heart of the allocation, linking waterfront development along the Manchester Ship Canal to the proposed new Manchester United Football Stadium.
- 2.51. Additional green and open space will be required to ensure that Wharfside meets the requirement of Local Plan OS1 insofar as is possible, and provides sufficient quantity, quality and frequency of open space for communities, helping to create green and accessible new places.

² <https://www.gov.uk/government/publications/new-homes-fact-sheet-4-new-homes-and-healthcare-facilities/fact-sheet-4-new-homes-and-healthcare-facilities>

- 2.52. To achieve this, it will be necessary to incorporate playable spaces, pocket parks and play areas/ playgrounds within a cohesive and connected green public realm.

Design and Public Realm

- 2.53. Wharfside encompasses sections of the Manchester Ship and Bridgewater canals, providing a unique opportunity to create a high-quality green, active and accessible public realm with links into the City Centre, Trafford Park, Gorse Hill and Stretford.
- 2.54. Improvements and/or additions to both features will activate the waterfronts and enable active travel through the site to surrounding areas, and for the Ship Canal enable the space to be used for events and temporary pop-up uses.
- 2.55. Both linear stretches of public realm must include high-quality accessible green and open spaces in line with Local Plan Policy OS1 and incorporate playable spaces, pocket parks and play areas/ playgrounds.
- 2.56. The Imperial War Museum North is a highly unique building in the local landscape and is regarded a local landmark. Development proposals in its vicinity must therefore have regard to the building and its setting, enabling it to continue to be a visible landmark within landscape.

Historic Environment

- 2.57. Wharfside includes some key historic characteristics due to its proximity to Trafford Park and inclusion of land between the Manchester Ship Canal and Bridgewater Canal. Development of the site should therefore reflect and build on this unique heritage, with relevant proposals paying specific attention to statutory listed heritage assets and their settings in scheme design, informed by appropriate heritage assessments.

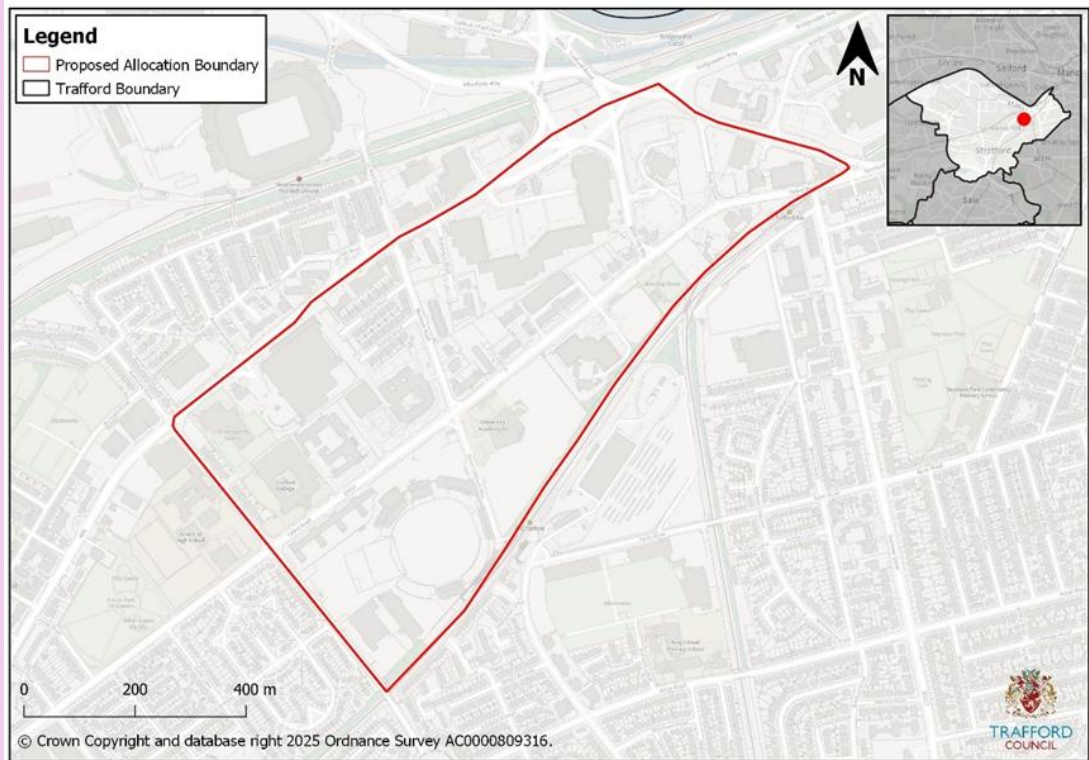
Consultation Question 2-1

Do you support this proposed allocation? Yes / No

Consultation Question 2-2

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN2: The Civic Quarter



Address:	The Civic Quarter			
Site Size (Ha):	53.89			
Allocated for:	4,000 dwellings (3,250 in Plan Period to 2042).			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	1500	1250	500	750

AN2: The Civic Quarter Site Requirements

The Civic Quarter is allocated for major regeneration that will provide a new residential neighbourhood of approximately 4,000 new homes (with 3,250 homes delivered within the plan period), together with commercial, leisure and community facilities, accessible public realm and publicly accessible green space; and substantial improvements to both public transport and active travel infrastructure.

Development of the site will be required to:

Residential

- A. Deliver an appropriate mix of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Policy R4, having regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Policy R3 and R3N;
- C. Deliver development at a density of around 170 dwellings per hectare;
- D. Student accommodation proposals may also be acceptable where they would meet an identified need from UA92;

Employment / Commercial

- E. Deliver up to 50,000 sqm of new offices and other commercial floorspace (Use Classes E(c) and E(g)), and where appropriate floorspace for other commercial uses;
- F. Provide appropriate formal visitor accommodation where there is a demonstratable need and delivery would not result in an over proliferation or concentration of hotels/ aparthotels etc, to the detriment of residential communities;

Climate Change and Renewable Energy

- G. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3;

Transport, Integration and Accessibility

- H. Provide appropriate contributions towards improved pedestrian and cycling crossings and public realm at the junctions of Brian Statham Way / Warwick Road and Talbot Road/Warwick Road;

- I. Enable and accommodate the creation of a Processional Route between Old Trafford Metrolink stop and Sir Matt Busby Way;
- J. Provide appropriate contributions towards the enhancement of public realm and / or the potential pedestrianisation of Brian Statham Way as part of a Processional Route between Old Trafford Metrolink stop and Sir Matt Busby Way;
- K. Provide good quality cycle and pedestrian links between development sites and Metrolink stops;
- L. Incorporate minimum levels of car parking (including disabled spaces, car club spaces and EV charging spaces), which must either be provided as on-site underground, under-croft, and / or podium parking;
- M. Incorporate minimum levels of cycle parking;

Community Facilities

- N. Provide community uses, local services and other town centre uses to meet local needs;
- O. Provide appropriate contributions towards the refurbishment of Stretford Leisure Centre;

Green Infrastructure

- P. Enable and contribute to the creation and provision of new on-site areas of publicly accessible open space, as set out in Local Plan Policy OS1;

Design

- Q. Create active ground floor street frontages, particularly for proposals that front on to Brian Statham Way and Warwick Road; and

Heritage

- R. Achieve a high-quality, locality distinctive design, which responds sympathetically to heritage assets within the surrounding area (including Trafford Town Hall).

- 2.58. Home to Lancashire Cricket Club and with Manchester United's Old Trafford stadium nearby, the Civic Quarter is the most visited place within Trafford. It also contains a number of important public and educational facilities such as Trafford Town Hall, Trafford College, University Academy 92 (UA92) and Stretford Leisure Centre.

- 2.59. The area is, however, fragmented by a number of large footprint single uses, which incorporate large areas of surface car parking. Notable examples include the vacant former GMP Headquarters, the vacant former British Gas headquarters, and White City Retail Park.
- 2.60. The reuse of the former Kelloggs headquarters, for University Academy 92 (UA92) and redevelopment of its associated large areas of surface level car parking for high density residential development, illustrates the level of development potential within the area.
- 2.61. The Civic Quarter allocation will help to optimise the large areas of vacant and / or underutilised land within the area for the creation of a new vibrant mixed-use neighbourhood, incorporating large scale residential development, new office floorspace, commercial uses, community uses along with publicly accessible open space and public realm.
- 2.62. Given the allocation's highly accessible location, within the existing built-up area of Old Trafford and close to a range of local services and facilities, residential development will be expected to be delivered at an average density of around 170 dwellings per hectare across the allocation, having regard to the Civic Quarter Area Action Plan - Building Height Parameter Plan.
- 2.63. The site offers an opportunity to deliver a significant amount of affordable housing and make an important contribution to addressing the acute affordable housing need in the north of the borough. The site is expected to deliver affordable housing across all parts of the site at a minimum of 25%, in line with the requirements of Local Plan Policy R3 and R3N.
- 2.64. In combination with residential development, the site will deliver up to 50,000 sqm of office floor space and commercial floorspace. Where both practicable and feasible, such uses will be encouraged to form part of the ground and lower floors of higher density residential development to help generate more active frontages and in turn help create more vibrant streets and spaces.
- 2.65. A key element of the overall success of the Civic Quarter will be the quality and quantity of its publicly accessible green spaces and public realm.

Development will therefore be required to enable and incorporate a series of safe and convenient walking and cycling routes throughout the site and linking to the surrounding area, particularly to nodes of public transport provision and key sporting, leisure and recreation facilities.

- 2.66. Given the size and location of the allocation, development has the potential to impact both designated and non-designated heritage assets (the most notable of which is the Grade II listed Trafford Town Hall, Old Trafford Bowling Club and the entrance / gates to White City). Development will therefore need to respond sympathetically to nearby heritage assets and also sporting and cultural assets (such as Old Trafford Cricket Ground).
- 2.67. All areas of development will also be expected to make a proportionate contribution to necessary infrastructure, including transport, social and off-site green infrastructure.

Consultation Question 2-3

Do you support this proposed allocation? Yes / No

Consultation Question 2-4

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN3: Trafford Waters



Address:	Land Between Ship Canal and Trafford Boulevard/Old Barton Road, Urmston				
Site Size (Ha):	29.80				
Allocated for:	3,000 dwellings (2,000 in Plan Period to 2042) and 80,000 sqm of office space (gross)				
Anticipated delivery time scale:	Complete	2025-2030	2030-2035	2035-2042	2042+
		0-5	6-10	11-17	18+
	0	700	600	600	1,000
	0	0	31,000	49,000	0

AN3: Trafford Waters Site Requirements

Trafford Waters is allocated for a major new mixed-use development that will provide a new residential neighbourhood of approximately 3,000 new homes (with around 2,000 delivered in the plan period), together with 80,000 sqm office floorspace, commercial, leisure and community facilities, accessible public realm and publicly accessible green space, and substantial improvements to both public transport and active travel infrastructure.

Development of this site will be required to:

Residential

- A. Deliver a range of dwellings sizes and types which help to meet the identified housing need for the North Locality, as set out in Policy R4, having regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Policy R3 and R3N;
- C. Deliver development at a density of around 125 dwellings per hectare;
- D. Provide a proportionate number of self-build plots reflecting the demand on the Council's latest Self-Build Register;
- E. Deliver a care home (Use Class C2) of up to 150 beds/units;

Employment

- F. Deliver up to 80,000 sqm of purpose-built office floorspace (Use Class E (c)/(g));
- G. Deliver up to 6,700 sqm of commercial floorspace (Use Class E);

Climate Change and Renewable Energy

- H. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3;

Transport, Integration and Accessibility

- I. Deliver a pedestrian footbridge over Trafford Boulevard between the site and The Trafford Centre Bus Station;
- J. Demonstrate that development has reasonably allowed for, and will enable, the safe and operationally efficient delivery of an extended Metrolink Trafford Park Line through the allocation (connecting the Trafford Centre to Port Salford);

- K. Provide appropriate contributions towards delivery of the full Western Gateway Infrastructure Scheme (WGIS) or equivalent alternative, to be determined through engagement and collaboration between Trafford Council, Salford Council, GMCA / TfGM and National Highways;
- L. Provide appropriate contributions towards improvements to Junction 10 of the M60;
- M. Create a network of permeable streets and connections that prioritise active travel, including cycle routes connecting through the site and accessed to/from Old Barton Road, the B5211 Redclyffe Road, the B5214, and Trafford Way;
- N. Improve walking and cycling links to Barton Upon Irwell;
- O. Incorporate minimum levels of car parking (including disabled spaces, car club spaces and EV charging spaces), which must either be provided as on-site underground, under-croft, and/or podium parking;
- P. Incorporate minimum levels of cycle parking;

Community Facilities

- Q. Deliver a two-form entry primary school on-site;
- R. Provide an on-site, neighbourhood health centre to meet local needs;

Green Infrastructure

- S. Enable and contribute to the creation and provision of new on-site areas of publicly accessible open space, as set out in Local Plan Policy OS1;

Heritage

- T. Have regard to the Grade I Listed All Saints Church and its setting, and where necessary / appropriately mitigate any negative impacts as informed by a detailed heritage impact assessment; and

Utilities and Environmental Protection

- U. Have regard to the areas of flood risk located within the site, and provide appropriate mitigation, in accordance with Local Plan Policy WA1.

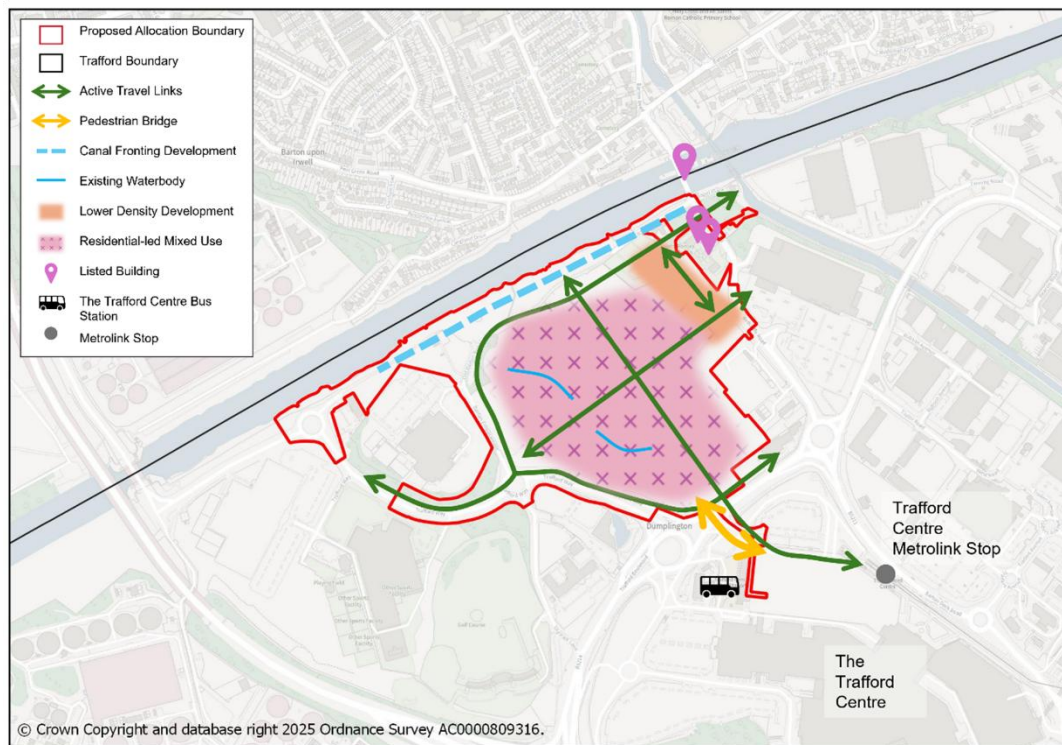


Figure 2-3: Trafford Waters Indicative Policy Plan

- 2.68. Located within the Core Growth Area as defined by Local Plan Policy ST1, and to the north-west of The Trafford Centre, Trafford Waters offers significant potential for large scale residential development, new office floorspace, commercial uses, community uses along with publicly accessible open space and public realm.
- 2.69. The site is largely clear, with the exception of development of the first residential phase and a separate care home development. Outline planning permission is also in place for the whole of the site. Policy AN3 looks to provide greater certainty, from a plan-making perspective, that the entire site will be brought forward and developed.
- 2.70. The site will deliver around 2,000 homes in the Plan Period and around 3,000 homes in total. Residential development will be expected to be delivered at an average density of around 125 dwellings per hectare across the allocation. Lower densities will however be expected in the northern area of the allocation to reduce impacts on the Grade I listed All Saints Church and its setting. The expected density across the site reflects the range of services and

employment opportunities in close proximity to the site, most notably at The Trafford Centre and Trafford Park.

- 2.71. The site offers an opportunity to deliver a significant amount of affordable housing and therefore make an important contribution to addressing the acute affordable housing need in the north of the borough. The site is expected to deliver affordable housing across all parts of the site at a minimum of 25% in line with the requirements of Local Plan Policy R3 and R3N.
- 2.72. In combination with residential development the site will deliver up to 80,000 sqm of office floor space, and up to 6,700 sqm of commercial floorspace. Where both practicable and feasible, such uses will be encouraged to form part of the ground and lower floors of higher density residential development to help generate more active frontages and in turn help create more vibrant streets and spaces.
- 2.73. The delivery of new and improved public transport and active travel infrastructure is integral to both the success of Trafford Waters, and in helping enable a modal shift from car travel to sustainable travel modes. Development will therefore be required to enable and incorporate a series of safe and convenient walking and cycling routes throughout the site and linking to the surrounding area, particularly to points of public transport provision. With regard to public transport, development will also be expected to ensure that it does not prejudice the future delivery of a Metrolink Trafford Park Line extension, connecting the Trafford Centre to Port Salford.
- 2.74. Development will need to have regard to existing watercourses within the site and should seek to enhance these as part of the development. Special consideration should also be had to how the development interacts with the Manchester Ship Canal (a designated heritage asset) to the north-west. Development along this corridor should incorporate high quality publicly accessible green space and public realm along with active frontages at ground level. Development should also include a network of green corridors and publicly accessible green spaces throughout the development in accordance with the requirements of Policy OS1.

- 2.75. Trafford Water's canal side location results in a portion of the site being located within Flood zone 2. In addition, the Manchester Ship Canal which runs adjacent to the site to the north, is identified as Flood zone 3. A detailed Flood Risk Assessment will therefore be required to support proposals before any development can take place. This should incorporate a range of flood mitigation and management measures appropriate to the proposed use and location, in accordance with the requirements of Local Plan Policy WA1.
- 2.76. All areas of development will also be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure.

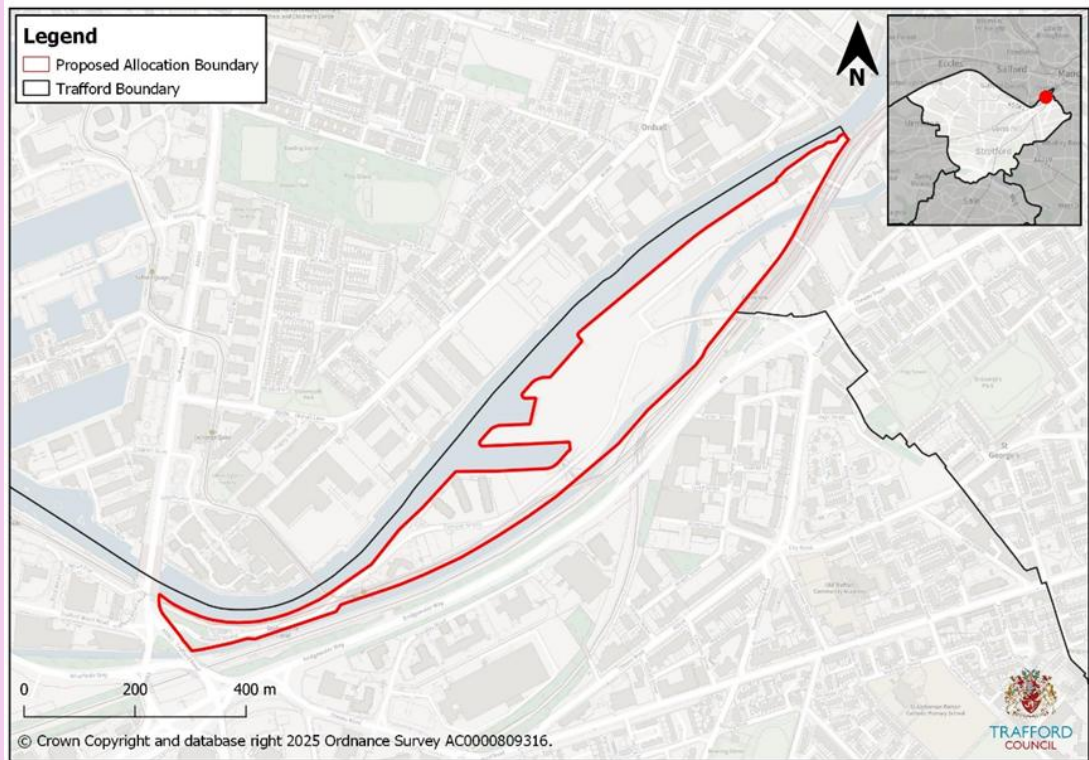
Consultation Question 2-5

Do you support this proposed allocation? Yes / No

Consultation Question 2-6

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN4: Pomona



Address:	Pomona Docks, Pomona Strand				
Site Size (Ha):	12.68				
Allocated for:	2,300 dwellings (1,784 in plan period to 2042)				
Anticipated delivery time scale:	Complete	2025-2030	2030-2035	2035-2042	2042+
		0-5	6-10	11-17	18+
	216	526	520	738	300

AN4: Pomona Site Requirements

Land at Pomona is allocated for a new residential-led neighbourhood of a minimum of 2,300 new homes (with around 1,784 in the Plan Period), commercial and community uses to support local needs and accessible public realm and publicly accessible green space.

Development of this site will be required to:

Residential

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Local Plan Policy R4, having regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N;
- C. Deliver development at a density of around 200 dwellings per hectare;

Commercial

- D. Provide a range of appropriate commercial uses capable of meeting local needs. Such uses will be expected to contribute to the creation of active frontages at ground floor level;

Climate Change and Renewable Energy

- E. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3;

Transport, Integration and Accessibility

- F. Create a network of permeable streets and connections that prioritise active travel to, through and within the site, including good linkages to both Pomona and Cornbrook Metrolink Stops, as well as connecting to the existing cycle route alongside the A56 Bridgewater Way at the junction with Cornbrook Road;
- G. Provide appropriate contributions towards improved pedestrian access from the site to Cornbrook Metrolink Stop;
- H. Provide appropriate contributions towards the White City Circle junction to provide a segregated cycle route(s) through the junction;
- I. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces), which must either be provided as on-site underground, under-croft, and or podium parking;

J. Incorporate minimum levels of cycle parking;

Green Infrastructure

K. Enable and contribute to the creation and provision of significant new areas of publicly accessible open space, as set out in Local Plan Policy OS1;

L. Maximise opportunities for better use of waterfronts to deliver an active green link along the Manchester Ship Canal and Bridgewater Canal capable of multifunctional uses including open space, leisure and wildlife / biodiversity habitat;

Heritage

M. Have regard to the Grade II Listed Brindleys Weir including its setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment;

Utilities and Environmental Protection

N. Have regard to the areas of flood risk located within the site and provide appropriate mitigation, in accordance with Local Plan Policy WA1; and

O. Provide an appropriate contribution towards additional utility capacity, including the reinforcement of the Davyhulme wastewater treatment works.

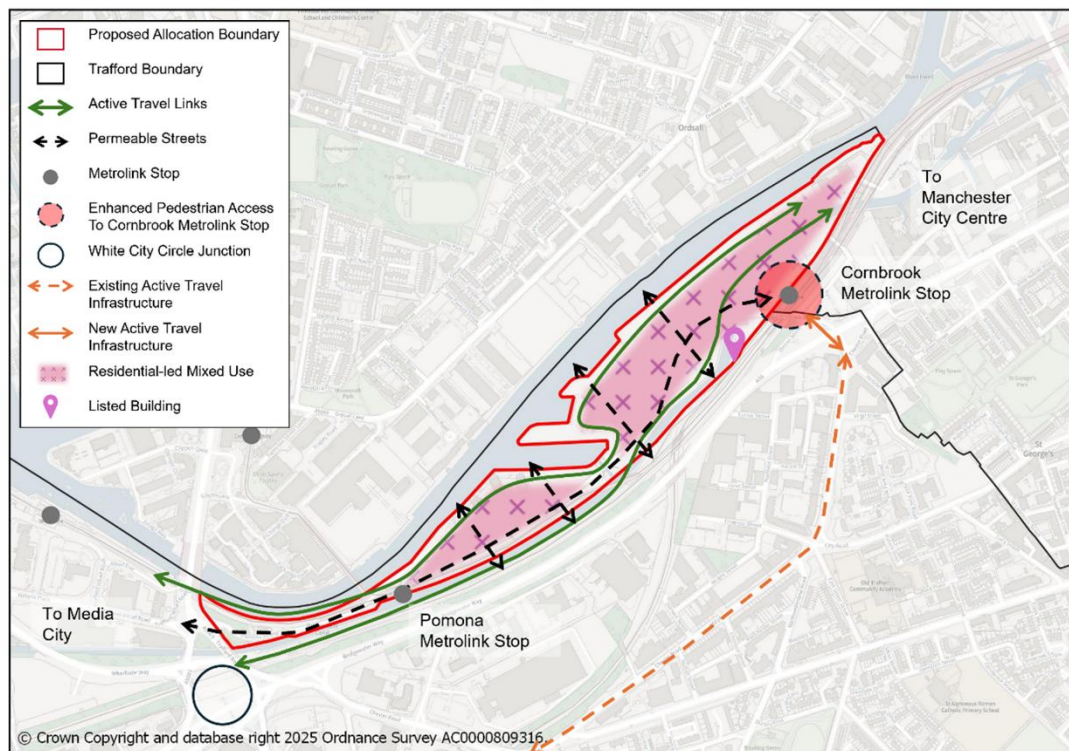


Figure 2-4: Pomona Indicative Policy Plan

- 2.77. The Pomona allocation offers significant potential for large scale residential development, community uses along with high-quality publicly accessible open space and public realm, in a highly sustainable and accessible location.
- 2.78. Pomona will deliver around 1,784 homes in the Plan Period and around 2,300 in total (with 216 homes already completed). Given the site's highly accessible location within the Core Growth Area for Trafford, as defined by Local Plan Policy ST1, residential development will be expected to be delivered at an average density of around 200 dwellings per hectare across the allocation. The expected density across the site reflects the range of services, employment opportunities and public transport links in close proximity to the site.
- 2.79. The site offers an opportunity to deliver a significant amount of affordable housing and therefore make an important contribution to addressing the acute affordable housing need in the north of the borough. Development across the site will therefore be expected to deliver affordable housing at a minimum of 25%, in line with the requirements of Local Plan Policy R3 and R3N.

- 2.80. Pomona has a wealth of historic characteristics due to its previous use as a dock along with its unique location in between the Manchester Ship Canal and Bridgewater Canal. Development of the site should therefore reflect and build on this unique heritage, primarily through provision of high-quality publicly accessible open space and public realm which provide strong links through the site, with particular attention given to how development interacts with the various waterfronts. This should be complimented by areas of wildlife / biodiversity habitat, and where appropriate space for outdoor leisure.
- 2.81. Pomona's waterside location also results in a significant portion of the site being located within Flood zone 2. In addition, the Bridgewater Canal which runs through the site is identified as Flood zone 3. A detailed Flood Risk Assessment will therefore be required to support proposals before any development can take place. This should incorporate a range of flood mitigation and management measures appropriate to the proposed use and location, in accordance with the requirements of Local Plan Policy WA1.
- 2.82. Pomona has existing Metrolink stops at both the southern (Pomona) and northern (Cornbrook) ends of the allocation, along with the Bridgewater Canal Towpath which leads into Manchester City Centre to the north-east and Trafford Park to the west. Development of the site should therefore place a strong emphasis on incorporating high-quality, safe and accessible active travel routes which connect to nearby public transport nodes and existing active travel routes.
- 2.83. All areas of development will also be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure.

Consultation Question 2-7

Do you support this proposed allocation? Yes / No

Consultation Question 2-8

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN5: Stretford Mall, Chester Road, Stretford



Address:	Stretford Mall, Chester Road			
Site Size (Ha):	3.73			
Allocated for:	750 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	220	350	180	0

AN5 Stretford Mall Site Requirements

Stretford Mall is allocated for major redevelopment that will create a new mixed use town centre encompassing approximately 750 new homes, office and commercial floorspace, leisure and community facilities, and accessible public realm and publicly accessible green space.

Development of this site will be required to:

Residential

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N;
- C. Deliver development at an average density of around 70 dwellings per hectare. Lower density development will be more appropriate on the southern boundary of the site;

Employment & Commercial

- D. Deliver up to 13,000 sqm of commercial, business and service floorspace (Use Class E);
- E. Deliver up to 2,800 sqm of public house or drinking establishment floorspace (Sui Generis);

Climate Change and Renewable Energy

- F. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3;

Transport, Integration and Accessibility

- G. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces), which must either be provided as on-site multi-storey, underground, under-croft, and / or podium parking;
- H. Incorporate minimum levels of cycle parking;

Community Facilities

- I. Provide up to 720 sqm of floorspace for learning and non-learning institutions (Use Class F.1);
- J. Provide up to 2,400 sqm of floorspace for local community uses (Use Class F.2);

Green Infrastructure

- K. Provide approximately 9,000 sqm of high-quality accessible and publicly accessible public realm across the site;
- L. Create a new centrally located accessible and publicly accessible park, providing green links from it towards the north of the site and Victoria Park beyond and east/west to the A56;

Design

- M. Provide high-quality public realm and site frontages adjacent to the A56 and A5145, allowing for appropriate “spill out space” including seating, and planting;
- N. Provide public realm improvements in the north-eastern corner of the site which enable a new pedestrian crossing over the A5145 and A56. There should be links from this crossing directly into the site; and

Heritage

- O. Have regard to the Grade II Listed St Matthew’s Church including its setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment.

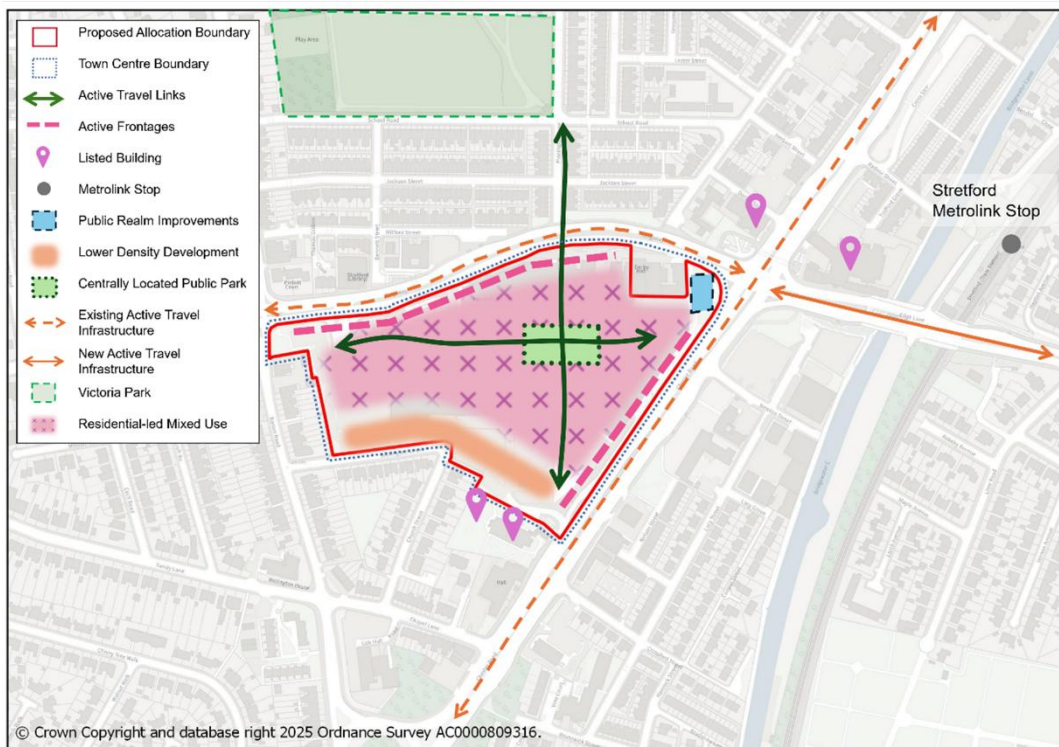


Figure 2-5: Stretford Mall Indicative Policy Plan

- 2.84. The Stretford Mall allocation offers a unique opportunity to redevelop the existing 1960's shopping centre complex, which also defines the Town Centre boundary for Stretford, for a new high street, significant number of new homes, new commercial and community floorspace, along with new publicly accessible open space and public realm.
- 2.85. In total the allocation will deliver around 750 homes. Development will be expected to be delivered at an average density of around 70 dwellings per hectare, with lower density development more appropriate on the southern boundary of the site to reduce potential impacts on the Grade II listed St Matthews Church and its setting.
- 2.86. The expected density across the site reflects its status as a Town Centre location, and the range of services, facilities, employment opportunities and public transport links in the immediate area.
- 2.87. The site offers an opportunity to deliver a significant amount of affordable housing in a highly sustainable and accessible location. The site is expected to deliver affordable housing across the site at a minimum of 25%, in line with

the requirements of Local Plan Policy R3 and R3N. This level of provision will make an important contribution to addressing the acute affordable housing need in the north of the borough.

- 2.88. The site is also expected to deliver a range of other commercial and community services and facilities to reflect and strengthen its status as a town centre. Where practicable and feasible, such uses will be encouraged to form part of the ground and lower floors of higher density residential development to help generate more active frontages and in turn help create more vibrant streets and spaces.
- 2.89. In addition to the above built development, a key element of the overall successful regeneration of Stretford Mall will be the quality and quantity of its publicly accessible green spaces and public realm. The incorporation of a new centrally located area of publicly accessible green space will enhance permeability through site and make Stretford Town Centre more accessible and help support its long-term attractiveness, vitality and viability.

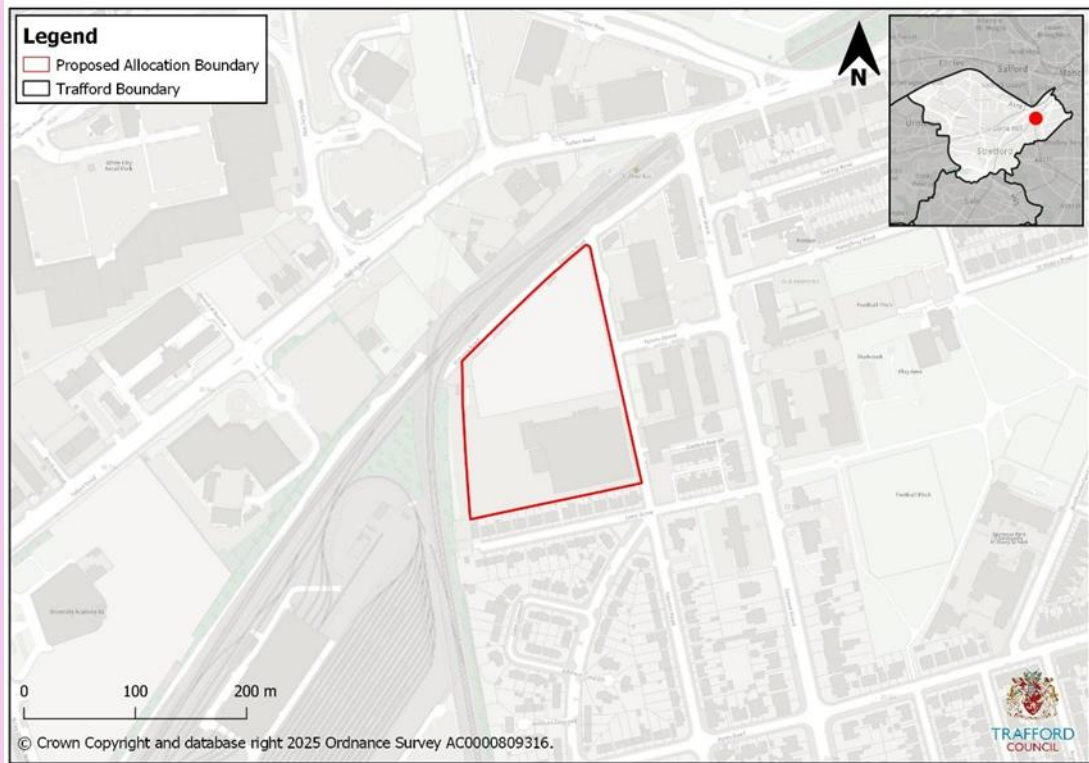
Consultation Question 2-9

Do you support this proposed allocation? Yes / No

Consultation Question 2-10

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN6: Land west of Skerton Road, Old Trafford



Address:	Land West of Skerton Road, Old Trafford			
Site Size (Ha):	2.41			
Allocated for:	540 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	540	0	0

AN6: Land west of Skerton Road, Old Trafford Site requirements

Land west of Skerton Road, Old Trafford is allocated for approximately 540 new homes.

Development of the site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Local Plan Policy R4, having regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N;
- C. Deliver development at a density of around 280 dwellings per hectare on the northern half of the site, reducing to around 200 dwellings per hectare on the southern half of the site;
- D. Connect to, and not prohibit the establishment of, a District Heat and Energy Network within the Old Trafford area, specifically within Trafford Bar;
- E. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces), which must either be provided as on-site underground, under-croft, and / or podium parking;
- F. Incorporate minimum levels of cycle parking;
- G. Enable and contribute to the creation and provision of new areas of on-site accessible public realm and publicly accessible green space as set out in Policy OS1; and
- H. Incorporate strong active frontages with Elsinore Road and Skerton Road whilst establishing high visual design standards particularly along the frontage with the Metrolink line to the west.

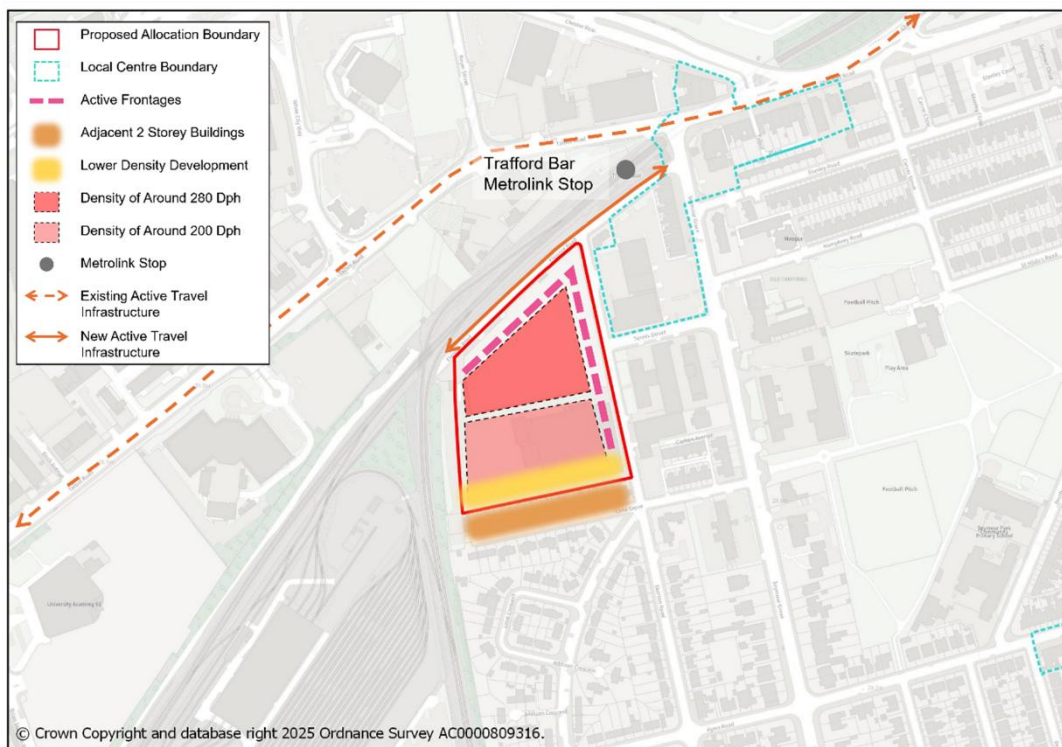


Figure 2-6: Land west of Skerton Road, Old Trafford Indicative Policy Plan

- 2.90. Land west of Skerton Road, Old Trafford provides an opportunity to deliver a significant number of new homes on a brownfield site, in a highly sustainable location.
- 2.91. The site is located within a short walking distance of Trafford Bar Metrolink stop and is also situated adjacent to the boundary of the Inner Area (Trafford) as defined by Policy ST2. The Civic Quarter mixed-use regeneration allocation is also located adjacent to the Metrolink line to the north.
- 2.92. Given the high level of development planned in close proximity to the site, and the existing public transport links, development of the site will be expected to deliver at around 280 dwellings per hectare (dph), reducing in density to 200 dph in the southern portion of the site to reduce potential impacts on existing lower density residential areas.
- 2.93. The level of development proposed for the site offers an opportunity to deliver a significant amount of affordable housing in a highly sustainable and accessible location. The site is expected to deliver affordable housing across the site at a minimum of 25%, in line with the requirements of Local Plan Policy

R3 and R3N. This level of provision will make an important contribution to addressing the acute affordable housing need in Trafford.

- 2.94. To achieve the level of development proposed, residential development will likely be delivered in residential blocks of between 6 to 10 stories in the northern portion of the site, reducing in number to the south. To ensure a vibrant development at street level, active frontages should be incorporated both along Elsinore Road and Skerton Road and also within the site where development fronts publicly accessible green space and or public realm.
- 2.95. Reflecting the site's highly accessible location, development will be expected to achieve low car ownership through a reduced level of resident car parking, along with appropriate provision of cycle parking and car club spaces.

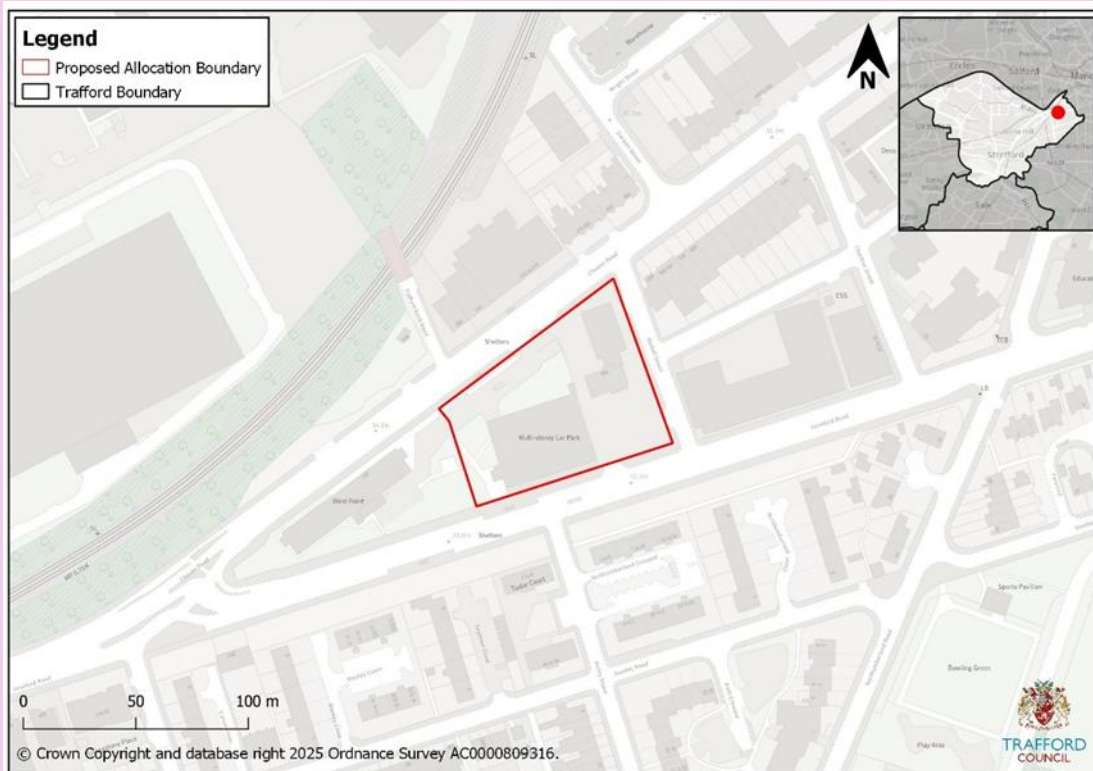
Consultation Question 2-11

Do you support this proposed allocation? Yes / No

Consultation Question 2-12

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN7: 499 Chester Road, Old Trafford



Address:	499 Chester Road, Old Trafford			
Site Size (Ha):	0.57			
Allocated for:	285 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	285	0	0

AN7: 499 Chester Road, Old Trafford Site Requirements

Land at 499 Chester Road, Old Trafford is allocated for a minimum of 285 new homes.

Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment; and
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N; and
- C. Deliver development at a density of around 200 dwellings per hectare; and
- D. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3; and
- E. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces), which must either be provided as on-site underground, under-croft, and / or podium parking; and
- F. Incorporate minimum levels of cycle parking; and
- G. Enable and contribute to the creation and provision of significant new areas of on-site accessible public realm and publicly accessible green space as set out in Policy OS1; and
- H. Achieve a high-quality, locality distinctive design, which responds sympathetically to the adjacent Empress Conservation Area.

- 2.96. Land at 499 Chester Road, Old Trafford provides an opportunity to deliver a significant number of new homes on a brownfield site in a highly sustainable location.
- 2.97. The site is located within a short walking distance of Trafford Bar Metrolink stop and is also situated within the boundary of the Inner Area (Trafford) as defined by Policy ST2. Given the high level of development planned in close proximity to the site, and the existing public transport links, development of the site will be expected to deliver at around 200 dwellings per hectare.

- 2.98. Reflecting its highly accessible location, development will be expected to achieve low car ownership through a reduced level of resident car parking, along with appropriate provision of cycle parking and car club spaces.
- 2.99. The level of development proposed for the site offers an opportunity to deliver a significant amount of affordable housing in a highly sustainable and accessible location. The site is expected to deliver affordable housing across the site at a minimum of 25%, in line with the requirements of Local Plan Policy R3 and R3N. This level of provision will make an important contribution to addressing the acute affordable housing need in Trafford.
- 2.100. The site is also located in close proximity to the Empress Conservation Area to the east. Development will therefore need to be sympathetic to heritage assets (both designated and non-designated) in the immediate surrounding area.

