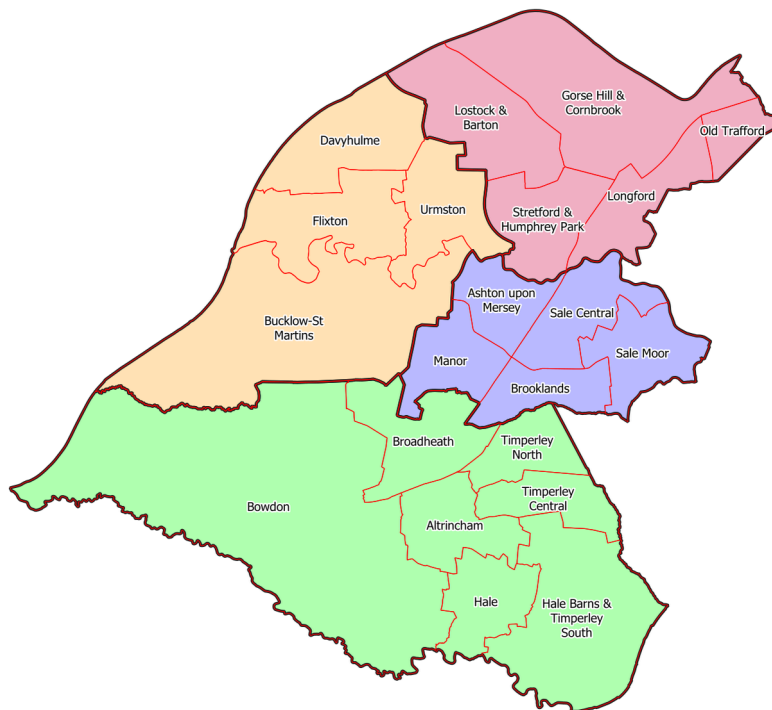


TRAFFORD LOCAL PLAN

Localities – Trafford South Place Profile April 2025



Contents

1. Introduction	2
2. Overview	4
Landmarks	6
Other Plans	6
3. Character-areas	8
Altrincham	8
Broadheath	9
Timperley	11
Southern Suburbs - Bowdon, Hale & Hale Barns	12
Rural Communities	14
4. Analysis - Physical.....	16
Transport - (Connectivity / Constraints).....	16
Housing - (Type and Tenure / Future potential).....	21
Employment – (Type, health of employment area, future potential)	27
Retail – (Town centre / local centres).....	29
Cultural Facilities	30
5. Analysis - Environmental	31
Climate Change – (opportunities to deliver PfE policies in the Place)	31
Ecological features / Green Infrastructure / Blue infrastructure	31
Recreation / Open Space	31
6. Analysis - Social	33
Education – (Existing school provision shortage / pressures on demand)	33
Health – (primary care / hospitals / pressures or shortage on demand)	34
Community Facilities.....	34
Heritage, Culture and Tourism	34
7. Opportunities for change through the Local Plan	37

1. Introduction

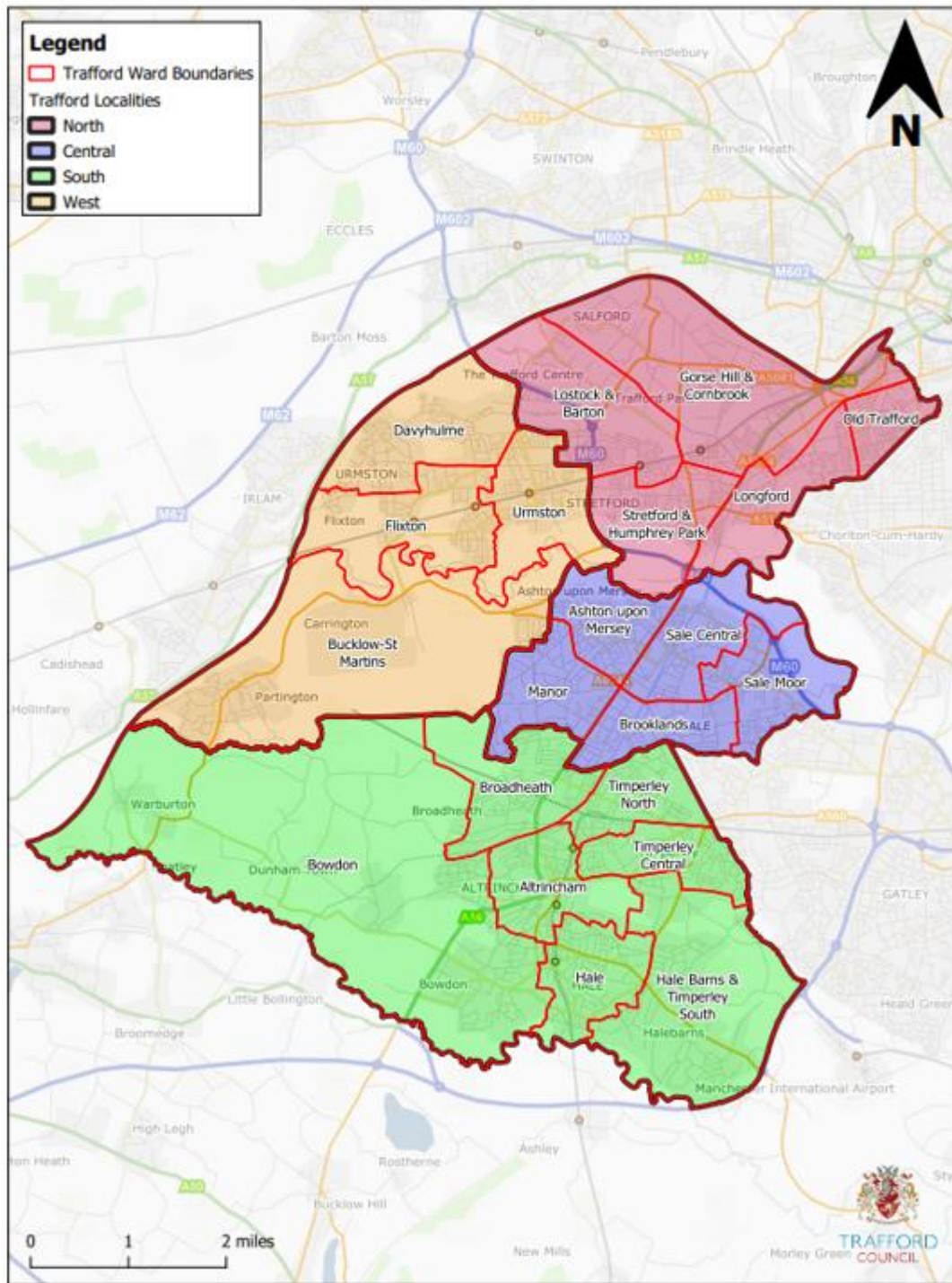
1.1 The Trafford Local Plan sets a vision and framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating 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 together 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 Located in the south of Trafford and south west of Greater Manchester, Trafford South is the largest of the four localities within the Local Plan. With a combined total residential population of 79,453 (in 2022), the area is made up of the following seven wards:

- Altrincham;
- Bowdon;
- Broadheath;
- Hale;
- Hale Barns & Timperley South;
- Timperley North; and
- Timperley Central.

2.2 Trafford South shares a boundary with a number of other local authority areas. To the east, the M56 and Fairywell Brook demarcate the boundary with Manchester (with Manchester Airport located adjacent to the east of the M56). The River Bollin to the south defines the boundary with Cheshire East, and to the west the Manchester Ship Canal defines the boundary with Warrington Borough.

