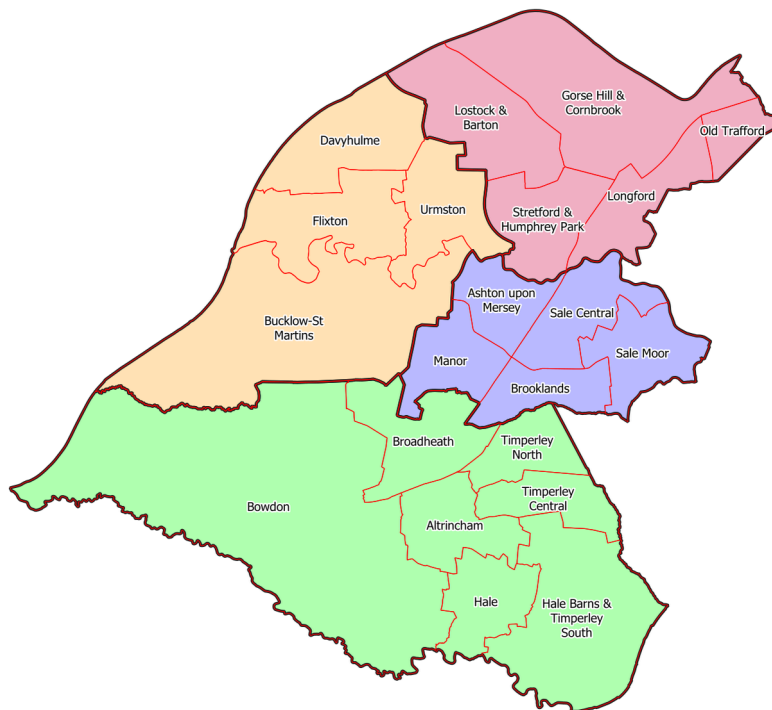


TRAFFORD LOCAL PLAN

Localities – Trafford North Place Profile April 2025



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1. Introduction

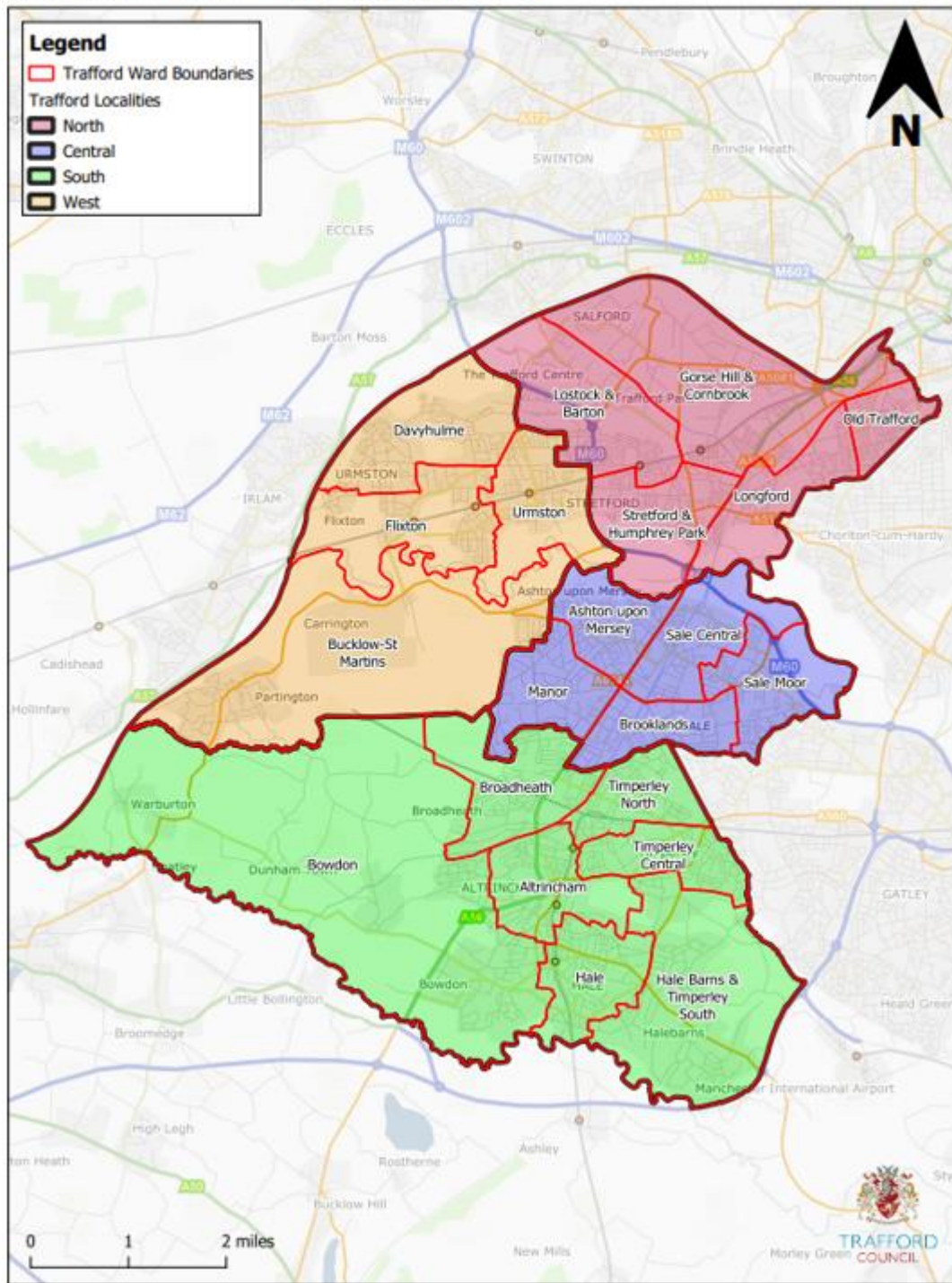
1.1 The Trafford Local Plan sets a vision and framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places.

1.2 To assist with the management of work that goes on across the borough, Trafford Council has historically grouped its wards into four larger areas known as localities, named "North", "South", "Central" and "West".

1.3 The 21 electoral wards within Trafford (which came into force from 04 May 2023) have been grouped into the following four localities:

- The North locality contains the wards of Gorse Hill & Cornbrook, Longford, Lostock & Barton, Old Trafford and Stretford & Humphrey Park.
- The South locality contains the wards of Altrincham, Bowdon, Broadheath, Hale, Hale Barns & Timperley South, Timperley Central and Timperley North.
- Central, North, South and West. The Central locality contains the wards of Ashton upon Mersey, Brooklands, Manor, Sale Central and Sale Moor.
- The West locality contains the wards of Bucklow-St Martins, Davyhulme, Flixton and Urmston.

Trafford Localities



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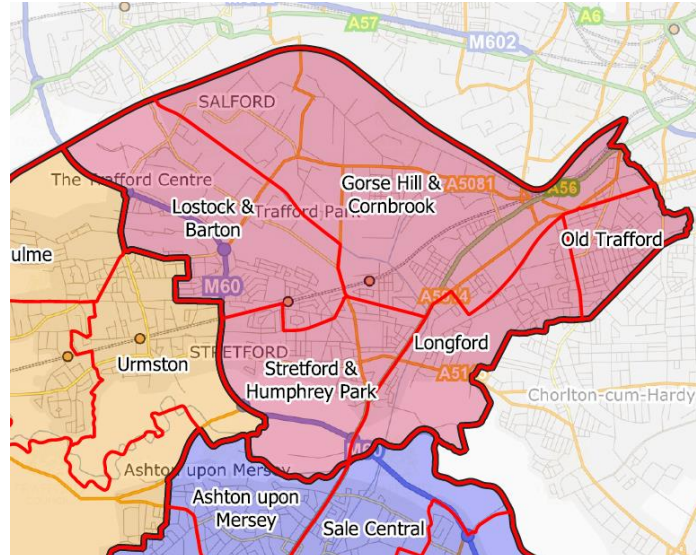
- 1.4 A Place Profile has been prepared for each of the localities, pulling together evidence on the area and setting the scene for the challenges and opportunities within it. These profiles have been used to establish the policies in the draft Trafford Local Plan.

2. Overview

2.1 Trafford North is bound to the North by the Manchester Ship Canal and the Salford City Council boundary. The Western Boundary largely follows the M60 Motorway, taking in some areas to the south of the Motorway too. The southern boundary follows The River Mersey (the historical boundary between Lancashire and Cheshire), whereas the eastern boundary borders Manchester City Council.

2.2 Trafford North is made up of the following wards:

- Gorsehill and Cornbrook
- Lostock and Barton
- Stretford and Humphrey Park
- Longford
- Old Trafford



Wards in the North Trafford Locality

2.3 The population of Trafford North is 58,875 with an average age of 36, indicating it is home to families, young professionals and children. Old Trafford has a significantly higher population density than any other ward in Trafford at 9,676 people per sq km. Old Trafford is the second most populated ward in Trafford, characterised by dense areas of terraced housing.

- 2.4 An average of 28% of households have no access to a private car, relying on public transport which serves the area well. There are a large number of cyclists in Trafford North that commute to work/school/education via the A56 and Warwick Road.
- 2.5 The wards in Trafford North are predominantly densely developed residential environments. Homes in Trafford North are typically homes for families in the form of terraced and semi-detached dwellings, with new apartment redevelopments taking place in the north closer to Manchester City Centre. Trafford North has the largest proportion of flats and private rented homes in Trafford.
- 2.6 Trafford North is home to the Civic Quarter which is centred around Lancashire County Cricket Club (LCCC) and Trafford Town Hall. Plans adopted for the area, as part of the Civic Quarter Area Plan (CQAAP) include the potential delivery of up to 4,000 new homes and up to 50,000 sqm of new office and commercial floor space.
- 2.7 Trafford North is also home to the Trafford Centre and Trafford Park, Manchester Ship Canal and parts of the M60 cutting through the south west. The Trafford Centre and its surrounds is an out-of-town shopping centre attracting visitors from all over the North West. The shops, restaurants and entertainment uses are complemented by surrounding major leisure uses including Chill Factore Indoor Snowcentre and the upcoming Therme spa resort.
- 2.8 Trafford Park is one of Europe's largest industrial areas and key to the Places for Everyone (PfE) Plan, where it is identified as part of the Core Growth Area, which includes the city centre and stretches from the Etihad Campus in the East to Port Salford in the West. Trafford Park is home to Manchester International Freight Terminal, with daily services to/from the major ports of Felixstowe, Southampton and London Gateway.
- 2.9 To the southern edge of Trafford North is Stretford Town Centre, offering local retail services and surrounded by residential neighbourhoods. The town centre is currently being considered for regeneration to the retail, residential and public space environments. In the vicinity of Stretford town centre is Longford Park, one of Trafford's largest parks, offering public open space with athletic (Trafford Athletic Club) and cycling facilities and subject to a programme of major improvements.
- 2.10 The majority of the south area of Trafford North is greenbelt land and forms part of the Mersey Valley. Kickety Brook and Stretford Meadows provide a natural habitat

for wildlife. The Trans Pennine Trail runs alongside the brook providing a pleasant walking environment.

