

Trafford Local Plan



April 2025

Regulation 18 Consultation Draft - Policies



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Introduction, Vision and Strategic Objectives

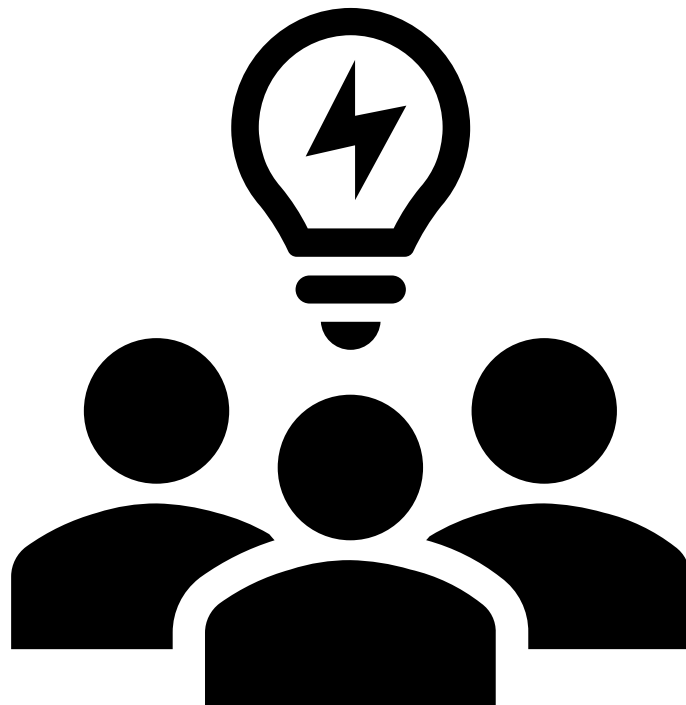




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1. Draft Trafford Local Plan

Local Plan Policies Consultation 2025

- 1.1. The draft Trafford Local Plan has been published for public consultation from 24 April to 12 June 2025. This consultation relates **only** to the policies of the draft Trafford Local Plan, any site allocations and designations will be the subject of a separate future consultation later in 2025.
- 1.2. Involving local people, organisations and businesses is an important part of the planning process. The consultation is an opportunity for you to have your say on the draft Trafford Local Plan policies which will guide development in the borough for the next 15+ years.
- 1.3. The easiest way to respond to the consultation is online – via Citizen Space. The online consultation platform will guide you through the plan and provide an opportunity to comment on each policy.
- 1.4. If you need to respond by email or post, please send completed responses to:
 - Email – localplan.consultation@trafford.gov.uk
 - Post – Strategic Planning, Trafford Council, Trafford Town Hall, Talbot Road, Stretford. M32 0TH
- 1.5. Please ensure you include the following information:
 - Name and contact details
 - Organisation (where relevant)
 - What you are commenting on – which chapter, policy or section of the Local Plan. Including the policy reference and/or paragraph number.
 - Your comments – what you do or do not like about the policy / section of the Local Plan and the reasons why. Any alternative proposals or evidence base which could be considered.
- 1.6. Without this information it will not be possible to process or take proper consideration of your comments.



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

Consultation Question X-X

Consultation question text

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

Data Protection

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

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



consultation database, it will be assumed that you do not wish to be notified of future consultations.

Trafford Local Plan

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

Trafford Development Plan

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



Preparation of the Trafford Local Plan

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

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

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

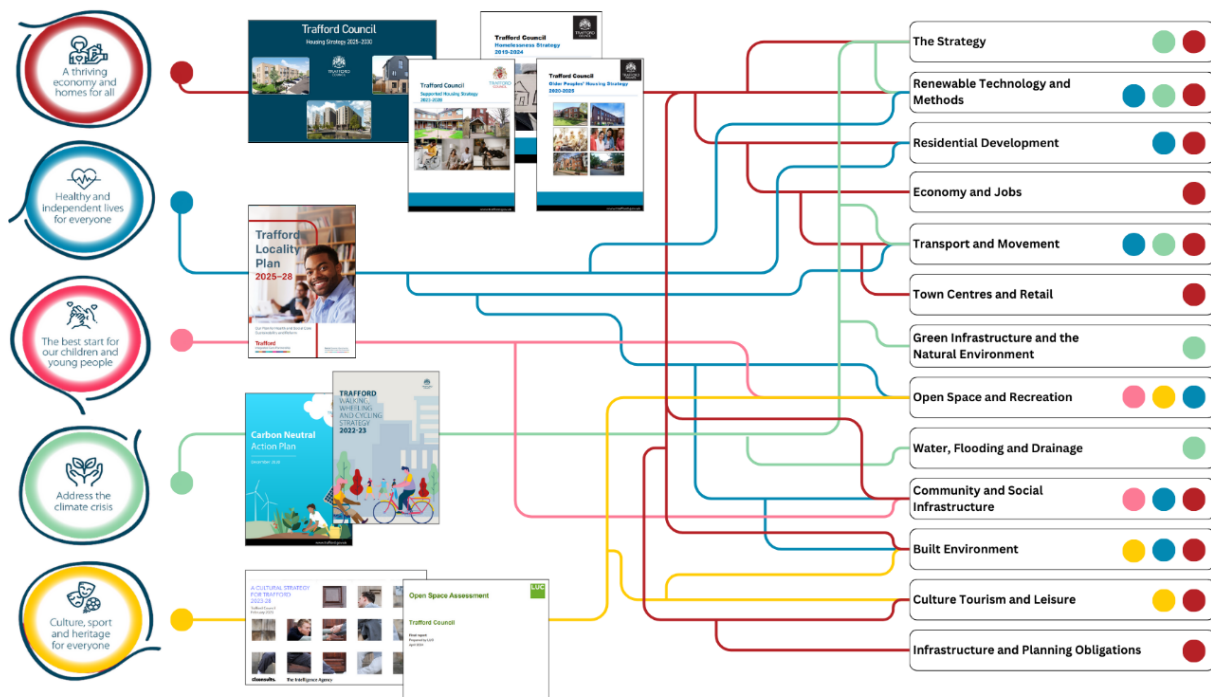
The Corporate Plan identifies five priorities:
 - a) The best start for our children and young people



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

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

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



Integrated Assessment (IA)

- 1.22. The draft Trafford Local Plan has undergone assessment to consider its potential social, economic and environmental effects. The IA identifies the type, nature and extent of these potential effects and how the draft Trafford Local Plan can address them.
- 1.23. The IA includes four separate but complimentary assessments:



- a) Sustainability Appraisal / Strategic Environmental Assessment – assesses the effects of the Local Plan across a range of environmental, social and socio- economic issues
 - b) Health Impact Assessment – assesses effects of the Local Plan on the health and well-being of the population and its ability to access health related facilities and services
 - c) Equalities Impact Assessment – assesses effects of the Local Plan in terms of equalities issue, with particular focus on disadvantaged or excluded groups of people.
 - d) Climate Change Risk Assessment - assess the effects of the Local Plan in terms of avoiding, mitigating or minimising the impacts of climate change
- 1.24. In addition, a Habitats Regulations Assessment (HRA) has been completed, which assesses the potential for the Local Plan to affect nature conservation sites and ensures it will not have a likely significant effect on them.
- 1.25. The draft IA and Habitats Regulations Assessment are available as part of the Local Plan consultation documents on the Trafford Council Strategic Planning web pages where you can complete online surveys to submit comments on them.

Evidence Base

- 1.26. Local Plans must be based on up to date and relevant evidence about the economic, social and environmental characteristics of the area. The draft Trafford Local Plan has been prepared taking in to account the existing available evidence base.
- 1.27. A significant evidence base was prepared for the PfE Plan, much of which is also relevant to the Trafford Local Plan. Where this is the case, reference is made to the specific evidence base document.



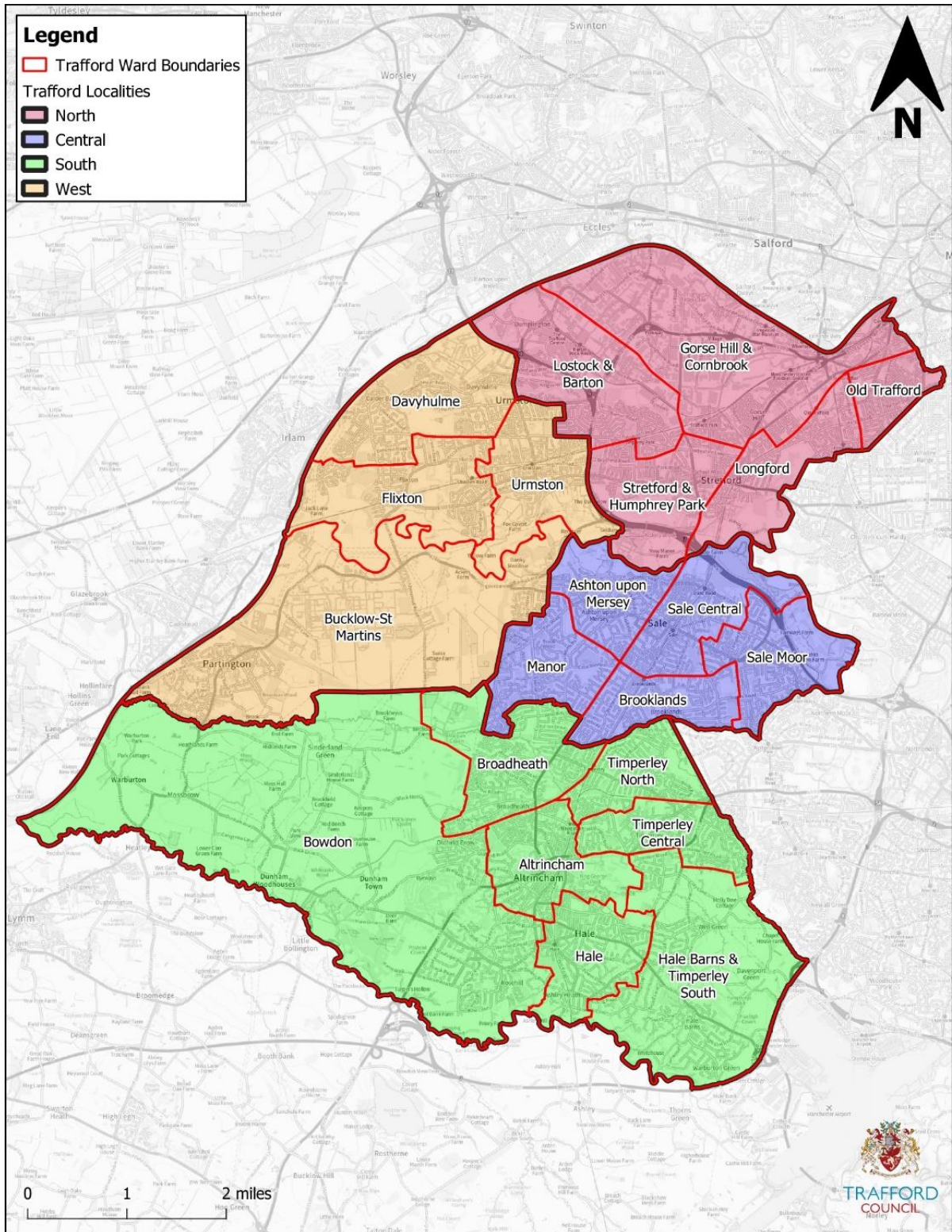
- 1.28. The production of the evidence base is an iterative process and when available it will be published on the Trafford Council Strategic Planning web pages.

Navigating the draft Trafford Local Plan

- 1.29. The draft Trafford Local Plan has the Trafford Locality Areas at its heart, and these are referenced throughout the document. There are four Localities in Trafford – North, South, Central and West - and these are shown on Figure 1-2.



Figure 1-2: Trafford Localities Plan



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1.30. The draft Trafford Local Plan is structured into thematic policy chapters within which are a series of policies. Each chapter has a symbol to aid navigation of the document, and these are shown below, alongside the chapter headings outline in Table 1-1 below.

Table 1-1: Guide to the Trafford Local Plan Chapter Numbers, Symbols and Names

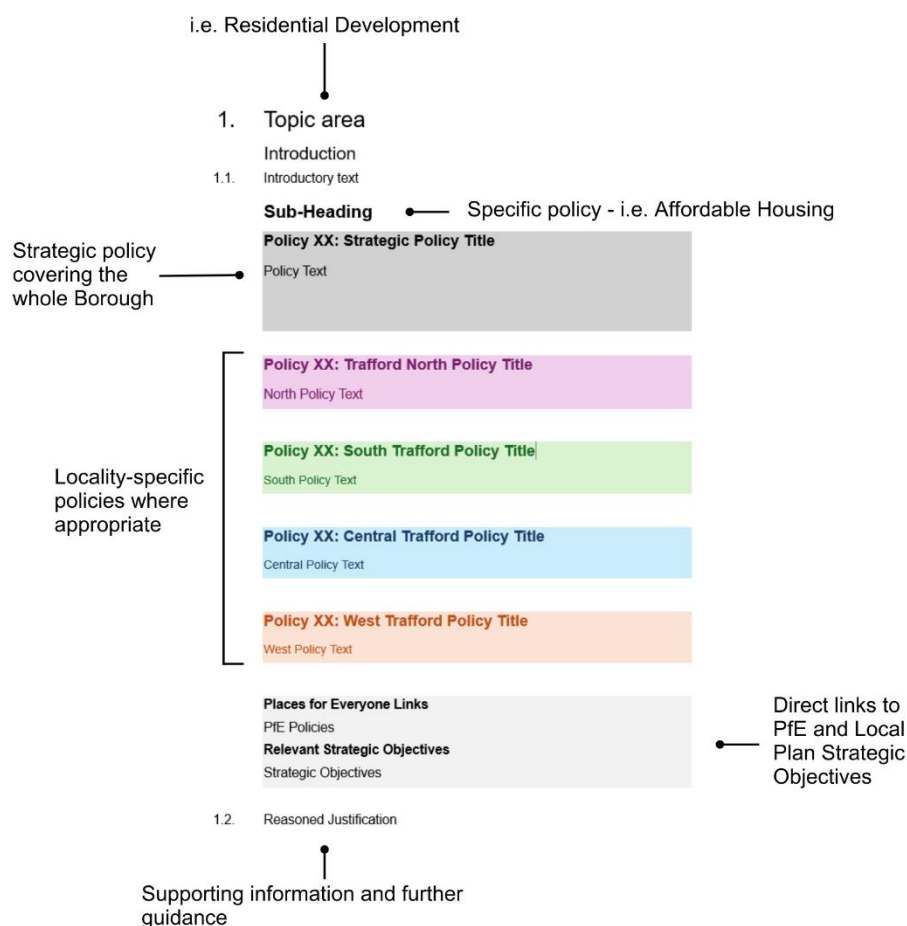
Chapter Number	Chapter Symbol	Chapter Heading
1		Introduction, Vision and Strategic Objectives
2		The Strategy
3		Renewable Technologies and Methods
4		Residential Development
5		Economy and Jobs
6		Transport and Movement
7		Town Centres and Retail
8		Green Infrastructure and the Natural Environment
9		Open Space, Sport and Recreation
10		Water, Flooding and Drainage
11		Community and Social Infrastructure



Chapter Number	Chapter Symbol	Chapter Heading
12		Built Environment
13		Culture, Tourism and Leisure
14		Infrastructure and Planning Obligations

1.31. Each policy starts with the strategic policy requirements, which apply across the borough. In some cases, there are additional policies which relate to a specific Locality Area, and these are shown in separate colour coded boxes. Figure 1-3 shows a template of how a chapter will look like.

Figure 1-3: Chapter template





- 1.32. At the end of each policy is a box indicating which PfE policies are relevant to the policy, alongside the relevant Local Plan Strategic Objective/s.
- 1.33. At the end of each chapter is information how the policies will be monitored however detailed information on monitoring indicators and the delivery and implementation of the policies will be determined following work on the Site Allocations stage of the Local Plan.
- 1.34. The draft interactive 'Policies Map' sits alongside the policies and shows how the draft Trafford Local Plan policies apply on the ground. This is available on the Strategic Planning webpages. The 'Policies Map' will be updated as the Trafford Local Plan progresses to take in to account allocations and policy designations.

Consultation Question 1-1

Do you support the draft Policies Map? Are there any changes required which would improve it?

The Places for Everyone Plan

- 1.35. Places for Everyone (PfE) is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes and sustainable growth.
- 1.36. It sets out the number of new homes required, where businesses will locate to sustain and create jobs, identifies strategic allocations and what infrastructure is needed to support the development and to protect and enhance our towns, cities and landscapes. It covers a timeframe up to 2039.
- 1.37. PfE was adopted by Trafford Council on the 21 March 2024, and it forms part of the statutory Development Plan for the borough.

Scope of the draft Trafford Local Plan

- 1.38. PfE sets the high-level strategy and policies and therefore must be read alongside the draft Trafford Local Plan.



- 1.39. In some cases, the PfE policies are considered to provide sufficient guidance and requirements on a particular issue, and therefore the draft Trafford Local Plan will not cover these policy areas. Each policy chapter will include information on which policies are not covered as they are within PfE.
- 1.40. With the adoption of this draft Trafford Local Plan, it is the intention to replace all current and saved UDP and Core Strategy policies.

Setting the Scene

- 1.41. Trafford is located in the southwest of Greater Manchester and has a population of around 237,000 people (8.5% of the Greater Manchester population) and has a diverse mix of communities. It is one of the smaller boroughs within Greater Manchester, covering an area of approximately 10,600 hectares (26,200 acres or 41 square miles).
- 1.42. To the north and east, Trafford adjoins the Metropolitan Districts of Salford and Manchester and, to the south, Warrington Council and Cheshire East Council, where the River Bollin forms the borough boundary.
- 1.43. Trafford has important centres for industry and business with major and long-established industrial estates, such as Trafford Park which is one of the largest in Europe, a high-quality natural environment including leafy suburbs and large areas of countryside (the majority of which being Green Belt).
- 1.44. Trafford has an outstanding educational infrastructure and is consistently amongst the top five local authorities in the country for educational attainment. Demand for housing in Trafford is very strong; the average house price in Trafford was £386,000 in December 2024 (provisional), up 7.6% from December 2023.
- 1.45. Trafford benefits from secure and reliable high-speed fibre optic internet connectivity that is amongst the best in the country with 99% of the borough covered by superfast broadband. Trafford is also a hugely



popular visitor destination attracting significant numbers of visitors to its many attractions, including Imperial War Museum North and world class sporting destinations such as Manchester United Football Club and Lancashire County Cricket Club. The Trafford Centre Rectangle is one of the largest retail and leisure destinations in the UK, boasting the Trafford Centre, Chill Factore, iFly, Sea Life Manchester and LEGOLAND Discovery Centres, and Aerial Extreme which together attract over 40 million visitors per year.

- 1.46. Trafford is highly accessible with links to the motorway, rail and Metrolink networks, and canals. Manchester Airport is located immediately adjacent to the Trafford Borough Boundary, providing access to international markets. In addition, the completion of the Metrolink extension in 2020 ensures Trafford Park and Trafford City has increased Trafford's accessibility by non-car transport.

Trafford in the Sub-Region

- 1.47. The draft Trafford Local Plan will contribute to and support the vision of the Greater Manchester City Region becoming a world class city. Trafford is one of the main economic drivers in the City Region's economy. Given Trafford's role in the City Region, we must ensure, through the implementation of this Plan, that growth benefits not only Trafford's residents but also that it contributes to the wider aspirations for Greater Manchester.
- 1.48. Trafford's economic output stands at around £8.1bn, making it the second largest contributor to GM's economy and comprising 13% of the City region's economy. Trafford forms an important part of the southern corridor of business activity which extends out from GM's regional centre. It is home to a number of key employment assets and over 11,000 businesses. Over the last two decades Trafford has accounted for almost one in four new jobs created across the city region (GMFM, Oxford Economics).
- 1.49. Trafford Park, a major industrial location for Trafford, GM, the North West, and the UK, is home to over 1,300 businesses and over 41,000



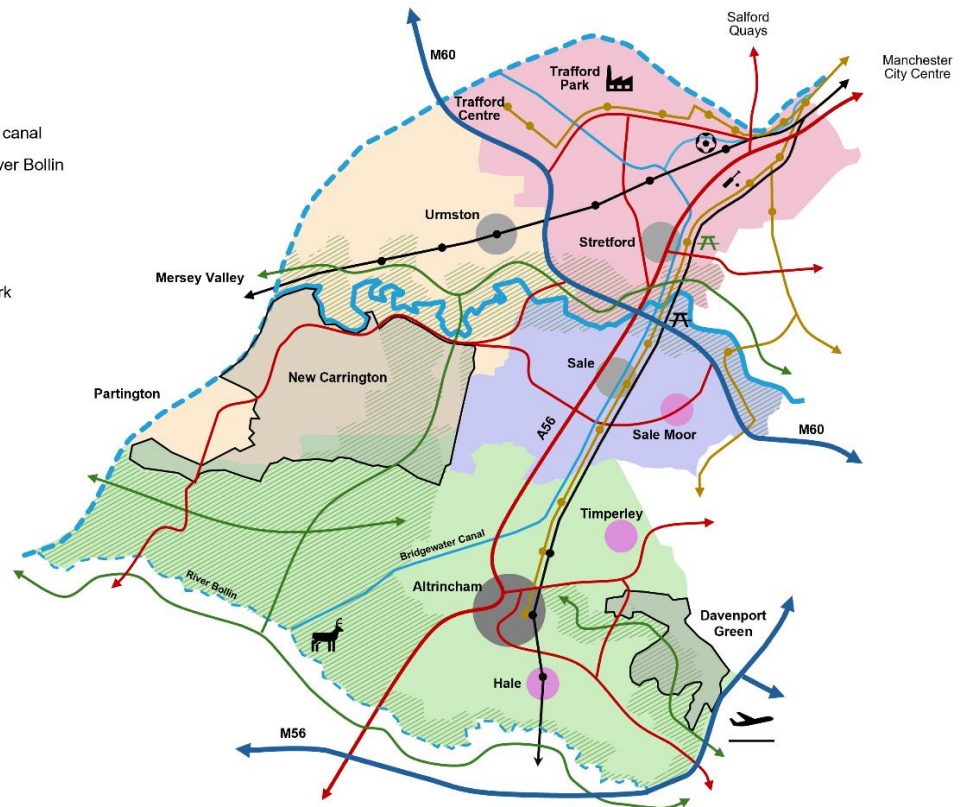
employees. It has a diverse employment base including retail, wholesale, digital services and professional services. The park includes major business brands including Kelloggs, Adidas, Missguided, Cargill, Unilever, and Amazon, and is a significant economic asset and a strategic employment site in Greater Manchester.



Figure 1-4: Key Diagram

Key

- Motorway
- Main roads
- River Mersey / Bridgewater canal
- Manchester Ship canal / River Bollin
- Metrolink line / stop
- Railway line / station
- Green Belt
- Green Infrastructure Network
- PfE Allocations
- Main town centre
- Town Centre
- District Centre
- North Locality
- South Locality
- Central Locality
- West Locality
- MUFC Stadium
- LCCC Ground
- Dunham Massey
- Manchester Airport
- Longford Park
- Sale Water Park



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Vision for Trafford

Trafford's Local Plan will ensure that by 2042 all our residents, businesses and communities are thriving by addressing the climate crisis locally, with ambitious targets for new development. Through these targets and the delivery of resilient and well-adapted sustainable communities that are attractive and well-designed, the borough will have achieved carbon neutrality by 2038.

Trafford's biodiversity will be enhanced and its natural assets protected for future generations, ensuring that green and blue spaces offer social and active opportunities for all.

Trafford will have a sustainable transport network with car free travel being the priority for how people get around. Reducing the need to travel overall as locally accessible services, job and facilities are in the right locations.

Trafford will have met its housing requirement; it will have addressed its acute need for affordable housing to ensure that people have the types of homes that they both want and need.

Trafford's town centres, designated centres and neighbourhoods will be successful and distinct and our communities will feel proud of them. Trafford will continue to be a destination for investment, competitive international businesses will be retained and new ones will be attracted to move in. There will be new opportunities for sustainable businesses that create a range of jobs. Trafford local workforce will be skilled and it will support the high performing local economy.



High quality design and place-making will be a part of all developments. Places promote people's well being and healthy lives by reducing physical and mental health inequalities. Trafford will have maximised its existing assets by recognising the role that its historic and built environment play in our lives. Trafford's international sporting and cultural attractions will continue to be successful popular visitor destinations.

Trafford will have successful indoor and outdoor education, recreation and leisure facilities sitting alongside social infrastructure, providing young people with the opportunities they need to grow and prosper.

- 1.50. This vision for the draft Trafford Local Plan sets out what type of place Trafford aspires to be at the end of the plan period responding to local challenges and opportunities, looking ahead to 2042 and setting the direction of travel for Trafford.
- 1.51. The Strategic Objectives, that follow, link to the Vision and are based around the three key roles for the planning system set out in the NPPF (social, economic and environmental). These objectives help to inform the Strategic Policies that also form chapter 2 of this plan.

Consultation Question 1-2

Do you agree with the proposed Vision for the Trafford Local Plan?



Strategic Objectives

SO1 Deliver the homes that Trafford needs

- A. Deliver homes for the residents of Trafford within distinct and attractive neighbourhoods.
- B. Promote a good choice of high quality, accessible, energy efficient housing people can afford in sustainable locations, of a size, mix, density and tenure needed.
- C. Address the housing shortage through the provision of affordable and social rented housing in the right mix to support the needs of all, including an ageing population.

SO2 Make Trafford healthy, accessible and equal for all

- A. Require development to create places which can be used by anybody regardless of age, sex or disability to create safe, strong, cohesive and resilient communities.
- B. Reduce inequality and isolation and support the provision of facilities and services to meet community needs, supporting life-long physical activity.
- C. Reduce inequalities in health, wellbeing and quality of life, creating neighbourhoods and places where people choose to live, enjoy and work.

SO3 Ensure Trafford's resilience and carbon neutrality

- A. Require all new development to be carbon neutral by 2028.
- B. Promote the use of new technologies to help combat and adapt to climate change, minimising the impact of all new development on the environment, whilst protecting the character of the built environment within the borough.
- C. Harness the role that green and blue environments play in mitigating Climate Change and its effects.
- D. Strengthen resilience to the impacts of flood risk, extreme heat and weather events.



- E. Prioritise brownfield development by encouraging the reuse and redevelopment of derelict land and buildings.

SO4 Sustain Trafford's economic growth

- A. Protect existing well performing employment land.
- B. Attract new, high quality and diverse investment, enabling Trafford to remain competitive and contribute to the growth of the local, Greater Manchester and regional economies.
- C. Ensure Trafford is digitally connected and embraces new technological developments.

SO5 Champion Trafford's workforce and young people

- A. Enable Trafford's young people to thrive, improving their skills, qualifications and opportunities to enter the local workforce.
- B. Address the need for education and skill provision as required to meet the needs of a modern economy providing good quality, sustainable jobs.
- C. Require employment and skills opportunities as part of new developments.

SO6 Support vibrant town and designated centres

- A. Promote a greater diversity of appropriate uses, including residential development, and strengthen the evening economy.
- B. Bolster the vitality and viability of town centres which will be the focus for office, retail, leisure and cultural activity.
- C. Recognise the important role that District and Local centres play in the local community and economy.

SO7 Protect and improve the natural environment and connect green assets

- A. Achieve biodiversity net gain.
- B. Protect and enhance designated green and blue spaces.
- C. Strengthen and expand Trafford's green infrastructure network and improve its accessibility.



- D. Create a high quality, varied and connected network of accessible open spaces and outdoor sports and recreation facilities, including within new development sites.

SO8 Sustainable movement

- A. Integrate development so that housing, employment, retail, open space, community facilities and transport are well connected.
- B. Encourage sustainable and efficient patterns of movement through an enhanced walking, wheeling and cycling network and improved public transport provision. Including improved public realm within these networks.
- C. Improve and enhance east-west connections and improve permeability across major physical barriers.
- D. Prioritise the efficient use of land in the most sustainable well-connected locations in Trafford.

SO9 Support cultural and leisure assets

- E. Support the important role culture, tourism and leisure play in the local and regional economy.

S10 Design, heritage and placemaking

- F. Protect the historic environment and buildings.
- G. Maintain and strengthen local character and distinctiveness through high quality design and placemaking.

Consultation Question 1-3

Do you agree with the proposed Strategic Objectives and feel that they capture the priorities for Trafford?

Trafford's Localities

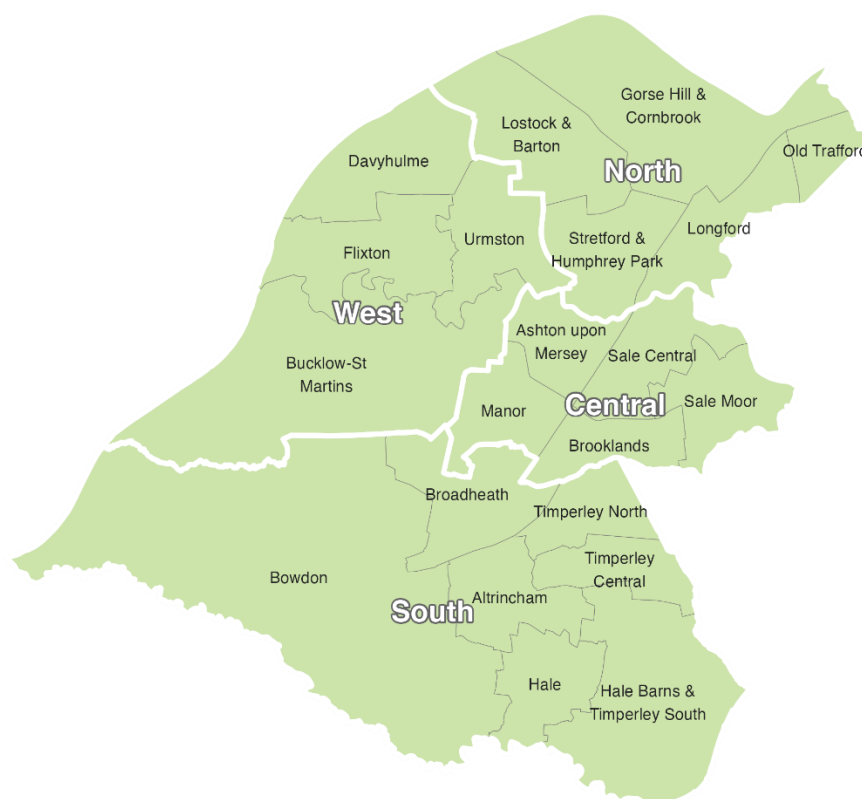
- 1.52. To assist with the management of work that goes on across the borough, Trafford Council has historically grouped its wards into four larger areas known as localities, named "North", "South", "Central" and "West".



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

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

Figure 1-5: Trafford's Wards and Localities



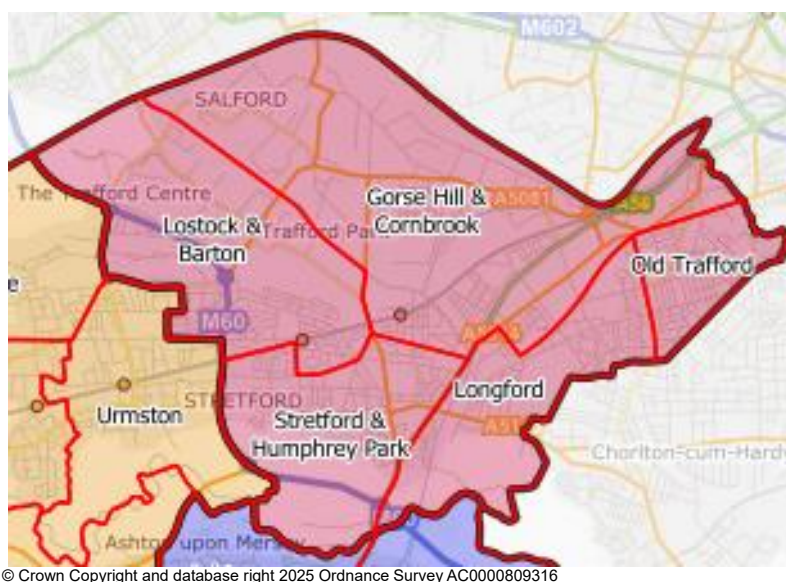
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Trafford North Locality Overview

- 1.54. 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.

Figure 1-6: North Locality Plan



- 1.55. 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 and significant regeneration.
- 1.56. Trafford North is home to a range of internationally renowned landmarks, notably Manchester United Football Club (Old Trafford) and Lancashire Council Cricket Club (Old Trafford). Other significant landmarks include the Trafford Centre, Trafford City, Trafford Park, the Imperial War Museum North and Longford Park.



- 1.57. 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.
- 1.58. 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.
- 1.59. Trafford North is home to the Civic Quarter which is centred around Lancashire County Cricket Club 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.
- 1.60. 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 shopping, restaurants and entertainment uses are complemented by surrounding major leisure uses including Dino Golf and the upcoming Therme spa resort.
- 1.61. 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.
- 1.62. To the southern edge of Trafford North is Stretford Town Centre, offering local retail services, associated town centres and residential neighbourhoods. The Town Centre has been approved for regeneration



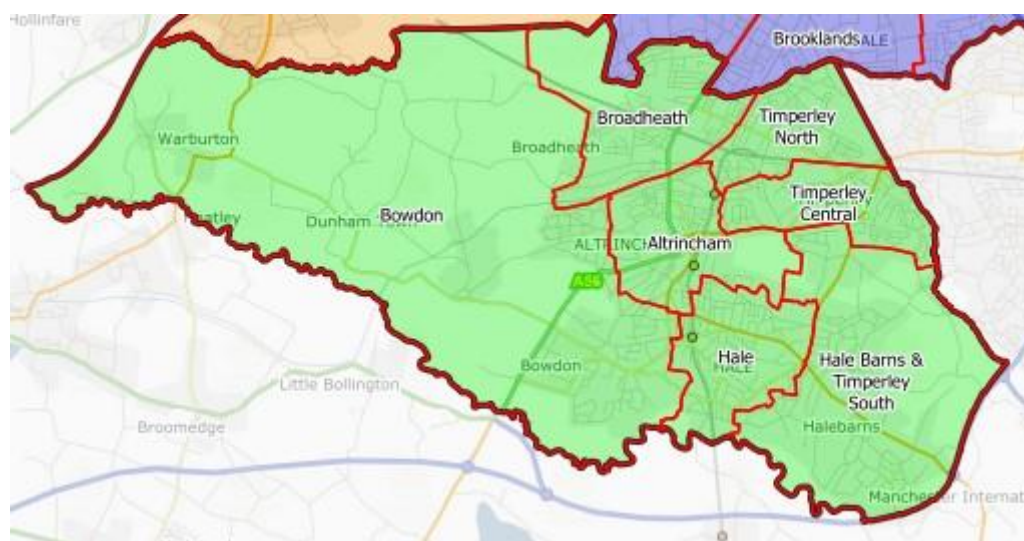
improvements to the retail, residential and public space environments. In the vicinity of Stretford Town Centre is Longford Park, one of Trafford's largest parks, offering public open space with athletic and cycling facilities and undergoing a programme of major improvements.

- 1.63. The majority of this southern 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.

Trafford South Locality Overview

- 1.64. 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 and has a combined total residential population of 79,453 (in 2022).

Figure 1-7: South Locality Plan



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- 1.65. 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.

- 1.66. 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.
- 1.67. 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).
- 1.68. 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.
- 1.69. 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.
- 1.70. 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.
- 1.71. 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.

- 1.72. 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.
- 1.73. Broadheath Ward also shares more characteristics with other Wards in Trafford Central, 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).
- 1.74. 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.
- 1.75. 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.

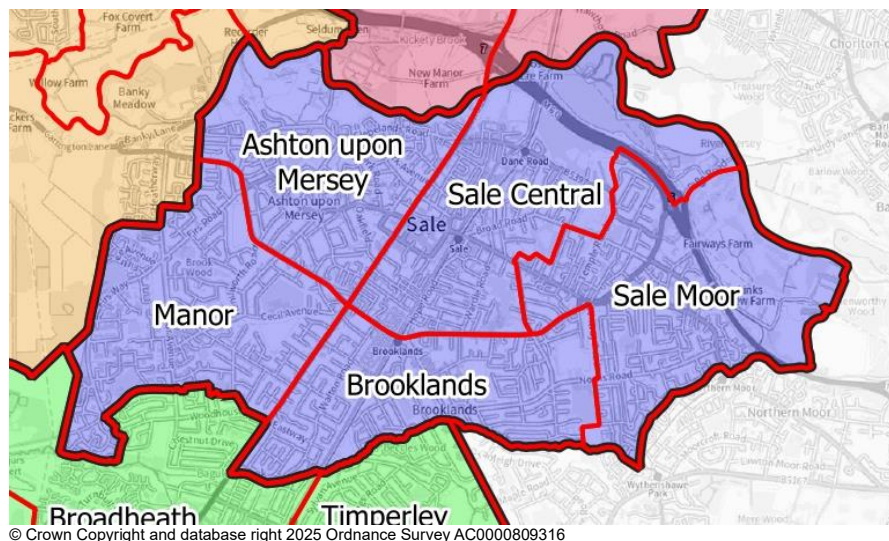
- 1.76. To the south east of Timperley and east of Hale & Hale Barns is the Places for Everyone Timperley Wedge allocation, also known as Davenport Green. This allocation will see the delivery of around 2,500 homes and 60,000 sqm of office employment space. It will also include a significant area of 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.

Trafford Central Locality Overview

- 1.77. Trafford Central is the smallest of the borough's four localities, made up from the wards of Ashton upon Mersey, Brooklands, Manor, Sale Central, and Sale Moor. It is tightly constrained to the north and west by Green Belt land in the form of the Mersey Valley and Carrington Moss (and the M60), and to the south the locality bounds with Trafford South's Broadheath and Timperley wards. To the east the area borders Manchester City Council Borough including Wythenshawe.



Figure 1-8: Central Locality Plan



- 1.78. Trafford Central is a largely residential, densely populated area of over 23,000 dwellings (based on the 2021 Census). It has a population of 56,156, consisting of 27,650 males (49.2%) and 28,506 females (50.8%). The median age across the locality is circa 40 years. The 2021 Census recorded most people to be of white ethnicity, and 18% of residents being from the BAME community. This latter figure represents a near doubling of BAME residents in Trafford Central since the 2011 Census (9.6%), and there has been a notable increase in Hong Kong born residents moving into the locality in recent years suggesting this trajectory is set to continue.
- 1.79. Average gross income in the area (£37,636) is above the national average (£34,632), and 69.5% of homes are owner occupied which is again above the national average of 62.3%. The 2023 Trafford Housing Needs Assessment noted the average market price for a home as £392,602 (UK average £302,000 and Greater Manchester average £254,000) with just 14% of housing tenure in the locality classed as affordable. However, these figures mask a disparity in Trafford Central. The government's Indices of Deprivation lists areas in Manor and Sale Moor in the most deprived groupings, and other parts such as Brooklands in the least deprived. Furthermore, the wards of Manor, Sale Moor, and Ashton upon



Mersey have significantly higher rates of emergency hospital admissions when compared to England suggesting poorer health.

- 1.80. Trafford Central benefits from a wide variety of green spaces and outdoor recreational activities, including at Sale Golf Club, Dainwell Woods, Sale Waterpark, the Trans Pennine Trail, and Bridgewater Canal. There are also four Green Flag parks in Trafford Central - Worthington Park, Walkden Garden, Woodheys Park and Walton Park. Although not awarded a Green Flag, Moor Nook Park is another notable green space in the locality.
- 1.81. Sale town centre provides the central focus for the locality with a day and night economy including a leisure centre, Stanley Square shopping centre, four supermarkets, a library, theatre and a cinema, as well as shops, eateries and services found along School Road, Washway Road (the A56) and Northenden Road. Sale Moor and Ashton Upon Mersey also have local centres with a well-preserved village quality.
- 1.82. The M60 Motorway, the A56, Metrolink (with three stops in the locality) and Bridgewater Canal pass through Trafford Central, making it a well-connected place with opportunities for sustainable development with active travel routes. Its central location in the borough and proximity to Manchester City Centre with excellent transport links make it a popular residential area.
- 1.83. However, whilst the A56 is the key arterial road for business and leisure use in Trafford Central and is an impetus for commercial activity, it does act as a barrier to sustainable transport and can be heavily congested at peak travel times with a negative environmental impact on local air quality and noise levels. This four-laned road splits Trafford Central and forms an obstacle for certain communities in accessing opportunities and services.
- 1.84. The recent improvements of Sale Stanley Square have been positive for the town, and its ongoing regeneration. There is still work to be done, with the Sale Movement Report making additional recommendations for improved links in and out of the town centre. The Sale Moor Place Plan

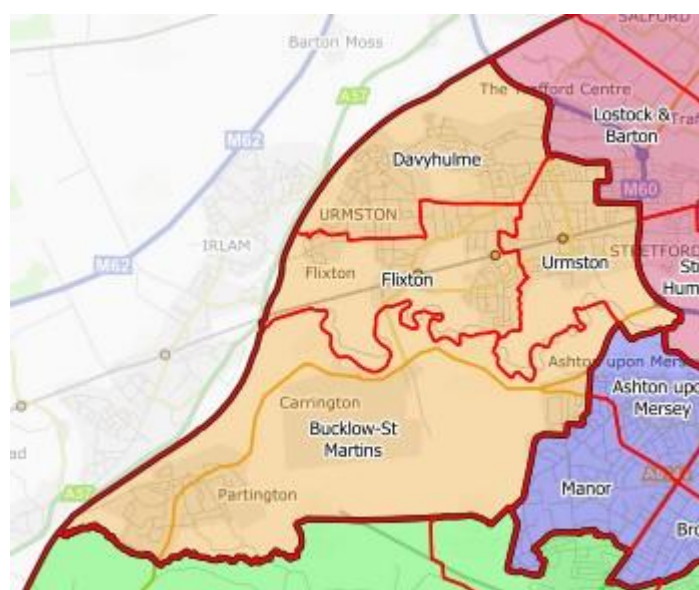


highlights additional opportunities within the locality including on the Warrener Stret car park site and the gyratory. There is also major regeneration of the Sale West estate happening including the delivery of new social housing, and the planned integration of Sale West with the significant New Carrington plans.