2.3 The character of Trafford South is largely defined by a predominately rural environment in the west and more urban environments in the east. Despite this clear distinction, both areas share similarities when compared to the rest of Trafford, particularly in relation to socio-economic factors.

2.4 Key factors which help distinguish Trafford South from the rest of the Borough include higher: household incomes, house prices, level of home ownership and households with three or more cars. In addition, Trafford South also experiences much lower levels of deprivation (with two localised exceptions in Broadheath and Timperley Central).

2.5 Bowdon Ward in the south west of Trafford is the largest ward within the Borough, and is characterised by several small villages surrounded by open countryside predominantly designated as Green Belt. The largely open and rural natural of the

ward is significantly enhanced by the presence of The National Trust's Dunham Massey Estate and the River Bollin corridor.

- 2.6 In 2022, the number of residents within the ward was only 460 per km sq. In comparison, the Altrincham Ward to the east recorded 3,668 residents per km sq. In addition to its low rural densities, Bowdon Ward also has a significantly older population than the rest of Trafford. The median age for the ward was recorded as 46 in 2022, and 24.8% of the residents were aged 65 years or more (in 2022) the joint highest percentage within Trafford.
- 2.7 The other six wards of Trafford South, to the east of Bowdon Ward (Altrincham, Broadheath, Hale, Hale Barns & Timperley South, Timperley North and Timperley Central), form more built up environments comprising of the largely conjoined settlements of Altrincham, Bowdon, Hale, Hale Barns and Timperley.
- 2.8 Altrincham is the largest town within Trafford and acts as a sub-regional shopping centre (with Altrincham Market a particularly popular leisure destination). It's at the hub of south Manchester's modern transport infrastructure, complemented by an integrated rail, Metrolink and bus Interchange, which has undergone significant redevelopment. It has an historic market quarter, which regeneration works continue to modernise and upgrade. Major developments to have taken place, including extensive public realm improvements which have revitalised the Stamford Quarter and The Grafton Centre within the town centre.
- 2.9 To the north of Altrincham Ward, Broadheath Ward is Trafford's most populated ward, with 13,087 residents (in 2022). It contains a mix of land uses, including the Broadheath industrial area which is a principal employment location within the south of the Borough. Adjacent to this area are a number of large scale retail units and Altrincham Retail Park, which are primarily located on the A56 junctions with George Richards Way and Atlantic Street.
- 2.10 Broadheath Ward also shares more characteristics with other Wards in Central Trafford, rather than neighbouring wards within Trafford South. In addition to the presence of large scale employment and retail, the Ward has the highest proportion of residents aged 15 years or younger, and one of the lowest proportions of residents aged 65 years or older. It also includes localised pockets of deprivation,

with Trafford 019B ranked within the 3rd most deprived wards nationally (based on 2019 Indices of Deprivation).

- 2.11 To the east and south of Altrincham are the Wards of Hale, Hale Barns & Timperley South, Timperley Central and Timperley North. These wards are largely affluent areas, with an older median population of 42.5 years of age compared to the Borough average of 39.8. This combined area also see some of the highest levels of owner occupied housing within Trafford, along with Bowden Ward to the west.
- 2.12 Within the above wards, the village centres of Hale, Hale Barns and Timperley provide a range of local services and small scale retail. Hale Village also has a train station, with regular services (via Altrincham) between Chester and Manchester Piccadilly.
- 2.13 To the south east of Timperley and east of Hale & Hale Barns is the Places for Everyone Timperley Wedge allocation, also known as Davenport Green. This allocation will see the delivery of around 2,500 homes and 60,000 sqm of office employment space. It will also include a significant area of publicly accessible open space, through the creation of a new rural park (which will be retained as Green Belt), a new local centre, provision for a new primary school and an extension of Metrolink (including new stops) providing a western link between Manchester Airport and Wythenshawe. The eastern boundary of Davenport Green also includes land adjacent to the M56 which is currently safeguarded for a future nationally strategic rail connection and new rail station.

Landmarks

- National Trust Dunham Massey
- Altrincham Town Centre & Market
- Broadheath Retail Parks & employment
- Bridgewater Canal
- Manchester Ship Canal
- Warburton Toll Bridge
- River Bollin

Other Plans

- Places for Everyone
- Altrincham Town Centre Business Neighbourhood Plan

- (Draft) Warburton Neighbourhood Plan
- (Draft) Davenport Green Masterplan

3. Character-areas

3.1 To help better define and highlight the unique characteristics and contrasts between the various communities of Trafford South, the locality has been sub-divided (largely along Ward boundaries) into the following five character-areas:

- Altrincham
- Broadheath
- Timperley
- Southern Suburbs - Bowdon, Hale & Hale Barns
- Rural Communities

Altrincham

3.2 Incorporating the Ward of Altrincham and the western built up area of Altrincham within Bowdon Ward, the historic market town of Altrincham provides the central focus to the south-eastern corner of the Borough. It is Trafford's largest town and the only centre within Trafford classified as 'main town centre' within Places for Everyone.

3.3 With its attractive town centre, Altrincham has maintained a degree of economic autonomy and prosperity while also providing a place to live for those commuting to the city centre. The range of services and facilities within Altrincham Town Centre make it an attractive sub-regional destination for retail and leisure trips.

3.4 The centre has a high number of independent retailers, cafes and restaurants, a number of which are located within the popular (refurbished) Altrincham Market. It is also home to a number of cultural and leisure facilities including the Everyman Altrincham cinema, Planet Ice Altrincham and The Altrincham Garrick Playhouse to the north of the town centre.

3.5 Over recent years Altrincham Town Centre has seen significant improvements to the public realm, built environment and also transport infrastructure. Key recent examples of this include redevelopment of Stamford Quarter Shopping Centre, Altrincham Interchange and Stamford New Road public realm.

3.6 The popularity of the Altrincham Town Centre is aided by good quality public transport links. The recently redeveloped Altrincham Interchange acts as a terminus for various Bus services and the Altrincham to Manchester Piccadilly and

Bury via Manchester Market Street Metrolink lines. It also provides train connections on the Chester to Manchester rail line.

- 3.7 Whilst public transport connections (particularly northwards to other centres within Trafford and Manchester City Centre) are frequent, services experience high levels of demand at peak times. Road connections also experience high levels of congestion both inside and outside of peak hours. The A56 which provides links from the M56 (Junction 7) in the south via Altrincham, Sale, Stretford, Old Trafford (and their respective residential hinterlands) to Manchester City Centre. The extent of the level of congestion experienced on the A56 has resulted in Air Quality Management Areas (AQMAs) being designated on the A56 from the junction with Barrington Road northwards.

Key challenges

- A56 – Congestion and poor air quality.
- Housing affordability.

Key opportunities

- Regeneration / Altrincham Town Centre – including increased residential, retail and leisure & culture.
- Opportunities to build on heritage / historic assets.
- Opportunities to build on culture / leisure / visitor economy.
- Opportunities to encourage sustainable movement through an attractive street network and use of green corridors.

Broadheath

- 3.8 Located to the north of Altrincham, and separated by the Bridgewater Canal, Broadheath is the most populated Ward within Trafford (with 13,087 residents in 2022). The ward has highest proportion of residents aged 0-15 years within Trafford, at 24.1%, and the third lowest percentage of residents aged 65 years over, at 14.8%. It also has a relatively diverse population, with 29.8% of residents identifying their ethnic group as non-White ethnicity.
- 3.9 Broadheath is home to a mix of uses, including Broadheath Industrial Park which was the world's first industrial park, pre-dating Trafford Park by a decade. This area continues to provide a significant level of employment opportunities to this day, and is the primary source of employment within the south of Trafford.