Landmarks

- 2.11 Trafford North is home to a range of internally renowned landmarks, notably Manchester United Football Club (MUFC) and Lancashire Council Cricket Club (LCCC). Other significant landmarks include the Trafford Centre, Trafford Park, Trafford City, and Longford Park.

Other plans

- 2.12 A range of development plan documents, masterplans, and guidance documents have been prepared for the Trafford North area, including:

- Draft Trafford Wharfside Masterplan (2024)
- Refreshed Stretford Masterplan (2018)
- Pomona Masterplan (2020)
- Civic Quarter Area Action Plan (CQAAP) (2023)
- Greening Trafford Park Infrastructure Framework (2023)
- Trafford Waters Design Framework (2021)

- 2.13 Plans are also underway to transform Longford Park through the Heritage Lottery Fund. Extensive redevelopment proposals are also being drawn up for the MUFC stadium site, including a potential new stadium.

The Core Growth, Inner and Southern Areas

- 2.14 The PfE Plan establishes both a Core Growth Area and Inner Area where a higher proportion of planned development, around 50% of the GM housing supply, is expected to take place. PfE establishes the areas in each GM district that fall within the Core Growth Area and Inner Area; in Trafford, these areas are all located in Trafford North.

Core Growth Area

- 2.15 The Core Growth Area covers Pomona, Wharfside, and the area around the MUFC stadium, taking in the entirety of Trafford Park and the Trafford Centre rectangle. The

growth of the Core Growth Area will happen through higher density development, with the majority of commercial employment growth within this area.

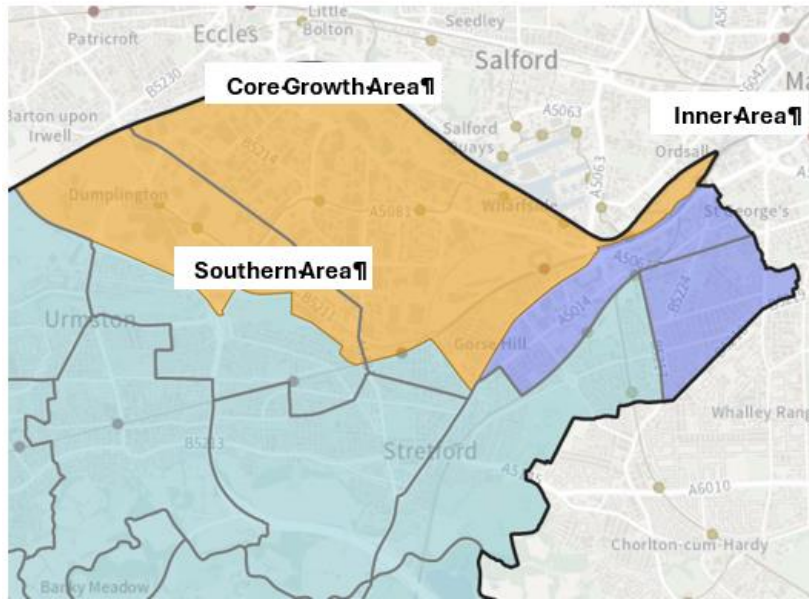
- 2.16 PfE Objective 2 looks to focus new homes in the Core Growth Area, as it provides the greatest growth potential and best opportunity to increase the international competitiveness of the city region. JP-Strat1 protects and enhances the economic role of the Core Growth Area, with sustainable development supporting major growth in the number of jobs and providing opportunities for local communities.

Inner Area

- 2.17 The PfE Inner Area covers the entirety of the Old Trafford ward as well as land north of Stretford Road, the boundary of the CQAAP, and part of Gorse Hill south of the A56.
- 2.18 JP-Strat5 looks to continuously promote Inner Area regeneration, reducing levels of deprivation and poverty and supporting the improved health and wellbeing of communities. High levels of new development will be accommodated in these highly accessible and sustainable locations. New development in the Inner Area will be predominantly residential, integrated with existing communities to enhance quality of place and local character. Infrastructure provision will facilitate growth and increased capacity, including high quality open space and improved access to the wider green infrastructure network.

Southern area

- 2.19 The rest of Trafford North, alongside the other Localities in Trafford, falls within the Southern Area as established by PfE. For Trafford North this is the southern part of the Lostock and Barton ward and the entirety of the Longford and Stretford & Humphrey Park wards. PfE seeks to sustain the competitiveness of the southern areas in a way that protects the character and quality of key landscapes, delivering broader sustainability objectives. As much use as possible should be made of suitable brownfield land and the role of town centres should be promoted.



PfE areas in North Trafford

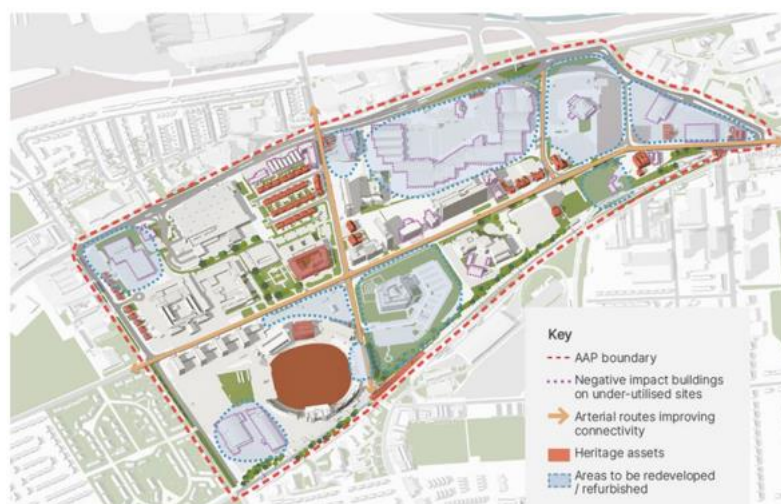
3. Character Areas

3.1 Trafford North has been split between areas that have distinct spatial characteristics and form clear character areas. Key opportunities and challenges in these areas are also summarised; further detail on these subjects is provided later in the report.

Civic Quarter

3.2 The Civic Quarter includes Trafford Town Hall, the internationally renowned tourist destination of the LCCC ground, the out-of-town White City Retail Park, and the education uses of Trafford College and University Academy 92. In addition to this, there are a range of substantial office buildings and apartments (both purpose built and office building conversions), the large Tesco Extra superstore, and vacant brownfield sites. The area is bisected by Talbot Road, with Chester Road (A56) to the north. The MUFC stadium is in close proximity.

3.3 The CQAAP supports the provision of up to 4,000 new homes and 50,000 square metres of commercial floorspace in this location, as part of plans for transforming the area into a new sustainable, diverse and vibrant mixed-use neighbourhood. The CQAAP also plans to deliver a new Processional Route from Old Trafford Metrolink stop and LCCC ground to the MUFC stadium, amplifying the connection between the two stadia.



Existing opportunities map (CQAAP, 2023)



Illustrative Masterplan for Civic Quarter¹

Key opportunities

- Expansive regeneration of the area, through delivery of high-density new apartment buildings, new, high quality employment spaces, and other new uses for the local community
- Promoting and enhancing the area’s rich history, in particular relating to former Royal Botanical Gardens and White City Greyhound Track
- Creating a distinctive character and identity for the area (as set out in CQAAP)

¹ CQAAP, 2023

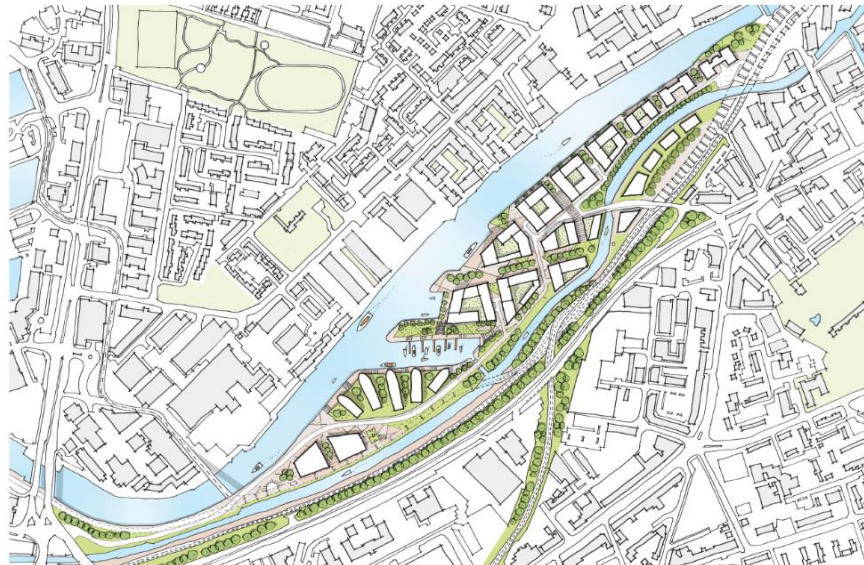
Key Challenges

- Improving pedestrian connectivity, legibility and permeability, in particular between the two stadia
- Reducing the dominance of surface car parking and road traffic (as noted in in CQAAP)
- Ensuring new residents, workers and visitors in the area use sustainable forms of transport

Pomona and Cornbrook

- 3.4 The Pomona Island and Cornbrook area is located at the northeastern edge of the borough, adjacent to the Salford and Manchester City boundaries and in close proximity to the city centre. The area has been largely vacant for over 20 years and is characterised by its former historic dockyard uses, waterside setting (from the Manchester Ship Canal and Bridgewater canal) and the conglomeration of Metrolink lines and rail lines which run in close proximity to each other.
- 3.5 Three of the five approved apartment blocks have been built to the south of Pomona Island, with two blocks in this location yet to complete. A further two blocks to the north of the island have planning permission. However, the wider site remains undeveloped.
- 3.6 The wider Pomona Island site benefits from a Masterplan submitted by the developers of previous phases. The site has excellent public transport connectivity

due to the close proximity of Pomona and Cornbrook Metrolink stops and can become a key gateway location to the borough.