Trafford West Locality Overview

- 1.85. Trafford West is made up from the wards of Bucklow-St Martins, Davyhulme, Flixton and Urmston. It is bounded by the Manchester Ship Canal to the west and north. To the east by the M60, Trafford Centre and the residential areas of Stretford and Sale West. To the south it is bounded by the Sinderland Brook and Red Brook.

Figure 1-9: West Locality Plan



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- 1.86. Trafford West is largely residential, with some areas of open countryside and industrial uses focused around Carrington. It has an estimated population of 43,791 as of mid-2022 (ONS/Nomis 2024). Broken down by age, there are 8,554 people aged 0 to 15, 26,325 people aged 16 to 64, and 8,912 people aged 65 and older. Davyhulme has the biggest population at 11,781 people and Bucklow-St Martins has the smallest



population at 10,145. Around 51.8% of the population are females and 48.2% of the population are males. 8.5% of the population in Trafford West belongs to Asian, Black, Mixed, or other ethnicities, compared to 22.3% of the overall Trafford population as of the 2021 Census (Census 2021 – ONS/Nomis, 2022). 91.5% of the population belong to a White ethnicity, 3.1% of the population belong to an Asian ethnicity, 1.5% of the population belong to a Black ethnicity, 3.2% belong to a Mixed/Multiple ethnicities, and 0.7% belong to other ethnicities.

- 1.87. In Trafford West, over half of households (51.1%) live in a semi-detached house, which is 7.3% more households than the Trafford average (43.8%), and 21.5% of people live in terraced housing. Less people in the West live in a flat (11.5%) than in Trafford as a whole (16.9%) (Census 2021 – ONS/Nomis 2022). More than half of households in Trafford West (62.8%) consist of one or two people, which is higher than the proportion of households in Trafford as a whole (60.8%). Trafford West has less people in households consisting of 4 or more people than the Trafford average, but more people in households consisting of 1 to 3 people. (Census 2021 - ONS/Nomis, 2022).
- 1.88. In Trafford West 58.7% of the adults (aged 16+) are in employment (full time and part time), which is slightly lower than Trafford as a whole (59.9%) (Census 2021 – ONS/Nomis 2022). Within the West, Urmston ward has the highest proportion at 54.1%.
- 1.89. Trafford West has a lower proportion of adults holding a qualification of level 4 or above as their highest level of qualifications than Trafford as a whole, at 33.4% compared to Trafford's 43%. West has higher proportions of people holding all other levels of qualification as their highest levels and having no qualifications at all than across Trafford (Census 2021 – ONS/Nomis 2022).
- 1.90. In terms of health, Trafford West has a lower proportion of people who reported their health as being very good (49.1%) when compared to Trafford (53.1%). For other self-reported levels of health (good, fair, bad



and very bad), Trafford West has higher proportions than Trafford as a whole (Census 2021 – ONS/Nomis 2022). 19.4% of people have a disability or long-term health problem which limits their day-to-day activities, which is higher than the overall Trafford proportion (16%) (Census 2021 – ONS/Nomis 2022).

- 1.91. Trafford West benefits from a wide variety of green spaces and outdoor recreational activities, including Davyhulme Millennium Nature Reserve, Davyhulme Park (Green Flag park), Davyhulme Golf Club, Flixton Gardens, Abbotsfield Park, Wellacre and Urmston Meadows. It includes Urmston Cemetery, one of the five cemeteries in Trafford. The Mersey Valley and the River Mersey runs east to west across Trafford, separating the urban areas of Urmston and Stretford from Carrington and Sale. It is dissected by the M60 and A56. The valley either side of the river forms a unique green wedge of land which is predominately meadowland and agricultural land in the floodplain, containing few buildings and protected from development by its designation as Green Belt. It is a highly valued area balanced for nature conservation and recreation in close proximity to populated urban areas and contains many SBIs (Sites of Biological Importance).
- 1.92. Transport in Trafford West is disjointed, particularly in the areas of Carrington and Partington. Other areas of the locality including Flixton and Urmston benefit from the Liverpool – Manchester railway line, with regular bus routes making them popular residential areas.
- 1.93. Urmston town centre provides the central focus for the locality with a day and night economy. The Eden Square shopping centre provides a focal point, with work on the emerging Urmston Plan, representing opportunities to improve and redevelop Urmston Town Centre.
- 1.94. The area has been identified for significant residential and employment development in the New Carrington strategic allocation; approximately 4,300 homes and up to 380,000 sqm of employment floorspace are planned for the area. This development will have a transformational



impact on the area and will provide enhanced services and facilities to the existing communities, helping to create a more mixed-use sustainable community by reducing isolation through new transport and social infrastructure and improved access to green spaces.

Strategy

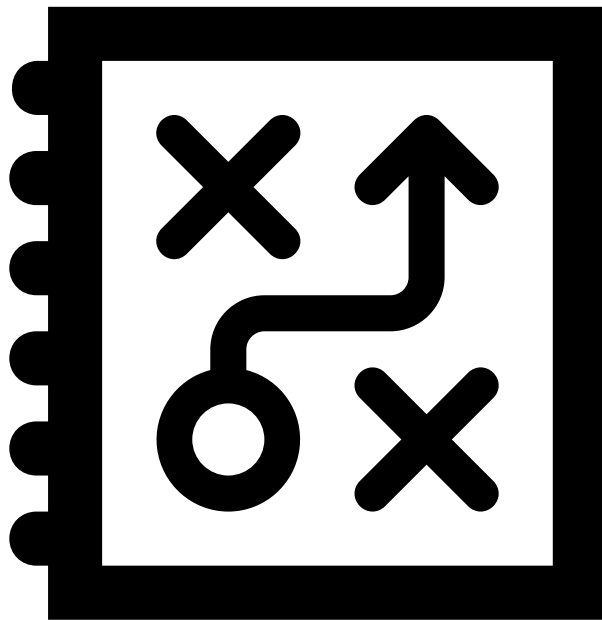




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2. The Strategy for Trafford

Introduction

- 2.1. The Local Plan Strategy is based on the overarching PfE Spatial Strategy. PfE provides the strategic policies for Trafford and the Local Plan provides the detailed, locally specific policies. The Local Plan will sit alongside PfE as part of the adopted Trafford Development Plan.
- 2.2. Places for Everyone (PfE) was adopted in adopted in March 2024 and provides the overarching strategy for each of the nine districts Local Plans, including Trafford.
- 2.3. As part of the PfE plan preparation, a number of growth and spatial options were identified, which were assessed and reviewed at each stage of the plan making process (including options that were considered when the plan was being prepared as the Greater Manchester Spatial Framework). This ensured that an appropriate growth and spatial strategy option guided the preparation of the Plan and the emerging policies.
- 2.4. Various Growth Options were considered, and the chosen option was to plan for the objectively assessed needs of the nine districts across the plan area.
- 2.5. Further to this, various Spatial Options were identified which included focusing growth in the north / south, increasing the urban land supply, increasing densities, as well as Green Belt release. From this a 'hybrid option' was identified comprising elements of the other options and which sought to:
 - Optimise the baseline housing land supply, ensuring all opportunities to increase densities and to identify additional sites were explored;
 - Concentrate development near to town centres and/or sustainable public transport hubs;
 - Take advantage of existing and planned global assets; and

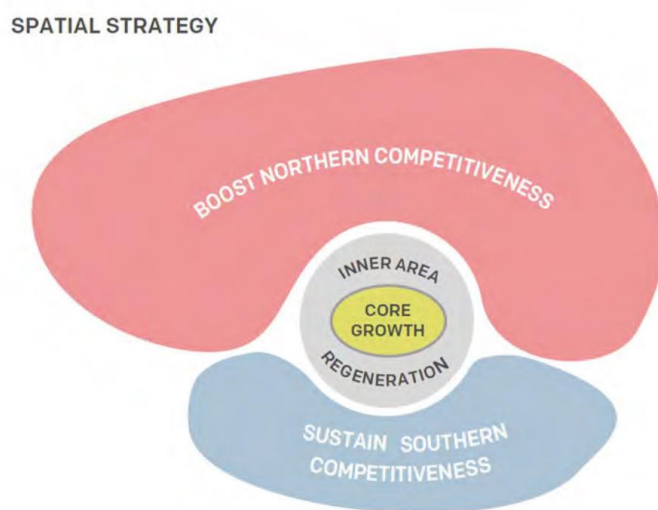


- Deliver inclusive growth across Greater Manchester, seeking opportunities to boost the competitiveness of north Greater Manchester whilst sustaining the competitiveness of south Greater Manchester.
- 2.6. This chosen spatial option uses, as its starting point, the existing urban land supply, helping to promote sustainable patterns of development. Using the urban land supply as the starting point and ensuring the efficient use of land in the most sustainable locations helped to minimise the amount of Green Belt land required to support the housing and employment development requirement in PfE. It also offers increased opportunities to encourage carbon neutrality in new development given the level of development proposed.
- 2.7. Reasonable alternatives for the level of growth and its spatial distribution were also assessed against the Integrated Assessment appraisal framework to determine their impact on social, environmental and economic factors as part of the SA/SEA. Further information on the options is set out in the [PfE 2021 Growth and Spatial Options Paper](#)
- 2.8. The PfE spatial strategy for the Plan area identifies the following broad areas. PfE does not identify definitive boundaries for the Spatial Strategy within the plan area, however they are shown diagrammatically on Figure 2-1.
- a) Core Growth Area: covering central Manchester, south-east Salford, and north Trafford
 - b) Inner Area Regeneration: the inner parts of Manchester, Salford and Trafford closest to the Core Growth Area
 - c) Boost Northern Competitiveness: covering Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford



- d) Sustain Southern Competitiveness: covering most of Trafford and south Manchester but also Stockport, who will play a vital role through its own Local Plan.

Figure 2-1: PfE Spatial Strategy Diagram



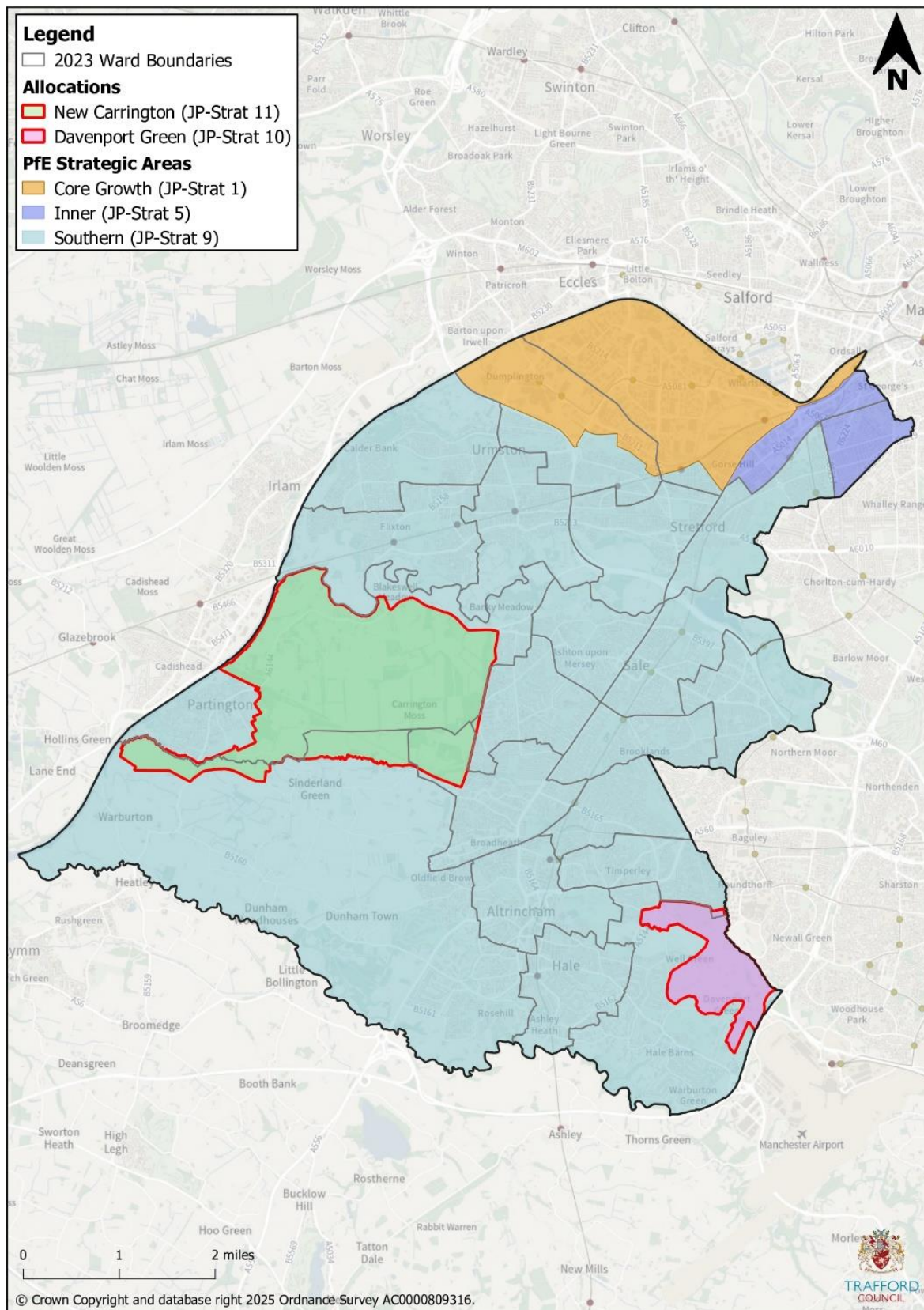
- 2.9. The Local Plan includes specific policies for the broad areas which cover part of Trafford, see Policy ST1: Core Growth Area (Trafford), Policy ST2: Inner Areas (Trafford) and Policy ST3: Southern Areas (Trafford).

The Strategy for Trafford's Local Plan

- 2.10. The strategy for planned growth and development in Trafford's Local Plan draws directly down from the PfE Spatial Strategy. . The PfE strategy for Trafford, and the relevant Core, Inner and Southern Areas are shown on Figure 2-2. The PfE allocations at Timperley Wedge (Davenport Green) and New Carrington are also shown on the plan. The relevant allocation policies are in PfE – JPA3.2: Timperley Wedge and JPA30: New Carrington.



Figure 2-2: Places for Everyone Strategic Areas in Trafford





2.11. For Trafford this means that the Local Plan:

- a) Focusses a large number of higher density developments in the most accessible locations, in areas best served by public transport – predominantly within the north locality for example within the Civic Quarter, Stadium District and Wharfside, Pomona and Stretford Town Centre.
- b) Makes the most of existing assets including Trafford Park in the north, Davenport Green close to Manchester Airport and the town centres within each locality.
- c) Seeks to deliver inclusive growth across Trafford through delivering a range of homes to meet different needs, creating varied employment opportunities alongside accessible town centres and environments.
- d) Encourages opportunities for carbon neutrality in new developments by making the most of heat network opportunities and maximising locations closest to public transport networks.

Green Belt

2.12. The Trafford Local Plan has been prepared in accordance with the PfE Spatial Strategy and is based on the housing and employment land requirements established in PfE policies JP-H1, JP-J3 and JP-J4. Sufficient land within the urban area and the strategic allocations at Davenport Green (Timperley Wedge) and New Carrington has been identified to meet the requirements.

2.13. The Local Plan is therefore not proposing any review of the Green Belt in Trafford, this was undertaken as part of PfE and new Green Belt boundaries have recently been established as part of that Plan.

Other priorities

2.14. In addition to the PfE strategy, which sets the direction for Trafford, this Local Plan has the Trafford Corporate plan at its heart (see Section 1 of



this Plan) whilst achieving sustainable development and limiting the impact of, and mitigating against the effects of, climate change.

- 2.15. Climate change is a theme which runs throughout the Local Plan through strategic policies, specific policies under the Renewable Technologies and Methods chapter and throughout all other chapters. Climate Change impacts and is impacted by all topic areas and policies within this Local Plan.

Core Growth Area

Policy ST1: Core Growth Area (Trafford)

- A. The Places for Everyone Spatial Strategy - Core Growth Area covers the area shown on Figure 2-2 in Trafford and as defined on the Policies Map. PfE Policy JP-Strat 1 is relevant to this area.
- B. Development opportunities in the Core Growth Area:
- i. Will be focussed around key growth locations including at Trafford Park, The Trafford Centre, Stadium District and Wharfside, and Pomona.
 - ii. Will collectively deliver mixed employment led development with supporting residential and ancillary uses.

- 2.16. The Core Growth Area in Trafford is as shown in Figure 2-2. The Core Growth Area includes land within Gorse Hill and Cornbrook; and Lostock and Barton wards.
- a) Within Gorse Hill and Cornbrook ward the land to the north of the Manchester-Liverpool Railway Line is within the Core Growth Area.
 - b) Within the western half of the Lostock and Barton ward the land to the north of the M60 motorway is within the Core Growth Area



- c) within the eastern half of the Lostock and Barton ward the land to the north of the Barton Dock Road Corridor (B5211) is within the Core Growth Area
- 2.17. There are a number of strategically important development locations within Trafford which will contribute to the overall aims of the Core Growth Area. This includes Trafford Park, the largest employment area in Greater Manchester and one of the largest in Europe. Trafford Park will be protected for employment uses by the Local Plan and its growth and enhancement will be supported – including measures which seek to reduce carbon emissions and improve ‘green’ the environment.
- 2.18. The west of the Core Growth Area within Trafford covers the Trafford Centre and surrounding area which is home to a number of large-scale leisure and out of town retail uses. This area plays a vital role in the economic success of Trafford and is one of the most popular visitor attractions in the North West.
- 2.19. The Core Growth Area within Trafford also contains strategically important residential development sites, including Pomona, Stadium District and Wharfside, and Trafford Waters which will deliver a significant proportion of the new homes required in the Plan period.
- 2.20. The Stadium District and Wharfside, located on the southern edge of the Core Growth Area, includes the Old Trafford Football Ground which is home to Manchester United Football Club. The stadium is already an internationally known tourist destination, and the surrounding area is the focus of future improvements/regeneration that will enable the economic growth of the stadium, surrounding environment and wider area.
- 2.21. Next to the Stadium District, Wharfside covers an area between Salford Quays and the Manchester-Liverpool railway line. Wharfside was previously the location for heavy industrial uses, closely connected to neighbouring Trafford Park. The area now offers the opportunity for major



mixed use residential and commercial redevelopment, capitalising on its sustainable location and close connection to Manchester City Centre.

2.22. Pomona is in the north east of Trafford, in close proximity to Manchester City Centre and as a result is highly accessible and sustainable. Development opportunities in this location are already being realised and will continue to come forward in the future.

2.23. Trafford Waters, where major residential and office development is taking place, is the area on the very western edge of the Core Growth Area within Trafford, immediately adjacent to the Manchester Ship Canal. This location offers the potential to provide canalside, affordable, family housing within an urban location on the edge of Manchester City Centre.

Places for Everyone Links

JP-Strat 1

Relevant Strategic Objectives

SO1, SO3, SO4, SO8 and SO9

Consultation Question 2-1

Do you support Policy ST1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Inner Areas

Policy ST2: Inner Areas (Trafford)

A. The Places for Everyone Spatial Strategy – Inner Area covers the area shown on Figure 2-2 in Trafford and as defined on the Policies Map. PfE Policy JP-Strat 5 is relevant to this area.

B. Development in the Inner Area:

- i. Will be predominantly residential schemes
- ii. Will be well integrated with existing communities
- iii. will enhance the place and facilitate their regeneration.

2.24. The Inner Areas in Trafford includes land within the Gorse Hill and Cornbrook; and Old Trafford wards.

a) Within the Gorse Hill and Cornbrook Ward the area to the south of the Manchester-Liverpool Railway line is within the Inner Area.

b) The entirety of the land within the Old Trafford ward is within the Inner Area.

2.25. The Inner Area within Trafford is made up of existing residential neighbourhoods where new development opportunities can be well integrated with existing communities. Proposals in the Inner Area will be predominantly residential schemes that will enhance the quality of place and local character.

2.26. Inner Areas are already sustainable, well-connected locations but new infrastructure provision, high quality open spaces and improved access to the wider green infrastructure network will facilitate the growth of these areas, increasing their capacity where appropriate.

2.27. The Civic Quarter Area Action Plan is an adopted part of Trafford's Development Plan, looking to deliver up to 4,000 new homes and up to 50,000 sq m of commercial floorspace in an area at the south eastern edge of the Gorse Hill and Cornbrook ward.



- 2.28. At the northern tip of the Inner Area in Trafford, bounded by the Bridgewater Canal to the north, are a number of existing commercial uses as well as the Empress Conservation Area. This area offers development opportunities alongside heritage protection and restoration in an environment with strong local character and heritage connections.

Places for Everyone Links

JP-Strat 5

Relevant Strategic Objectives

SO1, SO3, SO4, SO8 and SO9

Consultation Question 2-2

Do you support Policy ST2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Southern Areas

Policy ST3: Southern Areas (Trafford)

- A. The Places for Everyone Spatial Strategy – Southern Areas covers the area shown on Figure 2-2 in Trafford. PfE Policy JP-Strat 9 is relevant to this area.
- B. Development in the Southern Areas:
- i. will not compromise its economic competitiveness whilst not impacting distinctive local neighbourhood characteristics and/or environmental attractiveness.
 - ii. will make the most use of previously developed land.
 - iii. will promote the roles of Trafford's town centres and other assets including education and training facilities.



- 2.29. The Southern Areas in Trafford covers all areas of Trafford outside of the Core Growth Area (ST3) and Inner Areas (ST2).
- 2.30. The PfE Southern Areas within Trafford are characterised by residential neighbourhoods, some with high house prices and relatively high incomes, as well as significant affordability issues alongside more deprived neighbourhoods.
- 2.31. Within the Southern Areas, PfE identifies and includes policies for the Manchester Airport area and New Carrington. Both of which are strategically important locations within Trafford.
- 2.32. The Manchester Airport area includes the Davenport Green (Timperley Wedge) allocated in Places for Everyone Policy JPA 3.2 for 2,500 homes and 60,000 sqm employment floorspace. A comprehensive Masterplan is being prepared for the site which will guide the delivery of development, alongside the require infrastructure.
- 2.33. New Carrington is one of the largest allocations in Greater Manchester, Places for Everyone policy JPA30, for 5,000 homes and 350,000 sqm employment floorspace. As with Davenport Green, a comprehensive Masterplan is being prepared for the site which will guide the development and also secure significant improvements to blue and green infrastructure in the area.
- 2.34. The Southern Area is home to all of Trafford's Town Centres: Altrincham; Sale; Stretford; and Urmston. Altrincham is identified in Places for Everyone as being Trafford's Main Town Centre, being the prime location for shops and services, a major source of employment and leisure opportunities.
- 2.35. The economic potential of Trafford's Town Centres will be maximised alongside associated transport infrastructure, improving connections and accessibility by public transport, cycling, wheeling and walking, ensuring access to employment opportunities.



Places for Everyone Links

JP-Strat 9; JP-Strat 10; JP-Strat 11 and JP-Strat 12

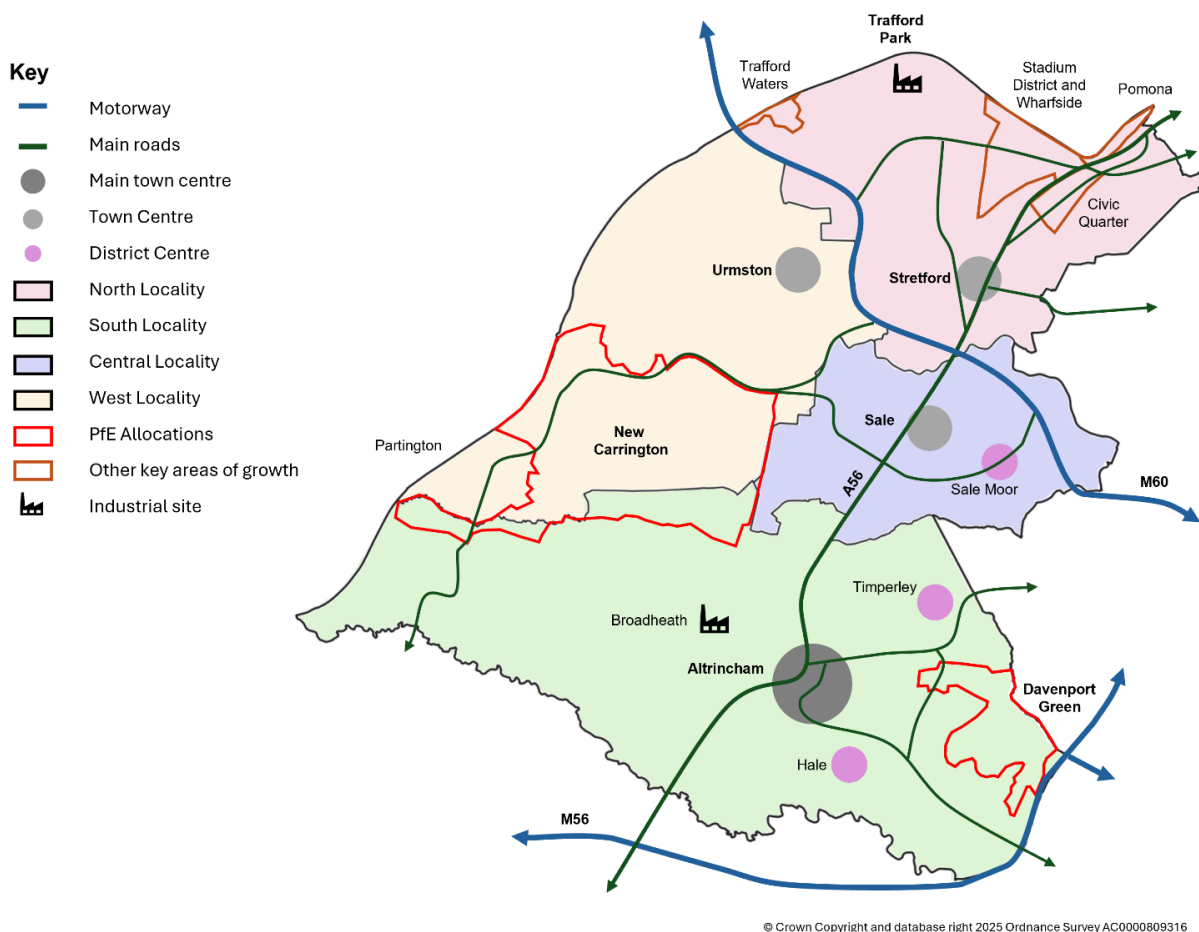
Relevant Strategic Objectives

SO1; SO3, SO4; SO8 and SO9

Consultation Question 2-3

Do you support Policy ST3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Figure 2-3: Strategy Plan





Sustainable Development

Policy ST4: Sustainable Development

- A. When considering all development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development as set out in national planning policy.
- B. Developments will be shaped by the suite of Development Plan policies to ensure that development and growth are positive, sustainable, and beneficial to residents and businesses, whilst also enhancing the existing physical environment.
- C. The Council will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible without delay.
- D. Development that improve the economic, social and environmental conditions in the area, and that provide sufficient infrastructure to mitigate their impacts, supporting the policies in the Development Plan will be secured on sites that can deliver at pace.
- E. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Places for Everyone, adopted Neighbourhood Plans and Supplementary Planning Documents) when taken as a whole, will be granted permission unless material considerations indicate otherwise.

2.36. The purpose of the planning system is to contribute to the achievement of sustainable development in terms of economic, social and environmental factors.

2.37. There are three dimensions to sustainable development: economic, social and environmental. National policy clarifies that these roles should not be undertaken in isolation, because they are mutually dependent. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.



- 2.38. National policy confirms that there should be a presumption in favour of sustainable development, which all plans should be based upon and reflect this presumption with clear policies to guide how the presumption will be applied locally.
- 2.39. The Trafford Local Plan is a positive strategic plan that seeks to deliver the growth that Trafford needs in a sustainable way up to 2037. It is consistent and in general conformity with national policy. For the avoidance of doubt, this policy sets out the overarching aims for sustainable development.

Consultation Question 2-4

Do you support Policy ST4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Climate Change

Policy ST5: Climate Change

- A. Development proposals which contribute towards the Council's net zero ambitions and/or mitigate against the impacts of Climate Change locally will be supported.
- B. New development in Trafford will be expected to demonstrate how Climate Change has been considered in the design of the development and what adaptation and mitigation measures have been put in place.

Places for Everyone Links

JP-S 1 and JP-S 2

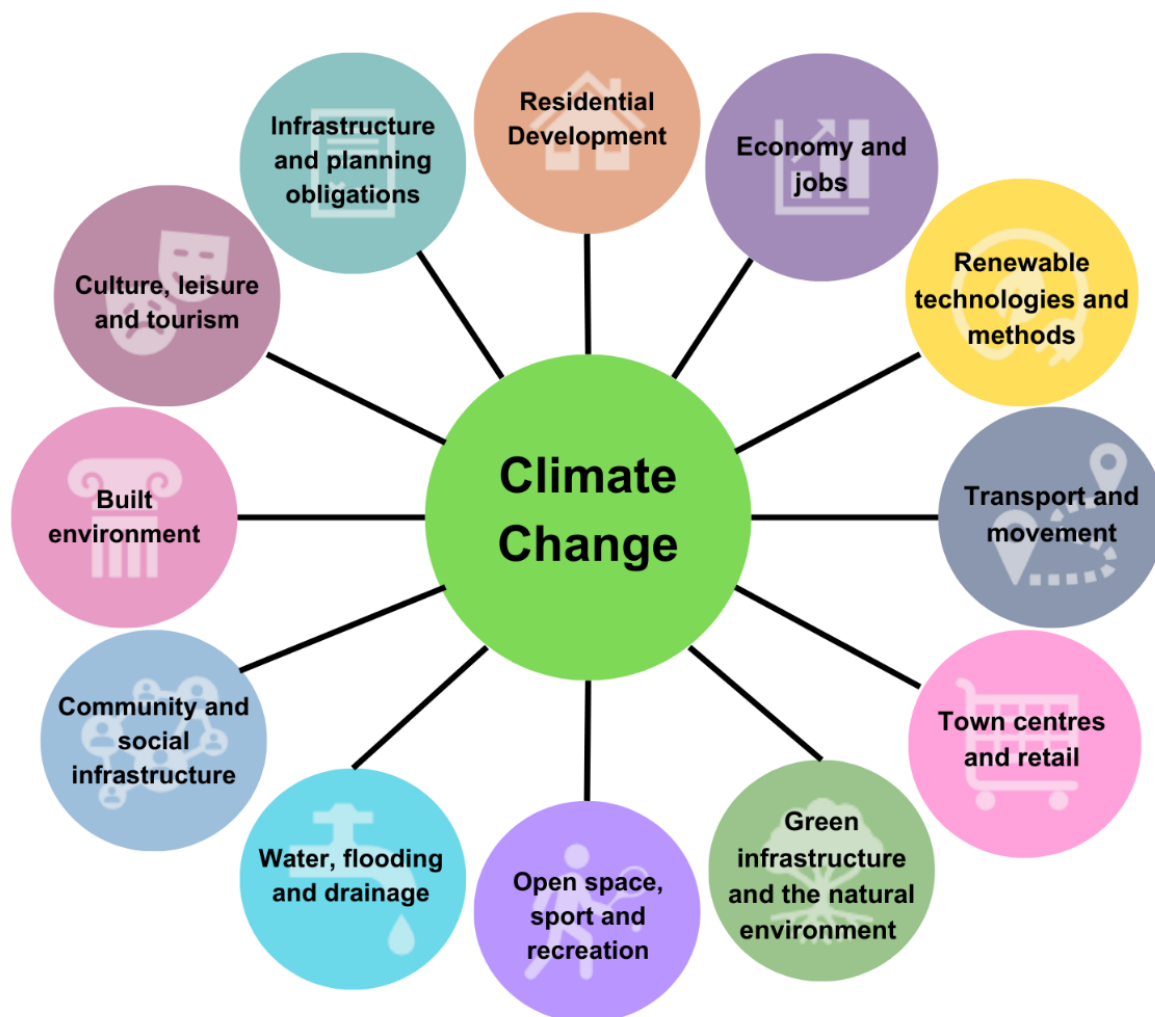
Relevant Strategic Objectives

SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8 and SO9



2.40. The Trafford Local Plan seeks to make a major contribution to both mitigating and adapting to the challenges posed by climate change, consistent with the Council's Climate Emergency Declaration and Greater Manchester's pathway to achieving zero carbon by 2038. Climate change is considered a pervasive theme throughout the Local Plan, with key roles to be played by policies on natural environment, historic environment, transport, green infrastructure, environmental protection, water management, health, infrastructure, retail and town centres as well as associated allocations, place-shaping strategies and plans.

Figure 2-4: Climate change at the heart of the Local Plan





- 2.41. The Climate Change Act 2008 introduced a legally binding target to reduce greenhouse gas emissions by 80% below 1990 levels by 2050. In addition, the PfE Policy JP-S2 seeks to deliver a carbon neutral Greater Manchester no later than 2038 with a dramatic reduction in greenhouse gas emissions and requires all new development to be net zero by 2028.
- 2.42. Around 80% of Trafford's carbon emissions are associated with energy use in domestic and industrial / commercial settings. Contributing to this is the proportion of older housing stock in Trafford, which is one of the largest proportions in Greater Manchester and likely to be more energy intensive due to lower levels of insulation and less efficient heating systems. Opportunities to retrofit existing properties in Trafford to make them more energy efficient will therefore be encouraged and explored, for example through grant funding initiatives at scale through collaborative working at GM level, and through the promotion and implementation of related local schemes and funding opportunities for residents and Registered Providers.
- 2.43. In terms of new development, the level of future growth in Trafford has the potential to result in a significant increase in carbon emissions associated with the demand for and consumption of resources, materials, heating and energy. However, housing and economic growth do not necessarily conflict with climate change concerns and the pathway to carbon neutrality can be mutually beneficial in line with the UK's Clean Growth Strategy, a GM's Clean Growth Mission and the National and Local Industrial Strategies.
- 2.44. The Local Plan therefore takes a holistic approach to climate change, recognising the impact it will have on a range of cross-cutting policy themes and reflecting the legal duty to ensure planning policy contributes to the mitigation of, and adaptation to, climate change. Potential climate change impacts resulting from development will be considered as part of all planning decisions.



Consultation Question 2-5

Do you support Policy ST5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Site Allocations within Trafford

- 2.45. As detailed in the Introduction Chapter, the draft Trafford Local Plan is being prepared in a two staged approach. A further consultation will be undertaken later in 2025 which builds on the Strategy and thematic policies set out within this document. This further work will identify and propose a range of suitable sites allocations to meet the outstanding development needs of the borough within the Plan Period.
- 2.46. Primarily this process will focus on known areas of previously developed land which have potential to provide a range of homes and jobs, in well-connected areas of the borough. Key examples include Pomona and Trafford Waters (as illustrated on Figure 2-3) as well as the Civic Quarter, which is also identified within the Civic Quarter Area Action Plan.
- 2.47. The regeneration of the Stadium District and Wharfside will also be considered further as part of the additional work on the site allocations. Within this document, Chapter 13: Culture, Tourism and Leisure - Policy CL1N: Manchester United Football Stadium and Surrounding Area sets out the current draft overarching policy position for the area. This is reflective of the current planning status of the area and the concept status of the initial proposals for the redevelopment of the stadium.

Monitoring

- 2.48. The success of these policies will be monitored through other thematic policies within this draft Trafford Local Plan.



Consultation Question 2-6

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Renewable Technologies and Methods

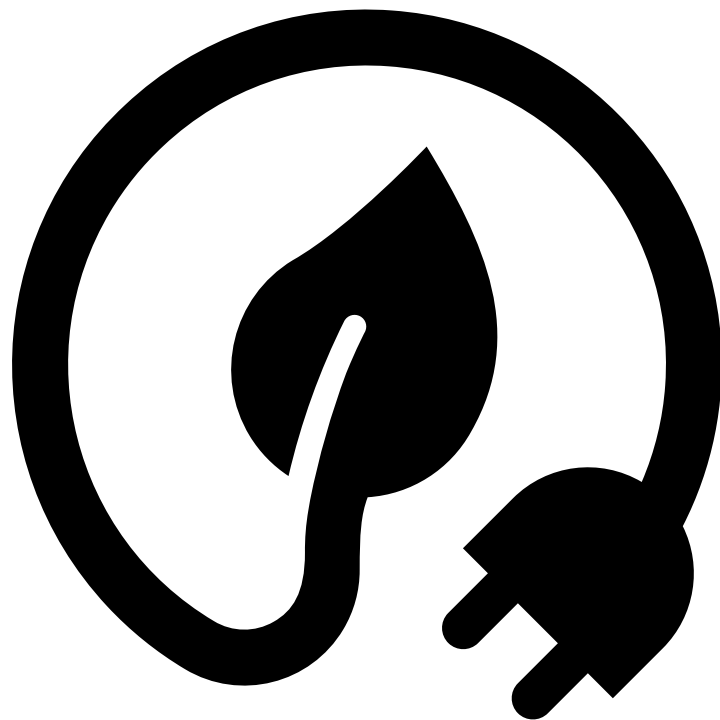




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3. Renewable Technologies and Methods

Introduction

- 3.1. This chapter explores the essential role of renewable technologies and methods in shaping a sustainable, energy-efficient future for our borough. With a focus on reducing carbon emissions and transitioning to cleaner energy sources, it covers key themes such as decentralising energy generation and addressing the challenges of overheating and urban heat islands. The sustainable retrofitting of existing buildings is crucial to enhancing energy performance, while promoting the principles of a circular economy ensures that resources are used efficiently, minimising waste and maximising reuse. Together, these solutions form the foundation for a resilient, low-carbon community that meets the demands of a rapidly changing climate.

Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 3.2. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the Sustainable and Resilient Places chapter, as well as policies on sustainable places.



Carbon and Energy

Policy RT1: Carbon and Energy

- A. New development must support Trafford Council's commitment for the borough to be carbon neutral by 2038.
- B. All developments should seek to reduce carbon emissions, in accordance with the energy hierarchy outlined in PfE JP-S2.
- C. Development proposals must demonstrate how the design of the scheme has responded to the 'First Step Priority Areas' and 'Long Term Development Areas' outlined for each Locality in Policies RT1N, RT1S, RT1C and RT1W.

Policy RT1N: Carbon and Energy

- A. First step priorities
 - i. Public EV charging hubs
 - ii. Heat pumps
- B. Long term priorities
 - i. District Heat Networks for industrial sites in Old Trafford.
 - ii. Hydrogen for heat opportunity area at Trafford Park
 - iii. Heat pump prevalent zone
 - iv. Non-domestic opportunity area in Gorse Hill and Davyhulme

Policy RT1S: Carbon and Energy

- A. First step priorities
 - i. Solar PV priority area
 - ii. EV charging hub and Home EV charging priority area
 - iii. Retrofit Priority Area
- B. Long term priorities
 - i. Flexibility and storage opportunity area



Policy RT1C: Carbon and Energy

- A. First step priorities
 - i. Home EV charging hub priority area
 - ii. Retrofit priority area
- B. Long term priorities
 - i. Flexibility & Storage opportunity area

Policy RT1W: Carbon and Energy

- A. First step priorities
 - i. Retrofit priority area
 - ii. Solar PV opportunity area
- B. Long term priorities
 - iii. Non-domestic opportunity area
 - iv. Hydrogen for Heat Opportunity Area
 - v. District heat opportunity area

Places for Everyone Links

JP-S2

Relevant Strategic Objectives

SO3

- 3.3. Trafford Council has an ambitious target of carbon neutrality by 2038. Progress to this target will be guided by Places for Everyone (PfE), the Trafford Carbon Neutral Action Plan and Trafford Local Area Energy Plan (LAEP), as well as Local Plan policies.
- 3.4. The updated Trafford Carbon Neutral Action Plan outlines steps to reduce the borough's carbon footprint and reach carbon neutrality by 2038, supported by the Greater Manchester 5-Year Environment Strategy and Trafford Local Area Energy Plan (LAEP).
- 3.5. The PfE and Local Plan policies seek to reduce energy use, with an emphasis on decentralised and renewable energy technologies. In



accordance with PfE Policy JP-S2, all new homes and commercial buildings will be expected to be net-zero carbon by 2028, with emissions considered during both construction and operation. Future energy standards, such as the Future Homes and Buildings Standards, will provide further development requirements.

- 3.6. The Trafford Local Area Energy Plan (LAEP) is a detailed strategy for decarbonising Trafford by 2038, with key areas for investment such as retrofitting, district heating, EV charging, heat pumps, solar PV, and hydrogen energy. The Locality policies capture this detailed strategy for each Locality and identify 'first step priorities' and 'long term priorities', these reflect the 'First Step Priority Areas' and 'Long Term Development Areas' which are identified in the LAEP. These are intended to provide a guide for development within each of the Locality areas.
- 3.7. To ensure that the Council can monitor the effectiveness of renewable and low carbon technologies, major developments will be required to install appropriate monitoring equipment.

Consultation Question 3-1

Do you support Policy RT1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Networking Renewables

Policy RT2: Decentralised Energy Generation

- A. All major developments within Heat and Energy Network Opportunity Areas must assess the feasibility of connecting to an existing or planned decentralised energy network, in accordance with the requirements of PfE Policy JP-S3. If this is not possible, they should consider opportunities to establish a new network.
- B. Heat and Energy Network Opportunity Areas are shown on Figure 3-1.
- C. Major developments that do not connect to a network will be required to contribute financially to the Council's decentralised energy initiatives in the area.