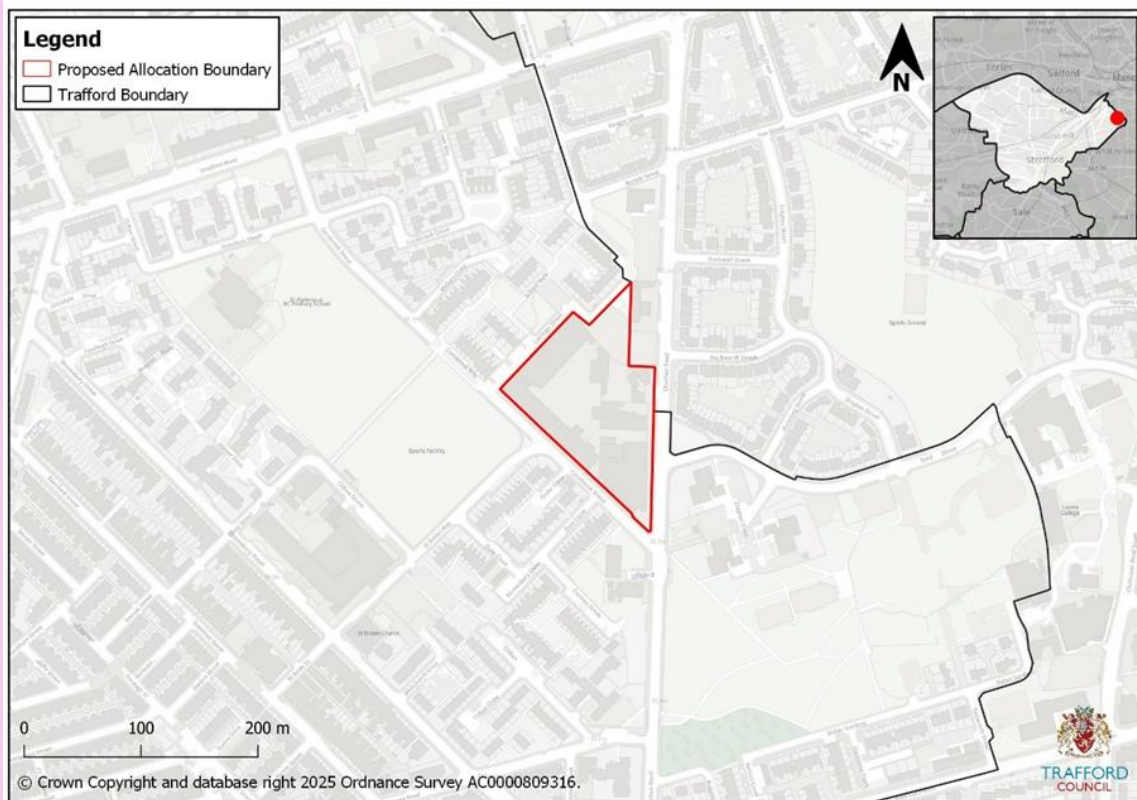
Consultation Question 2-13

Do you support this proposed allocation? Yes / No

Consultation Question 2-14

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN8: 88-118 Chorlton Road, Old Trafford



Address:	88-118 Chorlton Road, Old Trafford			
Site Size (Ha):	1.56			
Allocated for:	188 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	188	0	0

AN8: 88-118 Chorlton Road, Old Trafford Site Requirements

Land at 88-118 Chorlton Road, Old Trafford is allocated for a minimum of 188 homes.

Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N;
- C. Deliver development at a density of around 150 dwellings per hectare;
- D. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3;
- E. Connect to the existing segregated cycle lanes and pedestrian infrastructure on Chorlton Road;
- F. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces), which must either be provided as on-site underground, under-croft, and / or podium parking;
- G. Incorporate minimum levels of cycle parking;
- H. Enable and contribute to the creation and provision of significant new areas of on-site accessible public realm and publicly accessible green space as set out in Policy OS1; and
- I. Ensure the design incorporates active frontages on Chorlton Street, Carriage Street and Cornbrook Street, as well as good permeability through the site.

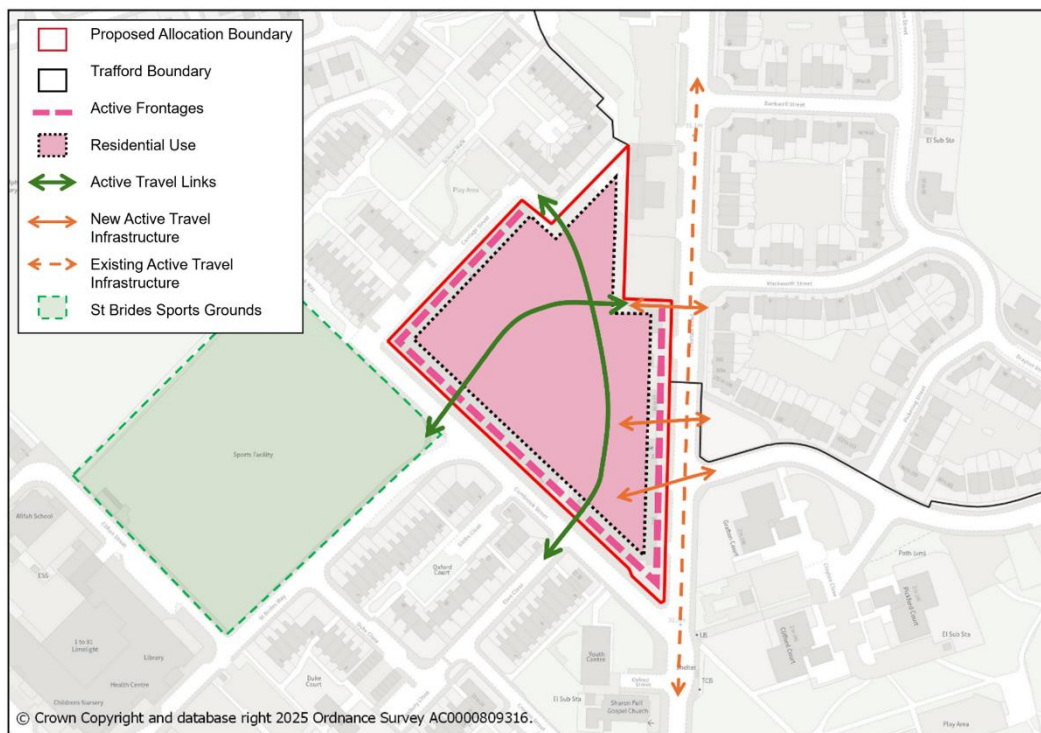


Figure 2-7: 88-118 Chorlton Road, Old Trafford Indicative Policy Plan

- 2.101. The site currently comprises the Globe Trading Estate which has historically been used for various low-density employment uses. It is understood that the landowner wishes to redevelop the site for residential and the site has therefore been proposed for allocation. The site is not located within a designated employment area.
- 2.102. The site is located close to the City Centre and services in the Old Trafford area. Residential use on this site would be of benefit to the wider area and would capitalise on the sustainable location.
- 2.103. The site is identified for 188 dwellings, with a mix of houses and apartments with the mix to be determined in accordance with the latest Housing Needs Assessment. Given the location of the site, the scheme is expected to be apartment lead.
- 2.104. Development will be delivered at a density of around 150 dwellings per hectare, reflecting the site's central location and the density of development in the surrounding area. This is in excess of the minimum density requirements

outlined in Policy JP-H4 but is considered appropriate given the sites sustainable locations and surrounding uses.

2.105. The site is well served by walking, wheeling and cycling and sustainable travel links, being located along a strategic active travel route linking to the City Centre and Chorlton to the south. This provision supports a low car ownership development.

2.106. The site is located in a prominent position between Chorlton Road, Carriage Street and Cornbrook Street and the scheme design should therefore incorporate active frontages along these routes. There is also an opportunity to link to the existing sports grounds and open space on Cornbrook Street.

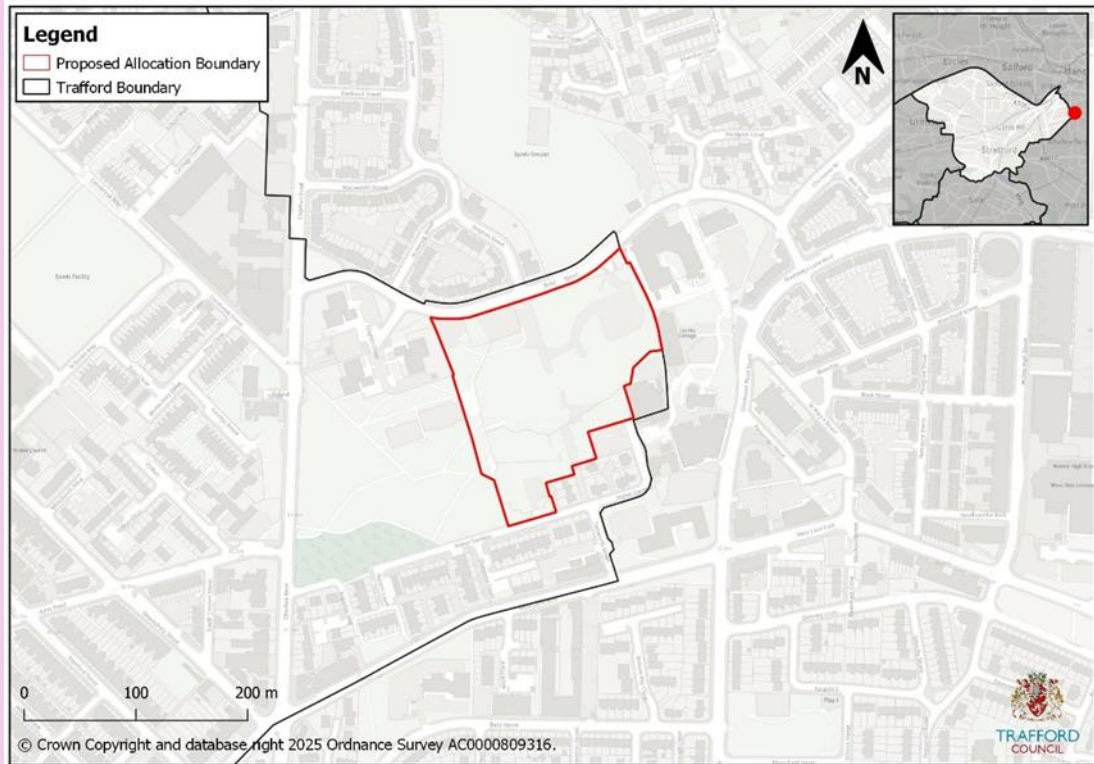
Consultation Question 2-15

Do you support this proposed allocation? Yes / No

Consultation Question 2-16

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN9: Land Off Bold Street, Old Trafford



Address:	Land Off Bold Street, Old Trafford			
Site Size (Ha):	2.78			
Allocated for:	150 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	150	0	0

AN9: Land Off Bold Street, Old Trafford Site Requirements

Land Off Bold Street, Old Trafford is allocated for approximately 150 new homes.

Development of the site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N;
- C. Deliver development at a density of around 50 dwelling per hectare;
- D. Ensure that development incorporates an appropriate site frontage to Merlin Park to the west;
- E. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces);
- F. Incorporate minimum levels of cycle parking;
- G. Provide attractive active travel links to the high frequency bus routes on Moss Lane East; and
- H. Enable and contribute to the creation and provision of new areas of on-site accessible public realm and publicly accessible green space as set out in Policy OS1.

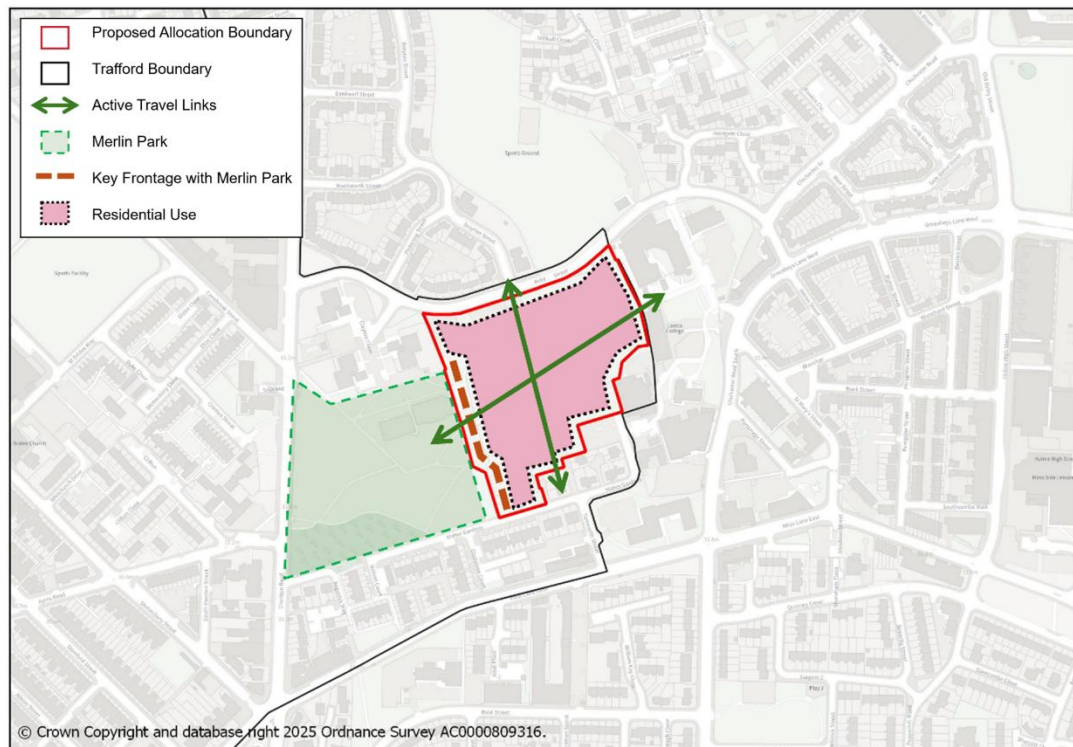


Figure 2-8: Land Off Bold Street, Old Trafford Indicative Policy Plan

- 2.107. Land off Bold Street, Old Trafford provides an opportunity to deliver new homes on a brownfield site in a highly sustainable location. Situated in the Inner Area (Trafford) as defined by Local Plan Policy ST2, and adjacent to the boundary with Manchester City, the site is allocated for around 150 homes.
- 2.108. In line with the requirements of Local Plan Policy R3 and R3N, the site is expected to deliver a minimum of 25% affordable housing provision across the site, forming an important contribution to addressing the acute affordable housing need in Trafford.
- 2.109. Delivery of the site should be at around 50 dwellings per hectare, reflecting its location in an existing built-up area on the edge of the boundary with Manchester.
- 2.110. Development should also respect Merlin Park adjacent the site to the west, through providing appropriate boundary treatments and or development frontages to the park and also high-quality active travel routes through the site to link to the park.

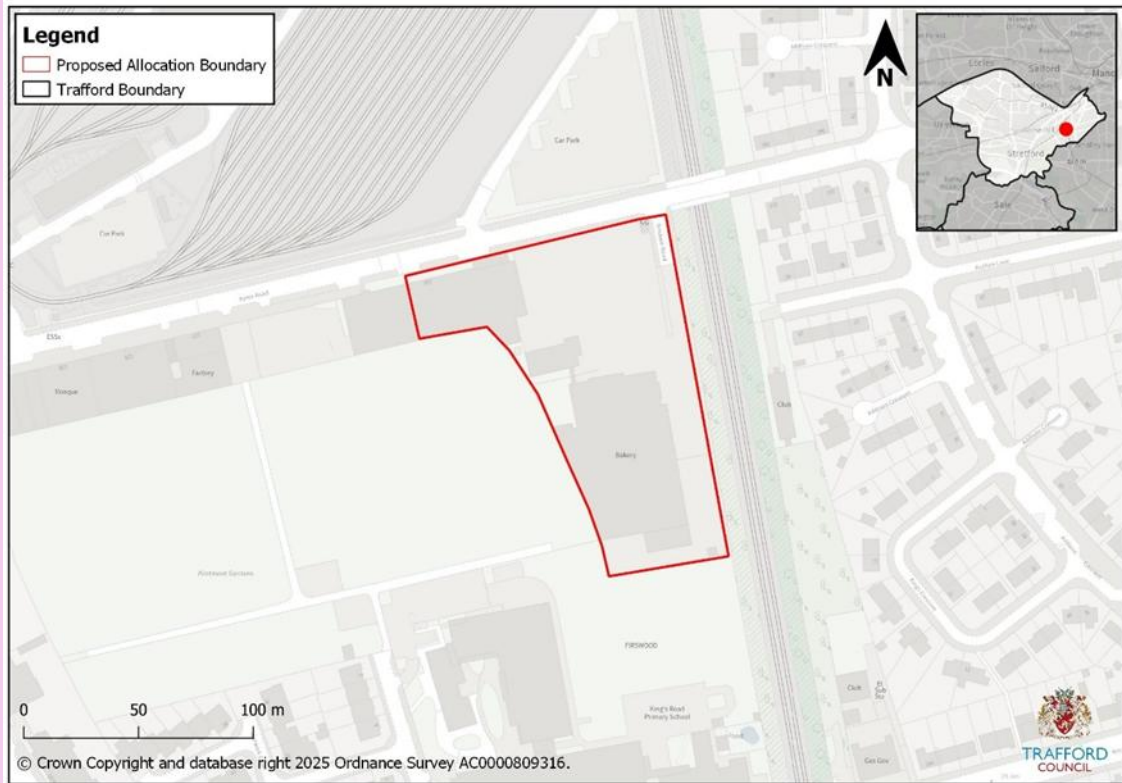
Consultation Question 2-17

Do you support this proposed allocation? Yes / No

Consultation Question 2-18

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN10: Land on Brixham Road, Old Trafford:



Address:	Land on Brixham Road, Old Trafford			
Site Size (Ha):	1.12			
Allocated for:	135 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	135	0	0

AN10: Land On Brixham Road, Old Trafford Site

Requirements

Land On Brixham Road, Old Trafford is allocated for a minimum of 135 apartments.

Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Policy R4, and have regard to the latest housing needs assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N;
- C. Deliver a high density apartment led development, achieving around 150 dwellings per hectare;
- D. Provide walking, wheeling and cycling access on / to Ayres Road and link to the wider strategic cycle network in this area on Talbot Road and Seymour Grove;
- E. Incorporate sufficient open space on site, in accordance with Policy OS1; and
- F. Have regard to the Metrolink line to the east of the site and provide appropriate noise mitigation.

- 2.111. The site is located off Brixham Road and Ayres Road and is currently used for open storage and low density employment uses. The western boundary of the site adjoins Seymour Grove allotments.
- 2.112. A number of apartment led schemes have come forward in close proximity to the site, and the allocation of this site reflects the wider trend towards residential uses in this area.
- 2.113. The site is in a highly sustainable location, close to the Old Trafford Metrolink stop, and it is therefore suitable for a high-density development of around 150 dwellings per hectare, ensuring the most efficient use of the site. This is in excess of the minimum requirements outlined in Policy JP-H4 but is considered appropriate given the site's sustainable location and surrounding uses.

- 2.114. To support access to the site via sustainable modes, improved / new walking, wheeling and cycling links will be required. Consideration should be given to how the site links to the strategic cycle route on Talbot Road, and the emerging Seymour Grove cycle scheme.
- 2.115. The East Didsbury / Manchester Airport Metrolink line runs immediately to the east of the site. The design of the scheme should therefore have regard to any noise impacts from the route and seek to minimise the impact.

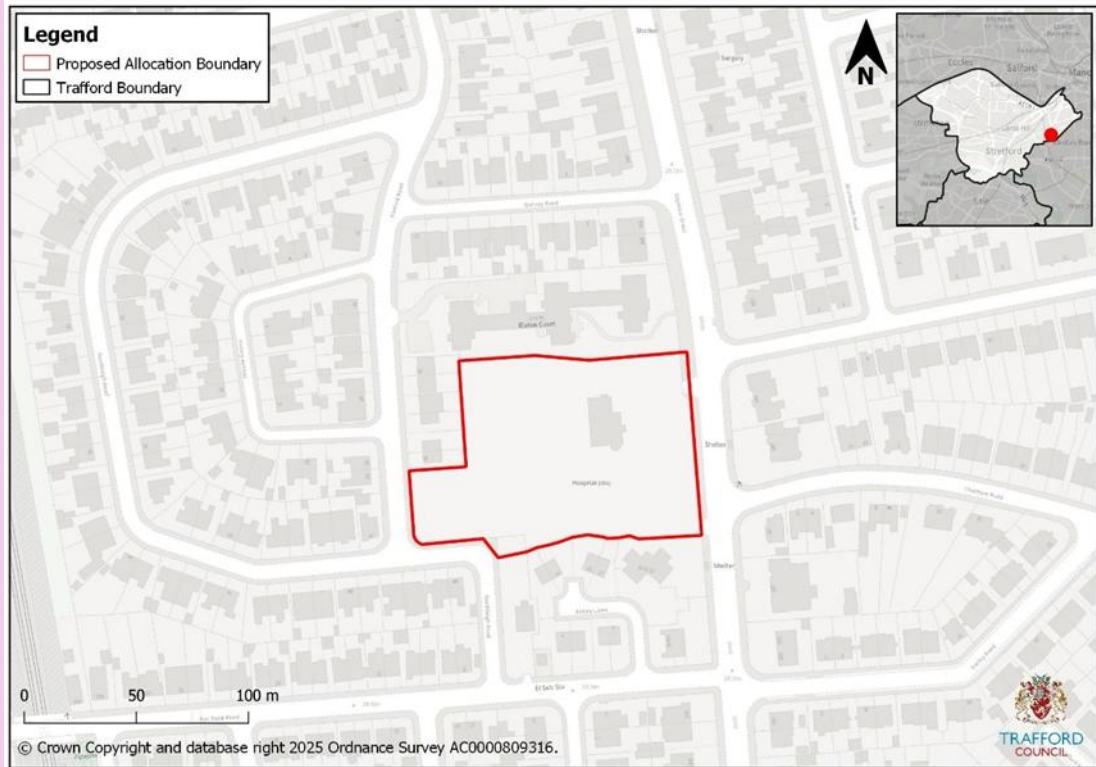
Consultation Question 2-19

Do you support this proposed allocation? Yes / No

Consultation Question 2-20

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN11: Site of the former Stretford Memorial Hospital



Address:	Site of the former Stretford Memorial Hospital, Seymour Grove, Old Trafford			
Site Size (Ha):	1.79			
Allocated for:	60 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	60	0	0

AN11: Site of the former Stretford Memorial Hospital Site Requirements

Site of the former Stretford Memorial Hospital is allocated for a minimum of 60 dwellings.

Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types, with a focus on family housing, which help to meet the identified housing need for the North Locality, as set out in Policy R4, and have regard to the latest housing needs assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N;
- C. Ensure the site access does not compromise the delivery of the Seymour Grove cycle scheme;
- D. Provide active travel infrastructure linking the site to the emerging Seymour Grove cycle scheme; and
- E. Respect the setting of the former Stretford Memorial Hospital and incorporate this into the design of the scheme.

- 2.116. The site is located off Seymour Grove and was previously the Stretford Memorial Hospital. Many of the buildings on site have been demolished and only the memorial hospital, which is of heritage significance, remains. This is located in the centre of the site. The design of scheme must therefore have regard to this building and capitalise on this asset.
- 2.117. The site is in a highly sustainable location close to strategic active travel routes and the Metrolink stops at Trafford Bar and Firwood. PfE Policy JP-H4 states that development in this area should be a minimum of 70 dph. However, this is not appropriate for this site given the heritage constraints and the character of the surrounding area. A density of around 40dph is therefore required. This will ensure the design of the scheme can respond to the heritage asset while delivering family housing on the site, helping to increase the range of house types in the north locality.

2.118. The Seymour Grove active travel scheme is adjacent to the site and development will need to link to this. The site is also close to strategic active travel routes on Talbot Road to the north, and the Chorlton to Manchester City Centre route to the south of the site which will support a greater sustainable mode share for this development.

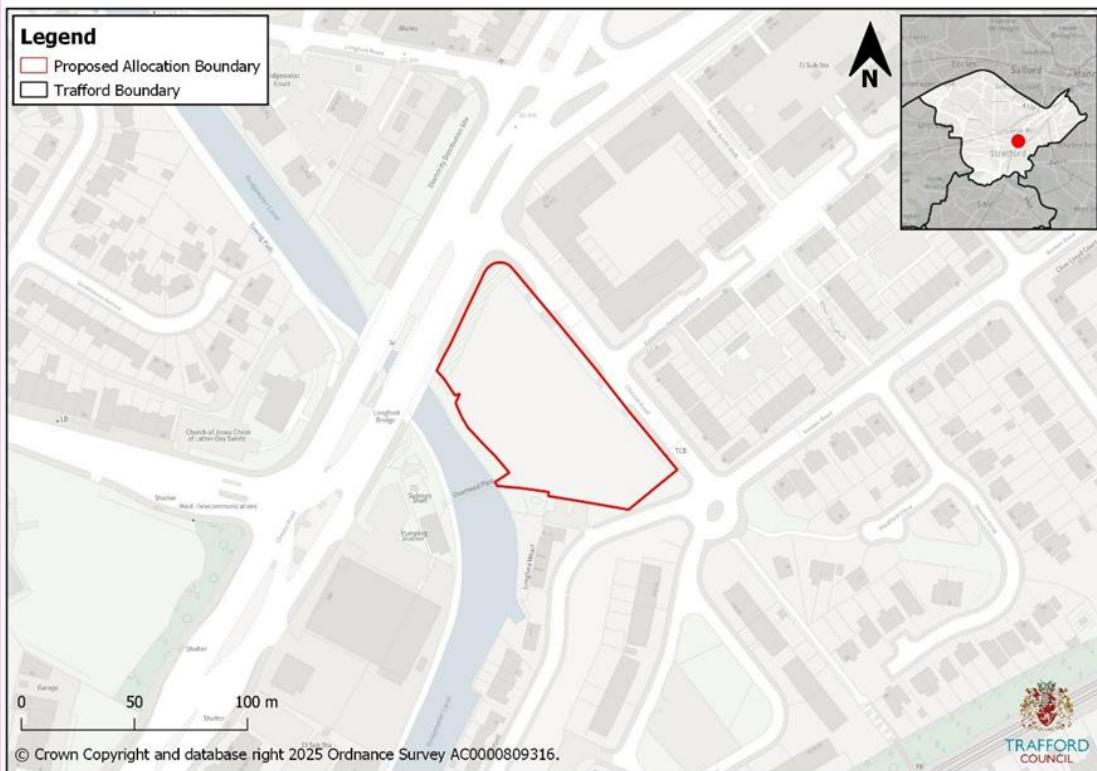
Consultation Question 2-21

Do you support this proposed allocation? Yes / No

Consultation Question 2-22

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN12: Land at Christie Road, Stretford



Address:	Land at Christie Road, Stretford			
Site Size (Ha):	0.54			
Allocated for:	60 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	60	0	0	0

AN12: Land at Christie Road, Stretford Site Requirements

Land at Christie Road, Stretford is allocated for a minimum of 60 new homes. Development of this site will be required to:

- A. Be delivered at a density of around 150dph, reflecting the site's highly accessible location directly adjacent to strategic active travel routes and close to the Stretford Metrolink Stop;
- B. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Policy R4, and have regard to the latest housing needs assessment;
- C. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Local Plan Policy R3 and R3N;
- D. Provide active travel infrastructure, linking the site to the Talbot Road / Chester Road strategic active travel route;
- E. Consider the Bridgewater Canal frontage in the design of the scheme; and
- F. Have regard to surrounding designated and non-designated heritage assets, including St Ann's Church and the Bridgewater Canal.

- 2.119. The land at Christie Road is a highly sustainable site, located close to the A56 Chester Road and Talbot Road. To the east of the site is a recently completed residential development of a mix of houses and apartments. The site has a current planning permission for 60 homes.
- 2.120. The site is situated on the strategic walking, wheeling and cycling network, where there is existing high quality active travel infrastructure on Talbot Road and Chester Road. The site must provide appropriate active travel infrastructure linking to these routes.
- 2.121. The south west boundary of the site borders the Bridgewater Canal and this frontage must be considered in the design of the scheme.

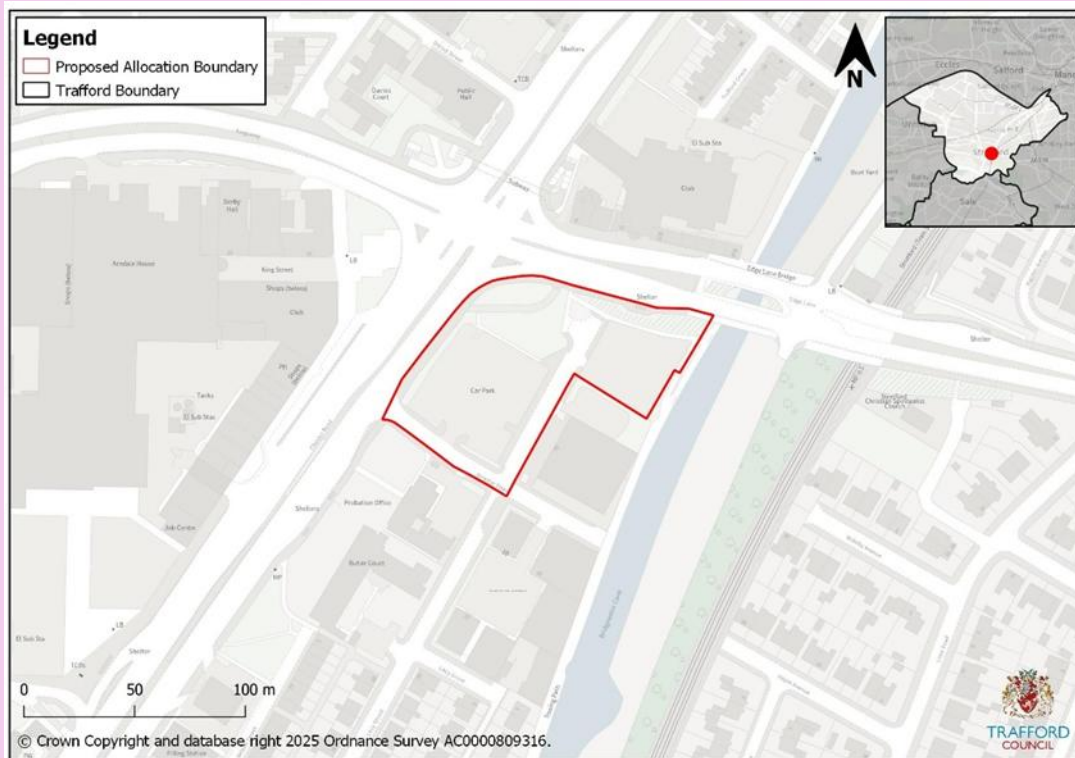
Consultation Question 2-23

Do you support this proposed allocation? Yes / No

Consultation Question 2-24

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN13: Lacy Street, Stretford



Address:	Lacy Street, Stretford			
Site Size (Ha):	0.77			
Allocated for:	55 homes			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	55	0	0

AN13: Lacy Street, Stretford Site Requirements

Land at Lacy Street, Stretford is allocated for a minimum of 55 new homes.

Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Policy R4, and have regard to the latest housing needs assessment;
- B. Provide a minimum of 25% affordable housing on site, in accordance with Policy R3N;
- C. Provide and/or contribute to improved walking, wheeling and cycling links across the A56 from this site to Stretford town centre;
- D. Provide sustainable transport links through the site to the Bridgewater Way;
- E. Provide improved active travel routes from the site to Stretford Metrolink Stop;
- F. Connect to an existing or planned heat/energy network; and
- G. Have regard to the Bridgewater Canal frontage and contribute to opening up access to the canal from Stretford town centre, providing greater permeability through the area.

- 2.122. The site is in a prominent position on the corner of Chester Road and Edge Lane in Stretford. It is directly to the east of Stretford town centre and close to Stretford Metrolink Stop.
- 2.123. Stretford town centre is currently undergoing major redevelopment with a revitalised town centre, alongside significant, apartment led residential development. This site provides an opportunity to support this growth while diversifying the housing offer by providing lower density, larger homes, with accommodation suitable for families.
- 2.124. Improved links from this site to Stretford town centre are required to enable greater sustainable movement around the town centre, and across Edge Lane and the Sale Metrolink stop.

- 2.125. This site provides an opportunity to link the Bridgewater Way footpath (alongside the canal) to Stretford town centre. High quality links, suitable for walking wheeling and cycling, will integrate this route with the wider Stretford town centre area.
- 2.126. The design of the development must open up and fully utilise the Bridgewater Canal frontage, taking full advantage of this asset.

Consultation Question 2-25

Do you support this proposed allocation? Yes / No

Consultation Question 2-26

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN14 – AN24: Sites between 10-49 dwellings

Sites of between 10-49 dwellings listed in this policy are allocated for residential development in the Trafford North locality. Site plans of each allocation are at Appendix 1.

Development should meet the following policy requirements, along with other relevant policies in the adopted Trafford Development Plan.

Development will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Policy R4, and have regard to the latest housing needs assessment;
- B. Provide a minimum of 25% affordable housing on site, in accordance with Policy R3N;
- C. Meet the requirements of Policy JP-H4, where appropriate, and consider opportunities to exceed minimum density requirements ensuring the most efficient use of land in the most sustainable locations;
- D. Connect to an existing or planned heat/energy network, for sites which are located with the opportunity areas identified in PfE Policy JP-S3 and Local Plan Policy RT2;
- E. Contribute to improvements along the A56 corridor to support a greater sustainable mode share, including improved crossing facilities, cycle infrastructure and pedestrian space;
- F. Facilitate and contribute to strategic walking, wheeling and cycling schemes, and ensure, where appropriate, developments are connected to these routes;
- G. Provide car and cycle parking provision which has regard to a site's location and proposed use. A lower level of car parking provision should be considered for sites within town centres and the most sustainable locations;
- H. Provide education and health facilities / contributions in accordance with PfE Policy JP-P5 and Policy JP-P6;
- I. Protect and enhance existing green infrastructure corridors and opportunity areas;
- J. Provide open space, in accordance with Policy OS1 requirements; and

K. Be designed around a landscape-led strategy that considers the network of public spaces, green spaces and corridors throughout the site and surrounding area.

Ref	Site	Site size (ha)	Dwellings	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AN14	332-340 Chester Road	0.17	31	31			
AN15	Greatstone Hotel	0.3	30		30		
AN16	Land at Avondale Road	0.70	28			28	
AN17	Former Boat Yard, Edge Lane	0.21	28		28		
AN18	Former Vehicle Repair Workshop, Green Street	0.20	20		20		
AN19	Former Northumberland and Public House, Chester Road	0.09	20			20	
AN20	York House, 1 Bridgenorth Avenue	0.17	18	18			
AN21	Essoldo Cinema, Edge Lane	0.59	10		10		
AN22	Robin Hood Hotel, 125 Barton Road	0.34	15		15		
AN23	Trafford Park Hotel	0.18	15	15			
AN24	Land between 182/182a Park Road	0.46	13		13		

- 2.127. Medium sized sites of between 10 – 49 dwellings will make an important contribution to the housing land supply in the north locality. Many of these sites are in highly sustainable locations, close to the existing Metrolink, bus and walking, wheeling and cycling network.
- 2.128. Given the sustainable location of many of the sites regard has been given to the PfE Policy JP-H4 density requirements and, where appropriate, opportunities identified for where the density can be increased beyond the minimum requirements outlined in the policy. This is particularly appropriate in the north locality where apartment led development and higher building heights may be suitable. This approach is therefore reflected in the development quantum of the sites proposed for allocation.
- 2.129. Various strategic cycle routes run through the north locality, some of which meet LTN1/20 and Streets for All standards and therefore provide excellent cycling links through the area. This is part of wider aspirations to deliver a strategic cycle network across Greater Manchester and, associated with this, there are a number of strategic links in neighbouring Salford and Manchester which are of benefit to the north locality, providing links to key destinations such as Manchester City Centre and Media City. Development schemes in the north locality should connect to these routes, wherever feasible, and minimise any negative impact from new access routes.
- 2.130. Improving and providing new green infrastructure is a priority in the north locality. The quantum of development proposed in some areas will require new open spaces and green infrastructure to be provided. On medium sized sites there is an expectation that landscaping and green infrastructure will be considered from the earliest stage and will be a critical element in the design of the scheme.
- 2.131. The density of development in the north locality also means that much of the area is suitable for heat and energy networks, some of which are already at feasibility stage. In accordance with PfE Policy JP-S3 and Local Plan Policy

RT2 sites within the identified opportunity areas will be required to connect to an existing or planned heat/energy network.

Consultation Question 2-27

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site? (please specify which site your comments relate to)

Proposed Industry and Warehousing Allocations

AN25 – AN36: Trafford Park

Sites listed within this policy are allocated for industrial and warehousing uses (use class B2 / B8) in the Trafford Park area. Site plans for each allocation are provided in Appendix 2.

In addition to the requirements set out in Local Plan policies EJ2 and EJ3, and with other relevant policies in the adopted Trafford Development Plan, development of sites with a floorspace of 5,000 sqm and above allocated by this policy will be required to:

- A. Provide appropriate contributions towards the improvement of the public transport and walking, wheeling and cycling infrastructure throughout the Trafford Park area;
- B. Be accompanied by a travel plan which prioritises sustainable, non-road modes of transport for freight and employee movement;
- C. Improve Trafford Park's public realm, through provision on site improvements or through a joined-up approach with neighbouring users or developments; and
- D. Incorporate a Sustainable Urban Drainage system on site as part of on-site landscaping improvements.

In addition to the requirements set out in Local Plan Policies EJ2 and EJ3, and with other relevant policies in the adopted Trafford Development Plan, all sites over 1,000 sqm allocated by this Policy will be required to:

- E. Meet the requirements of Policy JP-Strat 1, where appropriate, reflecting Trafford Park's role within the Core Growth Area, ensuring Trafford Park continues to provide lower density employment opportunities;
- F. Strongly represent the Trafford Park brand through high quality, well designed, modern employment premises which reflect its key role in the Greater Manchester and North West economy;
- G. Ensure Trafford Park is net Zero Carbon by 2038 by:
 - i. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2.
 - ii. Setting out how any carbon generating uses will be off-set onsite.

- H. Incorporate minimum levels of car parking which must either be provided as on-site podium parking, and/or centrally designated parking barns/ multi-storey car parks;
- I. Enable the connection of developments to public transport nodes and walking, wheeling and cycling routes;
- J. Prioritise the use of non-road based forms of transport for employees and freight;
- K. Protect and enhance existing green infrastructure corridors and opportunity areas through Trafford Park, providing links through adjacent development sites directly to them;
- L. Achieve a Greener Trafford Park by development being landscape-led which adds to and recognises the network of accessible public spaces, green spaces and corridors throughout the site and surrounding area;
- M. Incorporate tree planting and areas of non-linear accessible and publicly accessible open space within all development proposals;
- N. Have regard to the Grade II listed Trafford Park Hotel and Trafford Park War Memorial including its setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment;
- O. Have regard to the Biodiversity Opportunity Area at Trafford Ecology Park, ensuring that any biodiversity improvements are not undermined or compromised; and
- P. Provide an enhanced waterside environment on sites adjacent to canals or bodies of water within Trafford Park, providing improvements to planting, habitats and biodiversity.

N

Ref	Site	Site size (ha)	Floorspace (sqm)	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AN25	Land to East and West of A5181 (Kelloggs Plant) Park Rd, Trafford Park	11.40	45,000	0	45,000	0	0
AN26	Site of Tenmat, Ashburton Road, Trafford Park	3.72	20,000	20,000	0	0	0
AN27	Site of SCA Hygiene Products, Trafford Park Road, Trafford Park	2.88	10,800	0	10,800	0	0
AN28	125 Trafford Park Road, Trafford Park	0.77	4,140	4,140	0	0	0
AN29	10 Tenax Road, Trafford Park	1.02	3,570	0	0	3,570	0
AN31	Former Builders Yard, First Avenue, Trafford Park	0.87	3,045	0	3,045	0	0
AN32	Former Trafford Bakery, Ashburton West, Trafford Park	0.65	2,758	0	2,758	0	0
AN33	F and G Commercials, Trafford Park Road	0.44	2,338	0	2,338	0	0
AN34	Unit 24 Severnside Trading Estate, Trafford Park	0.33	1,319	1,319	0	0	0

N

Ref	Site	Site size (ha)	Floorspace (sqm)	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AN36	Former Washington Mills Electro Minerals, Trafford Park	1.34	1,050	0	1,050	0	0

- 2.132. Trafford Park is recognised as a regionally and nationally significant employment area with over 1,300 businesses which employ over 35,000 people.
- 2.133. Trafford Park falls within the Places for Everyone Core Growth Area as allocated under PfE policy JP-Strat 1, recognising the key role it has to play in the economy of Trafford and Greater Manchester as a whole. PfE acknowledges the role Trafford Park has in providing lower density employment development.
- 2.134. Whilst Trafford Park is an existing, well established employment location, opportunities for growth and modernisation of uses exist within the area. Trafford Park’s role as a key employment location needs to be protected, promoted and enhanced, while protecting it from non-employment uses.
- 2.135. Recent approved schemes have seen other uses be located in Trafford Park including for leisure. Allocating sites for new premises within Trafford Park enables it to continue to be able to meet the needs of a changing economy whilst also addressing demand for more traditional premises.
- 2.136. Prominent sites within Trafford Park should make the most of their location in being able to promote the Trafford Park brand. Development should inspire others and should reflect Trafford Park’s strong brand and history.

Greening Trafford Park

- 2.137. Greening Trafford Park and Low Carbon Trafford Park studies have been undertaken to establish ways that the area can meet its target to be net zero carbon by 2038.
- 2.138. Trafford Park has amongst the lowest quantity of open space in Trafford and development should ensure that nearby residents and workers are able to access good quality natural, semi-natural and recreational open space.
- 2.139. The “greening” of Trafford Park should be achieved through the development of sustainable transport and green infrastructure networks, which must be planned cohesively in order to connect people and businesses to, from and

within the Park, improving its amenity value, biodiversity and climate resilience.

- 2.140. Sites adjacent to canals and other bodies of water in the area should make the most of their setting by enhancing the waterside environment, for example through planting, improvements to the public realm, habitat enhancements. The history and heritage of water and the role it played in industry should be respected and built upon, alongside the key role it plays in the green and blue infrastructure environments and the improvements it can achieve towards biodiversity.
- 2.141. Improving the walking, wheeling and cycling networks alongside the public realm within Trafford Park can be achieved through inclusive green infrastructure alongside safe and attractive travel routes.

Transport

- 2.142. Trafford Park is well served by public transport including the Metrolink, with a line running through the area and on to the Trafford Centre.
- 2.143. Larger developments must be accompanied by a Travel Plan setting out how employees and visitors to the site will be able to access the site without relying on private vehicle.
- 2.144. Car and cycle parking provision should be in line with Local Plan policies whilst taking in to account, and making the most of, Trafford Park's existing Metrolink route, other public transport provision as well as existing and future planned improvements to the walking, wheeling and cycling infrastructure.

Land to East and West of A5181 (Kelloggs Plant) Park Rd, Trafford Park

- 2.145. The site of the Kelloggs Plant is made up of two development parcels on either side of Park Road. The prominent location of this site at the entrance to Trafford Park from the south should be maximised in the design of any scheme allowing it to strongly represent the Trafford Park brand.
- 2.146. The proximity of the site to the Trafford Park Metrolink stop should be capitalised on, through promoting and maximising the use of non-car based transport methods for visitors to and employees of the business.

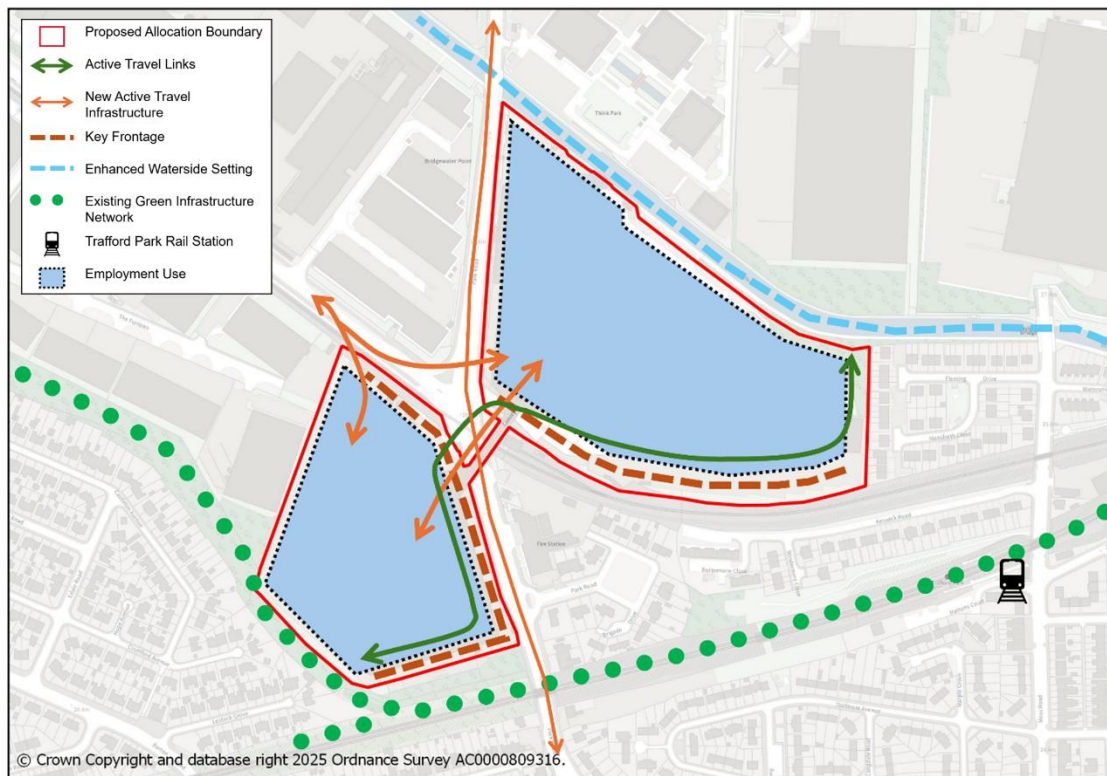


Figure 2-9: Land to East and West of A5181 (Kelloggs Plant) Indicative Policy Plan

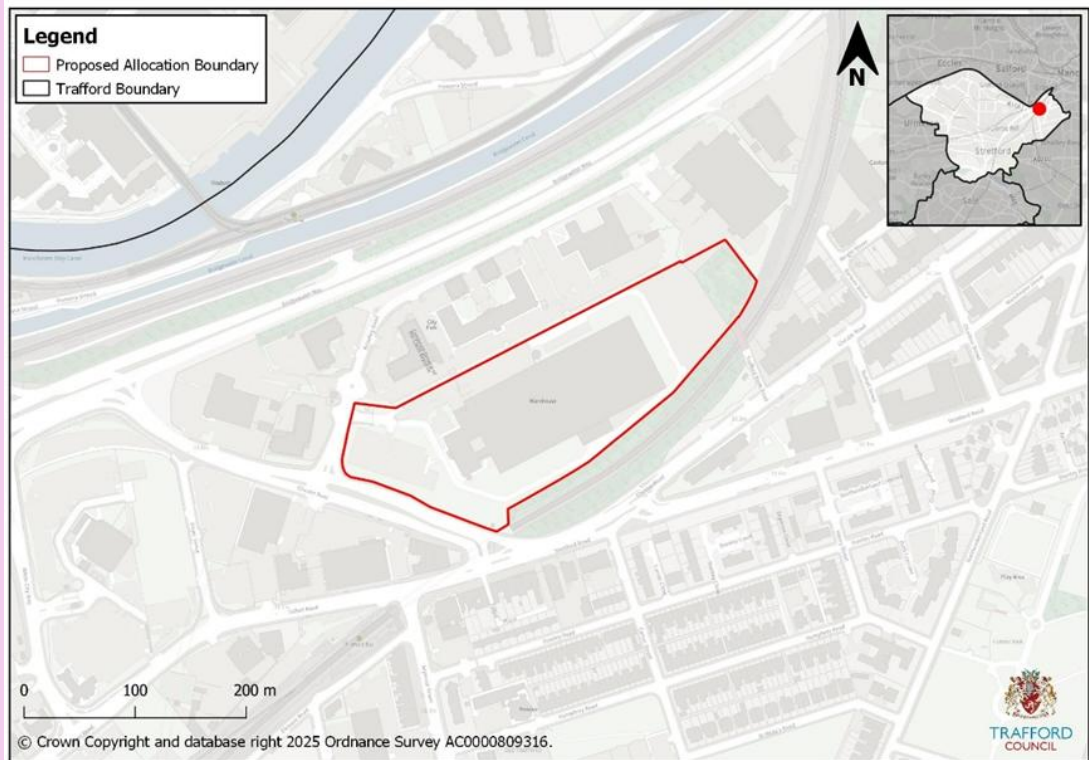
Consultation Question 2-28

Do you support the proposed allocations at Trafford Park? Yes/No

Consultation Question 2-29

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site? (please specify which site your comments relate to)

AN37: 2 Brindley Road, Old Trafford



Address:	2 Brindley Road, Old Trafford			
Site Size (Ha):	4.12			
Allocated for	19,000 sqm of industry/warehousing floorspace (gross)			
Anticipated delivery time scale	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	19,000 sqm	0	0	0

AN37: 2 Brindley Road Site Requirements

Land at 2 Brindley Road, Old Trafford is allocated for a minimum of 19,000 sqm (gross) B2 / B8 floorspace.

Development of this site will be required to:

- A. Be designed to respond sensitivity to the nearby Empress Conservation Area and its setting;
- B. Incorporate appropriate noise mitigation measures to ensure noise from HGV movements along the access road to not detrimentally impact nearby residential receptors;
- C. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces);
- D. Incorporate minimum levels of cycle parking; and
- E. Make an appropriate financial contribution to improved public transport service provision.