Pomona Island Indicative Masterplan (Pomona Island Final Draft Masterplan, 2020)

Key Opportunities

- Delivery of transit-oriented development, close to key transport nodes and city centre uses
- Regeneration of former industrial area

Key challenges

- Ensuring further phases of Pomona development come forward
- Ensuring Pomona Island is developed in accordance with the submitted masterplan

Wharfside and MUFC

3.7 The Wharfside area is characterised by its location opposite the Quays, with pedestrian connections to MediaCity UK and Salford. The area is home to the key tourist destinations of the MUFC stadium and the Imperial War Museum North, a range of relatively low-density manufacturing and commercial buildings, as well as vacant brownfield land. The Bridgewater Canal and Wharfside Way (A5081) run through the area, acting as key spatial barriers.

3.8 The draft Wharfside masterplan proposes significant change for this area, with the delivery of new high-rise apartments, some up to 30 stories, and a range of new commercial spaces for office, research and development, and light industrial uses.

3.9 MUFC, Trafford Council and the GMCA recently entered into a partnership to guide future redevelopment of the stadium site, with the potential delivery of a new, 100,000 seat stadium and regeneration of the surrounding area.



Wharfside 3D Model²

Key opportunities

- Regeneration of Wharfside, bringing high quality new development and public realm to the area
- MUFC-led redevelopment of stadium site and surroundings, enhancing the leisure and tourism offer and bringing new economic growth

Key challenges

- Managing transport implications of stadium redevelopment
- Ensuring new residential and employment uses do not promote use of private car
- Existing physical constraints, such as Bridgewater canal
- Impact on and of existing industrial uses, such as rail freight terminal

² <https://trafforddesigncode.uk/wharfside/>

Trafford Park

- 3.10 Trafford Park is a key location for industry and business activity within the Manchester City Region and the largest employment area in Europe. The area is characterised by a range of industrial, storage, and distribution facilities and ancillary office development.
- 3.11 Trafford Park is bound to the north by the Manchester Ship Canal and the Quays, and largely to the south by the Bridgewater canal (with some industrial and commercial uses extending beyond this). The Manchester International Rail Freight Terminal is located beyond the Bridgewater canal to the southeast. The Metrolink Trafford Park Line runs through the centre, offering services to Manchester city centre.
- 3.12 To the north, nestled within industrial uses is the Trafford Ecology Park. Trafford Park Village, located to the east, is a local neighbourhood centre home to smaller scale office development and a range of retail and community facilities.

Key opportunities

- Supporting new green industries and facilitating the decarbonisation of Trafford Park
- Building on existing status as a renowned hub for industry and employment
- Creating high-quality new green/blue infrastructure and public realm, as set out in Greening Trafford Park Infrastructure Framework
- Enhancing Trafford Park Village, introducing new uses

Key challenges

- Ensuring new development is low carbon and highly sustainable
- Mitigating impact of HGV movements
- Ensuring Trafford Park is adaptable to future climate change (i.e. extreme heat, increased rainfall)

The Trafford Centre Rectangle

- 3.13 The Trafford Centre Rectangle is an area in the north west of Trafford, to the south west of Trafford Park, separated from it by the Bridgewater Way.
- 3.14 This area is dominated by the Trafford Centre, a regionally significant shopping centre and major visitor attraction located just off the M60 offering a large number of retail uses alongside a food and drink and leisure offer. A range of leisure attractions, such as the Chill Factore indoor snowcentre and Trafford Golf Centre also draw visitors. The area includes two large supermarkets and commercial and industrial uses and is generally characterised by a considerable amount of surface level car parking.
- 3.15 The Trafford Waters development site adjacent to the Manchester Ship Canal also proposes a new mixed-use neighbourhood, with delivery of approx. 1,900 new homes, 80,000 sqm of new office space, and new commercial space and community facilities.
- 3.16 The Trafford Centre Rectangle is bound by the Bridgewater Canal, Manchester Ship Canal, M60 Motorway, and Park Way (A5081). The Metrolink Trafford Park Line runs through the centre of the Rectangle which is also served by bus services.

Key opportunities

- Delivery of a new, high-density mixed-use community at Trafford Waters
- Economic growth from new leisure/tourism attractions

Key challenges

- Reducing use of private car to reach retail/leisure uses
- Ensuring new residential development is integrated with surrounding area, with good pedestrian and active travel links

Stretford Town Centre

- 3.17 Stretford Town Centre is characterised by a range of retail facilities and largely dominated by the presence of Stretford Mall. The A56 and Bridgewater Canal act as spatial barriers here, shaping the development pattern and affecting the movement of pedestrians and traffic.

Key opportunities

- Redevelopment of Stretford Mall and regeneration of surrounding area
- Improving active travel routes and public realm improvements

Key challenges

- Permeability across A56
- Reducing private car use, particularly for short trips

Suburban residential – Stretford, Old Trafford, Longford and Longford Park

- 3.18 These areas are almost entirely residential, and made up of a variety of terraced, semi-detached and detached housing. There are areas of denser terraced Victorian houses surrounding Hullard Park in Old Trafford and north of the A56 in Gorse Hill. Surrounding Stretford town centre, there are largely semi-detached houses stretching out to the M60 and the green spaces that ring Stretford. Either side of the M60, Lostock and north Urmston also contain largely semi-detached houses.
- 3.19 These areas are characterised by large green spaces, such as Stretford Meadows, turn Moss Playing Fields, and Longford Park surrounding Stretford and Kingsway Park in north Urmston.

4. Analysis - Physical

Trafford Park

- 4.1. Trafford North is home to Trafford Park, which was the first planned industrial estate in the world and is still one of Europe's largest. It is recognised by and strengthened through PfE policy and covers an area of 4.7 square miles. Trafford Park has traditionally been the location for all types of employment development, including warehousing, offices, and light and heavy industrial uses. In more recent times, pure employment uses have been undermined by other uses being permitted including retail and leisure.
- 4.2. Prior to the development of the industrial park, Trafford Park was a deer park, the remaining 4.5 hectares of which is now Trafford Ecology Park (formerly the Trafford Park boating lake). The Ecology Park supports a wide variety of wildlife including foxes, newts and hedgehogs and is one of two Local Nature Reserves in Trafford.
- 4.3. Trafford Park has historically gone through periods of decline due to the area being unequipped to keep pace with changing technology or shipping methods along the Manchester Ship Canal. However, Trafford Park received significant investment in the 1980s and 1990s through a Development Cooperation³ and has seen high rates of business start-ups⁴. Currently, there are over 1,300 businesses employing over 35,000 people.
- 4.4. Trafford Park Village was developed as a residential area for workers within Trafford Park. Streets within this area are set out in a clear grid pattern as numbered avenues. The Village was self-contained with facilities for residents including shops, a school, churches and sports facilities. Due to a deterioration in the condition of the homes there was a large amount of clearance leaving under 100 homes which still remain in the area.
- 4.5. Trafford Park has previously been served by horsepower, gas powered tram and a railway. The Manchester International Freight Terminal deals with up to 100,000 shipping containers per year and Trafford Park railway station is in operation with trains running between Liverpool Lime Street and Manchester Oxford Road. The

³ Audit Commission, 2005

⁴ Audit Commission, 2005

Metrolink Trafford Park Line which runs from Pomona to the Trafford Centre opened in March 2020.

4.6. Trafford Park benefits from the Low Carbon Trafford Park 2038 report prepared in 2022. This outlines a roadmap to allow Trafford Park to achieve net zero carbon by 2038. The report recommends energy efficiency/conservation measures and on-site generation through solar PV, wind, hydrogen and waste heat recovery. There is significant opportunity here for innovation and job creation.

4.7. Furthermore, the Greening Trafford Park Infrastructure Framework (2023) sets out how the area can be transformed through new green/blue infrastructure, waterfront opportunities, an enhanced Trafford Park Village, and new sustainable transport routes.



Greening Trafford Park Masterplan (Greening Trafford Park Infrastructure Framework, 2023)

4.8. The many industrial and logistics uses across Trafford Park means that HGV movements are frequent. The recent National Survey of Lorry Parking showed that the North West has an 80% utilisation level across lorry parking sites. This survey also found there were 674 vehicles parked at Industrial Estates and 311 vehicles parked in laybys. There may therefore be a need for secure HGV parking and facilities for drivers in the borough, which could potentially be accommodated at or close to Trafford Park.

Transport - (Connectivity / Constraints)

Relevant PfE policies: JP-C5 Streets for All, JP-C6 Walking and Cycling, JP-C3 Public Transport, JP-C4 Strategic Road Network and JP-C2 Digital Connectivity

Public Transport

- 4.9. Metrolink was extended to the Trafford Centre in 2020, improving public transport provision to Trafford Park and the range of visitor attractions at the Trafford Centre Rectangle. The Metrolink Altrincham line runs roughly parallel to the A56 corridor through Old Trafford and Stretford, continuing towards the south of the borough. These lines offer excellent public transport connections to the city centre; however, the Trafford Streets for All A56 Study (2024) noted improvements could be made to Metrolink station access, which could increase catchment areas and patronage. There is an evidence gap regarding the extent of overcrowding on Metrolink in Trafford North.
- 4.10. The A56 Study also noted that while the A56 corridor was well served by mass transit, Metrolink ‘caters less well for the more diverse localised trips between town centres and other areas of housing and employment in the area.’ Bus services following these more orbital routes are infrequent; therefore, orbital journeys are currently inadequate, particularly on the east-west axis. As an example, a journey from Longford Park to the Trafford Centre could be taken by the 150 bus, but this currently has 30 minute headways, making private car more appealing. There is an opportunity to improve orbital public transport routes, coinciding with the introduction of bus franchising.

Canals

- 4.11. The Greater Manchester Transport Strategy 2040 notes that the Manchester Ship Canal provides an opportunity to take a proportion of freight traffic travelling between Liverpool and Manchester off roads. The Bridgewater Canal, meanwhile, presents opportunities to enhance leisure and recreation, with a traffic free route along the Bridgewater Way.
- 4.12. There is also an opportunity to reinstate water taxis in the borough, providing another sustainable transport option; previously, these have served routes along the Bridgewater Canal between Castlefield and the Trafford Centre, and between Spinningfields and Salford Quays.