Policy RT2N: Decentralised Energy Generation

- A. PfE Policy JP-S3 identifies areas within Trafford North as 'Heat and Energy Network Opportunity Areas'. The following additional areas have been identified as opportunity areas:
 - i. Stretford Town Centre
 - ii. Civic Quarter

Policy RT2S: Decentralised Energy Generation

- A. PfE Policy JP-S3 identifies areas of Trafford South as 'Heat and Energy Network Opportunity Areas'. The following additional areas have been identified as opportunity areas:
 - i. Broadheath

Policy RT2C: Decentralised Energy Generation

- A. Sale Town Centre has been identified as a Heat and Energy Network Opportunity Area in Trafford Central.



Policy RT2W: Decentralised Energy Generation

- A. PfE Policy JP-S3 identifies areas of Trafford West as ‘Heat and Energy Network Opportunity Areas’. The following additional areas have been identified as opportunity areas:
- i. Urmston town centre

Places for Everyone Links

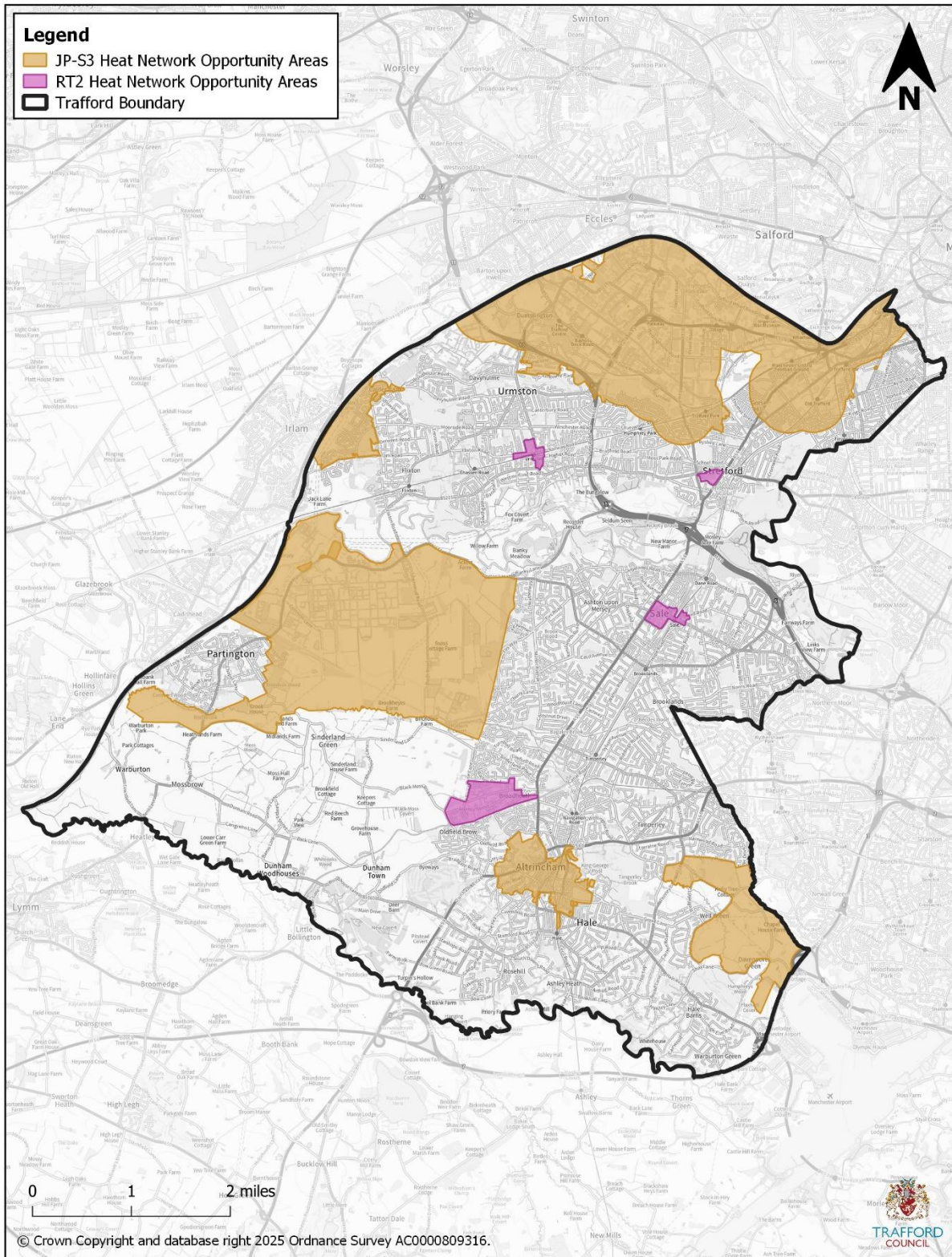
JP-S3

Relevant Strategic Objectives

SO3



Figure 3-1: Heat and Energy Network Opportunity Areas



3.8. Decentralised energy systems generate and supply electricity, heating and cooling close to where it is used, rather than at a large plant elsewhere and transported through the national grid over distance. This



decentralised model therefore reduces transmission losses and lowers overall carbon emissions. Given the key role decentralised energy is expected to play in the borough, the Council expects new developments to play a pivotal role in its growth.

- 3.9. Heat and Energy Opportunity areas are identified on Figure 3-1.
- 3.10. This includes the opportunity areas identified by PfE Policy JP-S3, as well as areas identified in the Local Plan. The areas identified reflect the locations which are expected to see the greatest level of growth and development, as well as existing centres.
- 3.11. Trafford Council will work with local businesses, organisations and developers to implement decentralised energy networks, protect existing decentralised energy networks, and safeguard potential network routes.

Consultation Question 3-2

Do you support Policy RT2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Living with and Addressing Increasing Heat

Policy RT3: Overheating and the Urban Heat Island

Minimising Overheating Risks

A. All new developments must be designed to minimise overheating risks and reduce reliance on active cooling systems, such as air conditioning. An Overheating Risk Assessment, including thermal modelling will be required, where appropriate.

Active Cooling

B. Active cooling (mechanical systems, such as air conditioning, refrigeration, or fans) will only be permitted where it is clearly demonstrated that the following have been considered and implemented:

- i. Internal heat generation through energy-efficient building design minimised.
- ii. Heat entering the building reduced via optimal building orientation, shading, use of reflective building materials, appropriate window/door placement, insulation, and the integration of green roofs and walls.
- iii. Internal heat managed using exposed thermal mass and high ceilings to allow for natural heat dissipation.
- iv. Passive ventilation strategies to facilitate natural cooling implemented.
- v. Mechanical ventilation used only when passive measures are insufficient to maintain comfortable indoor conditions.
- vi. Active cooling used only as a last resort when other methods cannot sufficiently control heat.

Adaptation for Retrofitting Existing Buildings

C. Proposals for the retrofitting of existing buildings must be assessed for overheating risks and upgrades made to reduce heat gain and improve ventilation.



D. Retrofitting existing buildings should incorporate effective cooling methods including energy efficient building materials, appropriate shading and passive cooling solutions.

Integration of Green Infrastructure

E. Where feasible, developments should include green roofs, vertical gardens, and strategic tree planting to provide cooling – in accordance with Policy GI6.

Places for Everyone Links

JP-P1 and JP-S2

Relevant Strategic Objectives

SO3

- 3.12. Managing heat in Trafford is crucial due to rising temperatures and urban growth. Buildings must remain comfortable without relying on energy-intensive air conditioning, particularly in dense urban areas where the urban heat island effect exacerbates heat. Developments must demonstrate resilience to future climate conditions with a focus on sustainable design that enhances environmental quality and occupant comfort. All buildings must include passive cooling solutions and energy-efficient technologies. Buildings with features that may increase overheating risks, such as large south or southwest-facing windows, will require an Overheating Risk Assessment which includes thermal modelling.
- 3.13. Developments should adapt to future climate conditions, considering higher temperatures and extreme weather. Emphasis should be on natural ventilation, cross-ventilation, and maximising daylighting to minimise artificial lighting. Single-aspect dwellings should be avoided or designed to prevent overheating. Green roofs, vertical gardens, and strategic tree planting should be integrated to provide cooling. High-albedo materials, such as reflective roofing and paving, should be used to reduce heat absorption.



- 3.14. Active cooling systems, such as air conditioning, are discouraged but may be permitted if demonstrated to be more energy-efficient than natural ventilation. Any cooling systems must meet high energy efficiency standards.

Consultation Question 3-3

Do you support Policy RT3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Updating and Adapting Existing Buildings

Policy RT4: Sustainable Retrofitting

- A. The Council will support the retrofitting of existing buildings where they secure energy efficient improvements or adaption to climate change as established in policy RT3.
- B. All proposals for significant demolition and reconstruction must be fully justified, ensuring the efficient use of resources and energy compared to the existing structure. When demolition is unavoidable, developments must divert at least 85% of waste from landfills and either reuse materials on-site or salvage appropriate materials for reuse off-site.
- C. Retrofitting heritage assets (including properties within conservation areas) must not harm the special historic or architectural character of the building(s), historic fabric of the building(s), nor, where applicable, harm the character and appearance of the conservation area. Proposals involving the retrofitting of heritage assets will be determined in accordance with the requirements of Policy BE2.
- D. Where a planning proposal involves a local historical asset, an energy efficiency audit will be required.



Places for Everyone Links

JP-S2

Relevant Strategic Objectives

SO3

- 3.15. Improving the energy efficiency of existing homes and non-domestic buildings is essential for achieving carbon neutrality targets. This is particularly important given that these buildings significantly contribute to local carbon emissions, while also helping to alleviate fuel poverty.
- 3.16. Around 80% of Trafford's carbon emissions stem from energy use in residential and industrial/commercial buildings. A key factor in this is the high proportion of older housing stock in Trafford, which is among the largest in Greater Manchester. These buildings tend to be more energy-intensive due to inadequate insulation and inefficient heating systems. The Council will therefore actively promote and explore opportunities for retrofitting existing properties in Trafford to enhance energy efficiency.
- 3.17. An energy efficiency audit on a local heritage asset will allow for improvements that align with modern sustainability goals while ensuring that the historical and cultural significance of the building is preserved.

Consultation Question 3-4

Do you support Policy RT4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



A New Greener Economy

Policy RT5: Circular Economy

- A. All developments should use resources efficiently, follow circular economy principles and aim to achieve net zero waste.
- B. Major developments must:
 - i. Apply the waste hierarchy (prevention, preparation for reuse, recycling, other recovery, disposal);
 - ii. Reduce energy and water use during demolition and construction;
 - iii. Minimise the amount of materials required;
 - iv. Utilise materials with a low embodied carbon content; and
 - v. Submit a Circular Economy Statement, including a Site Waste Management Plan to manage waste in line with circular economy principles

Places for Everyone Links

JP-S6

Relevant Strategic Objectives

SO3 and SO7

- 3.18. A circular economy goes beyond waste management. It involves sustainable procurement, extending product life, reuse, repair, and developing policies for sustainable economic growth. For buildings, this means prioritising retention and refurbishment over demolition, and designing structures that can adapt, be deconstructed, and allow components to be reused or recycled. Deconstruction, rather than demolition, allows for the recovery of valuable materials and reduces energy impacts. Sustainability certifications like BREEAM can support these goals. This approach reflects PfE Policy JP-S6: Resource Efficiency. waste.
- 3.19. All major developments must follow these principles, with minor applications encouraged to adopt them. To ensure a circular approach,



developments should incorporate adaptable design principles and life cycle assessments, including using sustainable, recycled, or low-impact materials. These practices support resource efficiency and demonstrate a commitment to long-term sustainability. Building designs should be adaptable to future needs and changes, with features that extend the building's life and prevent obsolescence. Non-residential buildings especially need to be flexible to accommodate change of use and market demands.

Consultation Question 3-5

Do you support Policy RT5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

- 3.20. Table 12.1 of Places for Everyone (PfE) sets out a monitoring framework for the Renewable Technology and Methods related policies within that plan. Key indicators include the following:
- Percentage of net additional residential development completed with an Energy Performance Certificate rating of A and B.
- 3.21. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Renewable Technology and Methods policies.

Indicator	Target
Per capita carbon dioxide emissions	Significant reduction, working towards carbon neutrality by 2038.
Details of first steps and long-term priorities which have been delivered - by Locality.	No. of schemes - increase
Total renewable and low carbon energy generating capacity	Significant increase



Indicator	Target
Total heat generating capacity of district heating networks	Significant increase
New build residential development exceeding the fabric energy efficiency required under Part L of the Building Regulations 2013 by 19%	All approved new build residential development
New build non-residential development of 1,000m ² or more achieving BREEAM very good or above	Approved new build non-residential development

Consultation Question 3-6

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Residential Development





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4. Residential Development

Introduction

- 4.1. Meeting the housing needs of our growing population is essential to ensuring the future prosperity of Trafford. This chapter outlines the policies that will guide housing delivery across Trafford, covering affordable housing, the size type and tenure of new homes, adaptable and accessible housing, and other accommodation types.
- 4.2. Affordability is a particular challenge in Trafford, with average house prices considerably higher than in other Greater Manchester authorities and an acute shortage of affordable homes. It is vital that new development contributes to a supply of high-quality affordable and social rented housing.
- 4.3. It is crucial that new housing responds to local needs, ensuring the right kind of homes are delivered in the right places. Policy on the size, type and tenure of new homes will be locally specific, with requirements tailored to different Localities.
- 4.4. Furthermore, housing should meet the needs of a diverse range of groups, such as older people, those with a disability who require accessible homes, children and Care Experienced Young People, and Gypsies, Travellers and Travelling Showpeople. Specific policies in this chapter address the specific housing needs of these groups, reflecting their different priorities.
- 4.5. Overall, the chapter aims to ensure Trafford remains a place where residents can live in safe, secure and accessible accommodation which meets their needs and allows them to fully participate in their communities.



Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 4.6. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies within the Places for Home chapter.



Meeting the Housing Requirement

Policy R1: Housing Delivery

- A. The Council will ensure that a suitable range of sites are allocated and made available across Trafford, to meet the borough's housing requirement.
- B. The following strategic matters of scale, phasing and distribution of new housing development will be taken into consideration in releasing land for new homes. The release of land for new homes will be subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment. The protection of existing homes is important given the need to increase the supply of housing in Trafford.

Scale and Phasing

- C. Between 1 April 2022 and 31 March 2042 (the plan period) a minimum of 22,443 net additional dwellings will be delivered in Trafford. This reflects the Places for Everyone housing requirements for Trafford set out in Policy JP-H1, with additional requirements for the extended Local Plan period to 2042.
- D. The phasing of Trafford's housing requirement is stepped across the plan period as set out in Table 4-1 below. Delivery will be an average of 1,122 dwellings per annum.

Table 4-1: Trafford's housing requirement up to 2042

	Average annual 2022 - 2042	2022 – 2025	2025 – 2030	2030 – 2039	2039 – 2042
Dwellings to be delivered per year	1,122	817	1,122	1,224	1,122



Distribution

- E. The Council will support the provision of new housing that makes as much use as possible of previously developed land, or “brownfield land”, within the existing urban area. This will be achieved through new build and conversion.
- F. The Council will seek to ensure the efficient use of land, concentrating higher density development in the most sustainable locations, at lowest risk of flooding, close to services and facilities as well as public and active transport links; where it can be demonstrated that it is consistent with other policies in the Development Plan.
- G. In less sustainable locations in Trafford, housing development will only be acceptable where appropriate provision to meet local infrastructure needs will be delivered. The Council will avoid the development of isolated homes in the countryside unless one or more of the circumstances set out in national planning guidance apply.
- H. Where development proposals would involve the use of domestic gardens, due regard will need to be paid to local character, environment, amenity and conservation considerations.

Places for Everyone Links

JP-Strat 1, JP-Strat 5, JP-Strat 9, JP-Strat 10, JP-Strat 11, JP-Strat 12, JP-Strat 14, JP-H1, and JP-H4

Relevant Strategic Objectives

SO1, SO6, and SO8

Scale and Phasing

- 4.7. The housing requirement reflects PfE Policy JP-H1 which sets the housing requirement for Trafford up to 2039, this has then been rolled forward using the average annual requirement for the Local Plan period to 2042. A minimum of 22,443 net additional dwellings are required in the plan period. PfE considered the housing requirements across the PfE plan area and redistributed the figure between the authorities in accordance with the overall spatial strategy to concentrate growth in the Core Growth Area (JP-



Strat 1), to boost northern competitiveness (JP-Strat 6) and sustain growth in the south (JP-Strat 9).

- 4.8. The housing requirement set in PfE and the Trafford Local Plan requires a step change in delivery rates from previous trends. The Council is taking a pro-active approach to increasing the delivery of new homes by working with landowners and developers to bring strategic sites forward and as part of regeneration proposals, including within town centres. The Council will regularly monitor the level of housing being delivered across the plan period. If at any point a cumulative shortfall in housing delivery is identified compared to the phased requirements set out in Table 4-1, the Council will seek to determine the reasons for under performance and take development management action to augment the supply of deliverable sites to improve performance.
- 4.9. There is a phased approach to housing delivery in the plan period, with greater per annum requirements later in the plan period. This reflects the proportion of the housing land supply which is made up of large sites, and which typically have longer lead-in times and require masterplans and/or infrastructure to be delivered in advance of new housing. The housing land supply in the earlier years of the plan period therefore includes a greater proportion of smaller sites and sites which are deliverable in the short term, as well as sites which are already well located, close to existing sustainable transport links and services.
- 4.10. In addition, small sites (those which will deliver less than 5 dwellings) will play an important role in delivering the housing requirement. These sites are typically within the existing urban area and form an important part of the housing land supply, particularly in the south of the borough.

Distribution

- 4.11. The distribution of development between each Locality is set out in Table 4-2. A large proportion of new housing will be delivered in the North Locality, reflecting the sustainable location of this area and the opportunity to redevelop brownfield sites for housing. This includes strategic sites at



Pomona, the Civic Quarter and Trafford Waters, as well as the Old Trafford Stadium District which includes the Wharfside area. The PfE allocations at New Carrington and Davenport Green (Timperley Wedge) will also contribute to delivery in the west and south Localities. The general distribution of housing is also consistent with the overarching spatial strategy for Trafford and linked to PfE.

Table 4-2: Total Identified Housing Land Supply by Locality as at March 2025*

Locality	Net additional homes
North	18,704
South	3,860
Central	677
West	5,072
Total	28,313

* This includes small sites which are identified within the current land supply in lieu of setting a windfall allowance.

Consultation Question 4-1

Do you support Policy R1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Loss of Existing Homes

Policy R2: Protecting Existing Homes

- A. Proposals which result in the net loss of housing will not be supported. The Council will protect existing market residential homes and floorspace across the borough and will not allow the amalgamation of existing self-contained (Class C3) homes.

Places for Everyone Links

JP-Strat 1, JP-Strat 5, JP-Strat 9, JP-Strat 10, JP-Strat 11, JP-Strat 12, JP-Strat 14, JP-H1, and JP-H4

Relevant Strategic Objectives



SO1, SO6, and SO8

- 4.12. Allowing the loss of existing homes does not help meet the need for new homes in Trafford and the requirement established by PfE. The loss of a home counts against net housing delivery, requiring an additional property to be provided to make up for the loss.
- 4.13. Since the introduction of the Housing Delivery Test in 2018, Trafford has been required to produce four Housing Delivery Test Action Plans, with the last being in 2022 with the adoption of PfE. Prior to this, Trafford had not delivered enough net homes to meet its annual requirement. This was predominantly as a result of the poor delivery of housing developments but the loss of existing homes to conversions and amalgamations of dwellings was a contributing factor.
- 4.14. It may still be considered to convert or amalgamate properties to bring them up to standard, but only if the existing homes are substandard so that safe and good quality accommodation, and that which is space standard compliant, can be provided. This would be where the existing homes are significantly below the minimum size standards and without adequate natural daylight and ventilation.
- 4.15. Houses in Multiple Occupation (HMO) play a role in the private rented sector in providing low-cost accommodation, which can be accessed by a range of key workers as well as by professionals on middle income earnings which are not sufficient to enter home ownership. HMOs contribute to the housing land supply and are counted as self-contained homes based on a ratio of 1 to 1.8 and therefore the conversion of these properties to single dwelling houses negatively impacts on the existing housing stock in Trafford.
- 4.16. The loss of homes to other uses would be considered appropriate where it can achieve the strategy and vision of this Local Plan as a whole, for example through the creation of arts and cultural uses including museums, art galleries and exhibition spaces, where appropriate.



Consultation Question 4-2

Do you support Policy R2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Meeting Affordable and Social Housing Needs

Policy R3: Affordable and Social Housing

- A. All major residential developments will be required to provide on-site affordable housing in accordance with Locality policies R3N, R3S, R3C, R3W, with a tenure mix of:
 - 60% rented (40% social rent and 20% affordable rent)
 - 40% affordable home ownership
- B. Affordable housing must be evenly distributed, with no more than six affordable housing units located adjacent to each other, or clustered together when delivered as part of a wider scheme
- C. A minimum 10% of affordable homes must be Totally Affordable Net Zero (TANZ) homes
- D. All major residential development must submit an affordable housing statement which sets out the following:
 - i. The number of affordable residential units proposed.
 - ii. The proposed mix of affordable units in terms of type (intermediate /social rented) and size (number of bedrooms and gross floorspace).
 - iii. Plans showing the location of affordable housing units.
 - iv. How the affordable housing units are to be managed and, where this involves a Registered Provider, their details.
 - v. For outline applications a statement of intent should be submitted to outline how affordable housing is intended to be provided and whether the site would comply with the affordable housing policy provision requirements.



- E. Only in limited and exceptional circumstances where it is robustly demonstrated via a Viability Assessment, that on-site provision is not feasible, will the Council consider:
- i. A reduction in the overall proportion of on-site affordable housing,
 - ii. A change in the tenure mix,
 - iii. Provision of an off-site financial contribution in lieu of on-site provision, in accordance with Policy IP1, or
 - iv. A combination of the above.

Policy R3N: Affordable and Social Housing within Trafford North

- A. Within Trafford North proposals subject to Policy R2 will be required to provide a minimum of 25% affordable housing.

Policy R3S: Affordable and Social Housing within Trafford South

- A. Within Trafford South proposals subject to Policy R2 will be required to provide a minimum of 45% affordable housing.

Policy R3C: Affordable and Social Housing within Trafford Central

- A. Within Trafford Central proposals subject to Policy R2 will be required to provide a minimum of 30% affordable housing.

Policy R3W: Affordable and Social Housing within Trafford West

- A. Within Trafford West proposals subject to Policy R2 will be required to provide a minimum of 30% affordable housing.



Places for Everyone Links

JP-H2

Relevant Strategic Objectives

SO1

- 4.17. At this stage in the plan making process the Council is seeking views on the approach to the affordable housing policy, including the affordable housing requirement. New studies will be commissioned to better understand the affordable housing requirements and plan viability which, along with responses to the consultation, will help to determine the requirement.
- 4.18. Median house prices in Trafford have been consistently above Greater Manchester's and the North West region since 2000. Relative affordability, taking account of average earnings, shows that Trafford is the least affordable local authority area compared with neighbouring local authority areas in Greater Manchester.
- 4.19. Due to the high and continuing demand for affordable homes the Council's expected method for delivery will be for the affordable housing units to be provided on site. Only in exceptional circumstances will the Council consider an off-site payment being made.
- 4.20. Totally Affordable Net Zero homes are those which are both net zero and social rented. Trafford is one of the flagship areas in Greater Manchester for delivering these types of homes.

Consultation Question 4-3

Do you support Policy R3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Consultation Question 4-4

Should the Local Plan set an affordable housing requirement, including a tenure mix, for each locality (similar to Core Strategy policy L2) that reflects market conditions?

Consultation Question 4-5

Should 10% of all affordable and social housing be delivered as Truly Affordable Net Zero Homes (TANZ)?

Consultation Question 4-6

Should any other policy approaches to affordable and social housing be explored?

A Diverse Housing Stock

Policy R4: Size and Type of New Homes

- A. All new residential development proposals must deliver a range and mix of dwelling sizes and types in accordance with the relevant Locality policy.
- B. Applications must be accompanied by a housing need statement which clearly outlines how the scheme would make a contribution to the creation of mixed and sustainable communities, with particular regard to the need for family housing.
- C. The Council will not support applications for major development which would result in an over concentration of a particular dwelling size or type (based solely on bedroom numbers), where they do not meet an identified local need.



Policy R4N: Size and Type of New Homes within Trafford North

- A. Major residential development within the wards of Old Trafford, Gorse Hill and Cornbrook will be primarily apartment led schemes which must collectively deliver:
- i. 80% apartments, including a proportion of family homes (3 bed+)
 - ii. 20% ground floor duplexes and larger family homes (3 bed+)
- B. All other residential development within Trafford North must be in accordance with Policy R4.

Places for Everyone Links

JP-Strat10, JP-Strat12, JP-Strat14, JP-H1, JP-H2, JP-H3, JP-H4, JPA3.2, and JPA30

Relevant Strategic Objectives

SO1

- 4.21. The Council supports the delivery of a balanced housing offer, providing the right size and type of homes in the right places.
- 4.22. The latest Housing Needs Assessment shows there is a need for all sizes and types of housing across Trafford, with the greatest need for two and three bedroom homes.
- 4.23. The Local Plan strategy (as established by PfE) supports the delivery of high density, apartment led schemes in Trafford North, such as those at Wharfside, Pomona and, more recently, the Civic Quarter. Capitalising on its close proximity to the City Centre and public transport networks, the area is capable of accommodating a significant amount of new residential and mixed-use development. To deliver mixed communities it is therefore necessary for a proportion of the development to include houses and/or duplexes, alongside a range of apartment sizes to help meet local housing need, in particularly family housing. Residential schemes in the other Localities are anticipated to include a greater proportion of houses,



comprising a range of types and sizes. Whilst also making the most efficient use of land in the most sustainable locations such as town centres and around public transport stops – in accordance with Policy R5.

Consultation Question 4-7

Do you support Policy R4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Consultation Question 4-8

The intention is to set an appropriate house size and type requirements for new development in each Locality to meet housing needs across the borough. Do you agree with this approach?

Consultation Question 4-9

Do you think specific size and type requirements should be set for major residential development sites in the borough, like Pomona and Wharfside, to align with a Locality approach?



Housing Density

Policy R5: Housing Density

A. PfE Policy JP-H4: Density of New Housing requires specific minimum net residential densities for residential development located at or near town centres and public transport stops.

B. In Trafford, the 'Designated Town Centre' and 'Other Designated Centres' are defined as:

Designated Town Centre:

- Altrincham (Main Town Centre)

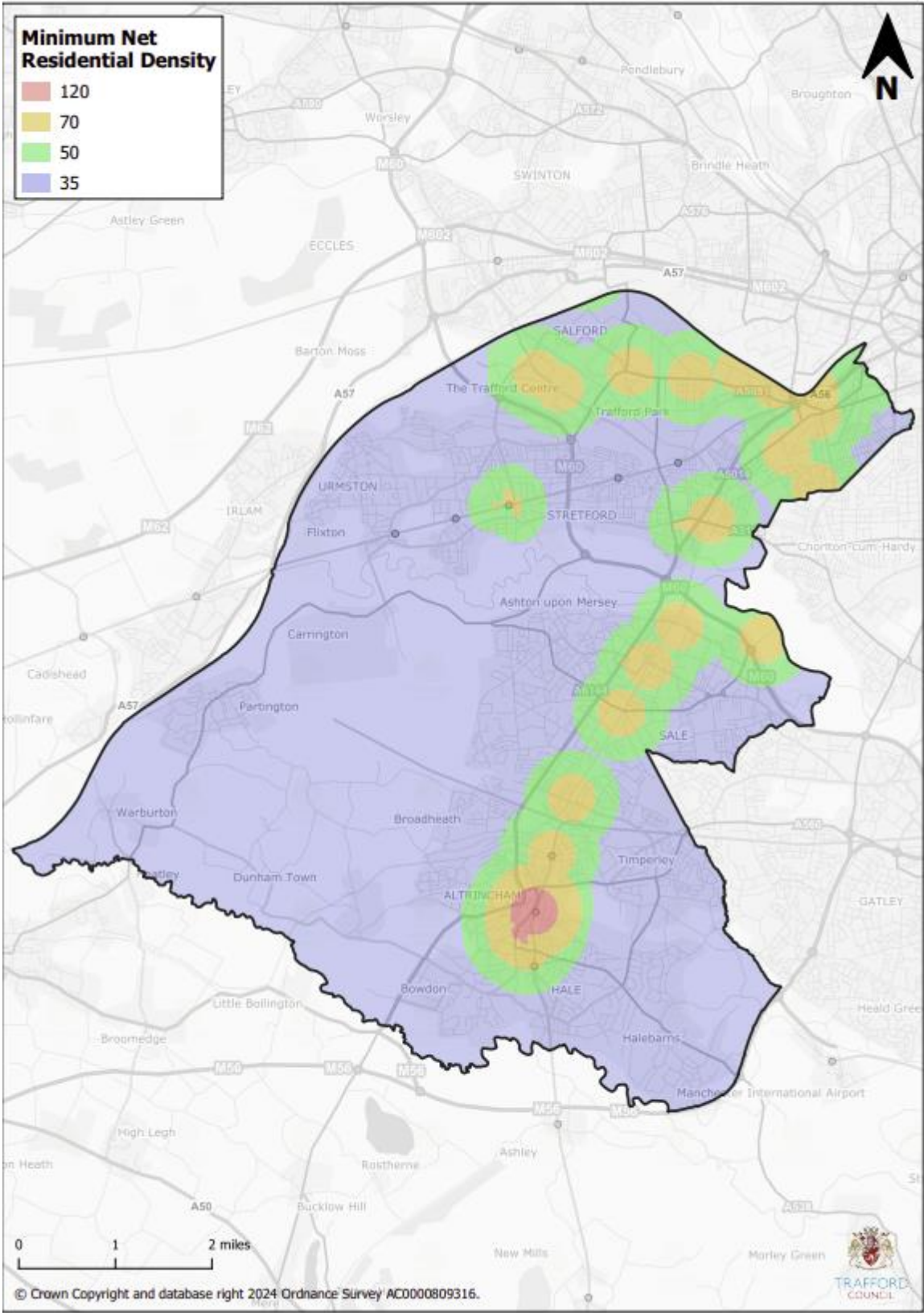
Other Designated Centres:

- Sale
- Stretford
- Urmston

C. The minimum density requirements across Trafford are shown on Figure 4-1 which also takes into account the minimum net residential densities at or near public transport stops.



Figure 4-1: Minimum net residential densities in Trafford, in accordance with PfE Policy JP-H4 and Policy R5





Places for Everyone Links

JP-H4

Relevant Strategic Objectives

SO1, SO3, SO6, and SO8

- 4.24. Policy R5 builds on PfE Policy JP-H4: Density of New Housing, which sets minimum density requirements for residential development proposals based on their proximity to designated centres and / or public transport stops (rail stations and Metrolink stops).
- 4.25. PfE Policy JP-H4 lists a series of types of ‘designated centres’ which higher minimum density requirements will be subject to. Within Trafford relevant categories include ‘Designated town centres’ and ‘Other designated centres’. Policy R5 provides local context on which centres within Trafford are covered by the categories identified within PfE Policy JP-H4, and therefore both policies should be read together.
- 4.26. In addition to the above, PfE Policy JP-H4 also sets two higher minimum density requirements for residential development within either 400 or 800 metres of a series of identified public transport stop categories. Within Trafford, the relevant categories include ‘other rail stations and Metrolink stops in large designated centres’ (but outside of Manchester City Centre, i.e., Altrincham) and ‘Other rail stations with a frequent service and all other Metrolink stops.
- 4.27. Combined both PfE Policy JP-H4 and Local Plan Policy R5 set out an approach to residential density requirements which facilitates the most efficient use of land, as residential development will be delivered at higher density within the most sustainable locations within the borough. Such locations will reduce the need for residents to travel by private vehicle as they benefit from an existing range of services, facilities and employment opportunities within walking and cycling distance, and have existing links to the public transport network. This approach will also help to reduce the



amount of (less well-connected) greenfield land needed on the edge of existing settlements for residential development.

Consultation Question 4-10

Do you support Policy R5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Homes for Older People

Policy R6: Older Persons Accommodation

- A. To meet the needs arising from Trafford's ageing population, the Council will require developers to demonstrate how their proposal will be capable of meeting, and adapting to, the long term needs of older people.
- B. The Council will seek to meet the needs of older people through the provision of approximately 4,500 homes of the overall housing land target to be developed as new housing for older person households. This includes approximately 2,500 C3 homes, 1,000 C2 extra care homes and 600 C2 residential care bedspaces.
- C. Major development of 10 or more dwellings (or equivalent C2 care bed spaces) will need to be in accordance with the affordable housing requirements set out in Policy R3.
- D. The incorporation of housing provision specifically targeted at older people within new residential developments will be strongly encouraged.
- E. Where residential accommodation has shared facilities and is not self-contained, for example residential care homes, that fall under Class C2 (Residential Institutions) of the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments, it is regarded as an institutional use.



Places for Everyone Links

JP-H1

Relevant Strategic Objectives

SO1, SO3, SO6, and SO8

- 4.28. The majority of older people wish to stay within their existing homes. For most, this is an informed and appropriate choice where current and future housing needs can be addressed through appropriate adaptations being made. Continuing to promote the principle of Lifetime Homes within new development is critical to 'future-proofing' the new generation of housing within the borough
- 4.29. However, there is also a sustained need to deliver Extra Care housing to meet the specific needs of those residents whose needs can no longer be met through their existing accommodation.
- 4.30. Proposals for accommodation suitable for older people should demonstrate a clear understanding of the type of care it is intended to deliver and should reflect current and emerging best practice guidance such as that provided by the Housing our Ageing Population Panel for Innovation (HAPPI). Grouping care options together provides a degree of flexibility and movement between the various levels of care. It is important that the range of accommodation options for the ageing population form part of mixed sustainable communities and are located in accessible places within easy walking distance to transport links, shops and services.

Consultation Question 4-11

Do you support Policy R6? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Consultation Question 4-12

Should the Local Plan set a definition for what constitutes a Care Home, Extra Care and Assisted Living? If so, what should they be defined as?

Lifetime Homes

Policy R7: Adaptable and Accessible Housing

- A. In accordance with PfE Policy JP-H3, all new dwellings must be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.
- B. Proposals of 50 or more homes will be required to provide at least 4% of new homes to be built to Part M4(3) wheelchair accessible and adaptable standard.
- C. The Council encourages and supports the use of 'Lifetime Homes' design standard to ensure homes are accessible and adaptable.

Places for Everyone Links

JP-H3

Relevant Strategic Objectives

SO1, SO3, SO6, and SO8

- 4.31. There is a need to support the delivery of accommodation to help meet the needs of people with disabilities, as evidenced in the Housing Needs Assessment. PfE Policy JP-H3 already requires development to meet part M4(2) of Building Regulations. In addition, there is a requirement for some homes to meet M4(3) of Building Regulations. It is acknowledged that some of this need will be met through the development of C3 accommodation and there is overlap between affordable, specialist older person and M4(3) need.



Consultation Question 4-13

Do you support Policy R7? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Homes for Children

Policy R8: Homes for Children and Care Experienced Young People

- A. Residential development for looked after children and Care Experienced Young People will be supported
- B. In determining applications for new children's homes and semi-independent supported-living facilities, the Council will seek to ensure that new provision
 - i. Is established in an appropriate premise and in a suitable, sustainable location; and
 - ii. Does not result in an undue concentration of provision for looked-after children in any particular area of the borough.

Places for Everyone Links

JP-H3

Relevant Strategic Objectives

SO1, SO2, and SO5

- 4.32. There is a need to ensure that suitable housing is available for all looked after children across a range of housing options. In addition, for Care Experienced Young People it is important to secure semi-independent accommodation and emergency accommodation to support young people moving from the care system into independence.
- 4.33. New children's homes and semi-independent living facilities should be in sustainable locations which are well integrated with the local community. To protect local character and amenity it is important that new



development will not result in an overconcentration of particular uses within a defined area.

Consultation Question 4-14

Do you support Policy R8? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Other Types of Homes

Policy R9: Other Types of Homes

Co-Living Developments

C. Co-Living schemes will be required to provide affordable housing in accordance with the requirements set out in Policy R3, which must be provided on site as self-contained units.

Student Accommodation

D. Student accommodation must be directly associated with a local, recognised higher education premises

E. Student accommodation must not dominate the housing mix and form only a small proportion of the overall development in an area

Places for Everyone Links

JP-H1 and JP-H2

Relevant Strategic Objectives

SO1, SO2, and SO5

Co-living developments

- 4.34. Co-living developments typically offer large-scale shared living arrangements with communal amenities such as gyms, cinemas, cafes, and co-working spaces. While they cater to single-person households who either cannot afford or choose not to live in self-contained accommodation, these developments can present affordability concerns. The associated



high rental costs of co-living spaces, alongside their shared nature, often make them unaffordable for those in need of lower-cost housing. An element of affordable housing will therefore be required as part of these schemes, in accordance with the relevant policy requirement.

- 4.35. By adhering to these principles, Trafford aims to ensure that co-living contributes positively to the borough's housing landscape while prioritising affordability and the needs of local communities.

Student Accommodation

- 4.36. There are a number of educational providers in Trafford and the Council therefore supports the provision of appropriate student housing in the borough. Proposals for student housing should demonstrate a clear connection to the relevant education providers by using a nomination agreement.
- 4.37. The Council is also keen to ensure that student accommodation does not have a negative impact on existing local communities, the policy therefore seeks to limiting its concentration in an area. It should form part of a balanced housing mix in an area.

Consultation Question 4-15

Do you support Policy R9? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Consultation Question 4-16

Should the affordable housing requirement apply to student accommodation to enable a proportion of student accommodation schemes to be affordable to students from low-income backgrounds?



Consultation Question 4-17

Should nomination agreements be used to ensure that accommodation is reserved for students enrolled at a named institution?

Gypsies, Travellers and Travelling Showpeople Accommodation

Policy R10: Gypsies, Travellers and Travelling Showpeople Accommodation

- A. The Council will seek to ensure there are sufficient pitches to meet the identified need,
- B. Permission will be granted on a permanent basis wherever possible, and preference given to the expansion of existing sites,
- C. Proposals should demonstrate that the site:
 - i. Is of a scale to provide suitable accommodation and has the potential to provide the facilities required for future occupants in terms of amenity and in meeting site licensing requirements.
 - ii. Will provide acceptable living conditions for future occupants in terms of noise, vibration, pollution and such other environmental factors as may be material.
 - iii. Is of a scale compatible with the ability of the surrounding community to accommodate the development without significant detriment to neighbouring residential amenity, taking into account existing population size and density.
 - iv. Is located in reasonable proximity to a range of services and facilities.
 - v. Has the ability to provide appropriate safe vehicular access to and from the site and provides suitable parking and amenity areas; and
 - vi. Is visually integrated into the local and wider landscape with careful consideration of the site layout (including of any day rooms and other necessary ancillary facilities).
- D. Proposals will be considered on a case-by-case basis.



- E. Where a need for transit sites arises, they will be determined with regard to the following:
 - i. Safe stopping / refuge conditions from the public highway.
 - ii. Nearby land uses which may cause a hazardous or detrimental impact.
 - iii. Character and appearance of the immediate surrounding area; and
 - iv. Where applicable, impact on existing residential amenity.

Places for Everyone Links

JP-H1, JP-H2, and JP-H3

Relevant Strategic Objectives

SO1, SO2, and SO5

4.38. The national Planning Policy for Traveller Sites (PPTS)¹ requires local planning authorities to assess the level of future need for gypsies, travellers and travelling showpeople pitches / plots and to identify a supply of sites in Local Plans. The 2023 PPTS sets out the definitions of gypsy, traveller and travelling showpeople.

4.39. The Greater Manchester Combined Authority Gypsy and Traveller Accommodation Assessment (GTAA) 2024, identifies the need for pitches for gypsies and travellers across Greater Manchester, the need in Trafford is shown in Table 4-3 below. It did not find any specific need for transit sites in Trafford.

Table 4-3: Trafford’s Gypsy and Traveller pitch need

	2023/24 to 2027/28	2028/29 to 2032/33	2033/34 to 2037/38	Total
Gypsy and Traveller pitch need	1	1	0	2

¹ Department for Levelling Up, Housing and Communities, Ministry of Housing, Communities & Local Government. (2023). Planning Policy for Traveller Sites.



Consultation Question 4-18

Do you support Policy R10? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Bespoke Homes

Policy R11: Self-Build and Custom Housing

- A. To support custom housebuilding and meet local demand, custom build plots will be delivered in the following ways:
 - i. On sites of more than 100 houses, at least 5% of dwellings will be made available as serviced plots for sale to custom builders.
 - ii. On the PfE strategic allocations at New Carrington and Davenport Green (Timperley Wedge).
- B. Custom build plots must be located where suitable adopted or adoptable road access is deliverable at an early stage in the development (prior to 25% occupation of the relevant phase in which the serviced plots are located as agreed at outline planning application stage) or in accordance with relevant masterplans;
- C. Each custom build plot must be marketed for at least a 24 month period, as approved by the local planning authority;
- D. Where plots remain unsold after the marketing period, they will either be further marketed for a period of time as has been agreed by the local planning authority, or will be transferred to a Registered Provider for the provision of affordable housing at affordable housing land values; and
- E. Proposals for affordable custom build will be supported in principle as part of larger development sites and where they comply with affordable custom build requirements.