- 2.147. Land at 2 Brindley Road, Old Trafford provides an opportunity to modernise the existing logistics unit. The site is located within the Inner Area (Trafford) as defined by Local Plan Policy ST2, and is a short drive from Manchester City Centre, Salford Quays and Trafford Park. The proximity of these locations makes the site attractive for continued logistic uses.
- 2.148. The current logistic unit on site has a total floorspace of 14,865 sqm. To ensure continued use of the site for B2 / B8 uses, and to help enable its modernisation, the site is allocated for a minimum gross figure of 19,000 sqm B2 / B8 floorspace.
- 2.149. To the east of the site (on the opposite side of the Metrolink track) is the Empress Conservation Area. Redevelopment of the site will therefore have to ensure that it responds positively to nearby heritage assets and where appropriate their setting.
- 2.150. Various sites in close proximity to this allocation have recently been developed for residential, or have been identified for future high-density, residential development. The site is also within the Empress Regeneration Area (Policy

A4). Given this, the redevelopment of the site will need to ensure that sufficient noise mitigation is provided to reduce the noise of HGVs accessing and moving around the site.

- 2.151. The site is also located in a highly accessible location, a short walk from Trafford Bar Metrolink Stop. Frequent bus services also run along Chester Road. Redevelopment of the site will therefore be expected to incorporate a lower number of car parking spaces, and a good level of cycle parking provision, to encourage workers to access the site by active travel or public transport.

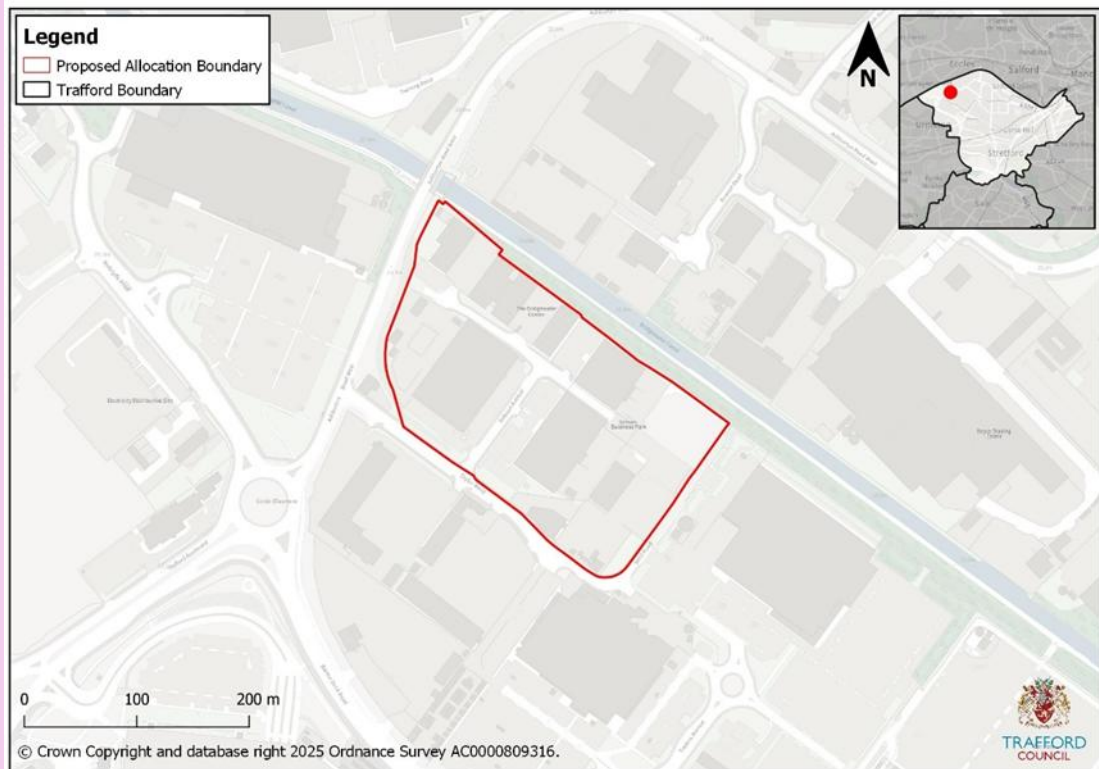
Consultation Question 2-30

Do you support this proposed allocation? Yes / No

Consultation Question 2-31

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN38: Land at The Bridgewater Centre



Address:	Land at The Bridgewater Centre, Robson Avenue			
Site Size (Ha):	5.16			
Allocated for	17,850 sqm of industry/warehousing floorspace (gross)			
Anticipated delivery time scale	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	7,850 sqm	10,000 sqm	0

AN38: Land at the Bridgewater Centre Site Requirements

Land at The Bridgewater Centre is allocated to provide a minimum of 17,850 sqm (gross) B2 / B8 floorspace.

Development of this site will be required to:

- A. Be designed to respond sensitivity to the Bridgewater Canal (a designated heritage asset);
- B. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3.
- C. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces);
- D. Incorporate minimum levels of cycle parking; and
- E. Make an appropriate financial contribution to improved public transport service provision.

- 2.152. Located within the Core Growth Area as defined by Local Plan Policy ST1, land at the Bridgewater Centre, south of Trafford Park provides an opportunity to modernise the existing range of B2 / B8 units on site. To help ensure continued use of the site for these uses, the site is allocated for a minimum gross figure of 17,850 sqm B2 / B8 floorspace.
- 2.153. The site is located within a Heat and Energy Network Opportunity Area, as defined by Places for Everyone (PfE) Figure 5.1. Development of the site will therefore have to ensure that it meets the requirements of PfE Policy JP-S3: Heat and Energy Networks, in addition to the Local Plan requirements.
- 2.154. To the north / north east of the site is the Bridgewater Canal (which is a designated heritage asset). Development of the site will therefore be expected to retain the strip of mature planting which acts as a nature barrier between the site and the Bridgewater Way canal towpath.
- 2.155. The site is also located in a highly accessible location, in walking distance from The Trafford Centre Metrolink Stop. Frequent bus services also run along Barton Dock Road. Redevelopment of the site will therefore be expected to incorporate a lower number of car parking spaces, and a good level of cycle

parking provision, to encourage workers to access the site by active travel or public transport.

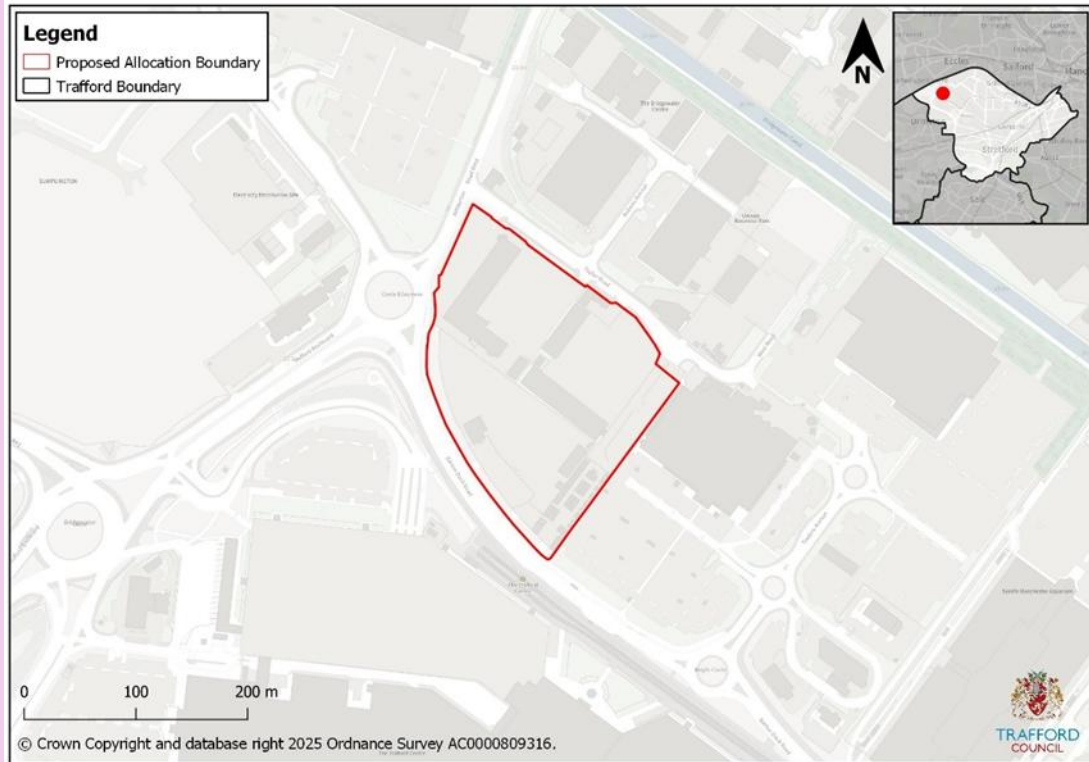
Consultation Question 2-32

Do you support this proposed allocation? Yes / No

Consultation Question 2-33

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN39: Land south of Taylor Road



Address:	Land South of Taylor Road			
Site Size (Ha):	4.06			
Allocated for	14,000 sqm of industry/warehousing floorspace (gross)			
Anticipated delivery time scale	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	0	14,000 sqm	0

AN39: Land south of Taylor Road Site Requirements

Land south of Taylor Road is allocated for a minimum of 14,000 sqm of B2 / B8 floorspace (gross).

Development of this site will be required to:

- A. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3;
- B. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces);
- C. Incorporate minimum levels of cycle parking; and
- D. Make an appropriate financial contribution to improved public transport service provision.

- 2.156. Located within the Core Growth Area as defined by Local Plan Policy ST1, land south of Taylor Road which is to the south of Trafford Park, provides an opportunity to redevelop the site (from car dealerships and associated open car storage) for a minimum of 14,000 sqm B2 / B8 floorspace.
- 2.157. The site is located within a Heat and Energy Network Opportunity Area, as defined by Places for Everyone (PfE) Figure 5.1. Development of the site will therefore have to ensure that it meets the requirements of PfE Policy JP-S3: Heat and Energy Networks, in addition to the Local Plan requirements.
- 2.158. The site is also located in a highly accessible location, in a short walking distance from The Trafford Centre Metrolink Stop. Frequent bus services also run along Barton Dock Road. Redevelopment of the site will therefore be expected to incorporate a lower number of car parking spaces, and a good level of cycle parking provision, to encourage workers to access the site by active travel or public transport.

Consultation Question 2-34

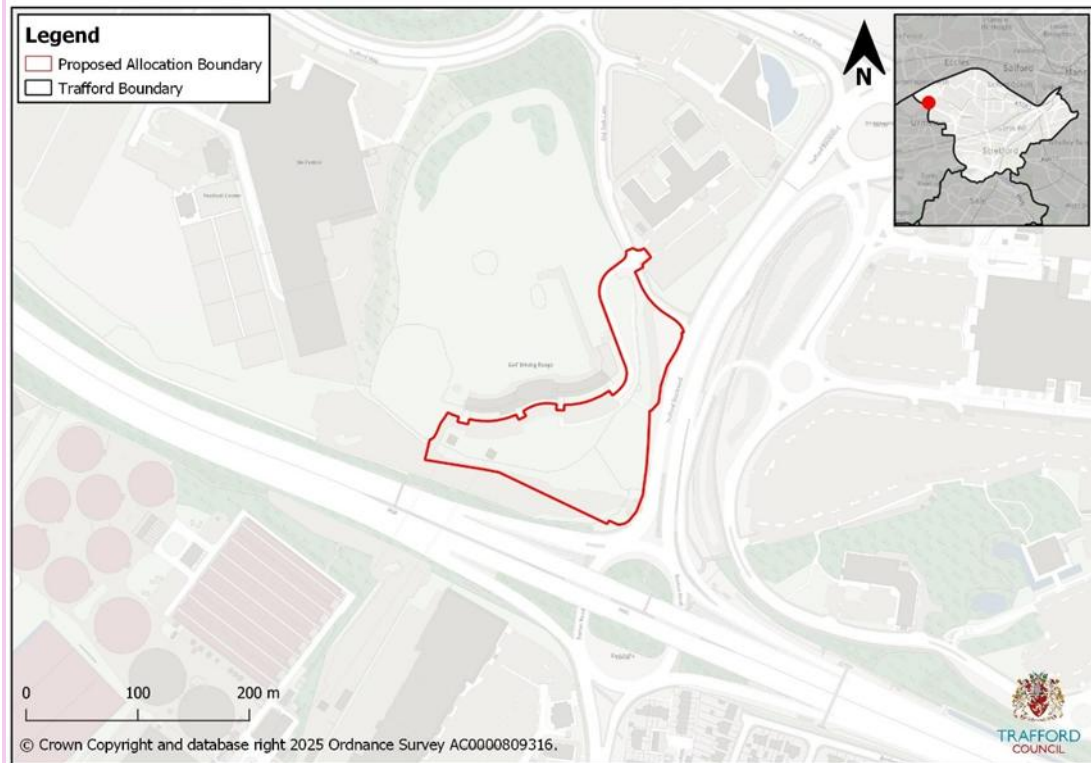
Do you support this proposed allocation? Yes / No

Consultation Question 2-35

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

Proposed Office Allocations

AN40: Land west of Trafford Boulevard



Address:	Land west of Trafford Boulevard			
Site Size (Ha):	2.00			
Allocated for (sqm)	12,000 sqm of office floorspace (gross)			
Anticipated delivery time scale	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	12,000 sqm	0	0

AN40: Land west of Trafford Boulevard Site Requirements

Land west of Trafford Boulevard is allocated for around 12,000 sqm of Office floorspace - Use Classes E(c) and (g)(i) & (ii) (gross).

Development of this site will be required to:

- A. Provide modern, adaptable purpose-built office accommodation up to 10 storeys in height;
- B. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3.
- C. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces);
- D. Incorporate minimum levels of cycle parking; and
- E. Make an appropriate financial contribution to improved public transport service provision.

- 2.159. Located within the Core Growth Area as defined by Local Plan Policy ST1, land west of Trafford Boulevard provides an opportunity to develop the site for around of 12,000 sqm of office floorspace. The site is currently undeveloped so its allocation would better optimise the use of the site through providing a significant number of jobs in a sustainable location.
- 2.160. The site is located within a Heat and Energy Network Opportunity Area, as defined by Places for Everyone (PfE) Figure 5.1. Development of the site will therefore have to ensure that it meets the requirements of PfE Policy JP-S3: Heat and Energy Networks, in addition to the Local Plan allocation requirements.

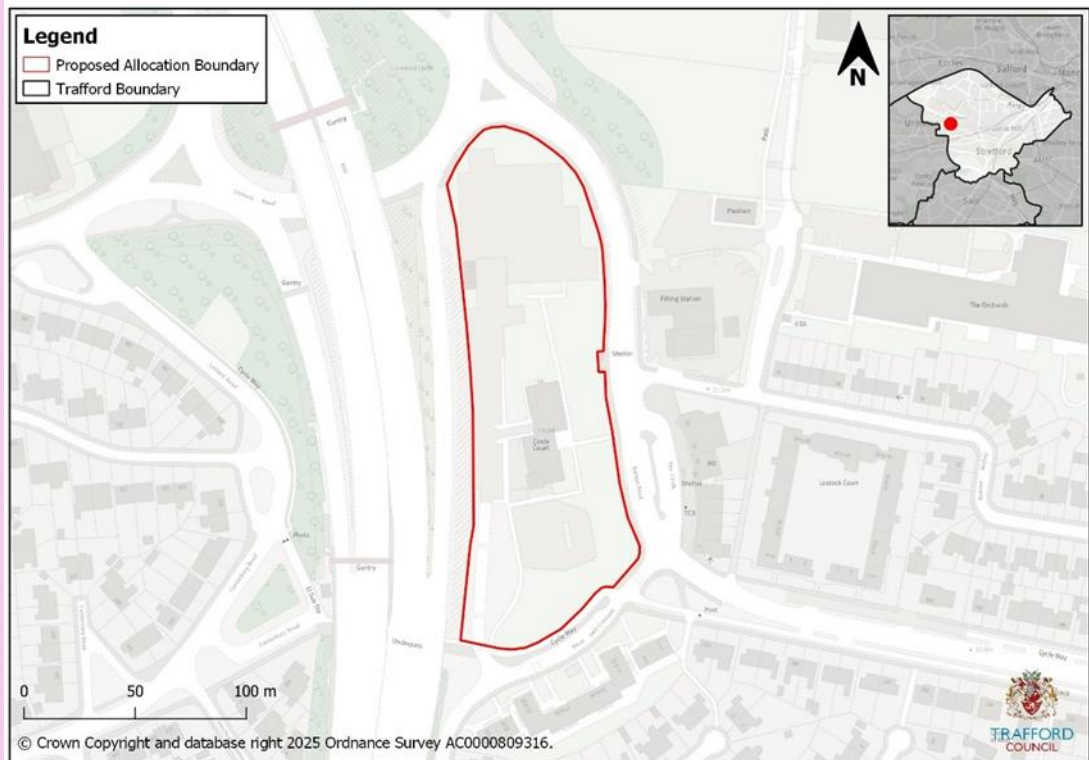
Consultation Question 2-36

Do you support this proposed allocation? Yes / No

Consultation Question 2-37

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AN41: Land at Moss Vale Crescent



Address:	Land at Moss Vale Crescent, Barton Road, Stretford			
Site Size (Ha):	0.64			
Allocated for (sqm)	5,000 sqm of office floorspace (gross)			
Anticipated delivery time scale	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	5,000 sqm	0	0

AN41: Land at Moss Vale Crescent Site Requirements

Land at Moss Vale Crescent, Barton Road, Stretford is allocated for approximately 5,000 sqm of Office floorspace - Use Classes E(c) and (g)(i) & (ii) (gross).

Development of this site will be required to:

- A. Provide modern, adaptable purpose built office accommodation;
- B. Be developed to a maximum of 5 storeys in height to enable sensitive integration with the surrounding existing development and residential environment;
- C. Establish a green link from the site towards the north, connecting to the adjacent green infrastructure network and beyond to Trafford Park;
- D. Incorporate soft landscaping along road frontages, softening and mitigating against the impact of the M60;
- E. Buildings on site should prioritise the use of urban greening techniques; and
- F. The site should enable sustainable transport connections to Trafford Park and the Trafford Centre.

- 2.161. The site was previously a development of apartments, located between a neighbourhood centre and the M60 motorway. The site is partially cleared.
- 2.162. It is considered that this site is no longer appropriate for residential development and can be a successful location for modern and adaptable office floorspace, making the most of its accessible location.
- 2.163. Due to the mix of residential and neighbourhood centre uses the development has the potential to be of a modern design, setting an example in modern and green facilities.
- 2.164. The site's proximity to the M60 means it could accommodate a dense development however the height of any building should be sensitive to neighbouring residential properties, whilst also helping to provide some screening to them from the motorway.

- 2.165. The site is adjacent to part of the existing Green Infrastructure network. Development proposals should ensure a link through the site to this network and enabling the connection to continue beyond towards Trafford Park and the Trafford Centre.
- 2.166. Development on the site should prioritise the use of Urban Greening techniques for example through green roofs and walls to create a strong link with the neighbouring Green Infrastructure network as well as helping to improve air quality and mitigate against the noise impact of surrounding uses.

Consultation Question 2-38

Do you support this proposed allocation? Yes / No

Consultation Question 2-39

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

Proposed Open Space Designations

Typology and Hierarchy of Open Spaces

- 2.167. Open spaces within the borough have been categorised according to their typology (the function of the open space) as established by the Open Space Assessment (April 2024). These are Allotments; Amenity Greenspace; Cemeteries and Churchyards; Natural and Semi-Natural Greenspace; Outdoor Sports Provision; Parks, Gardens and Recreation Grounds; and Provision for Children and Teenagers. School playing fields did not form part of the Open Space Assessment.
- 2.168. Each of the accessible greenspaces (Amenity Greenspace; Natural and semi-natural greenspaces; and Parks, Gardens and Recreation Grounds) have been categorised according to the provision of facilities at the site – often related to size, known as the site’s hierarchy. These hierarchies are:

Hierarchy	Explanation
District level	Sites more than 100ha
Wider Neighbourhood level	Sites between 20ha and 100ha
Neighbourhood level	Sites between 10ha and 20ha
Local level	Sites between 2ha and 10ha
Doorstep level	Sites between 0.5ha and 2ha
Incidental Greenspace	Sites smaller than 0.5ha

Types of Areas for Children and Teenagers

- 2.169. There is a three-tiered structure for children’s informal recreation and equipped play which is specific to the location, minimum land area and style of provision required to be provided for a range of age groups, appropriate to their need. These are LAPs (Local Area for Play), LEAPs (Local Equipped Area for Play) and NEAPs (Neighbourhood Equipped Area for Play).

LAP – Local Area for Play

- 2.170. A LAP is a small area of open space (0.01-0.04ha) specifically designated and primarily laid out for very young children to play close to where they live i.e. within 1 minute walking time. The LAP is designed to allow for ease of informal

observation and supervision and its primary function is to encourage informal play and social interaction. A LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged.

LEAP – Local Equipped Area for Play

- 2.171. The LEAP is an area of open space (0.04-0.1ha) specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live, usually within 5 minutes walking time.

NEAP – Neighbourhood Equipped Area for Play

- 2.172. A NEAP is an area of open space (>0.1ha) specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well. Located within 15 minutes' walk from home, the NEAP is sufficiently large to enable provision for play opportunities that cannot be provided within a LAP or LEAP.
- 2.173. In line with Local Plan Policies OS1: Open Space and OS2: Outdoor Sports and Recreation Facilities and Provision, the following sites identified on the schedules below and as identified on the Policies Map will be protected, and any loss will be resisted.

Allotments

Name	Area (ha)
Chadwick Park Allotments	1.76
Church Street Allotments	0.13
Gorse Hill Community Allotments	2.72
Humphrey Lane Allotments	1.37
Lesley Road / Moss Park Allotments	1.04
Seymour Grove Allotments	2.78

Amenity Greenspace

Name	Hierarchy	Area (ha)
Audley Avenue	Incidental	0.21
Chester Road	Incidental	0.22
Circle Court	Doorstep	0.58
City Road	Doorstep	0.85
Humphrey Crescent Centre	Incidental	0.09

Name	Hierarchy	Area (ha)
Stretford Marina	Incidental	0.28
The Bowling Green	Incidental	0.07
Virgil Street	Incidental	0.29

Cemeteries and Churchyards

Name	Area (ha)
All Saints Parish Church	0.27
All Saints' Roman Catholic Church	1.73
Christ Church Davyhulme	0.40
Church of Jesus Christ of Latter-Day Saints	0.28
Sharon Full Gospel Church	0.19
St Alphonsus Roman Catholic Church	0.21
St Ann's Church	0.27
St Antony's Roman Catholic Church	0.08
St Matthew's Church	0.40
Stretford Cemetery	7.68

Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Ecology Park	Local	4.40
Ivy Green Wood	Doorstep	1.65
Keswick Road	Doorstep	0.52
Kickety Brook (also within West Locality)	Wider Neighbourhood / Town	21.49
Kickety Brook East	Local	2.90
Penningtons	Local	7.89
Stretford Ees	Neighbourhood	10.53
Stretford Meadows	Wider Neighbourhood / Town	48.39
Turn Moss Woodland	Local	2.72

Outdoor Sports Provision

Name	Area (ha)
Gorse Hill Park ¹	0.53
Hullard Park ¹	0.34
Humphrey Park Community Centre	0.22
Longford Park ¹	0.23
Longford Park ¹	6.45
Longford Park ¹	0.48
Longford Park Stadium	2.09
Lostock Park ¹	0.18
Metros Sports and Social Club	0.20
Old Trafford Bowling Club	0.57

Name	Area (ha)
Seymour Park ¹	0.81
Seymour Park ¹	0.16
St Brides Fields	1.35
Stretford Cricket Club	1.61
Victoria Park ¹	0.55
Victoria Park ¹	0.13

¹ Outdoors Sports Provision within Parks and gardens and recreation ground

Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Audley Avenue Recreation	Local	3.84
Clifford Court	Local	2.46
Gorse Hill Park	Local	3.70
Highfield Close	Local	2.28
Hullard Park	Local	3.51
Humphrey Park	Doorstep	0.52
Kingsway Park	Neighbourhood	14.00
Longford Park	Wider Neighbourhood / Town	21.10
Lostock Park	Local	7.39
Marje Kelly Park	Doorstep	1.13
Moss Park	Local	2.39
Nansen Street	Local	2.02
Newcroft Road	Doorstep	1.27
Seymour Park	Local	4.61
Stephenson Road	Incidental	0.22
Thirlmere Avenue Community Garden	Incidental	0.03
TTH Formal Gardens	Incidental	0.38
Turn Moss	Wider Neighbourhood / Town	39.10
Victoria Park	Local	5.97

Provision for Children and Teenagers

Name	Hierarchy	Area (ha)
Burleigh Court	LAP	0.01
Clifford Court ¹	NEAP	0.07
Clifford Court ¹	NEAP	0.05
Gorse Hill Park ¹	LAP	0.04
Gorse Hill Park ¹	NEAP	0.15
Highfield Close ¹	LEAP	0.05
Hullard Park ¹	LEAP	0.17
Kingsway Park ¹	LEAP	0.02
Longford Close Play Space	LAP	0.01
Longford Park ¹	LEAP	0.20

Name	Hierarchy	Area (ha)
Longford Park ¹	LEAP	0.47
Lostock Park ¹	NEAP	0.14
Lostock Park ¹	NEAP	0.05
Lostock Park ¹	NEAP	0.003
Marje Kelly Park ¹	LEAP	0.07
Marje Kelly Park ¹	LAP	0.02
Milton Close Play Space	LAP	0.01
Moss Park ¹	LEAP	0.07
Nansen Street ¹	LEAP	0.06
Nansen Street ¹	LEAP	0.06
Newcroft Road ¹	LEAP	0.05
Rainbow Park Play Area	LEAP	0.07
Seymour Park ¹	LEAP	0.16
Seymour Park ¹	NEAP	0.19
Seymour Park ¹	LAP	0.02
Seymour Park ¹	NEAP	0.09
Stephenson Road ¹	LAP	0.01
Stretford Meadows ²	LAP	0.03
Stretford Meadows ²	LAP	0.03
St Hugh of Lincoln RC Community Park	LEAP	0.09
Victoria Park ¹	LEAP	0.42
Victoria Park ¹	LEAP	0.12
Victoria Park ¹	LEAP	0.07
Victoria Park ¹	LEAP	0.07

¹ Provision for Children and Teenagers within Parks and gardens and recreation ground

² Provision for Children and Teenagers within Natural and semi-natural green space

School playing fields

Name	Area (ha)
Barton Clough Primary School	5.98
Detached Field Barton Clough Site, Audley Ave	1.28
Detached field off Loreto Rd by Motorway	4.43
Egerton High Special School	2.77
Highfield Primary School	1.61
Kings Road Primary School	0.86
Lostock College	1.86
Moss Park Junior & Infant School	0.51
Old Trafford Community School	0.53
St. Alphonsus RC Primary School	0.16
St. Alphonsus RC Primary School	1.76
St. Antony's Catholic College	1.78
St. Hilda's CE Primary School	0.40
St. Hugh's of Lincoln RC Primary School	0.17
St. Matthew's CE Primary School	1.15

Name	Area (ha)
St. Teresa's RC Primary School	0.27
Stretford Grammar School	5.62
Stretford High School Community Language College	2.12
Victoria Park Junior School	1.56

2.174. Policy OS1: Open Spaces sets out that open spaces will be protected, and any loss will be resisted. The sites have been identified on the schedules and identified on the Policies Map. The primary source of this information is the Trafford Open Space Assessment (April 2024).

2.175. Policy OS2: Outdoor Sports and Recreation Facilities and Provision sets out that existing outdoor facilities will be protected, and any loss will be resisted. The sites have been identified on the schedules and identified on the Policies Map. The sites specific relate to outdoor sports provision, as identified in the Trafford Open Space Assessment (April 2024), and school playing fields. Whilst not accessible to all, the school playing fields provide an important open space function.

Consultation Question 2-40

Do you have any comments on the proposed open space designations?
(please specify which open space your comments relate to – if relevant)

Proposed Leisure Sites

AN42 – AN44: Large Scale Leisure

Sites listed within this policy are allocated for leisure floorspace – Use Class E(d) and Class F.2(c) & (d) in the Trafford Centre Rectangle area. Site plans for each allocation are provided in Appendix 3.

In addition to the requirements set out in Local Plan policy CL2 and CL2N, and other relevant policies in the adopted Trafford Development Plan, development of sites allocated by this Policy will be required to:

- A. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3;
- B. Incorporate minimum levels of car parking (including disabled spaces, car club spaces and EV charging spaces);
- C. Incorporate minimum levels of cycle parking;
- D. Incorporate safe and accessible walking and cycling routes through the sites, particularly to public transport facilities and existing active travel routes;
- E. Make an appropriate financial contribution to improved public transport service provision; and
- F. Make an appropriate financial contribution to any required local highway works needed to help facilitate the development.

Policy ref	Site	Site size (ha)
AN42	Former Event City, Barton Dock Road	12.23
AN43	Former Container Base, Barton Dock Road	4.67
AN44	Land at Car Park 7	3.73

- 2.176. Located within the Core Growth Area as defined by Local Plan Policy ST1, the sites listed within the Policy AN42-44: Large Scale Leisure have been identified as being suitable for predominately large-scale leisure uses. Allocations AN42 and AN43 both already have planning permission for such uses, and are located adjacent to each other to the north and south of Barton Dock Road.
- 2.177. Building on the existing visitor attraction offer available at The Trafford Centre and Trafford Palazzo, links to the M60 and local highway network, along with bus and Metrolink public transport connections along Barton Dock Road; the area is deemed to be the most appropriate location for additional large-scale leisure development.
- 2.178. Whilst the area benefits from good local and strategic highway links (most notably being located off the M60 Junction 9), ensuring that as many trips as possible are made to the developments via public transport and or active travel will help to better integrate future development into the existing built environment.
- 2.179. Development will be expected to incorporate safe, accessible and convenient active travel routes within the sites to key visitor destination points, with a particular focus on nodes of public transport provision. Development will also be expected to make appropriate financial contributions to improved bus transport provision.
- 2.180. The size and scale of the three sites allocated for large scale leisure is likely to see an increase in vehicle trip generation on the local and strategic highway networks. Depending on the nature of the leisure uses developed, this may act as an attractor for visitors within the wider Greater Manchester area and beyond. Proportionate contributions may therefore be required for highway mitigation which is deemed necessary to help accommodate the proposed development. Further details of potential highway mitigation schemes will be detailed within the Infrastructure Delivery Plan (once complete).

- 2.181. The sites listed within Policy AN42-44 are also located within a Heat and Energy Network Opportunity Area, as defined by Places for Everyone (PfE) Figure 5.1. Development of any site will therefore have to ensure that it meets the requirements of PfE Policy JP-S3: Heat and Energy Networks, in addition to the Local Plan requirements. This is of particular importance in this area, as the potential types of development are likely to be high-energy usages.
- 2.182. The size of the allocations also provide good opportunities to significantly improve the level and range of publicly accessible green space and public realm within the area. Development will therefore be expected to include such provisions from early on in the design process to help strengthen the accessibility of the area by active travel, have a positive impact on local air quality and also significantly improve the biodiversity / habitat value of the area.

Consultation Question 2-41

Do you support the proposed Leisure allocations? Yes/No

Consultation Question 2-42

Are there any other specific issues or local features that should be considered for the site? (please specify which site your comments relate to)

Trafford South – Site Allocations and Designations

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3. Trafford South – Site Allocations and Designations

Sites Overview

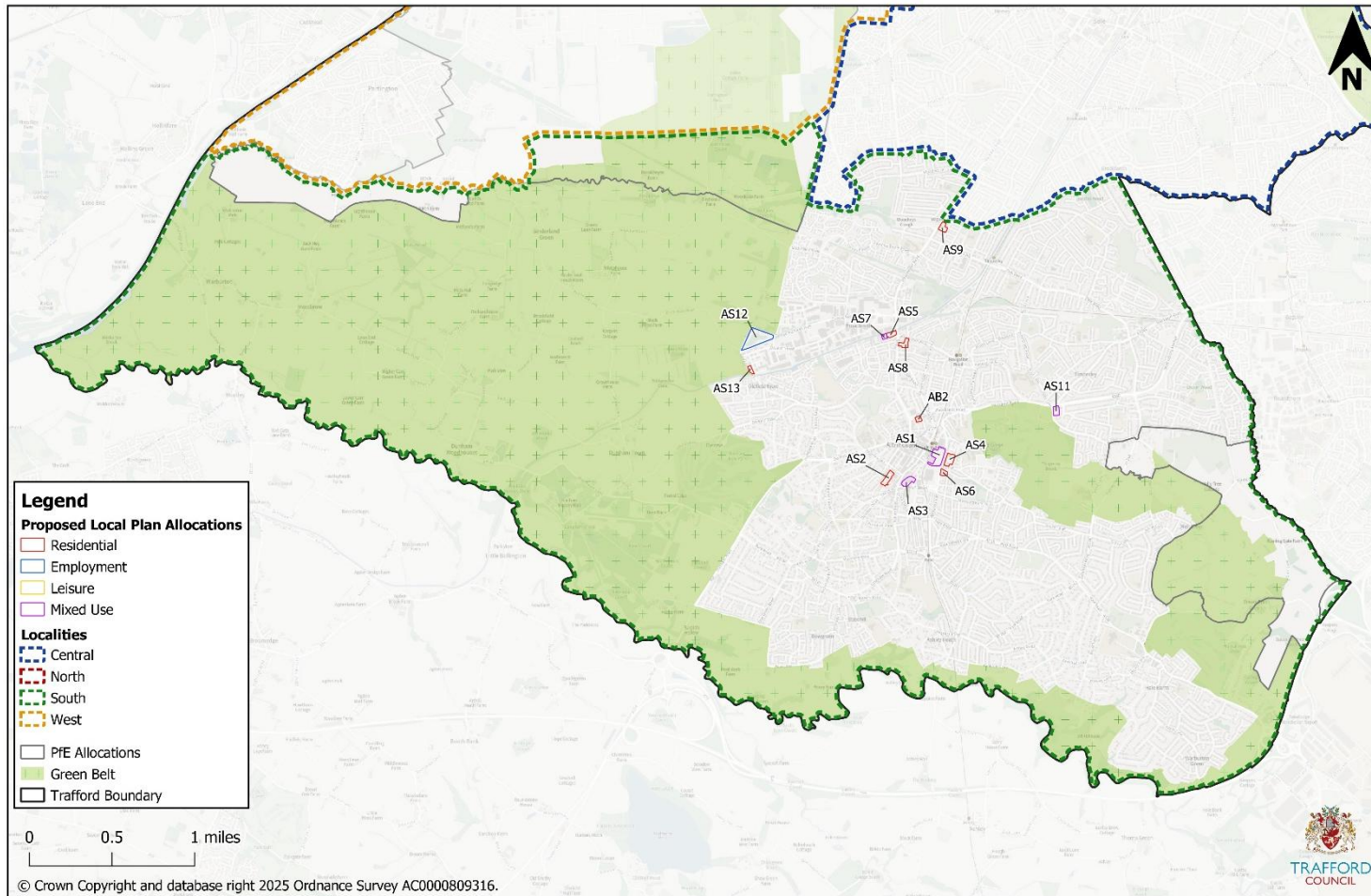


Figure 3-1: Proposed Allocations in the South Locality

Sites Proposed for Allocation and Designation

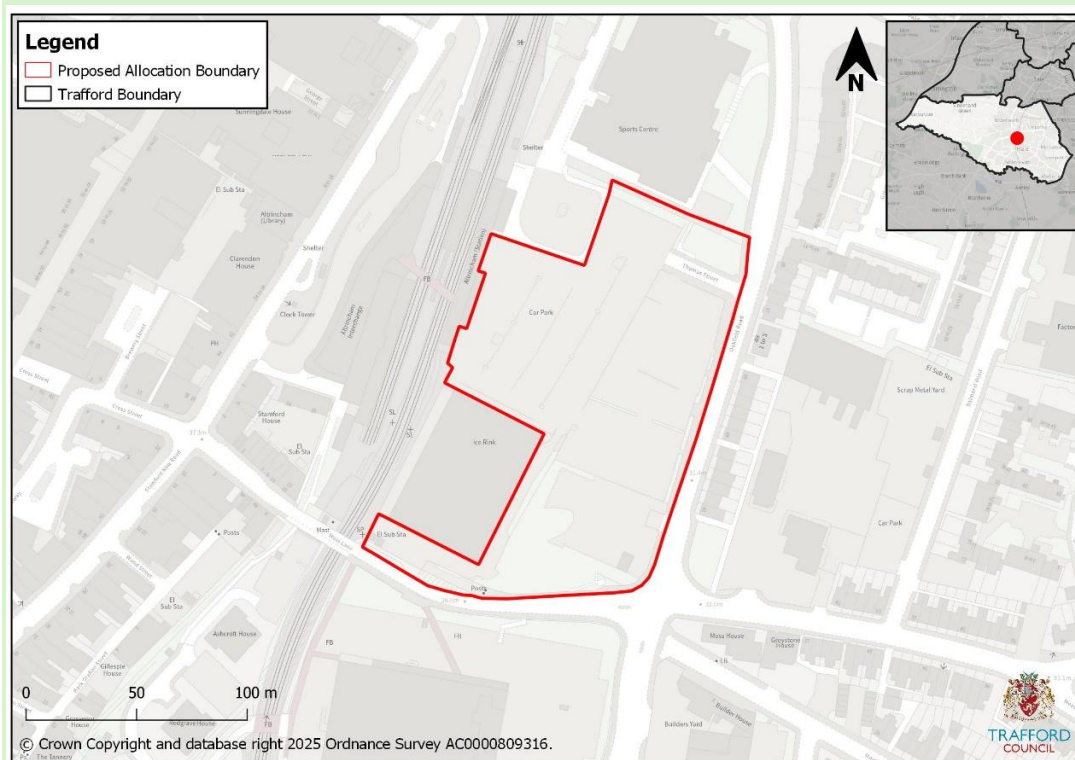
- 3.1 The following sites within the Trafford South Locality are proposed to be allocated or designate for the identified uses.

Table 3-1: Trafford South – Proposed Sites

Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development (gross)
AS1	Land at Oakfield Road, Altrincham	Mixed use	1.73	Mixed use: 180 dwellings and up to 3,900 sqm of office space
AS2	Land at New Street, Altrincham	Residential	0.80	88 dwellings
AS3	Land fronting Lloyd Street, Denmark Street and Goose Green, Altrincham	Mixed use	0.78	Mixed use: 88 dwellings and circa 4,000 sqm leisure, commercial and community
AS4	Land at Moss Lane, Balmoral Road, Altrincham	Residential	0.89	86 dwellings
AS5	Mansion House, Altrincham	Residential	0.43	41 dwellings
AS6	Land at Mayors Road, Manor Road, Altrincham	Residential	0.35	34 dwellings
AS7	Bridge Works, Altrincham	Mixed use	0.24	Mixed use: 32 dwellings and up to 800m sqm of office space
AS8	Trafalgar House, Altrincham	Residential	0.54	31 dwellings
AS9	The Pelican Inn, Altrincham	Residential	0.55	27 dwellings
AS11	Hare and Hounds Public House, Timperley	Mixed use	0.49	Mixed use: 20 dwellings and commercial
AS12	Land at Dairyhouse Lane, Broadheath	Industrial and Warehousing	3.46	12,040 sqm
AS13	Land at Rose Cottage, Broadheath	Gypsy and Traveller	0.25	2 x Gypsy and traveller pitches

Proposed Residential Allocations

AS1: Land at Oakfield Road, Altrincham



Address:	Land at Oakfield Road, Altrincham			
Site Size (Ha):	1.73			
Allocated for:	180 dwellings and up to 3,900 sqm (gross) of office space			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	180	0	0
	0	3,900 sqm	0	0

AS1: Land at Oakfield Road, Altrincham Site Requirements

Land at Oakfield Road, Altrincham is allocated for a minimum of 180 dwellings and up to 3,900 sqm of office space. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the South Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 45% affordable housing, in accordance with the South Locality requirements of Local Plan Policy R3 and R3S;
- C. Deliver development at a density of around 140 dwellings per hectare (dph);
- D. Deliver up to 3,900 sqm high quality flexible and adaptable office space in accordance with Local Plan Policies EJ4-G., EJ4-H. and BE1;
- E. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2, and seek opportunity to connect to nearby publicly owned buildings;
- F. Maximise connectivity to, from, and within Altrincham Town Centre by active and sustainable travel modes by:
 - i. Delivering a network of permeable streets and connections that prioritise active travel through the site, including good linkages towards Altrincham Interchange from the east and south;
 - ii. Providing public realm and active travel improvements on Moss Lane; and
 - iii. Facilitating and providing appropriate contributions towards strategic active travel schemes;
- G. Incorporate minimum levels of car parking which must either be provided as on-site podium parking, or by using centrally designated parking barns/ multi-storey car parks;
- H. Deliver high-quality green infrastructure, including landscaping, elevated green spaces, sustainable drainage system (SuDS) and tree planting;
- I. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policies OS1 and OS1S;

- J. Achieve a high-quality, locality distinctive design which responds sympathetically to the Grade II Listed buildings: Stamford House, Clock Tower, and Station Hotel and adjacent Stamford New Road Conservation Area, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment;
- K. Ensure development is of a high design quality, respecting the scale and massing of the surrounding area and addressing key frontages, by:
- Providing principal active frontages along key frontages, particularly Moss Lane, Oakfield Road and new primary internal streets; and
 - Providing appropriate transitions of scale, locating taller buildings at a greater distance from existing two-storey residential properties and other sensitive receptors; and
- L. Incorporate suitable noise attenuation measures to ensure acceptable living conditions in terms of noise, vibration and pollution for future occupiers, considering the impact from the rail and Metrolink lines to the west, in accordance with Local Plan Policy BE1.

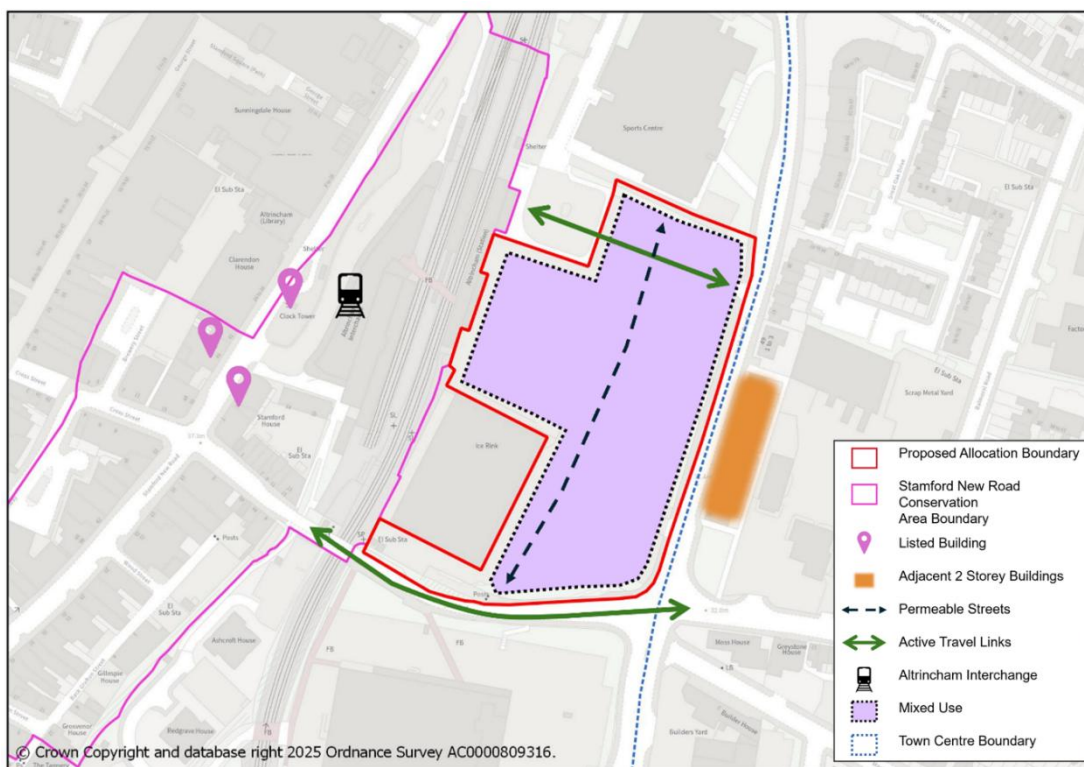


Figure 3-2: Land at Oakfield Road, Altrincham Indicative Policy Plan

- 3.2 Land at Oakfield Road, Altrincham includes cleared previously developed land, and land used for surface level car parking on the eastern edge of Altrincham Town Centre. Altrincham Interchange is located adjacent to the site to the west, and a number of local services and amenities are located in close walking distance, including Altrincham Leisure Centre to the north, a supermarket to the south and Altrincham Town Centre to the west. The site wraps around an existing ice rink and although there are currently no plans to close this facility, plans for the wider site are emerging.
- 3.3 The site is allocated for around 140 dwellings per hectare due to its highly sustainable location. This is in excess of the minimum requirements outlined in Policy JP-H4, however given the site's proximity to Altrincham Interchange and surrounding context, it is considered the site can accommodate a higher density. The density has taken account of the requirement to also deliver almost 4,000 sqm of office space as well as the setting of heritage assets, however further assessments will need to be carried out and considered as part of the design of the development.
- 3.4 The site is located within 50 m of a Grade II listed building: Stamford House and Stamford New Road Conservation Area with a further two listed buildings (Clock Tower, and Station Hotel) located around 100 m from the site. The proposed design must consider the setting of the listed buildings and seek to enhance or better reveal their significance.
- 3.5 The site is identified as being located within a Heat and Energy Network Opportunity Area within PfE. As such it is expected that development will connect to an existing or planned heat/energy network or install a site-wide heat/energy network. In the event of a site-wide heat/energy network, opportunity should also be explored to connect the adjoining publicly owned buildings: Altrincham Leisure Centre, in line with PfE Policy JP-S3.
- 3.6 Prioritisation of walking, wheeling and cycling throughout the site will enable sustainable travel choices. A legible and permeable street pattern is required to optimise access to Altrincham Interchange from the south and east to Altrincham Town Centre. Furthermore, access and improvements to Moss Lane

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are necessary to improve the site's connection with services and retail uses within the town centre.

- 3.7 Surface level car parking is an inefficient use of land and therefore redevelopment of the site should consider podium parking and potentially a multi-storey car park centrally located. Lower levels of residential car parking are acceptable in this location given it is situated within Altrincham Town Centre.
- 3.8 Green infrastructure must be multi-functional and considered early in the design process to ensure a landscape-led approach, which responds to the site. Green infrastructure and landscaping must integrate with the drainage network to mitigate the effects of climate change. Green infrastructure must be delivered to enhance biodiversity, health, climate resilience, and water management.
- 3.9 Two-storey, terraced, residential properties are located on Oakfield Road to the east of the site. As such, development at this site will need to be designed as to not result in undue overshadowing, overlooking existing occupiers and being overbearing in size.
- 3.10 The site is located adjacent to a rail station and Metrolink station and is proposed for residential use. Therefore a Noise Impact Assessment must be carried out and recommendations implemented to ensure acceptable levels of noise for future occupants.
- 3.11 Allocation of the site will help to achieve SO1, SO4, SO6, through providing a significant number of new dwellings and office space, promoting a greater diversity of uses and attracting new, high-quality investment in a highly sustainable location within Altrincham, Town Centre. The development will also protect the historic environment which will help meet SO10.