- 3.10 Large scale retail at Altrincham retail park and surrounding units are located adjacent to Broadheath's employment area. This area provides a wide range of comparison retail floorspace, including a number of trade / showroom and bulky goods units.
- 3.11 Both the extensive employment and retail areas within Broadheath are predominately located to the west of the A56. This range and extent and facilities puts a high level of trip generation strain on the A56 in this area. This is exacerbated by the fact the Bridgewater Canal acts as a southern boundary to both Broadheath and its employment and retail areas, with the A56 providing the only vehicular crossing in the area between Altrincham and Broadheath.
- 3.12 The high level of congestion on the A56, both north and south of the Bridgewater Canal on the A56, has resulted in the designation of Air Quality Management Areas (AQMAs). Public transport connections in this area are also limited to bus services which largely utilise the A56. (The nearest Metrolink Stop is Navigation Road in Timperley).
- 3.13 To the north of the Broadheath Industrial area is predominantly residential. This includes an area of housing which was ranked in the English Indices of Deprivation as being within the top 3 most deprived Lower-layer Super Output Areas (LSOAs) in England; LSOA Trafford 019B (Broadheath).

Key challenges

- A56 – Congestion and poor air quality.
- Public transport connections.
- Protection of Broadheath Employment.
- Pockets of deprivation in Broadheath.

Key opportunities

- Improve links to, and usage of, the Bridgewater Canal.
- Explore opportunities to green / decarbonise Broadheath Industrial Park (using a similar approach to that taken at Trafford Park).
- Improve active travel links / usage to help reduce congestion levels.

Timperley

- 3.14 Covering the Wards of Timperley Central and Timperley North this area is a predominantly a residential area, but also includes the busy Timperley district centre. The eastern boundary of the area is bounded by the Fairywell Brook. To the east of Fairywell Brook is the significant employment location of Roundthorn Business Park and Industrial Estate, both of which are within Manchester. To the south of these areas, also located within Manchester, is Wythenshawe Hospital which is one of the primary hospital sites serving the south of Greater Manchester.
- 3.15 Timperley North and Timperley Central are the second and third most densely populated Wards within Trafford respectively. Both wards have a slightly higher median resident age at 42 years. Timperley Central also has the fourth lowest percentage of residents aged 16-64 years, at 58% (of which only 25.8% were aged 20-44 years, the third lowest percentage within Trafford).
- 3.16 The A560 runs through the Timperley Central Ward and provides a key east west route linking to the A56 in Altrincham and M56 Junction 3 located within Manchester. Given the strategic link provided by the A560 sections of it within Timperley Central are designated Air Quality Management Areas (AQMAs).
- 3.17 The area is largely built up with limited opportunities for additional development. Within the built environment are a number and range of areas of green / open spaces including: Altrincham & District Athletics Club (which includes a full running track), Beech Fields (which Fairywell Brook runs through), Willow Bank playing fields, Timperley Green, Pickerying Lodge & Larkhill parks, and Grove Lane & Pickering Lodge allotments.
- 3.18 Timperley Village acts as a district centre which provides a range of local services and facilities including religious and communities buildings, Timperley Library, Post Office, Dental Surgery, Public Houses and restaurants, and a range of small scale comparison and convenience retail. The Frank Sidebottom Statue provides a local landmark within the centre.
- 3.19 Located between the A560 and boundary with Manchester in north east of the Timperley, Lower-layer Super Output Area (LSOAs) Trafford 022C (Village) was ranked as being within the top most deprived LSOAs in England, in the 2019 Indices of Deprivation. Within the Indices, Trafford 022C was ranked within the highest two

deprivation categories for a large number of indices including: Income, Employment, Education, Skills & Training, Health and Crime.

Key challenges

- A560 Air Quality Issues.
- Built up area with limited opportunities for additional development.
- Areas with limited public transport connections.
- Pockets of deprivation in east Timperley.

Key opportunities

- Improved active travel links to Timperley district centre and various areas of green / open space within the area.
- Improvements to Timperley district centre – both in terms of range of quality of facilities / services provided and also public realm.

Southern Suburbs - Bowdon, Hale & Hale Barns

- 3.20 Covering the Wards of Hale and Hale Barns & Timperley South and the built up area of Bowdon Ward, this area is predominantly residential area but also includes the district centres in both Hale and Hale Barns. The River Bollin to the south demarcates Trafford's southern boundary with Cheshire East. To the east the M56 and Fairywell Brook define Trafford's eastern boundary with Manchester, with Manchester Airport located adjacent to the eastern side of the M56.
- 3.21 The area includes some of the most affluent neighbourhoods of Trafford, and on average is home to a significantly older median age population of 43.7 years of age in comparison to the Borough average of 39.8. Reflecting this trend, the number of pensionable aged residents within this area relative to the resident labour force is also the highest proportion within Trafford.
- 3.22 House prices within this area are significantly higher than the rest of the Borough. This is partly reflective of the attractive surrounding rural areas and also the size and low density of the residential plots. For example, 57.6% of all households with Hale Barns & Timperley South Ward were detached properties. This is 4 times higher than the average for the rest of the Borough, which stood at 14% in 2022.
- 3.23 The wealth of the area is also reflected in the percentage of households which own three or more cars. This is significantly higher within this area than other parts of

Trafford, with 15.5% of all households in the Hale Barns & Timperley South Ward owning three or more cars in 2022. In comparison this figure was 9% for the two Timperley Wards and only 4.7% in Altrincham Ward.

- 3.24 The proportion of housing classified as Social Rented (i.e. owned by local authorities or private registered providers such as housing associations) within this area is also significantly lower than other parts of Trafford and the average across the Borough. (This was as low as 3.7% in 2022 in Hale Ward and 6.2% for Hale Barns & Timperley South Ward).
- 3.25 Scattered amongst the largely low density, larger detached dwellings, the area is home to a number of private sports clubs providing Tennis, Squash, Cricket and Bowls facilities. Golf courses are also located to the south west and north east of Hale Barns. The area is less well served in relation to publicly access open space, with a limited number of small parks, and a long waiting list for the limited allotment provision within the area.
- 3.26 The district centres at both Hale and Hale Barns provide a vibrant range of local services and facilities, including restaurants and independent shops. Hale Barns has seen significant recent development within its centre at The Square Hale Road which includes a mix of retail with residential uses above. Hale district centre also has a train station, with regular services (via Altrincham) between Chester and Manchester Piccadilly.
- 3.27 Located to the east of Hale and north of Hale Barns, the Place for Everyone Timperley Wedge allocation (known as Davenport Green) will see the delivery of around 2,500 homes and 60,000 sqm of office employment floorspace. The allocation will include a significant rural park to the east of Hale, adjacent to Ash Lane, and also a new local centre, provision for a primary school and accommodation of an extension of Metrolink providing a western link from Wythenshawe and Manchester Airport.

Key challenges

- Housing affordability issues and lack of affordable housing provision.
- High levels of car ownership and usage.
- Limited areas of public open space / long waiting lists for allotments.

Key opportunities

- Well performing district centres.
- Improvements in active travel links.
- Opportunities to link to Davenport Green and its various facilities particularly the rural park, and in future Metrolink connection.