Places for Everyone Links

JP-H3, JPA3.2 and JPA30

Relevant Strategic Objectives



SO1, SO2, and SO5

- 4.40. There is an evidenced need for self-build dwellings, with 294 applicants as of 30 October 2024 on the Trafford Self Build Register. Just under half of those registered currently live outside of the borough.
- 4.41. Self-build and custom housebuilding can play a role in increasing housing supply and housing choice, as part of a wider package of measures to secure greater diversity in the housing market, as well as helping to deliver the homes people want. Self-build is where an individual (or an association of individuals) purchases land and builds their own house on a single plot. The individual or association of individuals may build the house themselves or employ a builder, architect and, if necessary, a project manager to oversee the build. Custom housebuilding is similar to self-build but facilitated in some way by a developer. This still offers the chance to have a unique home, but through a more hands-off approach than a traditional self-build. Custom build can mean a single one-off home commissioned by an individual and built by a developer, through to a group of homes, built by a developer, but with considerable bespoke design for the individual.
- 4.42. Applications for the self-build register includes several optional questions for applicants, whilst these are not completed by all applicants, they provide an indication of where the greatest demand is. The most popular Locality was the south of the borough. In addition, over half stated they would like to build a four-bedroom property.
- 4.43. Further evidence work will be undertaken as part of viability considerations through the production of this Local Plan which will provide more detailed requirements for this policy.



Consultation Question 4-19

Do you support Policy R11? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

4.44. Table 12.3 of Places for Everyone (PfE) sets out a monitoring framework for the residential development related policies within that plan. Key indicators include the following:

- Delivery of approx. 9,063 homes annually by 2025, 10,305 by 2030, and 10,719 by 2039.
- The number of new affordable homes completed.
- Percentage of new homes meeting Nationally Described Space Standard (NDSS)
- Percentage of new homes meeting Accessible and Indicator (s).

4.45. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan residential development policies.

Indicator	Target
Net new build dwellings granted planning permission in each Locality.	Grant sufficient planning permissions to match demand.
The net loss of housing through planning applications	Decrease from previous year.
Supply of new affordable homes	Grant sufficient planning permissions to match demand.
Median house price to median gross annual workplace-based earnings ratio	A ratio in Trafford of less than 4%
The net increase in new build dwellings for ground	At or close to 20%



Indicator	Target
floor duplexes and larger family homes (3 bed+) granted planning permission in the North Locality.	
New housing built to the min density requirements.	The minimum density requirements across Trafford.
Net Older Peoples Accommodation delivered	Grant sufficient planning permissions to match demand.
Proportion of dwellings that are vacant	Decrease from previous year.
Supply of plots for Gypsies, Travellers and Travelling Showpeople Accommodation	Grant sufficient planning permissions to match demand
Supply of plots for self-build and custom housebuilding	Grant sufficient planning permissions to match demand

Consultation Question 4-20

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Economy and Jobs

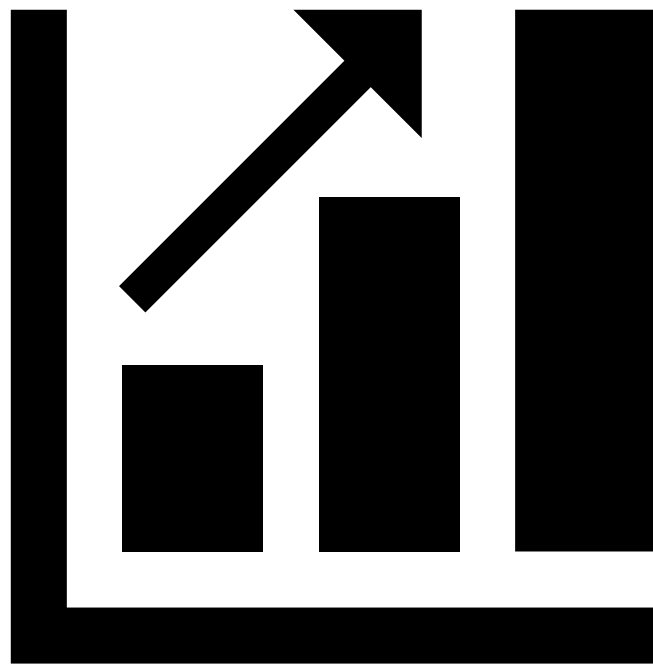




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5. Economy and Jobs

Introduction

- 5.1. Trafford aims to have a thriving and productive economy, making the most of its assets, town centres and key employment areas in line with Places for Everyone.
- 5.2. Trafford's economy is made up of traditional and more modern business uses, its hugely successful sports stadia, other visitor attractions, and the Trafford Centre and its surrounding area which all play a role in its success.
- 5.3. Trafford is a fundamentally important part of the City Region's economy. The development of significant clusters of economic activity in key economic growth sectors, supported by appropriate infrastructure, will be essential for Trafford to diversify and grow its employment base to properly contribute to the City Region, maintaining and improving its competitiveness and development into one of Europe's premiere City Regions.
- 5.4. Through supporting, increasing and enhancing economic growth, Trafford aims to reduce inequalities, promote diversity and improve prosperity, removing barriers to employment participation and improving access to employment opportunities.
- 5.5. Trafford is identified as having one of the highest concentrations of key employment assets and major growth areas in Greater Manchester. The policies in this section of the Local Plan seek to guide economic regeneration and development across Trafford and set the scale and distribution for this growth.

Corporate Plan Priorities





Policy Exclusions from the Local Plan

- 5.6. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the PfE Places for Jobs chapter.



Land Requirements

Policy EJ1: Employment Land Requirements

- A. The Council will seek to ensure that a suitable range of sites are made available to help maintain the economic success of Trafford whilst providing new opportunities for growth and modernisation.
- B. The strategic matters of scale, phasing and distribution of new employment development will be taken into consideration in releasing land for office and industry and warehousing development.
- C. The release of land for new offices and industry and warehousing will be subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment.
- D. The protection of existing employment uses alongside the provision of new opportunities is important for a successful economy in Trafford.

Scale

- E. In order to ensure that Trafford makes a sufficient contribution to meeting the employment requirements identified in PfE, Trafford is required to deliver 736,308 sqm total employment land by 2042 as follows:
 - i. 184,560 sqm office floorspace
 - ii. 551,748 sqm industry and warehousing floorspace

Distribution

- F. The Council will support the provision of new employment opportunities and focus offices and industry and warehousing development within the employment areas identified in policies EJ2 and EJ3 in this Local Plan.
- G. The Council will seek to ensure the efficient use of land, concentrating higher density development in the most sustainable locations, at lowest risk of flooding, close to services and facilities as well as public and active transport links; where it can be demonstrated that it is consistent with other policies in the Development Plan.



Places for Everyone Links

JP-Strat 1, JP-Strat 5, JP-Strat 9, JP-Strat 10, JP-Strat 11, JP-Strat 12, JP-J1, JP-J2, JP-J3 and JP-J4

Relevant Strategic Objectives

SO4, SO5 and SO6

- 5.7. This Local Plan seeks to adapt to changing economic circumstances in Trafford and the changing nature of employment over time to help provide good quality and affordable accommodation to adapt to changing circumstances, advances in technology and new working practices. This policy identifies existing and new opportunities that vary in terms of location, scale, type and cost to help attract and retain jobs and investment to Trafford. Modern facilities in the right locations will help to support the growth of Trafford's economy coupled with smaller, affordable accommodation to allow start-up businesses to flourish.
- 5.8. The Council will encourage the development of small and medium-sized offices throughout the borough to meet the needs of diverse businesses, including startups, small enterprises, and creative industries.
- 5.9. Trafford's employment land requirement has been calculated by the following methodology:
- a) Calculating Trafford's proportion of the total employment floorspace for all nine districts shown in PfE Table 6.1 'Office land supply 2022-2039' and Table 6.2 'Industry and warehousing land supply 2022-2039'. Trafford has 7.77% of the total PfE supply.
 - b) Applying this percentage proportion (7.77%) to the employment land requirement identified in JP-J3 'Office Development' and JP-J4 'Industry and Warehousing Development'. This equates to 156,876 sqm of office floorspace and 468,986 sqm of Industry and warehouse development.
 - c) The PfE requirement is for the plan period 2022-2039. The Trafford Local Plan has a plan period 2022-2042, therefore the Trafford



requirement has been split into an annual average and then calculated to cover this period of time. This is a total of 185,560 sqm office development and 551,748 sqm industry and warehousing development.

- 5.10. Office and Industry and Warehousing completions will be monitored against the PfE requirement from 2022 until the end of the Local Plan period in 2042 to assess the success of the plan policies.
- 5.11. The annual requirement of employment floorspace for Trafford is therefore approximately 36,815 sqm per year, with 9,228 sqm of this being for offices and 27,587 sqm for industrial and warehousing uses.
- 5.12. The industry and warehousing requirement for Trafford emphasises the importance of protecting, maintaining and enhancing the key employment locations of Trafford Park, Broadheath and New Carrington. Encouraging the modernisation and advancement of these locations will create new opportunities throughout the plan period ensuring that the requirement is realised.
- 5.13. The office supply identified through PfE is focused on Manchester City Centre and surrounding areas, which includes parts of Salford and Trafford. Within Trafford, the focus for office development is within the north locality, closer to Manchester City Centre, within Wharfside, the Quays, Pomona and the Civic Quarter Area.
- 5.14. As part of the Davenport Green (Timperley Wedge) PfE allocation there is around 60,000 sqm of office floorspace proposed close to Manchester Airport in the South Locality. Office development in this location is capitalising on its proximity to Manchester Airport's existing economy and is adjacent to the Manchester Council PfE allocation at MediPark.
- 5.15. The Trafford Centre is an existing, hugely popular out of centre retail location, which is located close to large scale leisure attractions such as Chill Factore and Trafford Golf Centre. Whilst not a location for uses that are considered to be "employment", and therefore not a location that will be designated for future employment land opportunities, it should be



recognised for the role that it plays and the number of job opportunities it creates.

Consultation Question 5-1

Do you support Policy EJ1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Trafford Park

Policy EJ2: Trafford Park

- A. The Council will protect the primary employment function of Trafford Park for modern industrial, storage and distribution facilities and ancillary office development, while supporting the modernisation of existing uses.
- B. Within the Trafford Park boundary, as defined on the policies map, the Council will permit sustainable development for business, industry, storage and distribution (Use Class B2 and B8) in accordance with Policies EJ3.
- C. The Council will resist the loss of employment space within the Trafford Park boundary, in line with Policy EJ4. Proposals for uses not listed in Policy EJ2.B will not be permitted in Trafford Park.
- D. Improvements to public transport and walking, wheeling and cycling infrastructure across Trafford Park, along with improved connections to surrounding areas, will be secured through developer contributions where relevant, in line with Policy IP1.
- E. Within Trafford Park Village Neighbourhood Centre, as defined on the policies map, the Council will seek to support the business and working community of Trafford Park through permitting development for:
 - i. Non major development of offices and light general industry as defined in national policy; and
 - ii. Non major retail, restaurants, bars, and other service outlets as defined in national policy, within, or adjacent to the neighbourhood shopping centre on Third Avenue at a scale to serve the needs of Trafford Park's employees.
- F. Developments should support improvements to the public realm across Trafford Park, in particular within Trafford Park Village Neighbourhood Centre.
- G. Developments which enhance the appearance of the Parkway Circle roundabout through improvements to the quality of buildings and public realm will be encouraged.



Low Carbon, Green Trafford Park

- H. The Council will support proposals for green, low carbon industry at Trafford Park including proposals for infrastructure which supports the decarbonisation of Trafford Park, ensuring Trafford Park becomes net zero carbon by 2038, in line with Policy RT1.
- I. Opportunities for a Trafford Park Heat Network and how this can be incorporated with other heat network opportunities in neighbouring areas should be considered as part of development proposals within Trafford Park, in line with Policy RT2.
- J. The Council will support the provision of urban greening and Sustainable Drainage Systems (SuDS) within Trafford Park to mitigate the adverse impacts of development, building resilience to Climate Change, in accordance with Policies RT1 and WA2.

Places for Everyone Links

JP-Strat1, JP-J2, JP-J3 and JP-J4

Relevant Strategic Objectives

SO3, SO4 and SO5

- 5.16. Trafford Park is identified in PfE as being one of Europe's largest industrial estates. Sitting within the Core Growth Area, it provides a huge scale and diversity of economic opportunities, accessible from across the PfE plan area and beyond.
- 5.17. Trafford Park is a major employment area with a strong brand recognition, recognised regionally and nationally as a significant employment area and business park with over 1,300 businesses, employing over 35,000 people. Trafford Council's vision for Trafford Park is as a world class entrepreneurial and business area, which also provides a green and healthy place for people to work, visit, and move through.
- 5.18. To remain relevant and competitive in the current global economy and considering the climate emergency, the next phase in Trafford Park's evolution should be to lead the way in sustainability and climate change



using its rich industrial history and entrepreneurship to act as a beacon for business and a catalyst for sustainable green jobs.

- 5.19. Trafford Council declared a Climate Emergency on 28 November 2018, committing to tackle climate change and work towards carbon neutrality for Trafford as an area as well as for the Council by 2038. As outlined in Trafford's Carbon Neutral Action Plan (CNAP), 42% of all emissions in Trafford arise from industrial and institutional buildings, with a further 19% derived from on road transport and 11% from commercial buildings and facilities. Taken together this equates for 72% of all carbon emissions in the borough. In order to achieve the rate of carbon emission reduction required to meet the 2038 carbon neutral target set out in the Greater Manchester 5-year Environment Plan, innovative and radical changes are required. Consequently, Trafford Park was quickly identified as a high priority target for carbon emission reductions.
- 5.20. The Council has commissioned two studies on Trafford Park which both help meet the Corporate Priority of addressing the Climate Crisis:
 - a) the Low Carbon Trafford Park study which identifies opportunities for new, carbon neutral and sustainable forms of power generation in Trafford Park; and
 - b) the Greening Trafford Park study which focuses on the greening of the Trafford Park infrastructure framework to reduce carbon emissions through environmental and infrastructure improvements.
- 5.21. Urban greening measures in Trafford Park include tree, shrub and hedgerow planting, green walls and roofs. Sustainable Urban Drainage Systems (SuDS) are drainage solutions that provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses, aiming to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment. Surface water flooding is an issue across parts of Trafford Park and potential opportunities for SuDS in Trafford Park include swales, rain gardens and porous surfaces.



- 5.22. The Council wants future Trafford Park to be:
- a) An accessible, green and sustainable employment destination;
 - b) A place where people are proud to work, and have a sense of community;
 - c) A location that is stimulating and enjoyable to move around in, and enhances people's health and wellbeing;
 - d) A safe and secure environment, inclusive and accessible to all; and
 - e) A resilient place able to adapt to future development and change.

Consultation Question 5-2

Do you support Policy EJ2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Industrial and Warehousing uses

Policy EJ3: Industry and Warehousing

Key employment areas

- A. Within the following key employment areas, as defined on the policies map, general industry, research and development and industrial processes (Use Classes B2 and E(g)(ii and iii)) and storage or distribution (Use Class B8) and similar employment uses will be supported:
- i. Trafford Park
 - ii. New Carrington
 - iii. Broadheath Employment Area
- B. All industrial and warehousing development employment areas must comply with the agent of change principle and be designed to ensure that established commercial uses remain viable and can continue or grow without additional restrictions being placed upon them.

Policy EJ3N: Other Industry and Warehousing within Trafford North

- A. In addition to Trafford Park, the following: small scale general industry; research and development and industrial processes (Use Classes B2 and E(g)(ii and iii)); storage or distribution; (Use Class B8) and similar employment uses will be supported, as defined on the policies map, at:
- i. Hadfield Street Industrial Area, Old Trafford
 - ii. Longford Trading Estate, Old Trafford



Policy EJ3S: Other Industry and Warehousing within Trafford South

- A. In addition to Broadheath Employment Area, the following: industry; storage and distribution (Use Classes E(g)(ii) and (g)(iii), B2 and B8) uses; and similar employment uses will be supported, as defined on the policies map, at:
- i. Dairyhouse Lane Employment Site
- B. In determining applications at Dairyhouse Lane Employment Site, the Council will pay particular attention to its location adjacent to the Green Belt. Developers will be required to submit appropriate landscaping scheme(s) alongside their development proposals to ensure that the boundary treatment is appropriate to its setting.

Policy EJ3C: Other Industry and Warehousing in Trafford Central

- A. In addition to New Carrington, the following: small scale general industry; research and development and industrial processes (Use Classes B2 and E(g)(ii and iii)); storage or distribution; (Use Class B8) and similar employment uses will be supported, as defined on the policies map, at:
- i. Cross Street Employment Area, Sale
 - ii. Danefield Road Industrial Area, Sale
 - iii. Britannia Road / Dane Road Industrial Area, Sale

Places for Everyone Links

JP-J 2 and JP-J 4

Relevant Strategic Objectives

SO4 and SO5

- 5.23. PfE identifies the key locations for new industrial and warehousing development in the plan area including within Trafford Park and New Carrington



- 5.24. The allocations in this Local Plan for industrial and warehousing uses are intended to secure the revival, modernisation and development of a diversity of industrial, commercial, warehousing/distributions, service and support activities.
- 5.25. Existing employment areas will continue to play a vital role in supporting the economic growth of Trafford. The employment role of major industrial and warehousing locations e.g. Trafford Park and associated infrastructure such as Trafford Park Freight Terminal will be protected in line with PfE. There is significant pressure to redevelop existing employment land and premises into non-employment uses, particularly at Trafford Park.
- 5.26. Sites allocated for industrial and warehousing use are in established employment areas, of different scale, which are well-served by existing infrastructure or new infrastructure as proposed by this Local Plan, such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network.

Consultation Question 5-3

Do you support Policy EJ3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Consultation Question 5-4

Do you agree with the proposed boundary shown on the policies map for Trafford Park?



Consultation Question 5-5

Do you agree with the proposed boundary shown on the policies map for Broadheath Employment Area?

Office development

Policy EJ4: Offices

Key employment areas

- A. The Council will support the sustainable development of offices within the following key employment areas:
- i. Davenport Green (Timperley Wedge)
 - ii. Town Centres (Altrincham Town Centre, Sale Town Centre, Stretford Town Centre, and Urmston Town Centre)
 - iii. Wharfside and Pomona
 - iv. Trafford Waters
 - v. Broadheath Employment Area
- B. Within Davenport Green (Timperley Wedge); Trafford's Town Centres; Wharfside and Pomona; and Trafford Waters, office employment uses (Use Classes E(c)(i), E(c)(ii), E(g)(i), E(g)(ii) and similar employment uses) will be supported.
- C. Within Broadheath Employment Area, approximately 3,000 sqm of new office floorspace (Use Classes E(c)(i), E(c)(ii), E(g)(i), E(g)(ii) and similar employment uses) will also be delivered during the plan period.
- D. Within Trafford's Town Centres, new offices will be supported where they contribute to the character, function and viability of that centre and where they create an active frontage within the street scene.

Office uses in other locations.

- E. Proposals for office development outside of the areas covered by this policy, or by the EJ4 locality policies, must be in the most accessible locations with a Greater Manchester Accessibility Level of 6 or more.
- F. Mixed-use developments that integrate office space with other uses, such as residential, retail, or community facilities; will be encouraged where appropriate, to create vibrant, sustainable neighbourhoods.



Flexibility and Adaptability in Office Design

- G. New office developments should provide flexible, adaptable and collaborative spaces that can accommodate a range of businesses and adjust to changing market conditions, particularly with the growing trend of remote working and hybrid working models reflecting the needs of modern businesses.
- H. Office buildings should provide pedestrian-friendly designs, with direct access to public transport hubs. Secure cycle parking, showers, and changing facilities should be integrated to support active travel.

Policy EJ4N: Other Offices within Trafford North

- A. In addition to Stretford Town Centre, Wharfside and Pomona and Trafford Waters: Office uses (Use Classes E(c)(i), E(c)(ii), E(g)(i), E(g)(ii) and similar employment uses will be supported as defined on the policies map, at:
 - i. Cornbrook Station Office Area.
- B. Development at Cornbrook Station Office Area will be required to accord with any adopted masterplan, safeguarding any land identified within it for Metrolink expansion. This land will be retained for this purpose until TfGM have confirmed that the land is no longer needed.

Policy EJ4S: Other Offices within Trafford South

- A. In addition to Davenport Green, Altrincham Town Centre and Broadheath Employment Area: Office uses (Use Classes E(c)(i), E(c)(ii), E(g)(i), E(g)(ii) and similar employment uses will be supported as defined on the policies map, at:
 - i. Altrincham Business Park, Moss Lane, Altrincham



Policy EJ4C: Other Offices within Trafford Central

- A. In addition to Sale Town Centre: Office uses (Use Classes E(c)(i), E(c)(ii), E(g)(i), E(g)(ii) and similar employment uses will be supported as defined on the policies map, at:
- i. Sale Business Park (Dovecote), Old Hall Road, Sale

Places for Everyone Links

JP-J 2 and JP-J 3

Relevant Strategic Objectives

SO4 and SO5

- 5.27. PfE highlights two primary office markets outside the city centre, namely The Quays (Wharfside) and South Manchester, with the latter including the area around Manchester Airport (Davenport Green) as well as Trafford's town centres, offering their own distinctive characteristics that are attractive to occupiers and have significant potential for further growth.
- 5.28. Town Centres will be a key location for the economic growth of Trafford. They will continue to be a focus for investment to help attract businesses and helping them be successful. The Council welcomes the provision of offices within our town centres. It is a use which benefits from a highly accessible location, but which also attracts visitors to a centre generating footfall.
- 5.29. Office development at New Carrington, Broadheath and Trafford Waters will involve the use of previously-developed land, linking to existing employment uses.
- 5.30. Trafford Waters is a development site immediately adjacent to the Manchester Ship Canal in the northeast of the North Locality. The Trafford Waters proposal is a residential led mixed use development that is expected to deliver around 80,000 sqm offices.
- 5.31. The Quays, which covers either side of the ship canal in both Trafford and Salford as identified in the PfE, is an established cluster of digital and



media uses with an international reputation. The Quays has the potential for major expansion within digital/creative industries as well as being one of the primary locations for the growth in office accommodation in Trafford, delivering sustained growth as a major business location including an internationally important digital and creative cluster.

- 5.32. Existing office floorspace will continue to have an essential role in meeting the needs of our businesses, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses.

Consultation Question 5-6

Do you support Policy EJ4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Retaining Land and Premises for Employment

Policy EJ5: Safeguarding Trafford's Employment Land

Employment Areas

- A. The Council will protect, maintain and enhance the Key and Other employment areas identified through all EJ3 and EJ4 for continued employment use in to help deliver a diverse range of high-quality jobs and a sufficient supply of accessible and affordable commercial premises:
- B. Non-employment development (uses other than those specified in all EJ3 and EJ4 policies), other than for operational development required to support existing employment uses, will be resisted within these Employment Areas unless it is demonstrated to the Council's satisfaction that:
- i. The site or building(s) is no longer suitable for employment use;
 - ii. The possibility of retaining, reusing or redeveloping the site or building(s) for similar or alternative employment use has been fully explored;
 - iii. There is a clear demonstrable need for the proposed non-employment use;
 - iv. The proposed redevelopment would not compromise the primary employment function of the locality or the operations or amenity of neighbouring users.
- C. Within the employment areas designated as Key Employment Areas by policies EJ3 and EJ4, in addition to part B, applicants must also demonstrate to the Council's satisfaction that:
- v. There are no suitable alternative sites within Trafford to meet the need for the proposed development; and
 - vi. That the premises or land has been actively marketed for employment use for a minimum of 36 months, which must be evidenced.



D. Within the employment areas designated by locality policies EJ3N, EJ3S, EJ3C, EJ4N, EJ4S and EJ4C, in addition to part B, applicants must also demonstrate to the Council's satisfaction that:

- vii. There are no suitable alternative sites within the locality to meet the need for the proposed development;
- viii. The premises have been actively marketed for employment use for a minimum of 24 months.

Existing employment uses outside of designated Employment

Areas:

E. Non-employment uses (non B2, B8 or E(g)) on land and/or buildings that are currently in employment use outside of places listed in all EJ3 and EJ4 policies, will only be supported where proposals can accord with part B, C and D of this policy.

Employment Land Statement

F. For all proposals involving the potential loss of an employment use(s)/ land, applicants will be required to provide an Employment Land Statement, demonstrating how a proposal accords with point B above for uses within a key employment area or point C for any other area.

Places for Everyone Links

JP-Strat 1, JP-Strat 12, JP-J 1, JP-J 2, JP-J 3 and JP-J 4

Relevant Strategic Objectives

SO4, SO5 and SO6

5.33. It is important that the potential release of employment sites for other uses is carefully controlled to ensure that sites and areas which are identified in this Local Plan as key to delivering the economic growth of Trafford are not compromised.

5.34. During the period covered by this Local Plan, it is anticipated that some existing sites and areas that are in existing employment use and those allocated as being suitable for employment development may be unable to retain and attract business uses due to constraints relating to their



location and the quality of accommodation. The release of such sites for other uses may be considered appropriate, which could create an additional source of housing land.

- 5.35. The Council will strongly resist the loss of employment uses in any location, recognising the varied roles they play in the successful economy of Trafford. The allocated key and local employment areas have been identified as well performing and successful sources of employment and therefore protecting them is critical.

Consultation Question 5-7

Do you support Policy EJ5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Modern Economy

Policy EJ6: Data and Energy Storage

- A. Applications for data or energy storage facilities will be expected to utilise low profile, former industrial brownfield sites that have existing infrastructure.
- B. Proposals for data or energy storage should demonstrate they have considered opportunities available for the reuse of heat they generate by contributing to heat networks where possible.
- C. Opportunities for micro data storage to be located adjacent to public facilities and buildings, particularly in town centres, in order to facilitate heat sharing, will be welcomed.
- D. Proposals for Data and Energy storage must not constrain the early development of key strategic employment and housing sites.
- E. Applications for data or energy storage should make use of existing power infrastructure. Due to the low direct economic benefits of data or energy storage use, proposals will be expected to make Section 106 contributions towards academia and skills organisations.

Places for Everyone Links

JP-J2

Relevant Strategic Objectives

SO4

- 5.36. Data centres house IT infrastructure (computer servers, storage systems, and networking equipment) for building, running, and delivering digital applications and services, and for storing and managing the data associated with those applications and services.
- 5.37. Whilst direct employment benefits from data centres are relatively low and at similar levels to warehousing, the skills levels of data centre employees are at a significantly higher level.



- 5.38. Prime strategic employment land with good motorway access should not be used for data centres or energy storage proposals. These uses should be directed to less desirable brownfield sites so as not to restrict other development opportunities. The function of a data centre requires a low profile and restricted access.
- 5.39. However, given the scale of investment for larger data centres, it is understandable for them to be perceived as flagship investments.
- 5.40. Proposals for new Data Storage facilities will be required to undertake early engagement with Electricity North West to ensure that their power requirements can be met and with United Utilities in relation to water cooling needs.

Consultation Question 5-8

Do you support Policy EJ6? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



The Rural Economy

Policy EJ7: Rural Economy

- A. The Council will support appropriate rural development to ensure the long-term economic viability of Trafford's agriculture; and the vitality of its rural communities.
- B. The Council will support enhancing the rural economy through tourism and visitor opportunities.
- C. Farm buildings to support agricultural use and farm diversification proposals which support the rural economy will be supported where:
 - i. the proposal would not replace the existing agricultural use;
 - ii. the proposal would support the long-term sustainability of an established agricultural business;
 - iii. the scale of the proposal is appropriate to the rural location;
 - iv. the level of traffic generation would be consistent with the rural location and the condition of local roads; and
 - v. there would be no unacceptable impact on the surrounding land, including existing ecology, landscape, and soil quality.
- D. Access to public transport in rural areas should be improved as part of proposals for new farm buildings or diversification.

Places for Everyone Links

JP-Strat 9 and JP-J1

Relevant Strategic Objectives

SO4 and SO9

- 5.41. National guidance sets out the general guiding principles for sustainable development within rural areas and recognises that the presence of a successful agricultural economy can be essential to the sustainability of these communities. In order to ensure the long-term economic viability of agriculture in Trafford, the Council also recognises the role that appropriate agricultural diversification can play within this Policy.



Consultation Question 5-9

Do you support Policy EJ7? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

5.42. Table 12.2 of Places for Everyone (PfE) sets out a monitoring framework for the economy and jobs related policies within that plan. Key indicators include the following:

- Percentage increase in GVA per job.
- Proportion of our residents (working age) in employment.
- Number of local labour agreements.
- Increase in office floorspace (gross).
- Increase in industry and warehousing floorspace (gross).

5.43. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Economy and Jobs policies.

Indicator	Target
Amount of employment floorspace available by type (B1/B2/B8) in hectares (in total and within each locality)	No target.
Amount of employment floorspace available by type (B1/B2/B8) in hectares on previously developed land (in total and within each locality)	No target.
Number of planning applications completed for office (in total, in key employment areas and within each locality – by total and site specific) by square metres (sqm) gross	Deliver 184,560 sqm office floorspace by 2042.



Indicator	Target
Number of planning applications completed for industry and warehousing (in total, in key employment areas and within each locality – by total and site specific) by square metres (sqm) gross	Deliver 551,748 sqm industry and warehousing floorspace by 2042.
Number of planning applications approved / completed for the loss of employment space within Trafford Park	Decrease.
Number of planning applications approved / completed for the loss of employment space (in total and within each locality)	Decrease.
Number of planning of planning applications approved / completed for data and energy storage (in total and within each locality)	No target.
Number of planning applications approved / completed relating to the rural economy	No target.

Consultation Question 5-10

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Transport and Movement





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6. Transport and Movement

Introduction

- 6.1. Sustainable and efficient transport is a crucial aspect of climate change mitigation and will be vital in ensuring Trafford becomes carbon neutral by 2038. Shifting to sustainable, non-car modes of transport, such as walking, wheeling, cycling and public transport, brings a range of co-benefits, such as reduced congestion, improved air quality and improved health and wellbeing.
- 6.2. The Council will improve the walking, wheeling, and cycling network across the Borough, making these modes the easy and natural choice and reducing the need to use private car. This chapter sets out specific policy to support this, bespoke to each locality where the transport needs are different.
- 6.3. Trafford benefits from excellent public transport links, and policy capitalises on bus, Metrolink, and rail provision. The A56 runs north to south through the Borough and while functioning as a key arterial road also acts as a barrier to walking, wheeling and cycling and east-west movement. Policy seeks to tackle challenges along this corridor, addressing issues such as cycle provision, bus infrastructure, permeability and public realm.
- 6.4. Policy also covers a range of other transport and movement related topics, such as car clubs, park and ride, sustainable freight, lorry parking and crowd movement.



Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 6.5. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the PfE Connected Places chapter.



Promoting Sustainable Modes of Travel

Policy TM1: Walking, Wheeling and Cycling

- A. The Council will seek to make walking, wheeling (i.e. those using wheelchairs, mobility scooters, e-scooters etc), and cycling the natural, easy, and safe choices for everyday shorter trips within the borough. To achieve this, the Council will support proposals which help deliver a modal shift away from the private car, through improvements to infrastructure which encourages greater walking, wheeling and cycling.
- B. A priority will be to improve safe pedestrian crossings at key junctions across the borough (particularly those with no existing / limited crossing facilities), utilising planning contributions where possible.
- C. A series of locality specific interventions are detailed in policies TM1N, TM1S, TM1C and TM1W. Interventions specific to the A56 are covered separately in Locality Policies TM3N, TM3C and TM3S.

New Development Requirements

- D. On all major development proposals, the Council will expect proposals to:
 - i. Ensure the development is laid out in a permeable and easily legible manner to enable efficient movement of those walking, wheeling and cycling.
 - ii. Create safe and convenient walking, wheeling and cycling routes within the development to connect to wider walking and cycling networks. Where no networks exist, connections should be created to appropriate locations on the proposal's site boundary.
 - iii. Create safe and convenient, active travel routes within the development to nearby existing and / or proposed public transport stops.
 - iv. Appropriately plan for the safety of those walking, wheeling and cycling, particularly where they come into close proximity with motor vehicles.



- v. Where appropriate provide sufficient secure, accessible cycle parking in locations where security is maximised and natural surveillance is provided.
 - vi. Where appropriate provide high quality facilities that promote cycle use (including for example changing rooms, showers, dryers and lockers); and
 - vii. Where possible deliver high quality public realm improvements such as seating and landscaping, to aid and support those walking, wheeling and cycling.
- E. The Council will also support proposals to reallocate kerbside space for active travel uses, such as for cycle parking.

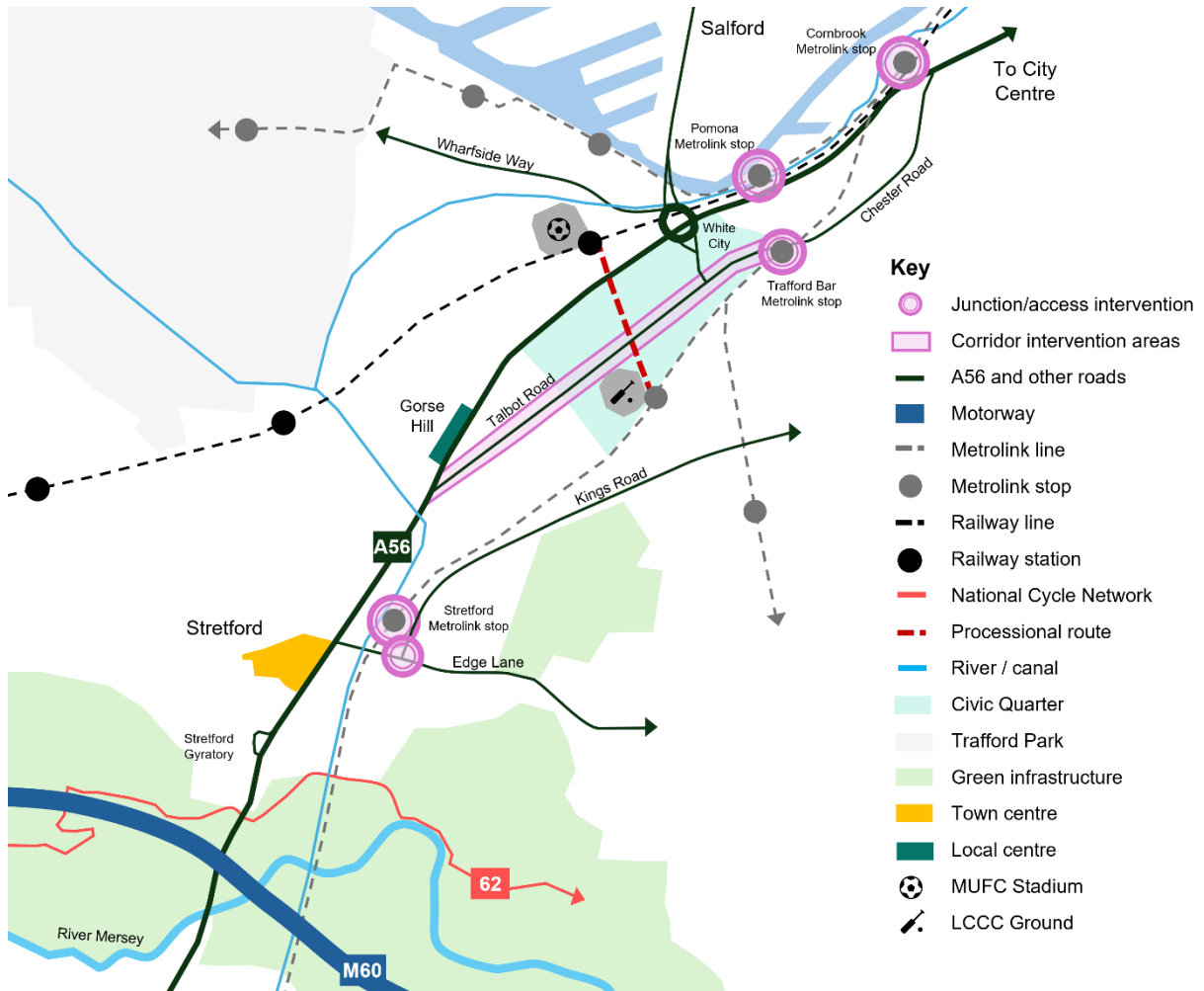


Policy TM1N: Walking, Wheeling and Cycling Improvements in Trafford North

- A. Within Trafford North, the Council will work with partners and stakeholders to support and enable the delivery of:
- i. High quality active travel infrastructure running through the full length of the Pomona Masterplan area, including links to Pomona and Cornbrook Metrolink stops and the Castlefield Viaduct.
 - ii. Enhanced segregated cycle lanes along Talbot Road and crossings at key junctions.
 - iii. Improved active travel links to Metrolink stops including Trafford Bar and Stretford.
 - iv. Public realm improvements to create a Processional Route linking Old Trafford Football and Cricket grounds.
 - v. Potential to further reclaim highway space for public realm and active travel around Stretford Town Centre.
 - vi. Provision of pedestrian crossing infrastructure at Kings Road / Edge Lane Junction in Stretford.
- B. Additional interventions located on the A56 in Trafford North are detailed in Policy TM6N.



Figure 6-1: Active travel improvements for Trafford North



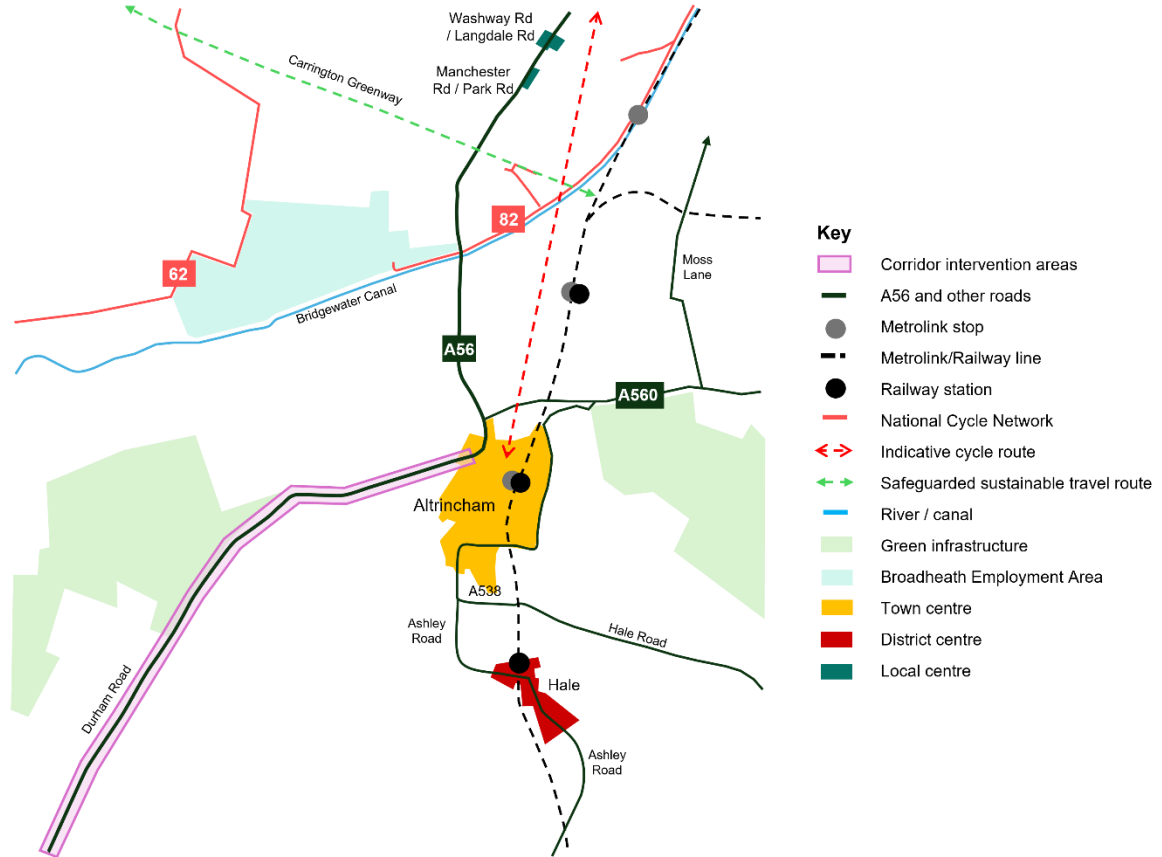


Policy TM1S: Walking, Wheeling and Cycling Improvements in Trafford South

- A. Within Trafford South, the Council will work with partners and stakeholders to support and enable the delivery of:
 - i. A parallel cycle route providing a safe and low vehicular trafficked cycle link between Altrincham Town Centre and Trafford Central, via a new crossing over the Bridgewater Canal.
 - ii. A safeguarded route for the future delivery of the Carrington Greenway (PfE Policy JPA30 and as defined on the Policies Map) sustainable travel route between Altrincham, New Carrington, Partington and Cadishead (Salford).
 - iii. Address pedestrian barriers to crossing Hale Road, Ashley Road and Moss Lane.
- B. Additional interventions located on the A56 in Trafford South are detailed in Policy TM6S.