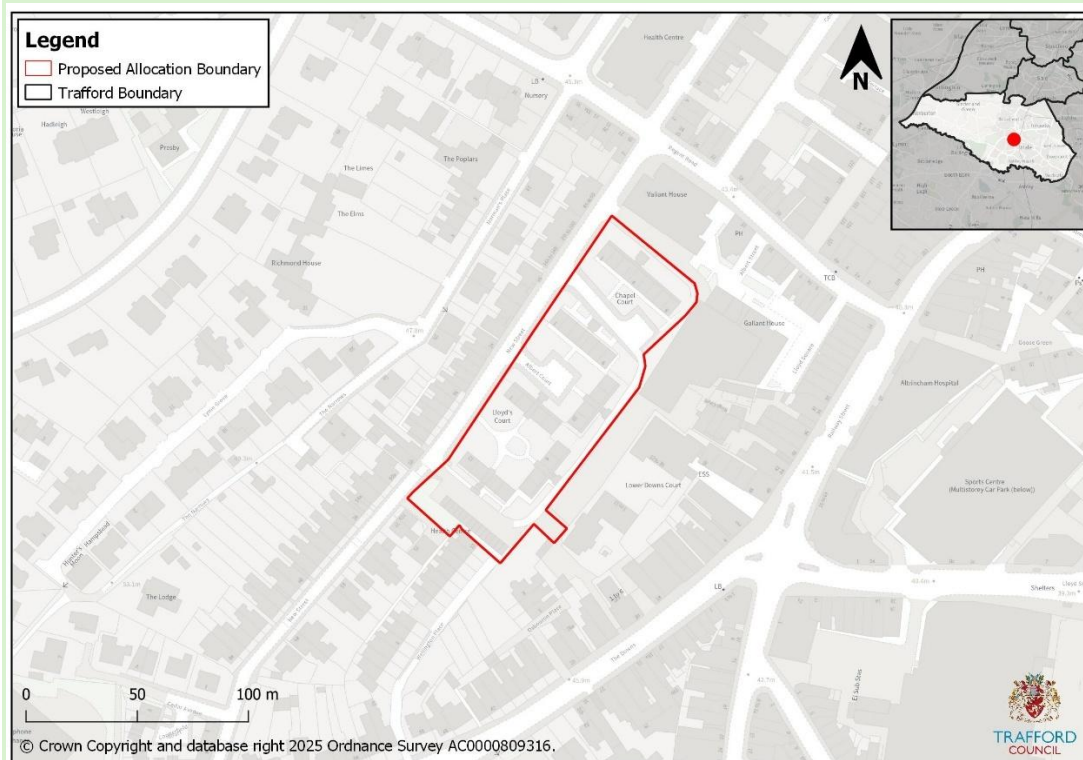
Consultation Question 3-1

Do you support this proposed allocation? Yes / No

Consultation Question 3-2

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AS2: New Street, Altrincham



Address:	New Street, Altrincham			
Site Size (Ha):	0.80			
Allocated for:	88 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	88	0	0	0

AS2: New Street, Altrincham Site Requirements

Land at New Street, Altrincham is allocated for a minimum of 88 dwellings. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the South Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 45% affordable housing, in accordance with the South Locality requirements of Local Plan Policy R3 and R3S;
- C. Deliver development at a density of around 140 dwellings per hectare (dph);
- D. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2;
- E. Prioritise the provision of walking, wheeling and cycling on site and utilise the most direct and convenient path to maximise connectivity to, from, and within Altrincham Town Centre; considering the hierarchy set out in PfE JP-C1;
- F. Achieve a low car development through a reduced level of residential car parking which reflects the site's sustainable location within Greater Manchester Accessibility Level 6 having regard to all relevant the parking standards set out in Local Plan Policy TM10;
- G. Deliver high-quality green infrastructure including landscaping, elevated green spaces, sustainable drainage system (SuDS) and tree planting;
- H. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policy OS1 and OS1S;
- I. Provide an appropriate design in terms of siting, height (no more than 5 stories), massing, appearance and materiality, to sustain and enhance the nearby designated and non-designated heritage assets;
- J. Achieve a high-quality, locality distinctive design which responds sympathetically to the adjacent Stamford New Road, The Downs and Old Market Place Conservation Areas; and

K. Incorporate suitable noise attenuation measures to ensure acceptable living conditions in terms of noise, vibration and pollution for future occupiers, considering the impact from Regent Road car park and neighbouring commercial uses, in accordance with Local Plan Policy BE1.

- 3.12 Land at New Street, Altrincham, located adjacent to Altrincham Town Centre, currently comprises of 6no. detached apartment blocks (circa 1960s), 3 to 4 storeys in height, grouped around three courtyards, Lloyds Court, Albert Court, Chapel Court. The site also includes a detached row of 14 residential garages. The majority of the apartments are owned and managed by L&Q Housing Trust, who wish to redevelop the site and demolish the existing buildings.
- 3.13 The site is in a highly sustainable location, adjacent to the defined Altrincham Town Centre boundary and proximity to Altrincham Interchange, and it is therefore suitable for a high-density development of around 140 dwellings per hectare, ensuring the most efficient use of land. This is in excess of the minimum requirements outlined in Policy JP-H4 but is considered appropriate given the site's sustainable location and context.
- 3.14 The site is identified as being located within a Heat and Energy Network Opportunity Area within PfE. As such it is expected that development will connect to an existing or planned heat/energy network or install a site-wide heat/energy network.
- 3.15 Low parking levels are sought due to the site's highly sustainable location, adjacent Altrincham Town Centre and within Greater Manchester Accessibility Level 6 meaning it is highly accessible by public transport.
- 3.16 The allocation is for over 50 dwellings and therefore open space provision is required by Local Plan Policy OS1.
- 3.17 Green infrastructure must be multi-functional and considered early in the design process to ensure a landscape-led approach, which responds to the site. Green infrastructure and landscaping must integrate with the drainage network to mitigate the effects of climate change. The benefits of providing green infrastructure include enhanced biodiversity, health, climate resilience, and water management.

- 3.18 The southwest corner of the site is included within the Downs Conservation Area. The site is also adjacent to a large number of non-designated and designated heritage assets including Old Market Place Conservation Area, Stamford New Conservation Area and George Street Conservation Area, and within the setting of several Grade II listed buildings. Development must be sympathetically designed to respect the significance of designated and non-designated heritage assets.
- 3.19 A planning application has been submitted for demolition of the existing buildings and erection of a total of 88 dwellings. This proposal has taken on board concerns about the level of the development previously proposed for the site and has responded with the current lower number of units, which is in line with this Policy. At the time of writing, the application has been approved by planning committee on 10 July 2025, subject to S106 legal agreement.
- 3.20 Allocation of the site will help to achieve SO1 through providing new dwellings in a highly sustainable location within Altrincham, Town Centre.

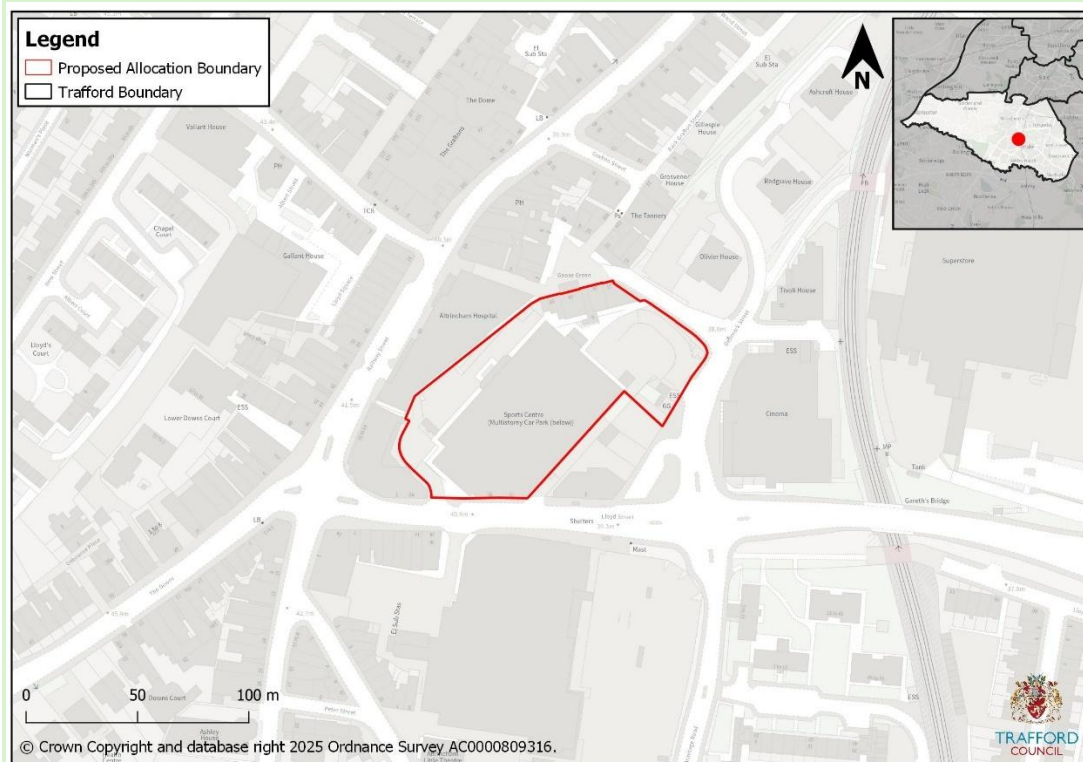
Consultation Question 3-3

Do you support this proposed allocation? Yes / No

Consultation Question 3-4

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AS3: Land fronting Lloyd Street, Denmark Street and Goose Green, Altrincham



Address:	Land fronting Lloyd Street, Denmark Street and Goose Green, Altrincham			
Site Size (Ha):	0.78			
Allocated for:	Mixed use: 88 dwellings and circa 4,000 sqm (gross) leisure, commercial and community			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	0	88	0
	0	0	4,000 sqm	0

AS3: Land fronting Lloyd Street, Denmark Street and Goose Green, Altrincham Site Requirements

The Land fronting Lloyd Street, Denmark Street and Goose Green, Altrincham is allocated for a minimum of 88 dwellings and approximately 4,000 sqm of leisure, commercial and community. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the South Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 45% affordable housing, in accordance with the South Locality requirements of Local Plan Policies R3 and R3S;
- C. Deliver residential development at a density of around 140 dwellings per hectare (dph);
- D. Deliver approximately 4,000 sqm of leisure, commercial and community use;
- E. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2;
- F. Prioritise the provision of walking, wheeling and cycling on site and utilise the most direct and convenient path to maximise connectivity to, from, and within Altrincham Town Centre; considering the hierarchy set out in PfE JP-C1;
- G. Incorporate minimum levels of car parking which must either be provided as on-site podium parking or by using a centrally designated parking barn/ multi-storey car park;
- H. Deliver high-quality green infrastructure, including landscaping, street trees, Sustainable Drainage System (SuDS) and green walls, having regard to the Tree Preservation Order;
- I. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policies OS1 and OS1S;
- J. Achieve a high-quality, locality distinctive design which responds sympathetically to the adjacent Goose Green, The Downs and Stamford New Road Conservation Areas;

- K. Ensure development is landscape-led and of a high design quality, respecting the scale and massing of the surrounding area and addressing key frontages, particularly Lloyd Street, and Goose Green; and
- L. Incorporate suitable noise attenuation measures to ensure acceptable living conditions in terms of noise, vibration and pollution for future occupiers, considering the impact from Lloyd Street and neighbouring commercial uses, in accordance with Local Plan Policy BE1.

- 3.21 Land fronting Lloyd Street, Denmark Street and Goose Green is currently in use and comprises sports and health facilities as well as a multi-storey car park, within Altrincham Town Centre.
- 3.22 Redevelopment of the site at a density of around 140 dwellings per hectare (dph) will make a more efficient use of land within a highly sustainable location. This is in excess of the minimum requirements outlined in Policy JP-H4 but is considered appropriate given the site's sustainable location and context.
- 3.23 The existing uses are proposed to be incorporated into the mixed-use scheme and therefore would not result in a loss of leisure and sports facilities within a town centre location.
- 3.24 The site is located adjacent to three conservation areas, Goose Green, The Downs and Stamford New Road Conservation Areas. The proposed design would therefore need to sympathetically respond to the setting of the conservation areas.
- 3.25 The site is identified as being located within a Heat and Energy Network Opportunity Area within PfE. As such it is expected that development will connect to an existing or planned heat/energy network or install a site-wide heat/energy network.
- 3.26 Lower levels of residential car parking are acceptable in this location given it is situated within Altrincham Town Centre. Redevelopment of the site must consider a multi-storey car park and podium parking.
- 3.27 A Tree Preservation Order covers part of the site and therefore development must have due regard to any trees present on site, particularly those protected.

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The development must be landscape-led and green infrastructure considered early in the design process to ensure a multi-functional green network, which responds to the site's context. Green infrastructure and landscaping must integrate with the drainage network to mitigate the effects of climate change. Good quality green infrastructure results in biodiversity, health, climate resilience, and water management benefits.

- 3.28 The allocation is for over 50 dwellings and therefore open space provision is required by Local Plan Policy OS1.
- 3.29 The site is located adjacent to commercial uses and the proposal includes a residential use. Therefore a Noise Impact Assessment must be carried out and recommendations implemented to ensure acceptable levels of noise for future occupants.
- 3.30 Allocation of the site will help to achieve Strategic Objectives SO1 and SO6 through providing a residential-led mixed use scheme, promoting greater diversity of appropriate uses, in a highly sustainable location within Altrincham, Town Centre. Improvements to the existing leisure facilities will help meet SO2 through supporting the provision of facilities and services which meet the community needs and life-long physical activity.

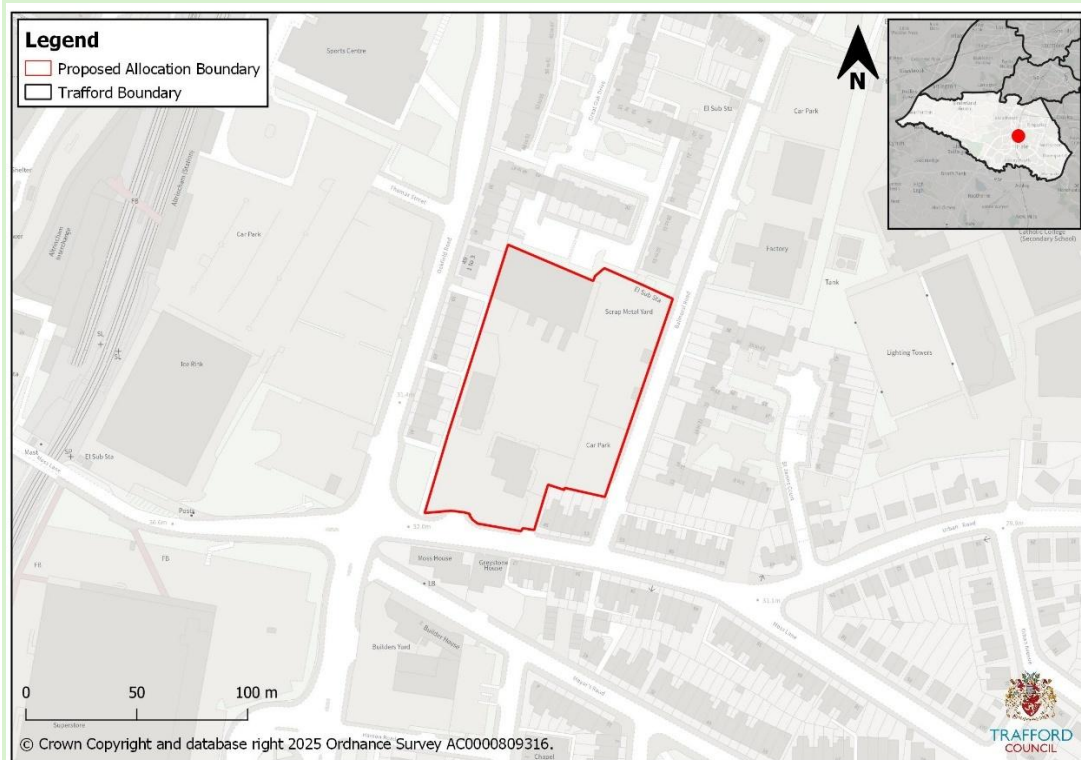
Consultation Question 3-5

Do you support this proposed allocation? Yes / No

Consultation Question 3-6

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AS4: Land at Moss Lane, Balmoral Road, Altrincham



Address:	Land at Moss Lane, Balmoral Road, Altrincham			
Site Size (Ha):	0.89			
Allocated for:	86 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	86	0	0

AS4: Land at Moss Lane, Balmoral Road, Altrincham Site Requirements

Land at Moss Lane, Balmoral Road is allocated for approximately 86 residential dwellings. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the South Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 45% affordable housing, in accordance with the South Locality requirements of Local Plan Policies R3 and R3S;
- C. Deliver development at a density of around 120 dwellings per hectare (dph);
- D. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2;
- E. Prioritise the provision of walking, wheeling and cycling on site and utilise the most direct and convenient path to maximise connectivity to, from, and within Altrincham Town Centre; considering the hierarchy set out in PfE JP-C1;
- F. Achieve a low car development, through a reduced level of residential car parking which reflects the site's sustainable location within Greater Manchester Accessibility Level 6 / 7 having regard to all relevant the parking standards set out in Local Plan Policy TM10;
- G. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policies OS1 and OS1;
- H. Deliver high-quality green infrastructure, including landscaping, sustainable drainage system (SuDS) and tree planting to enhance biodiversity, health, climate resilience, and water management;
- I. Deliver a landscape-led, high-quality, locally distinctive design which has been informed and influenced by its context, and provides an active frontage; and
- J. Deliver a mixture of housing and apartment blocks of no higher than four stories in height.

- 3.31 The allocation site is located off Moss Lane and Balmoral Road, Altrincham, and is currently occupied by a builders' merchant, scrapyard and car park with EV charging. The site is located adjacent to Altrincham Town Centre boundary in close proximity to good public transport links, local services and open green space such as Stamford Park. The surrounding area includes commercial and residential properties. The residential properties largely comprise two-three storey terraced properties.
- 3.32 The site is allocated within the Altrincham Town Centre Neighbourhood Business Plan (ATCNBP). In this Plan it is identified for 43 dwellings as a mix of apartments and houses with a standard density ratio of 50 dwellings per hectare, thus yielding 43 units. The policy stance on housing density has changed since the adoption of the Neighbourhood Plan in 2017. PfE JP-H4 requires a minimum 120 dwellings per hectare as it is located within 400 metres of a rail station and Metrolink stop in a large, designated centre such as Altrincham. In order to achieve efficient use of land, the Allocation Policy therefore requires approximately 86 residential dwellings at a density of 120 dwellings per hectare.
- 3.33 Prioritisation of walking, wheeling and cycling and providing the most convenient route towards key destinations, combined with low levels of car parking, are sought to encourage sustainable travel choices and a modal shift. Lower levels of car parking are acceptable in this location given it is situated on the edge of Altrincham Town Centre and within 400m of Altrincham Interchange.
- 3.34 Development on this site should respect the building forms and heights of nearby properties and therefore a maximum of four stories is considered appropriate.
- 3.35 The allocation is for over 50 dwellings and therefore open space provision is required by Local Plan Policy OS1.
- 3.36 Allocation of the site will help to ensure that residential use can be brought forward on the site within the plan period, helping to meet SO1 through providing housing a significant number of residential units on a suitable previously developed site in Altrincham.

Consultation Question 3-7

Do you support this proposed allocation? Yes / No

Consultation Question 3-8

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AS5 - AS11: Sites between 10 – 49 dwellings

Sites of between 10-49 dwellings listed in this policy are allocated for residential development. Site plans of each allocation are in Appendix 4.

Development will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the South Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 45% affordable housing in accordance with the South Locality requirements of Local Plan Policies R3 and R3S;
- C. Deliver development at a density appropriate for the site's location, considering the quantum provided within this policy;
- D. Deliver 800 sqm high quality flexible and adaptable office space on the Bridge Works allocation (AS7) in accordance with Local Plan Policy EJ4-G., EJ4-H. and BE1;
- E. Connect to / provide a Heat and Energy Network on sites located within Altrincham Heat and Energy Opportunity Area in accordance with PfE Policy JP-S3 and Local Plan Policy RT2;
- F. Prioritise the provision of walking, wheeling and cycling on site and when connecting to the wider network, considering the hierarchy set out in PfE JP-C1; facilitating routes that utilise the most direct and convenient path towards key destinations, including transport hubs, green spaces, local services and facilities;
- G. Achieve a low car development through a reduced level of residential car parking on sites located within Altrincham Town Centre or Greater Manchester Accessibility Level 6 or above, having regard to all relevant the parking standards set out in Local Plan Policy TM10;
- H. Facilitate and / or provide appropriate contributions towards improvements along the A56 corridor to support a greater sustainable mode share, including improved crossing facilities, cycle infrastructure and pedestrian space;
- I. Deliver high-quality green infrastructure, including landscaping, sustainable drainage system (SuDS) and tree planting in accordance with Local Plan Policies GI2, GI6 and GI7;

- J. Protect and enhance the Locally Designated Site / Natural Environment Asset and Green Infrastructure Network in accordance with Local Plan Policies GI2, GI5 and GI5S;
- K. Achieve a landscape-led, high-quality, locally distinctive design, which has been informed and influenced by the site's context, and provides an active frontage as well as a coherent rhythm and structure to the site's street scenes, including A56, Navigation Road, Woodlands Road, Manor Road and Bridgewater Canal;
- L. Have regard to designated and non-designated heritage assets including their setting, and where necessary / appropriate mitigate any negative impacts as informed by a detailed heritage impact assessment;
- M. Protect and restore non-designated heritage assets on-site, such as the Pelican Inn public house building (AS9), and bring back into an appropriate active use; and
- N. Incorporate noise and air quality attenuation measures, where appropriate, to ensure acceptable living conditions in terms of noise, vibration and pollution for future occupiers, considering the impact from noise sources and Air Quality Management Areas, including the A56 and Woodlands Road/Barrington Road junction, in accordance with Policy BE1.

Policy Ref	Site	Site size (ha)	Dwellings	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AS5	Mansion House, Altrincham	0.43	41	0	0	41	0
AS6	Land at Mayors Road, Manor Road, Altrincham	0.35	34	0	0	34	0
AS7	Bridge Works, Altrincham	0.24	32	32	0	0	0
AS8	Trafalgar House, Altrincham	0.54	31	0	0	31	0
AS9	The Pelican Inn, Altrincham	0.55	27	0	27	0	0
AS11	Hare and Hounds	0.49	20	0	20	0	0

Policy Ref	Site	Site size (ha)	Dwellings	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
	Public House, Timperley						

- 3.37 This policy is for medium sized sites allocated for between 10 and 49 residential dwellings and will make an important contribution to the housing land supply in the South Locality. Many of these sites are in highly sustainable locations, on the edge of Altrincham Town Centre and / or close to the existing Metrolink, bus and walking, wheeling and cycling network.
- 3.38 Given the sustainable location of many of the sites, regard has been given to the PfE Policy JP-H4 density requirements and, where appropriate, opportunities identified for where the density can be increased beyond the minimum requirements outlined in the Policy. This is particularly appropriate near the Bridgewater Canal, such as Mansion House, where apartment-led development and higher building heights may be suitable. This approach is therefore reflected in the development quantum of the sites proposed for allocation.
- 3.39 One of the allocated sites, Land at Mayors Road, Manor Road is located within a Heat Network Opportunity Area. In accordance with PfE Policy JP-S3 and Local Plan Policy RT2, this site will be required to connect to an existing or planned heat/energy network or provide a heat/energy network solution.
- 3.40 The medium sized sites within the South Locality are well connected via Metrolink, train and bus as well as good cycling infrastructure. To enable a modal shift, development schemes in the South Locality should prioritise walking, wheeling and cycling infrastructure on site and within the wider network. Developments on medium sized sites should also provide car and cycle parking provision that reflects the site’s location and where appropriate, enable a modal shift by limiting residential parking levels and providing enhanced cycle parking facilities.

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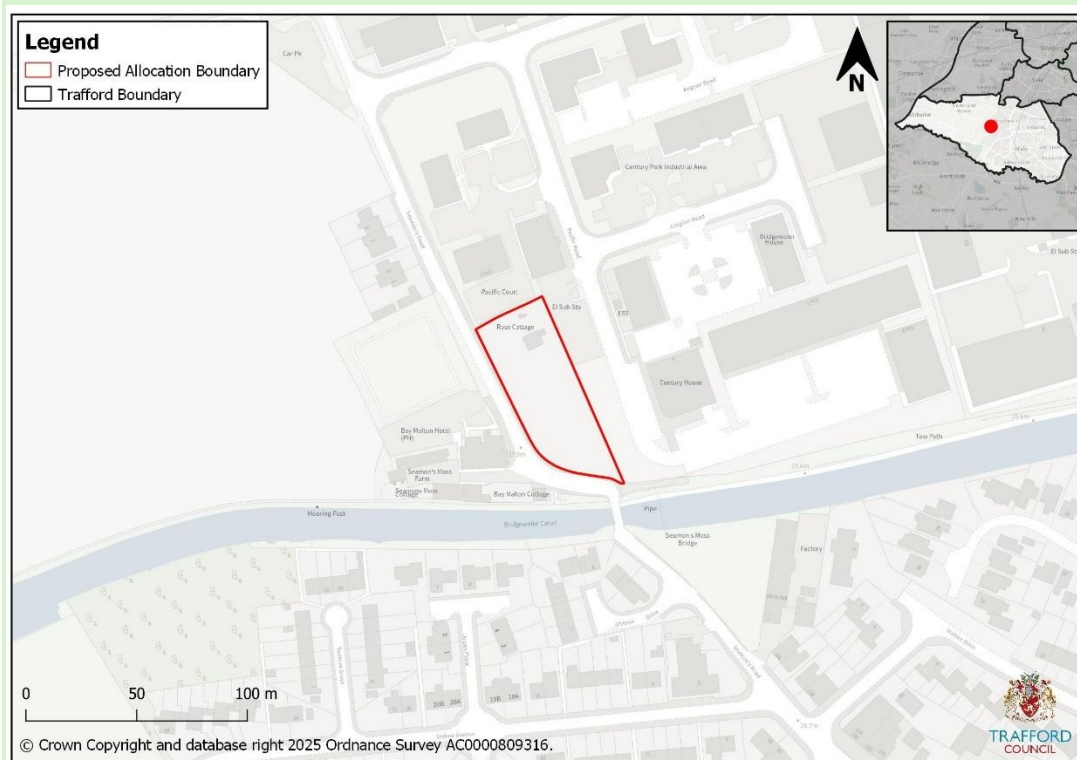
- 3.41 On medium sized sites there is an expectation that landscaping and green infrastructure will be considered from the earliest stage and will be a critical element in the design of the scheme. This is to ensure that Green Infrastructure is of good quality and multi-functional in order to provide many benefits, including biodiversity, health, climate resilience, and water management.
- 3.42 The South Locality has many designated and non-designated heritage assets. Sites that impact upon these assets must provide a detailed heritage impact assessment and ensure that development sympathetically responds to the significance of the heritage asset(s).
- 3.43 For example, the Pelican Inn built in c.1930-31, is considered a non-designated heritage asset and a local list candidate. The front elevation, a mixture of modern brickwork and mock-Tudor style, provides the architectural interest and presents a landmark along Manchester Road, as described in the Local Heritage Listing Project: Timperley Gazetteer.
- 3.44 A planning application for the demolition of the existing buildings and their replacement with a specialist residential scheme to provide a care home was dismissed on appeal in October 2022. The key reason for dismissal was the substantial weight attached to the complete loss of the Pelican Inn building. All proposals for the site are therefore required to ensure that the Pelican Inn building is brought back into an appropriate active use, including residential.
- 3.45 Medium sized sites will help meet numerous Strategic Objectives, including SO1, SO2, SO3, SO6, SO7, SO8 and SO10.

Consultation Question 3-9

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site? (please specify which site your comments relate to)

Proposed Gypsy and Traveller Allocation

AS13: Land at Rose Cottage, Broadheath



Address:	Land at Rose Cottage, Broadheath			
Site Size (Ha):	0.25			
Allocated for:	2 Gypsy and traveller pitches			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	2	0	0

AS13: Land at Rose Cottage, Broadheath Site Requirements

Development will be required to:

- A. Deliver two gypsy and traveller pitches which provide:
 - i. A private access from the highway;
 - ii. Sufficient space for parking and manoeuvring caravans; and
 - iii. An amenity block for each pitch with external plug/hook up sockets;
- B. Demonstrate a landscape-led scheme which:
 - i. Retains existing good quality trees on-site;
 - ii. Provides a landscape buffer between the site and Seamon's Road, linking to the Green Infrastructure corridor along the Bridgewater Canal; and
 - iii. Delivers high-quality green infrastructure, including landscaping, sustainable drainage system (SuDS) and tree planting incorporated within the site layout, connecting to neighbouring Green Infrastructure;
- C. Reflects and responds to the special qualities and sensitivities of its location adjacent to Local Plan Settled Sandlands Landscape Character Area (LCA) and PfE Mosslands and Lowland Farmland LCA in accordance with Local Plan Policy GI1 and PfE Policy JP-G1; and
- D. Retain and have regard to non-designated heritage assets (Rose Cottage, Bay Malton Hotel and Bay Malton Cottage) including their setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment.

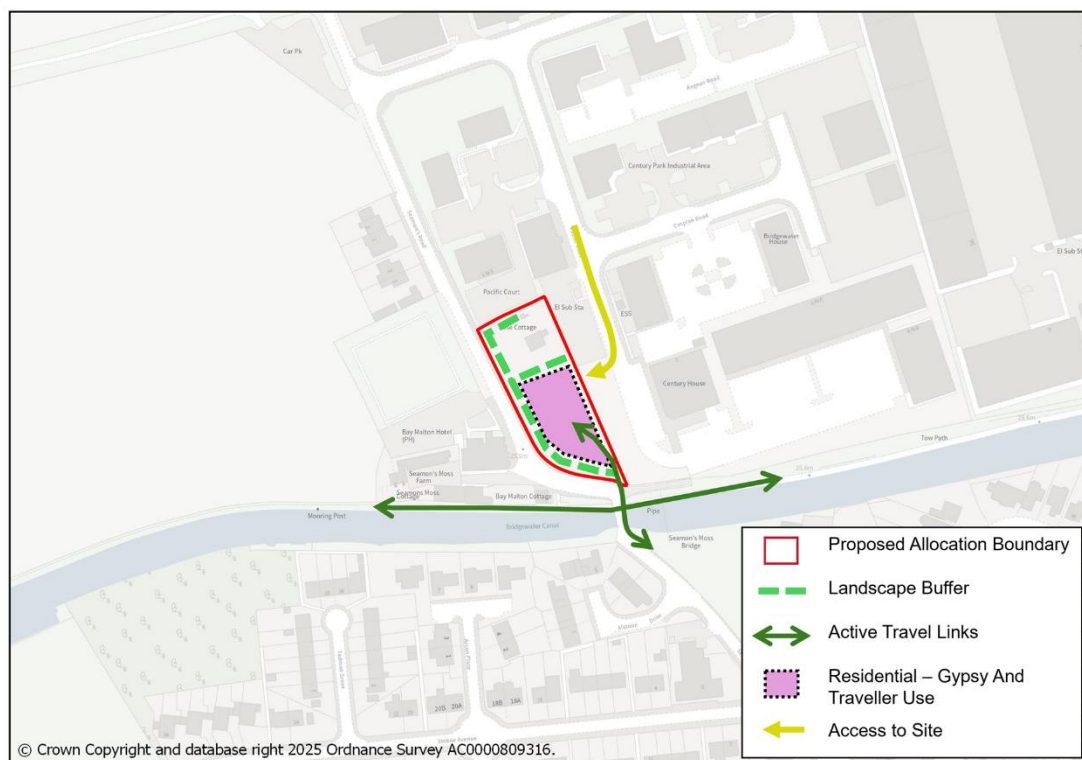


Figure 3-3: Land at Rose Cottage, Broadheath Indicative Policy Plan

- 3.46 Rose Cottage is located on Seamon's Road within the Broadheath Employment Area. The site comprises a two-storey detached property which is considered a non-designated heritage asset and is a candidate for Trafford's local list, and a large area of grassland to the south of the property. The site is located a short distance from Bridgewater Canal to the south and Trans Pennine Trail to the north. A number of residential properties are located on the western side of Seamon's Road within the Green Belt, whilst Oldfield Brow, a residential neighbourhood, is situated south of Bridgewater Canal.
- 3.47 This site is allocated for two gypsy and traveller pitches. The provision of these two pitches will meet a need identified in the Gypsy and Traveller Accommodation Assessment 2024 (GMCA). The pitches must have their own access with sufficient space for turning/manoeuvring to allow residents to easily take caravans on and off their pitches.
- 3.48 Amenity blocks are required to provide facilities such as a kitchen and bathroom. Whilst individual amenity blocks are required, they could be adjoined for space efficiency purposes. Consideration should be given to orientation,

size and location of rooms and windows within buildings to maximise heat efficiency and provide adequate ventilation. External plug/hook up sockets should be located on the amenity building.

- 3.49 Green infrastructure must be multi-functional and considered early in the design process to ensure a landscape-led approach, which responds to the site. Green infrastructure and landscaping must integrate with the drainage network to mitigate the effects of climate change. This is to ensure that Green Infrastructure is of good quality and multi-functional in order to provide many benefits, including biodiversity, health, climate resilience, and water management.
- 3.50 Vehicular access to the site could be provided from the east from within the existing business park for amenity and connectivity reasons or from Seamons Road, if an eastern access is unfeasible. There is opportunity to provide a more direct walking, wheeling and cycling route towards key strategic routes (Trans Pennine Trail and Bridgewater Canal) from Seamon's Road.
- 3.51 There is an expectation that heritage impacts and green infrastructure will be considered from the earliest stage.
- 3.52 Rose Cottage is a detached cottage shown on the Dunham Massey tithe map of 1839 and described as a 'house and garden' belonging to the Earl of Stamford. As described in the Local Heritage Listing Project: Broadheath and Oldfield Brow Gazetteer, the cottage, along with former Bay Malton Hotel and Bay Malton Cottage, makes a positive contribution to the historic character of the canal-side hamlet. Development on this site must be sensitive to ensure the significance of the non-designated heritage assets is sustained and enhanced.

Consultation Question 3-10

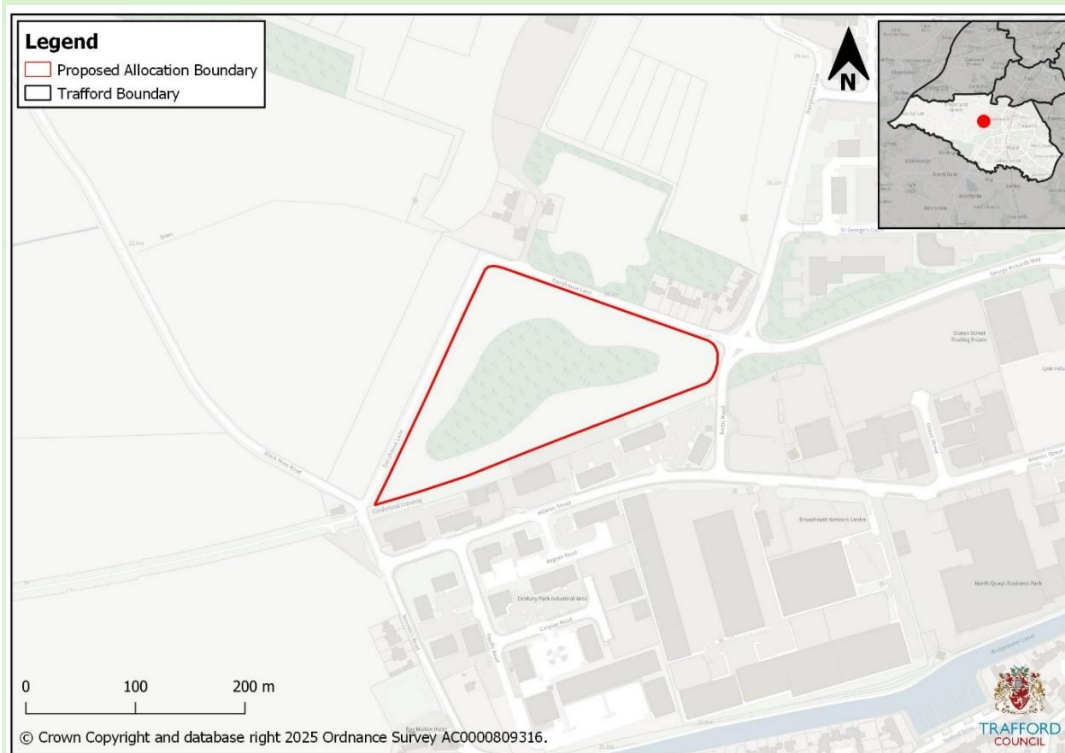
Do you support the proposed allocation? Yes / No

Consultation Question 3-11

Are there any other specific issues or local features that should be considered for the site?

Proposed Industry and Warehousing Allocations

AS12: Land at Dairyhouse Lane, Broadheath



Address:	Land at Dairyhouse Lane, Broadheath			
Site Size (Ha):	3.46			
Allocated for:	12,040 sqm (gross) industrial and warehousing floorspace			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	0	12,040 sqm	0

AS12: Land at Dairyhouse Lane, Broadheath Site

Requirements

Land at Dairyhouse Lane is allocated for a minimum of 12,040 sqm of industrial and warehousing floorspace.

Development of this site will be required to:

- A. Deliver 12,040 sqm industrial and warehousing floorspace in accordance with EJ3S;
- B. Connect to / provide a Heat / Energy network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2;
- C. Facilitate and / or provide appropriate contributions towards improvements to the TransPennine Trail and / or other active travel routes;
 - i. Demonstrate a landscape-led scheme which:
 - ii. Maximises the retention of good quality trees on-site; and
 - iii. Reflects and responds to the special qualities and sensitivities of its location within Local Plan Settled Sandlands Landscape Character Area (LCA) and adjacent to PfE Mosslands and Lowland Farmland LCA in accordance with Local Plan Policy GI1 and PfE Policy JP-G1;
- D. Deliver appropriate landscape buffers to the north and west boundaries of the site to strengthen the boundary to the Green Belt;
- E. Deliver high-quality green infrastructure, including landscaping, sustainable drainage system (SuDS) and tree planting in accordance with Local Plan Policies GI2, GI6 and GI7;
- F. Retain and have regard to non-designated heritage assets (including Cinderland Crossing Cottage) including their setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment; and
- G. Carry out a noise assessment and incorporate noise and air quality attenuation measures and management plans to ensure acceptable living conditions in terms of noise, vibration and pollution for nearby sensitive noise receptors (particularly residential properties located on Dairyhouse Lane to the north), considering the impact from the proposed uses, in accordance with Local Plan Policy BE1.

- 3.53 Land at Dairyhouse Lane is a triangular-shaped site located within the western part of Broadheath Employment Area. The site comprises greenfield land with a wooded area to the centre. Office and warehouse units are sited to the south, whilst residential properties are present to the north and west of the site (on Black Moss Road and Dairyhouse Lane).
- 3.54 Broadheath Employment Area has been identified as a Heat and Energy Network Opportunity Area. As such development will need to comply with Policy JP-S3 and Policy RT2 and connect to an existing or planned heat/energy network.
- 3.55 The Green Belt is situated to the northern side of Dairyhouse Lane which wraps the northern and western borders of the allocation site and is demarcated by a hedgerow. Development on this site will be required to retain and strengthen the boundary of the site, thereby strengthening the Green Belt boundary on the other side of the road. In turn the appropriate landscape buffer would also reflect and respond to the surrounding landscape.
- 3.56 The Green Infrastructure Network runs along the southern border of the site. Green infrastructure must be multi-functional and considered early in the design process to ensure a landscape-led approach, which responds to the site. Green infrastructure and landscaping must integrate with the drainage network to mitigate the effects of climate change. Many benefits arise from good quality green infrastructure, including enhanced biodiversity, health, climate resilience, and water management.
- 3.57 The Trans Pennine Trail (NCN Route 62) runs along Dairyhouse Lane from an off-road path, a former rail line, which terminates at Seamon's Road. Development of the site must facilitate improvements to the Trans Pennine Trail and where possible improve the safety and experience of cyclists/users by providing an off-road path through the site, resulting in a shorter, more direct route.
- 3.58 Development of this site must have regard to Cinderland Crossing Cottage, a non-designated heritage asset as detailed in the Local Heritage Listing Project: Dunham Woodhouses Gazetteer.

- 3.59 The site is also allocated adjacent to Mineral Safeguarding Area and therefore Policy 8 should be of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans) should be considered.
- 3.60 Allocation of the site will help to ensure that employment use can be brought forward on the site within the Plan period, helping to meet SO4 through attracting new, high quality and diverse investment within Broadheath Employment Area.

Consultation Question 3-12

Do you support this proposed allocation? Yes / No

Consultation Question 3-13

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

Proposed Open Space Designations

Typology and Hierarchy of Open Spaces

- 3.61 Open spaces within the borough have been categorised according to their typology (the function of the open space) as established by the Open Space Assessment (April 2024). These are Allotments; Amenity Greenspace; Cemeteries and Churchyards; Natural and Semi-Natural Greenspace; Outdoor Sports Provision; Parks, Gardens and Recreation Grounds; and Provision for Children and Teenagers. School playing fields did not form part of the Open Space Assessment.
- 3.62 Each of the accessible greenspaces (Amenity Greenspace; Natural and semi-natural greenspaces; and Parks, Gardens and Recreation Grounds) have been categorised according to the provision of facilities at the site – often related to size, known as the site’s hierarchy. These hierarchies are:

Hierarchy	Explanation
District level	Sites more than 100ha
Wider Neighbourhood level	Sites between 20ha and 100ha
Neighbourhood level	Sites between 10ha and 20ha
Local level	Sites between 2ha and 10ha
Doorstep level	Sites between 0.5ha and 2ha
Incidental Greenspace	Sites smaller than 0.5ha

Types of Areas for Children and Teenagers

- 3.63 There is a three-tiered structure for children’s informal recreation and equipped play which is specific to the location, minimum land area and style of provision required to be provided for a range of age groups, appropriate to their need. These are LAPs (Local Area for Play), LEAPs (Local Equipped Area for Play) and NEAPs (Neighbourhood Equipped Area for Play).

LAP – Local Area for Play

- 3.64 A LAP is a small area of open space (0.01-0.04ha) specifically designated and primarily laid out for very young children to play close to where they live i.e.

within 1 minute walking time. The LAP is designed to allow for ease of informal observation and supervision and its primary function is to encourage informal play and social interaction. A LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged.

LEAP – Local Equipped Area for Play

- 3.65 The LEAP is an area of open space (0.04-0.1ha) specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live, usually within 5 minutes walking time.

NEAP – Neighbourhood Equipped Area for Play

- 3.66 A NEAP is an area of open space (>0.1ha) specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well. Located within 15 minutes' walk from home, the NEAP is sufficiently large to enable provision for play opportunities that cannot be provided within a LAP or LEAP.
- 3.67 In line with Local Plan Policies OS1: Open Space and OS2: Outdoor Sports and Recreation Facilities and Provision, the following sites identified on the schedules below and as identified on the Policies Map will be protected, and any loss will be resisted.

Allotments

Name	Area (ha)
Broadheath Triangle	0.21
De Quincey Road Allotments	0.24
Eaton Road Allotments	0.22
Grove Lane Allotments	0.98
Moss Lane/Golf Road Allotments	2.94
Pickering Lodge Allotments	0.52
Riddings Allotments (also within Central Locality)	1.70
Trafford Drive / Beech Avenue Allotments	1.26
Vicarage Lane Allotments	1.04
Wellfield Lane Allotments	1.75
Woodstock Road Allotments	0.32

Amenity Greenspace

Name	Hierarchy	Area (ha)
Applemint Close	Incidental	0.46
Buckingham Way	Doorstep	1.30
Burnside	Incidental	0.18
Clarke Crescent	Incidental	0.07
Overton Crescent	Incidental	0.25
Shaftesbury Avenue	Local	2.00
The Crescent	Incidental	0.46
Warwick Drive	Incidental	0.17

Cemeteries and Churchyards

Name	Area (ha)
All Saints' Church	0.21
Altrincham Crematorium	7.37
Altrincham United Reformed Church	0.17
Bowdon Shul	0.32
Christ Church	0.78
Church of the Holy Angels	0.54
Dunham Road Unitarian Chapel	0.15
Hale Cemetery	3.89
Hale Chapel	0.19
Holy Cross Church in the Parish of Timperley	0.26
Oldfield Congregational Church	0.10
Shaare Hayim Synagogue	0.32
St Alban's Church	0.21
St George's Church (also within West Locality)	0.41
St George's Church (also within West Locality)	0.27
St John's Church	0.23
St John's Church	0.71
St Margaret's Church	0.38
St Mark's Church	0.15
St Mark's Church Cemetery	0.40
St Mary's Church	1.54
St Peter's Church	0.53
St Vincent's Roman Catholic Church	0.31
St Werburg's Church	0.21
St Werburg's Old Church	0.35
Timperley Congregational Church	0.25
Timperley Methodist Church	0.59
Woodlands United Reformed Church	0.20

Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Back Lane Wood	Local	2.84
Bluebell Wood	Local	3.90
Broom Wood	Doorstep	0.92
Convent Wood	Doorstep	0.82
Dark Lane Wood	Local	2.50
Dunham New Park	Local	2.42
Fairywell Brook	Doorstep	0.94
Fairywell Wood	Doorstep	1.90
Firs Plantation and Firsway (also within Central Locality)	Local	9.13
King George V Pool	Local	2.74
Moss Wood	Local	2.20
Norman Road to John Leigh Park through Swale Drive	Doorstep	0.83
Redbrook	Local	2.46
Rothsay Crescent (also within Central / West Locality)	Doorstep	0.67
Sinderland Brook	Local	7.42
Stamford Brook Community Woodland	Local	7.44
Stelfox Avenue/Stockport Road	Incidental	0.46
The Devisdale	Local	8.75
Tomfield Bank	Local	5.83
Wood near Broadheath	Local	2.53
Wood next to Bollin	Local	2.55

Outdoor Sports Provision

Name	Area (ha)
Altrincham & District Athletics Club	2.40
Altrincham Borough Bowling Club	0.09
Altrincham Golf Course	48.54
Altrincham Kersal Rugby Football Club	4.48
Bowdon Bowling & Lawn Tennis Club	0.90
Bowdon Cricket Hockey and Squash Club	2.45
Bowdon Cricket Hockey and Squash Club	0.94
Bowdon Croquet Club	0.56
Bowdon Rugby Union Football Club	4.36
Bowdon Vale Bowling Club	0.20
Bowdon Vale Cricket Club	1.22
Broomwood Park ¹	0.05

Name	Area (ha)
Budenberg's Bowling & Social Club	0.15
Claremont Tennis Club	0.32
Denzell Gardens ¹	0.12
Dunham Forest Golf Club	52.72
Hale Barns Cricket Club	1.64
Hale Barns Tennis Club	0.38
Hale Country Club and Spa	4.29
Hale Golf Club	22.11
Hale Road Bowling Green (Hermitage)	0.21
Hale Village Bowling Green	0.24
Halecroft Park ¹	0.07
Heyes Grove Tennis Club	0.47
John Leigh Park ¹	0.25
John Leigh Park ¹	0.10
John Leigh Park ¹	0.09
LMRCA Railway Club	0.15
Manor Farm	10.49
Navigation Hotel	0.11
Navigation Road Recreation Ground ¹	0.34
Pickering Lodge ¹	0.28
Pickering Lodge ¹	0.18
Quarry Bank Inn	0.09
Riddings Acre	0.36
Ringway Golf Course	40.76
Stamford Park ¹	0.41
Timperley Sports Club	5.32
Timperley Village Bowling Club	0.27

¹ Outdoors Sports Provision within Parks and gardens and recreation ground

Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Altrincham Memorial Gardens	Doorstep	0.73
Beech Avenue	Neighbourhood	11.54
Bowdon Recreation Ground	Doorstep	1.02
Broomwood Park	Doorstep	1.09
Cow Field / Stokoe Avenue	Local	2.32
De Quincey Park	Local	3.19
Denzell Gardens	Local	3.51
Dunham Park	District	117.79
Grange Road	Doorstep	1.42
Grange Road Play Area	Incidental	0.26
Grove Park	Local	8.34

Name	Hierarchy	Area (ha)
Halecroft Park	Local	3.70
Hendam Drive Play Area	Doorstep	0.92
John Leigh Park	Local	5.31
Kings Acre	Incidental	0.37
Larkhill	Doorstep	1.71
Minster Drive	Incidental	0.22
Navigation Road Recreation Ground	Local	3.26
Newton Park	Local	2.12
Pickering Lodge	Doorstep	1.16
Salisbury Fields	Local	9.63
Springbank Recreation Ground	Doorstep	1.26
Stamford Park	Local	5.20
Sylvan Avenue	Local	2.61
Timperley Community Garden	Incidental	0.08
Timperley Green (Aimson Rd)	Local	2.12
Timperley Recreation Ground	Doorstep	1.76
Wellfield Lane Park	Doorstep	0.64
Welman Way	Doorstep	1.49
Woodheys Park	Local	6.95
Woodstock Park	Doorstep	0.82

Provision for Children and Teenagers

Name	Hierarchy	Area (ha)
Bankhall Lane	LEAP	0.16
Bowdon Recreation Ground ¹	LEAP	0.13
Broomwood Park ¹	NEAP	0.04
Broomwood Park ¹	NEAP	0.02
Broomwood Park ¹	NEAP	0.04
Broomwood Park ¹	NEAP	0.05
Clarke Crescent play area	LAP	0.01
Cow Field / Stokoe Avenue ¹	LEAP	0.06
Grange Road Play Area ¹	LAP	0.02
Grove Park ¹	LAP	0.01
Halecroft Park ¹	LEAP	0.41
Hendam Drive Play Area ¹	LAP	0.03
Hendam Drive Play Area ¹	LAP	0.02
John Leigh Park ¹	LEAP	0.27
Kings Acre ¹	LAP	0.02
Minster Drive ¹	LAP	0.03

Name	Hierarchy	Area (ha)
Navigation Road Recreation Ground ¹	NEAP	0.08
Navigation Road Recreation Ground ¹	NEAP	0.27
Navigation Road Recreation Ground ¹	NEAP	0.01
Newton Park ¹	LEAP	0.11
Park Road Play Area	LEAP	0.37
Pickering Lodge ¹	LEAP	0.07
Pickering Lodge ¹	LEAP	0.07
Sinderland Brook ²	LAP	0.04
Stamford Park ¹	NEAP	0.33
Stamford Park ¹	NEAP	0.19
Stamford Park ¹	NEAP	0.01
Sylvan Avenue ¹	LEAP	0.03
The Mount Play Area	LAP	0.13
Timperley Green (Aimson Rd) ¹	LEAP	0.09
Wellfield Lane Park ¹	LEAP	0.11
Welman Way ¹	LEAP	0.05
Woodheys Park ¹	LEAP	0.09
Woodstock Park ¹	NEAP	0.07
Woodstock Park ¹	NEAP	0.12
Woodstock Park ¹	NEAP	0.02

¹ Provision for Children and Teenagers within Parks and gardens and recreation ground

² Provision for Children and Teenagers within Natural and semi-natural green space

School playing fields

Name	Area (ha)
Altrincham CE Primary School	1.03
Altrincham College of Arts	1.32
Altrincham Grammar School for Boys	6.79
Bollin Primary School	1.17
Bowdon CE Primary School	1.12
Broadheath Primary School	0.75
Broomwood Primary School	0.93
Cloverlea Primary School	0.80
Elmridge Primary School	0.89
Heyes Lane Primary School	0.95
Oldfield Brow Primary School	0.55
Park Road Academy Primary School	0.26
Park Road Academy Primary School	0.11
Pictor Special School	0.70

Name	Area (ha)
South Trafford College	0.69
St. Ambrose College	2.34
St. Ambrose College	2.25
St. Hugh's Catholic Primary School	1.39
St. Vincent's Catholic Primary School	1.08
Stamford Park Junior School	0.46
Tyntesfield Primary School	0.95
Well Green Primary School	0.87
Wellington School	1.23
Wellington School Football Pitches	1.33
Willows Primary School	1.26

- 3.68 Policy OS1: Open Spaces sets out that open spaces will be protected, and any loss will be resisted. The sites have been identified on the schedules and identified on the Policies Map. The primary source of this information is the Trafford Open Space Assessment (April 2024).
- 3.69 Policy OS2: Outdoor Sports and Recreation Facilities and Provision sets out that existing outdoor facilities will be protected, and any loss will be resisted. The sites have been identified on the schedules and identified on the Policies Map. The sites specific relate to outdoor sports provision, as identified in the Trafford Open Space Assessment (April 2024), and school playing fields. Whilst not accessible to all, the school playing fields provide an important open space function.