Rural Communities

- 3.28 In the south west of Trafford, the rural areas of the Ward of Bowdon (excluding the built up environments of Bowdon and Altrincham) is characterised by several small villages, mostly notably Warburton and Dunham Massey, surrounded by open countryside. This area is predominantly designated as Green Belt and is home to the National Trust's Dunham Massey Estate, which owns a significant amount of land within the wider area. The River Bollin corridor acts as the southern boundary of Trafford with Cheshire East and the Manchester Ship Canal provides a boundary to Warrington Borough to the west.
- 3.29 This area is extremely sparsely populated, with the number of residents, in 2022, recorded at only 460 per km sq. (In comparison, the Altrincham Ward to the east recorded 3,668 residents per km sq), which reflects its rural / agricultural character. A large proportion of the resident dwellings within this area are directly associated with farming and agricultural activities.
- 3.30 In addition to its low rural densities, Bowdon Ward also has a significantly older population than the rest of Trafford. The median age for the Ward (which includes data for the settlement of Bowdon) was recorded as 46, compared with the Trafford average of 39.8, in 2022. In addition, 24.8% of the residents were aged 65 years or more in 2022 (the joint highest percentage within Trafford), and the number of pensionable aged residents relative to the resident labour force was 44.7%.
- 3.31 Spanning the area are both the Trans Pennine Trail, running east west via Dunham Massey Village to Broadheath and continuing northwards, and the River Bollin. Both assets are of interest to a number of organisations with a view of improving nature recovery whilst at the same time improving accessibility via active travel routes. The GM Ringway Project is one such example. In addition, the National Trust are also exploring ways to improve accessibility via active travel to and from its Dunham Massey Estate.

- 3.32 The Estate at Dunham Massey includes a number of Grade I listed buildings, including the Hall, Stables and the carriage house, along with a 300-acre deer park. The site acts is one of the most popular visitor attraction within the Borough.
- 3.33 In addition to the heritage assets at the Dunham Massey Estate, both the Parishes of Dunham Massey and Warburton contain a number of listed buildings, and non-designated heritage assets.
- 3.34 Located in the west of the area, the Warburton Neighbourhood Development Plan (WNDP) is the currently the only adopted Parish wide neighbourhood plan within Trafford. The WNDP includes a number of objectives, aspirations and development policies to help guide the future development of the Parish. Further details of the WNDP can be found on the Warburton Parish Council website at: www.warburtonparishcouncil.gov.uk/neighbourhood-plan
- 3.35 Part of the north west boundary of Warburton Parish will also see significant change through deliver of Places for Everyone New Carrington allocation. The majority of this allocation is located within Carrington Parish to the north however, the Warburton Lane character area of the allocation will see around 600 homes delivered within Warburton Parish.

Key challenges

- Housing affordability issues and lack of affordable housing provision.
- Limited public transport connections and active travel routes.

Key opportunities

- The area provides a significant green infrastructure resource for the Borough.
- Active travel routes to Dunham Massey – GM Ringway Project and National Trust projects.
- Promotion and improvement of the Trans Pennine Trail.
- Improvements to River Bollin corridor – nature recovery and active travel.

4. Analysis - Physical

Transport - (Connectivity / Constraints)

Relevant PfE policies: JP-Strat10: Manchester Airport, JP-Strat12: Main Town Centres, JP-Strat14: A Sustainable and Integrated Transport Network, JP-C1: An Integrated Network, JP-C3: Public Transport, JP-C4: The Strategic Road Network, JP-C5: Streets for All, JP-C6: Walking and Cycling, JP-C7: Freight and Logistics, JP-C8: Transport Requirements of New Development, and JP Allocation 3.2: Timperley Wedge.

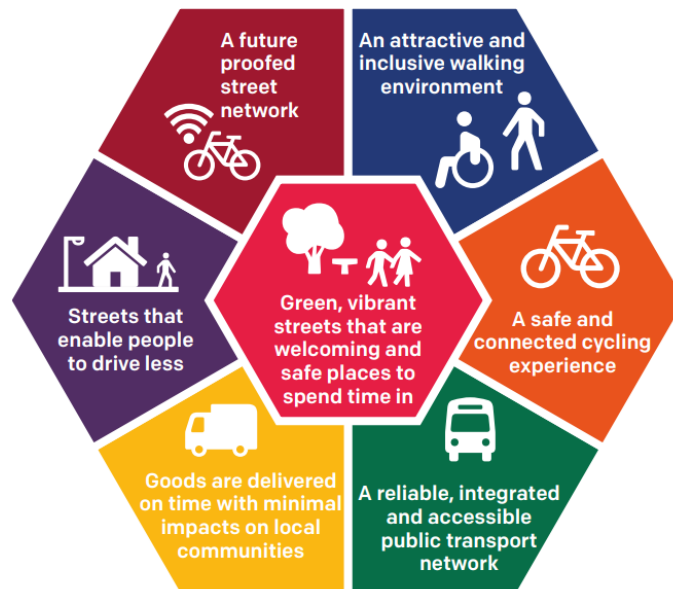
Overview

- 4.1. Across Greater Manchester, 30% of trips under 1km are made by car, and of trips between 1km and 2km, 62% are made by car. Aiming to help readdress this balance, Greater Manchester's Streets for All Strategy sets an ambition for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.
- 4.2. Delivering more sustainable patterns of movement is a key theme within Places for Everyone (PfE). Policy JP-Strat14: A Sustainable and Integrated Transport Network formalising the GM Streets for All 50% target through the requirement to improve the transport network, so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.
- 4.3. In addition, PfE also contains a wide range of policies which cover various modes of transport. Policy JP-C1: An Integrated Network sets out the overarching approach to make transport more sustainable across the plan area. In summary this includes:
 - Delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes;
 - Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport; and
 - Ensuring that development considers those modes of transport which make the most of efficient and sustainable use of limited road space, by following the hierarchy of priority below:
 - a. Pedestrians (and people using mobility aids);
 - b. Cyclists, powered two-wheelers, and public transport users;

- c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection); and
 - d. People in personal motorised vehicles.
- 4.4. Supporting the above policy, PfE includes a number of mode specific transport and movement policies which focus on Public Transport, the Strategic Road Network, Streets for All, Walking and Cycling, Freight and Logistics, as well as transport requirements for new development and individual strategic allocations.

Active Travel

- 4.5. Pedestrians (and people using mobility aids) sit at the top of the movement hierarchy set out in PfE Policy JP-C1: An Integrated Network, with cyclists and powered two wheelers forming part of the second priority group. Supporting this policy, Policies JP-C5: Streets for All and JP-C6: Walking and Cycling provide additional detail on how active travel should be better utilised and improved.
- 4.6. Looking at streets in more detail the GM Streets for All Strategy sets out the following new three level approach to ensure that a more holist approach is taken to street design and management:
- 1. Spatial planning
 - 2. Network planning
 - 3. Street design and management
- 4.7. The first of the above approaches has the most direct implications for Local Plans. A key element of this is reducing the distances needed to travel, as shorter trips can more easily be walked or cycled, and new developments can be designed to provide safe and easy to access through active travel and public transport.
- 4.8. To help achieve the above the Strategy looks to:
- Promote the 15/20 minute neighbourhood concept;
 - Produce a Streets for All development check to be included in future transport assessments; and
 - Look to incorporate the following seven Streets for All Essentials in local authority Local Plans.



4.9. Within each of the above seven 'essentials' are a number of key elements necessary to help deliver them. Some of the most notable elements include:

- Ensuring streets and spaces are safe for all.
- Streets are welcoming places for everyone to walk / use wheelchairs / mobility scooters / prams & buggies.
- People can reach everyday destinations easily and safely by cycle.
- It will be easier to reach public transport by walking and cycling.
- Taking the bus is a safe and attractive option.
- Giving more space to the most efficient and sustainable modes of transport.

4.10. In 2023 Trafford Council approved the Trafford Walking and Cycling Strategy. The document set out an overall goal over the next 10 years for:

- 90% of journeys under 1 mile will be taken by foot, bike or scooter.
- 80% of journeys under 5 miles will be taken by foot, bike, scooter or public transport.