Strategic Roads (A56 and M60)

- 4.13. Greater Manchester benefits from the Streets for All strategy and associated Streets for All Design Guide. The strategy notes that strategic roads, such as the A56 and the M60, need to be safer, cleaner, greener, and easier to cross. Specifically, road space should be allocated to Bee Network-standard segregated cycle routes, and frequent, Bee Network-standard crossings should be provided. PfE requires new development to follow the Streets for All approach.
- 4.14. The A56 cuts through Trafford from the M56 in the south to the Mancunian Way (A57(M)) outside Manchester City Centre. As the road passes through Trafford North it is predominantly 4 or 6 lanes wide creating a car dominated, congested and polluted environment. The pedestrian connectivity along and across the A56 is limited causing the A56 to split the areas it passes through in half.
- 4.15. The A56 Study (2024) found extensive private car use for short trips, low active travel mode share, poor permeability, poor public realm and green space, as well as infrequent bus services. This report cautions that road interventions may worsen congestion or cause re-routing onto unsuitable roads. A key goal should be to reduce private car use further along this corridor. There is an opportunity for new development to create high quality green space and public realm and for transport interventions that improve permeability and reduce severance for active travel.
- 4.16. The M60 also acts as a spatial barrier, cutting the borough in two. This is particularly penitent in the Longford/North Urmston area, given there are residential areas both sides of the motorway. The Greater Manchester Transport Strategy 2040 notes that despite playing a vital role in the life of the Region, the M60 is the second most congested motorway in England. The Strategy also notes that the limited number of crossings over the Manchester Ship Canal leads to congestion on the M60 around Barton High Level Bridge, leading to overflow onto local roads.

Digital connectivity

- 4.17. PfE Policy JP-C2 sets out the ambition for the city region to be the UK's leading digital city and in the top five in Europe. Thus, improving digital infrastructure is a stated priority of PfE. PfE Policy JP-C2 supports mobile technology, full fibre connectivity, future-proofed gigabit-capable network connections, and free, secure high speed public Wi-Fi.

- 4.18. Currently Trafford is an unequal borough in terms of broadband speeds. While there are relatively quick median speeds in the Stretford and Humphrey Park (148.1 Mbit/s) and Lostock and Barton (136.9 Mbit/s) wards, the Old Trafford ward has the second lowest median speed in the borough, at only 57.3 Mbit/s. The Longford and Gorse Hill and Cornbrook wards, both containing areas of growth at the Civic Quarter and Wharfisde/Pomona, have relatively slower speeds too, at 105.8 Mbit/s and 124 Mbit/s respectively.

Housing

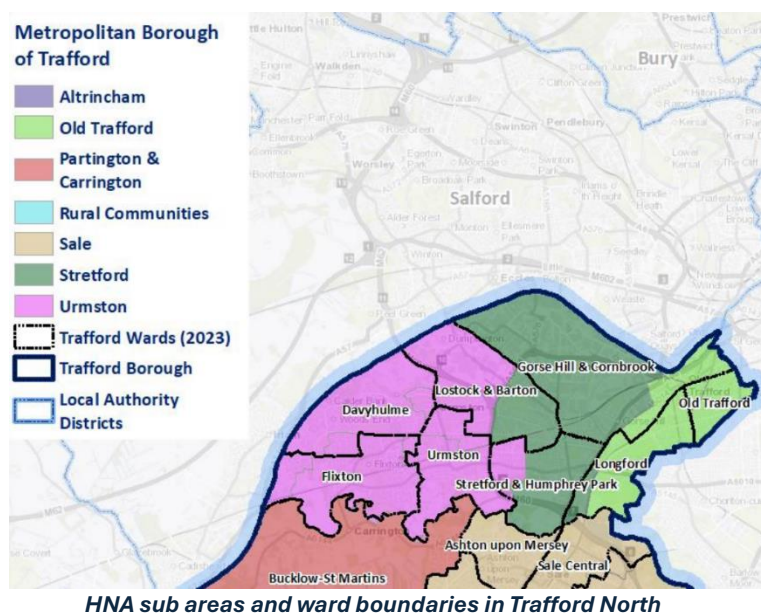
Relevant PfE policies: JP-H1 Scale, Distribution and Phasing of New Housing Development, JP-H2 Affordability of New Housing, JP-H3 Type, Size and Design of New Housing and JP-H4 Density of New Housing

Overview

- 4.19. Current housing stock varies significantly across Trafford North. There are dense Victorian terraced properties in the Old Trafford and Gorse Hill areas, as well as Stretford town centre. The rest of Stretford, Lostock, North Urmston, and Longford largely comprise semi-detached properties. At Pomona and Cornbrook and the Civic Quarter, there are high rise apartments either recently built or under construction. There are approximately 30 licensed HMOs across the Old Trafford/Longford areas.
- 4.20. The Old Trafford area has high social rent and low home ownership levels. The Gorse Hill and Cornbrook ward has the lowest level of home ownership in the borough and the highest proportion of flats/apartments. However, other areas of Trafford North, such as Stretford and Lostock, have high levels of home ownership.
- 4.21. Recent Census data suggests that the Old Trafford, Firswood, and Gorse Hill areas suffer from overcrowding. The Old Trafford and Gorse Hill and Cornbrook wards are also the two most deprived wards in terms of housing in the borough according to Census data.

Housing Need

- 4.22. The most recent Housing Needs Assessment (HNA) (2023) considers the required market dwelling mix by sub-area, drawing on demographic data and the expectations of existing and newly-forming households planning on moving in the general market. This showed a particular need for 2 and 3 bed market houses across Trafford North. In the Stretford (Stretford, Lostock and Gorse Hill) HNA sub-area there appears a particular need for 2 bed market houses. In the Old Trafford (including Longford) sub-area, the HNA suggests a particular need for 3 bed market houses, with some need for 4+ bed houses.

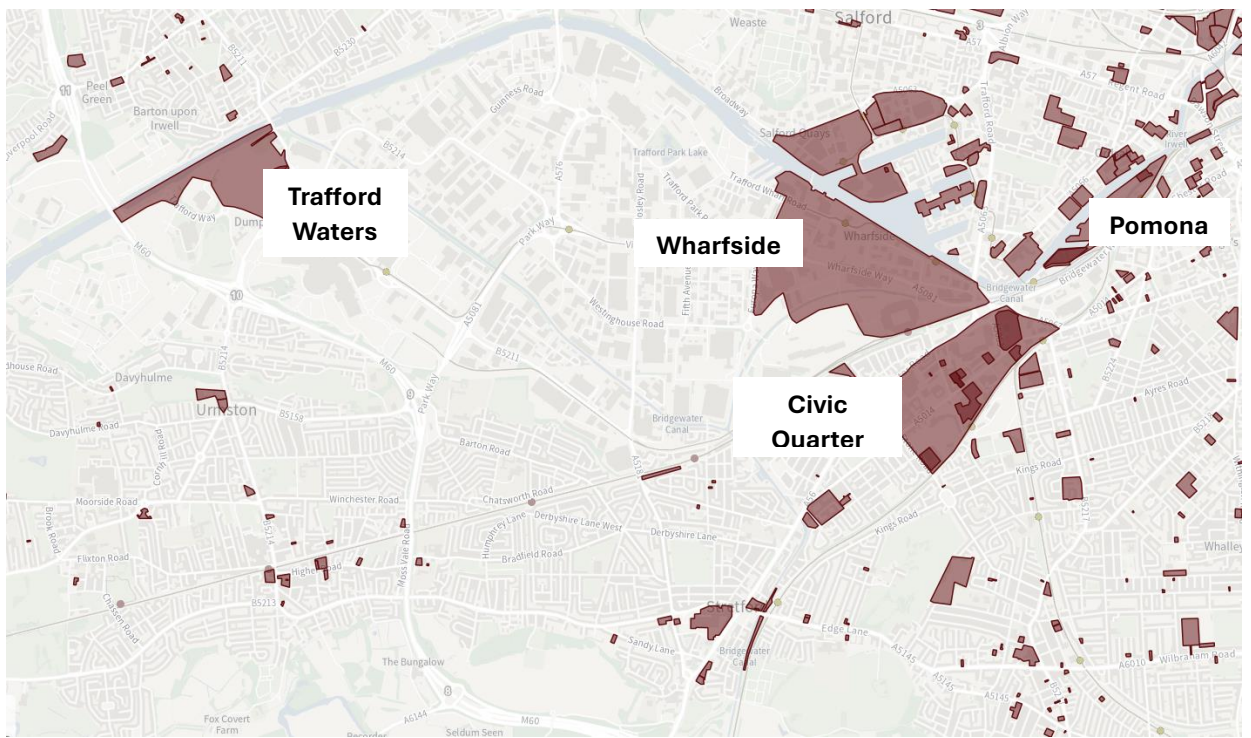


- 4.23. The HNA also assesses the required mix for affordable rent and shared ownership by sub-area. According to the 2023 HNA, the current gross unmet need for affordable housing is 2,010 in the Old Trafford sub-area and 1,797 in the Stretford sub-area.
- 4.24. In the Stretford sub-area, there is a particular need for 3 bed houses for affordable rent and 2 bed houses and 2 bed flats for shared ownership. In the Old Trafford sub-area, there is a particular requirement for 1 bed flats for affordable rent and 3 bed houses and 2 bed flats for shared ownership.

Future Supply

- 4.25. Approximately 88% of the housing supply in Trafford North is currently projected to come from new apartments. Most of these developments will come forward on brownfield, previously developed land. As seen below, the key strategic sites are at the Civic Quarter, Wharfside, Pomona, and Trafford Waters.

4.26. At Trafford Waters in the west, approximately 3,000 flats have planning permission, with a specialised care home facility under construction. The Civic Quarter is expected to deliver at least 2,500 new homes up to 2037. Key sites at the Civic Quarter include Lumina Village (572 apartments and 67 houses under construction) and the former GMP site, which could deliver 650 new flats. Wharfside has an indicative capacity of approx. 600 houses and 3,000 flats (including the ‘Matey’ site). Meanwhile, Pomona Island, which could deliver 2,700 new homes in total (predominantly apartments), is only partially built out. At Stretford Mall, redevelopment proposals could deliver 800 new flats.



Greater Manchester Housing Supply 2023 (annotated)

Supply vs need

4.27. In the Stretford sub-area, the low supply of 2 bed and 3 bed market houses (shown in the SHLAA) is not aligned with the required market mix suggested by the HNA; by contrast, housing supply is heavily skewed towards flats, in excess of the required mix indicated by the HNA.