Figure 6-2: Active travel improvements for Trafford South

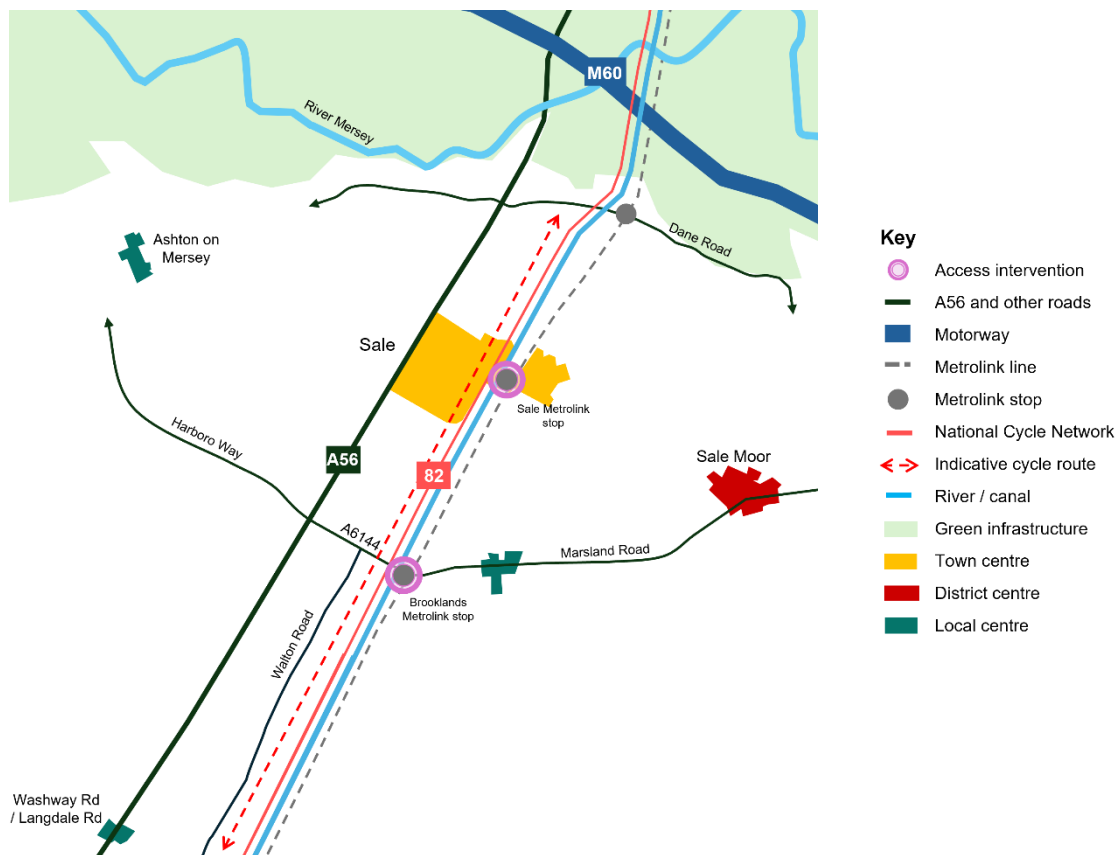




Policy TM1C: Walking, Wheeling and Cycling Improvements in Trafford Central

- A. Within Trafford Central, the Council will work with partners and stakeholders to support and enable the delivery of:
- A parallel cycle route providing a safe and low vehicular trafficked cycle link between Dane Road and Marsland Road, continuing along Walton Road to connect into Trafford South.
 - Improved walking, wheeling and cycling links to Sale and Brooklands Metrolink stops.
- B. Additional interventions located on the A56 in Trafford Central are detailed in Policy TM6C

Figure 6-3: Active travel improvements for Trafford Central

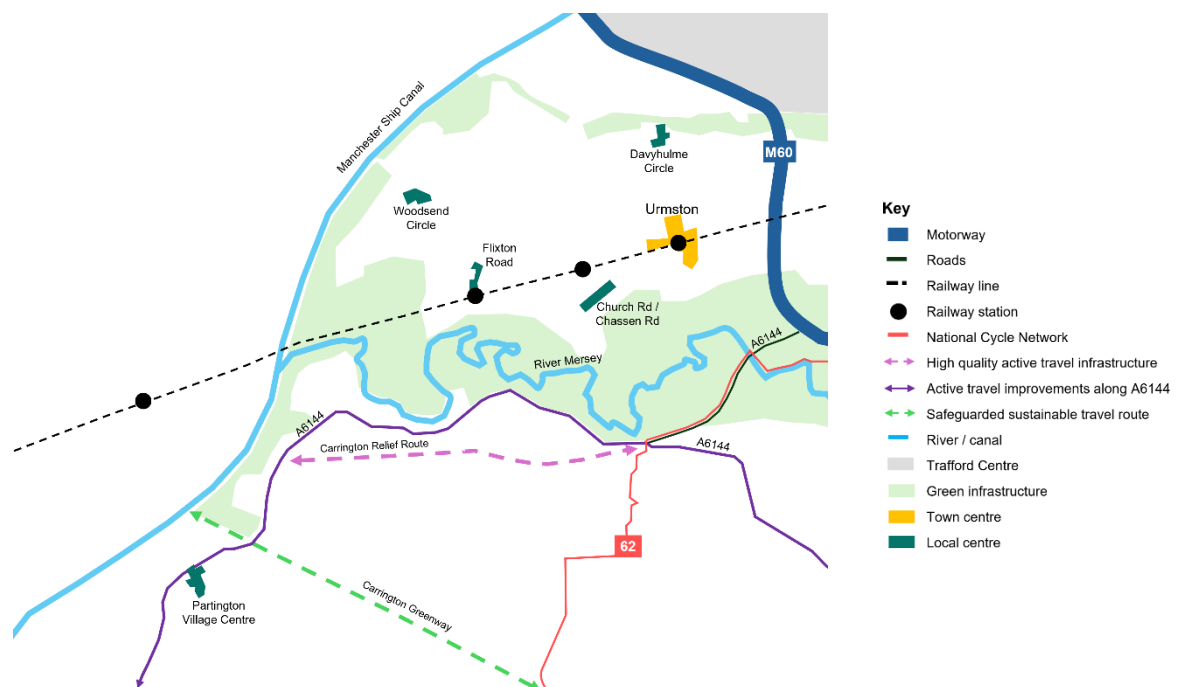




Policy TM1W: Walking, Wheeling and Cycling Improvements in Trafford West

- A. Within Trafford West, the Council will work with partners and stakeholders to support and enable the delivery of:
- Active Travel improvements along the A6144 serving East – West connections.
 - Provision of integrated high quality active travel infrastructure delivered as part of the Carrington Relief Route.
 - A safeguarded route for the future delivery of the Carrington Greenway (PfE Policy JPA30 and as defined on the Policies Map) sustainable travel route between Cadishead (Salford), Partington, New Carrington and Altrincham.

Figure 6-4: Active travel improvements for Trafford West





Places for Everyone Links

JP-C1, JP-C5, JP-C6 and JP-C8

Relevant Strategic Objectives

SO2 and SO8

- 6.6. Trafford is committed to the delivery of an integrated and accessible walking, wheeling and cycling network, which connects key locations across the borough, addresses severance issues and makes active travel the natural choice for short journeys.
- 6.7. The provision of a connected active travel network can deliver multiple positive benefits, across various cross cutting plan objectives, such as improved quality of life and benefitting, health and wellbeing. Improved take up of active travel will also lead to a reduction in private car use, which will help to reduce congestion and improve air quality.
- 6.8. Across Greater Manchester the GM Transport Strategy 2040 sets out a long-term ambition for transport. The document supports Transport for Greater Manchester's Right Mix Vision for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport.
- 6.9. A key method to deliver the Right Mix Vision is the implementation of a network of active travel routes forming part of the 'Bee Network'. Trafford Council has been successful in securing funding for a number of ambitious active travel schemes within the borough.
- 6.10. Recently, the Council has completed a series of significant improvements to its active travel infrastructure network. Extensive public realm improvements on Kingsway, Stretford has been delivered. This included the reallocated of road space for high quality public realm and segregated cycle lanes. CYCLOPS junctions¹ have been installed on key junctions

¹ CYCLOPS junctions are a traffic signal junction design technique that protects cyclists by providing an external orbital cycle route, completely separating cyclists from pedestrians and motor traffic.



along Talbot Road to connect with existing segregated cycles lanes. Work has also commenced in installing segregated cycle lanes in both directions along the A56 in Stretford.

- 6.11. In addition, the Council adopted its first Walking, Wheeling and Cycling Strategy in 2024 which further emphasises the Council's commitment to reducing car dependency, particularly for short journeys.

Consultation Question 6-1

Do you support Policy TM1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Public Transport

Policy TM2: Public Transport

- A. The Council will work with TfGM and partners to deliver a high-quality public transport network across the borough, which offers a choice of accessible, safe and reliable modes of travel to all.
- B. To support delivery of the above, all major development proposals will be expected to provide or contribute towards improvements to public transport services, particularly in those areas poorly served by existing services and / or where proposed development would likely generate additional demand which exceeds existing capacity.

Bus

- C. The Council will promote the improvement of the bus network particularly on the key radial / cross-conurbation routes, and to areas with current poor service provision within the borough, such as Partington. The Council will also support the development and extension of the bus network to serve the strategic development allocations at New Carrington and Davenport Green (Timperley Wedge).

Metrolink

- D. The Council will encourage and support proposals which improve the quality, capacity and extent of the Metrolink network within Trafford. Priority will be given to the delivery of the proposed Manchester Airport Western Leg extension (and associated Davenport Green stop), the route of which will be safeguarded on the Policies Map.

Rail

- E. The Council will promote the improvement and development of the rail network including:
 - i. Additional rolling stock to alleviate serious overcrowding on many commuting corridors;



- ii. Improvements to capacity, service frequency, journey times and quality on both the Manchester to Liverpool line and the Mid-Cheshire line; and
 - iii. Improvements to stations and infrastructure.
- F. The Council will also support proposals for new rail stations which provide enhanced transport connectivity.

Tram-Train

- G. The Council will support the development of the Tram-Train Network to provide improved rapid transit links, in line with the most up-to-date Greater Manchester Transport Strategy Delivery Plan (or equivalent document).

Places for Everyone Links

JP-C1 and JP-C3

Relevant Strategic Objectives

SO2, SO3 and SO8

- 6.12. The Greater Manchester Transport Strategy 2040 sets an ambitious vision for public transport in Greater Manchester, which will support economic growth, social well-being, environmental improvement and better public health across Greater Manchester.
- 6.13. The Council will encourage development in locations that are well connected by a variety of sustainable transport modes and will seek to increase the density of development around public transport hubs. This will help ensure that sustainable modes of transport will become a natural choice for access to new developments and thus reduce the demand for car-based travel.

Bus

- 6.14. The Transport Strategy 2040 sets an ambition to develop a modern low-emission accessible bus system, fully integrated with the wider Greater Manchester transport network where everyone can travel, regardless of



their background or mobility level. Providing fast, frequent and attractive public transport services to more areas, as well as comprehensive upgrading of specific bus routes, to make them faster and more attractive.

- 6.15. Greater Manchester's bus franchising will also offer an opportunity for improved bus routes and services in Trafford, as well as greater integration across transport modes through, for example, integrated tickets for Metrolink and Bus.
- 6.16. There is a need for improved orbital bus routes in Trafford, which provide viable sustainable travel options around Greater Manchester without the need to travel via the City Centre. The proposed allocations at Davenport Green (Timperley Wedge) and New Carrington will also make an important contribution to this network, with potential opportunities for bus priority measures to be considered, as well as on other locations on the wider network.

Metrolink

- 6.17. The enhancement and extension of the Metrolink network will provide improved connectivity and will offer an alternative to the private car, helping to reduce congestion on the road network.
- 6.18. The Manchester Airport Western Leg is safeguarded and will provide connections to proposed Davenport Green Local Centre and Manchester Airport. The Council will continue to work alongside Salford City Council and TfGM to identify and consider options for the extension of the Trafford Park line to Port Salford, including a stop at Trafford Waters.

Rail

- 6.19. The rail network plays an important role in supporting economic growth, in particular providing quick access into Manchester City Centre and Altrincham Town Centre. Local stations including at Hale, Sale (Navigation Road), Urmston and Trafford Park provide more localised connections. Improving the reliability and capacity of the rail network in Trafford will be



key to ensuring rail patronage continues to grow, whilst at the same time supporting a modal shift away from the private car.

- 6.20. The TfGM 'New Rail and Metrolink Stations feasibility study' (2018) identified Timperley East and White City as potential new stations in the long term. Both stations are not considered to be viable in terms of heavy rail, but it is considered that they could have a role in a higher frequency Metrolink/Tram-Train environment.

Tram-Train

- 6.21. Tram-Train technology will allow potential for adapted Metrolink vehicles to run on the same lines as trains. This mode of travel has the potential to significantly expand the rapid transit network across Greater Manchester.
- 6.22. The Transport Strategy 2040 Draft Delivery Plan (2021-2026) identifies an opportunity for Tram-Train on the existing Altrincham – Hale railway line as an early pathfinder project. Such a scheme is supported by Trafford Council and will help to improve access to the city centre. Further to this, there may be future potential for Tram-Train on the mid-Cheshire line and Manchester to Liverpool rail line.

Consultation Question 6-2

Do you support Policy TM2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Car Clubs

Policy TM3: Car Clubs

- A. The Council will continue to work with TfGM and partners to expand the network of car club vehicle provision across the borough. Proposals which include an element of car club provision will be encouraged and supported, particularly in parts of the borough with poor access to public transport links.
- B. Where both appropriate and operationally feasible, provision of designated car club parking spaces should be considered on all major residential and retail proposals as part of a Transport Assessment (or equivalent document).

Places for Everyone Links

JP-C1 and JP-C8

Relevant Strategic Objectives

SO3 and SO8

- 6.23. Car clubs allow users to access a vehicle without owning one, and can offer a flexible, cost effective alternative to private car ownership or leasing. As car club vehicles are often newer, they tend to have lower emissions than private cars, which helps to reduce carbon emissions and air pollution.
- 6.24. For local authorities, car clubs can help deliver against wide-ranging objectives which include:
 - a) Achieving net zero targets
 - b) Improving air quality
 - c) Increasing vehicle occupancy rates
 - d) Reducing parking pressures and congestion



e) Offering a sustainable transport option that can fill gaps in public transport provision

6.25. The Council are currently working with a major car club service provider to deliver the first car club vehicles within Trafford.

Consultation Question 6-3

Do you support Policy TM3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Mobility Hubs

Policy TM4: Mobility Hubs

- A. The Council will support and work with TfGM and partners to establish a network of Mobility Hubs within suitable locations across the borough. The scale and range of potential services within the Mobility Hub should be reflective of the location it is proposed.
- B. For larger sized hubs, priority will be given to locations with higher levels of footfall, and accessible by public transport. Such locations include:
 - i. Town, district and local centres.
 - ii. In close proximity to a Metrolink Stop, Rail station or Bus Interchange.
 - iii. Major development sites, particularly those of higher density.
 - iv. Key employment areas.
- C. Proposals for smaller hubs in other appropriate locations will also be supported.

Places for Everyone Links

JP-C1, JP-C3, JP-C5 and JP-C6



Relevant Strategic Objectives

SO3 and SO8

- 6.26. Mobility Hubs bring together shared transport with public transport and active travel, in spaces designed to improve public realm for all (for example through the incorporation of seating, lighting and potential for small scale green space). Typically located at key locations including high streets, tram, bus and rail stations, they can include:
- a) Cycle / scooter hire facilities
 - b) Cycle storage facilities
 - c) Car club bays
 - d) EV charging points
 - e) Seating and lighting
 - f) Clear identification of the space as a mobility hub
- 6.27. In addition, they can also include additional services, such as parcel lockers, to encourage more short trips to be made by active, public or shared modes of transport.
- 6.28. Transport for Greater Manchester (TfGM) is currently exploring options for the potential for mobility hubs to add to and enhance the Bee Network. Trafford will work with TfGM with the identification and delivery of potential sites within the borough.

Consultation Question 6-4

Do you support Policy TM4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



The Highway Network

Policy TM5: Local Highway Network

- A. The Council will support the maintenance and improvement of the highway network to ensure it operates in a safe, efficient and environmentally sustainable manner.
- B. The following strategic highway routes are safeguarded from any development that would prejudice their construction:
 - i. Carrington Relief Route (A6144 Carrington Spur – A6144 Manchester Road), as identified on the Policies Map.
- C. Whilst not safeguarded, improvements will also be sought for the enhancement of the Western Gateway Infrastructure Scheme (WGIS).

New Development Requirements

- D. When considering proposals for new development that, individually or cumulatively, would have a material impact on the functioning of the highway network, the Council will require a Transport Assessment and/or Travel Plan to help ensure that any impacts are not severe, and that appropriate mitigation is provided.
- E. Proposals which help overcome barriers to the Local Highway Network for non-vehicular users will be supported. Where proposals would result in adverse impacts on highway efficiency, consideration will be given to the public benefits of the scheme including, but not limited to, highway safety for non-vehicular users, promotion of active travel and reductions to the borough's carbon emissions.

Places for Everyone Links

JP-C1, JP-C4 and JP-C8

Relevant Strategic Objectives

SO2 and SO8



- 6.29. Trafford benefits from good connectivity to the Strategic Road Network (SRN) with two motorways directly serving Trafford. The M60 runs through the northern part of the borough, and the M56 forms part of Trafford's boundary with Manchester, close to Manchester Airport.
- 6.30. The SRN, however, also serves as a barrier to many neighbouring areas within Trafford, and experiences high levels of congestion particularly during peak hours. The Council will continue to work in partnership with National Highways, Transport for Greater Manchester and other partners to address SRN issues, including congestion and severance caused by the highway network.
- 6.31. To support significant levels of new development at New Carrington, the proposed Carrington Relief Route (branching off the existing A6144 Carrington Spur) will be a safeguarded route. At present, capacity constraints on Manchester Road inhibit development proposals.
- 6.32. The Western Gateway Infrastructure Scheme (WGIS) is also a key route which will increase road network capacity and improve transport links over the Manchester Ship Canal, to support regional development. This route will help to facilitate the delivery of the Trafford Waters development, as well as the Port Salford proposals located on the banks of the Ship Canal in Salford.

Consultation Question 6-5

Do you support Policy TM5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



The A56

Policy TM6: The A56

- A. The Council will support proposals which help deliver a modal shift away from the private car on the A56 corridor, to allow it to sustainably accommodate additional demands from planned growth as well as improving east-west connections across the corridor.
- B. Development proposals that will promote and/or improves active travel and public transport options along and across the A56 will be supported, particularly those which:
 - i. Improve pedestrian crossings at key junctions and locations, with priority given to those with no or limited existing crossing facilities.
 - ii. Improve public realm for those walking, wheeling and cycling. Where appropriate this could include reclaiming space currently used for the parking of vehicles, and the longer term the reallocation of road space for segregated cycle lanes.
 - iii. Enable better bus journey time efficiency along the A56 and improve associated bus infrastructure.
 - iv. Offer improved access to shared modes of transport, such as Cycle Hire and Car Clubs.
 - v. Provision of mobility hubs of a scale and range of facilities appropriate for the surrounding area.
- C. The Council will also look to progress a range of longer-term aspirations to improve accessibility along the A56 corridor, as detailed in the following Locality Policies.
- D. The Council will also work with TfGM to carry out a comprehensive review of bus services, including opportunities for bus signal priority, bus gates and bus stop improvements.

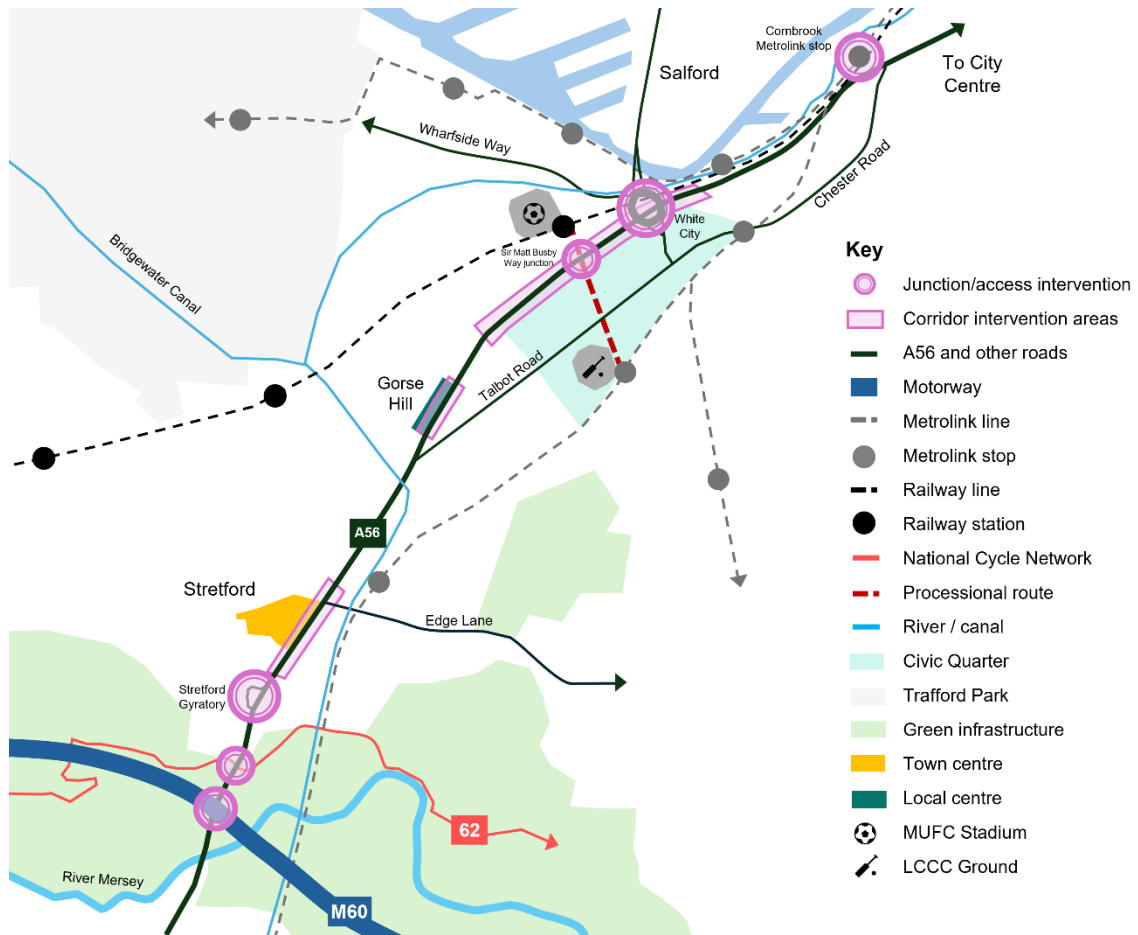


Policy TM6N: The A56 in Trafford North

- A. Within Trafford North, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:
- i. Segregated cycle lanes and associated infrastructure to make White City Circle a safe and practical junction for cyclists to cross. Cycle connections will be provided on all arms of the junction, enabling safe links to Salford to the north, Manchester to the east (via Talbot Road and Chester Road), and Trafford Park and other areas of Trafford to the west.
 - ii. Improved walking, wheeling and cycling links to Cornbrook Tram Stop, including from the Bridgewater Canal and via Chester Road.
 - iii. New and improved crossing points, and wider public realm improvements, along the Old Trafford section of the A56. The Sir Matt Busby Way / A56 junction being a priority location for improvements.
 - iv. Public realm improvements along Gorse Hill Local Centre and Stretford Town Centre (potentially including cycle hire facilities and mobility hub facilities).
 - v. Greater utilisation of the Stretford Gyratory, with a focus on better walking, wheeling and cycling use and access and use of the existing green space.
 - vi. An enhanced National Cycle Network Route 62, particularly where it meets and crosses the A56 (which is currently via an underpass).
 - vii. Segregated cycle infrastructure up to and crossing underneath the M60.



Figure 6-5: The A56 in Trafford North

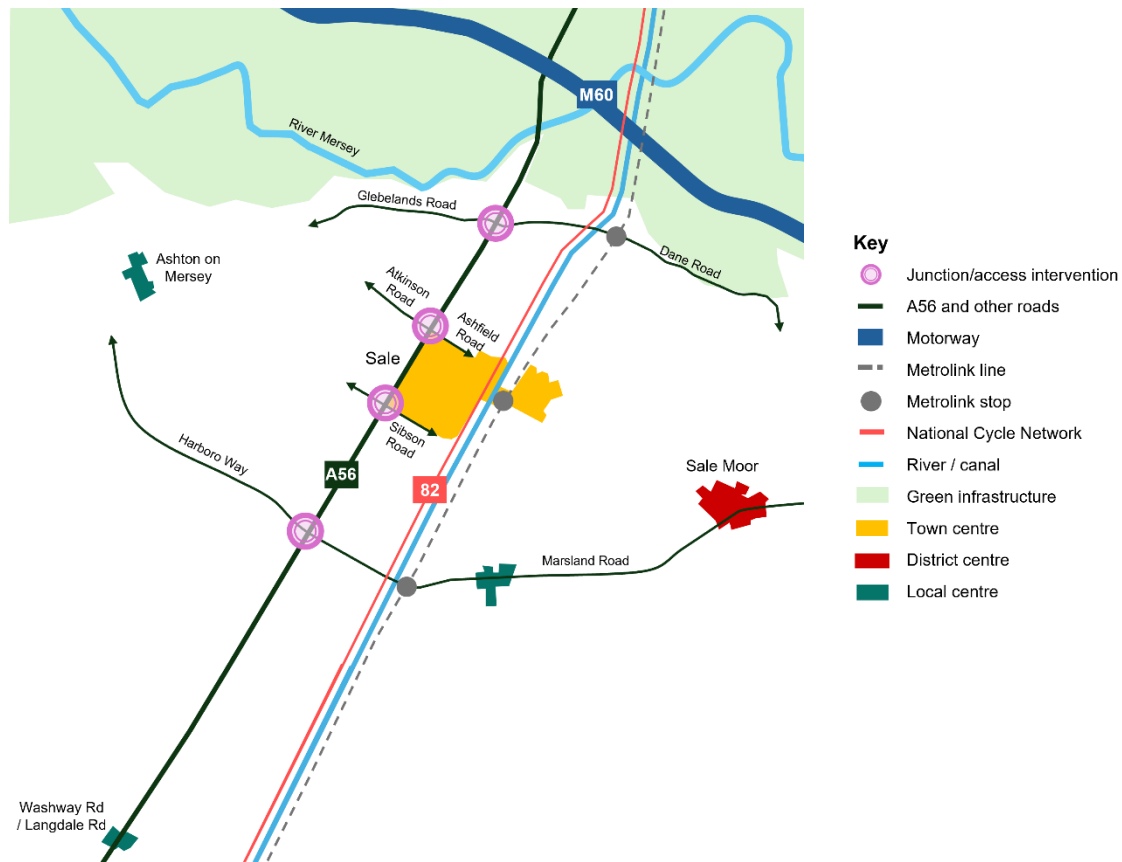




Policy TM6C: The A56 in Trafford Central

- A. Within Trafford Central, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:
- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Glebelands Road / Dane Road, Atkinson Road / Ashfield Road, Oaklands Road / Sibson Road and Marsland Road / Harboro Road.
 - Provide more frequent crossing points beyond existing junctions at suitable locations (including areas of local retail and green space).

Figure 6-6: The A56 in Trafford Central



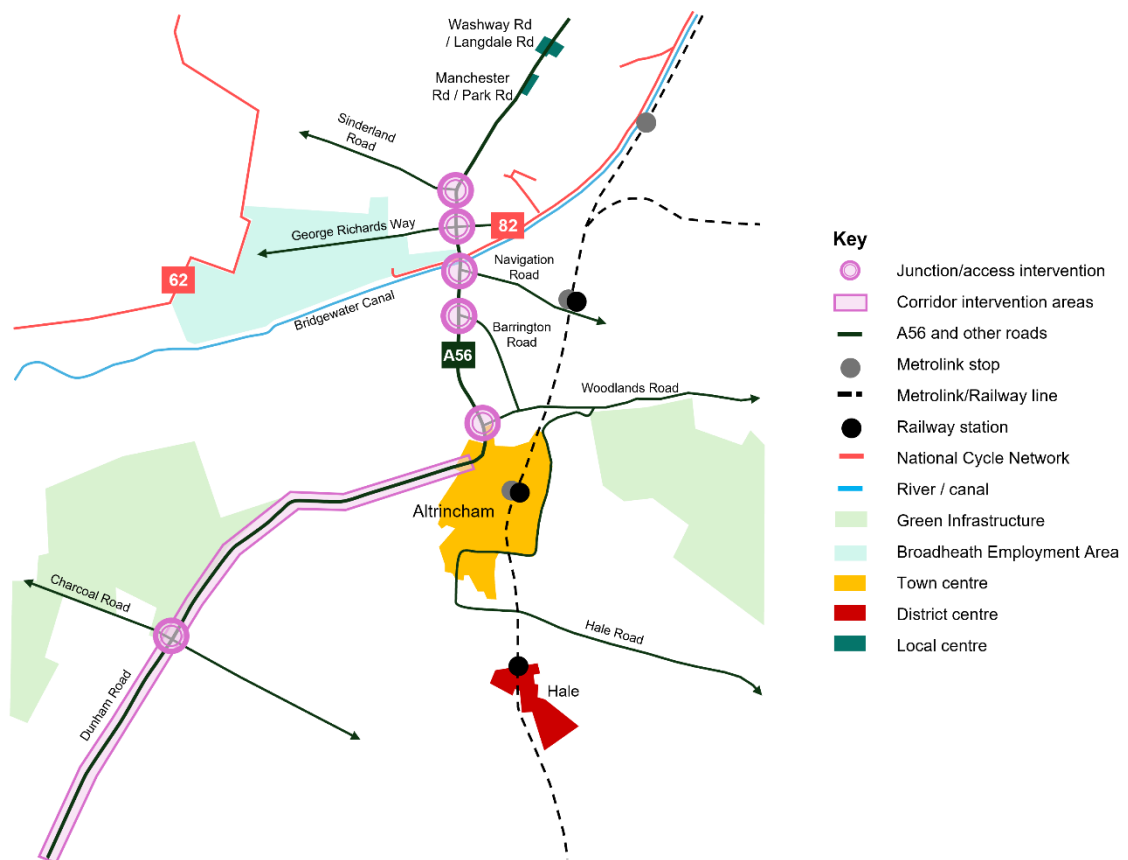


Policy TM6S: The A56 in Trafford South

A. Within Trafford South, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:

- i. New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Sinderland Road, George Richards Way, Navigation Road, Barrington Road, Woodlands Road and Charcoal Road.
- ii. Provision of wider pavements and more pedestrian crossings on the Dunham Road section of the A56.

Figure 6-7: The A56 in Trafford South





Places for Everyone Links

JP-C1, JP-C3, JP-C4, JP-C5 and JP-C6

Relevant Strategic Objectives

SO2 and SO8

- 6.33. The A56 forms part of the local highway network running north-south through Trafford borough from Manchester City Centre to the M56. It dissects many towns and neighbourhoods within Trafford and, in places, acts as a barrier to communities accessing services and facilities.
- 6.34. As a strategic route travel demand is significant, particularly during weekday peak hours and during sporting events at Old Trafford cricket and football stadiums. The corridor is heavily car dominated with large sections designated as Air Quality Management Areas (AQMAs). The route also does not cater well for short distance or east – west trips, particularly within Sale, and acts as a barrier that constrains active travel.
- 6.35. The A56 Streets for All Corridor Study (January 2024) provides a holistic and overarching framework to ensure the route can sustainably enable planned growth over the next 15-20 years. To help achieve this aim the Study developed the following vision for the route:
- “The A56 corridor is to become an example of good practice in delivering modal shift on a key strategic road so it can sustainably enable planned growth over the next 15 – 20 years”.*
- 6.36. The study found that the low share of sustainable trips (other than Metrolink) is due to a combination of factors, including poor public realm along the corridor and significant barriers to walking that include poor permeability, lack of accessibility, high traffic flows, insufficient crossing facilities, low levels of perceived safety and little sense of place. These issues also impact the number of cyclists who have to navigate a hostile and dangerous environment with poor dedicated cycling facilities. Together with limited bus provision, this creates conditions where three



quarters of trips made by car on the corridor are local, short distance trips which could be more readily undertaken by those sustainable modes.

- 6.37. The Study identified a wide range of potential interventions which individually, and combined, aim to overcome the issues holding back active travel and public transport use along the route. These have been used to inform the locality policies for the A56.

Consultation Question 6-6

Do you support Policy TM6? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Movement of Goods

Policy TM7: Freight

- A. The Council will support development that encourages the movement of freight by rail and/or water, which contributes towards the improvement and enhancement of a sustainable distribution system and reduces the reliance on goods being transported by road.
- B. The Council will seek to manage the movement of lorries to minimise the damaging effect they have on the quality of life of the local community and the environment by way of excessive noise, vibration and air pollution.

Places for Everyone Links

JP-C1 and JP-C7

Relevant Strategic Objectives

SO4 and SO8



- 6.38. Freight is essential for the economy and productivity. Ideally, more freight should be moved by rail and water, particularly over longer distances, to reduce highway congestion, greenhouse gas emissions and air pollution and the Council will support scheme which seek to move freight sustainably.
- 6.39. Whilst supporting the sustainable movement of freight, it is acknowledged that some freight will continue to be transported by road. A Travel Plan which considers the movement of freight will be required for these schemes (in accordance with national policy) and, where appropriate, planning conditions will be used to manage freight movements. Travel Plans should have regard to the nature of the development and any potential impact on the surrounding community.

Consultation Question 6-7

Do you support Policy TM7? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

The Manchester Ship Canal

Policy TM8: Manchester Ship Canal

- A. The Council will support the increased use of the Manchester Ship Canal as an efficient and sustainable transport route for the movement of goods and people.
- B. Proposals for new, and improvements to existing, crossings across the canal where they include a focus on improving active travel links and do not hinder its primary purpose as a sustainable transport route for the movement of freight will be supported.



Places for Everyone Links

JP-C1, JP-C6 and JP-C7

Relevant Strategic Objectives

SO2, SO4 and SO8

- 6.40. The Manchester Ship Canal is an important asset that the Council is keen to see fulfil its economic, social and environmental potential. The Council will actively support future development to exploit the different qualities and opportunities the Manchester Ship Canal presents.
- 6.41. In addition to its primary purpose as a sustainable transport route for the movement of large goods, it offers the opportunity to enhance the environment and increase the leisure and recreation uses along its route.

Consultation Question 6-8

Do you support Policy TM8? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

National Infrastructure Schemes

Policy TM9: Potential Future Rail Route

- A. The Council will support the provision of a rail route which runs to the west of the M56, connecting the Manchester Airport area to the City Centre, via a tunnel. This includes a new rail station to the west of the M56 / Manchester Airport, of high-quality design and with good quality access by active travel and public transport to surrounding communities.

Places for Everyone Links

JP-C1



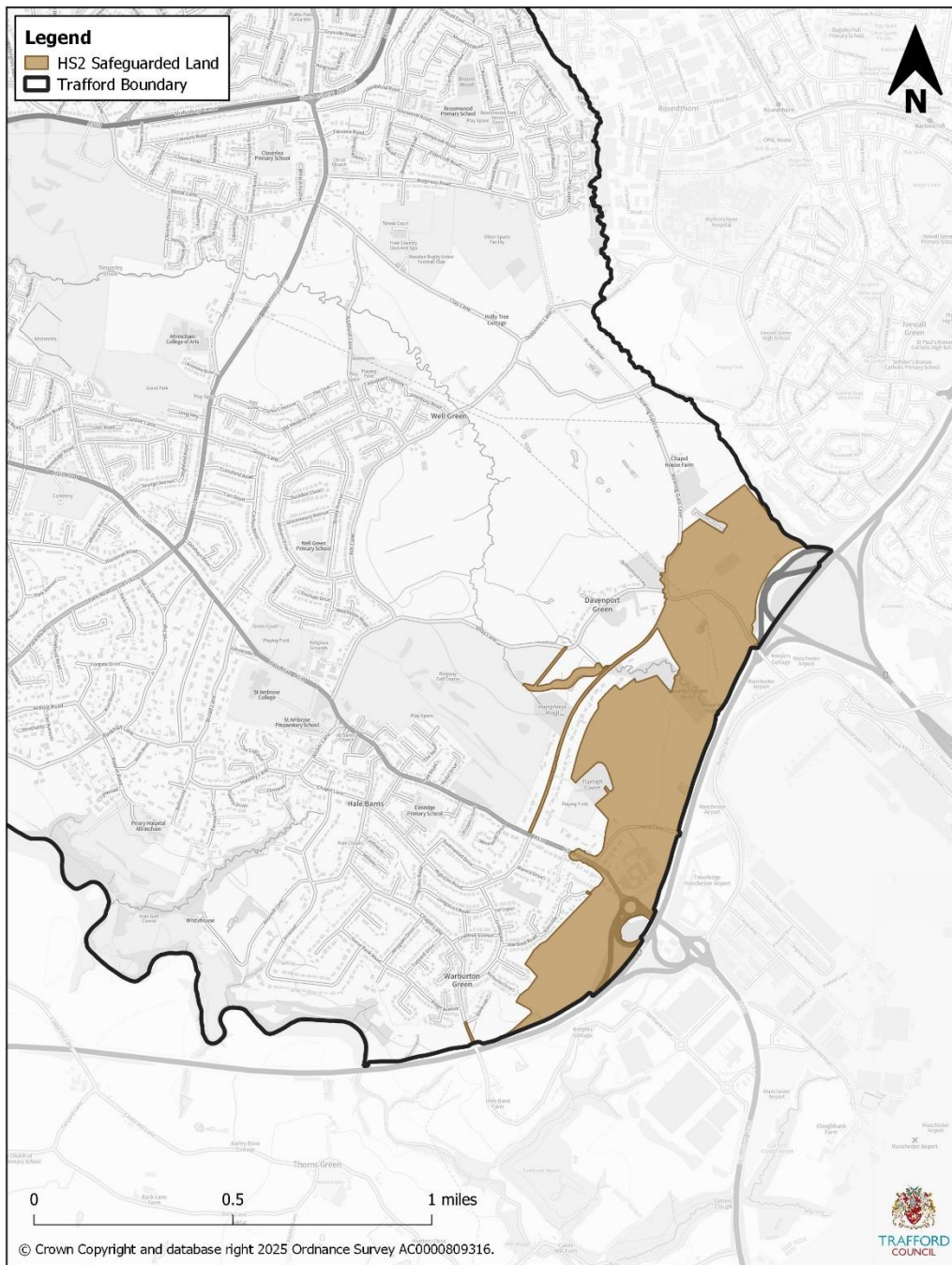
Relevant Strategic Objectives

SO4 and SO8

- 6.42. In October 2023, the Government outlined significant changes to the High Speed Two (HS2) project, which included the cancellation of Phase 2b. Within Trafford Phase 2b included provision of a high-speed rail line to the west of the M56, a new high speed rail station at Manchester Airport and a tunnel portal to provide an underground connection into central Manchester. The HS2 safeguarding directions remain in place, and these are shown on Figure 6-8.



Figure 6-8: HS2 safeguarded areas



6.43. Whilst HS2 Phase 2b was cancelled, Trafford Council remains supportive of a new rail route in this area providing a link to Manchester via Manchester Airport and associated station located within the Trafford boundary. The Council will continue to engage in discussions with stakeholders.



Consultation Question 6-9

Do you support Policy TM9? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Parking

Policy TM10: Parking Standards

- A. New development will be expected to provide sufficient off-street car parking provision, which is appropriate for the proposed type of land use(s) and proximity to the public transport network. Future car parking standards will be informed by the Greater Manchester Accessibility Levels (GMAL), with the most sustainable and accessible locations being able to support reduced parking provision.
- B. Off-street vehicle parking for new developments should be provided so that the level of any resulting parking on the public highway does not adversely impact highway safety, or the movement of other road users.
- C. *Specific standards will be determined by further evidence base studies.*

Electric Vehicle Charging Points

- D. New development will be expected to make provision for electric vehicle charging infrastructure, in accordance with the following standards, unless superseded by higher Building Regulations standards:
 - i. All dwellings with a dedicated garage or driveway parking space must provide access to electric vehicle charging infrastructure for at least one vehicle.
 - ii. For residential developments with shared parking areas and for non-residential developments there will be a requirement for active EV charging facilities. *Specific standards will be determined by further evidence base studies.*
- E. A reduced requirement will be permitted where it can be demonstrated that the specific characteristics of the development proposed would result in lower levels of demand for electric vehicle charging.



F. All proposals for EV charging points will be expected to be of a high quality design, reflecting, where appropriate, local design policy and guidance.

Cycle Parking

G. New development will be expected to make provision for appropriate levels of high quality and secure cycle parking. *Specific standards will be determined by further evidence base studies.*

Coach Parking

H. Proposals for coach parking will be supported where they are related to an existing use which generates demand for coach parking.

I. New development which is expected to generate additional demand for coach parking, must consider this at the earliest stage and ensure it is part of the overall design of the scheme. *Specific standards will be determined by further evidence base studies.*

Off-Airport Car Parking

J. Proposals for off-airport car parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change and sustainability.

K. In making decisions on applications for the use of land for off-airport car parking, the Council will take into account:

- i. The impact of the proposal on the amenity of residents or occupiers of nearby properties;
- ii. The visual impact of the proposed use on the character and appearance of the surrounding area, including any proposals for the treatment of the boundary of the site; and
- iii. The level of access to the site from the strategic and primary road network.

Places for Everyone Links

JP-C1, JP-C6 and JP-C8

Relevant Strategic Objectives



SO2, SO3 and SO8

- 6.44. Car parking standards for different types of development will be used as part of a package of measures to primarily promote sustainable transport choices, reduce the land-take of development, and enable schemes to maximise central urban sites. In addition, the measures will also help promote linked-trips and access to development for those without use of a car, and to tackle congestion.
- 6.45. Vehicle parking needs to be carefully balanced to ensure that there is sufficient provision to meet needs and promote social inclusion, whilst recognising that where there is good public transport provision and access to shops and services, less provision may be needed. Greater Manchester Accessibility Levels categorises the whole of Greater Manchester dependent on how accessible a location is by sustainable transport modes.
- 6.46. It is recognised that there is a need for flexibility and consideration of local factors in determining the appropriate level of vehicle parking provision. Vehicle parking standards will be determined by further evidence base studies.