4.11. One of the three objectives of the strategy focuses on improving access and includes the following actions:

- Ensure all road plans / improvements and maintenance in the borough incorporate measures to improve walking and cycling safety.

- Where possible and subject to budget, improve street lighting and lighting for off road routes.
 - Review street clutter to enable clear pavements for pedestrians, wheelchair users and people with pushchairs.
- 4.12. Over recent years a number of significant active travel / public realm projects have been delivered across Trafford. Within Trafford South Altrincham Town Centre has seen significant upgrades to its public realm, to help make active travel more appealing.
- 4.13. Within Trafford South further opportunities to improve active links should be explored within Timperley district centre and along the A56.
- 4.14. The Trafford Streets for All Corridor Study for the A56 was completed in January 2024. The A56 Study assessed the full length of the road within the borough, from a Streets for All perspective. Given the length of the route within Trafford the A56 was broken down into nine sections for the Streets for All assessment. All nine sections scored relatively poorly (between 20 – 35%) against the seven GM Streets for All criteria, and a number of critical issues were identified.
- 4.15. For the sections located within Trafford South, critical issues identified from an active travel perspective included:
- Lack of segregated cycle facilities, creating safety issues at junctions and on road lanes due to volumes of traffic (and vehicle speeds at the southern end of the A56).
 - The majority of unsignalised side roads are not provided with dropped kerbs or tactile paving.
 - In places there is a lack of safe pedestrian crossings facilities.
- 4.16. The study also identified a number of potential interventions. In addition to pedestrian improvements at various junctions, the most significant intervention located within Trafford South was a proposal for a parallel ‘quiteway’ cycle route, on existing residential roads, to provide a new cycle route between Altrincham Town Centre and Dane Road in Sale.

Bus

- 4.17. Some parts of Trafford South are poorly served by existing bus services. Partington, and the rural communities, both in the west of the borough, are particularly poorly served.
- 4.18. The Council is working with TfGM to improve bus provision within the borough, with a particular focus on east-west connections. This work will factor in the high level of additional demand generated by the strategic development allocations at both New Carrington and Davenport Green.
- 4.19. Additional bus services will be delivered as part of both of the above allocations which for New Carrington will improve links between Partington and Sale, and for Davenport Green links between Altrincham and Wythenshawe Hospital, Manchester Airport and potentially Stockport Town Centre.
- 4.20. In addition to the above Trafford Council and TfGM are also working together to identify and develop a schedule of works to improve bus stop facilities in a number of locations across the borough. The Trafford A56 Streets for All Corridor Study also identified a number of locations for bus stop improvements (including changes to bus stops, lay-bys and signal priority).
- 4.21. TfGM's newly acquired control over bus franchising also provides future opportunities to explore and deliver improvements to bus service provision across the area.

Metrolink

- 4.22. The Altrincham line of Metrolink is one of the most heavily used lines on the network. Terminating at Altrincham Interchange the route connections Altrincham Town Centre, the line provides a north – south connection to Manchester City Centre and beyond. Within Trafford South there are Metrolink stops at Altrincham Interchange, Navigation Road and Timperley, before the line runs north into Sale.

Rail

- 4.23. With Trafford South, rail connections are available at Hale, Altrincham Interchange and Navigation Road, which provided regular services between Chester and Manchester Piccadilly.

Key Roads

- 4.24. The A56 provides a strategic road link between the M56 and Manchester City Centre, and runs through the entire length of both Trafford South and Trafford Borough. Congestion on the road within Trafford South is significant particularly at peak times, and is further compounded by the limited number of road crossings over the Bridgewater Canal.
- 4.25. Whilst the A56 acts as a strategic north – south route, a number of important east – west local connections cross the road within Trafford South. This significantly increasing the vehicular demand placed on the road, particularly as east – west public transport connections are less accessible.
- 4.26. The A560 runs through the Timperley Central Ward and provides a key east west route linking to the A56 in Altrincham and M56 Junction 3 located within Manchester. Sections of both the A56 and A560 The A560 are designated Air Quality Management Areas (AQMAs).

Leisure routes

- 4.27. Within Trafford South there are a number of leisure routes which run through the countryside in the southwest of the borough. These include the Trans Pennine Trail, GM Ringway Trail and active travel routes to Dunham Massey and along the River Bollin corridor.

Housing - (Type and Tenure / Future potential)

Relevant PfE policies: P JP-Strat10: Manchester Airport, JP-Strat12: Main Town Centres, JP-Strat14: A Sustainable and Integrated Transport Network, 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, JP-H4: Density of New Housing, and JP Allocation 3.2: Timperley Wedge.

Overview

- 4.28. Trafford South is a predominately residential area, generally characterised by larger detached and more expensive properties. Across the area is there a prevalence of larger 3 to 5 bed detached and semi-detached dwellings. Both the rural areas of Bowdon Ward and the southern half of Hales Barns & South Timperley Ward have particularly high concentrations of larger detached dwellings.
- 4.29. Areas within Trafford South where is a prevalence of smaller 2 bed houses or flats are limited to largely central Altrincham and in the east of Timperley. The built

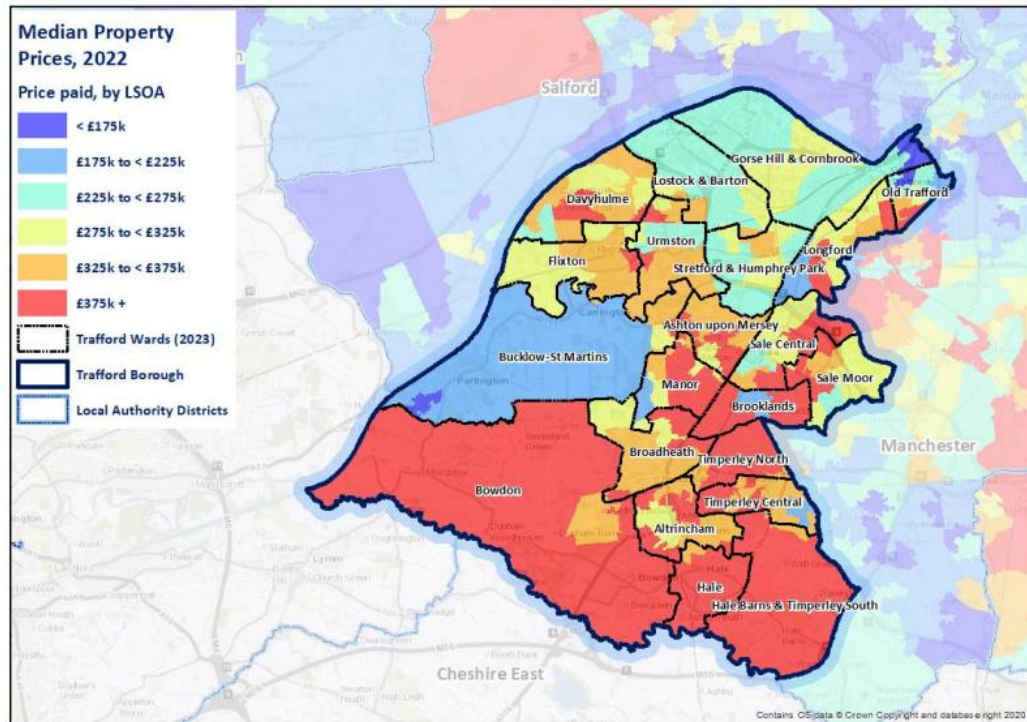
environment of Altrincham town centre offers a much greater range of smaller properties (including flats) within Trafford South, whilst an area of social housing provides smaller units in Timperley east.