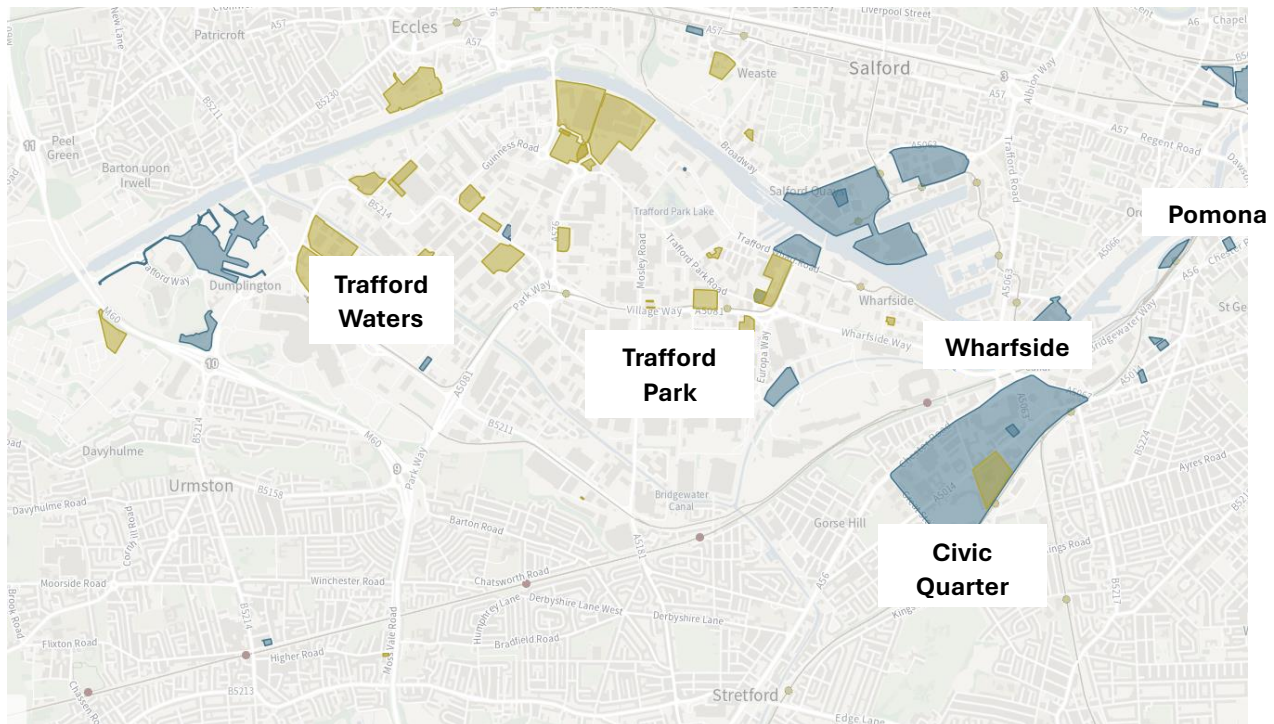
4.28. However, PfE Policy JP-H4 states that new housing should be of a density appropriate to its location and accessibility. Key areas of residential growth such as the Civic Quarter and Pomona score highly on the Greater Manchester Accessibility Level (GMAL), meaning that delivery of new houses will often be inappropriate and not making efficient use of land.

- 4.29. In the Old Trafford sub-area, market supply appears more closely aligned with market need, with a greater proportion of houses appearing in the SHLAA.
- 4.30. Currently, there is a limited identified supply of homes for affordable rent and shared ownership across Trafford North. Viability has and will continue to be an issue, leading to schemes failing to deliver affordable homes on site. Across the locality, new affordable homes should be delivered to address the affordable housing mix suggested by the HNA, with a particular focus on 1 bed flats for affordable rent and 2 bed flats for shared ownership.

Employment – (Type, Health of employment area, Future potential)

Relevant PfE policies: JP-Strat 1 Core Growth Area, JP-J2 Employment Sites and Premises, JP-J4 Industry and Warehousing Development and JP-J3 Office Development

- 4.31. The 2020 Trafford Employment Land Review (ELR) indicated that Trafford North had a total supply of approximately 350,000 sqm of employment land, accounting for 45% of the borough’s overall employment land supply. The ELR also indicated approx. 25,000 sqm of employment land with extant permission at Trafford Park, largely for industry and warehousing. A key issue facing Trafford Park is the threat of leisure expansion (thus reducing stock of traditional employment space).



Greater Manchester Warehousing (Yellow) and Office (Blue) Employment Land Supply 2023 (annotated)

- 4.32. The Wharfside area is an existing industrial/employment area subject to a draft regeneration masterplan. As of the 2020 ELR, the Wharfside and Pomona area had a potential future supply of approx. 38,000 sqm of new employment floorspace, largely for new offices.
- 4.33. New employment space will also be delivered as part of the CQAAP, which has the potential to deliver up to 50,000 sqm of new office and commercial space (use class E(c) and E(g)). Some development within the CQAAP area is seeing loss of office space due to conversions to residential, with amenity and alignment with space standards a potential issue here. Nevertheless, new purpose build office development is expected to come forward as part of the CQAAP.
- 4.34. PfE identifies South Manchester as being a primary location for office development outside of Manchester City Centre, noting in particular the demand for office space in town and district centres in Trafford. PfE Policy JP-J3 sets out how town centres such as Stretford can offer a strong local economic profile for companies with lower cost options and excellent public transport connections. Smaller employment areas are an important source of local employment and business opportunities.

Heritage / Archaeological features

Relevant PfE policies: JP-P2 Heritage, JP-G1 Landscape Character, and JP-P3 Cultural Facilities

- 4.35. Despite the dominance of Trafford Park, Trafford North is home to a range of heritage assets and listed buildings. In the Civic Quarter, key sites include the entrance portal and lodges to the former White City Greyhound Track (Grade II listed) and heritage associated with former Royal Botanical Gardens. There are opportunities to enhance these heritage assets as part of the CQAAP. Other listed buildings in this area include Trafford Town Hall (Grade II), Old Trafford Bowling Club Pavilion (Grade II), Gorse Hill Park Entrance Portal and Lodges (Grade II) and the Great Stone (Grade II).
- 4.36. The Pomona and Cornbrook area is home to the Empress Conservation Area, which is centred around the impressive Grade II listed former Duckworth Essence Factory, built in 1896. Planning permission has been granted to convert the building into a mix of worship, communal, leisure, educational and administrative uses associated with the Church of Scientology. This area is also home to historic infrastructure associated with dockyard and railway uses.

- 4.37. Stretford benefits from a range of Grade II listed buildings, including the Mixed Gothic Revival Civic Theatre (built 1879), the Art Deco style Former Essoldo Cinema, the Church of St Matthew, Church of St Ann, and St Ann's Presbytery. To the south, aqueducts over the River Mersey and Bridgewater Canal are also Grade II listed. Longford Park is covered by the Longford Conservation Area.
- 4.38. West of the Trafford Centre and Trafford Park, there is infrastructure associated with the history of the Manchester Ship Canal, including the Grade II* Barton Road Swing Bridge. In this area the Barton Upon Irwell Conservation area covers part of the bridge, the Church of All Saints (Grade I listed) and All Saints' Presbytery (Grade II listed). Within Trafford Park itself, planning permission has been granted to convert the Grade II listed Mixed Renaissance style Trafford Park hotel into apartments.

Retail – (Town centre / local centres)

Relevant PfE policies: JP-Strat 12 Main Town Centres and JP-P4 New Retail and Leisure Uses in Town Centres

- 4.39. PfE Policy JP-P4 states that 'in accordance with national planning policy, it is appropriate for retail and leisure facilities to be directed towards designated centres wherever possible.' PfE divides designated urban centres into a hierarchy, explicitly listing two upper levels: A) Manchester City Centre, and B) designated main town centres, including Altrincham in Trafford. Policy JP-P4 states that 'appropriate large-scale retail and leisure development will be accommodated within the centres in the upper levels of the hierarchy.' Trafford North does not feature any main town centres as defined by PfE.
- 4.40. PfE clarifies that centres at lower levels of the hierarchy are to be defined in borough local plans. The adopted Trafford Core Strategy (2012) designates Altrincham as the 'Principal Town Centre', and Sale, Stretford and Urmston as 'Other Town Centres'.
- 4.41. Stretford Town Centre is a significant retail destination, currently home to Stretford Mall. Major redevelopment of this site will enhance its retail offering, with the creation of a new King Street through the existing Mall, improvements to canal access, creation of a Marker's Yard for independent small businesses, a new Central Park, and a new Library Square.
- 4.42. White City Retail park currently functions as an out of town retail park, but is dominated by surface car parking and is challenging to access by sustainable

transport modes. There is an opportunity to redevelop this area as part of the proposals for a new mixed-use neighbourhood set out in the CQAAP.

- 4.43. The Trafford Centre is a major retail destination, attracting visitors from across the North West and offering comparison shopping on a large scale. PfE Policy JP-P4 New Retail and Leisure Uses in Town Centres states that while the Trafford Centre is significant in terms of its size and function, it is not a designated centre and is to be treated as an out-of-centre location.
- 4.44. Smaller local / community centres provide an important role in residential areas, such as Old Trafford, Firswood, Gorse Hill, Lostock, North Urmston, and near Trafford Park rail station. Trafford Park also benefits from The Village Business Park and Centre. This area, south of the Village Metrolink stop, was allocated in the Revised Unitary Development Plan (2006) for small scale office and light/general industrial development, as well as retail, food /beverage and community uses to serve the business and working community at Trafford Park.

Known constraints on development / contamination / ground conditions

- 4.45. The A56 forms a key spatial constraint in Trafford North, running through the centre of Stretford and splitting the town centre in two. The M60 also acts as a physical barrier, dividing the Lostock residential area from the north of Urmston and Crofts Bank. The Manchester Ship Canal and Bridgewater Canal also act as barriers and boundaries to development.
- 4.46. In the Old Trafford/Wharfside areas, the rail freight terminal is a key spatial barrier. Although serving an important sustainable transport function, the Manchester-Liverpool rail line is also a constraint on development, running from Cornbrook in the very north, through north Stretford and Lostock/Humphrey Park before entering Urmston.
- 4.47. Almost all of the housing land supply in Trafford North is expected to come from brownfield land, meaning the clearance of existing buildings for regeneration is often required. It should be noted that embodied carbon emissions result from demolition and construction, as noted in PfE Policy JP-S2. Land contamination and the need for remediation may also represent a constraint on brownfield land.