Electric Vehicle Charging Points

- 6.47. Areas of Trafford have local air quality issues linked to traffic and congestion. Increasing the use of low-emission vehicles will make a significant contribution to tackling this issue and reducing carbon emissions.
- 6.48. New development will make adequate provision for electric vehicle charging points. Where a dwelling has its own off street parking this should be factored into the design and should be relatively easy to achieve in all cases. There are also significant opportunities for communal charging points to be delivered as part of developments.



- 6.49. The standards and requirements for Electric Vehicle Charging Points will be confirmed by further evidence base studies.

Cycle Parking

- 6.50. Cycling will be a key alternative travel mode to the private car and the needs of cyclists in terms of bicycle parking provision should therefore be considered as an integral part of all new developments. Cycle parking standards will be defined by further evidence base work.

Coach Parking

- 6.51. Trafford is home to a number of key destinations / attractors which generate a need for coach parking. Where this is the case, specific space should be allocated to coach parking to ensure it does not have a negative impact on the wider environment.

Off – Airport Car Parking

- 6.52. As Manchester Airport expands the demand for airport parking will increase. Some of this pressure is expected to affect Trafford considering its close proximity to the Airport.
- 6.53. Although it is recognised that additional car parking provision may be required as part of the future expansion and growth of Manchester Airport, the need for additional car parking must be balanced against a need to improve access to the Airport by sustainable travel modes.

Consultation Question 6-10

Do you support Policy TM10? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Lorry Parking

Policy TM11: Lorry Management

- A. Any proposals for purpose built lorry parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change and sustainability.
- B. Proposals for lorry management schemes must consider:
 - i. If the site has good connectivity with the strategic or primary road network;
 - ii. If it is within or adjacent to an employment site; and
 - iii. If the proposal avoids the need for significant lorry movements through residential areas to the detriment of the environment, amenity and safety of local residents; and
- C. Development proposals for employment uses which are likely to generate a significant number of HGV movements should consider the need for lorry parking facilities and ensure they are incorporated into the design of the scheme from the outset.

Places for Everyone Links

JP-C1 and JP-C7

Relevant Strategic Objectives

SO4 and SO8

- 6.54. The growth of the logistics sector has resulted in an increased need for lorry parking facilities across the UK. Various strategic road routes go through Trafford and the location of major employment sites like Trafford Park within the borough means that there may be a future need to provide additional lorry parking facilities.



- 6.55. A lack of facilities often translate into ‘fly parking’, for example in laybys and industrial estates which lack proper facilities and can have a damaging impact on the environment and neighbouring communities. The Council will therefore support lorry parking facilities in appropriate locations and where there is a demonstrable need.

Consultation Question 6-11

Do you support Policy TM11? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Park and Ride Facilities

Policy TM12: Park and Ride

- A. The Council will support improvements and upgrades to existing park and ride facilities including new cycle parking and changing facilities, and new cycle hire points.
- B. The Council will support the provision of park and ride facilities where they are associated with rail, Metrolink, Tram-Train and/or bus routes.
- C. When determining applications for park and ride facilities specific consideration will be given to the following factors:
 - i. The capacity of the highway network to accommodate the associated traffic.
 - ii. The effect of the proposal on the environment and the local community.
 - iii. The opportunity for shared use with other developments in the local area; and
 - iv. The effect of the proposal on travel patterns.

Places for Everyone Links

JP-C1 and JP-C3



Relevant Strategic Objectives

SO3 and SO8

- 6.56. Park and Ride has an important role to play in managing the impact of car travel at peak commuting times and in increasing patronage on public transport, improving accessibility to the public transport network. Trafford has existing park and ride facilities at Sale Water Park which links to the Manchester Airport Metrolink line and Parkway, which links to the Trafford Centre line; plus Navigation Road and Brooklands on the Altrincham line.
- 6.57. The focus for additional park and ride facilities will be at locations close to the M60, or outside it (in consultation with National Highways) in order to intercept car traffic before it enters the areas closer to the city centre, where congestion is greatest. Those at public transport interchanges, stops and stations, will need to be sensitive to local environmental and other considerations.
- 6.58. The Council will support the improvement to existing park and ride facilities, including cycle parking and changing facilities, to enhance the attractiveness of multi-modal use.

Consultation Question 6-12

Do you support Policy TM12? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Crowd Movement

Policy TM13: Crowd Movement and Routes

- A. Any new development which will generate crowd movement, or which will be located in the vicinity of development which will generate crowd movement, must ensure the safeguarding of routes by which crowds are able to move safely and comfortably.
- B. Proposals which adversely impact on the ability of crowds to move safely and comfortably to and from a venue will be refused. Proposals which are likely to cause detriment to surrounding development through the creation or alteration of crowd routes through these developments without due consideration of all users will not be supported.

Places for Everyone Links

JP-C1, JP-C6 and JP-C8

Relevant Strategic Objectives

SO2 and SO9

- 6.59. Trafford is home to multiple nationally significant venues which attract large crowd movements on a regular basis. Therefore, any proposals which seek to alter these venues, or to be located in the vicinity of these venues, must consider the movement of crowds to and from the venues. If crowds are required to route through a development to get to or from a venue, routes should be safeguarded in compliance with the Guide to Safety at Sports Grounds (Green Guide), published by the Sports Ground Safety Authority, to provide safe and comfortable routes for crowd movement.
- 6.60. Equally, any development which seeks to locate in close proximity to a venue which attracts large crowds, must take steps to ensure that the movement of crowds does not adversely impact on the development itself.



This may require the routing of crowds to be facilitated in such a way that the visual and noise impact of crowds on the development is mitigated against as far as is possible, whilst maintaining convenient and safe access for crowd movement.

- 6.61. Measures to be provided may only apply on event days or at event times, with a reasonable buffer either side, to ensure the safe and comfortable movement of crowds during these times, but to avoid overproviding at other times. This can involve, for example, temporary installations or features which can be removed when crowd movements are expected.

Consultation Question 6-13

Do you support Policy TM13? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

- 6.62. Table 12.6 of Places for Everyone (PfE) sets out a monitoring framework for the transport, movement and connectivity related policies within that plan. Key indicators include the following:
- Percentage of daily trips made by active travel, public transport, car and other modes.
 - Percentage of new housing (net) within 800m of good public transport accessibility and percentage of new employment floorspace within 800m of good public transport accessibility.
 - Number of EV charging points.



6.63. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Transport, Movement and Connectivity policies.

Indicator	Target
Percentage of adults walking or cycling five times per week.	Increase
Number of improved pedestrian crossings at key junctions / locations.	Increase
Overall length of the borough's segregated cycle network.	Increase
Number of pedestrian and cycling casualties per year	Decrease
Total number of cycle parking approved on major planning applications.	Increase
Number of travel plans secured as a condition of planning permission.	Increase
Number of Car Clubs in the Borough	Increase
Number of Mobility Hubs in the Borough	Increase

Consultation Question 6-14

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Town Centres and Retail





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7. Town Centres and Retail

Introduction

- 7.1. Trafford's town centres are focal points for activity and community life. They serve as hubs for employment, shopping, leisure, and services, while contributing to the character and identity of both the local areas and the wider borough. However, traditional high street centres face significant challenges due to shifting consumer behaviour, the rise of online shopping, new retail models, and the competition posed by out-of-town retail developments. In Trafford this competition includes the significant retail and leisure offering at the Trafford Centre.
- 7.2. Despite these challenges, Trafford's town centres are enhanced by significant assets, such as strong connectivity for public transport, walking, and cycling, as well as distinct characteristics and offerings.
- 7.3. This chapter sets out the hierarchy of centres, and policy on how these centres will be protected and enhanced.

Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 7.4. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes identification of the main town centres in the PfE plan area.



Trafford's Town and Retail Centres

Policy TC1: Hierarchy of Centres

- A. Trafford's retail hierarchy, as defined on the policies map, is as follows:
- i. Main Town Centre:
 - Altrincham
 - ii. Other Designated Town Centres:
 - Sale
 - Stretford
 - Urmston
 - iii. District Centres
 - Hale
 - Sale Moor
 - Timperley
 - iv. Local Centres (see Appendix 1)
 - v. Neighbourhood Centres (see Appendix 1)
- B. Loss of retail units for non-commercial, business and service uses (as defined within national regulations) will only be supported in exceptional circumstances (for example where there are clear public benefits, a justified need for another appropriate use or other significant material considerations)

Places for Everyone Links

JP-Strat12

Relevant Strategic Objectives

SO6

- 7.5. Trafford has a range of strong, vibrant centres which meet the needs of the local community, as well as visitors. The town centres provide an opportunity to create successful, walkable neighbourhoods and serve as community hubs, offering a variety of services that are essential to meet residents' everyday needs. As shopping habits change and the rise in



home working, it will be important for town centres to embrace change and provide a diverse offering.

- 7.6. New commercial development will be directed to the town centres, and any new “town centre” uses should be of a scale and nature that support each centre and allows it to serve its proper function.
- 7.7. The local and neighbourhood centres also play a vital role. They form a network of local hubs that complement the larger centres, helping to meet residents' everyday needs and reducing the need to travel.

Main and other designated Town Centres

- 7.8. Places for Everyone (PfE) seeks to direct development to the most sustainable areas, including town centres, taking advantage of the services and facilities on offer in these locations.
- 7.9. PfE Policy JP-Strat 12: Main Town Centres identifies Altrincham as one of eight main town centres in the PfE plan area. The growth of Altrincham, alongside the other designated town centres in Trafford (Sale, Stretford and Urmston), will be supported where it complements existing businesses and services in the town.
- 7.10. There is a significant opportunity to increase the number and variety of homes in the vicinity of the town centres, alongside improved infrastructure, amenities, and green spaces. Housing development along key public transport routes and close to services and facilities will be supported, helping to diversify the uses in these areas.
- 7.11. The growth of the main town centres in Trafford will be carefully managed so that it preserves and enhances their character, as well as natural and historic assets.

District Centres

- 7.12. Trafford's ‘district centres’ are Hale, Sale Moor and Timperley. These have an important role as a focus for activity and identity in the wider community and provide access to shops and services. These centres will be protected and enhanced.



- 7.13. Place Plans for Hale and Sale Moor centres have been produced, which provide a vision for their future use and identify improvements. These will be considered as part of the planning application process.

Local and Neighbourhood Centres

- 7.14. Local and neighbourhood centres serve as vital hubs for community services, retail, and social activities. Local centres are larger than neighbourhood centres and may include more extensive retail offers, such as supermarkets, while neighbourhood centres tend to focus on smaller-scale retail and services. Both types of centres are important in providing easy access to essential amenities, and in helping to minimise car journeys in the borough. They typically offer a variety of essential goods and services, such as convenience stores, pharmacies, cafes, and other small retailers, which cater to the daily needs of the community.
- 7.15. All local and neighbourhood centres identified on the policies map will be maintained and protected. This includes the two new local centres at the PfE Davenport Green (Timperley Wedge) and New Carrington allocations.

Consultation Question 7-1

Do you support Policy TC1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Consultation Question 7-2

Do you agree with all of the proposed boundaries for the Town, Other Designated, Local and Neighbourhood centres as shown on the policies map?



Roles and Functions

Policy TC2: Role and Function of Centres

Designated Town Centres: Altrincham, Sale, Stretford and Urmston

- A. All designated town centres will be maintained and enhanced as key locations for retail, leisure, office, residential and other main town centre uses, as defined within national planning guidance.
- B. Proposals for residential development will be supported where they:
 - i. Are of an appropriate scale, character and design, having regard to any locally adopted design guidance.
 - ii. Avoid the loss of ground floor active frontages.
 - iii. Are in accordance with Places for Everyone Policy JP-H4: Density of New Housing.
 - iv. Support residents' opportunities to travel via sustainable modes of transport, particularly where this addresses the severance caused by the A56 in Stretford and Sale.
 - v. Would not have a detrimental impact on local heritage assets, in accordance with Policy BE1.

District Centres: Hale, Sale Moor and Timperley

- C. The district centres will continue to be a focus for convenience retailing of an appropriate scale, opportunities for local services, and small-scale independent retailing of a function and character to meet the needs of the local community.

Local Centres

- D. The Council will maintain and enhance the local retail function, complemented by a range of other service uses, of all local centres, as identified on the policies map.
- E. The Council will support proposals for new retail development, which is of an appropriate scale, and where it is in accordance with relevant policies in the Trafford Local Plan and national planning guidance.
- F. New Local Centres will be designated at New Carrington and Davenport Green (Timperley Wedge) in accordance with the PFE allocation policies.



Neighbourhood Centres

G. The Council will seek to maintain and enhance the important function and role in the community that neighbourhood centres play in Trafford.

Places for Everyone Links

JP-Strat12 and JP-P4

Relevant Strategic Objectives

SO1 and SO6

Altrincham

- 7.16. Altrincham is Trafford's main town centre, as defined by PfE JP-Strat 12. It is the largest town within Trafford and acts as a sub-regional shopping centre (with Altrincham Market a particularly popular leisure destination). The centre is located at the hub of south Manchester's modern transport infrastructure, served by an integrated rail, Metrolink and bus Interchange, which has undergone significant redevelopment.
- 7.17. 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 and elsewhere. The range of services and facilities within Altrincham Town Centre make it an attractive sub-regional destination for retail and leisure trips for residents from within Trafford and beyond. The night-time economy plays an important role and will be supported.
- 7.18. The centre has a high number of independent retailers, cafes and restaurants, a number of which are located within the popular Altrincham Market. It is also home to several cultural and leisure facilities including the Everyman Altrincham cinema, Planet Ice Altrincham and The Altrincham Garrick Playhouse to the north of the centre.
- 7.19. Over recent years Altrincham Town Centre has seen significant improvements to the public realm, built environment, walking, wheeling & cycling, and transport infrastructure. This includes redevelopment of



Stamford Quarter Shopping Centre, Altrincham Interchange and George Street, and Regent Road public realm schemes.

Sale Town Centre

- 7.20. Sale is a key commercial, retail and leisure hub, it includes the Stanley Square and School Road shopping area as well as four supermarkets.
- 7.21. There are ambitious redevelopment proposals for Sale, recently the refurbishment of Stanley Square to provide additional office space above shops and improvements to the public realm has taken place. Further improvements to the public realm and retail/leisure offering in Sale Town Centre and surrounding streets is set out in a Public Realm and Movement Strategy 2021.
- 7.22. There are opportunities to reuse and redevelop vacant or under occupied units and improve walking, wheeling and cycling links within the centre, and further improvements to the public realm will be explored. The Council will be supportive of planning applications and developments that help address these.

Stretford Town Centre

- 7.23. Stretford Town Centre is located in the north of the borough and the town centre is focused on the Stretford Mall area. Significant changes are proposed for the town centre with several large investments in and around the area which will transform the Stretford Mall, the A56 and natural assets like Longford Park. Key opportunities include the redevelopment of Stretford Mall and regeneration of surrounding area, and improving walking, wheeling & cycling routes and public realm improvements.
- 7.24. The A56 and Bridgewater Canal currently act as spatial barriers, shaping the development pattern and affecting the movement of pedestrians and traffic and the redevelopment proposals for the town centre will seek to address this.



7.25. Recent improvements to public realm around Kingsway and Barton Road to make the area greener and safer, and more pedestrian and cyclist friendly will also assist in the success and preform of the town centre.

7.26. The Future Stretford Study 2023 looked at the current and future needs of residents and businesses, and considered the measures required to ensure the town is a viable, sustainable, and dynamic place. The Strategic Interventions identified in the study will continue to guide future development in Stretford over plan period.

Urmston Town Centre

7.27. Urmston Town Centre is located in the west of Trafford and is largely focussed on the Eden Square shopping centre. The centre primarily serves local residents including the nearby areas of Davyhulme and Flixton. The centre accommodates a diverse range of independent and niche retailers, as well as a number of supermarkets. The centre's comparison goods offer is more limited because of competing retail destinations in the vicinity, such as the Trafford Centre and neighbouring retail parks.

7.28. There are residential development opportunities in the vicinity of the town centre, which could maximise previously development land.

7.29. The Urmston Plan (2025) sets a framework to improve the vitality and sustainability of the town centre, strengthen its performance as one of the borough's four town centres, improve its visual and environmental appearance and improve accessibility and walking, wheeling & cycling travel.

Hale Centre

7.30. Hale is an 'other designated centre' in the hierarchy. It is a popular centre with a range of high-end independent leisure services and comparison goods operators which serve the needs of the surrounding neighbourhood, including affluent residential areas. Opportunities should be taken to diversify the convenience and comparison goods offer to ensure the centre's continued viability. The Hale Place Plan Refresh



(2023) outlines a physical framework for prioritising interventions and presenting a deliverable vision. The plan seeks to establish clear development and design principles; identify priorities for public sector investment and support; and provide a framework for continued stakeholder and public engagement in realising the Vision for Hale.

Sale Moor Centre

- 7.31. Sale Moor Centre is well-used by local residents, offering a variety, but limited number, of service and comparison goods retailers. Key challenges include the need for an improved retail and leisure offer, and a high volume of traffic directed through the centre by a gyratory system which limits pedestrian movement.
- 7.32. The Sale Moor Village Place Plan Refresh (2023) outlines a range of recommendations that could help revitalise the centre, including mixed-use redevelopment of Warrener Street Car Park to provide additional retail space, including a small to medium sized supermarket to meet the needs of the Sale Moor community.

Timperley Centre

- 7.33. Timperley Centre is a moderately sized district centre located within a primarily residential area. It is an attractive centre which accommodates a good range of retail operators which meet many of the day-to-day needs of the surrounding community. Timperley is performing strongly and is regarded as thriving. Timperley should be protected and enhanced through encouraging a greater range of facilities and services, and through improvements to the public realm.

Local and Neighbourhood Centres

- 7.34. Trafford's local and neighbourhood centres are listed in full in Appendix 1. These centres have an important function, and as such applications for change of use to the detriment of their offerings to the communities they serve will be resisted.



Consultation Question 7-3

Do you support Policy TC2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Beyond the Town Centres

Policy TC3: Out of Centre Retail and Leisure

- A. Outside of the centres identified in Policy TC1 (and defined on the policies map) the Council will not support development of retail, leisure and other town centre uses, except where it can be demonstrated that the proposal satisfies the requirements of the sequential test.
- B. An Impact Assessment will be required for retail and leisure development proposed outside of identified town centres where:
 - vi. It would provide a gross floorspace in excess of 500 sqm; or
 - vii. The proposal is located within 800 metres of the boundary of a district or local centre and would provide a gross floorspace in excess of 200 sqm.
- C. The above thresholds apply to new floorspace (including mezzanine floorspace), extensions to existing floorspace, changes of use and applications seeking the variation of restrictive conditions.

Places for Everyone Links

JP-Strat12 and JP-P4

Relevant Strategic Objectives

SO6

- 7.35. This policy will direct new retail and leisure development to Trafford's defined centres, and such development should be of a size and scale to support the relevant centre.



Sequential Test

- 7.36. Where retail or leisure uses are proposed outside of a defined centre, the applicant will be required to demonstrate, in line with national policy, that no suitable sites are available firstly within the defined centre, or within an edge of centre location as defined in national planning policy.

Impact Assessment Thresholds

- 7.37. National policy states that it is appropriate to identify thresholds for the scale of edge of centre and out of centre retail and leisure development that should be the subject of an impact assessment.
- 7.38. The purpose of the policy in applying an impact threshold which deviates from the national threshold of 2,500 sqm is to allow the Council to retain appropriate control in respect of the potential for development to impact on the future health of defined centres within Trafford. By applying a lower threshold, applications for developments which could potentially have a harmful effect on the overall vitality and viability of a defined centre, will need to be supported by a proportionate impact assessment which will set out the potential trade diversion impact assumptions.
- 7.39. The Retail and Leisure Study (2019) considers that town centre anchor units will typically provide a minimum of 500 sqm of gross floorspace. A unit of this size could potentially accommodate an operator capable of attracting shoppers to a centre thus increasing the potential for linked trips. There are relatively limited numbers of units greater than 500 sqm in the four town centres and the vacancy rates vary across the centres. In this context it is considered that the impact threshold for the four town centres should be set at 500 sqm for both retail and leisure proposals. This threshold is the default to be applied borough wide (other than for proposals in proximity to district and local centres as set out below).

District and Local Centre Impact Assessment Thresholds

- 7.40. Due to the smaller scale of Trafford's district and local centres, and the relatively modest size of most of their commercial units, it is considered appropriate that a lower impact threshold of 200 sqm should be applied to



potential developments proximate to these centres. This is in keeping with their more localised role and functions but demonstrates the potential implications out of centre developments could have on these centres. There are relatively few units substantially larger than 200 sqm in any of Trafford's district and local centres; as such to lose an occupier of this magnitude could have a significant adverse impact on the centre as a whole.

The Trafford Centre

- 7.41. The Trafford Centre is one of the largest retail destinations in the UK and is a major shopping and leisure hub. It offers a wide selection of shops, restaurants, entertainment venues, and attractions. The area around the Trafford Centre also encompasses attractions like Chill Factor, iFly, Sea Life Manchester, LEGOLAND Discovery Centre, and Aerial Extreme. Together, these draw over 40 million visitors each year.
- 7.42. The Retail and Leisure Study (2019) recommends that careful consideration is given before granting planning permission for proposals that would further improve the offer at the Trafford Centre to the detriment of the four town centres

Retail Warehouse Parks

- 7.43. The Retail and Leisure Study (2019) concludes that overall Trafford is well served by out of centre retail parks through the provision of a range of operators who otherwise could not always occupy a unit within one of the four town centres. However, it is important for the Council to continue to monitor applications for the potential expansion of the retail parks or relaxation of use due to the potential implications such applications could have on the health of defined centres across Trafford. Proposals for out of centre development will be considered against the sequential test outlined in national policy.



Consultation Question 7-4

Do you support Policy TC3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

7.44. Table 12.2 of Places for Everyone (PfE) sets out a monitoring framework for the Town Centres and Retail related policies within that plan. Key indicators include the following:

- Number of residential units (net) delivered in main town centres
- GVA in and within 800m of the main town centres

7.45. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Town Centres and Retail policies.

Indicator	Target
Loss of retail units for non-commercial, business and service uses.	No target. Aim to reduce loss in designated centres.
Proportion and amount of new Class E floorspace (gross) granted consent and delivered within designated centres.	No target
Vacancy levels in each designated centre	No target – Decrease from previous year
Changes in % of floorspace occupied by the following uses in each centre: <ul style="list-style-type: none"> ▪ Class E comparison shops ▪ Class E convenience shops ▪ Class E service ▪ Class E financial and professional services 	No target. Aim to maintain a balanced mix of uses within individual centres to support their vitality and viability.



Indicator	Target
<ul style="list-style-type: none">▪ Class E café or restaurants▪ Sui generis pub or drinking establishment▪ Sui generis hot food takeaway▪ Other uses	

Consultation Question 7-5

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Green
Infrastructure &
Natural
Environment

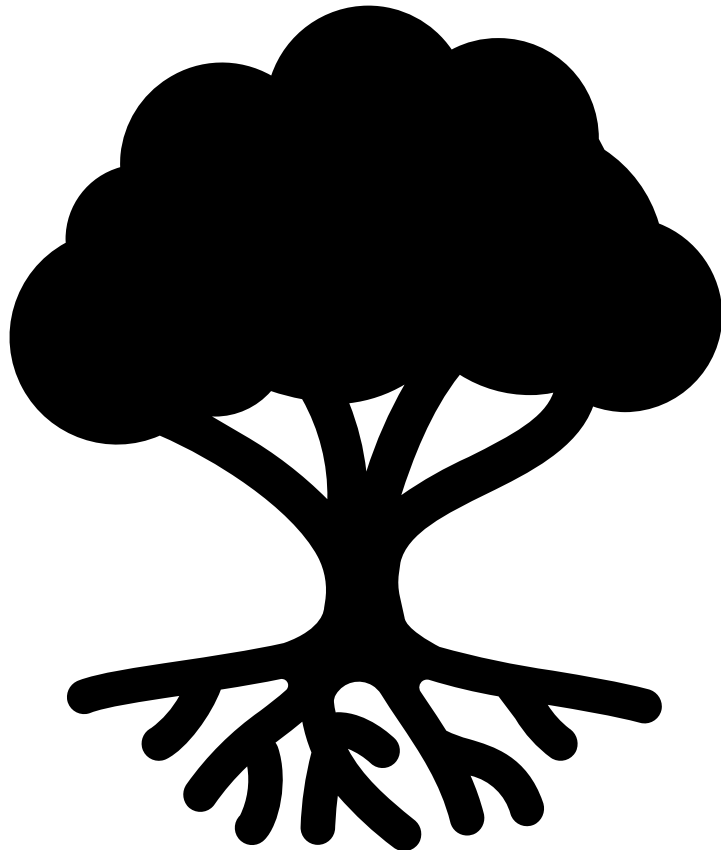




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8. Green Infrastructure & Natural Environment

Introduction

- 8.1. Trafford's natural environment is a mixture of urban, semi-urban and rural green and blue assets with a wide variety of primary uses such as recreation, climate resilience, flood mitigation and wildlife habitat. The assets provide a range of services and benefits for people, places and biodiversity including ecological connectivity, habitat and species protection, nature recovery networks, place and local identity, improved health and wellbeing, mitigating climate change and improving water and air quality.
- 8.2. The policies in this chapter seek to protect, enhance and manage the green infrastructure network, locally designated sites and landscape character, as well as identify Green Infrastructure & Biodiversity Opportunity Areas, and inform new development.

Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 8.3. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the Greener Places chapter.



Landscape Character

Policy GI1: Landscape Character Areas

- A. Development proposals which protect or enhance the landscape character, biodiversity, geodiversity and conservation value of its natural and landscape assets, having regard not only to its immediate location but its surroundings and context, and comply with other relevant policies, in particular Policies BE1 & BE2 (Design & Heritage Assets), will be supported.
- B. Development will not be permitted where it would have a significant adverse impact on the special quality and sensitivity of a landscape character type, as shown on the Figure 8-1.
- C. Any development that could have an adverse impact on landscape and or character should be accompanied by a Landscape and Visual Impact Appraisal, the scope of which would be determined through consultation with the Council.

Places for Everyone Links

Policy JP-G1; JP-G3; JP-G4; and JP-P2.

Relevant Strategic Objectives

SO2; SO3; SO7; SO9

- 8.4. The Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) assessed the quality and sensitivity of different landscapes. Out of the ten identified landscape types, four are relevant to Trafford, notably:
- Broad Urban Fringe Valleys - along the Mersey Valley and Bollin Valley to the south;
 - Historic Parks and Wooded Estate Farmland - centred around the Dunham Massey estate;
 - Urban Fringe Farmland - in the southeast of the Borough around Davenport Green;



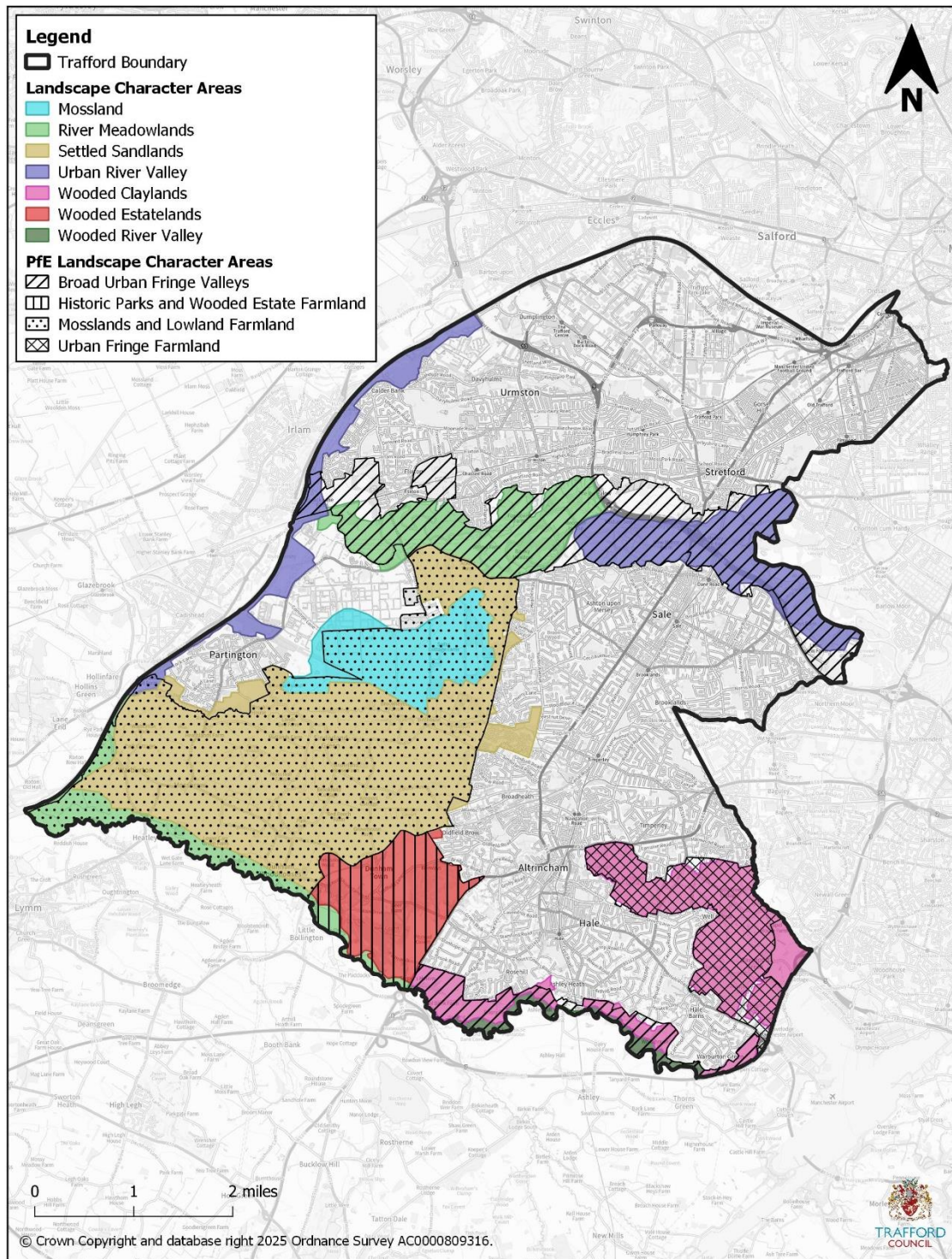
- Mosslands and Lowland Farmland - across the southwest of the borough surrounding Warburton and Carrington Mosses.

8.5. In addition to those identified at GM level, Trafford has identified seven character types through the Landscape Strategy (2004). These are as follows:

- Wooded Claylands – Timperley Wedge and open areas adjacent to River Bollin;
- Wooded Estate lands – centred around the Dunham Massey Estate;
- Settled Sandlands – Dunham and Warburton;
- Mossland – Carrington Moss;
- River Meadowlands – low-lying areas of the River Bollin and Mersey;
- Wooded River Valley – east section of the River Bollin from M56 to A56; and
- Urban River Valley – Manchester Ship Canal and canalised River Mersey.



Figure 8-1: Combined Trafford and PfE Landscape Character Areas



8.6. Planning applications must clearly demonstrate (taking a proportional approach) that they are informed by:



- Greater Manchester Landscape Character and Sensitivity Assessment (2018);
- Trafford's Landscape Strategy (2004);
- Trafford Design Code (2024); and
- Appropriate site-based investigations;

8.7. And have regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

8.8. Applications which are considered to have potentially significant adverse impacts on landscape and visual amenity should be informed by a Landscape and Visual Impact Assessment (LVIA) and appropriate landscape mitigation. Applications with potential to impact upon sensitive landscape areas may require a Landscape Appraisal, even if they do not meet the criteria for a full LVIA. Landscape Appraisals and LVIA's should be completed in accordance with the Guidelines for Landscape and Visual Impact Assessment 3rd Edition published by the Landscape Institute and Institute of Environmental Management and Assessments. Applicants will be advised at a pre-application stage whether a Landscape Appraisal or LVIA is likely to be required, and the scope of assessment including viewpoints will be agreed.

8.9. To ensure development proposals do not have a detrimental effect on the distinctive landscape character, condition, features, and sensitivities; including amenity and experiential qualities, the GMLCSA and Trafford's Landscape Strategy must be considered by applicants and will be used



by the Council to assess the impact of development proposals and the suitability of any proposed mitigation measures. There may also be occasions when the Landscape Character Assessments of neighbouring local authorities are of importance to a particular scheme or proposal.

Consultation Question 8-1

Do you support Policy GI1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Trafford Green Infrastructure Network

Policy GI2: Green Infrastructure Network

- A. The Council will seek to protect, enhance, and manage Trafford's Green Infrastructure (GI) as an accessible network of connected, varied, multi-functional green and blue spaces, which respond to local character.
- B. Development proposals will not be permitted, which adversely impact upon any of the services and benefits of GI, including but not limited to:
 - i. Supporting nature rich beautiful places, nature recovery networks and facilitating the movement of wildlife species.
 - ii. Supporting active and healthy places.
 - iii. Contributing to resilient and climate positive places.
 - iv. Supporting improved water management and improving water quality; and
 - v. Contributing to thriving and prosperous places.
- C. The Council, working in partnership with stakeholders including local communities, will produce a Green Infrastructure Strategy, which will set out how green infrastructure (including blue assets) will help to create greener, beautiful, healthier and more prosperous neighbourhoods, with a thriving nature network that can reduce air and water pollution, support sustainable drainage and help places adapt to climate change.

Places for Everyone Links

Policy JP-G2

Relevant Strategic Objectives

SO2; SO3; SO7; SO8; SO9

- 8.10. Components of Trafford's green infrastructure network range from large country parks, open spaces, active travel routes, wildlife corridors, woodlands and countryside areas to smaller parks, allotments, amenity green spaces, street trees and green roofs and walls. It also includes

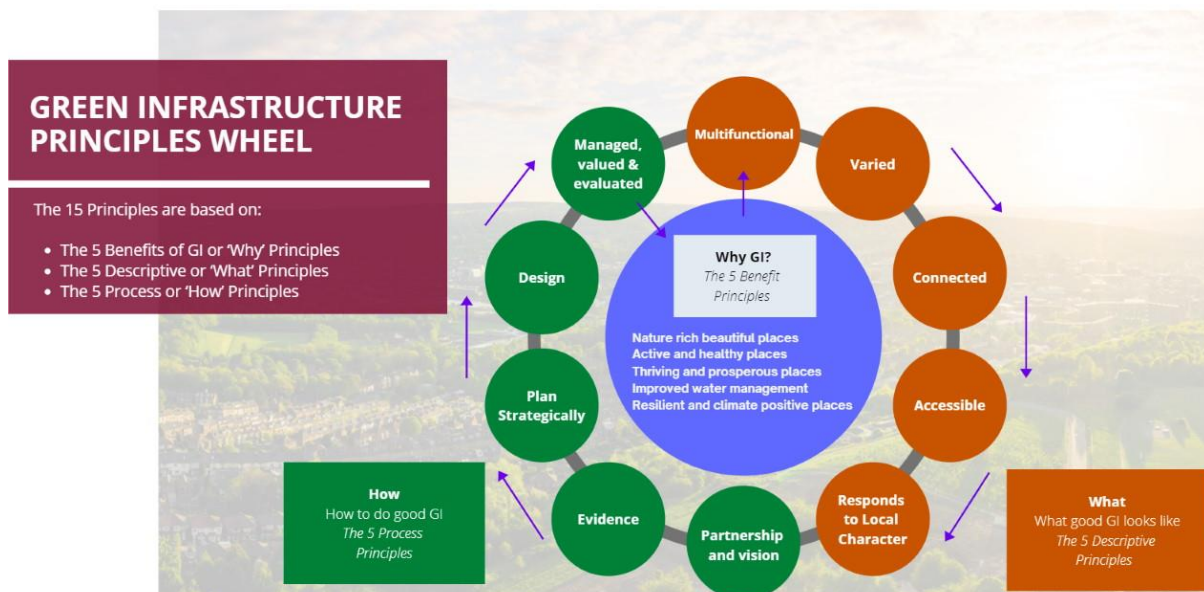


rivers, streams, canals, and other waterbodies, sometimes called “blue infrastructure”. For the purposes of this policy “green infrastructure” also includes blue assets or infrastructure.

8.11. Due to the varied scale of green infrastructure components, it is not possible to identify them all on the policies map. Nevertheless, it is important to recognise the cumulative role that small pieces of green infrastructure have in contributing to the wider network.

8.12. The Natural England GI principles wheel, as shown on Figure 8-2, describes what good green infrastructure looks like, and that it is multifunctional, varied, connected, accessible and responds to local character. Development proposals will need to consider the 15 GI principles as set out by Natural England.

Figure 8-2: Natural England Green Infrastructure Principles



8.13. Green Infrastructure is a key component in Trafford’s strategy for climate change adaptation and resilience. The network plays an important role in managing the local micro-climate, improving air quality, carbon capture and sequestration, and mitigating the impacts of flooding and urban heat.

8.14. By prioritising the enhancement and expansion of the green infrastructure network and not supporting development that harms its integral role, Trafford will create a more sustainable, resilient, and liveable environment



for all its residents and businesses, in turn, meeting the '5 benefit principles' of GI (Figure 8-2).

Consultation Question 8-2

Do you support Policy GI2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Wetlands Nature Improvement Areas

Policy GI3: Great Manchester Wetlands Nature Improvement Area (NIA)

- A. Development proposals within the Great Manchester Wetlands NIA must have regard to the objectives and priorities of the area to deliver enhanced ecosystem services.
- B. Proposals for wetland improvement and restoration, a key priority of the NIA, will be supported.

Places for Everyone Links

Policy JP-G2; JP-G4; and JPA 30

Relevant Strategic Objectives

SO2; SO3; SO7

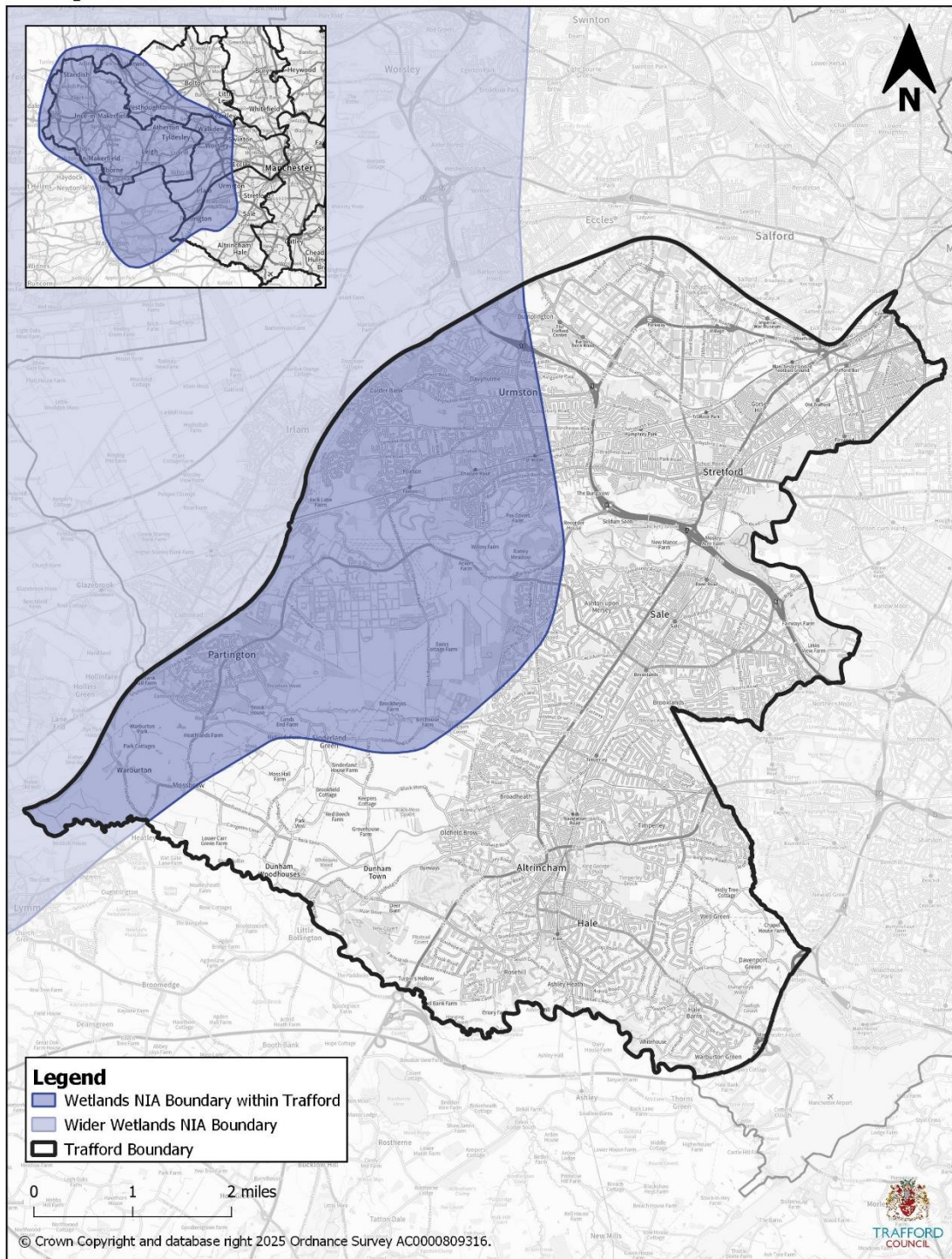
- 8.15. Nature Improvement Areas (NIAs) seek to create joined up and resilient ecological networks at a landscape scale. The Great Manchester NIA is a partnership of local authorities, local communities and landowners, the private sector and conservation organisations, with support from government bodies, including Natural England.
- 8.16. As set out in Places for Everyone policy JP-G2 Green Infrastructure Network, the Great Manchester Wetlands Nature Improvement Area (NIA) is identified as a 'Green Infrastructure Opportunity Area'. The opportunity



areas are identified as having particular potential for delivering improvements to the Green Infrastructure Network in Trafford and beyond.