- 4.30. Home ownership across the Trafford South stood at 76% in the 2021 Census. This was significantly higher than the Trafford Borough average of 69%, and (with the exception of the Urmston sub-area) all other sub-areas within Trafford. Average house prices across the area are significantly higher than the Borough average. Within Trafford South house prices within the Wards of Bowdon and Hale Barns & Timperley South are the highest within Trafford, and on average significantly higher than the other neighbouring wards within Trafford South.
- 4.31. Trafford South also has the lowest percentage of affordable housing (including social rented from a council or housing association and shared ownership) within Trafford, at 10.4% compared to the Borough wide average of 15.7%.

Affordability

- 4.32. The *Trafford Housing Need Study 2023* (HNA) found that across the Wards of Altrincham, Broadheath, Hale, Hale Barns & Timperley South, Timperley Central and Timperley North that the cost of average market residential sales was £522,507 in 2022. Within the Bowden Ward is increased significantly to £962,280. Both figures were much higher than the Trafford average of £429,151 in 2022.
- 4.33. The disparity between the median house prices between Trafford South and the rest of the Borough is highlighted in Figure 1.

Map 3.2 Median house prices 2022 by built-up areas within the LSOAs of Trafford Borough



Source: Data produced by Land Registry © Crown copyright 2021

Figure 1: 2022 Median House Prices in Trafford

- 4.34. The HNA also found that the household income required for average market sales to be affordable (i.e. based on 3.5 times income for buying / 25% of income for rent) were higher across the Wards of Altrincham, Broadheath, Hale, Hale Barns & Timperley South, Timperley Central and Timperley North at £134,359; and significantly higher in Bowdon Ward at £247,444 compared to the Borough average of £110,353 in 2022.
- 4.35. Reflecting the above disparity the Council’s adopted Core Strategy (and Planning Obligations SPD) both identify the areas within Trafford South as being ‘hot’ market locations. Within such areas a 40% contribution is sought for affordable housing (in comparison to only 5% in ‘cold’ and 20% in ‘moderate’ market locations).

Future Supply

- 4.36. The most recent SHLAA data shows that within the 5-10 years, 918 flats and 1,353 houses are predicted to be delivered across the locality. These figures are heavily reliant on delivery coming forward on the two Places for Everyone allocations at

Davenport Green (Timperley Wedge) and the Warburton Lane character area of New Carrington. Outside of these allocations the SHLAA supply drops to 625 flats and only 293 houses.

4.37. Sites identified within the SHLAA supply outside of the non-permitted elements of the PfE strategic allocations:

- World of Pets, Thorley Lane, Timperley – up to 116 houses.
- Land at Oakfield Road (Altair), Altrincham – 85 flats.
- Pelican Inn and Hotel, 350 Manchester Road, Altrincham – 64 flats.
- Clarendon House, New Stamford Road, Altrincham – 60 flats.
- ATS building, Oakfield Road, Altrincham – 59 flats.
- Trafalgar House, Manchester Road, Altrincham – 38 flats.
- The Bowdon Hotel, 5 Langham Road, Bowdon – 34 flats.
- Bridgeworks, Altrincham – 30 flats.
- Mansion House, Manchester Road, Altrincham – 30 flats.
- Albert Building, 3 Scott Drive, Altrincham – 26 flats.
- 46-50 Railway Street, Altrincham – 25 flats.

4.38. The World of Pets site is included within the Davenport Green allocation boundary and has outline planning permission. This is currently the only major residential site within Trafford South with planning permission for houses.

Altrincham Town Centre

4.39. In line with national planning policy, Places for Everyone (PfE) places a focus on delivering higher residential densities within main Town Centres and within close proximity to transport hubs. PfE Policy JP-Strat12: Main Town Centres states that ‘opportunities to increase the population catchments of these centres will be taken’; and Policy JP-Strat14: A Sustainable and Integrated Transport Network that ‘higher densities will typically be appropriate in locations with good access to rapid transit connections’.

- 4.40. Building on the above Policy JP-H4: Density of New Housing also sets out minimum densities around ‘Designated town centres’ and ‘Other rail stations with a frequent service and all other Metrolink stops’. Within Trafford South, Altrincham Town Centre would fall into the above classifications, and therefore be subject to higher residential densities on proposals both within and also various distances from the town centre, and also various distances from the Altrincham Transport Interchange.

Housing Mix

- 4.41. Within Trafford South, Broadheath Ward had the highest percentage of residents aged 0-15 years, at 24.1% (in 2022). The average across the other six of Wards within Trafford South stood at 20.9%. This figure indicates a larger number of families within young children, particularly within the Broadheath area.
- 4.42. The Trafford Housing Needs Assessment (2024) identifies the highest overall market need across the Altrincham sub-area for 2, 3 & 4 bed homes and 1 & 2 bed flats. 1 & 2 bed houses and 1 & 2 bed flats are in greatest demand for affordable social/rented, whilst the greatest affordable home ownership demand was for 2 & 3 bed homes and 1 & 2 bed flats.
- 4.43. Within the Rural Communities sub-area the highest identified overall market need was for 2, 3 & 4 bed homes and 1 & 2 bed flats. 2 bed houses and 1 & 2 bed flats are in greatest demand for affordable social/rented, whilst the greatest affordable home ownership demand was for 2 & 4 bed homes and 1 & 2 bed flats.

Older Persons Accommodation

- 4.44. Given the ageing population across the Borough, the need for specialist older person accommodation is expected to increase. This trend is more apparent within Trafford South as a number of wards within the area have higher proportions of elderly residents compared to other areas of the Borough. For example, the Wards of Hale Barns & Timperley South and Bowdon had the joint highest percentage of residents aged 65 or more years within Trafford, both at 24.8%. Timperley Central Ward had the fourth highest percentage at 21% and Timperley North had 19.1%, in 2022.
- 4.45. Supporting Trafford’s main Housing Strategy, the *Trafford Older Peoples’ Housing Strategy 2020-2025* sets out four strategic priorities to help manage and better plan for Trafford’s ageing population. These priorities include:

- Improving the quality and standard of existing housing for older people in Trafford.
 - Increasing the availability and range of suitable housing options for older people within Trafford.
- 4.46. Based on analysis of demographic change and Housing Learning and Information Exchange estimates, the Trafford Housing Need Study, establishes a net need within Trafford for 4,441 additional older persons specialist accommodation including:
- 2,664 C3 specialist older person dwelling units.
 - 1,104 C2 extra care units.
 - 673 C2 residential care bedspaces.
- 4.47. In addition, the Study also states that there is a particular need for leasehold sheltered housing, enhanced sheltered housing and Extra Care housing for sale. The supply of dementia-friendly older persons accommodation within Trafford (based on EAC data) was considered to be good, along with there being a sufficient sheltered housing to rent.

Health-related Housing Need

- 4.48. The 2022 household survey cited within the Trafford Housing Need Study considered illness/disability. The survey found that there was a least one person with an illness/disability in 41,264 or 42.9% of households within Trafford. The survey estimated a total of 56,853 people or 23.6% had an illness/disability which is higher than the ONS estimates.
- 4.49. Places for Everyone Policy JP-H3: Type, Size and Design of New Housing requirements all new developments to be built to the 'accessible and adaptable' standard in Part M4(2) (unless site conditions make this impracticable). However, given the ageing demographic of Trafford and the identified levels of disability amongst the population, the HNA recommends that a policy to provide new homes built to accessibility standards is included in the Local Plan.

Employment – (Type, health of employment area, future potential)

Relevant PfE policies: JP-Strat10: Manchester Airport, JP-J1: Supporting Long-Term Economic Growth, JP-J2: Employment Sites and Premises, JP-J3: Office Development, JP-J4: Industry and Warehousing Development, and JP Allocation 3.2: Timperley Wedge.