Significant relevant planning history

- 4.48. In summary, key areas of change in Trafford North are the MUFC stadium area, Wharfside, Pomona, Civic Quarter, Trafford Waters and Stretford town centre.
- 4.49. Large scale residential developments at the Civic Quarter include Lumina Village (former Kelloggs site), with 572 flats and 67 terraced houses under construction, and the former GMP site with 650 flats permissioned. At Pomona Island, 3 new tower blocks for 526 bed flats were permissioned in 2019, with two blocks yet to complete. A further two blocks, for 159 flats, were approved in 2024 towards the north of the wider site. At Trafford Waters, approx. 3,000 flats have been permissioned, with a specialised care home facility under construction. Meanwhile, at Stretford Mall, 800 flats have been permissioned.
- 4.50. In terms of employment space, as of the 2020 ELR, there was 80,898 sqm of extant permission for office use at the Trafford Centre Rectangle, and 25,071 sqm extant permission at Trafford Park, largely for industry and warehousing.

5. Analysis - Environmental

Climate Change Mitigation

Relevant PfE policies: JP-Strat14 A Sustainable and Integrated Transport Network, JP-S1 Sustainable Development, JP-S2 Carbon and Energy, JP-S3 Heat and Energy Networks and JP-P1 Sustainable Places

- 5.1 PfE Policy JP-S2 sets out policy to support a carbon neutral Greater Manchester no later than 2038. This policy contains the expectation that new development will be net zero carbon in regulated operational emissions, with this expanding to unregulated emissions (such as from small appliances) from 2025, and then all construction emissions from 2028.
- 5.2 Policy JP-S2 also supports the retrofit of existing buildings, use of life cycle carbon assessment tools, specific renewable and low carbon energy schemes, nature-based solutions, incorporation of EV charging points, connections to renewable energy/heating/cooling networks, measures to reduce energy demand and delivery of on-site renewable energy generation. Non-residential developments should achieve at least BREEAM excellent standard for reduction of energy use and carbon emissions, rising to BREEAM outstanding from 2028.
- 5.3 PfE states that boroughs ‘may set out specific carbon emission reduction and energy demand targets within Local Plans.’
- 5.4 Trafford Park is a significant contributor to the borough’s carbon emissions, with 2019 figures suggesting a total footprint of 713,566 tCO₂, comprising 36% gas use, 34% electricity use, and 30% transportation. There is a significant opportunity to deliver new innovative zero/low carbon schemes at Trafford Park to minimise its carbon footprint by 2038, as set out in the Low Carbon Trafford Park 2038 report.

Climate Adaptation and resilience

Relevant PfE policies: JP-S1 Sustainable Development; JP-S4 Flood Risk and the Water Environment; JP-G2 Green Infrastructure Network; JP-G6 Urban Green Space; JP-P1 Sustainable Places

- 5.5 PfE Policy JP-S1 notes the need to combat and adapt to climate change. Trafford Park and the Trafford Centre are dominated by paved surfaces and surface car parking and lack green infrastructure, making these areas particularly susceptible

to warmer temperatures and the urban heat island effect. This situation will worsen with climate change and warmer summer temperatures in the future.

- 5.6 PfE Policy JP-G6 notes that urban green space will be an important tool in the future for addressing overheating and flood risk resulting from climate change. The Greening Trafford Park Infrastructure Framework (2023) identified a lack of natural habitat within Trafford Park. As noted in the Framework report, delivering urban greening through blue-green infrastructure could enhance climate resilience and bring other co-benefits, such as improving biodiversity.
- 5.7 PfE Policy JP-P1 also notes that places should address microclimate issues such as sunlight, overheating, and wind, whereas Policy JP-S2 states that energy statements for new developments should set out how overheating risk has been minimised.

Flooding and Drainage

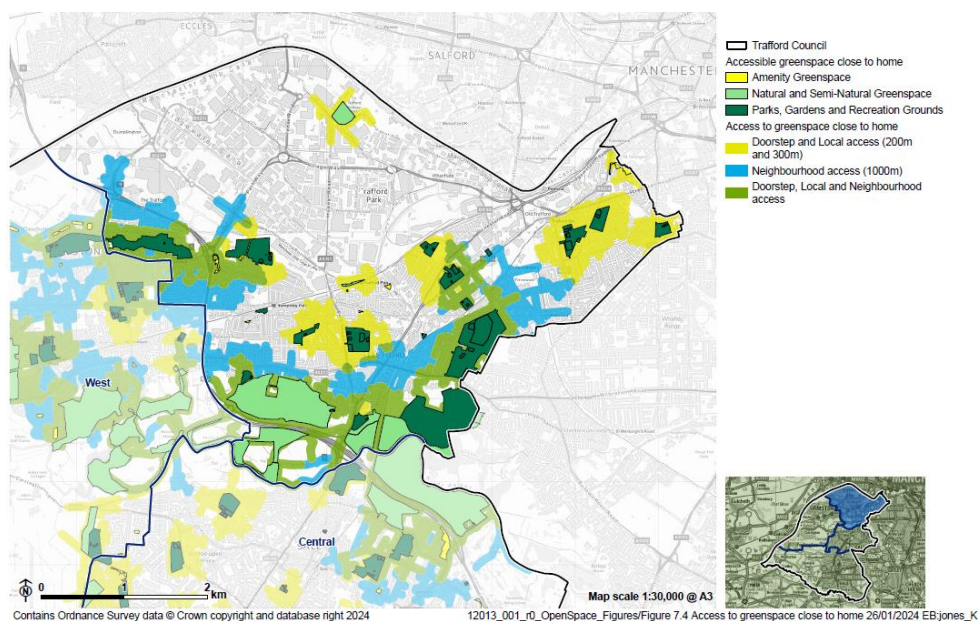
Relevant PfE policies: JP-S4 Flood Risk and the Water Environment; JP-G3 River Valleys and Waterways

- 5.8 Flood risk in Trafford is currently covered by the Greater Manchester Level 2 Hybrid Strategic Flood Risk Assessment (2020), as well as the older Manchester City, Salford City and Trafford Councils Level 1 SFRA (2010) and Manchester City, Salford City and Trafford Councils Level 2 SFRA (2011).
- 5.9 The main source of flood risk in North Trafford is from the River Mersey and the Manchester Ship Canal. PfE Policy JP-S4 addresses flood risk and the water environment. PfE notes that the River Mersey catchment, together with the River Irwell catchment, covers approximately 78% of Greater Manchester. Various river catchments also drain into the Manchester Ship Canal, meaning it has very important drainage and flood management function.
- 5.10 The key areas of flood risk in Trafford North are located south and east of Stretford, associated with the River Mersey and smaller brooks. Turn Moss Playing Fields, Stretford Ees and land between the River Mersey and the M60 surrounding the wastewater treatment works are largely located within Flood Zone 3. Some areas of Trafford Park, near the Ship Canal, are within Flood Zone 2, as well as land at Trafford Waters.

Landscape/ Green spaces /Recreation

Relevant PfE policies: JP-G1 Landscape Character; JP-G2 Green Infrastructure Network; JP-G6 Urban Green Space; JP-P7 Sport and Recreation

- 5.11 Stretford benefits from key recreational green spaces at Longford Park, Turn Moss Playing Fields, and Stretford Meadows. Smaller parks include Victoria Park and Moss Park. South of Stretford there is a network of green spaces associated with the River Mersey corridor, such as Stretford Ees.
- 5.12 In the Lostock and Barton area, the key parks for recreation are Kingsway Park and Lostock Park. The Gorse Hill/Old Trafford area benefits from smaller parks such as Gorse Hill Park, Nansen Park, Seymour Park, Hullard Park and Merlin's Park.
- 5.13 As seen in the figure below, the Trafford Open Space Assessment (2024) has shown poor access to green open spaces in most areas in the north of the locality, including Trafford Park, Wharfside, and Pomona. The Greening Trafford Park Infrastructure Framework also notes a lack of green open space in Trafford Park.

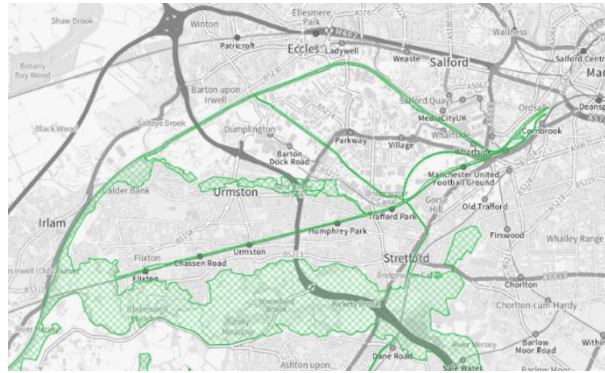


Access to greenspace close to home: North (Trafford Open Space Assessment, 2024)

Ecological features / Green Infrastructure / Blue infrastructure

Relevant PfE policies: JP-G2 Green Infrastructure Network; JP-G6 Urban Green Space; JP-G7 Trees and Woodland; JP-G8 A Net Enhancement of Biodiversity and Geodiversity

- 5.14 As seen below, wildlife corridors run through Trafford North along the Manchester Ship Canal, Bridgewater Canal, Manchester-Liverpool Rail line, the Mersey valley corridor and through Stretford Meadows and Longford Park. The North Trafford Linear Open Space corridor runs from Davyhulme to Stretford, crossing the M60; this is currently designated as both a Wildlife Corridor and as Protected Linear Open Land.



Designated Green Corridors in Trafford North (Trafford Composite Local Plan Policies Map)

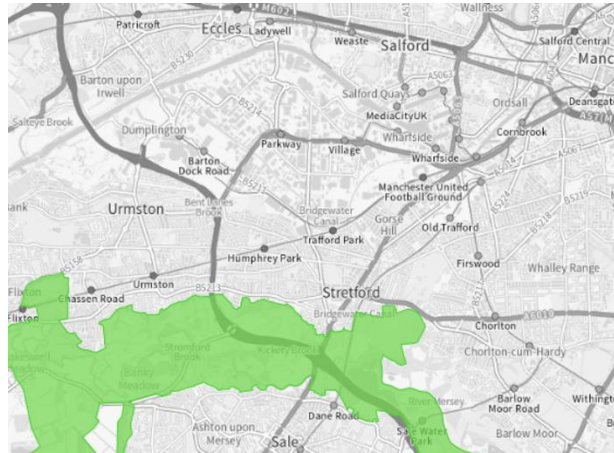
- 5.15 There are also a range of Sites of Importance for Nature Conservation (SINC) across Trafford North. There are Sites of Biological Importance (SBIs) along the Bridgewater Canal, at Trafford Ecology Park and within the southern portion of Salford Quays. Part of Kickety Brook is also covered by a Local Nature Conservation Site. Trafford Ecology Park is also designated as a Local Nature Reserve and as Protected Open Space.
- 5.16 As noted above, the Greening Trafford Park Infrastructure Framework study indicated a lack of existing habitat within Trafford Park. The potential impact of the Trafford Centre and industrial uses at Trafford Park on wildlife corridors and local biodiversity should be considered.