Consultation Question 3-14

Do you have any comments on the proposed open space designations?
(please specify which open space your comments relate to – if relevant)

Trafford Central – Site Allocations and Designations

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4. Trafford Central – Site Allocations and Designations

Sites Overview

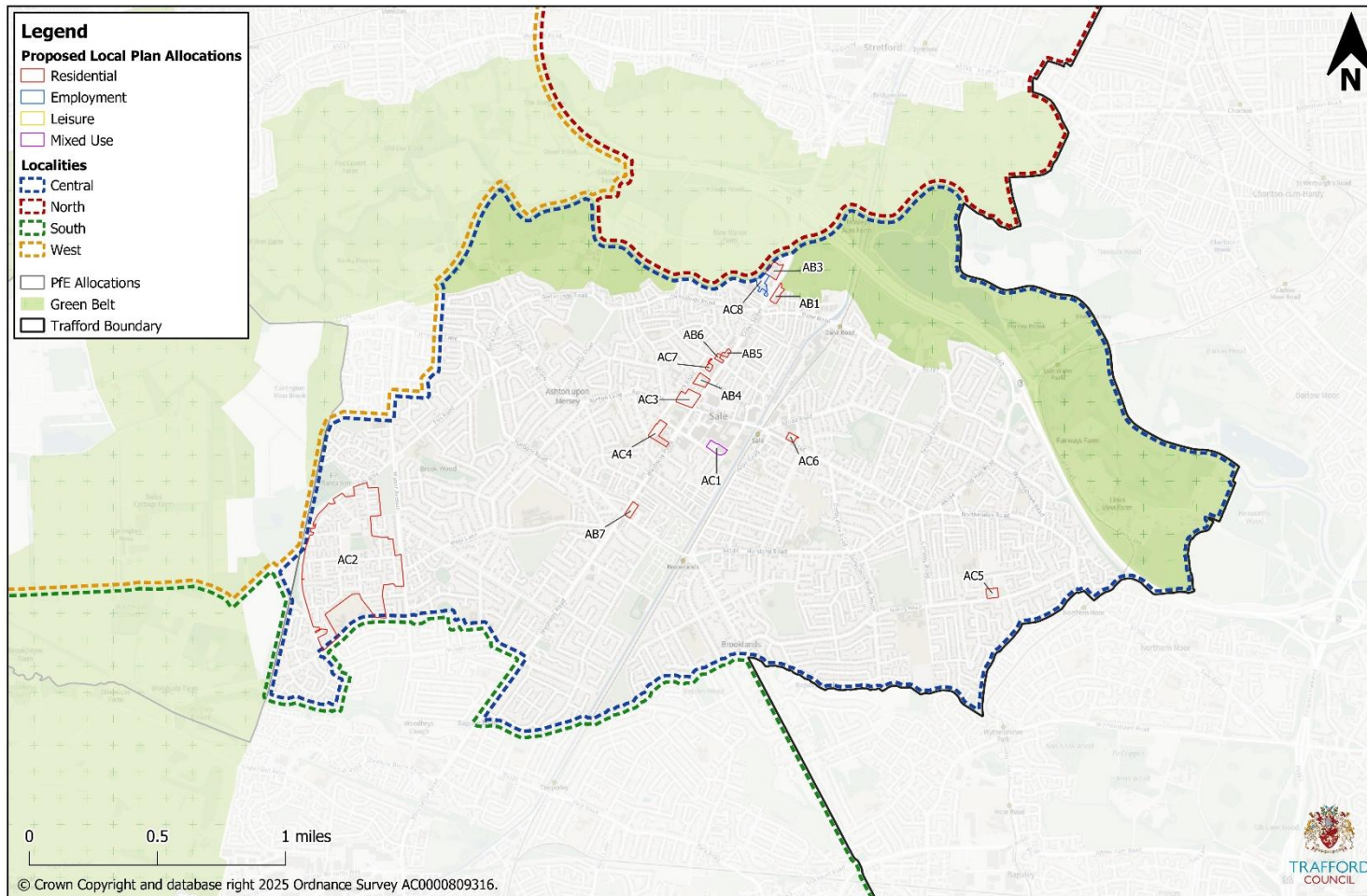


Figure 4-1: Site Allocations Overview in Central Locality

Sites Proposed for Allocation and Designation

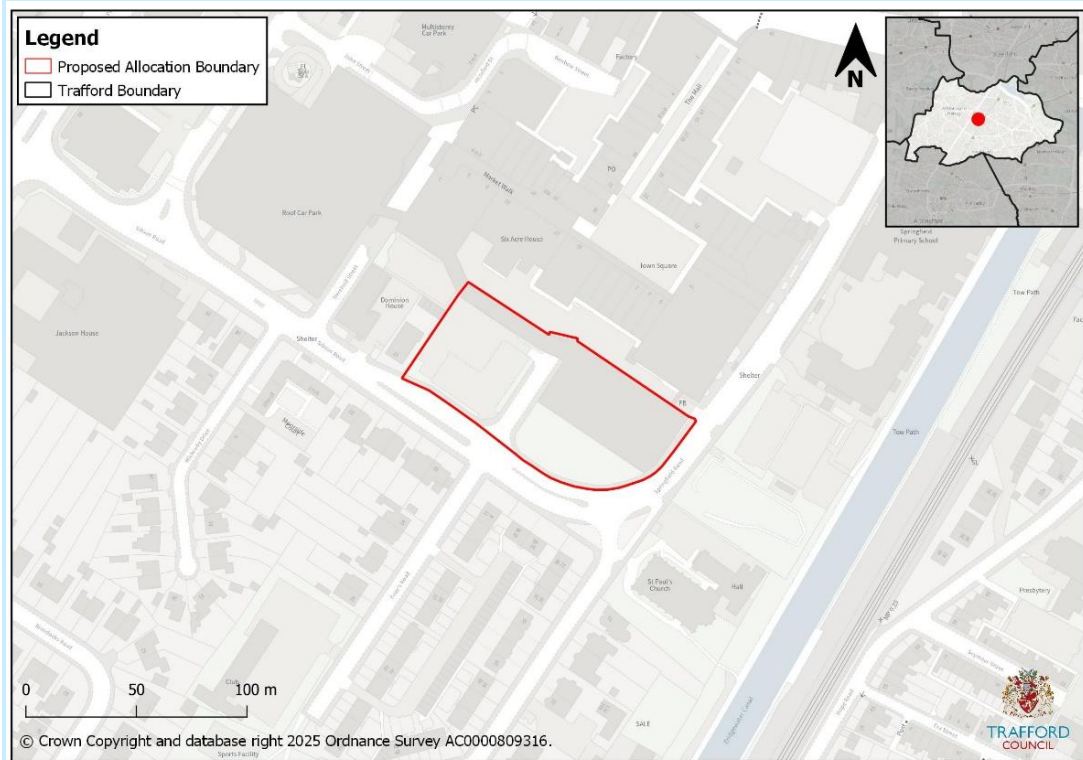
- 4.1 The following sites within the Trafford Central locality are proposed to be allocated for the identified uses.

Table 4-1: Trafford Central – Proposed Sites

Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development (gross)
AC1	Land at The Square, Sale	Mixed-Use	0.63	83 dwellings
AC2	Sale West Estate bounded by Firs Way, Cherry Lane, Woodhouse Lane and Manor Avenue	Residential	36.91	96 dwellings
AC3	Former Trafford Magistrates Court, Ashton Lane, Sale, M33 7NR	Residential	1.08	88 dwellings
AC4	Sale Lido / car park and Oaklands Drive Car Park, Sale	Residential	0.93	80 dwellings
AC5	St Francis Community Hall, Budworth Road	Residential	0.43	35 dwellings
AC6	Stamford House, Northenden Road, Sale	Residential	0.26	18 dwellings
AC7	Former Car Park, 77-79 Cross Street, Sale, M33 7AA	Residential	0.17	10 dwellings
AC8	Citygate 3, 203 Cross Street, Sale	Modern economy	0.70	5,000sqm

Proposed Residential Allocations

AC1: Land at The Square, Sale



Address:	Land at The Square, Sale			
Site Size (Ha):	0.63			
Allocated for:	83 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	83	0	0

AC1: Land at the Square, Sale Site Requirements

Land at The Square, Sale is allocated for a minimum 83 dwellings and a mix of commercial, leisure, and community uses. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the Central Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 30% affordable housing in accordance with the Central Locality requirements of Local Plan Policy R3 and R3C;
- C. Deliver development at a density of around 120 dwellings per hectare;
- D. Connect to / provide a Heat and Energy Network in accordance with PFE Policy JP-S3 and Local Plan Policy RT2;
- E. Maximise connectivity to, from, and within Sale Town Centre by active and sustainable travel modes by:
 - i. Providing direct and legible pedestrian and cycle connections through the site to key destinations, including Springfield Road, Stanley Square, and Sibson Road.
 - ii. Contributing to improvements of pedestrian and cycle crossing points on Sibson Road and Springfield Road, enhancing connections to the wider active travel network and supporting improvements in Sale Town Centre's public realm, movement and accessibility.
 - iii. Requiring enhanced wayfinding, signage, and lighting to ensure safe and inclusive access to town centre amenities.
 - iv. Prioritising site access arrangements that promote safety and efficiency for all users, minimising conflicts between vehicles, pedestrians, and cyclists.
- F. Achieve a low car development through a reduced level of residential car parking which reflects the site's sustainable location within Sale Town Centre having regard to all relevant the parking standards set out in Local Plan Policy TM10;
- G. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policy OS1;

- H. Provide high-quality, integrated green infrastructure through urban greening interventions such as green walls, street trees, and planting to soften the urban environment and support biodiversity;
- I. Establish active street frontages and accessible public spaces, featuring active ground floor uses such as retail, cafés, or community functions facing key pedestrian routes;
- J. Enhance accessible public realm frontages on key pedestrian routes, including Springfield Road and areas adjacent to Stanley Square;
- K. Focusing higher density and taller development towards Springfield Road and the town centre, with appropriate transitions in height and scale to neighbouring properties;
- L. Designing with high-quality materials and architecture that respond positively to the character of Sale Town Centre, reinforcing a strong sense of place; and
- M. Incorporate appropriate mitigation measures to address environmental constraints, including:
 - i. Air quality improvements through design and landscaping.
 - ii. Noise reduction strategies where necessary, particularly adjacent to Springfield Road or any commercial service areas.

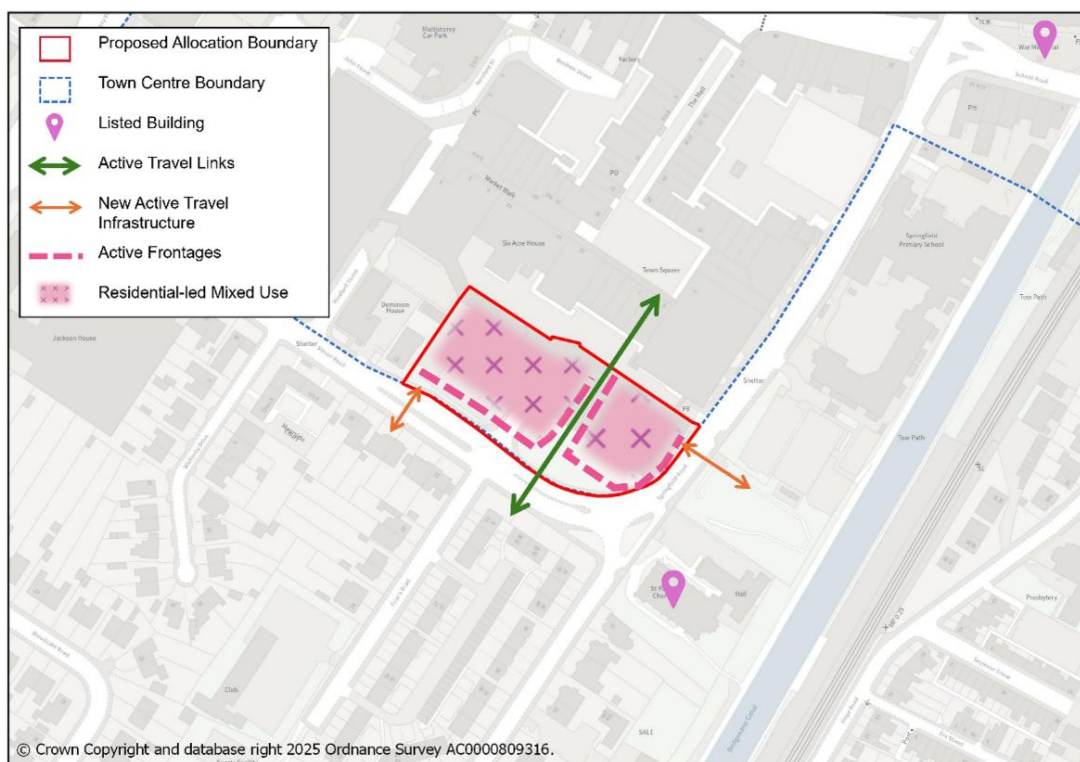


Figure 4-2: Land at the Square, Sale Indicative Policy Plan

- 4.2 The site occupies a key, prominent position within Sale Town Centre's core retail and commercial area. Comprising the former multi-storey car park, the cleared Friars Court site, and surrounding land bounded by Sibson Road and Springfield Road; the site presents a substantial opportunity for high-density, mixed-use regeneration. Its central location ensures excellent accessibility, notably through proximity to Sale Metrolink station, major bus routes, and established pedestrian and cycle corridors, offering strong links to the wider town centre and beyond.
- 4.3 Currently characterised by surface and rooftop parking and hard landscaping, the site forms a junction between key pedestrian routes on Springfield Road, Sibson Road, and Hereford Street, acting as a gateway to the southern edge of the town centre. Redevelopment will enhance Sale's vitality by providing new homes, modern retail and leisure spaces, and high-quality accessible public realm improvements, in line with Trafford Council's aspirations for town centre renewal.
- 4.4 Reflecting the site's central town centre location, the proposed development will deliver a residential density of approximately 120 dwellings per hectare. This is

in excess of the minimum requirements outlined in Places for Everyone Policy JP-H4, in recognition of the site's highly accessible location within a town centre. The site benefits from outstanding public transport accessibility, within walking distance of Sale Metrolink station and major bus corridors, as well as proximity to a range of shops, services, and active travel routes. These factors justify a more intensive form of development that makes efficient use of previously developed land, supports sustainable travel patterns, and aligns with the aspirations for compact, walkable, and vibrant town centre living.

- 4.5 The development must sensitively respond to the surrounding built environment, including nearby heritage assets such as Sale Town Hall and notable corner buildings along Northenden Road and School Road, maintaining the character and setting of these key landmarks.
- 4.6 Active ground-floor uses should be prioritised to sustain the town centre's vibrant street-level activity.
- 4.7 The site offers significant potential to deliver enhanced green infrastructure and urban greening. Proposals are expected to introduce meaningful landscaping, tree planting, and public realm enhancements that contribute to Trafford's climate change objectives and improve biodiversity. These environmental improvements should be integrated with enhanced pedestrian and cycle routes, improving connections through the site and towards Sibson Road, Springfield Road, and Sale Metrolink station.
- 4.8 Connectivity is a fundamental element of the site's redevelopment. The scheme must align with the principles established in the Sale Town Centre Public Realm and Movement Strategy, delivering improved pedestrian and cycle crossing points, especially on Sibson Road and Springfield Road. The strategy's vision for enhanced east-west and north-south pedestrian flows must be supported to ensure the town centre remains an accessible, walkable, and attractive destination.
- 4.9 The regeneration of Stanley Square will make a vital contribution to Trafford's wider strategic objectives, delivering sustainable housing growth in a brownfield location, supporting the economic vitality of Sale Town Centre, and enhancing its public realm and green infrastructure network. This development will

strengthen Sale's role as a key centre within Trafford, ensuring its long-term viability as a thriving retail, commercial, and community hub.

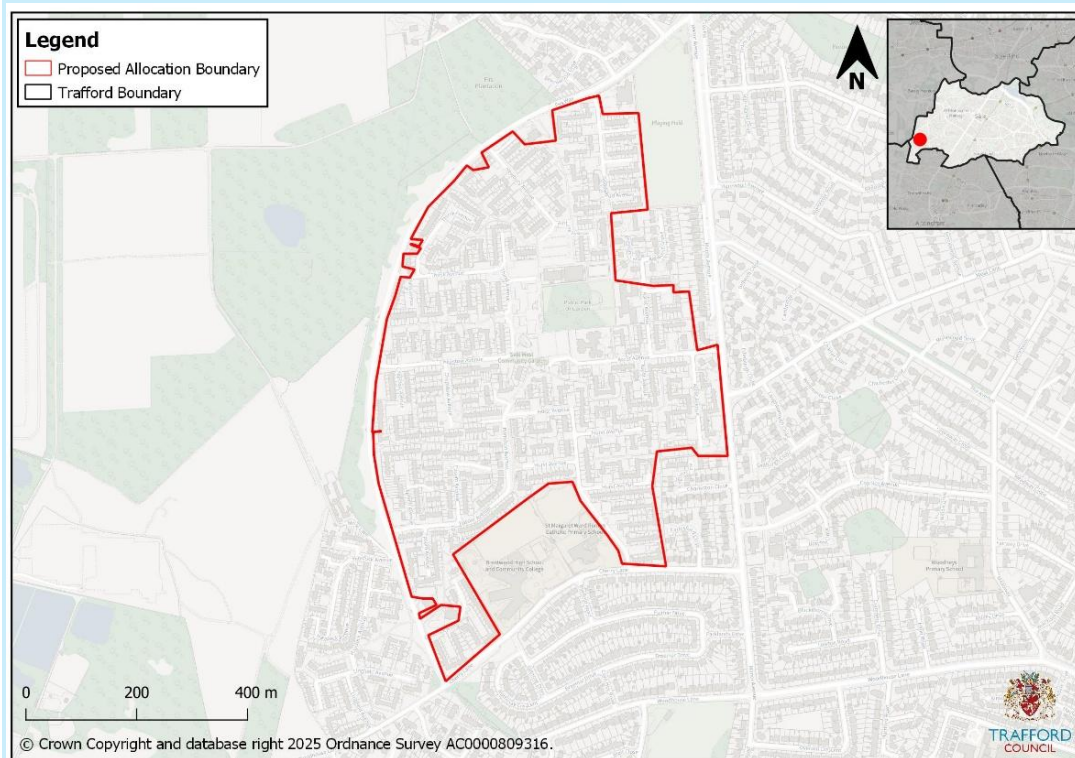
Consultation Question 4-1

Do you support this proposed allocation? Yes / No

Consultation Question 4-2

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AC2: Land at the Sale West Estate



Address:	Sale West Estate bounded by Firs Way, Cherry Lane, Woodhouse Lane and Manor Avenue				
Site Size (Ha):	36.91				
Allocated for:	96 dwellings				
Anticipated delivery time scale:	Complete	2025-2030	2030-2035	2035- 2042	2042+
		0-5	6-10	11-17	18+
		167	66	30	0

AC2: Land at the Sale West Estate Site Requirements

Land at the Sale West Estate is allocated for a minimum 96 dwellings. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the Central Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 30% affordable housing in accordance with the Central Locality requirements of Local Plan Policy R3 and R3C;
- C. Deliver development at a density of around 35 dwellings per hectare;
- D. Provide safe and convenient access to local services and facilities by sustainable modes of travel, with particular focus on improving connectivity to Sale Town Centre and the adjacent New Carrington development. This includes:
 - i. Establishing high-quality pedestrian and vehicular connections to the New Carrington site to the northeast, delivering integrated movement and community cohesion;
 - ii. Enhancing pedestrian and cycle routes within the estate and to key destinations, recognising current limitations in public transport and relative isolation;
 - iii. Requiring improvements to public transport infrastructure and services, contributing towards strategic transport objectives; and
 - iv. Ensuring site access arrangements prioritise safety for all users and minimise impacts on the local highway network;
- E. Improvements to pedestrian and cycle infrastructure linking the site to Sale Town Centre and New Carrington;
- F. Deliver high-quality green infrastructure throughout the site, including:
 - i. A comprehensive landscaping scheme, including a tree planting strategy to mitigate the previous loss of green space and tree cover; and
 - ii. Usable and accessible green spaces within the site in line with Policy GI2 and a network of green spaces and corridors throughout the site and surrounding area;

- G. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policy OS1;
- H. Deliver high-quality green infrastructure throughout the site, softening site edges and creating green buffers through appropriate boundary treatments, taking into account the requirements of Policy OS1; and
- I. Provide community centre improvements and financial contributions, ensuring that any redevelopment or relocation of the Sale West Community Centre and associated Multi-Use Games Area (MUGA) either maintains or enhances existing community and sports facilities.

- 4.10 Located within a Radburn-style estate developed during the 1960s and 1970s and comprising approximately 1,400 homes within a disadvantaged neighbourhood, Land at Sale West offers significant potential for residential regeneration.
- 4.11 The estate currently includes a community centre with a Multi-Use Games Area (MUGA), Sale West Park, and limited local services. It is characterised by a mix of terraced and semi-detached dwellings, along with some flats and bungalows. The existing layout presents challenges in terms of movement, poor quality public realm, and accessibility. The proposed allocation supports estate renewal, improved housing choice and public realm and infrastructure improvements.
- 4.12 The wider estate benefits from planning approvals for a phased redevelopment strategy for up to 263 dwellings in three phases.
- 4.13 The allocation sets a minimum capacity of 96 dwellings and seeks to reflect identified local housing needs through a mix of housing types and tenures. This includes a mix of 30% flats (predominantly 2-bedroom) and 70% houses (mainly 1–3 bedroom), which aligns with local affordable housing need.
- 4.14 High-quality pedestrian, cycle, and vehicular routes will support connectivity to New Carrington and Sale Town Centre, encouraging active travel and improving connectivity.

- 4.15 As part of the development of the site, enhancements to open space and local amenities will help to improve the residential environment.
- 4.16 The development will also be required to make provision for green infrastructure, including tree and shrub planting.

Consultation Question 4-3

Do you support this proposed allocation? Yes / No

Consultation Question 4-4

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AC3: Former Trafford Magistrates Court, Sale Site

Requirements

Land at the Former Trafford Magistrates Court, Sale is allocated for a minimum 88 dwellings. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the Central Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 30% affordable housing in accordance with the Central Locality requirements of Local Plan Policy R3 and R3C;
- C. Deliver development at a density of around 80 dwellings per hectare;
- D. Development will be expected to facilitate sustainable and safe movement for all users, improving connectivity and accessibility. To achieve this, proposals need to:
 - i. Contribute to improvements to pedestrian and cyclist crossing points at the A56/Ashton Lane/School Road junction, supporting enhanced connectivity and safety;
 - ii. Provide safe and legible pedestrian and cycle routes through the site and direct links to Sale Town Centre, local schools, and transport hubs;
- E. Deliver high-quality green infrastructure throughout the site, including:
- F. A comprehensive landscaping scheme including a tree planting strategy to mitigate the previous loss of green space and tree cover;
 - i. Usable and accessible green spaces within the site in line with Policy GI2 and a network of green spaces and corridors throughout the site and surrounding area;
 - ii. Incorporate appropriate green buffers and boundary treatments, particularly along the A56 frontage, to soften the site's edges, and improve amenity. Enhancing the pedestrian experience and promoting urban greening.
- G. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policy OS1.

- H. Ensure development is of a high design quality, respecting the scale and massing of the surrounding area and addressing key frontages, particularly along the A56, by:
 - i. Providing principal frontages to key routes, especially along the A56 and internal streets;
 - ii. Assessing and avoiding adverse impacts on adjacent non-designated heritage assets.
- I. Mitigate the impacts of noise and air pollution arising from the site's location adjacent to the A56.

- 4.17 The site comprises two cleared parcels of land to the west of Sale Town Centre. The former Trafford Magistrates Court site on the western side of the A56 (Cross Street), and adjacent land further to the west known as the 'gyratory'. Situated adjacent to Sale town centre, the site lies within a mixed-use area that transitions from predominantly commercial uses in the town centre and along the A56 to mainly residential neighbourhoods to the north and west.
- 4.18 Planning permission was granted in March 2021 for the construction of 38 apartments in two blocks, 40 townhouses, and six semi-detached homes, establishing the site's suitability for residential development through the planning process.
- 4.19 Development of the site would result in the loss of the existing green space known as the 'gyratory'. A comprehensive tree planting and landscaping scheme will be necessary to mitigate the loss of green space and enhance biodiversity.
- 4.20 The adjacent A56 has noise and air quality implications. Sensitive development of the site would be needed due to nearby non-designated and designated heritage assets in the immediate vicinity including The Bulls Head Public House on Cross Street and nos. 2–4 Washway Road.
- 4.21 Improvements to pedestrian and cycle crossing points on the A56 are also essential to increase connectivity and walking, cycling and wheeling safety. Careful design will be required to protect the setting of nearby heritage assets, along with measures to reduce noise and air pollution. The development will

contribute to delivering family housing in a sustainable location with excellent access to services and public transport. Redevelopment of the site can enhance the provision of green infrastructure and enhance local biodiversity.

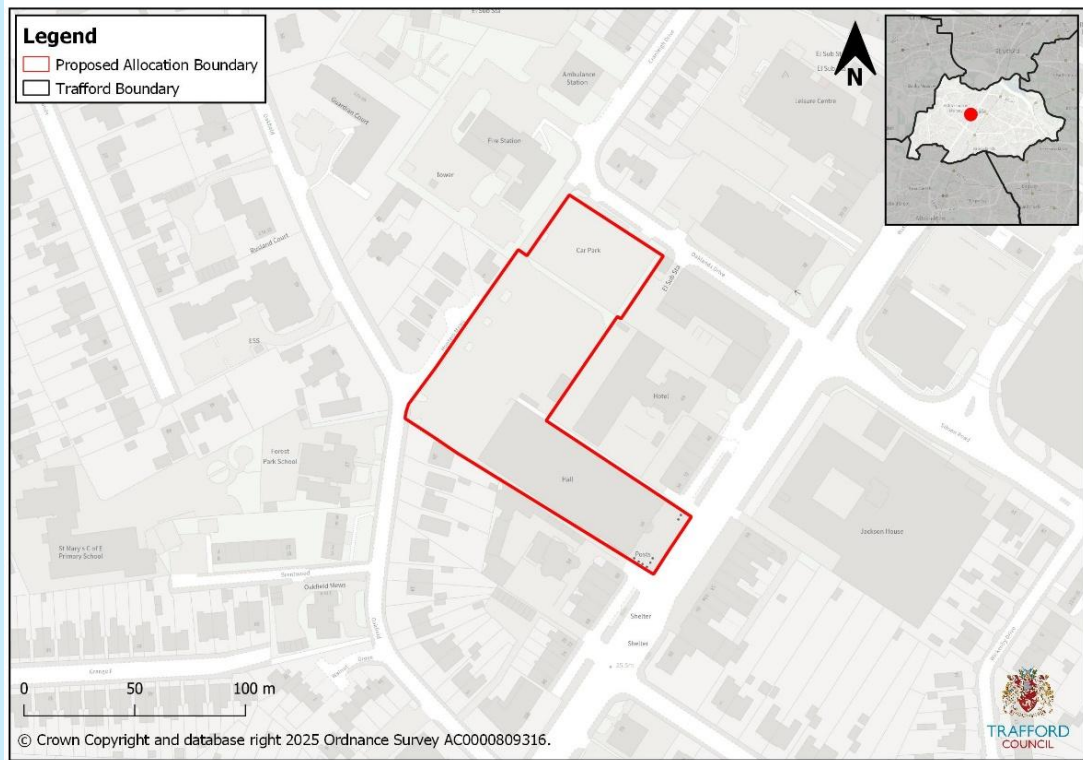
Consultation Question 4-5

Do you support this proposed allocation? Yes / No

Consultation Question 4-6

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AC4: Land at Sale Lido / Oaklands Drive, Sale



Address:	Sale Lido / car park and Oaklands Drive Car Park, Sale			
Site Size (Ha):	0.93			
Allocated for:	80 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	80	0	0

AC4: Land at Sale Lido / Oaklands Drive, Sale Site

Requirements

Land at Sale Lido /Oaklands Drive, Sale is allocated for a minimum 80 units. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the Central Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 30% affordable housing, in accordance with the Central Locality requirements of Local Plan Policy R3 and R3C;
- C. Deliver development at a density of around 50/80 dwellings per hectare;
- D. Provide safe and convenient access to local services and facilities, including Sale Town Centre, by sustainable modes of travel.
 - i. Contribute to improving active travel infrastructure, including new and enhanced pedestrian and cycle crossing points at the A56 junction with Oaklands Road and Sibson Road;
 - ii. Improve the crossing point across the A56/Washway Road directly outside the site frontage to improve connectivity and safety for pedestrians and cyclists;
- E. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policy OS1.
- F. Deliver high-quality green infrastructure throughout the site, including:
 - i. A comprehensive landscaping and tree planting scheme to mitigate the loss of tree cover and enhance site biodiversity;
 - ii. Public realm enhancements along the A56 frontage, including urban greening and improvements to the pedestrian environment;
 - iii. Green buffers and appropriate boundary treatments to soften the site's edges and enhance local amenity and visual quality.

- G. Principal elevations to be designed along the A56 frontage to promote street vitality and a sense of place. Higher storey development will be appropriate along the A56 frontage subject to high-quality design. Proposals must ensure appropriate transitions in scale to the rear of the site to protect the amenity and character of adjacent lower-rise residential areas.
- H. The development must be sensitive to the site's historic and architectural significance.

- 4.22 The site at Sale Lido is located within Sale, adjacent to the A56 corridor and in close proximity to Sale Town Centre. This allocation comprises a historically significant former leisure site, originally constructed in the 1930s as a modernist Art Deco lido. Over time, the building was adapted for other leisure uses, most recently operating as a Mecca Bingo Hall, which permanently closed in February 2024 after 48 years of operation. The building is currently vacant.
- 4.23 The site's accessible location makes it well suited for residential development, contributing to meeting the identified housing needs in Trafford. The allocation is suitable for a minimum of 80 dwellings, reflecting the site's capacity and context.
- 4.24 There is a need to preserve and respect the historic and architectural significance of the former Sale Lido building, which forms an important cultural landmark within the local community. Sensitive development respecting the historical context of the site is essential to preserve its cultural value.
- 4.25 The site's proximity to the A56 also requires appropriate mitigation measures to safeguard residents from noise and air pollution. Access and connectivity are critical considerations due to the site's frontage onto the busy A56, requiring improvements to pedestrian, cycling and wheeling infrastructure to ensure safe and sustainable travel options.
- 4.26 The policy seeks to improve connectivity and safety by delivering enhanced active travel routes and crossing points, supporting Trafford's wider strategic aims for sustainable movement.

- 4.27 The policy encourages higher storey development facing the A56, balanced by appropriate scale transitions to protect adjacent residential amenity.
- 4.28 Redevelopment of the site requires a comprehensive landscaping and tree planting strategy to maintain biodiversity and enhance the local environment. The provision of high-quality green infrastructure, including green buffers and urban greening along the A56, will mitigate environmental impacts and contribute positively to local amenity.
- 4.29 Allocating this site for residential development will help deliver a mix of housing types, including family homes, in a highly accessible location. The development will contribute to sustainable place-making through high-quality design, improved green infrastructure, and enhanced active travel connections. Furthermore, the regeneration of this site will bring a currently vacant building back into use.

Consultation Question 4-7

Do you support this proposed allocation? Yes / No

Consultation Question 4-8

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AC5-AC7: Sites between 10 - 49 dwellings

Medium-sized sites listed in this policy, each with a capacity for between 10 and 49 dwellings, are allocated for residential development within the Central Locality. Site plans for each allocation are provided in Appendix 5.

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the Central Locality as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 30% affordable housing, in accordance with the Central Locality requirements of Local Plan Policy R3 and R3C;
- C. Deliver development at the minimum PfE net residential densities;
- D. Support key transport improvements along corridors such as the A56, including pedestrian crossings, cycle routes, and traffic calming measures;
- E. Retain mature trees and incorporate green buffers and public realm enhancements, especially along busy corridors like the A56, to mitigate noise and air quality impacts;
- F. Provide accessible open spaces in line with Policy OS1 to meet local needs;
- G. Ensure high-quality, context-sensitive design that respects local character;
- H. Incorporate appropriate noise and air quality measures, particularly on sites adjacent to busy corridors like the A56, in accordance with Policies BE1 and BE8; and
- I. Where sites are adjacent to the town centre, consider opportunities for mixed-use development incorporating residential, and office uses, to support a vibrant and sustainable town centre and contribute to the economic vitality of the area.

Further information and site-specific details for each allocation are provided below:

Policy Ref.	Site	Site Size (ha)	Dwellings	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AC5	St Francis Community Hall, Budworth Road, Sale	0.43	35	0	35	0	0
AC6	Stamford House, Northenden Road, Sale	0.26	18	0	18	0	0
AC7	Former Car Park, 77-79 Cross Street, Sale	0.17	10	10	0	0	0

- 4.30 Medium-sized residential sites within the Central Locality will make a valuable contribution to meeting both local and borough-wide housing needs. These sites are situated in highly sustainable urban locations, benefitting from excellent access to Sale and Sale Moor Centres, Metrolink services, local bus routes, and established walking, wheeling, and cycling networks. All sites are previously developed and offer an efficient and sustainable reuse of land.
- 4.31 Given their accessible and sustainable location, these sites align with the density principles of PfE Policy JP-H4. Where appropriate, opportunities should be explored to exceed minimum density requirements where higher-density, apartment-led development may be suitable. However, proposals must demonstrate a context-led approach, ensuring that new development is sensitive to the local environment and complements the character of adjacent properties and streetscapes.
- 4.32 Improvements to the strategic road network, particularly the A56, are required, any development should enhance pedestrian crossings, upgrade cycle infrastructure, and provide traffic calming at key junctions to prioritise safety and encourage a modal shift. Development proposals should support sustainable travel patterns and contribute to climate change mitigation by reducing reliance on private vehicles.

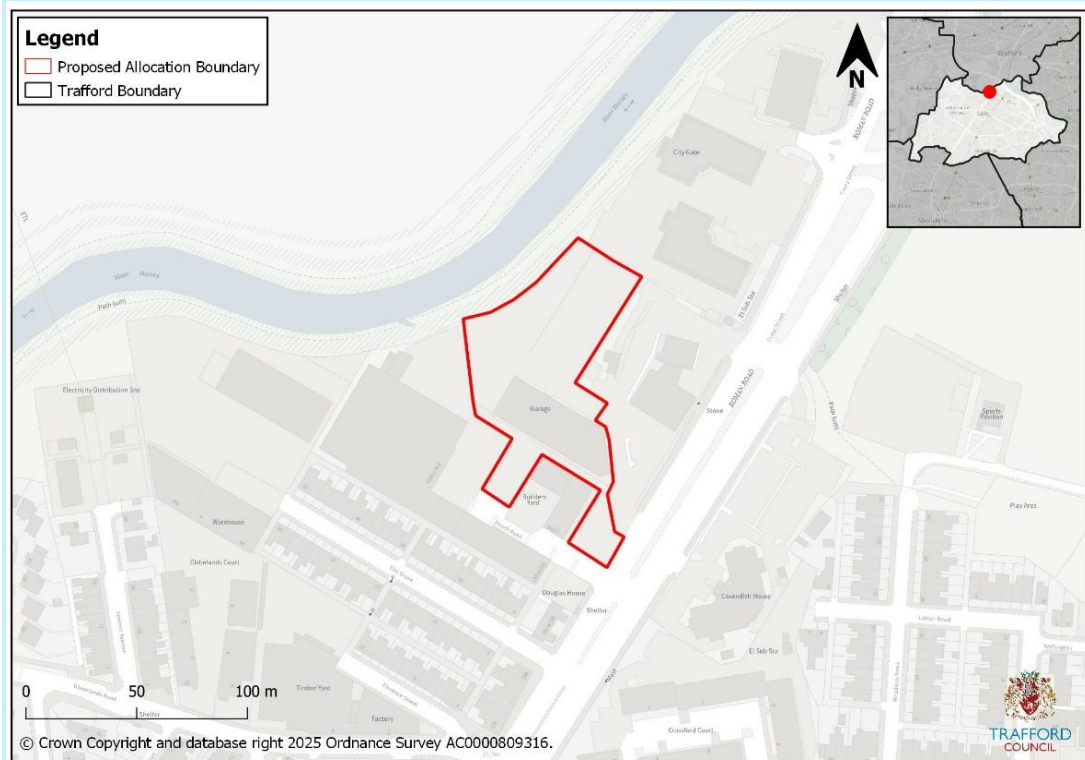
- 4.33 Development must integrate with, and enhance, surrounding green infrastructure networks particularly in locations affected by air quality and noise, such as along the A56 corridor. This should include high-quality landscaping and green buffers along key corridors. The retention of mature trees is essential for maintaining biodiversity, visual amenity, and local character.
- 4.34 Any site located adjacent to an area of open space, namely the St Francis Community Hall, Budworth Road site, must contribute towards the improvement and enhancement of that open space. Development proposals should be designed to reflect the character and function of the adjoining open space, ensuring no adverse impact on its quality or accessibility. Boundaries between the development and open space should incorporate green buffers that provide visual and ecological continuity, maintaining and enhancing the amenity and biodiversity value of the open space.
- 4.35 Where sites are located adjacent to Sale Town Centre, they present a valuable opportunity to deliver mixed-use schemes that incorporate residential, retail, and office space. This approach supports a vibrant and sustainable town centre by promoting footfall, encouraging local economic activity. Mixed-use development in these areas will contribute to the long-term vitality of Sale and align with wider regeneration objectives for the Central Locality.

Consultation Question 4-9

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site? (please specify which site your comments relate to)

Proposed Modern Economy Allocation

AC8: Citygate 3, Cross Street, Sale



Address:	Citygate 3, Cross Street, Sale			
Site Size (Ha):	0.70			
Allocated for:	5,000 sqm (gross) employment land			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
		5,000 sqm		

AC8: Citygate 3, Cross Street, Sale Site Requirements

Land at Citygate 3, Cross Street, Sale is allocated for a minimum 5,000 sqm industry and warehousing employment floorspace.

Development of this site will be required to:

- A. Provide modern, flexible employment space suitable for industrial and warehousing uses, including small and medium-sized enterprises (SMEs), light industrial, research and development, and logistics uses (Use Class E(g), B2, and B8), where compatible with surrounding uses.
- B. Address pedestrian access and ensure strong, direct links to nearby public transport hubs, including Sale Town Centre and Dane Road Metrolink station. Proposals need to:
 - i. Contribute to improvements of pedestrian and cyclist crossing points at the A56/Glebelands Road and Dane Road junctions to enhance connectivity and safety.
 - ii. Provide safe, legible pedestrian and cycle routes through the site.
 - iii. Support wider key transport improvements along corridors such as the A56, including pedestrian crossings, cycle routes, and traffic calming measures.
- C. Prepare a site-specific Flood Risk Assessment (FRA), as part of the site falls within Flood Risk Zone 3. Development must demonstrate flood risk mitigation through appropriate site layout, ground levels, and sustainable drainage systems (SuDS), and must incorporate flood resilience and resistance measures in the building design.
- D. Protect the openness and visual character of the Green Belt, with no development on that part of the site. Proposals should include appropriate landscaping and boundary treatments, avoid encroachment or visual harm, and comply with Policy G12 to maintain Green Belt integrity.
- E. Design principal elevations to front the A56 promoting street vitality and creating a strong sense of place. Higher storey development will be appropriate along the A56 frontage, subject to high-quality, context-sensitive design. Proposals must ensure appropriate transitions in scale to the rear of the site to respect adjoining land uses.

- 4.36 The site falls within the Cross Street Employment Area and is a strategically located brownfield site in a well-connected part of Sale. Its allocation for modern economy employment uses supports Trafford's ambition to grow a high-value and diverse employment base while making efficient use of previously developed land.
- 4.37 Given that part of the site lies within the Green Belt at the rear, and it is also located within Flood Risk Zone 3, a cautious and context-sensitive approach has been applied. This approach balances economic growth with the need to manage environmental risk, protect the openness and visual character of the Green Belt, and safeguard local amenity. Development will be required to demonstrate appropriate flood mitigation and resilience through site layout, levels, sustainable drainage systems (SuDS), and building design, while ensuring that any development near the Green Belt complies with national and local Green Belt policy and avoids visual harm or encroachment.
- 4.38 The site benefits from strong strategic connectivity including proximity to the A56 corridor, local bus routes, and the Dane Road Metrolink station. Development must improve access to and through the site, enhancing connectivity for all users. This includes contributing to improved pedestrian and cyclist crossing points at the A56/Glebelands Road and Dane Road junctions, and providing safe, legible walking and cycling routes that link directly to Sale Town Centre, public transport hubs, and the wider local network. These measures will promote safe, inclusive and sustainable movement patterns, supporting Trafford's ambitions for active travel.
- 4.39 The site's prominent frontage onto the A56 provides an opportunity to strengthen street vitality and local character. Principal elevations should address the A56 to create a strong visual presence. Higher storey development will be appropriate along this frontage, subject to high-quality, context-sensitive design. Development must also ensure appropriate transitions in scale to the rear of the site.
- 4.40 The site includes existing Green Infrastructure land and this must be protected and enhanced (Policy G12). Development should incorporate additional green corridors and landscaped buffer zones, particularly along southern boundaries

to support biodiversity, deliver urban greening, and improve visual amenity. Retention or appropriate replacement of existing vegetation will be expected. Development must also protect the openness and visual character of the adjacent Green Belt through sensitive site layout, landscaping, and boundary treatments that avoid encroachment or visual harm.

Consultation Question 4-10

Do you support this proposed allocation? Yes / No

Consultation Question 4-11

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

Proposed Open Spaces Designation

Typology and Hierarchy of Open Spaces

- 4.41 Open spaces within the borough have been categorised according to their typology (the function of the open space) as established by the Open Space Assessment (April 2024). These are Allotments; Amenity Greenspace; Cemeteries and Churchyards; Natural and Semi-Natural Greenspace; Outdoor Sports Provision; Parks, Gardens and Recreation Grounds; and Provision for Children and Teenagers. School playing fields did not form part of the Open Space Assessment.
- 4.42 Each of the accessible greenspaces (Amenity Greenspace; Natural and semi-natural greenspaces; and Parks, Gardens and Recreation Grounds) have been categorised according to the provision of facilities at the site – often related to size, known as the site’s hierarchy. These hierarchies are:

Hierarchy	Explanation
District level	Sites more than 100ha
Wider Neighbourhood level	Sites between 20ha and 100ha
Neighbourhood level	Sites between 10ha and 20ha
Local level	Sites between 2ha and 10ha
Doorstep level	Sites between 0.5ha and 2ha
Incidental Greenspace	Sites smaller than 0.5ha

Types of Areas for Children and Teenagers

- 4.43 There is a three-tiered structure for children’s informal recreation and equipped play which is specific to the location, minimum land area and style of provision required to be provided for a range of age groups, appropriate to their need. These are LAPs (Local Area for Play), LEAPs (Local Equipped Area for Play) and NEAPs (Neighbourhood Equipped Area for Play).

LAP – Local Area for Play

- 4.44 A LAP is a small area of open space (0.01-0.04ha) specifically designated and primarily laid out for very young children to play close to where they live i.e.

within 1 minute walking time. The LAP is designed to allow for ease of informal observation and supervision and its primary function is to encourage informal play and social interaction. A LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged.

LEAP – Local Equipped Area for Play

- 4.45 The LEAP is an area of open space (0.04-0.1ha) specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live, usually within 5 minutes walking time.

NEAP – Neighbourhood Equipped Area for Play

- 4.46 A NEAP is an area of open space (>0.1ha) specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well. Located within 15 minutes' walk from home, the NEAP is sufficiently large to enable provision for play opportunities that cannot be provided within a LAP or LEAP.
- 4.47 In line with Local Plan Policies OS1: Open Space and OS2: Outdoor Sports and Recreation Facilities and Provision, the following sites identified on the schedules below and as identified on the Policies Map will be protected, and any loss will be resisted.