Overview

- 4.50. Whilst Trafford South is predominantly a residential area, areas of significant employment are located within both Altrincham and neighbouring Broadheath. The scale and nature of the employment within the two locations varies significantly with Altrincham providing more town centre office floorspace, whilst Broadheath provides more industrial and warehousing floorspace. Both locations within their own right, provide significant employment opportunities within the south of the Borough.

Altrincham

- 4.51. Places for Everyone (PfE) Policy JP-J2: Employment Sites and Premises seeks to bring forward a strong portfolio of investment opportunities for new floorspace in a range of key growth locations. As Figure X (below) illustrates, Altrincham as a defined Main Town Centre under JP-Strat 12, will be a key location within Trafford for improved employment provision.

KEY GROWTH LOCATIONS



4.52. Core Strategy Policy W1: Economy also identifies the Borough's town centres areas the Council will focus employment uses in. The status and importance of Altrincham Town Centre is also reflected within the Altrincham Neighbourhood Business Plan (2017). Key employment focused objective of the Business Plan include:

- OB 11. As the principal town centre of the Borough, Altrincham will continue to be a key focus for economic growth including offices, high quality comparison retail (supported by a range of other retail, service, and leisure and tourism activities) and other town centre uses including residential.

4.53. Within Altrincham the main employment areas are located on the north east corner of the town centre, and to the east at Moss Lane. The latter of which, has seen in recent years residential development on its northern and eastern edge.

4.54. Given Altrincham's strong existing public transport links, particularly via the Altrincham (bus, Metrolink and rail) interchange, Altrincham Town Centre is a highly sustainable and accessible location for additional office employment.

Broadheath

4.55. Located to the north of Altrincham town centre and running alongside the Bridgewater Canal, Broadheath is a long established industrial area and is the second largest industrial area in Trafford after Trafford Park. In comparison to Trafford Park, Broadheath serves a much more local market. The area is largely occupied with industrial and warehousing uses, although there are some large retail units present such as an Asda superstore.

4.56. Cited within the *Trafford Employment Land Review Update (2020) (ELR)*, the 2017 Tractivity search found that the Broadheath Employment Area had three units on the market and 17 units that had recently been sold for employment use. The ELR viewed this as an indication of a healthy market because of a large number of units that have recently been sold or let out and there are a small number of units for sale; suggesting high occupancy and high demand in the area.

4.57. The ELR also references a number of planning approvals for smaller scale non-employment uses within the boundary of the employment area. This suggests that there is some pressure within the area for non-employment uses. Notwithstanding

the non-employment permissions granted in the area, the ELR considers Broadheath employment area to be ‘highly suitable for continued employment use for industry and warehousing. This statement is also supported by the applications for new and extensions to existing employment units.

- 4.58. Core Strategy Policy W1: Economy also identifies Broadheath as one of seven areas the Council will focus employment uses in. The policy also states that Broadheath ‘will be retained and supported as a principal employment location in the south of the Borough’.
- 4.59. In addition to the development pressures on the Broadheath employment area from non-employment proposals, changes to the Use Class Order in 2021 resulted in much greater flexible for changes of use within the newly defined Class E Commercial, Business and Service which includes g)iii) any industrial process (which can be carried out in any residential area without causing detriment to the amenity of the area).

Davenport Green

- 4.60. Located with the area covered by PfE Policy JP-Strat10: Manchester Airport, Davenport Green will see 60,000 sqm of office employment floorspace (15,000 sqm of which will be in the PfE plan period of 2039) through the delivery of PfE Policy JP Allocation 3.2: Timperley Wedge.
- 4.61. Delivery of the above office employment floorspace (along with all other forms of development) will be facilitated through the adoption of a site wide masterplan for the allocation.

Retail – (Town centre / local centres)

Relevant PfE policies: JP-Strat12: Main Town Centres, JP-P3: Cultural Facilities, JP-P4: New Retail and Leisure Uses in Town Centres, and JP Allocation 3.2: Timperley Wedge.

Overview

- 4.62. Altrincham is the main town centre within Trafford and provides a wide range of retail, leisure and community facilities. Within Trafford South, district centres are also located within Hale and Timperley and Hale Barns contains a local centre. In addition, the Altrincham Retail Park is located within Broadheath.

Altrincham Town Centre

- 4.63. Altrincham is Trafford's only 'main town centre' as defined by PfE Policy JP-P4: New Retail and Leisure Uses in Town Centres. Policy JP-Strat12: Main Town Centres states that the main town centres will provide the primary focus for office, retail, leisure and cultural activity for their surrounding areas.

District and Local Centres

- 4.64. As required by PfE Policy JP-P4 the boundaries centres at lower levels of the hierarchy will be defined in the Local Plan. Currently, the Core Strategy under Policy W2: Town Centres & Retail identifies District Centres within Hale and Timperley. The policy states that within these areas there will be 'a focus on convenience retailing of an appropriate scale, plus opportunities for service uses and small-scale independent retailing of a function and character that meets the needs of the local community'.
- 4.65. In addition to District Centres, the Core Strategy refers to a Local Centre within Hale Barns. As part of the Davenport Green development, Policy JP Allocation 3.2: Timperley Wedge requires the inclusion of a new local centre close to the proposed Metrolink stop. This will act as a hub for community infrastructure and will serve the needs of the new community. The policy identifies small high street shops and community facilities (including health facilities), and a local supermarket is being appropriate within the local centre.

Broadheath Retail Area

- 4.66. Core Strategy Policy W2: Town Centres & Retail identifies the Altrincham retail park as 'Out-of-Centre'. The policy therefore aims to limit further development to bulky good comparison goods only. Proposals for expansion should also be in line with national policy.

Cultural Facilities

- 4.67. In addition to retail, PfE Policy JP-P3: Cultural Facilities sets out a number of measures to proactively develop and support cultural businesses and attractions in the plan's cities and towns. For Trafford this specifically relates to Altrincham Town Centre.

5. Analysis - Environmental

Climate Change – (opportunities to deliver PfE policies in the Place)

Relevant PfE policies: JP-S2: Carbon and Energy, JP-S3: Heat and Energy Networks, JP-J2: Employment Sites and Premises, and JP-S6: Resource Efficiency.

- 5.1 PfE sets out a clear and ambitious stance on helping Greater Manchester become carbon neutral by 2028. A range of measures to help achieve this are listed in Policy JP-S2: Carbon and Energy. In addition, Policy JP-S3: Heat and Energy Networks identifies the Timperley Wedge / Allocation as being a “Heat and Energy Network Opportunity Area”. The allocation should therefore consider the installation of a site-wide or communal heat / energy network solution.

Ecological features / Green Infrastructure / Blue infrastructure

Relevant PfE policies: JP-Strat13: Strategic Green Infrastructure, JP-S4: Flood Risk and the Water Environment, JP-G1: Landscape Character, JP-G2 Green Infrastructure Network, JP-G3: River Valleys and Waterways, JP-G6: Urban Green Space, JP-G7: Trees and Woodland, JP-G8: A Net Enhancement of Biodiversity and Geodiversity, JP-G9: The Green Belt, and JP Allocation 3.2: Timperley Wedge.

- 5.2 Trafford South includes a number of ecological features. The River Bollin runs along the southern edge of the Borough. Fairywell and Timperley Brooks are other significant watercourses within the area. All of these features have associated areas of flood plain.
- 5.3 Sites of Biological Importance (SBIs) are present within the Davenport Green allocation area, along the southern boundary of the Borough (along the River Bollin corridor) and at Dunham New Park and Dunham Massey Park. The full length of the Bridgewater Canal within Trafford is also designated as an SBI.
- 5.4 PfE Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity sets out a range of methods to help deliver a net enhancement of biodiversity. This includes improving connections between habitats.