Green Belt

Relevant PfE policies: JP-G9 The Green Belt

- 5.17 To the south of Stretford Town Centre, Stretford Meadows is an area of open space that is within the Green Belt, forming part of the Mersey Valley. The Green Belt in this location washes over the M60, connecting east beyond Sale Water Park to Didsbury and west to the Manchester Ship Canal.

- 5.18 This area of Green Belt in Trafford North restricts the sprawl of the developed area and provides a clear delineation from Trafford Central; due to it being a relatively narrow area, this area of Green Belt needs to be protected in order for this important function to be retained.

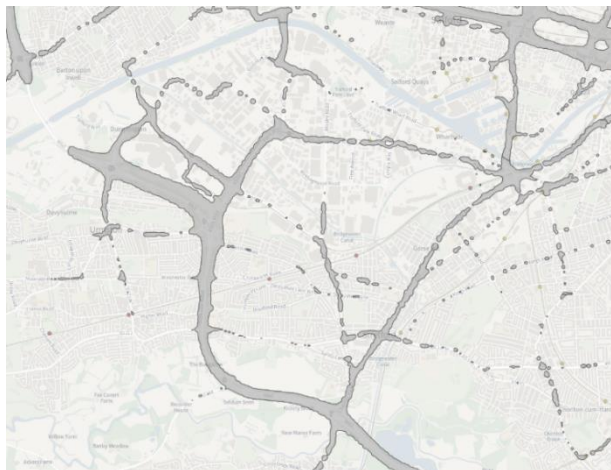


Green Belt in Trafford North (Trafford Composite Local Plan Policies Map)

Air Quality / Pollution

Relevant PfE policies: JP-S5 Clean Air

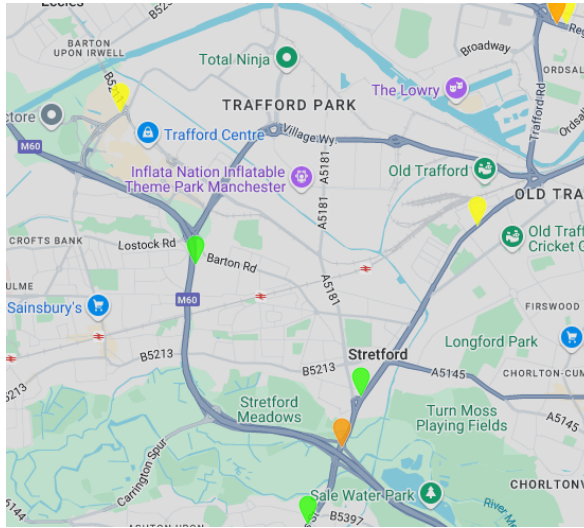
- 5.19 The Greater Manchester Air Quality Management Area (AQMA) covers various parts of Trafford North, including the key arterials of the M60 and the A56. Around Cornbrook/Pomona, the White City Circle Interchange is also covered. There are two automatic air quality monitoring sites in Trafford North, located at the A56/A5181 gyratory (Trafford A56- roadside) and at Moss Park Junior School (Trafford Moss Park- background).



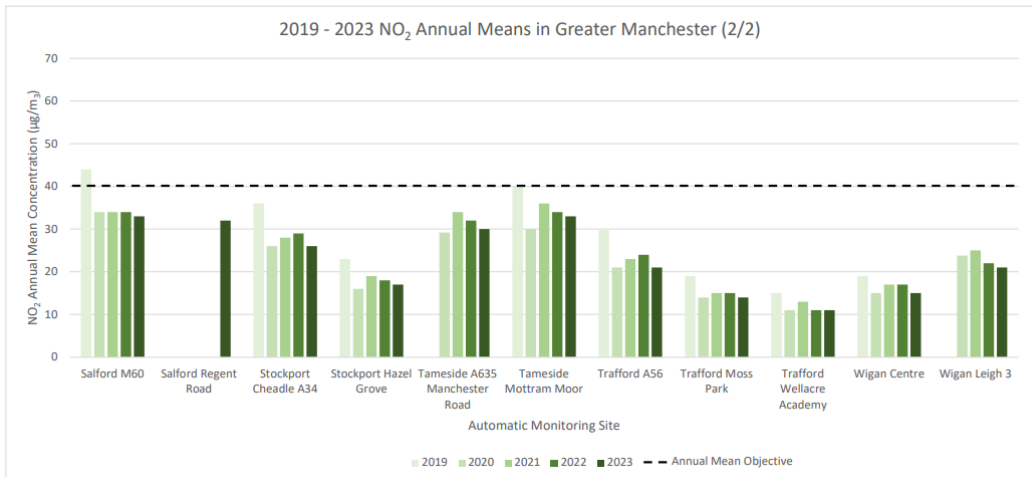
GM AQMA Area

- 5.20 The Greater Manchester 2023 Air Quality Annual Status Report (ASR) showed that in 2023 the annual average NO₂ level was 21µg/m³ at the Trafford A56 monitoring site (below annual limits), with a maximum daily mean of 55µg/m³ and maximum hourly mean of 93µg/m³. Diffusion tube data from the A56/M60 Junction 7 however showed a risk of exceeding the annual limit.
- 5.21 Annual PM₁₀ levels⁵, at 13µg/m³, were also below the UK limit of 40µg/m³. The maximum daily mean was 50µg/m³ and maximum hourly mean was 191µg/m³.

⁵ Provisional data.



Diffusion tube locations (orange indicates risk of exceeding legal limit) (Clean Air Greater Manchester)

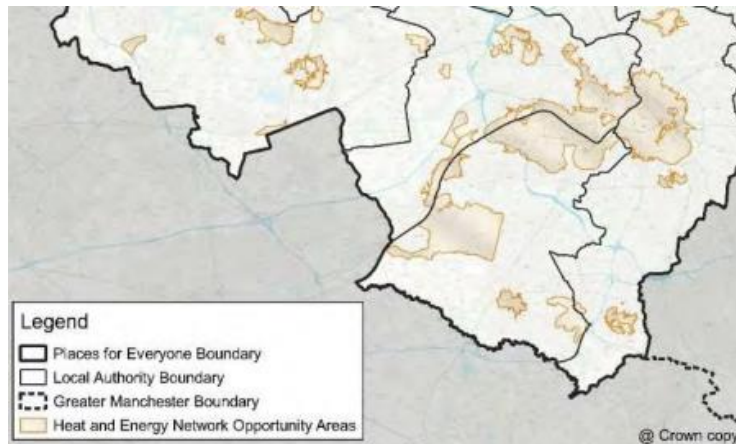


LAQM Annual Status Report, 2023

Energy infrastructure

Relevant PfE policies: JP-S2 Carbon and Energy; JP-S3 Heat and Energy Networks

- 5.22 There is strong support in PfE for Heat and Energy networks (Policy JP-S3), with a considerable portion of Trafford North covered by a Heat and Energy Network Opportunity Area. In particular, there are opportunities to develop heat networks in Trafford Park and the Civic Quarter, as set out in the draft Trafford Local Plan (February 2021).



Heat and Energy Network Opportunity Areas

6. Analysis - Social

Education – (Existing school provision shortage / pressures on demand)

Relevant PfE policies: JP-P5 Education, Skills and Knowledge

- 6.1 Trafford North is served by primary schools in the residential areas of Lostock, Stretford, Gorse Hill, and Old Trafford. Secondary schools include Stretford High School, Stretford Grammar School (state selective), Lostock High School, and Egerton High School.
- 6.2 Compared with elsewhere in the borough, Trafford North appears to be in a strong position in terms of supply of school places. At the end of the autumn term in December 2023, Stretford (i.e. Trafford North) was shown to have more than a 6% vacancy rate for both primary school and secondary school places.

Planning Area	Lower Year Groups	Upper Year Groups
Altrincham	Red	Red
Sale	Red	Red
Stretford	Green	Green
Urmston	Amber	Amber
Partington	Amber	Green

Assessed secondary school place sufficiency, for the school year 2023/24.

Red = Below 3% vacancy rate; Amber = 3 to 6% vacancy rate; Green = More than 6% vacancy rate

Health – (primary care / hospitals / pressures or shortage on demand)

Relevant PfE policies: JP-P6 Health

- 6.3 There are no NHS hospitals located within Trafford North. GP surgeries include Lostock medical centre, the Delamere Medical Practice (Stretford), North Trafford Group Practice (Old Trafford), and Brooks Bar Medical Centre (Old Trafford).
- 6.4 The Old Trafford ward had the second highest percentage (6.5%) of people reporting their health as 'bad' or 'very bad' in 2021 census data. The Longford and Old Trafford wards are also some of the most deprived in the borough in terms of health.
- 6.5 The National Child Measurement Programme (2023/24) indicated 32.3% of Year 6 children in Trafford can be classified as either overweight or obese. This is slightly lower than the figures of 35.8% for England and 37.2% for the North West.

- 6.6 There is evidence associating the prevalence of fast-food outlets with obesity⁶. Data from Public Health England (2017) notes that Trafford had nearly 300 fast food outlets, translating to 126.8 per 100,000 population. This is significantly higher than the England average (96.1). The former Gorse Hill ward (now predominantly Gorse Hill and Cornbrook) had the highest number of fast-food outlets (33) in the borough.
- 6.7 The Old Trafford, Gorse Hill and Cornbrook, and Longford wards are some of the most deprived in terms of employment in the borough (according to 2021 census data). It should be noted that health, deprivation, and the prevalence of fast-food outlets are all interlinked. It has been shown, for example, that the prevalence of fast-food outlets is linked to deprivation⁷. The National Child Measurement Programme has also shown a strong link between deprivation and childhood obesity.