Allotments

Name	Area (ha)
Grosvenor Road Allotments	1.72
Moor Nook Allotments	2.29
Riddings Allotments (also within South Locality)	1.70
Sale West Community Garden	0.03
Tavistock Allotments	0.11
Totnes Road Allotments	0.20
Walton Road Allotments	0.76
Warslow Drive Allotments	0.75
Winstanley Road Allotments	3.11

Amenity Greenspace

Name	Hierarchy	Area (ha)
Arnesbury Avenue	Local	2.42
Baguley Lane	Incidental	0.15
Dalebrook Road	Local	2.09
Manor Avenue	Incidental	0.08
Northenden Road Rest Garden	Incidental	0.25
Oakwood	Doorstep	0.51
Pimmcroft Way	Incidental	0.47
Poolcroft	Incidental	0.48
Woodhouse Lane	Doorstep	1.16

Cemeteries and Churchyards

Name	Area (ha)
Ashton on Mersey United Reformed Church	0.21
Quaker Meeting House and burial ground	0.80
Sale Cemetery	2.59
Sale Cemetery	4.91
St Anne's Church	0.19
St Martin's Church	1.37
St Mary Magdalene's Church	0.39
St Paul's Church	0.33
The Avenue Methodist Church	0.49

Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Baguley Brook	Doorstep	1.03
Firs Plantation and Firsway (also within South / West Locality)	Local	9.13
Granary Wood	Incidental	0.46
New Hall Road woodland	Incidental	0.18

Name	Hierarchy	Area (ha)
Old Sale Boys Grammar site	Doorstep	0.74
Priory Gardens	Neighbourhood	13.34
Rothsay Crescent (also within South Locality)	Doorstep	0.67
Sale Water Park	Wider Neighbourhood / Town	57.06

Outdoor Sports Provision

Name	Area (ha)
Ashton On Mersey Cricket Club	2.39
Ashton Park ¹	0.47
Ashton-On-Mersey Golf Course	14.81
Brooklands Dragons FC	0.99
Brooklands Sports Club	5.92
Moor Nook Park ¹	0.18
Moor Nook Park ¹	0.11
Sale Conservative Club	0.15
Sale Excelsior Club	0.11
Sale Golf Course	44.90
Sale Harriers (Athletics Ground)	2.71
Sale Sports Club	1.99
The Legh Arms	0.17
The Linden Club	0.13
Trafford MV RFCC	7.39
Trinity Bowling club	0.43
United Services Club	0.10
Walton Park ¹	0.37
Walton Park ¹	0.10
Worthington Park ¹	0.32
Wythenshawe Sports Ground	30.21

¹ Outdoors Sports Provision within Parks and gardens and recreation ground

Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Ashton Park	Local	3.99
Baguley Brook Recreation	Doorstep	1.69
Bramhall Close	Doorstep	0.84
Brooklands Rest Gardens	Incidental	0.41
Cecil Avenue	Local	5.29
Christchurch Avenue Play Area (also within West Locality)	Incidental	0.19
Clarendon Crescent	Local	5.03
Crossford Bridge	Local	8.28
Dainewell Park (also within West Locality)	Local	5.94
Harley Road	Incidental	0.11
Kelsall Street	Doorstep	0.46
Kirklands Play Area	Incidental	0.16
Manor Avenue	Incidental	2.86
Moor Nook Park	Local	5.20
Newton Park (also within South Locality)	Local	2.12
Riding Close Play Area	Incidental	0.13
Sale West Manor	Doorstep	1.03
St James Drive Play Area	Incidental	0.16
Sylvan Avenue (also within South Locality)	Local	2.61
Walkden Gardens	Doorstep	1.68
Walton Park	Local	3.84
Weathercock Farm	Local	4.16
Worthington Park	Local	6.09

Provision for Children and Teenagers

Name	Hierarchy	Area (ha)
Ashton Park ¹	NEAP	0.15
Ashton Park ¹	NEAP	0.11
Ashton Park ¹	NEAP	0.25
Baguley Lane ²	LEAP	0.02
Baguley Lane ²	LEAP	0.05
Bramhall Close ¹	LEAP	0.05
Christchurch Avenue Play Area ¹	LAP	0.01
Crossford Bridge ¹	LEAP	0.16
Dainewell Park ¹	NEAP	0.07
Dainewell Park ¹	NEAP	0.03
Dainewell Park ¹	NEAP	0.05
Harley Road ¹	LEAP	0.04
Kelsall Street ¹	LEAP	0.05
Kelsall Street ¹	LEAP	0.04
Kirklands Play Area ¹	NEAP	0.12
Moor Nook Park ¹	LEAP	0.04
Moor Nook Park ¹	LEAP	0.11
Newton Park ¹	LEAP	0.11
Riding Close Play Area ¹	LAP	0.01
Sale West Manor ¹	NEAP	0.04
Sale West Manor ¹	NEAP	0.19
St James Drive Play Area ¹	LAP	0.02
Sylvan Avenue ¹	LEAP	0.03
Walton Park ¹	NEAP	0.11
Weathercock Farm ¹	LEAP	0.31
Worthington Park ¹	NEAP	0.13
Worthington Park ¹	NEAP	0.01

¹ Provision for Children and Teenagers within Parks and gardens and recreation ground

² Provision for Children and Teenagers within amenity greenspace

School playing fields

Name	Area (ha)
Ashton-on-Mersey School	4.49
Brentwood High School and Community College	1.61
Brooklands Primary School	1.19
Firs Primary School	0.77
Holy Family Catholic Primary School	0.77
Lime Tree Primary School	0.75
Lime Tree Primary School	0.29
Lime Tree Primary School	0.10
Manor High School	0.29
Moorlands Junior School	1.36
Park Road Primary School (Sale)	0.31
Sale Grammar School	3.92
Sale High School	3.92
Springfield Primary School	0.27
St. Margaret Ward Catholic Primary School	0.82
St. Margaret Ward Catholic Primary School	0.18
Templemoor Infant School	0.26
Wellfield Infant School	1.58
Woodheys Primary School	0.83
Worthington Primary School	0.96

4.48 Policy OS1: Open Spaces sets out that open spaces will be protected, and any loss will be resisted. The sites have been identified on the schedules and identified on the Policies Map. The primary source of this information is the Trafford Open Space Assessment (April 2024).

4.49 Policy OS2: Outdoor Sports and Recreation Facilities and Provision sets out that existing outdoor facilities will be protected, and any loss will be resisted. The sites have been identified on the schedules and identified on the Policies Map. The sites specific relate to outdoor sports provision, as identified in the Trafford Open Space Assessment (April 2024), and school playing fields. Whilst

not accessible to all, the school playing fields provide an important open space function.

Consultation Question 4-12

Do you have any comments on the proposed open space designations?
(please specify which open space your comments relate to – if relevant)

Trafford West – Site Allocations and Designations

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5. Trafford West – Site Allocations and Designations Sites Overview

Sites Overview

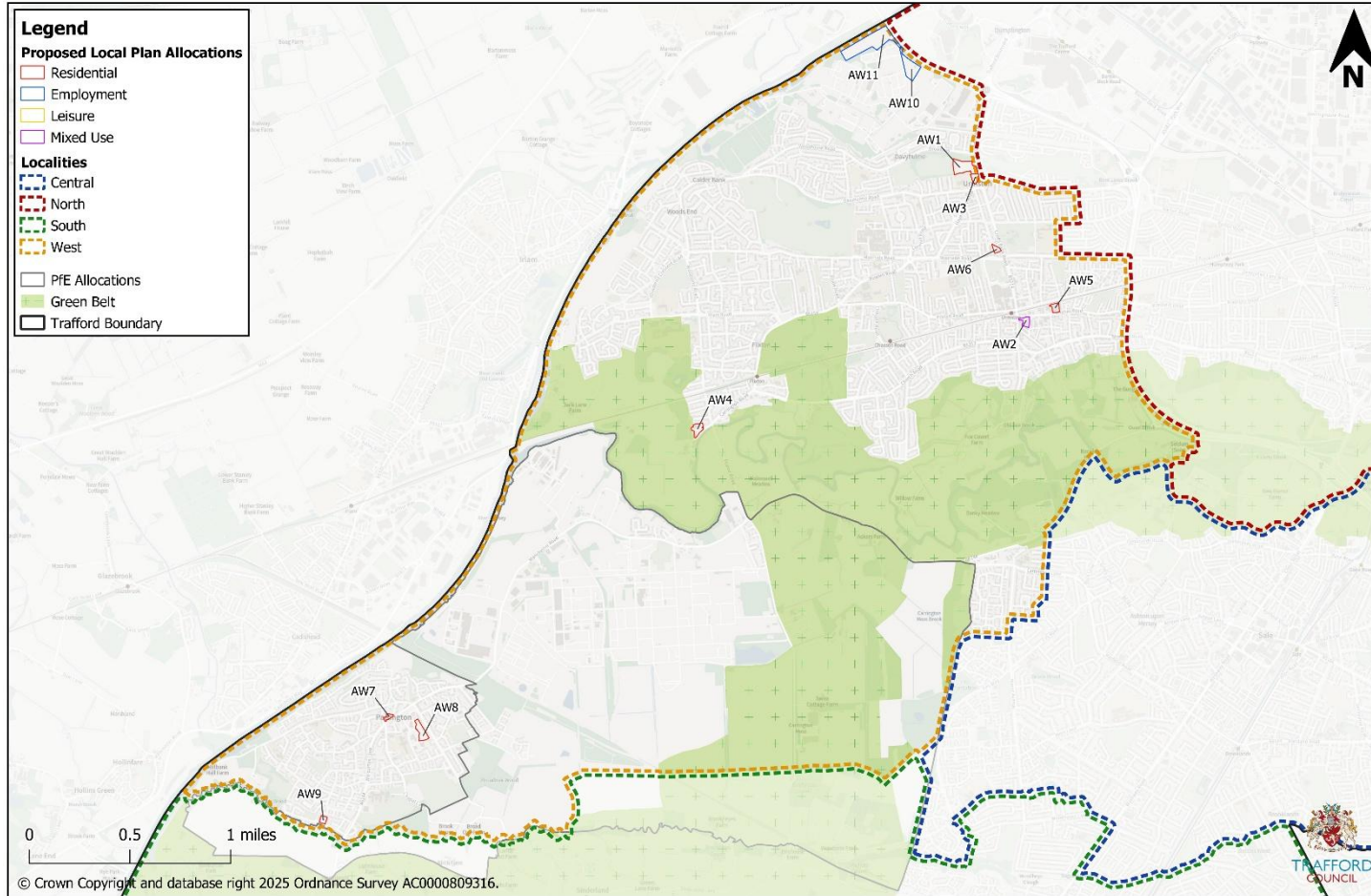


Figure 5-1: Proposed allocations in the West locality

Sites Proposed for Allocation and Designation

5.1 The following sites within the Trafford West locality are proposed to be allocated or designate for the identified uses.

Table 5-1: Trafford West – Proposed Sites

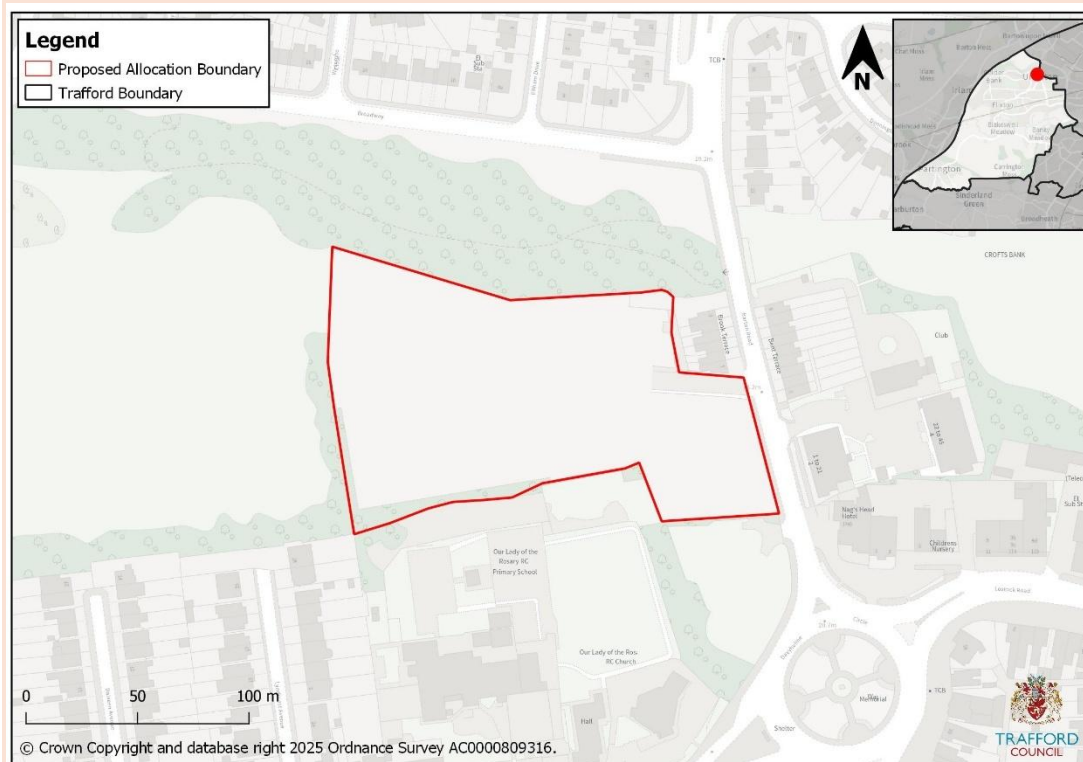
Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development (gross)
AW1	Land off Barton Road, Davyhulme	Residential	1.71	57 dwellings
AW2	Victoria Parade, Urmston	Mixed use	0.46	Mixed use: 45 dwellings and commercial / retail at ground floor level
AW3	Former Shawe Lodge Nursing Home, 1 Barton Road, Davyhulme	Residential	0.40	30 dwellings
AW4	Former Mosedales Brickworks, Four Lane Ends, Urmston	Residential	0.66	28 dwellings
AW5	Higher Road Depot and adjoining site, Higher Road, Urmston	Residential	0.41	24 dwellings
AW6	Former 1-3 Old Crofts Bank, Davyhulme, Urmston	Residential	0.27	24 dwellings
AW7	Former Partington Social Club, Bailey Lane, Partington	Residential	0.23	24 dwellings
AW8	Land East of Partington Shopping Centre, Off Central Road, Partington	Residential	0.89	20 dwellings
AW9	Land at Oak Road, Partington	Residential	0.29	10 dwellings
AW10	Land South of Barton Bridge, Trafford Way	Industrial and Warehousing	1.73	6,000 sqm

W

Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development (gross)
AW11	Land to the South of Manchester Ship Canal and West of Barton Bridge, Trafford Way	Industrial and Warehousing	4.39	2,700 sqm

Proposed Residential Allocations

AW1: Land off Barton Road, Davyhulme



Address:	Land off Barton Road, Davyhulme			
Site Size (Ha):	1.71			
Allocated for:	57 dwellings			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	57	0	0	0

AW1: Land off Barton Road, Davyhulme Site Requirements

Land off Barton Road, Davyhulme is allocated for a minimum of 57 new dwellings. Development of this site will be required to:

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the West Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 30% affordable housing, in accordance with the West Locality requirements of Local Plan Policy R3 and R3W;
- C. Deliver development at a density of around 40 dwellings per hectare;
- D. Prioritise the provision of walking, wheeling and cycling on site and when connecting to the wider network, considering the hierarchy set out in PfE Policy JP-C1; facilitating routes that utilise the most direct and convenient path towards key destinations, including transport hubs, green spaces, local services and facilities. This includes Urmston Town Centre and Urmston Railway Station;
- E. Provide a footpath link along the northern boundary of the site and provide pedestrian access to Broadway Park;
- F. Enhance the existing green infrastructure network through the site, and part of the wider Green Infrastructure Network, which is identified as a Green Infrastructure Opportunity Area – North Trafford Linear Open Space; in accordance with Local Plan Policy GI5 and GI5N;
- G. Deliver high quality green infrastructure, including landscaping, Sustainable Drainage System (SuDS) and tree planting in accordance with Local Plan Policies GI2, GI6 and GI7;
- H. Enable and contribute to the creation and provision of significant new areas of on-site accessible and publicly accessible open space as set out in Local Plan Policy OS1;
- I. Achieve a landscape-led, high-quality, locally distinctive design, which has been informed and influenced by the site's context, and provides an active frontage as well as a coherent rhythm and structure to the site's street scenes;
- J. Be a maximum of 3 storeys;

- K. Have regard to the Grade II Listed Davyhulme Circle War Memorial including its setting, and where necessary / appropriate mitigate any negative impacts as informed by a detailed heritage impact assessment;
- L. Have regard to the fluvial flood risk within the site (Flood Zone 2 and 3) and provide appropriate mitigation; and
- M. Incorporate noise and air quality attenuation measures, where appropriate, to ensure acceptable living conditions in terms of noise, vibration and pollution for future occupiers, considering the impact from noise sources and Air Quality Management Areas, in accordance with Local Plan Policy BE1. Particularly in relation to the site's proximity to Davyhulme Circle.

- 5.2 The allocation site is located off Barton Road, Davyhulme and extends to 1.7 hectares. The site is close to the Davyhulme Circle and directly west of the B5214 Barton Road. To the north, Barton Roads leads to the Trafford Retail Park and junction 10 of the M60.
- 5.3 The site, which is irregular in shape, is accessed form Barton Road via an unadopted access. There are pronounced level changes within the site associated with past tipping, and with the higher ground generally located at the western edge and in the north-western corner of the site.
- 5.4 To the west of the site, separated by trees, is the large playing field of Broadfield Park.
- 5.5 To the east of the site, on the western side of Barton Road, is a row of terraced properties (Brook Terrace) which are predominantly residential use. The Davyhulme Circle, to the site's south-east, has a number of shop units catering to local needs. The site is around 1 km from Urmston Town Centre.
- 5.6 The majority of trees on site were felled in recent years. A small proportion of tree cover has been retained at the northern and western edges.
- 5.7 The site is mainly brownfield and was last in use as a scrap/storage are. It currently has vegetation, cleared ground, shed/warehouse structures and brick buildings which are in a state of some dereliction.

- 5.8 The density, 40 dwellings per hectare, reflects previous proposals for the site, going beyond the 35 dwellings per hectare required by JP H-4, which seeks to increase densities in the most sustainable locations, where appropriate.
- 5.9 Prioritisation of walking, wheeling and cycling and providing the most convenient route towards key destinations, combined with low levels of car parking; are sought to encourage sustainable travel choices and a modal shift.
- 5.10 The development of the site should deliver new green infrastructure, both on and off site, and public open space and should provide new walking, wheeling and cycling routes, facilitating wider connections. The allocation is for over 50 dwellings and therefore open space provision is required by Local Plan Policy OS1. It should support and enhance biodiversity, on and off site, and be designed in order to reduce its environmental impact. A footpath link should be provided along the northern boundary of the site and provide pedestrian access to Broadway Park.
- 5.11 The development of the site should apply high standards of design in order to deliver high quality, liveable and inclusive environments for residents respecting the building forms and heights of nearby properties and therefore a maximum of three stories is considered appropriate.
- 5.12 The war memorial in the centre of the Davyhulme Circle is Grade II Listed. Any proposed development should have regard to its setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment.
- 5.13 The proposed site layout should be designed so that built development is located away from Flood Zones 2 and 3 and contained within Flood Zone 1.
- 5.14 Allocation of the site will help to ensure that residential uses can be brought forward on the site within the Plan Period, providing housing a significant number of residential units on a suitable previously developed site in Urmston.

Consultation Question 5-1

Do you support this proposed allocation? Yes / No

Consultation Question 5-2

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AW2 – AW9: Sites between 10 – 49 dwellings

Sites of between 10-49 dwellings listed in this Policy are allocated for residential development. Site plans of each allocation are in Appendix 6. Development will be required to:

- A. Deliver a range of dwelling sizes and types which help meet the identified housing need for the West Locality, as set out in Local Plan Policy R4, and have regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 30% affordable housing in accordance with the West Locality requirements of Local Plan Policy R3 and R3W;
- C. Meet the requirements of PfE Policy JP-H4, where appropriate, and consider opportunities to exceed minimum density requirements making the most efficient use of land in the most sustainable locations;
- D. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2;
- E. Prioritise the provision of walking, wheeling and cycling on site and when connecting to the wider network, considering the hierarchy set out in PfE Policy JP-C1 facilitating routes that utilise the most direct and convenient path towards key destinations, including transport hubs, green spaces, local services and facilities;
- F. Achieve a low car development through a reduced level of residential car parking for sites in the most sustainable locations within Urmston Town Centre having regard to all relevant parking standards set out in Local Plan Policy TM10;
- G. Provide education and health facilities / contributions in accordance with PfE Policy JP-P5 and Local Plan Policy JP-P6;
- H. Protect and enhance existing green infrastructure corridors and opportunity areas in accordance with Local Plan Policies GI2, GI5 and GI5W;
- I. Deliver high-quality green infrastructure including landscaping, Sustainable Drainage System (SuDS) and tree planting in accordance with Local Plan Policies GI2, GI6 and GI7;

- J. Achieve a landscape-led, high-quality, locally distinctive design, which has been informed and influenced by the site's context, and provides an active frontage as well as a coherent rhythm and structure to the site's street scenes;
- K. Have regard to designated and non-designated heritage assets including their setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment; and
- L. Incorporate noise and air quality attenuation measures, where appropriate, to ensure acceptable living conditions in terms of noise, vibration and pollution for future occupiers, considering the impact from noise sources and Air Quality Management Areas, in accordance with Local Plan Policy BE1.

Policy Ref	Site	Site size (ha)	Dwellings	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AW2	Victoria Parade, Urmston	0.46	45	0	45	0	0
AW3	Former Shawe Lodge Nursing Home, 1 Barton Road, Davyhulme	0.40	30	0	30	0	0
AW4	Former Mosedales Brickworks, Four Lane Ends, Urmston	0.66	28	0	28	0	0

Policy Ref	Site	Site size (ha)	Dwellings	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AW5	Higher Road Depot and adjoining site, Higher Road, Urmston	0.41	24	0	24	0	0
AW6	Former 1-3 Old Crofts Bank, Davyhulme, Urmston	0.27	24	24	0	0	0
AW7	Former Partington Social Club, Bailey Lane, Partington	0.23	24	24	0	0	0
AW8	Land East of Partington Shopping Centre, Off Central Road, Partington	0.89	20	0	20	0	0
AW9	Land at Oak Road, Partington	0.29	10	0	10	0	0

5.15 This policy is for medium sized sites allocated for between 10 and 49 residential dwellings and will make an important contribution to the housing land supply in the West Locality. Many of these sites are in sustainable locations on the edge of Urmston Town Centre and / or close to the existing railway, bus and walking, wheeling and cycling network.

5.16 Given the sustainable location of many of the sites, regard has been given to the PfE Policy JP-H4 density requirements and, where appropriate,

opportunities identified for where the density can be increased beyond the minimum requirements outlined in the policy. This is particularly appropriate to sites within Urmston Town Centre (AW2) and sites on the edge of Urmston Town Centre (AW3 and AW6). This is also applicable to sites on the edge of Partington Local Centre (AW7 and AW8). This approach is therefore reflected in the development quantum of the sites proposed for allocation.

- 5.17 On the allocated site (AW2), given the site's higher density town centre location within Urmston Town Centre, mixed use housing with retail / commercial floorspace at ground floor level would be appropriate for any potential schemes.
- 5.18 One of the allocated sites (AW2) is located within a Heat Network Opportunity Area, of Urmston Town Centre. In accordance with PfE Policy JP-S3 and Local Plan Policy RT2, this site will be required to connect to an existing or planned heat/energy network or provide a heat/energy network solution.
- 5.19 The medium sized sites within the West Locality are well connected via train and bus as well as good cycling infrastructure. To enable a modal shift, development schemes in the West Locality should prioritise walking, wheeling and cycling infrastructure on site and within the wider network.
- 5.20 Developments on medium sized sites should also provide car and cycling parking provision that reflects the site's location and where appropriate, enable a modal shift by limiting residential parking levels and providing enhanced cycle parking facilities.
- 5.21 On medium sized sites there is an expectation that landscaping and green infrastructure will be considered from the earliest stage and will be a critical element in the design of the scheme. This is to ensure that Green Infrastructure is of good quality and multi-functional in order to provide many benefits, including biodiversity, health, climate resilience, and water management.
- 5.22 On the allocated site (AW8) this includes an area of open space which is protected from development. Any proposal within the wider red edge boundary

of the site would be required to contribute to the enhancement of this open space.

- 5.23 On the allocated site (AW9) this includes areas of amenity greenspace. Any proposal within the wider red edge boundary of the site should look to retain the amenity greenspace to the east of Oak Road Neighbourhood Centre, with a design solution of incorporating development fronting Oak Road.
- 5.24 The West Locality has many designated and non-designated heritage assets. Sites that impact upon these assets must provide a detailed heritage impact assessment and ensure that development sympathetically responds to the significant of the heritage assets(s).
- 5.25 For example, the allocated site (AW7) includes the Grade II Listed Erlam Farmhouse, which is located approximately 35m to the south-west of the site on the opposite side of Bailey Lane.

Consultation Question 5-3

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site? (please specify which site your comments relate to)

Proposed Industry and Warehousing Allocations

AW10: Land South of Barton Bridge, Trafford Way



Address:	Land South of Barton Bridge, Trafford Way			
Site Size (Ha):	1.73			
Allocated for:	6,000 sqm (gross) warehousing and industrial (B2/B8)			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	6,000	0	0

AW10: Land South of Barton Bridge, Trafford Way Site Requirements

Land South of Barton Bridge, Trafford Way is allocated for a minimum of 6,000 sqm of new industrial and warehousing floorspace (B2/B8). Development of this site will be required to:

- A. Deliver 6,000 sqm (gross) warehousing and industrial floorspace (B2/B8) in accordance with Local Plan Policy EJ3;
- B. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2;
- C. Deliver high-quality green infrastructure, including landscaping, Sustainable Drainage System (SuDS) and tree planting in accordance with Local Plan Policies GI2, GI6 and GI7;
- D. Ensure any works that will disturb the presence of Himalayan Balsam, require appropriate mitigation measures to ensure the species is not spread further;
- E. Achieve a landscape-led, high quality locally distinctive design which has been informed and influenced by the site's context;
- F. Avoid development on or adjacent to any motorway embankment, retaining wall or structure that shall put any embankment, retaining wall or structure at risk;
- G. Provide an investigation and risk assessment of contamination to the Local Planning Authority, investigating the nature and extent of any contamination on the site; and
- H. Incorporate noise and air quality attenuation measures, where appropriate, to ensure that future occupiers are not subject to a significant adverse level of noise disturbances and / or air pollution from Air Quality Management Areas in accordance with Policy BE1 and BE8.

5.27 The site is 1.73 hectares in area and is located to the south-west of the M60 (Barton Bridge) in Davyhulme. The site, which is triangular in shape, is accessed from Trafford Way via an access road which extends under the Barton Bridge. The site is generally level with an embankment rising up beyond the north-east of the site towards the M60/Barton Bridge.

- 5.28 To the north side of the site, beyond the M60 Motorway, are a number of large-scale leisure uses. To the south and south-west of the site lies Davyhulme Waste Water Sewerage Works. To the north of the site is an area of greenfield land beyond which is the Manchester Ship Canal.
- 5.29 The brownfield site was previously used by United Utilities as a temporary construction compound and for staff parking. Hard-core aggregate and tarmac have been laid within the compound area. A number of trees are located along the south east boundary of the site with low level scrub around the site boundaries
- 5.30 The site is located within a Heat Network Opportunity Area. In accordance with PfE Policy JP-S3 and Local Plan Policy RT2, this site will be required to connect to an existing or planned heat/energy network or provide a heat/energy network solution.
- 5.31 There is an expectation that landscaping and green infrastructure will be considered from the earliest stage and will be a critical element in the design of the scheme. This is to ensure that Green Infrastructure is of good quality and multi-functional in order to provide many benefits, including biodiversity, health, climate resilience, and water management.
- 5.32 Proposals will be expected to outline details of measures to control/eradicate the invasive species Himalayan Balsam which has been identified on site and be agreed in writing by the Local Planning Authority. This will minimise the impact of the development on the natural environment.
- 5.33 There shall be no development on or adjacent to any motorway embankment, retaining wall or structure that shall put any such embankment, retaining wall or structure at risk. This is in order to protect the integrity of the asset by ensuring that any new development adjacent to the Strategic Network does not negatively impact upon the asset.
- 5.34 Allocation of the site will help to ensure that employment use can be brought forward on the site within the plan period, helping to meet SO4 through attracting new, high quality and diverse investment within the West Locality.

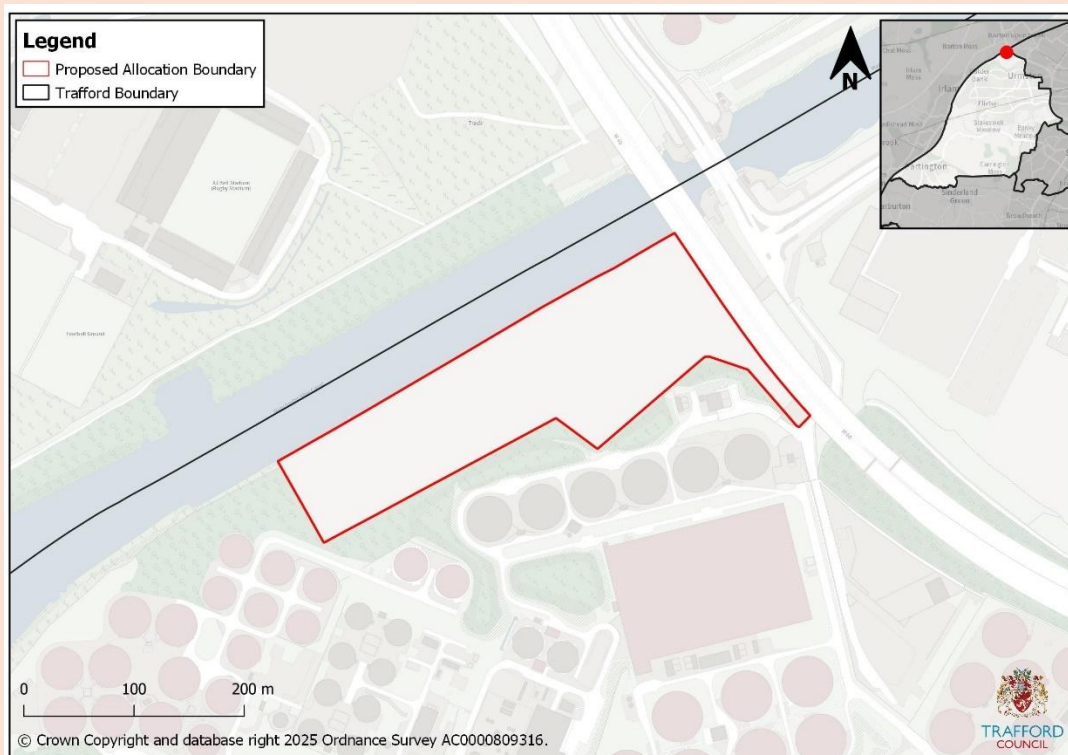
Consultation Question 5-4

Do you support this proposed allocation? Yes / No

Consultation Question 5-5

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

AW11: Land to the South of Manchester Ship Canal and West of Barton Bridge



Address:	Land to the South of Manchester Ship Canal and West of Barton Bridge, Trafford Way			
Site Size (Ha):	4.39			
Allocated for:	2,700 sqm (gross) warehousing and industrial (B2/B8)			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	2,700	0	0	0

AW11: Land to the South of Manchester Ship Canal and West of Barton Bridge Site Requirements

Land to the South of Manchester Ship Canal and West of Barton Bridge is allocated for a minimum of 2,700 sqm of new industrial and warehousing floorspace (B2/B8). Development of this site will be required to:

- A. Deliver 2,700 sqm gross warehousing and industrial floorspace (B2/B8) in accordance with Local Plan Policy EJ3;
- B. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2;
- C. Deliver high-quality green infrastructure, including landscaping, Sustainable Drainage System (SuDS) and tree planning in accordance with Local Plan Policies GI2, GI6 and GI7 and the site's context with the Manchester Ship Canal;
- D. Achieve a landscape-led, high-quality, locally distinctive design which has been informed and influenced by the site's context;
- E. Have regard to the non-designated heritage asset Manchester Ship Canal including its setting, and where necessary / appropriately mitigate any negative impacts, as informed by a detailed heritage impact assessment; and
- F. Incorporate noise and air quality attenuation measures, where appropriate, to ensure that future occupiers are not subject to a significant adverse level of noise disturbances and / or air pollution from Air Quality Management Areas in accordance with Policy BE1 and BE8.

5.35 The site is located to the western side of Trafford Way and is bound to the north by the Manchester Ship Canal. The site which extends to 4.39 hectares, is located in the Davyhulme area of the borough.

5.36 The M60 Motorway lies to the far eastern side of the site, at an elevated height over the site access. Davyhulme Waster Water Treatment Works bounds the site to the south and east.

- 5.37 The site is mainly brownfield and has been cleared of vegetation and is currently vacant. The allocation site was granted planning permission in March 2023 for 2,700 sqm total floorspace.
- 5.38 The site is located within a Heat Network Opportunity Area. In accordance with PfE Policy JP-S3 and Local Plan Policy RT2, this site will be required to connect to an existing or planned heat/energy network or provide a heat/energy network solution.
- 5.39 There is an expectation that landscaping and green infrastructure will be considered from the earliest stage and will be critical element in the design of the scheme. This is to ensure that Green Infrastructure is of good quality and multi-functional in order to provide many benefits, including biodiversity, health, climate resilience, and water management. Attention should be paid to the site's context with the Manchester Ship Canal.
- 5.40 The non-designated heritage asset Manchester Ship Canal is in close proximity to the allocation. Any proposed development should have regard to its setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment.
- 5.41 Allocation of the site will help to ensure that employment use can be brought forward on the site within the plan period, helping to meet SO4 through attracting new, high quality and diverse investment within the West Locality.

Consultation Question 5-6

Do you support this proposed allocation? Yes / No

Consultation Question 5-7

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?

Proposed Open Spaces Designations

Typology and Hierarchy of Open Spaces

- 5.42 Open spaces within the borough have been categorised according to their typology (the function of the open space) as established by the Open Space Assessment (April 2024). These are Allotments; Amenity Greenspace; Cemeteries and Churchyards; Natural and Semi-Natural Greenspace; Outdoor Sports Provision; Parks, Gardens and Recreation Grounds; and Provision for Children and Teenagers. School playing fields did not form part of the Open Space Assessment.
- 5.43 Each of the accessible greenspaces (Amenity Greenspace; Natural and semi-natural greenspaces; and Parks, Gardens and Recreation Grounds) have been categorised according to the provision of facilities at the site – often related to size, known as the site’s hierarchy. These hierarchies are:

Hierarchy	Explanation
District level	Sites more than 100ha
Wider Neighbourhood level	Sites between 20ha and 100ha
Neighbourhood level	Sites between 10ha and 20ha
Local level	Sites between 2ha and 10ha
Doorstep level	Sites between 0.5ha and 2ha
Incidental Greenspace	Sites smaller than 0.5ha

Types of Areas for Children and Teenagers

- 5.44 There is a three-tiered structure for children’s informal recreation and equipped play which is specific to the location, minimum land area and style of provision required to be provided for a range of age groups, appropriate to their need. These are LAPs (Local Area for Play), LEAPs (Local Equipped Area for Play) and NEAPs (Neighbourhood Equipped Area for Play).

LAP – Local Area for Play

- 5.45 A LAP is a small area of open space (0.01-0.04ha) specifically designated and primarily laid out for very young children to play close to where they live i.e.

within 1 minute walking time. The LAP is designed to allow for ease of informal observation and supervision and its primary function is to encourage informal play and social interaction. A LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged.

LEAP – Local Equipped Area for Play

- 5.46 The LEAP is an area of open space (0.04-0.1ha) specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live, usually within 5 minutes walking time.

NEAP – Neighbourhood Equipped Area for Play

- 5.47 A NEAP is an area of open space (>0.1ha) specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well. Located within 15 minutes' walk from home, the NEAP is sufficiently large to enable provision for play opportunities that cannot be provided within a LAP or LEAP.
- 5.48 In line with Local Plan Policies OS1: Open Space and OS2: Outdoor Sports and Recreation Facilities and Provision, the following sites identified on the schedules below and as identified on the Policies Map will be protected, and any loss will be resisted.

Allotments

Name	Area (ha)
Brookfield Allotments	1.19
Granville Park Allotments	1.40
Laneheads Allotments	0.67
Leagate Allotments	0.22
Mansfield Allotments	1.95
Marlborough Allotments	2.07
Moss View Allotments	1.24
Mossfield Allotments	1.60
St Mary's Allotments	0.26
The Grove Allotments	0.56
Wyndcliffe Drive Allotments	0.10

Amenity Greenspace

Name	Hierarchy	Area (ha)
Amersham Close	Doorstep	0.59
Bents Lane	Incidental	0.39
Bodmin Road	Incidental	0.18
Flixton Road / Irlam Road	Doorstep	0.52
Gleneagles Road	Incidental	0.35
Landsdowne Crescent	Incidental	0.10
Lowther Gardens	Doorstep	0.77
Lytham Road	Doorstep	0.90
Manor Gardens	Incidental	0.14
Norfolk Gardens	Incidental	0.33
Pollard Square	Incidental	0.12
Redesmere Park	Doorstep	0.60
Rest Garden	Incidental	0.10
Roedean Gardens	Doorstep	0.98
Snowden Avenue	Incidental	0.25
Stamford Road	Incidental	0.27
The Green	Incidental	0.11
Welwyn Close	Incidental	0.45
Woodsend Gardens	Doorstep	0.59
Wycombe Close	Incidental	0.40

Cemeteries and Churchyards

Name	Area (ha)
All Saints Roman Catholic Church	0.37
Chapel Grove Cemeteries	1.36
Church of St Monica	0.52
Cornerstone Methodist Church	0.18
Davyhulme Wesley Methodist Church	0.17
Our Lady of Lourdes Church	0.20
St Clement's Church	0.27
St George's Church (also within South Locality)	0.41
St George's Church (also within South Locality)	0.27
St John's Church	0.30
St Mary's Church	0.27
St Mary's Church	0.36
St Michael's Church	0.96
The Peoples Church	0.27
Urmston Cemetery	3.58

Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Banky Meadow	Neighbourhood	14.98
Cob Kiln Lane	Neighbourhood	12.68
Dainewell Woodlands	Local	4.77
Davyhulme Millenium Nature Reserve	Wider Neighbourhood / Town	22.82
De Brook Court	Local	5.58
Firs Plantation and Firsway (also within Central / South Locality)	Local	9.13
Fly Ash Tip	Neighbourhood	11.13
Former William Wroe Golf Course	Wider Neighbourhood / Town	26.45
Irlam Road	Doorstep	1.02
Jack Lane	Local	3.03
Kickety Brook (also within North Locality)	Wider Neighbourhood / Town	21.49
Old Ees Brook	Local	8.20
Trans Pennine Trail Banky Lane	Local	4.04
Urmston Meadows	Wider Neighbourhood / Town	31.18
Wellacre Wood	Local	2.89
Wood Lane	Doorstep	0.98

Outdoor Sports Provision

Name	Area (ha)
Abbotsfield Park ¹	0.17
Abbotsfield Park ¹	0.14
Ashton-on-Mersey RUFC	3.84
Broadway Park ¹	0.39
Carrington Rugby Club	2.76
Cross Lane Park ¹	0.20
Davyhulme Park Golf Course	36.34
Davyhulme Park ¹	0.14
Davyhulme Park ¹	0.15
Davyhulme Park ¹	0.26
Davyhulme Social Club	0.21
Flixton Conservative Club	0.23
Flixton Cricket and Sports Club	2.05
Flixton Football Club	1.05
Flixton Golf Club	27.35
Golden Hill Park ¹	0.22
Manchester Road, Carrington	1.45
Mersey Valley Sports Club	2.04
Moss View	1.92
Roebuck Hotel	0.13

Name	Area (ha)
Sale Rugby Club Training Ground	6.52
The John Alker Club Flixton	0.30
Urmston Mens Club	0.13
Urmston Sports Club	2.49

¹ Outdoors Sports Provision within Parks and gardens and recreation ground

Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Abbotsfield Park	Local	4.15
Broadway Park	Neighbourhood	10.57
Central Road	Doorstep	0.52
Chassen Road Football Ground	Doorstep	2.00
Christchurch Avenue Play Area (also within Central Locality)	Incidental	0.19
Cross Lane Park	Neighbourhood	11.70
Dainewell Park (also within Central Locality)	Local	5.94
Davyhulme Park	Local	4.90
Flixton Park	Local	8.92
Golden Hill Park	Local	1.78
Higher Road	Doorstep	0.57
Lees Field	Local	2.85
Oak Road	Local	4.16
Valley Fields	Doorstep	0.54
Wood Lane Playing Field	Doorstep	1.30

Provision for Children and Teenagers

Name	Hierarchy	Area (ha)
Abbotsfield Park ¹	LEAP	0.06
Ackers Lane	LEAP	0.07
Broadway Park ¹	NEAP	0.08
Broadway Park ¹	NEAP	0.04
Christchurch Avenue Play Area ¹	LAP	0.01
Cross Lane Park ¹	NEAP	0.06
Cross Lane Park ¹	NEAP	0.13
Dainewell Park ¹	NEAP	0.07
Dainewell Park ¹	NEAP	0.03
Dainewell Park ¹	NEAP	0.05
Davis Road Play Area	LEAP	0.10
Davyhulme Park ¹	NEAP	0.15
Davyhulme Park ¹	LAP	0.02
Davyhulme Park ¹	LEAP	0.05
Davyhulme Park ¹	NEAP	0.16
Flixton Park	LEAP	0.07

Name	Hierarchy	Area (ha)
Golden Hill Park	LEAP	0.07
Higher Road	LEAP	0.07
Lytham Road ²	LAP	0.47
Oak Road	LEAP	0.06
Valley Fields	LEAP	0.05
Wood Lane Play Area	LAP	0.02

¹ Provision for Children and Teenagers within Parks and gardens and recreation ground

² Provision for Children and Teenagers within amenity greenspace

School playing fields

Name	Area (ha)
Acre Hall Primary School	1.36
All Saints Catholic Primary School	0.72
Broadoak School	6.73
Davyhulme Primary School	1.62
Flixton Girls High School	1.61
Flixton Junior & Infant	0.64
Forrest Gate Primary School	0.51
Our Lady of Lourdes Catholic Primary School	1.00
Our Lady of the Rosary RC Primary School	0.46
Partington Primary School	0.89
St. Michael's CE Primary School	0.89
Trafford High School	0.72
Urmston Grammar School	0.45
Urmston Grammar School	1.90
Wellacre Technology College	5.83
Woodhouse Primary School	1.43

5.49 Policy OS1: Open Spaces sets out that open spaces will be protected and any loss will be resisted. The sites have been identified on the schedules and identified on the Policies Map. The primary source of this information is the Trafford Open Space Assessment (April 2024).

5.50 Policy OS2: Outdoor Sports and Recreation Facilities and Provision sets out that existing outdoor facilities will be protected, and any loss will be resisted. The sites have been identified on the schedules and identified on the Policies Map. The sites specifically relate to outdoor sports provision, as identified in the Trafford Open Space Assessment (April 2024), and school playing fields.

Whilst not accessible to all, the school playing fields provide an important open space function.