Recreation / Open Space

Relevant PfE policies: JP-P7: Sport and Recreation and JP Allocation 3.2: Timperley Wedge.

- 5.5 The Trafford Open Space Assessment (2024) found that within Trafford South there is a current quantity (per 1,000 of the population) provision deficit of the following open space typologies: Natural and Semi-Natural Greenspace, Provision for Children and Teenagers and Allotments. A significant surplus was identified for Parks, Gardens and Recreation Grounds along with a surplus for All Accessible Greenspace. The assessment however forecasts that by 2039 there is likely to be a deficit in all typologies with the exception of Parks, Gardens and Recreation Grounds.
- 5.6 Despite the above identified surplus in quantity provision, access to greenspace close to home in Trafford South for the 5-minute (doorstep and local) standard covered around half of the locality, however provision to the 10-minute (neighbourhood) standard was very limited (covering the south-western tip of Altrincham and limited areas in the north-west of Timperley).
- 5.7 Populated areas without any access to greenspace close to home are prevalent across the south locality, in particular this includes most of Hale Central ward. In the west of the locality, access is much more restricted, although this part of the borough is generally rural and has a lower population density. Public rights of way and other access routes through the wider countryside will form an important alternative to open space in this part of Trafford.
- 5.8 Taking into account the ageing population of Trafford (which is more apparent in Trafford South) the Trafford Open Space Assessment (2024) recommends that there is a need to ensure appropriate open space provision is made for the ageing population (through for example the provision of benches and accessible paths).

6. Analysis - Social

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

Relevant PfE policies: JP-P5: Education, JPA3.2: Timperley Wedge

- 6.1 Trafford South is served by primary schools in the residential areas of Altrincham, Broadheath, Bowdon, Hale, Hale Barns and Timperley. Secondary schools include Altrincham Grammar Schools, Altrincham College, Loreto Grammar School, North Cestrian School and Wellington School.
- 6.2 Demand for primary school places is currently experiencing a reduction due to lower birth rates and fewer families with primary school aged children moving into Trafford South (largely due to housing affordable pressures). Capacity at existing primary schools within the area is currently considered sufficient to meet demand. Future demand generated from the 2,500 Davenport Green allocation could also be accommodated via expansions of nearby single form entry primary schools, and potentially the delivery of a two form new school within the allocation (near to the future local centre).
- 6.3 There is currently a much greater demand for secondary school places within the area. A School and Place Planning and Sufficiency Report (dated 23 Jan 2024) produced for the Council’s Children and Young People’s Scrutiny Committee identified that the Altrincham Education Planning Area had a vacancy rate of below 3%. This was also the case for the neighbouring Sale Planning Area to the north.
- 6.4 Altrincham College was granted planning permission in Oct 2024 for an extension which would accommodate sufficient facilities for an additional 60 places per year group. This expansion is to help meet existing capacity shortfalls, and does not factor in future demand generated from the 2,500 Davenport Green allocation. It is therefore highly likely that further capacity improvements will be required in addition to those currently planned for.

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

Relevant PfE policies: JP-P6: Health

- 6.5 Within Trafford South, Altrincham Hospital is a purpose-built modern facility providing a range of general and specialist outpatient and diagnostic services. It is located within Altrincham Town Centre, and a short walk from Altrincham Interchange.
- 6.6 Medical Centres are also located within the main residential areas of Trafford South. These include: Altrincham Medical Practice, Barrington Medical Centre (Altrincham), Shay Lane Medical Centre (Hale Barns), The Village Surgery (Timperley) and West Timperley Medical Centre (Broadheath).

Community Facilities

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

- 6.7 Community facilities are located across Trafford South. These include: Larkhill Centre Community, The Larkhill Centre, Broomwood Community (all located within Timperley), the Community Sports Hall at Altrincham Football Club, Broadheath Community Hall, The Hub (Altrincham), and The Jubilee Community Centre (Bowdon).
- 6.8 Altrincham Leisure Centre is currently closed for extensive refurbishment, and due to reopen in early 2025. Trafford Leisure also runs Altrincham Golf Course & Driving Range. Privately run facilities are also available at Total Fitness Altrincham, The Gym Group Altrincham, Pure Gym Altrincham and Hale County Club. There are also a number / range of sports clubs including: Altrincham Football Club, Altrincham Table Tennis Social Group, Bowdon Cricket, Hockey & Squash Club, Hale Lawn Tennis Club and The Tennis Club Hale Barns and Timperley Sports Club.

Heritage, Culture and Tourism

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

- 6.9 Trafford South is home to a number of heritage and cultural assets, the most notable of which is the National Trust's Dunham Massey Estate. Dunham Massey includes a 300-acre deer park, the Grade I listed Dunham Massey Hall and

associated historic buildings, and all-season gardens. The site acts as one of the most visited destinations within the Borough.

6.10 Flowing past the south western boundary of the Dunham Massey, and along the southern boundary of Trafford, the River Bollin provides another significant feature of the landscape. As part of a national programme to improve the health of rivers across the country, the National Trust, has launched the River Bollin Riverlands project. The key aims of the project are:

- Rivers and catchments that are healthy, clean and rich in wildlife.
- Rivers and catchments that are easily accessed, valued and loved for their heritage and beauty.
- Sustainable long-term care for rivers and catchments.

6.11 The National Trust will also be working with local communities to help enhance the river corridor as a space for leisure and recreation.

6.12 Another key asset running across Trafford South is the Trans Pennine Trail, running east west via Dunham Massey Village to Broadheath and continuing northwards. This section within Trafford South forms part of the coast to coast trail between Southport and Hornsea, 215 miles long. Within Greater Manchester, the GM Ringway is a 200 mile long walking trail route. Stage 18 of the route links Irlam and Altrincham via the rural Bollin Valley and the parkland of the Dunham Massey estate.

6.13 Altrincham Town Centre is home to a number of heritage and cultural assets. In addition to the popular (refurbished) Altrincham Market, other facilities including the Everyman Altrincham cinema, Planet Ice Altrincham and The Altrincham Garrick Playhouse to the north of the town centre.

6.14 The significant historic value of Altrincham town centre is emphasised by seven separate Conservation Areas being located in part within the town centre boundary (most notably Old Market Place, George Street, Stamford New Road and Goose Green). There are also a number of listed buildings within the area.

6.15 Across the wider area of Trafford South there are a number of other Conservation Areas covering settlements such as Warburton, Dunham Town, Bowdon, South

Hale and Hale Station. A range of designated and non-designated heritage assets can also be found across Trafford South.

7. Opportunities for change through the Local Plan

- Reductions in congestion on A56 / increase in non-car based forms of transport
- Improve active travel routes across the area, particularly to key nodes – e.g. Town and local centres, areas of employment, Metrolink stops, cultural and leisure facilities. (Examples from the A56 Study include new and improved pedestrian crossing on the A56 and the Dane Rd to Altrincham Town Centre Parrell Cycle Quietway).
- Metrolink Western Leg Extension – Timperley Wedge-Manchester Airport (PfE, Delivery Plan 2026)
- Bus Rapid Transit connections between Altrincham and Manchester Airport (PfE, Delivery Plan 2026)
- Development of heat / energy networks at Davenport Green.
- Public realm improvements to Altrincham Town and Local Centres.
- Promotion and improvements to key leisure routes & wildlife corridors (River Bollin, Trans Pennine Trail and GM Ringway Trail).
- Increasing provision of affordable housing.