Community Facilities

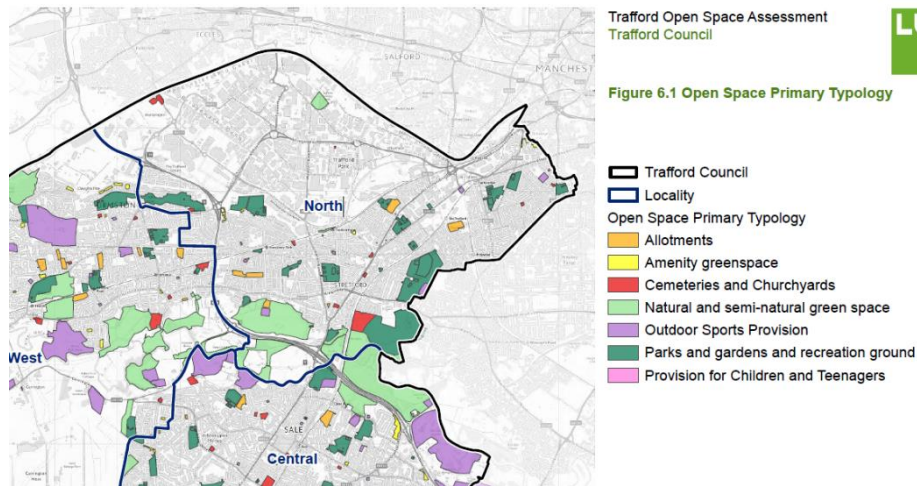
Relevant PfE policies: JP-P3 Cultural Facilities; JP-P7 Sport and Recreation

- 6.8 Trafford North has a range of community centres, including the Firwood Community Centre, Stretford Public Hall, St Matthews Community Hall, and Humphrey Park Community Centre.
- 6.9 Leisure centres include those managed by Trafford Leisure (Stretford Sports Village, Old Traffic Sports Barn), as well as BeActive Urmston and David Lloyd Manchester Trafford City. There are also sport/activity facilities in Trafford Park, such as Depot Climbing Manchester and Total Ninja. The Trafford Centre Rectangle offers a golf driving range, Chill Factor indoor skiing, and artificial football pitches.
- 6.10 The Trafford Open Space Assessment (2024) has noted that open space provision in Trafford will need to cater for the dense urban population expected to grow in the north of the borough due to new development. It is noted this may required creative approaches to open space provision.

⁶ Public Health England, 2017

⁷ Public Health England, 2017

6.11 Currently, there is an identified lack of accessible greenspace in the Gorse Hill and Corbrook and Old Trafford wards. There is a particular lack of natural and semi-natural greenspace across Lostock and Barton, Gorse Hill and Cornbrook, and Old Trafford. By contrast, the Longford and Stretford and Humphrey Park wards perform well in terms of quantity of open space, due to their excellent park provision. Therefore, there is an inequality across Trafford North in terms of the quantity of open space available. This is also likely to be accompanied by a variation in quality



of open space.

Open space primary typology map (Trafford Open Space Assessment, 2024)

Culture and Tourism

Relevant PfE policies: JP-P2 Heritage; JP-P3 Cultural Facilities

6.12 Trafford North is home to some of the most popular tourist and cultural attractions in the City Region, such as the MUFC stadium, the LCCC cricket ground and the Trafford Centre. The MUFC and LCCC stadia are served by Metrolink stops at Trafford Bar, Old Trafford, and Wharfside. However, match day travel leads to additional cars on local roads and challenging pedestrian numbers.

6.13 The area designated as the Trafford Centre Rectangle has in recent years been marketed as ‘Trafford City,’ incorporating the Trafford Centre and a range of leisure uses. Recently, planning permission for a major spa development, Therme Manchester, has been approved in this location, which is expected to draw further visitors from a wide catchment. While benefitting from the Metrolink Trafford Park line, there is extensive surface car parking and car travel to and from this area, which will continue to be a concern.

6.14 Other attractions include ITV Studios and the IWM North adjacent to Salford Quays.

7. Opportunities for change through the Local Plan

7.1 The Local Plan should reinforce the position of Trafford North as the priority location for high density, transit-oriented housing and employment growth. Trafford Park should receive strong protection in the Local Plan, to cement its status and brand recognition as a key regional employment centre.

Housing

7.2 Housing supply is strong in Trafford North, with this area responsible for most of the borough's housing supply. High density, transit-oriented development is proposed; however, housing supply is heavily skewed towards flats, in excess of the proportion indicated in the Housing Needs Assessment (HNA).

7.3 While flats are appropriate in Trafford North, there is an opportunity to encourage a broader range of dwelling types, such as family apartments. This could go some way to meeting the HNA mix and the need for 2 and 3 bed market houses in Trafford North. There is otherwise a threat that most of the new flats coming forward will be for 1 or 2 beds, which will lead to a limited market mix. Policy should also encourage spaces that families will value, such as green space and other high quality communal and open spaces.

7.4 Viability is a key concern in Trafford North, meaning that new sites coming forward for development are not providing the affordable housing required on site. There is a limited identified supply of affordable housing, making this an urgent issue for the locality. The scale of growth proposed across the North presents a unique opportunity and must be capitalised on for affordable housing.

Employment

7.5 Trafford North is responsible for much of the borough's existing employment space as well as considerable employment land supply. Policy should build on this strong position and encourage sustainable, low-carbon and future-ready employment development.

7.6 In the Civic Quarter and Wharfside this will primarily be office development, whereas at Trafford Park sites may come forward for new industrial uses. There is also an opportunity to promote employment development at Stretford, in line with PfE Policy JP-J3.

7.7 Overall, new employment development should create jobs for local communities and benefit the borough's young people; policy should support this through measures such as skills agreements.

Trafford Park

7.8 Trafford Park is a key asset to the borough due to its economic output and range of employment uses. The importance of Trafford Park as a historic and future regionally significant centre for employment should be clearly set out in policy.

7.9 However, Trafford Park is also a considerable source of carbon emissions and is dominated by impermeable surfaces. Policy should support work already underway to drive the decarbonisation and urban greening of Trafford Park. There could be a focus on delivering new high quality inclusive and accessible green open spaces as well as natural spaces to support biodiversity. There is also an opportunity to improve the community facility and public realm offer at Trafford Park Village.

7.10 There is a threat posed by leisure and other non-pure employment uses at Trafford Park; in light of this, stricter requirements to justify loss of employment uses should be considered. Various planning tools, such mandatory validation requirements for loss of employment use and/or contributions/obligations could also be considered.

7.11 Furthermore, if need is identified, opportunities could be explored for the provision of lorry parking facilities at Trafford Park or elsewhere in Trafford North, in light of the risk posed by HGV parking in non-designated areas. In a similar vein, there may be a case for supporting ancillary uses at Trafford Park, such as hotels and other facilities to support workers.

Climate and urban greening

7.12 Across Trafford North, there is the potential to promote low carbon development through the Local Plan and support the introduction of energy and heat networks at locations such as Trafford Park and the Civic Quarter.

7.13 In light of the quantum of paved/impermeable surfaces and lack of green space across Trafford North (in particular Trafford Park), local policy should also go as far as possible to encourage urban greening and use of permeable surfaces. This should build on the work done for Trafford Park, with potential options including green streets/neighbourhoods, blue/green infrastructure, street tree planting

standards and higher open space standards. This will contribute towards climate adaptation as well as a range of other co-benefits.

Open/recreational and Natural Space

7.14 A key strength of Trafford North is the range of accessible open spaces and natural areas to the south of the locality, in particular around Stretford and Longford. However, there are limited green spaces and recreational facilities available towards the very north of the borough.

7.15 This presents an opportunity for strong policy requirements on green/open space, potentially utilising creative methods such as roof gardens or pocket parks. Without this, there is a risk that key areas of Trafford North will lack access to green/open space and residents and families will have to travel to access such spaces.

7.16 There is also a threat that new development will not create natural/biodiverse spaces in Trafford North, impacting biodiversity. Therefore, policy should also encourage new biodiverse natural spaces, with green and blue infrastructure linking to existing wildlife corridors.

Sustainable Transport and Highways

7.17 Trafford North benefits from excellent public transport connections through Metrolink, as well as close proximity to the regional centre. However, car use remains high, particularly for short trips, and some areas, such as the Trafford Centre, are dominated by surface car parking.

7.18 Policy should seek to reduce car use across the locality. This can be supported in the new Local Plan by the promotion of dense, transit-oriented development, in line with PfE Policies JP-C8 and JP-H4. There is also an opportunity for low car parking requirements in highly accessible areas, with a focus instead on improving connections to cycling, walking and public transport routes.

7.19 In particular, further surface car parking should be strongly discouraged at the Trafford Centre and surrounding areas. There is the opportunity for policy to support the consolidation of car parking here for other uses. At the Trafford Centre, planning contributions/obligations could also be promoted that encourage sustainable travel, such as the use of shuttle buses or subsidised travel for employees.

7.20 A key threat is that new development will generate extensive new car trips. Due to the fact much of the development in Trafford North is high density transit-oriented

development, car use should be kept to an absolute minimum at all proposed residential and employment development sites. There should also be strong mitigation of any transport impacts of the MUFC stadium redevelopment, with a requirement for a detailed transport strategy for the area.

- 7.21 The development of active travel routes between key destinations should be strongly encouraged, such as the processional route proposed as part of the Civic Quarter Area Action Plan (CQAAP). There is a risk that the routes that have already been established will not be connected further; further connections are crucial to create an integrated sustainable transport network.
- 7.22 In addition to this, east/west orbital public transport journeys should be supported and enhanced where possible. Furthermore, policy could support the use of mobility hubs and/or logistics hubs to reduce car travel, and micromobility to reduce short car trips.

A56 Corridor

- 7.23 In light of the importance of the A56 corridor and associated issues (i.e. traffic, permeability), the A56 should receive prominence in the Local Plan.
- 7.24 Policy could promote improvements to permeability across the A56, public realm, urban greening, and improved active travel infrastructure, in line with the A56 Study. In Trafford North, key locations for improvements include Stretford, the Civic Quarter, and around Pomona. There is an opportunity for new development on the corridor to contribute towards improvements via obligations and contributions. The redevelopment proposed in these areas should be harnessed to create A56-related improvements.

Restrictions on development

- 7.25 As noted above, there is a link between the presence of hot food takeaways and health. Policy could be explored to restrict either the approval or operating hours of hot food takeaways near to primary and secondary schools, along with other spatial planning tools. Restrictions for HMOs and student accommodation development could also be explored if there was evidence to suggest this is needed.