Consultation Question 5-8

Do you have any comments on the proposed open space designations?
(please specify which open space your comments relate to – if relevant)

Site Allocations and Designations – Appendices

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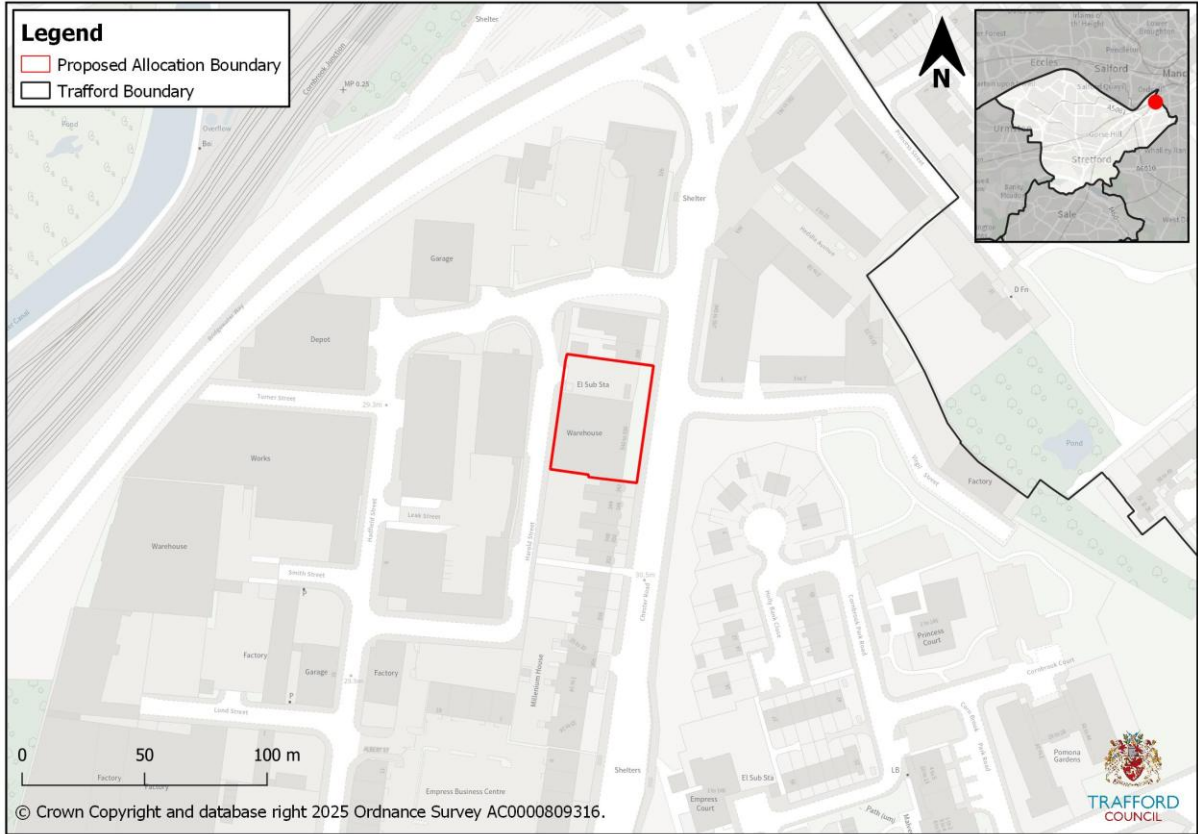
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Appendix 1:

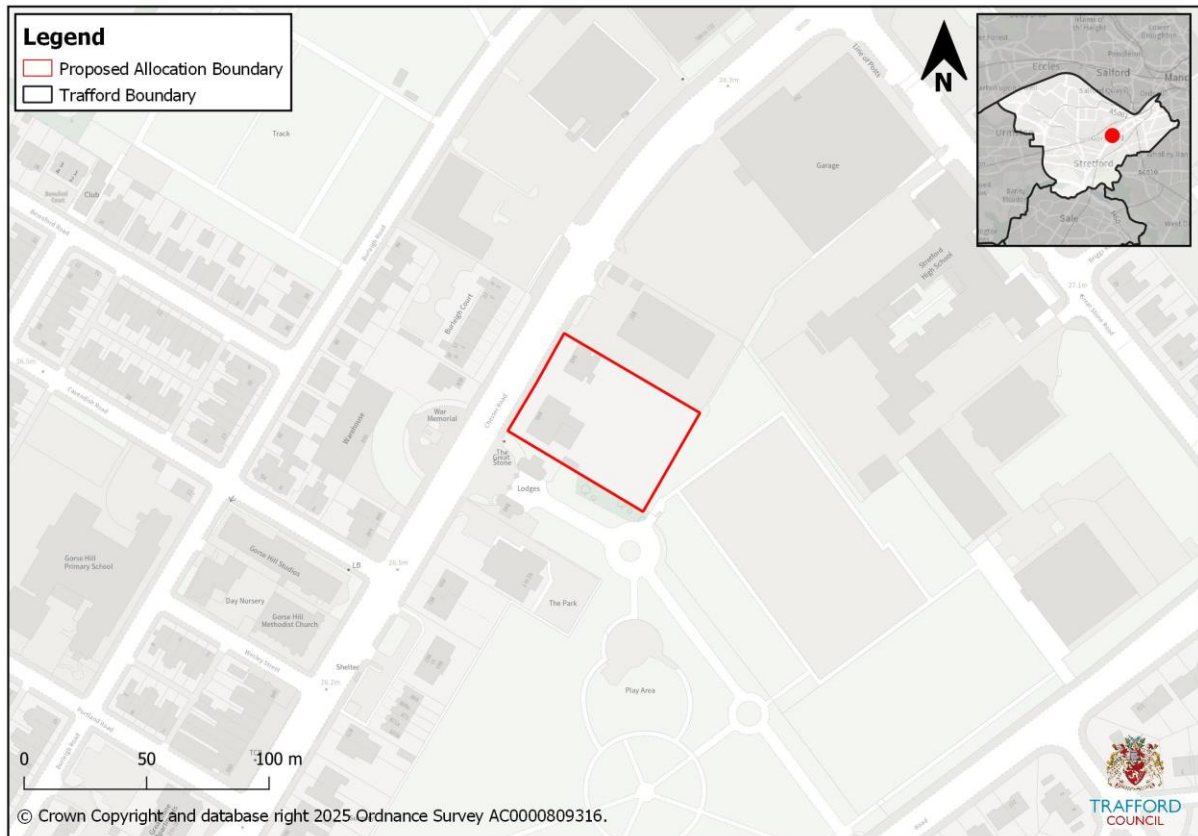
Trafford North AN14 – AN24: Sites between 10-49 dwellings

AN14: 332-340 Chester Road



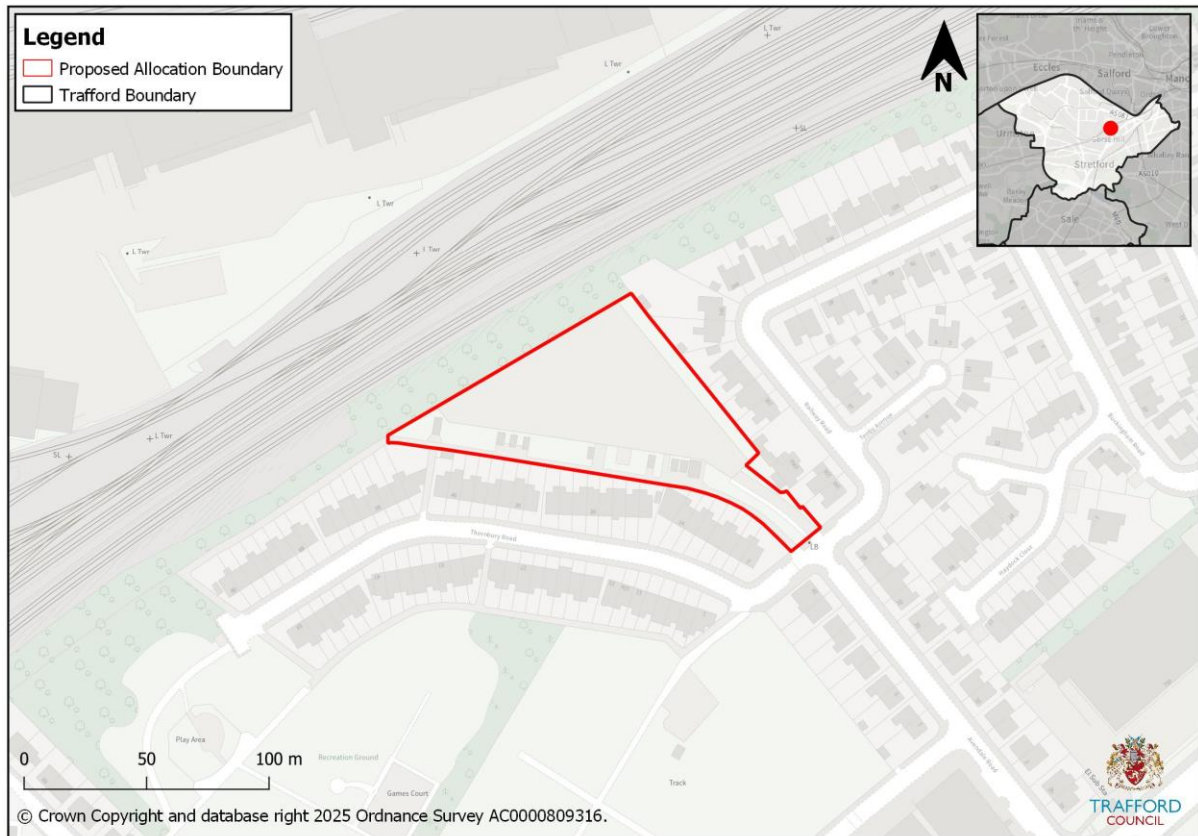
Address:	332 – 340 Chester Road			
Site Size (Ha):	0.17			
Allocated for:	31 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	31	60	0	0

AN15: Greatstone Hotel



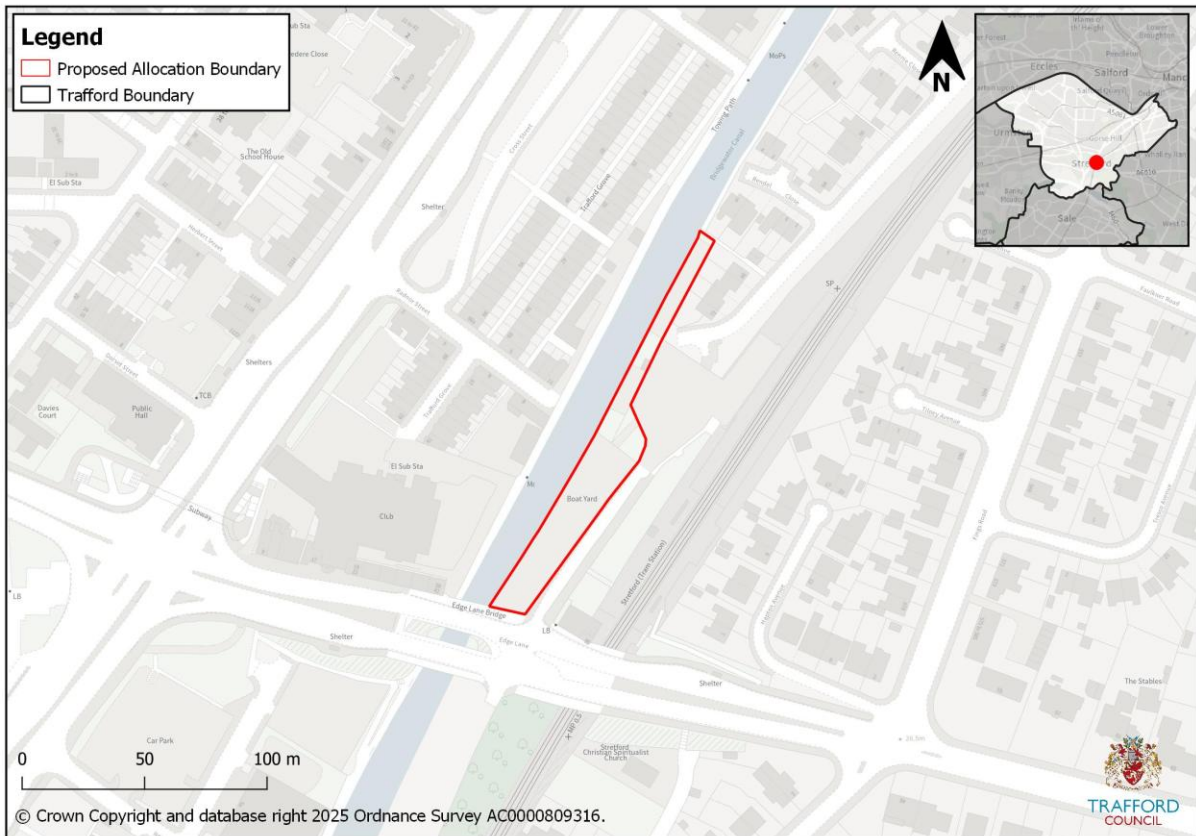
Address:	Greatstone Hotel			
Site Size (Ha):	0.3			
Allocated for:	30 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	30	0	0

AN16: Land at Avondale Road



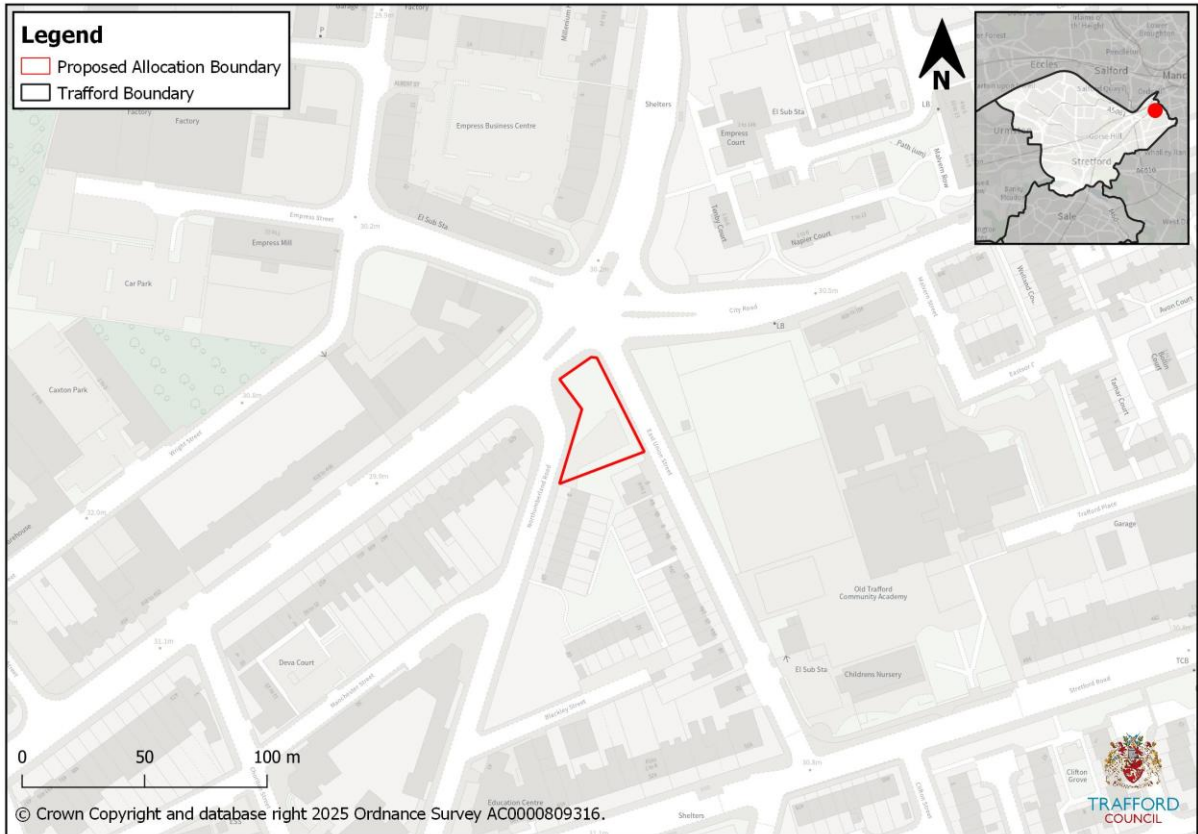
Address:	Land at Avondale Road			
Site Size (Ha):	0.7			
Allocated for:	28 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	0	28	0

AN17: Former Boat Yard, Edge Lane



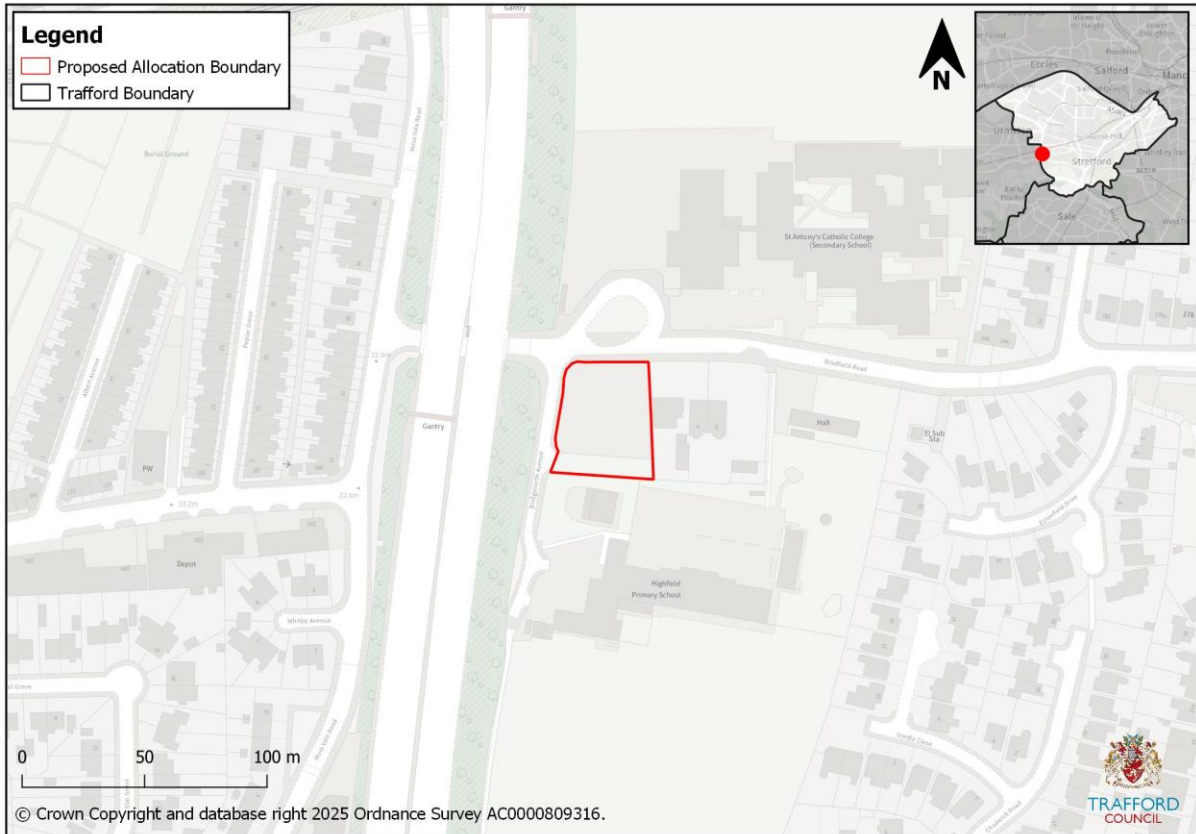
Address:	Former Boat Yard, Edge Lane			
Site Size (Ha):	0.21			
Allocated for:	28 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	28	0	0

AN19: Former Northumberland Public House, Chester Road



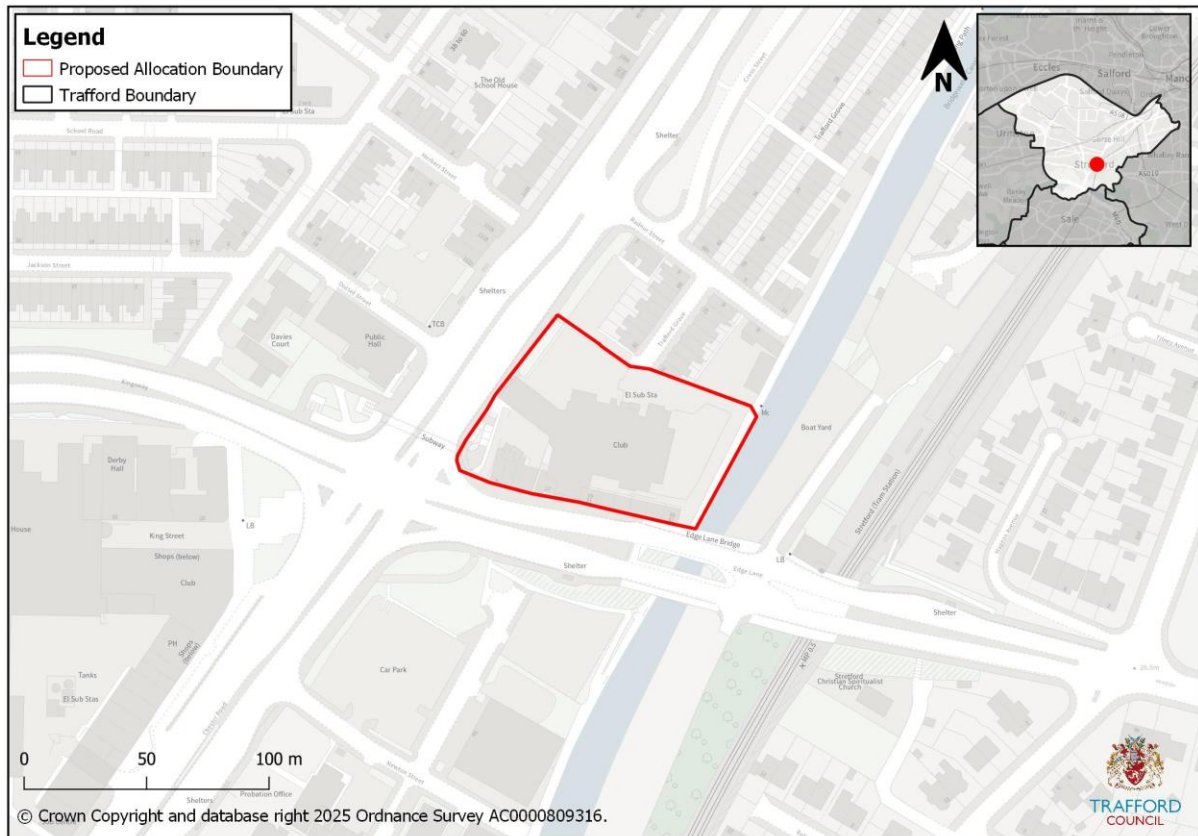
Address:	Former Northumberland Public House, Chester Road			
Site Size (Ha):	0.2			
Allocated for:	20 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	0	20	0

AN20: York House, 1 Bridgenorth Avenue



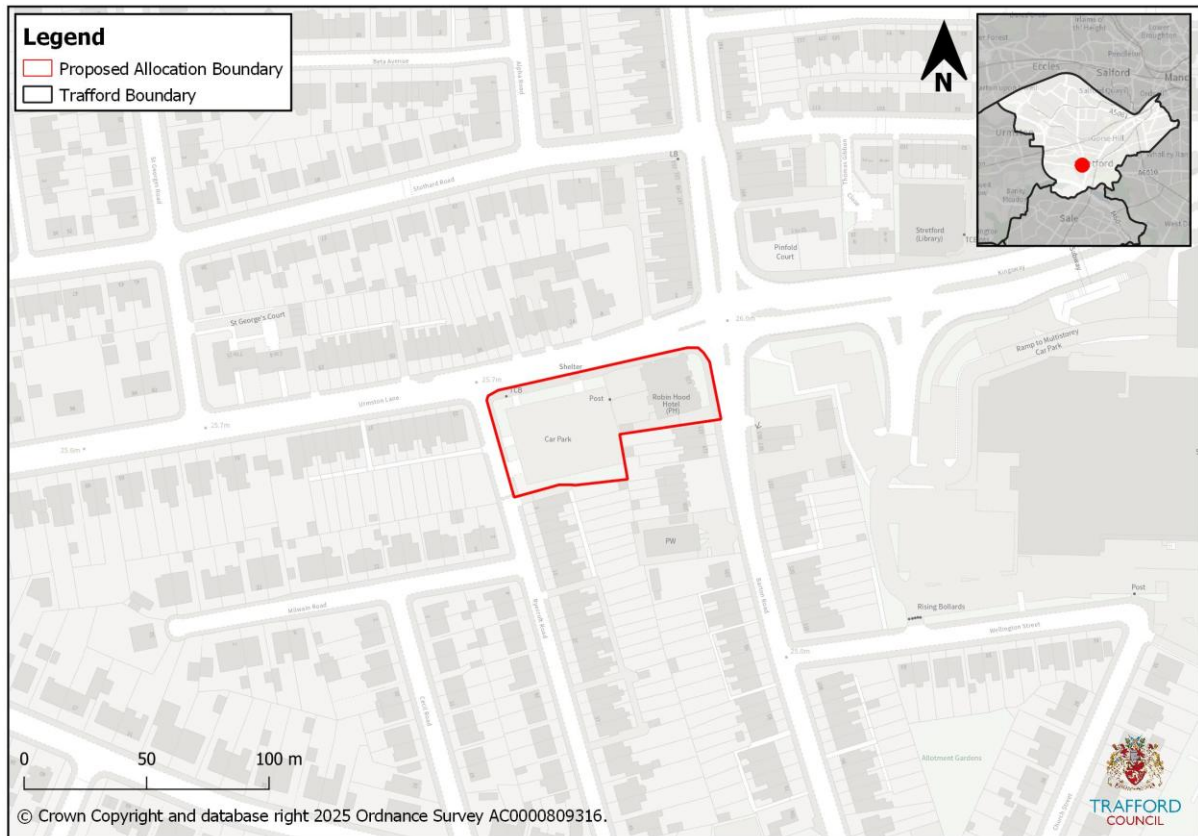
Address:	York House, 1 Bridgenorth Avenue			
Site Size (Ha):	0.17			
Allocated for:	18 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	18	0	0	0

AN21: Essoldo Cinema, Edge Lane



Address:	Essoldo Cinema, Edge Lane			
Site Size (Ha):	0.59			
Allocated for:	10 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	10	0	0

AN22: Robin Hood Hotel, 125 Barton Road



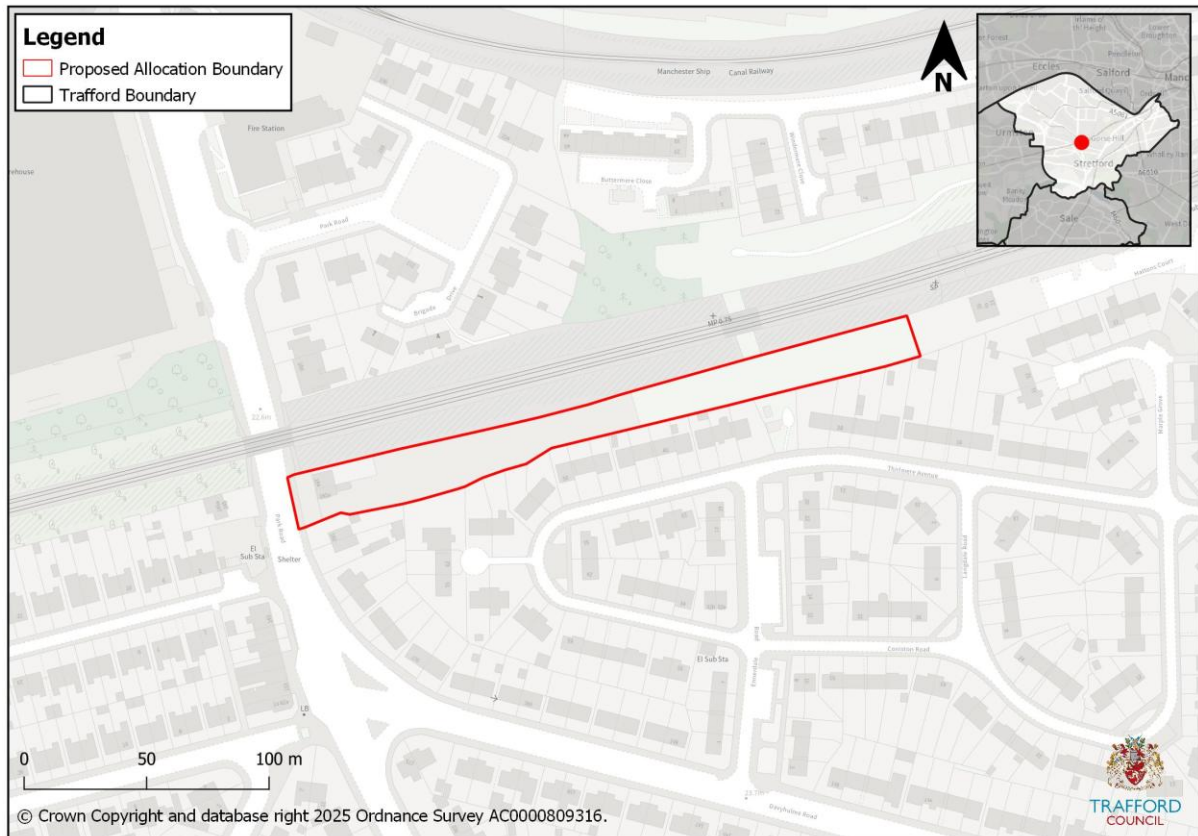
Address:	Robin Hood Hotel, 125 Barton Road			
Site Size (Ha):	0.34			
Allocated for:	15 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	15	0	0

AN23: Trafford Park Hotel



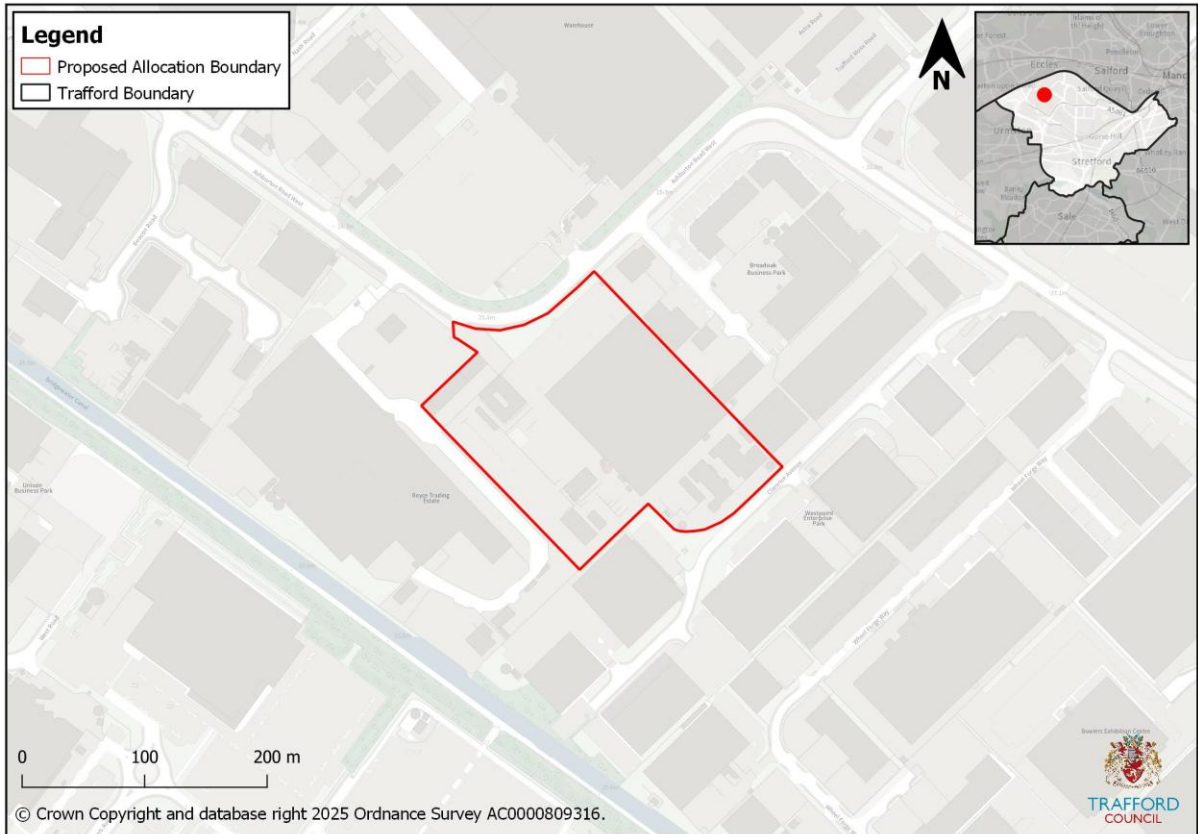
Address:	Trafford Park Hotel			
Site Size (Ha):	0.18			
Allocated for:	15 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	15	0	0	0

AN24: Land between 182/182a Park Road



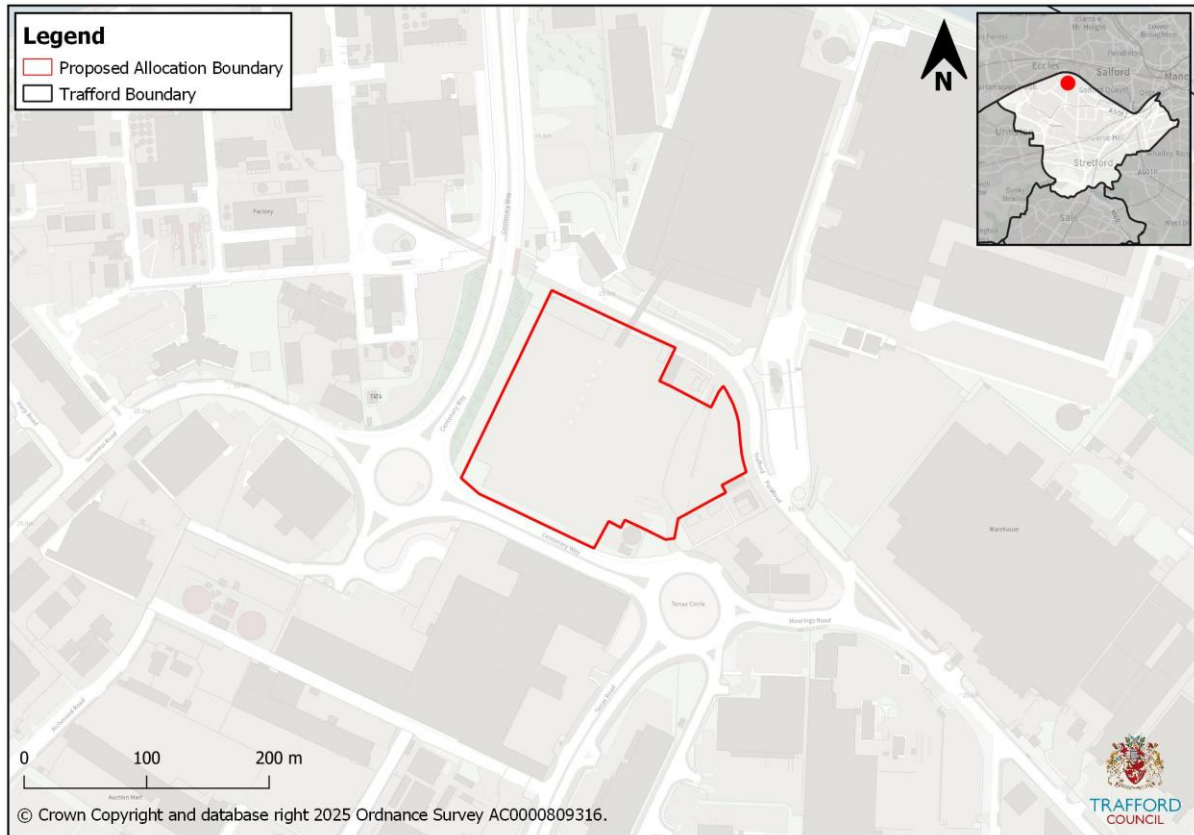
Address:	Land between 182/182a Park Road			
Site Size (Ha):	0.46			
Allocated for:	15 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	13	0	0

AN26: Site of Tenmat, Ashburton Road, Trafford Park



Address:	Site of Tenmat, Ashburton Road, Trafford Park			
Site Size (Ha):	3.72			
Allocated for:	20,000 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	20,000 sqm.	0	0	0

AN27: Site of SCA Hygiene Products, Trafford Park Road, Trafford Park



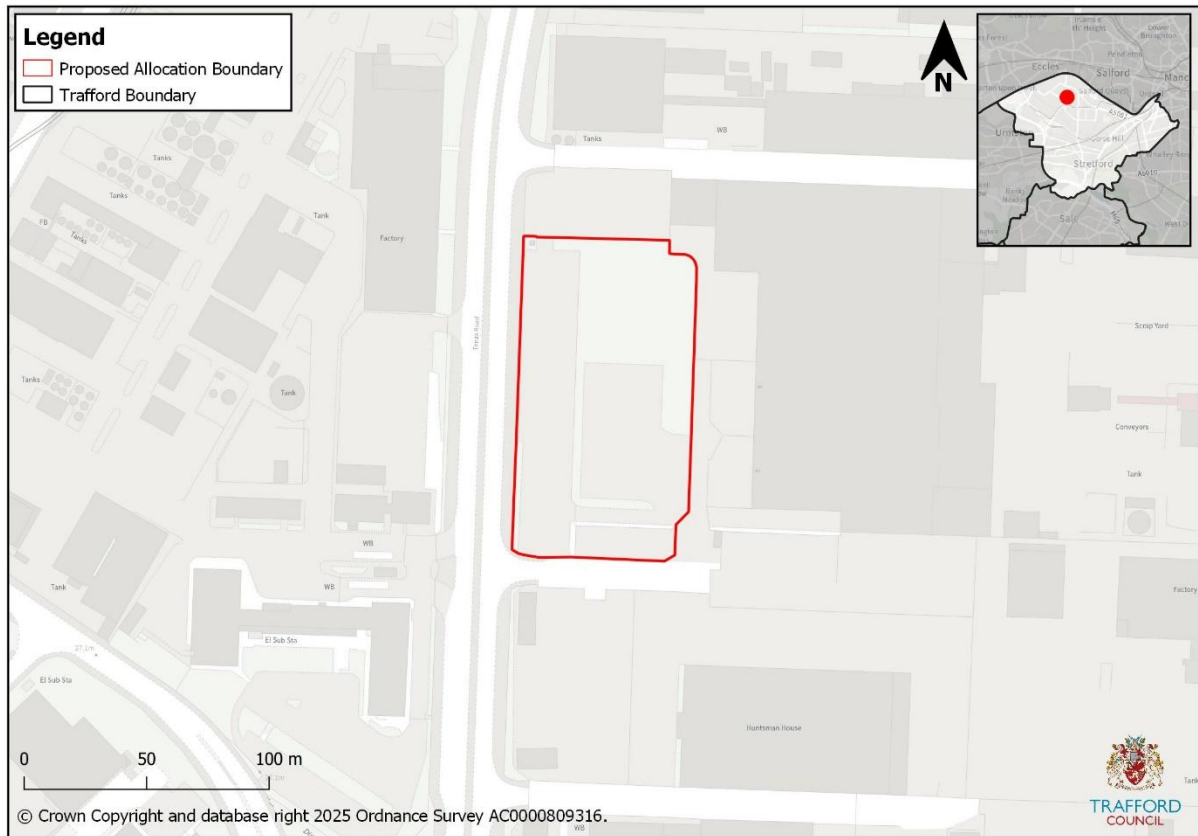
Address:	Site of SCA Hygiene Products, Trafford Park Road, Trafford Park			
Site Size (Ha):	2.88			
Allocated for:	10,800 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	10,800 sqm.	0	0

AN28: 125 Trafford Park Road, Trafford Park



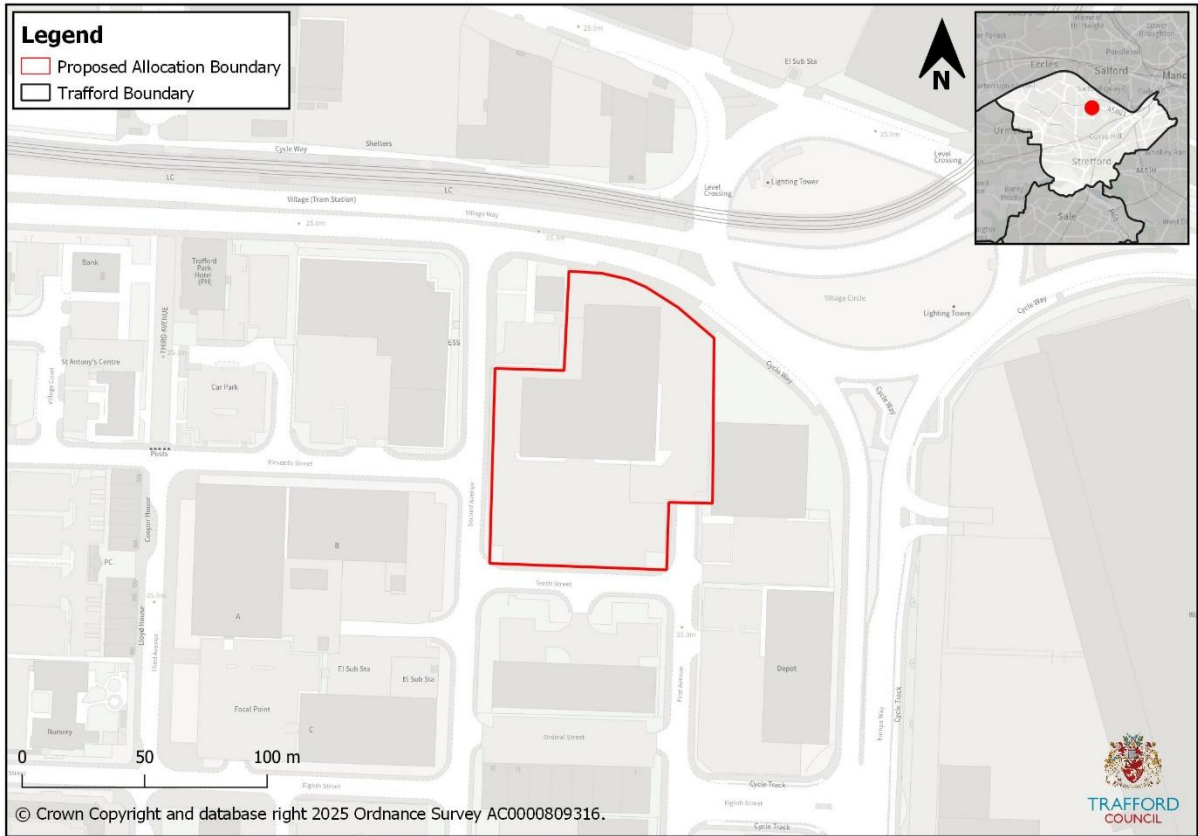
Address:	125 Trafford Park Road, Trafford Park			
Site Size (Ha):	0.77			
Allocated for:	4,140 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	4,140 sqm.	0	0	0

AN29: 10 Tenax Road, Trafford Park



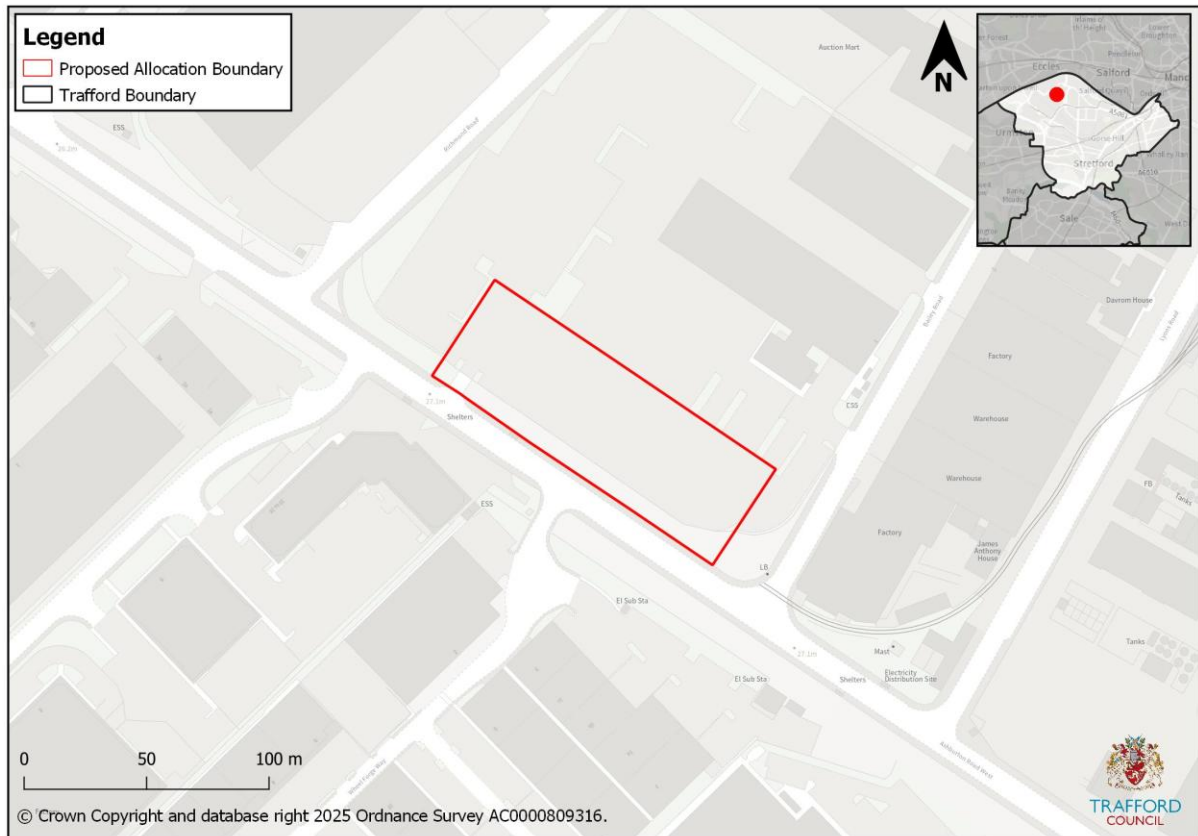
Address:	10 Tenax Road, Trafford Park			
Site Size (Ha):	1.02			
Allocated for:	3,570 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	3,570 sqm.	0	0	0

AN31: Former Builders Yard, First Avenue, Trafford Park



Address:	Former Builders Yard, First Avenue, Trafford Park			
Site Size (Ha):	0.87			
Allocated for:	3,045 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	3,045 sqm.	0	0	0

AN32: Former Trafford Bakery, Ashburton West, Trafford Park



Address:	Former Trafford Bakery, Ashburton West, Trafford Park			
Site Size (Ha):	0.65			
Allocated for:	2,758 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	2,758 sqm.	0	0

AN33: F and G Commercials, Trafford Park Road



Address:	F and G Commercials, Trafford Park Road			
Site Size (Ha):	0.44			
Allocated for:	2,338 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	2,338 sqm.	0	0

AN34: Unit 24 Severnside Trading Estate, Trafford Park



Address:	Unit 24 Severnside Trading Estate, Trafford Park			
Site Size (Ha):	0.33			
Allocated for:	1,319 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	1,319 sqm.	0	0	0

AN36: Former Washington Mills Electro Minerals, Trafford Park

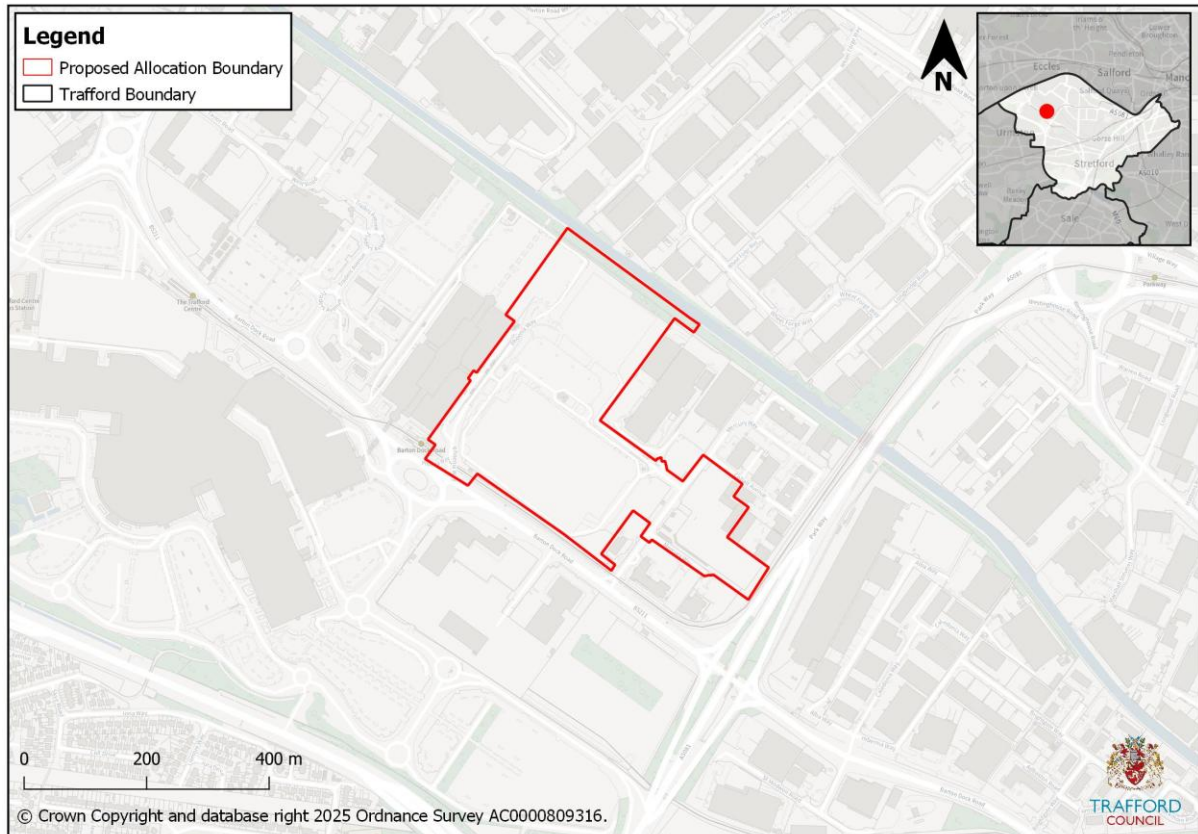


Address:	Former Washington Mills Electro Minerals, Trafford Park			
Site Size (Ha):	1.34			
Allocated for:	1,050 sqm.			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	1,050 sqm.	0	0	0

Appendix 3:

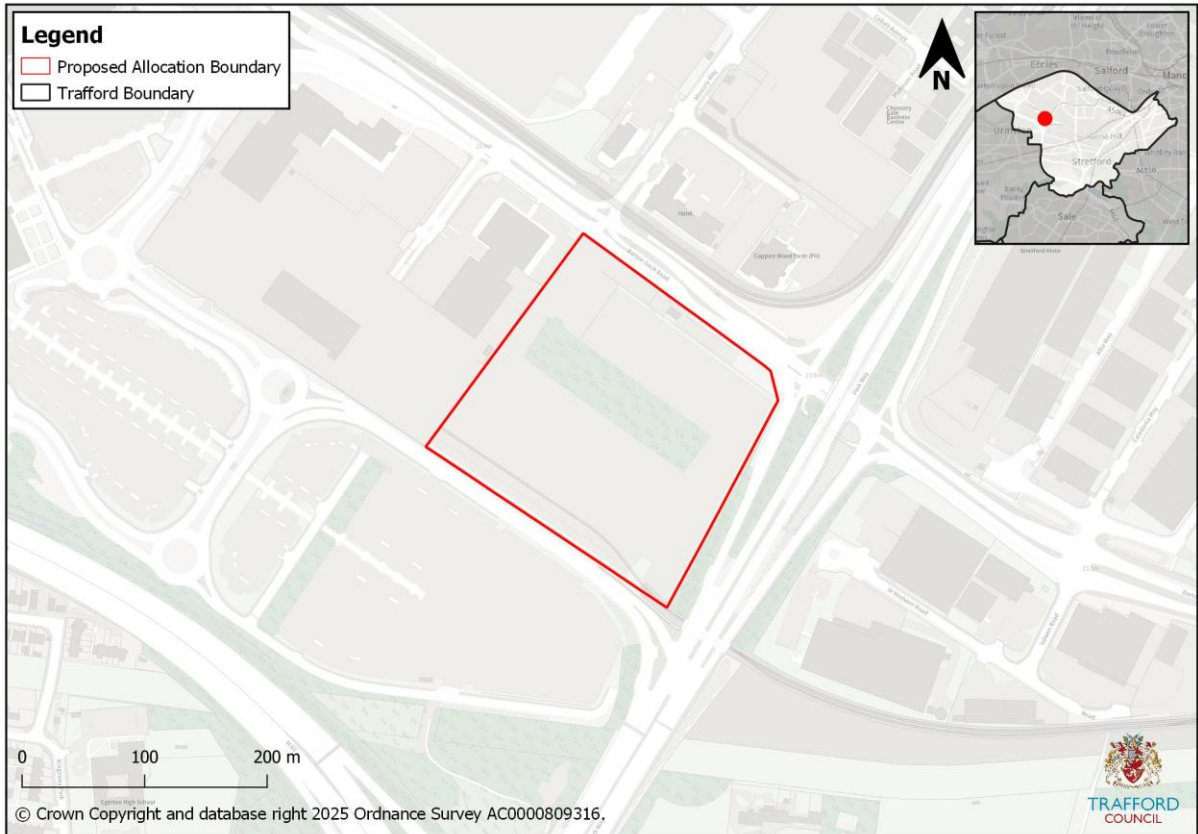
Trafford North AN42 – AN44: Large Scale Leisure