Figure 8-3: Great Manchester Wetlands Nature Improvement Area



8.17. The Great Manchester Wetlands Nature Improvement Area (NIA) includes a range of internationally, nationally and locally designated nature conservation sites. The NIA seeks to deliver a living landscape between Greater Manchester and Merseyside through identified wildlife corridors



and through the complementary creation of, or restoration of, wetland habitat.

- 8.18. The NIA area within Trafford largely relates to the lowland and mossland areas of Carrington, Partington and Dunham, as well as areas in west Trafford along the Manchester Ship Canal Corridor. It is part of a wider peatland area that spans the Mersey Valley, which includes Manchester mosses and other wetlands. Much of the area within Trafford has historically been used for agricultural and industrial activities, notably Carrington Moss which was used for the deposition of night soil. As a result there are significant opportunities to enhance habitats and this wider green infrastructure network in the area.
- 8.19. The NIA in Trafford also includes part of the New Carrington strategic allocation (PfE Policy JPA30) and the allocation masterplan will therefore identify opportunities to enhance and / or restore wetland habitats, having regard to the wider NIA objectives.

Consultation Question 8-3

Do you support Policy GI3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Mersey Valley

Policy GI4: Mersey Valley

- A. To protect and enhance the Mersey Valley's important strategic role within Trafford's natural environment, the Council will support proposals which help to achieve one or more of the following:
- i. Reduce and / or mitigate the effects of flood risk from the Mersey Valley on the surrounding built environment.
 - ii. Improve public access via walking, wheeling and cycling, to maximise opportunities to improve the health of Trafford resident.
 - iii. Improve walking, wheeling and cycling connections to the Mersey Valley, Bridgewater Canal and Trans Pennine Trail and other routes that contribute to Trafford's integrated active travel network.
 - iv. Improve connections between areas of greenspace, particularly those with high biodiversity / habitat value, within or adjoining the Mersey Valley; and/ or
 - v. Contribute to locality specific opportunities identified in Policies GI4N, GI4C & GI4W.

Policy GI4N: Mersey Valley in North Trafford

- A. Within Trafford North, the Council will support and encourage:
- i. Opportunities to improve access to nature and the recreation offer at Stretford Meadows (particularly woodland) and Turn Moss, where they respect and support the area's natural (blue and green) environments and biodiversity value.



Policy GI4C: Mersey Valley in Central Trafford

- A. Within Trafford Central, the Council will support and encourage:
- i. Opportunities to improve access to nature and the recreation offer, including improvements to recreation infrastructure, at Sale Water Park, where they respect and support the area's natural (blue and green) environments and biodiversity value.
 - ii. Protection of Sale Water Park Flood Storage Area, in accordance with Policy WA2: Flood Storage Areas.

Policy GI4W: Mersey Valley in West Trafford

- A. Within Trafford West, the Council will support and encourage:
- i. Opportunities to improve access to nature and the recreation offer at Urmston Meadows and Wellacre, where they respect and support the area's natural (blue and green) environments and biodiversity value.

Places for Everyone Links

Policy JP-G1; JP-G2; JP-G3; JP-S4; JP-C6.

Relevant Strategic Objectives

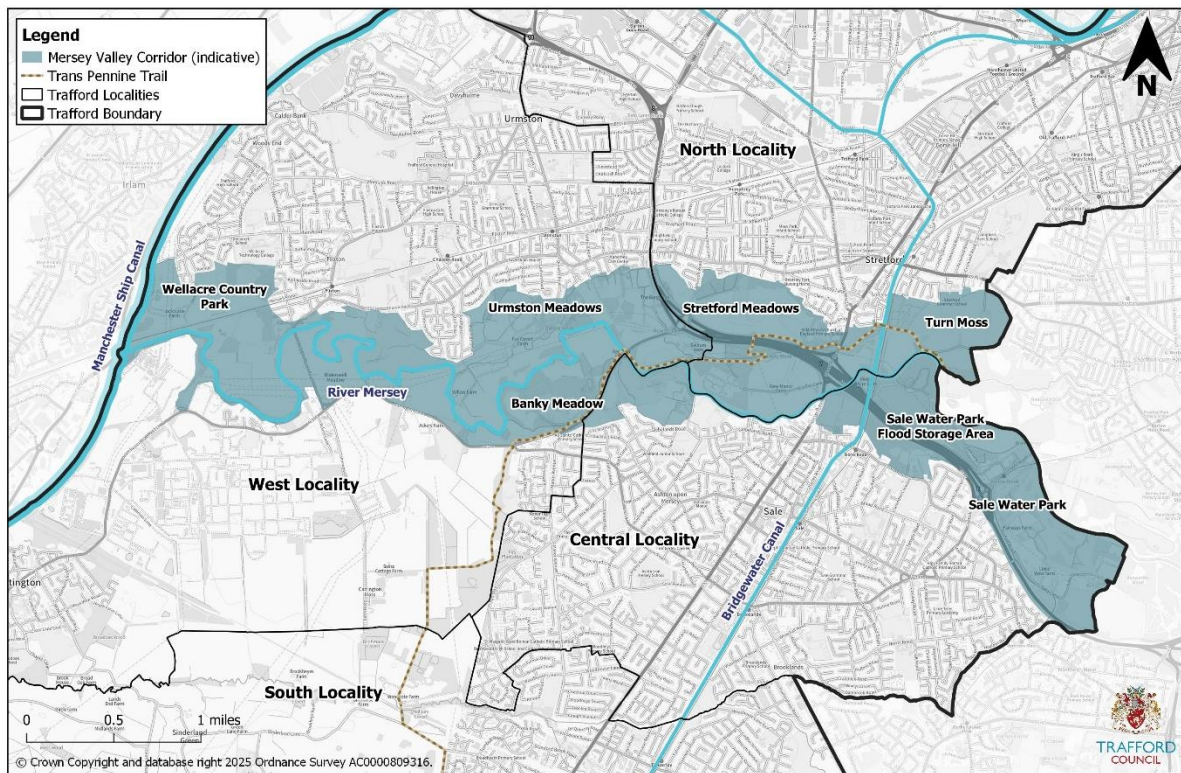
SO2; SO3; SO7; SO8 and SO9.

- 8.20. The River Mersey runs east to west across Trafford, separating the urban areas of Urmston and Stretford from Carrington and Sale. It is dissected by the M60 and A56. The valley either side of the river forms a unique green wedge of land which is predominately meadowland and agricultural land in the floodplain, containing few buildings and protected from development by its designation as Green Belt. It is a highly valued area for nature conservation and recreation in close proximity to populated urban areas and contains many Sites of Biological Importance (SBIs).
- 8.21. The area contains Sale Water Park, a regional centre for water sports and recreation whose popularity is ever growing, and which is the base for



volunteering and practical conservation projects across Trafford. Other prominent sites across the Mersey Valley include Stretford Meadows (former landfill site), Turn Moss, Banky Meadows, Urmston Meadows and Wellacre. The Trans Pennine Trail runs through the Mersey Valley from Carrington to Sale Water Park, crossing The Mersey via The Millennium Bridge close to the Carrington Spur before passing over the M60 close to Stretford Meadows and under the A56 alongside Kickety Brook.

Figure 8-4: Mersey Valley and Opportunity Areas



Consultation Question 8-4

Do you support Policy GI4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



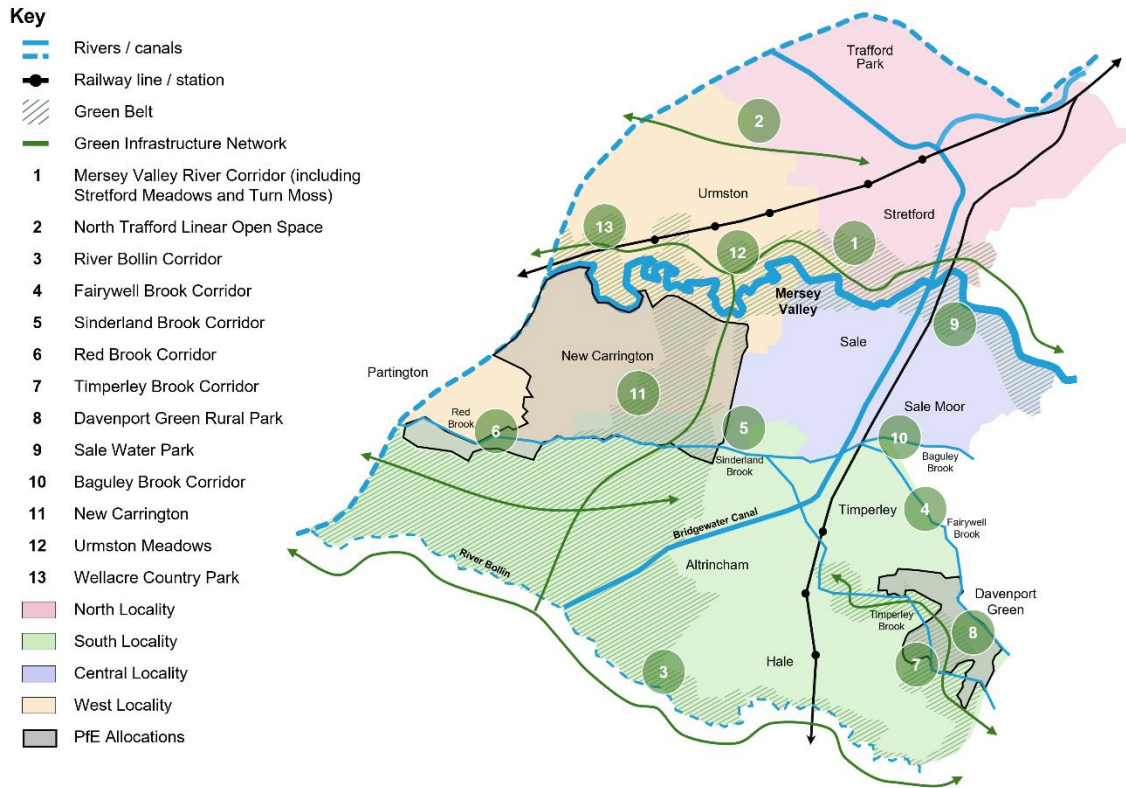
Green Infrastructure Opportunity Areas

Policy GI5: Green Infrastructure Opportunity Areas

- A. Green Infrastructure Opportunity Areas have been identified due to their scale, and ability to provide a network of multi-functional green and blue spaces and other natural features across the borough. See Policies GI5N, GI5S, GI5C and GI5W.
- B. Development proposals located within the Green Infrastructure Opportunity Areas must demonstrate how they will:
 - i. Maintain and enhance the character of the area.
 - ii. Safeguard and enhance existing areas of valued habitats and sites of biological importance; and
 - iii. Improve public accessibility and opportunities for informal recreation via walking, wheeling and cycling routes.
- C. Proposals which strengthen green infrastructure links between the identified Green Infrastructure Opportunity Areas, improving connectivity and expanding the network, will also be supported and encouraged.



Figure 8-5: Green Infrastructure Opportunity Areas - all localities



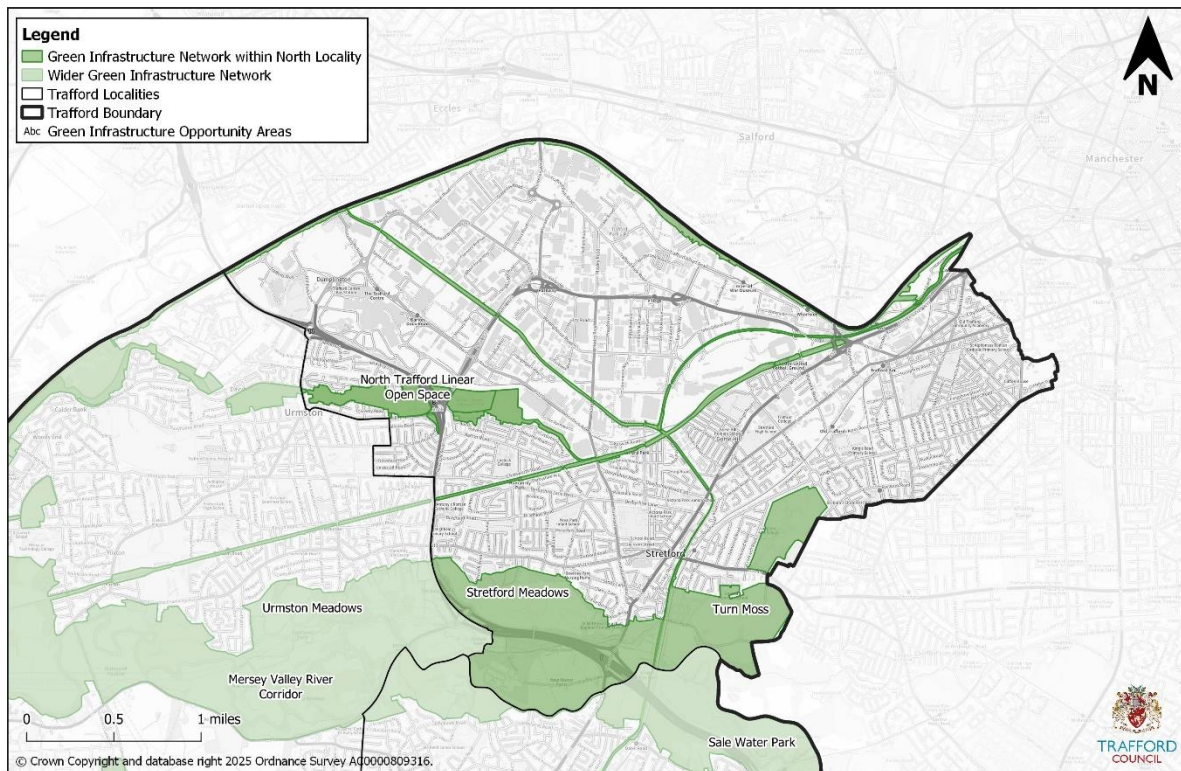
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Policy GI5N: Green Infrastructure Opportunity Areas in North Trafford

- A. Within North Trafford the following have been identified as Green Infrastructure Opportunity Areas:
- i. Mersey Valley River Corridor (including Stretford Meadows and Turn Moss).
 - ii. North Trafford Linear Open Space.

Figure 8-6: GI opportunity areas - North Locality

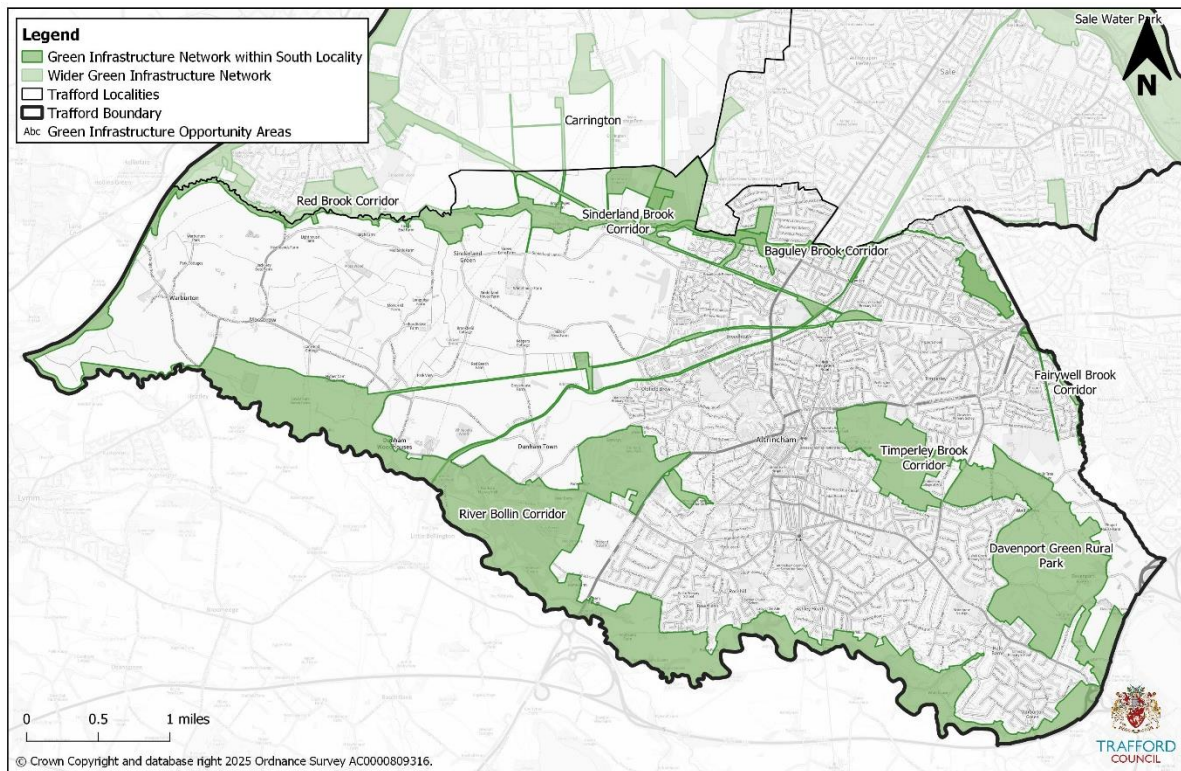




Policy GI5S: Green Infrastructure Opportunity Areas in South Trafford

- A. Within South Trafford the following have been identified as Green Infrastructure Opportunity Areas:
- River Bollin Corridor.
 - Fairywell, Sinderland, Red and Timperley Brook corridors.
 - Davenport Green Rural Park.

Figure 8-7: GI opportunity areas – South Locality

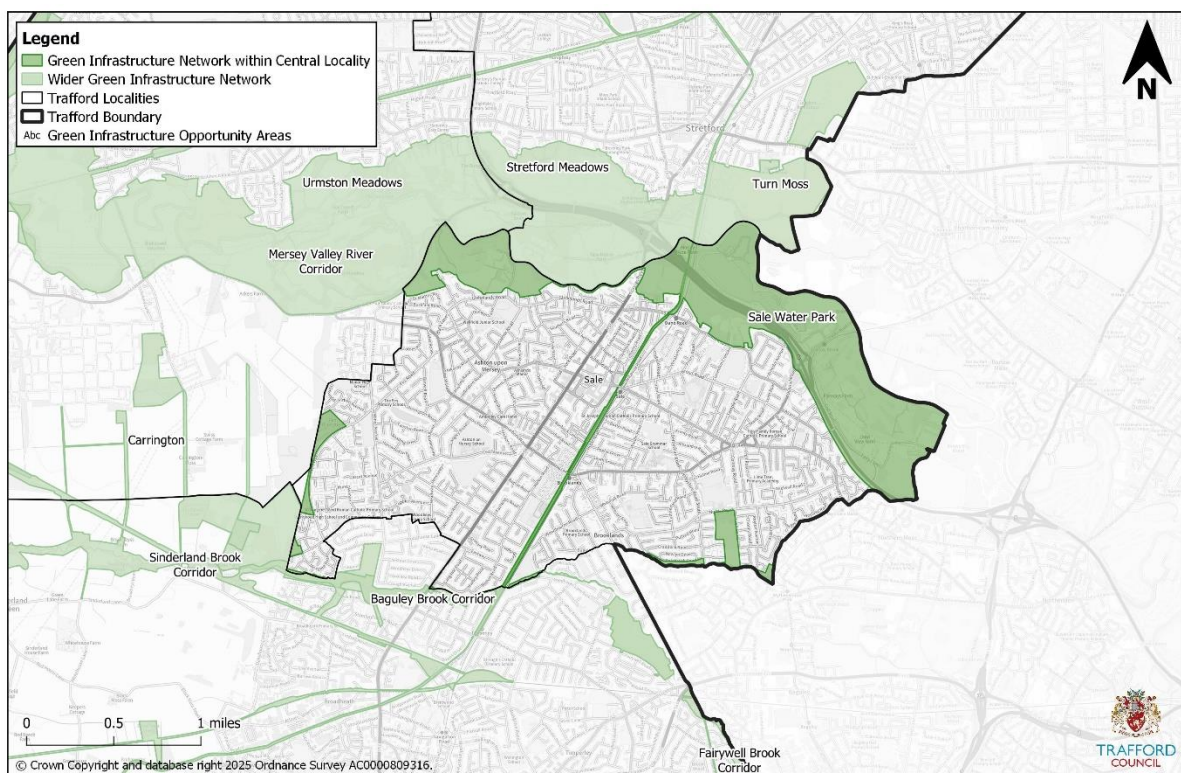




Policy GI5C: Green Infrastructure Opportunity Areas in Central Trafford

- A. Within Central Trafford the following locations have been identified as Green Infrastructure Opportunity Areas:
- Sale Water Park (within the Mersey Valley River Corridor (JP-G2)).
 - Baguley, Fairywell and Sinderland Brook corridors.

Figure 8-8: GI opportunity areas – Central Locality

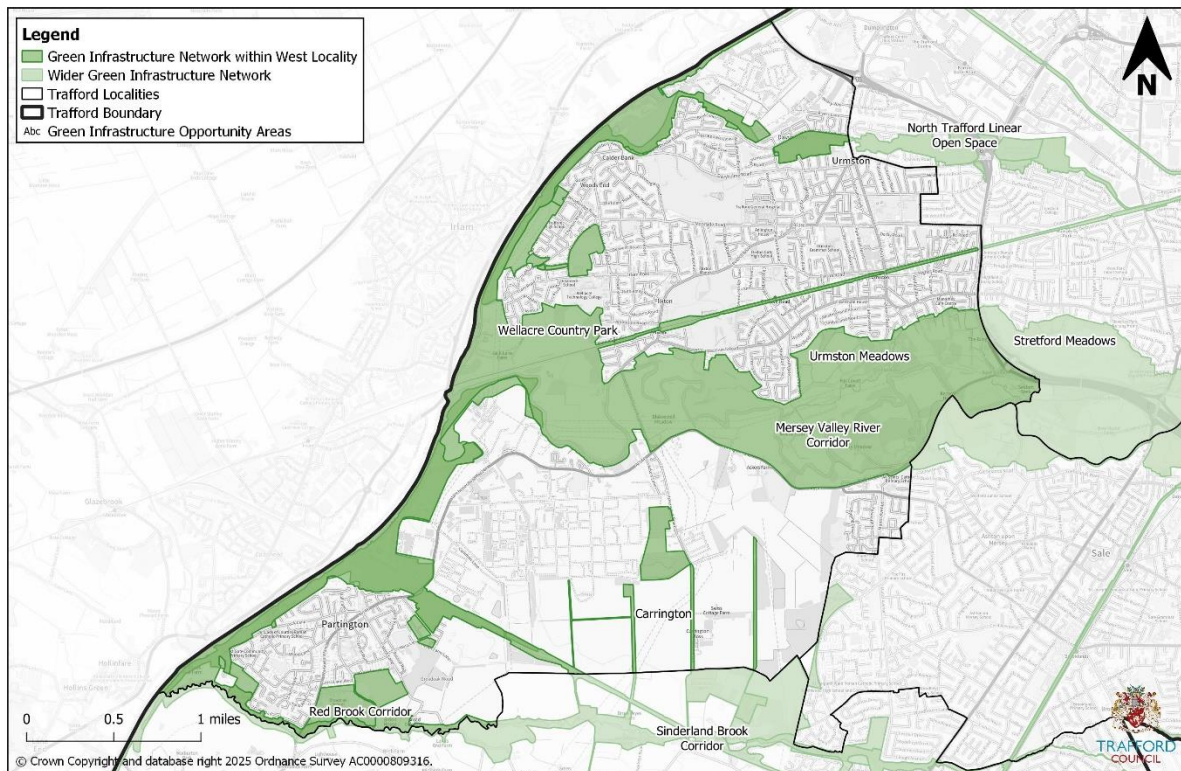




Policy GI5W: Green Infrastructure Opportunity Areas in West Trafford

- A. PfE Policy JP-G2 identifies Carrington as a GI Opportunity Area.
- B. Within West Trafford the following additional locations have been identified as Green Infrastructure Opportunity Areas:
 - i. Urmston Meadows and Wellacre (within the Mersey Valley River Corridor (JP-G2)).
 - ii. Red and Sinderland Brook corridors.
 - iii. North Trafford Linear Open Space.

Figure 8-9: GI opportunity areas – West Locality



Places for Everyone Links

Policy JP-G1; JP-G2; JP-G3; JP-S4; JP-C6.

Relevant Strategic Objectives

SO2; SO3; SO7; SO8; SO9.



- 8.22. The Green Infrastructure Opportunity Areas are in addition to those identified in PfE Policy JP-G2. They are areas which deliver important ecosystem services such as:
- a) surface water and fluvial flood management;
 - b) carbon storage and sequestration;
 - c) water quality management;
 - d) habitat and wildlife conservation and
 - e) public recreation and sustainable travel.
- 8.23. The Greater Manchester Local Nature Recovery Strategy (LNRS) sets out an overarching vision, individual priorities and targets for both habitats and species, along with a mapped Nature Network for Greater Manchester. This includes many of the Green Infrastructure Opportunity Areas, as well as a network of other sites.

Consultation Question 8-5

Do you support Policy GI5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



New Developments

Policy GI6: Green Infrastructure in New Developments

- A. All development proposals must demonstrate how they will contribute to the protection, enhancement (including quality and/or the multi functionality), and expansion of the Green Infrastructure network. This includes incorporating green and blue infrastructure within schemes and considering its impact on connectivity, biodiversity, local amenity and heritage assets.
- B. Green Infrastructure and landscaping must be designed to:
- i. Be fit for purpose and function.
 - ii. Be of a high quality and compatible with the surrounding landscape, and townscape character.
 - iii. Integrate with the drainage network to mitigate the effects of climate change and significant rainfall events.
 - iv. Be clearly defined as public or private space; and
 - v. Optimise the benefit to wildlife habitat including biodiversity net gain.
- C. All proposals for major development must be supported by a dedicated green infrastructure plan, which may be included within a site wide landscape strategy, and will be required to:
- i. Include an Urban Greening Factor (UGF) calculation, in accordance with Natural England's latest guidance, demonstrating how the development will meet a UGF score of:
 - 0.4 as a minimum for residential development on brownfield development sites
 - 0.5 as a minimum for residential development on greenfield development sites
 - 0.3 as a minimum for non-residential development
 - ii. Demonstrate a landscape-led development, which responds to the context of the development site, including heritage assets, to retain and enhance landscape across the site and ensure green infrastructure is fundamental to the design;



- iii. Identify the developments contribution to nature recovery and the creation and restoration of wildlife rich habitats, including Local Wildlife Sites.
 - iv. Protect, provide and enhance green infrastructure in line with other local plan policies, in particular Policies OS1, OS4, NE1, NE4, GI10, and TM1;
 - v. Submit a long-term landscape management, maintenance and funding plan to demonstrate that the green features will remain effective throughout the life of the building, or minimum of 30 years.
- D. Where it is considered that the development will have a detrimental effect on the quantity, quality or function of existing green infrastructure, then the development will not be supported unless it can be demonstrated that an assessment has been made and suitable mitigation measures proposed. Any mitigation measures should be of equal or greater value than that which is to be compromised or lost through development.
- E. In the majority of cases, new green infrastructure will be required as on-site specific mitigation and enhancements and could also contribute to achieving requirements for Biodiversity Net Gain (Policy GI10 and PfE Policy JP-G8). Where specific circumstances justify off-site provision, a financial contribution will be sought as part of a S106 agreement.

Places for Everyone Links

Policy JP-G2; JP-G3; JP-G6; JP-G7; JP-G8; JP-S4; JP-C6.

Relevant Strategic Objectives

SO2; SO3; SO7; SO8; SO9

- 8.24. The 25 Year Environment Plan places particular emphasis on the importance of greening our towns and cities with an aim to improve existing green infrastructure, encouraging more investment in the environment and supporting more sustainable forms of development.



Natural England's GI Framework sets out the standards and principles for England. The Trafford Design Code (2024) also outlines a landscape-led approach to shaping design proposals.

- 8.25. The context of the development site should be appraised to retain and enhance landscape across the site. Nature based solutions such as SuDS, including green roofs, and rain gardens, should be an integral part of a development's green open space network. Development should aim to incorporate Green Infrastructure assets that are multi-functional by supporting as many of the benefits listed in Policy GI2 and requirements of this policy.
- 8.26. The Greater Manchester Local Nature Recovery Strategy (LNRS) seeks to bring 50% of GM's Local Wildlife Sites into active management for nature conservation as well as the restoration and creation of 1,800ha of wildlife-rich land. Development proposals must demonstrate how they contribute to nature recovery and the aspirations of the LNRS through green infrastructure.
- 8.27. Developers must show how green infrastructure will be managed, maintained and monitored for a minimum of 30 years to ensure its longevity, in line with Natural England's GI Framework.

Urban Greening

- 8.28. Urban greening includes all standard blue and green infrastructure plus green roofs, living walls etc. Urban greening provides a wide range of benefits for air quality, noise, urban heat island effect, rainwater run-off, biodiversity enhancement, recreation, and health and wellbeing of Trafford's communities. This will increase in importance as weather patterns continue to change with rising average temperatures, summer droughts and more intense rainfall events periodically through the year. The inclusion of blue infrastructure such as rain gardens and rainwater harvesting can help to minimise water use.
- 8.29. Evidence demonstrates a positive correlation between urban greening and good mental and physical health. The provision of large green spaces



in Trafford's more densely populated urban environment is difficult to achieve. Small areas of soft landscaping, green walls and green roofs, associated with buildings and the public realm, will play a vital role in promoting wellbeing. Increased access to green spaces will be sought.

Urban Greening Factor (UGF)

- 8.30. The Urban Greening Factor (UGF) forms one of the five headline green infrastructure standards introduced in 2023 by Natural England as part of their Green Infrastructure Framework. UGF is a planning tool that can be used to improve green infrastructure delivery through the process of development and regeneration. UGF will be used to evaluate the amount of green spaces, landscape and permeable surfaces on all major development sites.
- 8.31. The UGF works by assigning a factor score to each surface cover type proposed in a planning application. Scores range from 1 for semi natural vegetation, through to 0 for impermeable sealed surfaces. The full list of factor scores for varying surfaces is based on Natural England's guidance and is provided in Appendix 2. It is calculated by multiplying the area of each surface cover type by its factor; each figure is then added together and divided by the total area within the development site boundary that is commonly referred to the red-line boundary.

Figure 8-10: Urban Greening Factor Calculation

$$\text{Urban Greening Factor Score} = \frac{\text{Sum of each Surface Area type (m}^2\text{)}}{\text{Total site area (m}^2\text{)}}$$

(Surface Area A x Factor A + Surface Area B x Factor B + Surface Area C x Factor C, etc.)

- 8.32. The inclusion of UGF in new development will result in an increase in green cover across Trafford and should be integral to planning the layout and design of new buildings and developments. It should be considered from the beginning of the design process to achieve design excellence and a sense of place.



Developer Contributions

- 8.33. Where the scale of development would be too small to accommodate on-site Green Infrastructure provision, the Council will, where reasonable, seek developer contributions either towards the improvement of existing green spaces or towards the provision of new Green Infrastructure in an area of need.
- 8.34. Where compensation is required for the loss of existing Green Infrastructure, then the provision of new or enhanced Green Infrastructure as required by the scale of the development should be in addition to the requirement for compensation.
- 8.35. The Council will also seek developer contributions for the future management and maintenance of Green Infrastructure, where appropriate.

Consultation Question 8-6

Do you support Policy GI6? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Trafford's Trees and Hedges

Policy GI7: Trees, Woodland and Hedgerows

- A. Trees, woodlands and hedgerows will be protected and enhanced. The Council will seek to significantly increase tree canopy cover to support biodiversity net gain and build resilience to climate change.
- B. For major development:
- i. A Tree Canopy Cover Assessment must be provided that demonstrates how the development will incorporate trees on-site, and:
- where there is no existing tree canopy cover, provide a minimum of 20% tree canopy cover (upon maturity) across the whole site area; or
 - where there is existing tree canopy cover, provide a minimum increase of 10% tree canopy cover (upon maturity over the existing onsite tree canopy cover); or
 - where there are existing ecological, historical, landscape or operational reasons that justify not meeting the canopy requirements (as applicable), provide evidence to support this and agree an alternative percentage of canopy cover with the Council; and
 - Where new streets form part of the proposal, tree lined streets must be integrated into the design, considering key constraints such as highway safety, street furniture, lighting and underground services. Planning applications will need to provide clear, justifiable and compelling reasons where this cannot be achieved.
- C. Development proposals will be supported where:
- i. they have been informed and influenced by the presence of trees and hedgerows on the site, through considerate careful siting and design, which avoids overshadowing of development, and with particular regard to any Tree Preservation Order designations; and



- ii. It can be demonstrated satisfactorily that the need for and benefits of the development clearly outweigh any loss or deterioration of woodlands, hedgerows or trees of high amenity value.
- D. The Council will resist the loss of mature trees, trees of high amenity value (as identified in an Arboricultural Impact Assessment) or a tree, group of trees, area of woodland and/or vegetation of significant ecological, amenity, historic, and/or cultural value on, or adjacent to, a development site. The Council will also resist proposals which may threaten the continued wellbeing of such trees as specified above.
- E. Trees and woodland must be protected during the construction phase of development in accordance with an approved site-wide Arboricultural Impact Assessment, which includes a proposed Tree Removal, Replacement and Retention Plan and Tree Protection Plan that protects the trees of highest value.

Places for Everyone Links

Policy JP-G7; JP-G2; JP-G6; JP-G8.

Relevant Strategic Objectives

SO3; SO7.

- 8.36. Planning applications must include an accurate survey of the location, size, condition and species of all trees on the site and whether the trees are used by bats or breeding birds. It is advised to not fell trees before a planning application has been determined in order to fully consider the retention of trees and the policy aim. Consideration should be given to the most appropriate species of tree for the location, with regard to their key purpose, i.e. air quality, climate regulation – urban cooling, enhancing wildlife and habitat, improved health outcome, improved place, water quality and flood management
- 8.37. Where trees and/or hedgerows are to be retained on a development site, buildings must be located at a sufficient distance to preserve levels of amenity for future users of the property, particularly in the case of



residential development, and rear gardens must not be unduly overshadowed. It will be a planning requirement, secured by condition, that adequate measures are taken to protect trees during construction.

Street trees

- 8.38. National planning policy sets out that policy and decisions should ensure new streets are tree-lined unless there are clear, justifiable and compelling reasons why this would be inappropriate. Landscaping proposals including proposals for tree-lined streets should be integrated with the strategy for sustainable surface water management.
- 8.39. Developers will be required to work with the Council to ensure the right trees are planted in the right places, in line with national planning policy. With regard to planting sizes, the preference is for planting sizes of 'heavy standards' or 'standards', rather than 'extra heavy standards'.

Arboricultural Impact Assessment

- 8.40. Arboricultural Impact Assessments (AIA) will be required where there is a potential impact on trees from a proposed development. The key components of an AIA include a tree survey; tree constraint plans; tree protection plans; and arboricultural method statement.

Consultation Question 8-7

Do you support Policy GI7? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Safe Places for Nature

Policy GI8: Protection of Locally Designated Sites and Natural Environment Assets

- A. Development proposals must demonstrate a clear commitment to the protection and enhancement of Trafford's locally designated sites and natural environment assets, as defined on the policies map.
- B. Planning applications must demonstrate through a supporting statement how the development proposals protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural environment assets, having regard not only to its immediate location but its surroundings and context.
- C. Where the council considers it necessary, in order to protect the natural environment, developers will be required to provide an appropriate ecological assessment report to enable the Council to properly assess and determine the merits or otherwise of the development proposal. All planning applications submitted for development within, or in close proximity to, any of Trafford's natural environment assets, must be supported by such a report.
- D. Developers must implement measures to prevent any harm to ecological features during the construction phase. Where appropriate, this includes the preparation of Landscape and Ecological Management Plans (LEMP), which will outline clear protocols for protecting biodiversity, managing pollution risks and mitigating disturbance, as well as the monitoring of these measures, throughout the construction phase and post-development.

Habitat Connectivity and Nature Recovery Networks

- E. Development proposals must contribute positively to habitat connectivity and nature recovery networks. This includes enhancing and maintaining wildlife corridors and ecological linkages that support the movement of species across the landscape.
- F. Development proposals will be required to demonstrate how they integrate with, and strengthen, the surrounding ecological networks.



Places for Everyone Links

Policy JP-G8.

Relevant Strategic Objectives

SO3; SO7

Protection of Locally Designated Sites and Natural Environment Assets

- 8.41. National planning policy states that Plans should identify and map components of the local ecological networks in order to protect and enhance biodiversity and to increase resilience to current and future pressures. These networks include the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them.
- 8.42. Plans should also promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.
- 8.43. Trafford's natural environment and natural environment assets provide a range of services and benefits for people, places and biodiversity including ecological connectivity, habitat and species protection, nature recovery networks, place and local identity, improved health and wellbeing, mitigating climate change and improving water and air quality.

Construction and Operational Protection

- 8.44. To ensure the long-term protection of natural environment assets, developers must implement measures to prevent any harm to ecological features during the construction phase. This includes the preparation of Landscape and Ecological Management Plans (LEMP) that outline clear protocols for protecting biodiversity, managing pollution risks, and mitigating disturbance. The integrity of these natural assets should be maintained throughout the development process, and post-development management plans must ensure ongoing protection and enhancement.



Enforcement and Monitoring

- 8.45. The Council will ensure that appropriate conditions and legal agreements are imposed to guarantee that all mitigation, compensation, or enhancement measures are delivered, monitored, and maintained throughout the lifecycle of the development. Regular monitoring will be undertaken to assess the effectiveness of these measures in achieving biodiversity objectives.

Nature Recovery Networks

- 8.46. The Greater Manchester Local Nature Recovery Strategy (LNRS) sets out an overarching vision, individual priorities and targets for both habitats and species, along with a mapped Nature Network for Greater Manchester.
- 8.47. The Nature Network sets out areas already important for nature (Core Local Nature Sites) as well as opportunity areas (Nature Recovery Opportunity Areas) where there is potential to boost connectivity for nature across Greater Manchester through habitat creation or enhancement.
- 8.48. This policy will contribute towards the headline targets of the LNRS, which are to increase the amount of land designated for nature from 11% to 15% of Greater Manchester; bring 50% of Local Wildlife Sites into active management for nature conservation; restoration and creation of 1,800ha of wildlife-rich land; delivery of new wildlife-rich land and tree planting within the Nature Network.

Consultation Question 8-8

Do you support Policy GI8? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Encouraging and Improving Biodiversity

Policy GI9: Biodiversity Opportunity Areas

- A. The Council will support biodiversity and habitat improvements within the areas listed within Policies GI9N, GI9S, GI9C & GI9W, as well as any sites identified in any future Greater Manchester LNRS, or equivalent document.
- B. Development which would undermine or compromise biodiversity improvements in the Biodiversity Opportunity Areas identified in Policies GI9N, GI9S, GI9C and GI9W will not be supported.
- C. The Council will work collaboratively with other local authorities, conservation bodies, and the GM Natural Capital Group (Local Nature Partnership) to explore all opportunities to restore, protect, and enhance biodiversity, natural habitats and ecological networks within the above, including where appropriate the use of developer contributions.

Policy GI9N: Biodiversity Opportunity Areas in Trafford North

- A. Within Trafford North the following have been identified as priority sites for biodiversity enhancements:
 - i. Stretford Meadows
 - ii. Trafford Ecology Park
 - iii. Longford Park
 - iv. Turn Moss



Policy GI9S: Biodiversity Opportunity Areas in Trafford South

- A. Within Trafford South the following have been identified as priority sites for biodiversity enhancements:
- i. King George V Pool/Timperley Moat
 - ii. Rossmill
 - iii. The Devisdale

Policy GI9C: Biodiversity Opportunity Areas in Trafford Central

- A. Within Trafford Central the following have been identified as priority sites for biodiversity enhancements:
- i. Sale Water Park
 - ii. Priory Gardens

Policy GI9W: Biodiversity Opportunity Areas in Trafford West

- A. Within Trafford West the following have been identified as priority sites for biodiversity enhancements:
- i. Wellacre
 - ii. William Wroe Park (former municipal golf course)
 - iii. Davyhulme Millennium Nature Reserve
 - iv. Urmston Meadows
 - v. Dainewell Park and Woods

Places for Everyone Links

Policy JP-G2; JP-G8.

Relevant Strategic Objectives

SO3; SO7



- 8.49. The sites detailed in Policies NE2N, NE2S, NE2C & NE2W have been identified as Biodiversity Opportunity Areas due to their location, scale and potential to support nature recovery networks, as well as offering significant scope to accommodate biodiversity net gain improvements.
- 8.50. The Greater Manchester Local Nature Recovery Strategy maps the Nature Network for Greater Manchester, which consists of Core Local Nature Sites (already protected sites, such as SBIs) and Nature Recovery Opportunity Areas (where there are opportunities to expand and better connect core local nature sites).

Consultation Question 8-9

Do you support Policy GI9? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Policy GI10: Building Biodiversity into New Developments

- A. All development proposals should seek to enhance biodiversity beyond the minimum mitigation requirements, where appropriate and practical.
- B. All new development will be expected to incorporate measures to support biodiversity where appropriate and practical, such as the creation of new wildlife habitats; provision of practical conservation equipment (including of swift bricks, hedgehog highways, bat boxes and access tiles); the planting of native species; and the inclusion of green infrastructure (for example green roofs, wildlife ponds, and sustainable urban drainage systems (SuDS) that provide ecological benefits).

Places for Everyone Links

Policy JP-G8.