AN42: Former Event City, Barton Dock Road



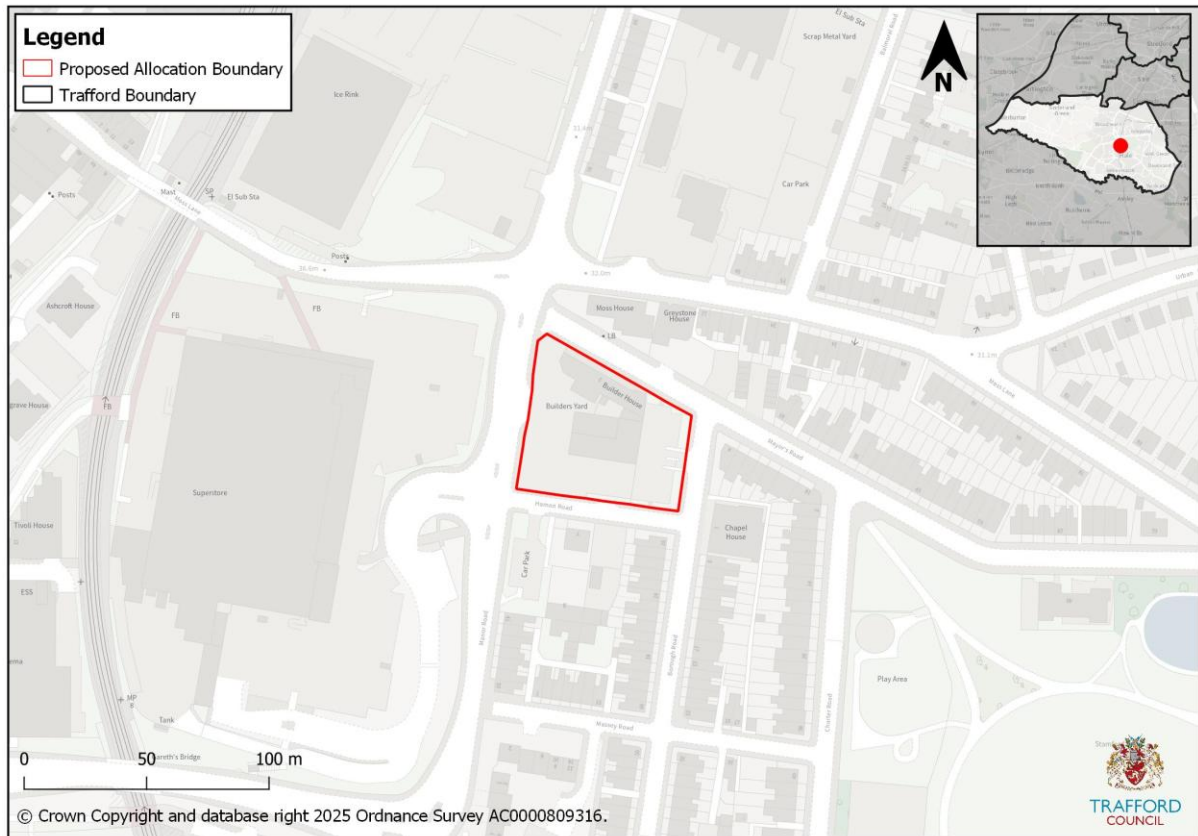
Address:	Former Event City, Barton Dock Road
Site Size (Ha):	12.23

AN43: Former Container Base, Barton Dock Road



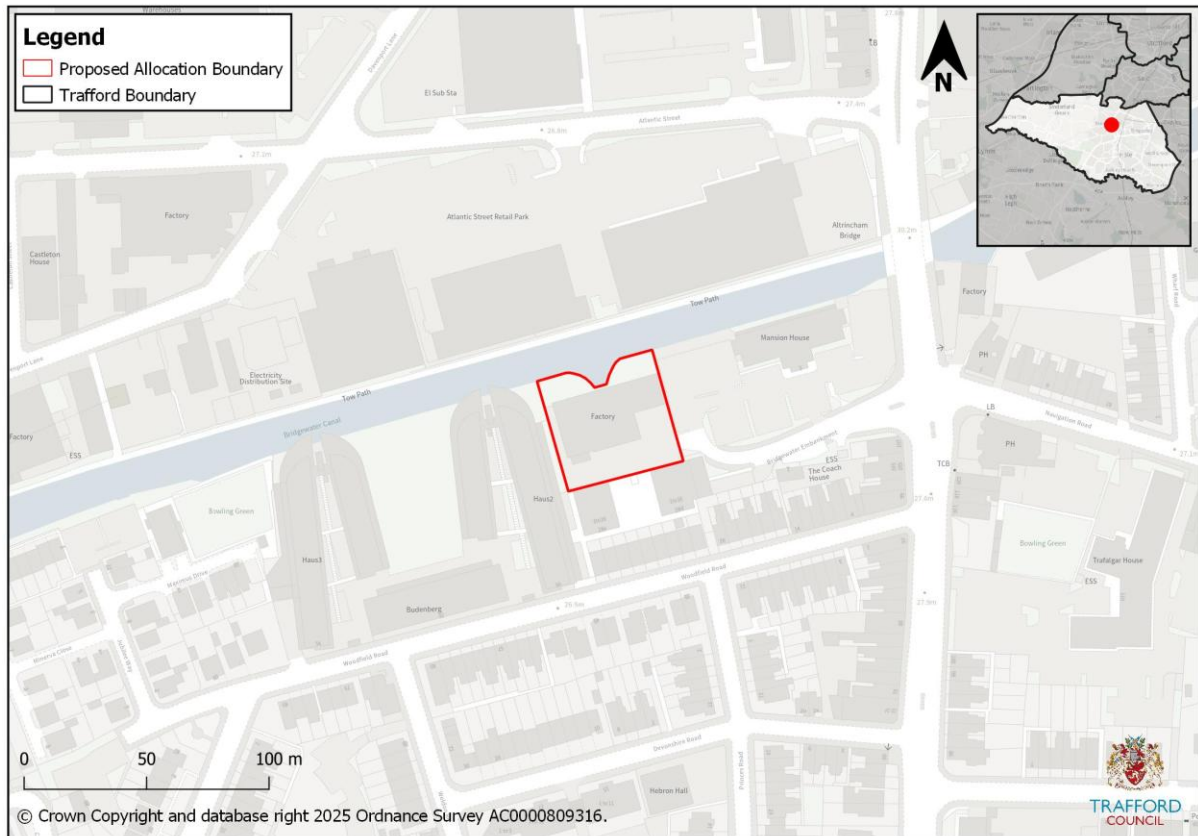
Address:	Former Container Base, Barton Dock Road
Site Size (Ha):	4.67

AS6: Land at Mayors Road, Manor Road, Altrincham



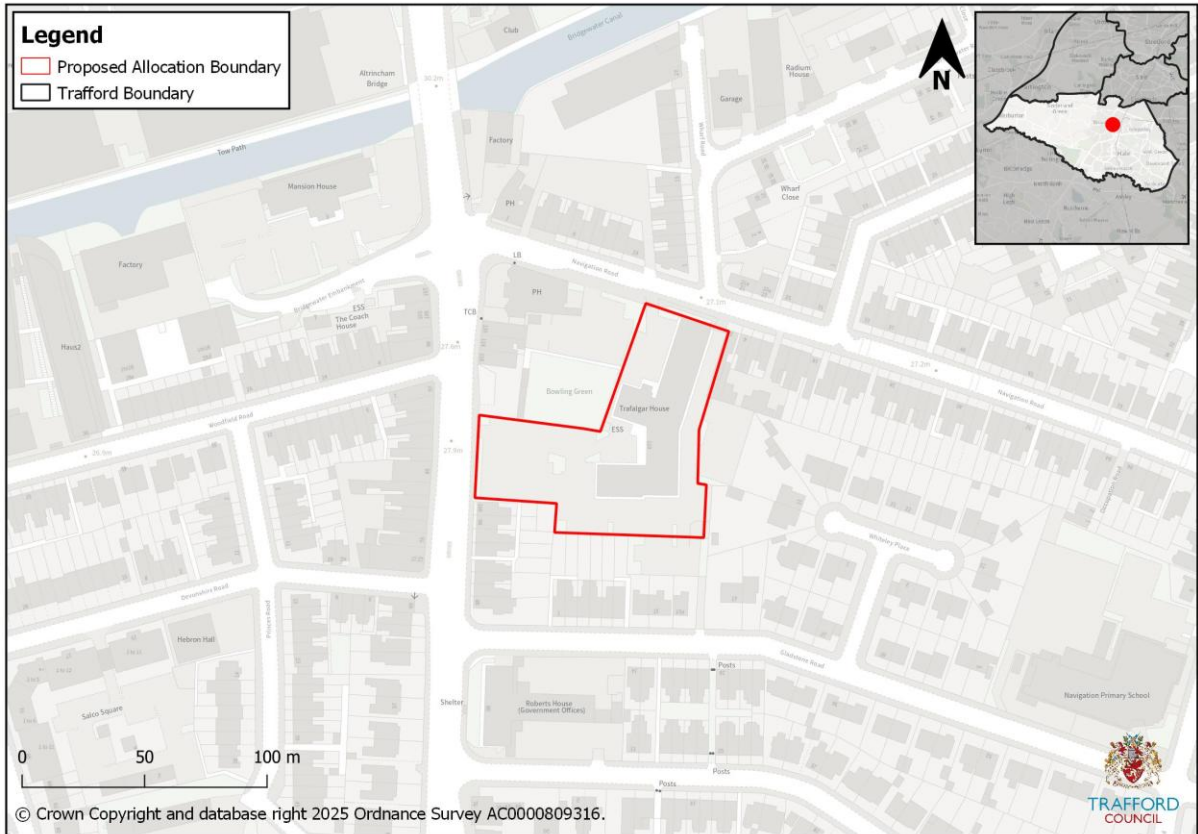
Address:	Land at Mayors Road, Manor Road, Altrincham			
Site Size (Ha):	0.35			
Allocated for:	34 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	0	34	0

AS7: Bridge Works, Altrincham



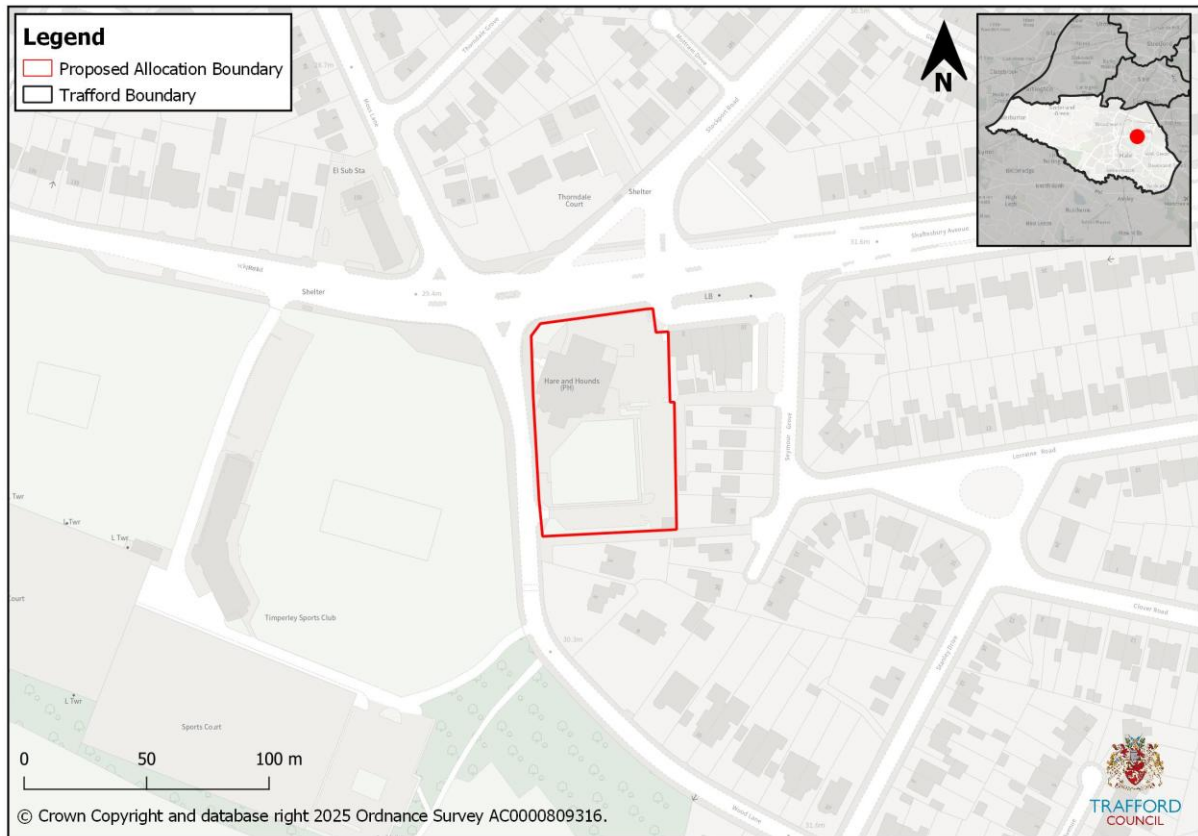
Address:	Bridge Works, Altrincham			
Site Size (Ha):	0.24			
Allocated for:	32 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	32	0	0	0

AS8: Trafalgar House, Altrincham



Address:	Trafalgar House, Altrincham			
Site Size (Ha):	0.54			
Allocated for:	31 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	0	31	0

AS11: Hare and Hounds Public House, Altrincham

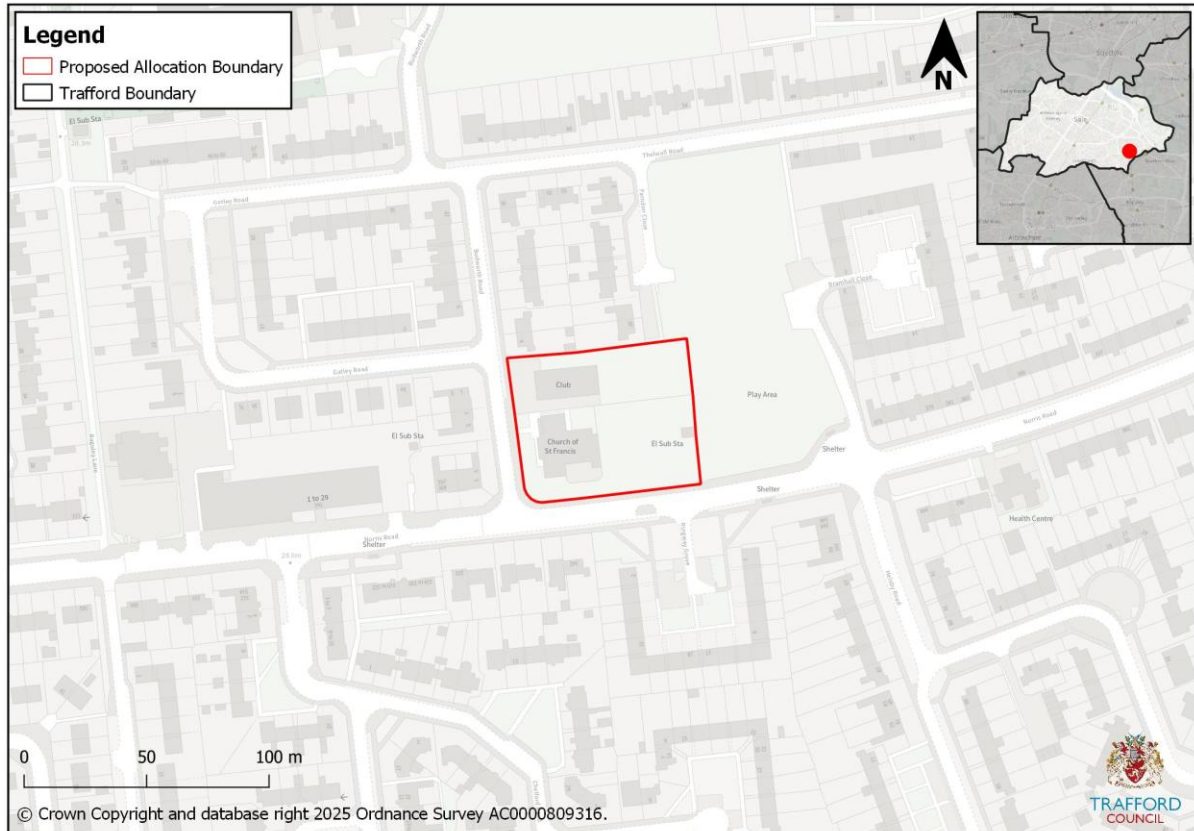


Address:	Hare and Hounds Public House, Altrincham			
Site Size (Ha):	0.49			
Allocated for:	20 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	20	0	0

Appendix 5:

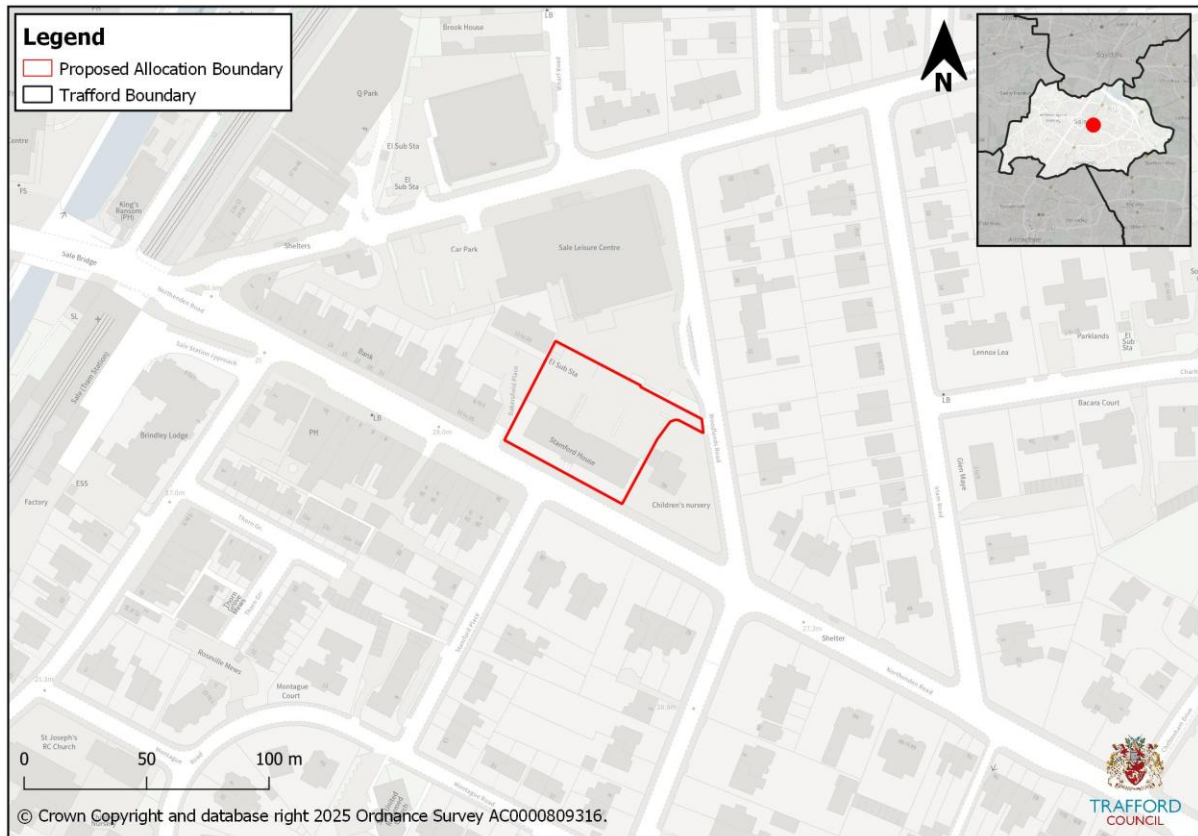
Trafford Central AC5 - AC7: Sites between 10 - 49 dwellings

AC5: St Francis Community Hall, Budworth Road, Sale



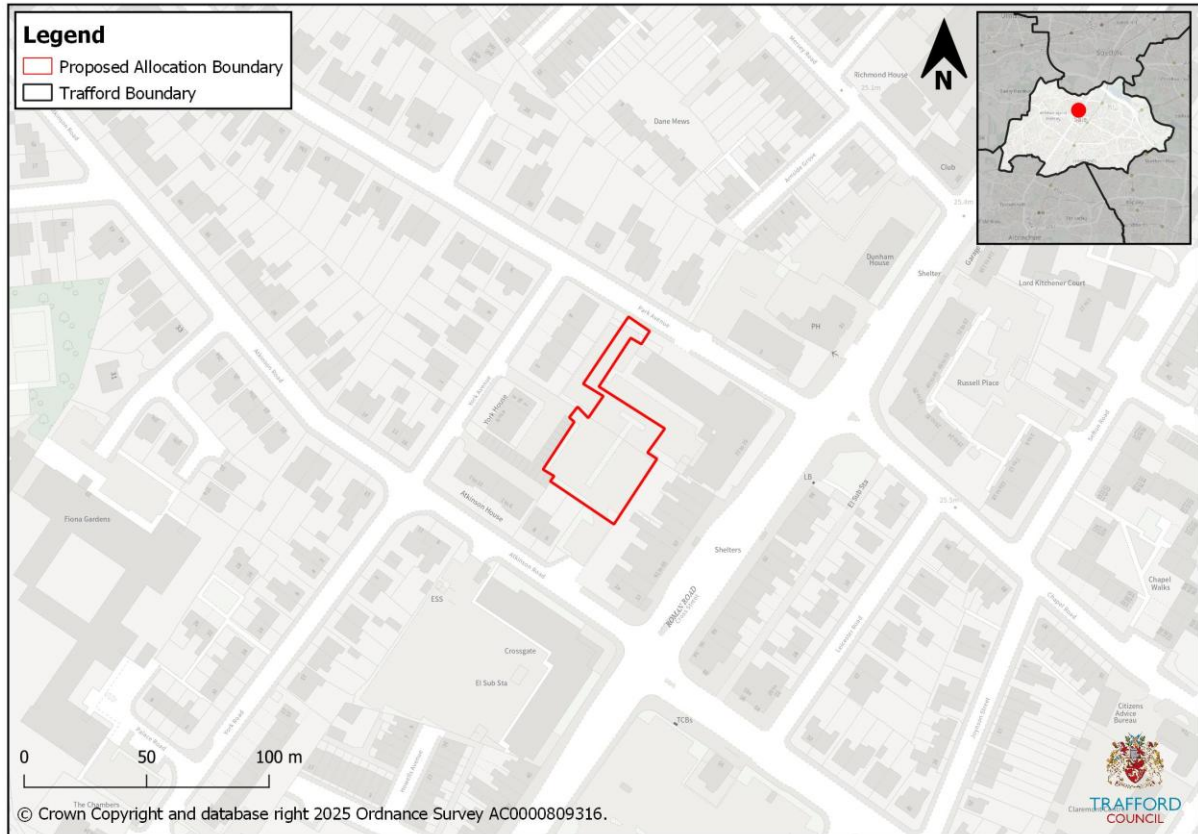
Address:	St Francis Community Hall, Budworth Road, Sale			
Site Size (Ha):	0.43			
Allocated for:	35 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	35	0	0

AC6: Stamford House, Northenden Road, Sale



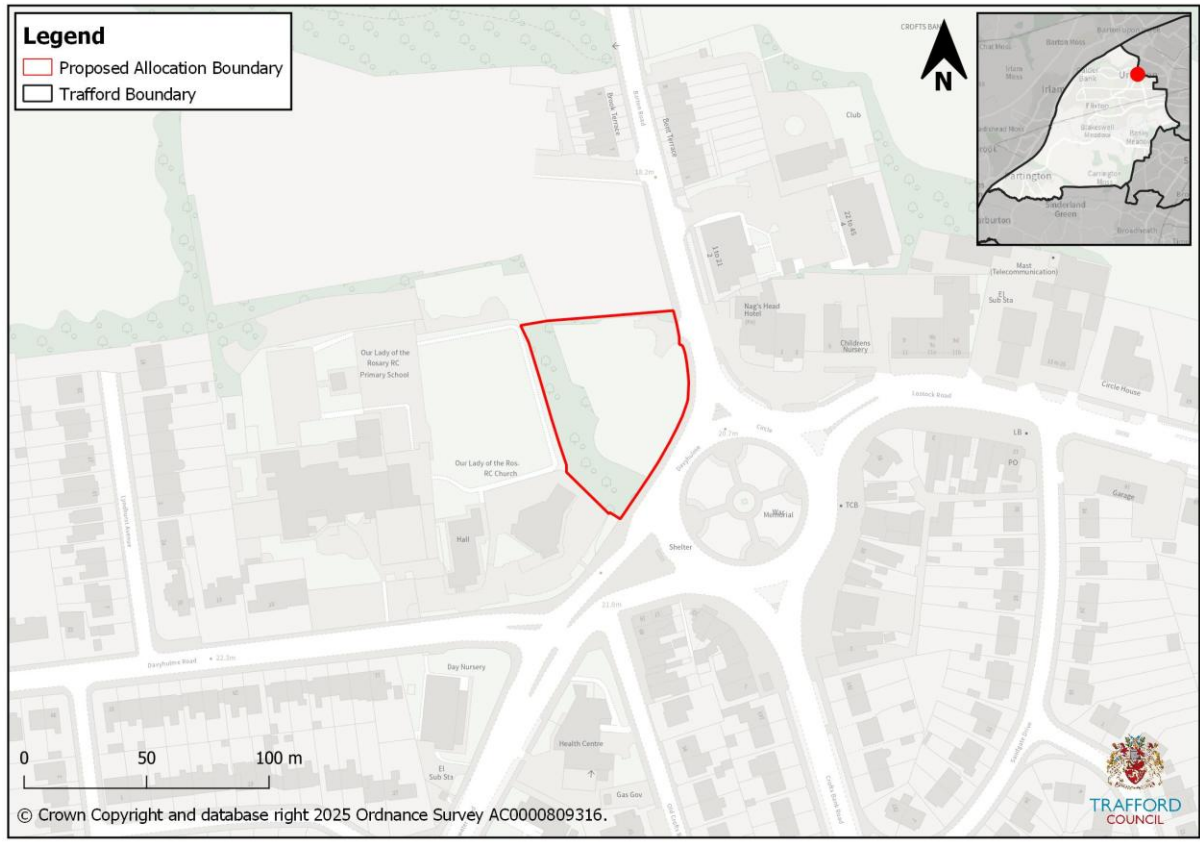
Address:	Stamford House, Northenden Road, Sale			
Site Size (Ha):	0.26			
Allocated for:	18 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	18	0	0

AC7: Former Car Park, 77-79 Cross Street, Sale



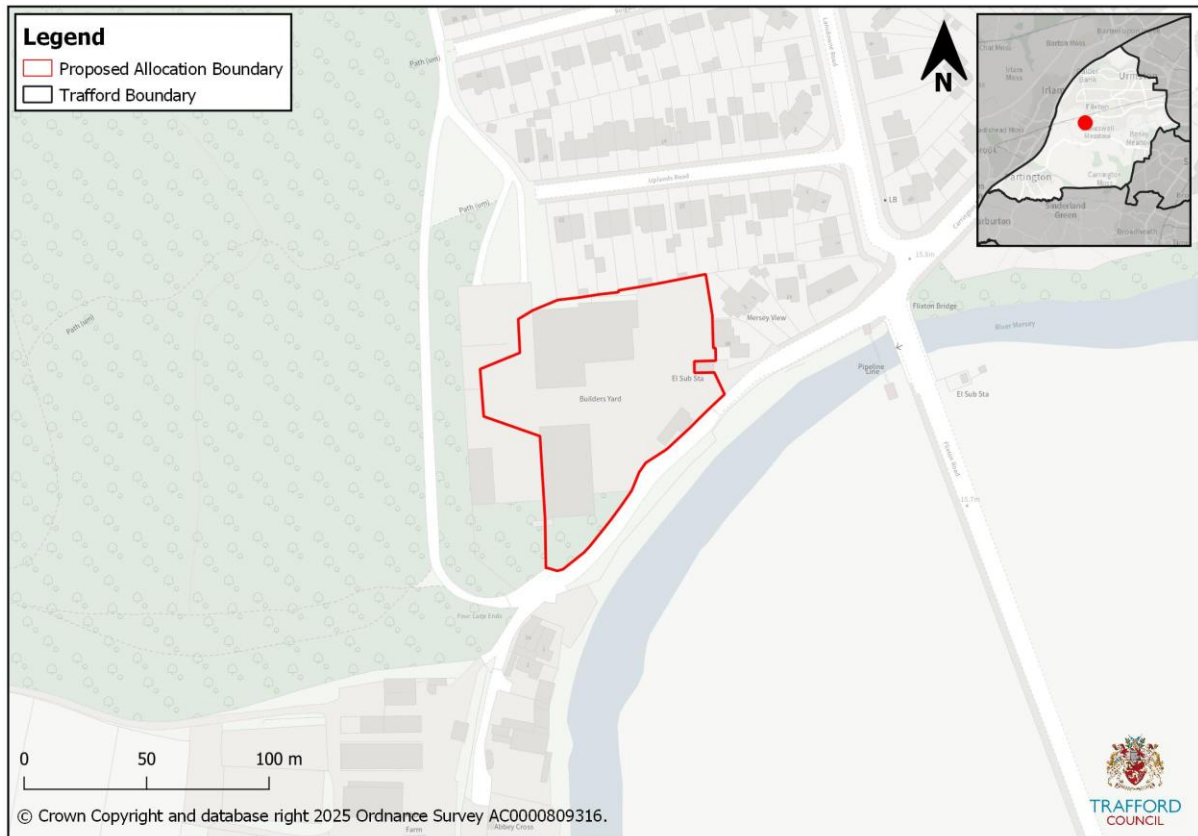
Address:	Former Car Park, 77-79 Cross Street, Sale			
Site Size (Ha):	0.17			
Allocated for:	10 dwellings			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	10	0	0	0

AW3: Former Shawe Lodge Nursing Home, 1 Barton Road, Davyhulme



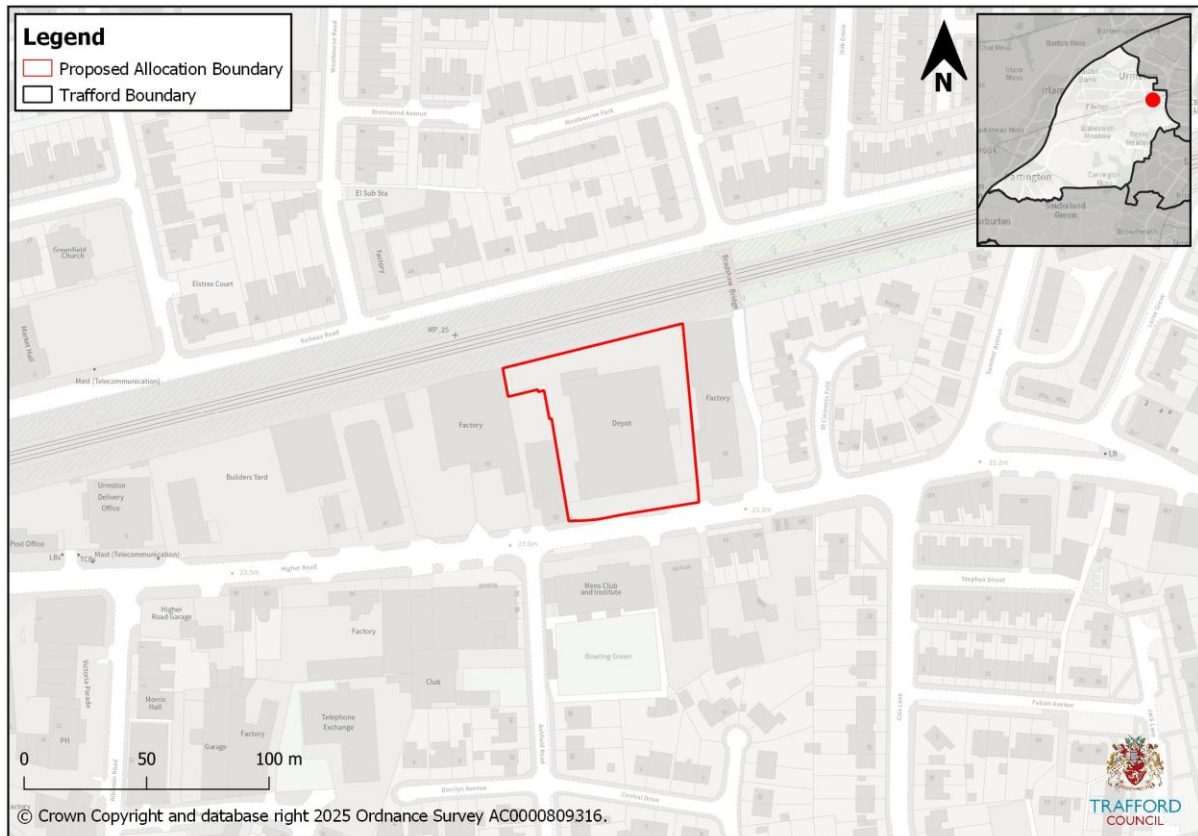
Address:	Former Shawe Lodge Nursing Home, 1 Barton Road, Davyhulme			
Site Size (Ha):	0.40			
Allocated for:	30 dwellings			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	30	0	0

AW4: Former Mosedales Brickworks, Four Lane Ends, Urmston



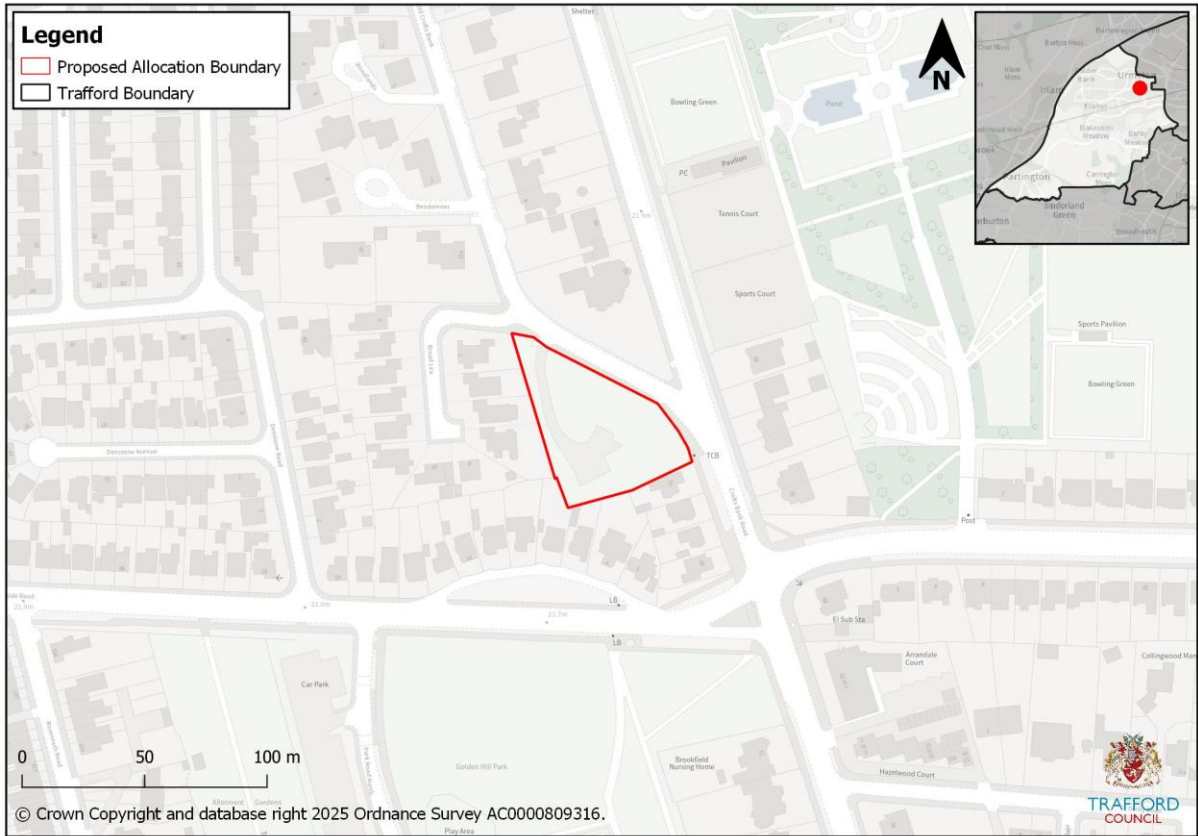
Address:	Former Mosedales Brickworks, Four Lane Ends, Urmston			
Site Size (Ha):	0.66			
Allocated for:	28 dwellings			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	28	0	0

AW5: Higher Road Depot and adjoining site, Higher Road, Urmston



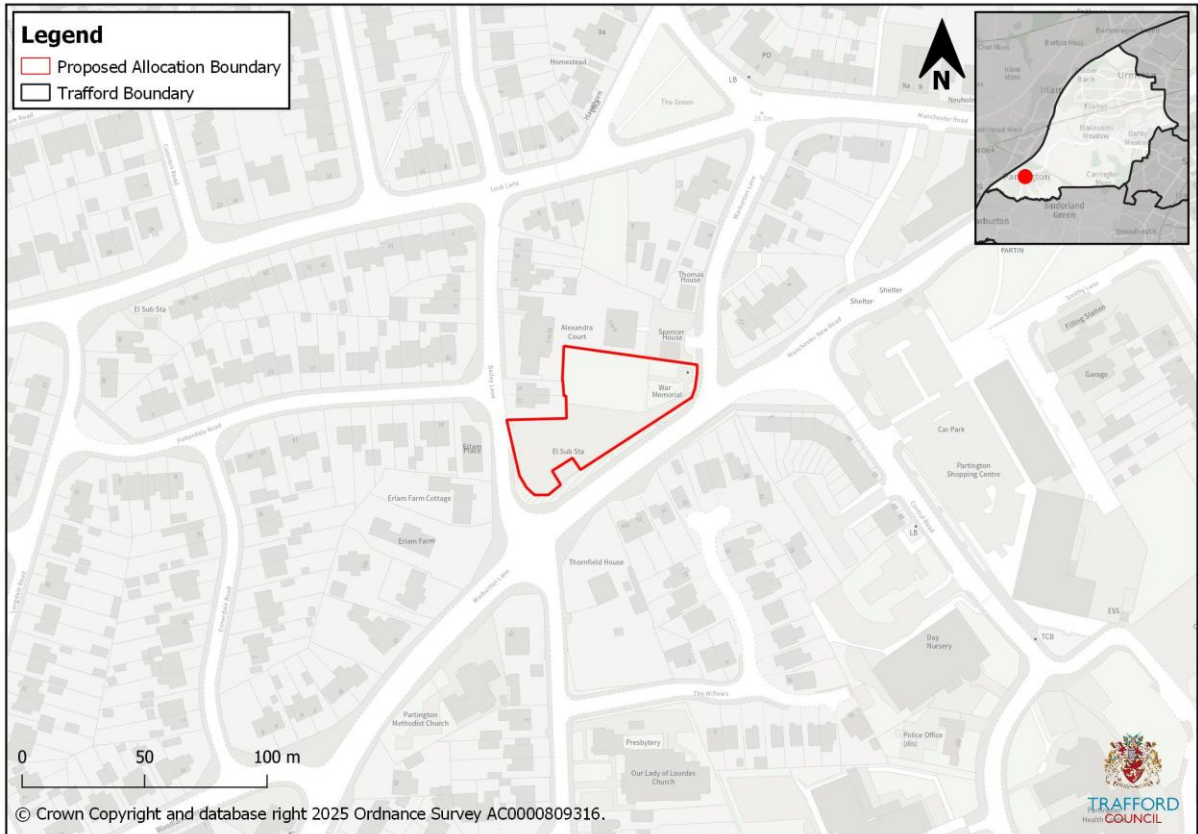
Address:	Higher Road Depot and adjoining site, Higher Road, Urmston			
Site Size (Ha):	0.41			
Allocated for:	24 dwellings			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	24	0	0

AW6: Former 1-3 Old Crofts Bank, Davyhulme, Urmston



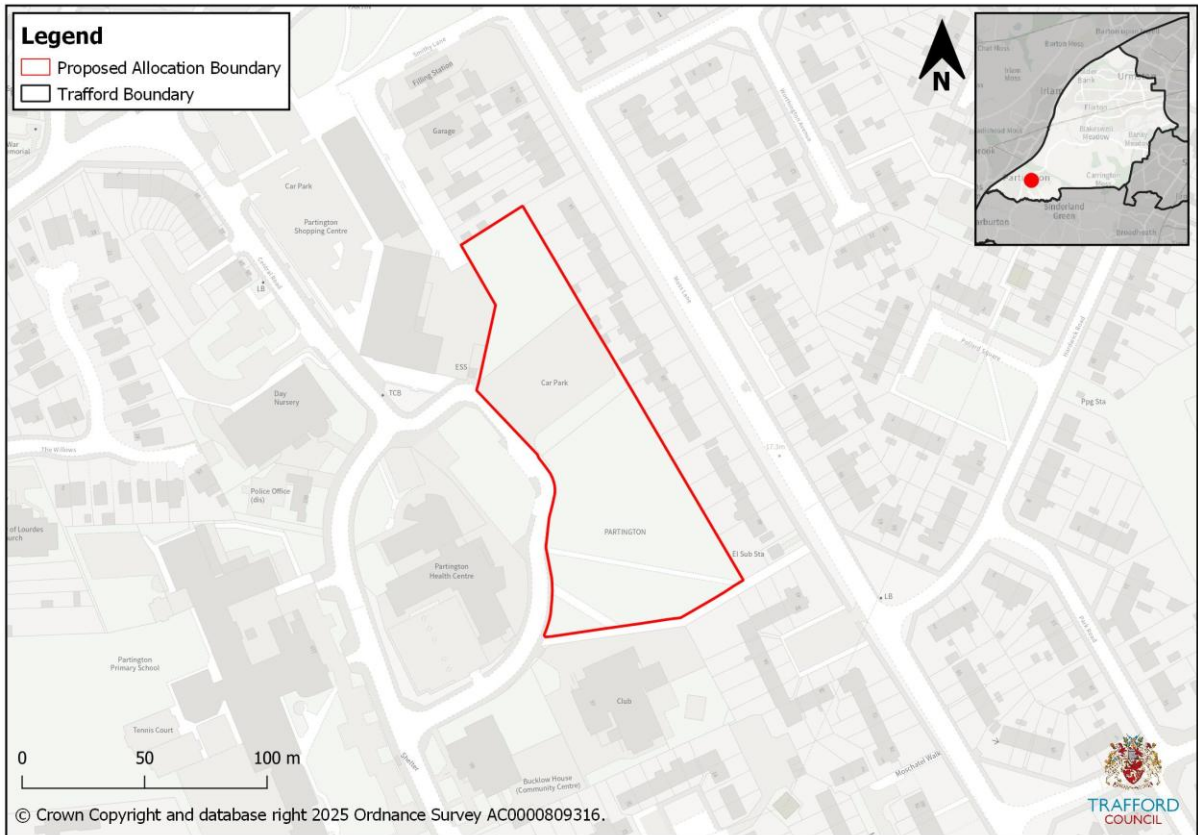
Address:	Former 1-3 Old Crofts Bank, Davyhulme, Urmston			
Site Size (Ha):	0.27			
Allocated for:	24 dwellings			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	24	0	0	0

AW7: Former Partington Social Club, Bailey Lane, Partington



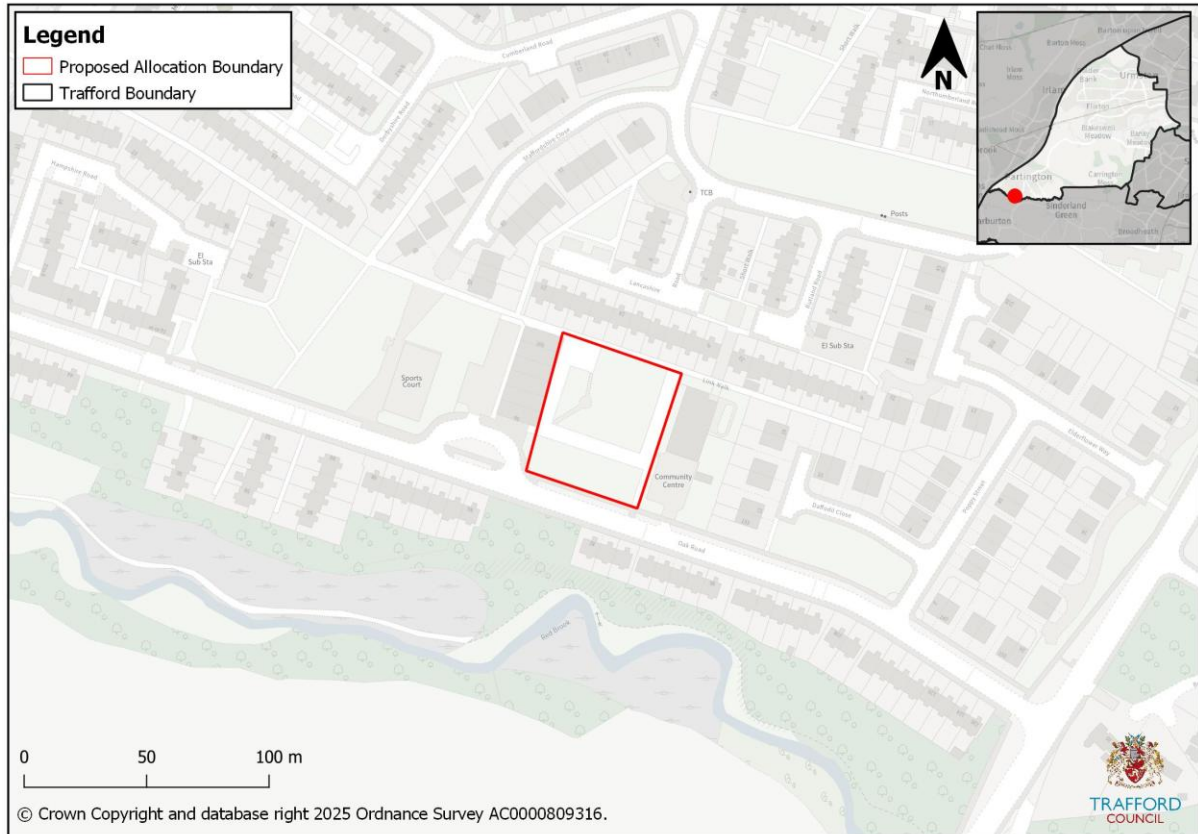
Address:	Former Partington Social Club, Bailey Lane, Partington			
Site Size (Ha):	0.23			
Allocated for:	24 dwellings			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	24	0	0	0

AW8: Land East of Partington Shopping Centre, Off Central Road, Partington



Address:	Land East of Partington Shopping Centre, Off Central Road, Partington			
Site Size (Ha):	0.89			
Allocated for:	20 dwellings			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	20	0	0

AW9: Land at Oak Road, Partington



Address:	Land at Oak Road, Partington			
Site Size (Ha):	0.29			
Allocated for:	10 dwellings			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	0	10	0	0