Relevant Strategic Objectives



SO3; SO7

Biodiversity Net Gain

- 8.51. Natural capital refers to stock of renewable and non-renewable natural resources such as air, water, soils and minerals as well as plants and animals.
- 8.52. Ecosystem services flow from natural capital, whilst biodiversity constitutes the living component of natural capital. Maintaining biodiversity is important for maintaining the scale and resilience of ecosystem service delivery.
- 8.53. Supporting and/or enhancing natural capital is a key element of the Greater Manchester Natural Capital Investment Plan, which includes habitat banking as one of the key investment opportunities for the delivery of off-site Biodiversity Net Gain in line with the guidance and approach adopted across GM as part of the Urban Pioneer programme, a three-year DEFRA Pioneer project.
- 8.54. Delivering Biodiversity Net Gain will not only enhance biodiversity but also provide benefits for Trafford's stock of natural capital. There are additional opportunities alongside mandatory biodiversity net gain for development to provide ecological enhancements that help stop the decline of certain species, such as swifts, garden birds, bats, bees, and hedgehogs.
- 8.55. Biodiversity net gain can be achieved through measures such as the creation of new wildlife habitats, provision of practical conservation equipment (including of swift bricks, hedgehog highways, bat boxes and access tiles), the planting of native species, and the inclusion of green infrastructure like green roofs, wildlife ponds, and sustainable urban drainage systems (SuDS) that provide ecological benefits.

Enforcement and Monitoring

- 8.56. The Council will ensure that appropriate conditions and legal agreements are imposed to guarantee that all mitigation, compensation, or enhancement measures are delivered, monitored, and maintained



throughout the lifecycle of the development. Regular monitoring will be undertaken to assess the effectiveness of these measures in achieving biodiversity objectives.

Consultation Question 8-10

Do you support Policy GI10? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

8.57. Table 12.4 of Places for Everyone (PfE) sets out a monitoring framework for the green infrastructure and natural environment policies within that plan. Key indicators include the following:

- Gross area of new habitat created from the application of biodiversity net gain
- Number, area and condition of sites of biological importance (SBIs)
- Number of trees planted annually (metric to be determined with respect to tree planting programmes and on site delivery as a result of planning decisions where available)
- Number of hectares of green infrastructure (metric will consider publicly accessible GI where information is available).

8.58. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Green Infrastructure and Natural Environment policies.

Indicator	Target
Proportion of households within 500m of a publicly accessible GI Network	Increase



Indicator	Target
Proportion of SSSI's in a Favourable Condition	Increase
Gross area of new/ improved onsite habitat delivered from the application of BNG in Trafford	Increase
Gross area of offsite BNG habitat created in Trafford	Increase
Proportion of new development approved with provision of practical conservation equipment	Increase
Gross area of new / restored habitat designated as wetland	Increase
Total number and proportion of major development applications approved with 0.3 UGF for commercial development and 0.4 for residential development on brownfield and 0.5 on greenfield sites.	Increase

Consultation Question 8-11

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Open Space, Sport and Recreation





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9. Open Space, Sport and Recreation

Introduction

- 9.1. Open spaces, sports facilities, and recreational areas are vital components of any community, contributing not only to the physical health and well-being of individuals but also to the social fabric and environmental quality of Trafford.
- 9.2. The value of open space and recreational facilities also extend beyond leisure, providing essential opportunities for exercise, relaxation, and social interaction, fostering healthier, more vibrant communities. They also play a crucial role in supporting biodiversity, mitigating the impacts of climate change, and enhancing the overall quality of life for residents.
- 9.3. With an aging population and an increase in avoidable health-related illnesses in the borough, sports and recreational areas, in particular, are central to enabling residents to improve their physical health; offering spaces for people of all ages and abilities to engage in active pursuits.
- 9.4. Alongside planned growth and, it is important to ensure that these spaces are protected and promoted spaces to ensure they remain accessible both now and in the future.
- 9.5. Consequently, this chapter sets out the policies that will guide the protection, provision and enhancement of open space, sport, and recreation facilities within Trafford, ensuring that such spaces are able to meet the needs of a diverse population, contributing to a healthier, more sustainable environment for all.

Corporate Plan Priorities





Policy Exclusions from the Local Plan

- 9.6. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the Greener Places chapter and Places for People chapter.



Trafford's Open Spaces

Policy OS1: Open Space

A. The Council will:

- i. Provide and connect a high-quality, multi-functional network of open spaces across Trafford.
- ii. Protect, enhance and make the most of existing parks, gardens and open spaces, and
- iii. Require new high-quality outdoor spaces to be provided.

Existing Parks, Gardens and Open Spaces

B. The following open spaces will be protected, and any loss will be resisted:

- i. Parks, gardens and recreation grounds including provision for children and teenagers
- ii. Natural and semi-natural greenspace
- iii. Amenity greenspace
- iv. Allotments
- v. Cemeteries and churchyards
- vi. Private communal space
- vii. Registered Historic Parks and Gardens

C. Within existing spaces, supporting and/or ancillary development which does not have an adverse effect on the environmental and open character, appearance and function of protected open spaces listed under criterion B will be supported.

Access to Open Space

D. All major developments must ensure their occupants are able to access relevant and appropriate high-quality open space(s) in accordance with the following walkable accessibility standards:

- i. Minimum 0.5ha of doorstep access open space within 200m
- ii. Minimum 2ha of local access open space within 300m
- iii. Minimum 10ha of neighbourhood access open space within 1km
- iv. Minimum 20ha of wider neighbourhood access open space within 2km



- v. Minimum 100ha of district access open space within 5km
 - vi. LAP greater than 0.01ha within 100m
 - vii. LEAP greater than 0.04ha within 400m
 - viii. NEAP greater than 0.1ha within 1km
 - ix. MUGA within 800m
 - x. Allotments within 1.2km
- E. Major developments that are not able to ensure access to relevant and appropriate high-quality open space(s) access in accordance with criterion D, will be required to make on-site provision as required by criterion F(i) – (v) and/or contribute to an existing open space in need of improvement or enhancement.

Provision of Open Space in Developments

- F. Residential development over 50 homes will be required to provide a minimum of 3ha of new accessible public open space per 1,000 population (i – iii) and other open space (iv – v) on-site including:
- i. Minimum 1ha of parks, gardens and recreation grounds per 1,000 population
 - ii. Minimum 1ha of natural and semi-natural greenspace per 1,000 population
 - iii. Amenity greenspace
 - iv. At least 0.25ha provision for children and teenagers per 1,000 population
 - v. At least 0.25ha of allotments per 1,000 population
- A. The provision of new, additional open space for children and teenagers is a priority in Trafford and must be provided on-site, which may include incorporating playable space within greenspaces and/or within the public realm.

Policy OS1N: Open Space in Trafford North

- A. New open space provision within the locality will be focused in the first instance within Trafford Park, Humphrey Park and Old Trafford.



Policy OS1S: Open Space in Trafford South

A. New provision of and/or improvements and enhancements to open space will be focused on natural and semi-natural greenspaces and allotments.

Policy OS1C: Open Space in Trafford Central

A. New provision of and/or improvements and enhancements to open space will be focused on neighbourhood, wider neighbourhood and district level accessible greenspaces and allotments.

Policy OS1W: Open Space in Trafford West

A. To the southern half of the Trafford West locality, new provision of and/or improvements and enhancements to open space will be focused on natural and semi-natural greenspaces.

Places for Everyone Links

Policy JP-G2; JP-G6; JP-P6; and JP-P7.

Relevant Strategic Objectives

SO2, SO3, SO7 and SO9

- 9.7. Providing access to a range of high-quality, multi-functional, connected open spaces is important for the physical, mental and emotional well-being of Trafford's residents, as well as providing the setting for formal and informal recreation and physical activity, supporting housing and economic growth, helping to achieve inclusive neighbourhoods.
- 9.8. National planning policy places a strong emphasis on the importance of open space for sport and physical activity and for the health and well-being of communities by enabling and supporting healthy lifestyles.
- 9.9. The Council's Open Space Assessment (April 2024), provides an up to date picture of open space across the borough, advises on quantity and accessibility standards for open space provision, and establishes criteria



for quality and value standards and has been used to inform the overarching strategic and locality policies.

9.10. Across the borough, the assessment identified a need for additional open space for children and teenagers, and this has been incorporated into the strategic policy as a borough-wide area of focus.

9.11. The assessment also considered each of the localities and identified deficiencies across the various typologies of open space, concluding (among other things) that:

- Trafford North has the lowest quantity of open space compared to any of the other localities in the borough, accordingly development in Trafford Park, the Civic Quarter, Wharfside, and Trafford Waters should ensure that residents and workers are able to access quality natural, semi-natural, and recreational open space.
- Trafford South is well served by parks, gardens and recreation grounds. However, natural and semi-natural greenspace and allotments do not meet the standards and additional provision is required.
- Trafford Central is well served by parks, gardens, recreation grounds and natural and semi-natural greenspaces, however accessible greenspace falls below the 3ha per 1,000 of the population standard and additional provision of allotments is also needed.
- Trafford West has the highest overall provision of open space in the borough at 8.30ha per 1,000 of the population. It is primarily located along the Mersey Valley, resulting in less being available in the southern half of the locality. Longer term, the assessment also concluded that it is likely the provision of allotments will also fall below the standard.

9.12. Given the scale of proposed and potential growth in Trafford's urban areas over the plan period, there is a need to provide corresponding new and improved open spaces and recreational facilities whilst providing further



opportunities to remedy deficiencies in the quantity of provision apparent through the open space assessment and greenspace strategy.

- 9.13. An updated Greenspace Strategy will highlight priorities for investment in the context of the open space hierarchy, including information relating to the quality of parks and open spaces and facilities under the Council's management.
- 9.14. Further technical detail and costs relating to open space will be set out in the Planning Obligations SPD.

Consultation Question 9-1

Do you support Policy OS1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Trafford's Outdoor Sports and Recreation Offer

Policy OS2: Outdoor Sports and Recreation Facilities and Provision

A. The Council will:

- i. Provide and connect a high-quality network of outdoor playing pitches, sport and recreation facilities.
- ii. Protect, enhance and make the most use of existing sport and recreation facilities; and
- iii. Require and support new and/or expanded high-quality outdoor sport and recreation facilities to be provided.

Existing Outdoor Facilities

B. The following pitches and facilities (both public and private) will be protected, and any loss will be resisted:

- i. Grass sports pitches for football, cricket, rugby league, rugby union pitches, lacrosse, Gaelic football
- ii. Artificial grass pitches (AGPs) including hockey
- iii. Bowling greens
- iv. Tennis courts
- v. Athletics tracks and stadia
- vi. Sale Water Park
- vii. Golf courses

C. Within existing facilities, supporting and/or ancillary outdoor sports or recreation development which does not have an adverse effect on the environmental and open character, appearance and function of protected sports pitches and facilities listed under criterion B, will be supported.

Access to Outdoor Facilities

D. All major residential developments must ensure their occupants are able to access at least one type of outdoor sports provision within a repeating radius of 1.2km, starting at the site's centre point, as listed under criterion B.

Provision of Outdoor Pitches and Facilities



- E. Major developments that are not able to ensure access to outdoor sports provision in accordance with criterion D, will be required to provide and/or contribute towards new outdoor sports provision and/or improvement or enhancement of appropriate existing facilities.
- F. All new facilities shall be designed to simultaneously serve other green and blue infrastructure functions (see Policy GI2), linking into the wider natural infrastructure network.

Places for Everyone Links

Policy JP-G2; JP-G6; JP-P6 and JP-P7.

Relevant Strategic Objectives

SO2, SO3, SO7 and SO9

- 9.15. The importance of access to high-quality open spaces and opportunities for sport and recreation that can make an important contribution to the health and well-being of communities is emphasised in national policy.
- 9.16. Correspondingly, the need to increase provision and invest in existing outdoor sports and recreation is recognised at both a national and local level, through the Department of Media Culture and Sport Get Active: A Strategy for the Future of Sport and Physical Activity) August 2023 and the Trafford Moving Partnership.
- 9.17. It is appropriate therefore, to ensure that outdoor sports and recreation facilities and access to them is both protected and enhanced wherever possible.
- 9.18. In doing so, Sport England's approach to planning for outdoor sport is embedded in the Council's, which is underpinned by a detailed understanding of existing provision, condition and capacity across the borough to respond effectively to development proposals that create significant potential levels of demand in terms of outdoor sports facilities.
- 9.19. As such, the Council will use Sport England's most up to date Facilities Costs to determine the amount, type and cost of new and/or improved



sport and recreation facilities required by new development, with further detail and guidance set out in the Planning Obligations SPD.

- 9.20. Requirements and calculations will be informed by the most recent playing pitch strategy, or any subsequent updated playing pitch and outdoor sports strategy.
- 9.21. As well as providing opportunities for sport and promoting opportunities for healthy life styles, many outdoor sport and recreation facilities have an important function as green infrastructure, providing valuable habitats, landscape and routes for walking and cycling. Often situated on the edge of the urban areas or in the Green Belt, they connect to the wider countryside and provide opportunities to support and accommodate dual-uses within the green and blue infrastructure networks, whilst also relieving pressure on other natural and human-made infrastructures.

Consultation Question 9-2

Do you support Policy OS2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Trafford's Indoor Sports and Recreation

Policy OS3: Indoor Sports and Recreation Provision

A. The Council will:

- i. Protect, enhance and make the most of existing indoor sports and recreation facilities, in particular:
 - Stretford Leisure Centre
 - Altrincham Leisure Centre
 - Sale Leisure Centre; and
 - Partington Leisure Centre
- ii. Support proposals to expand and enhance the range of indoor sports and recreation facilities; and
- iii. Require new high-quality indoor sports and recreation facilities to be provided to meet identified needs.

Existing Indoor Sports Facilities and Provision

B. The following indoor sports and recreation facilities will be protected, and any loss will be resisted:

- i. Leisure centres
- ii. Sports halls
- iii. Swimming pools
- iv. Fitness centres and gyms; and
- v. Other specialist indoor facilities including those for bowls, combat sports, gymnastics, squash and tennis

Access to Indoor Sports

C. All major residential developments must ensure their occupants are able to access at least one type of indoor sports and recreation provision within a repeating radius of 1.2km, starting at the site's centre point, as listed under criterion B.

Provision of New Indoor Facilities



- D. Major developments that are not able to ensure access to indoor sports and recreation provision in accordance with criterion C, will be required to contribute towards new indoor sports and recreation provision and/or existing the improvement or enhancement of appropriate existing facilities.
- E. The Council will support proposals that enable community use of school facilities, particularly where they help to meet indoor sport needs of local communities.
- F. The Council will support innovative proposals within existing and new indoor sports facilities, that create flexible spaces to encourage physical activity and well-being activities alongside traditional sports

Places for Everyone Links

Policy JP-P6; and JP-P7.

Relevant Strategic Objectives

SO2 and SO9

- 9.22. Physical exercise plays an important part in improving the health and wellbeing of Trafford's residents, supporting them to live and remain independent for longer, and in better health.
- 9.23. It is recognised nationally and locally that the impact of sport and leisure is not simply for fitness's sake, and that strategically direct services and facilities can have a significant impact on physical and mental health, educational attainment and reduce health inequalities. Traditionally, the role of leisure centres has been to support fitness and provide access to sporting opportunities. Post pandemic, there is a greater public awareness of the value of physical activity and the role in improving health and wellbeing.
- 9.24. This is underpinned by a change in policy at a national and regional level with a clear shift from delivering fitness to wellness. Equally, there is a growing recognition from health and social care commissioners in the



potential for leisure centres to reduce health inequalities in local communities.

- 9.25. It is therefore appropriate to protect existing and encourage the provision of new indoor sports facilities that cater for a variety sports and needs of a range of residents.
- 9.26. As such, the Council will use Sport England's most up to date Facilities Costs to determine the amount, type and cost of new and/or improved indoor sports facilities required, with further detail and guidance set out in the Planning Obligations SPD.
- 9.27. Requirements and calculations will be informed by the most recent indoor sports assessment or any subsequent updated indoor sports strategy.

Consultation Question 9-3

Do you support Policy OS3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Protection of Sport and Recreation Land and Facilities

Policy OS4: Loss of Sport and Recreation Land or Facilities

- A. The development of existing sport or recreation land or facilities for non-recreation or non-sport purposes will only be permitted where:
 - i. It is ancillary to the sport or recreation use and does not reduce the overall sport or recreation function of the site;
 - ii. Replacement recreation provision of at least the same quantity, quality, accessibility to its catchment population, community benefit and management level is made in a suitable location; and
 - iii. It has been clearly demonstrated that the site is surplus to sport and/or recreational requirements and is not capable of helping to meet any of Trafford's sport or recreation standards; or
 - iv. The site has been allocated for alternative purposes in the development plan, and development will deliver a net improvement in the boroughs' sport or recreation resources.
- B. Wherever practicable, replacement provision shall be made directly by the developer and shall be available for use before the existing sport or recreation facility is lost.
- C. This policy applies to all existing sites and facilities that have a sport and/or recreation use or value, irrespective of whether they are owned or managed by the public, private or voluntary sectors.

Places for Everyone Links

Policy JP-P6; and JP-P7.

Relevant Strategic Objectives

SO2 and SO9

- 9.28. The benefits of sport and recreation to physical and mental health and well-being are well established and have the ability to significantly reduce health inequalities and burdens on the health system in the long-run.



- 9.29. Access to all types of sport and recreation facilities is therefore of paramount importance in enabling communities to easily and effectively choose to make be more active, this is particularly critical for younger and older residents who are often not able to access facilities independently.
- 9.30. It is therefore important to resist the unnecessary loss of sport and recreation land and facilities to other uses, especially at the local/ neighbourhood level.

Consultation Question 9-4

Do you support Policy OS4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Places to Grow

Policy OS5: Allotments and Growing Space

- A. The Council will maintain and protect an adequate supply of allotment provision to meet existing and future needs, wherever possible.
- B. Allotment sites and identified community food growing gardens in Trafford will be protected from development unless:
- i. They are proven to be surplus to community requirements.
 - ii. They cannot serve an alternative open space use; or
 - iii. Alternative provision of equal or better size and quality is made.
- C. Opportunities for the establishment of new allotments and food growing areas, along with appropriate expansions of existing allotment sites, will be supported.
- D. Major residential development over 50 homes must provide opportunities to incorporate food growing areas such as allotments, community gardens, roof gardens and/or temporary use of vacant land.



Places for Everyone Links

Policy JP-G2; JP-G6; and JP-P6.

Relevant Strategic Objectives

SO2, SO3, SO7 and SO9

- 9.31. Allotments and community gardens create potential for local food production, healthy lifestyles, physical activity and social interaction, whilst also forming an important part of Trafford's green infrastructure and nature network.
- 9.32. National planning policy, recognises this and advises that planning policies should aim to achieve healthy, inclusive and safe places which (among other things) provide access to healthier food and allotments.
- 9.33. Trafford's provision of allotments amounts to approximately 1,500 plots across 37 sites, equal to provision of approximately 7 plots per 1,000 population, and many of them have waiting lists.
- 9.34. Provision of additional areas for recreational food production is therefore both encouraged and desired and opportunities to meet as much of that need as possible supported.

Consultation Question 9-5

Do you support Policy OS5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Places for Remembering

Policy OS6: Cemeteries and Burial Grounds

- A. Trafford's existing cemeteries and crematoria will be protected as open spaces for burial and memorial use.
- B. Proposals for new/additional burial space will be supported where they are not located in a flood zone and are located outside of a groundwater source protection zone.
- C. Opportunities to enhance the biodiversity value of cemeteries and burial spaces will be encouraged and supported.

Places for Everyone Links

Policy JP-G2; JP-G6; and JP-P6

Relevant Strategic Objectives

SO2, SO3 and SO7

- 9.35. Cemeteries and burial space including churchyards represent an important but often overlooked open space resource that provide important benefits and services in terms of access to greenspace, biodiversity and green infrastructure.
- 9.36. However, cemeteries and burial grounds are particularly adversely affected by flooding and as such must not be located in areas of flood risk (from any source of flooding).
- 9.37. Similarly, these sites have the potential to contaminate groundwater supplies and are therefore the subject of rigorous regulations from the Environment Agency to ensure that there are no adverse impacts for identified Groundwater Source Protection Zones, which are available as open-source data.
- 9.38. Increased need for cemeteries and crematoria that meet the needs of a wide range of faiths and religions, means that additional land will need to be made available to ensure that their essential functions can continue.



Consultation Question 9-6

Do you support Policy OS6? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

- 9.39. Table 12.4 of Places for Everyone (PfE) sets out a monitoring framework for the open space, sport and recreation related policies within that plan. Key indicators include the following:
- Number of hectares of green infrastructure.
- 9.40. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Open Space, Sport and Recreation policies.

Indicator	Target
Number of planning applications that result in the gain of identified open space (in total and by locality).	Increase.
Number of planning applications that results in the loss of identified open space (in total and by locality).	Decrease.
Number of major developments that are able to access relevant and appropriate high-quality open space(s) in accordance with walkable accessibility standards.	Increase.
Number of major planning applications that have provide identified open space per 1,000 population.	Increase.
Number of Green Flag awards.	Increase.
Number of planning applications that result in the gain of outdoor facilities (in total and by locality).	Increase.
Number of planning applications that result in the loss of existing outdoor facilities.	Decrease.



Indicator	Target
Number of planning applications that result in the gain of indoor sports and recreation provision (in total and by locality).	Increase.
Number of planning applications that results in the loss of existing indoor sports and recreation provision.	Decrease.
Number of allotment plots available.	Increase.
Number of applications for cemeteries and burial grounds.	Increase.

Consultation Question 9-7

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Water, Flooding and Drainage

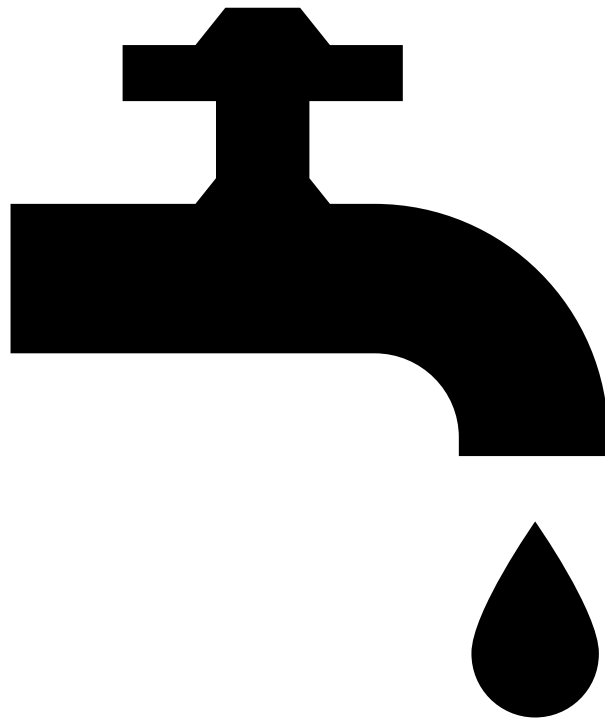




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10. Water, Flooding and Drainage

Introduction

- 10.1. Flooding, drainage, and water use are key issues for local residents and businesses across Trafford. Effective water management is essential in protecting homes, infrastructure and livelihoods from the impacts of flooding. The need to protect against flooding and build resilience is heightened by the impact of climate change on future weather.
- 10.2. This chapter sets out the Council's approach to managing both the risk that flooding may pose to new development and any impact new development may have on local drainage and waterways. Policies will also promote sustainable drainage systems (SuDS), safeguard natural flood storage areas, and ensure water efficiency.

Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 10.3. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the Sustainable and Resilient chapter.



Managing Flood Risk

Policy WA1: Managing Flood Risk

- A. The Council will manage development in areas at risk of flooding, having regard to the vulnerability of the proposed use and the levels of risk from all sources. This will involve, where necessary, a sequential approach and the application of the exception test.
- B. No development shall take place in Flood Zone 3b (Functional flood plain) except in limited exceptional circumstances, such as for essential infrastructure, which must still be required to pass the Exception Test, or for water compatible uses. Development must neither impede the flow of water within Flood Zone 3b nor reduce the volume available for the storage of floodwater.
- C. Applicants will be required to demonstrate, where necessary by a Flood Risk Assessment (FRA), that account has been taken of existing and future flood risk from all sources, as identified in the Strategic Flood Risk Assessment (SFRA), and having regard to climate change. A site-specific FRA is required where a development proposal is:
 - i. In High Probability (Flood Zone 3)
 - ii. In Medium Probability (Flood Zone 2)
 - iii. On sites of 1ha or above within Low Probability (Flood Zone 1)
 - iv. On sites of 0.5ha, or above with Critical Drainage Areas as identified in the SFRA
 - v. Within Canal Hazard Zones or where flood risk from canals is otherwise considered to be an issue as identified in the SFRA.
- D. Development must incorporate flood mitigation and management measures appropriate to the use and location. Such measures will be required to:
 - i. Improve water efficiency
 - ii. Reduce surface water runoff using Sustainable Drainage Systems (SuDS); and



- iii. Designing the measures in accordance with the hierarchy of drainage options.
- E. Development adjacent to waterways will only be permitted where it can be demonstrated that it would not adversely impact upon the structural integrity of the waterway or its related infrastructure.
- F. Applicants will be required to use alternatives to culverting and re-open existing culverts in the design and delivery of new development.

Places for Everyone Links

Policy JP-S2; and JP-S4.

Relevant Strategic Objectives

SO3 and S07

- 10.4. Trafford has an extensive network of main rivers, ordinary watercourses, canals and other water bodies. Sustainable water management has an important role in terms of reducing flood risk and ensuring that development does not cause any deterioration in the status of inland waters, as required by the European Union Water Framework Directive.
- 10.5. As part of the preparation of PfE, an updated Level 1 Strategic Flood Risk Assessment (SFRA) for Greater Manchester was produced (2019). This document provides an overview of flood risk in the sub-region. A further Level 2/Hybrid SFRA for Greater Manchester was completed in 2020. For most sources of flooding, the Level 2/Hybrid SFRA for Greater Manchester, is a useful source of information and replaces earlier assessments.
- 10.6. The Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment (SFRA) was completed in 2010 / 2011. The Level 2 / Hybrid SFRA for Manchester, Salford and Trafford remains a useful source of information for flooding from some sources, particularly groundwater and canals. It defined Critical Drainage Areas (CDAs) as currently understood in Trafford.



- 10.7. Evidence from the most up-to-date SFRA has been used to assist in applying the Sequential and Exception tests to identify locations for development in the Local Plan and will be used to assist in determining planning applications.
- 10.8. The Council's preference is for new development proposals to be located outside of Flood Zones 2 and 3, taking into account latest climate change allowances. Development proposals outside of Flood Zone 1, which require a sequential test will apply an area of search, to be agreed with the Local Planning Authority in advance of undertaking the search.
- 10.9. Flood Zone 3b, described as the functional flood plain, has been mapped as part of the Level 2/Hybrid SFRA for Greater Manchester (2020). Land falling within Flood Zone 3b will be safeguarded from development and forms part of the borough's Green Infrastructure network.
- 10.10. When undertaking site-specific flood risk assessments regard should be had to the latest Environment Agency peak rainfall allowances in the climate change allowances: flood risk assessments. This is important to understand and manage the effects of climate change on surface water flood risk and informing the design of drainage systems for new development.
- 10.11. CDAs are identified from historical flood events and/ or modelled data as having a significant risk from surface water flooding and include drainage catchments for the sewer network. The CDAs in Trafford were identified in the 2011 SFRA.
- 10.12. Working with natural processes should be used, as far as practicable to mitigate flood risk and deliver multi-functional benefits. The SFRA identifies measures which can be used such as tree planting and run-off attenuation features.
- 10.13. Culverting of watercourses has several potential adverse impacts on flood risk and water management, due to the risk of blockage, limited access for maintenance purposes and wider impacts on the environment. The Council will support schemes that facilitate future maintenance works of



the watercourses, enhance their health and contribute towards wider flood alleviation schemes.

- 10.14. In developing its strategic policies for flood risk and water management, the Council has had regard to the Environment Agency's North West River Basin Management Plan and relevant Catchment Flood Management Plans. Recognising the close hydrological and functional links with neighbouring authorities, the Council will also continue to work with the Greater Manchester Combined Authority, other districts, the Environment Agency, United Utilities and other stakeholders on a range of other water and flood management studies and strategies.
- 10.15. Effective engagement with developers, early in the planning application process, will be a key element in designing safe and sustainable development to ensure that the objectives of this policy are met. Early discussions should take place with the LLFA and where required the Environment Agency and United Utilities.

Consultation Question 10-1

Do you support Policy WA1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Sustainable Drainage

Policy WA2: Sustainable Drainage – Surface and Foul Water

- A. All major developments must be supported by a site-specific drainage strategy or statement. Surface water must be discharged in the following order of the surface water hierarchy:
 - i. into the ground (infiltration), then
 - ii. to a surface water body, then
 - iii. to a surface water sewer, highway drain, or another drainage system; and only then
 - iv. to a combined sewer.
- B. Proposals must be designed to maximise the retention of surface water on-site and minimise the volume, and rate of, surface water discharge off-site. Such designs will be required to be integrated with the landscaped environment and the strategy for biodiversity net gain.
- C. Developments on greenfield sites will be required to achieve greenfield run off rates.
- D. Developments on brownfield sites must achieve greenfield run off rates wherever possible, particularly within Critical Drainage Areas. A relaxation on outflow controls and/or the extent of attenuation storage will only be permitted with the written agreement of the LLFA and the LPA at an early stage of an application/proposal. The rate of discharge will not be permitted to exceed the rate of discharge for the development prior to the redevelopment for that event. Applicants must submit clear evidence of existing operational connections from the site with associated calculations on rates of discharge to demonstrate any reduction that deviate from achieving greenfield runoff rates.



- E. Applicants must consider site topography, naturally occurring flow paths, ephemeral watercourses (where watercourses may only flow temporarily) and any low-lying areas where water naturally accumulates. Applications will be required to consider exceedance / overland flow paths from existing and proposed drainage features and confirm ground levels, finished floor levels and drainage details. Resultant layouts must take account of such circumstances to ensure a flood resilient design is achieved and water is not deflected or constricted.
- F. For any development proposal which is part of a wider development or allocation, a site-specific drainage strategy or statement must be part of a holistic site-wide drainage strategy. Pumped drainage systems must be avoided wherever possible. The proliferation of pumping stations on a phased development, will not be acceptable.
- G. The Council also supports retrofitting SuDS in existing developments to improve water management.
- H. Impermeable surfaces in gardens or landscaped areas will not be allowed unless they contribute to managing surface water runoff effectively.
- I. Applicants for major development must engage with United Utilities or relevant water authorities early in the planning process to assess the need for infrastructure upgrades or improvements. New developments should make provisions for connection to the mains foul water network where available.
- J. Proposals which are likely to result in contaminants entering formal surface or foul water drainage systems will not be permitted, without the express consent of the asset owner.

Places for Everyone Links

Policy JP-S2; and JP-S4.

Relevant Strategic Objectives

SO3 and SO7



- 10.16. The Council is committed to ensuring that all development within the borough is supported by adequate surface and foul water drainage systems, which protect public health, safeguard the environment, and contribute to sustainable growth. This policy aims to regulate and manage foul water infrastructure, minimise flooding risks, and encourage environmentally responsible practices in all new developments.
- 10.17. The application of the hierarchy for managing surface water is a key requirement for development sites to reduce flood risk and the impact on the environment. Clear evidence must be submitted by applicants to demonstrate why alternative and more preferable options in the surface water hierarchy are not available.
- 10.18. The preference of the Council is that all new developments and major redevelopments, incorporate Sustainable Drainage Systems (SuDS) to manage surface water runoff. This can include measures such as rainwater harvesting, permeable surfaces, green roofs, and other natural SuDS features that enhance biodiversity and water quality simultaneously. Only where these options are not feasible should discharge to public surface water or combined sewers be considered.
- 10.19. Foul and surface water must be considered early in the design process. Sustainable drainage should be integrated with the landscaped environment and designed in accordance with the four pillars of sustainable drainage (water quantity, water quality, amenity and biodiversity). It should identify SuDS opportunities, including retrofit SuDS opportunities, such as green roofs; permeable surfacing; soakaways; filter drainage; swales; bioretention tree pits; rain gardens; basins; ponds; reedbeds and wetlands. Any drainage should be designed in accordance with 'Ciria C753 The SuDS Manual', sewerage sector guidance, or any subsequent replacement guidance.
- 10.20. Drainage details, ground levels and finished floor levels are critical to ensure that proposals are resilient to flood risk and climate change. It is good practice to ensure the external levels fall away from the ground floor



level of the proposed buildings (following any regrade), to allow for safe overland flow routes within the development and minimise any associated flood risk from overland flows. In addition, where the ground level of the site is below the ground level at the point where the drainage connects to the public sewer, care must be taken to ensure that the proposed development is not at an increased risk of sewer surcharge. It is good practice for the finished floor levels and manhole cover levels (including those that serve private drainage runs) to be higher than the manhole cover level at the point of connections to the receiving sewer.

- 10.21. Holistic site-wide drainage strategies will be required to ensure a coordinated approach to drainage between phases and developers, particularly where this is likely to occur over several years. Applicants must demonstrate how the approach to drainage on any phase or parcel of development within a larger site will connect into and support the site-wide strategy and/or infrastructure to enable and accommodate interconnecting phases. Where necessary, the holistic drainage strategy must be updated to reflect any changing circumstances between each phase(s). The strategy shall demonstrate communication with infrastructure providers and outline how each phase interacts with other phases.
- 10.22. Applicants are expected to provide information on their sustainable drainage proposals in the following documents:
 - a) Completed SuDS Pro-forma which assists in confirming approach;
 - b) Drainage strategy or statement which takes account of the recommendations from the site-specific flood risk assessment where applicable; and where necessary
 - c) A site-specific flood risk assessment
- 10.23. Where a site-specific flood risk assessment is required, this can be combined with the drainage strategy or statement.



Consultation Question 10-2

Do you support Policy WA2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Flood Storage Areas

Policy WA3: Flood Storage Areas

A. The Council will safeguard the following strategic areas for flood management from development, which will be identified on the Policies Map:

- i. Sale Water Park Flood Storage Area
- ii. Timperley Flood Storage Area

B. Within, and adjacent to, these areas sustainable development will only be supported where:

- i. It will not have an adverse impact on the functioning of these areas for flood management;
- ii. It will not itself be at an unacceptable risk from flooding; and
- iii. It will provide adequate access for maintenance purposes.

Places for Everyone Links

Policy JP-S2; and JP-S4.

Relevant Strategic Objectives

SO3 and SO7

- 10.24. There are currently two flood management areas within Trafford, located at Sale Water Park and the Salisbury Road Playing Fields in Timperley. Both areas are used for the purpose of flood storage and are operated by the Environment Agency. The boundaries of these areas will be shown on the Policies Map.



- 10.25. Development within or adjacent to areas used for flood management can have a negative impact on their proper functioning, for example by reducing the ability of flood waters to be stored naturally in times of flood and increasing runoff downstream or in adjacent areas. Development within or adjacent to flood management areas can itself be at unacceptable risk from flooding, such as through inadequate access and lack of provision for emergency evacuation.
- 10.26. Development also needs to allow for adequate access to flood management areas for the purpose of maintenance, such as the proper operation of sluices and other infrastructure.

Consultation Question 10-3

Do you support Policy WA3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Water Efficiency

Policy WA4: Water Efficiency

- A. All new residential developments must achieve, as a minimum, the optional requirement set through Building Regulations Requirement G2: Water Efficiency or any future updates.
- B. All major non-residential development must incorporate water efficiency measures so that predicted per capita consumption does not exceed the levels set out in the applicable BREEAM 'Excellent' standard. Where the 'Excellent' Standard cannot be achieved, evidence must be submitted with an application to the satisfaction of the Local Planning Authority. The BREEAM 'Very Good' standard must be met as a minimum.



Places for Everyone Links

Policy JP-S2; and JP-S4.

Relevant Strategic Objectives

SO3 and SO7

- 10.27. A tighter water efficiency standard in new development has multiple benefits including a reduction in water and energy use, as well as helping to reduce customer bills. Building Regulations currently include a requirement for all new dwellings to achieve a water efficiency standard of 125 litres of water per person per day (l/p/d). In 2015 an 'optional' requirement of 110 l/p/d for new residential development was introduced.
- 10.28. The Local Plan proposes to use this higher standard, which ties in with the Council's approach to be a greener borough and declaring a climate emergency, and Greater Manchester declaring a biodiversity emergency. Pressures from water supply also affect the achievement of the Water Framework Directives through impacts on water quality, species and habitats. As such there are environmental reasons for addressing water efficiency as well as helping residents achieve lower bills in new housing.

Consultation Question 10-4

Do you support Policy WA4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

- 10.29. Table 12.1 of Places for Everyone (PfE) sets out a monitoring framework for the water, flooding and drainage related policies within that plan. Key indicators include the following:
- 10.30. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Water, Flooding and Drainage policies.



Indicator	Target
Number of new developments where agreed with the council incorporating Sustainable Drainage System (SUDS) to Ciria standard.	Increase.
Water Framework Directive status of all waterbodies in the borough.	Increase.

Consultation Question 10-5

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Community and Social Infrastructure

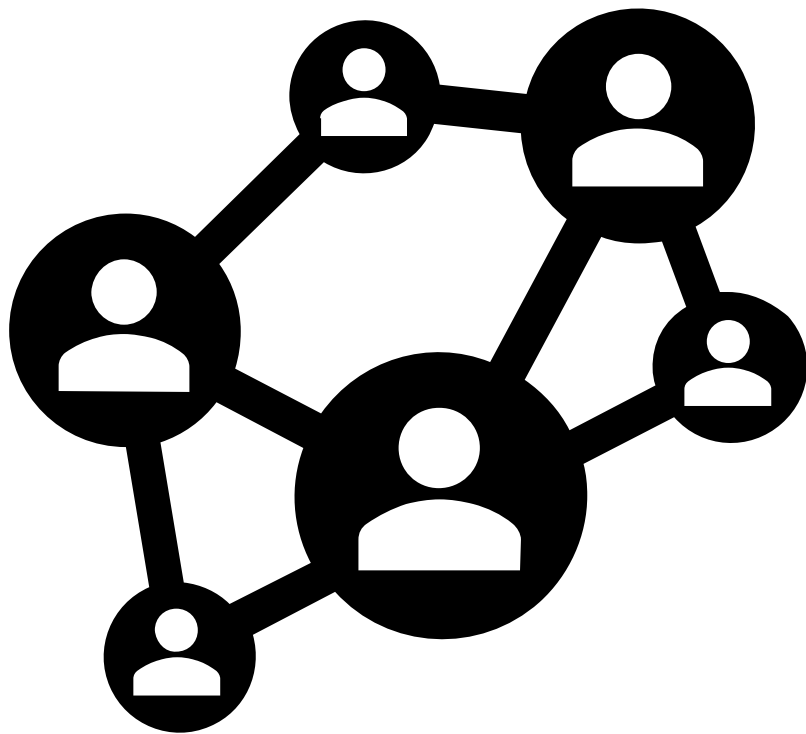




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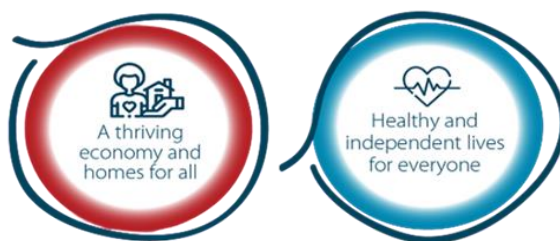


11. Community and Social Infrastructure

Introduction

- 11.1. Strong communities rely on high-quality social infrastructure, such as health and social care facilities, education uses, cultural centres, and community centres. These services and spaces provide important opportunities for learning, social interaction, and well-being, contributing to a thriving and inclusive borough.
- 11.2. This chapter sets out policies to protect and enhance community and social facilities, restricting their loss where necessary. Policy also sets out measures to guide development of new community and social facilities to support local communities. Policy will in particular support PfE Policies on education, skills and knowledge (JP-P5) and health (JP-P6).
- 11.3. Additionally, policy will manage the development of hot food takeaways, in light of impacts on local health and pollution. Finally, the chapter also supports initiatives to upskill the local workforce through new development, helping to create opportunities for education, training, and employment.

Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 11.4. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the Places for People chapter on health and education requirements of new developments.



Social Infrastructure and Facilities

Policy CT1: Protecting Existing Community and Social Facilities

- A. The Council will ensure that social and community uses are protected or enhanced throughout the borough.
- B. To ensure that sufficient social and community facilities are available to borough residents, the following sequential approach must be followed:
 - i. Protect land and/or buildings where the current use is or the last use was a social or community use, for re-use for the same, similar or related use.
 - ii. Permit the change of use of land and/ or buildings where the current or last use was a social or community use from one social and community use to another social and community use which predominantly serves, or which provides significant benefits to, borough residents and where it is demonstrated that there is a greater benefit to the borough resulting from this change of use.
 - iii. Permit enabling development on land and/or buildings where the current use is, or the last use was, a social and community use to significantly improve that use; provide another social and community use on site; significantly improve or provide new social and community uses elsewhere within the borough and where it can be demonstrated that there is a greater benefit to the borough resulting from this enabling development.

Places for Everyone Links

Policy JP-P3

Relevant Strategic Objectives

SO2, SO6 and SO9

- 11.5. Community facilities and local services enhance the sustainability of a local community and are often highly valued by local people. Such



facilities and services cover a range of services that meet local and wider strategic needs for the borough and contribute towards a good quality of life.

11.6. Their role in creating a sense of community and providing valuable social infrastructure is essential to the borough's position as one of Greater Manchester's most desirable places to live.

11.7. For the purposes of the policy, social and community uses are grouped into the following broad categories, defined as follows:

- Health and social care facilities, including (both private and NHS) GP practices, hospitals, community pharmacists, dental surgeries and other diagnostic and healthcare services.
- Education and childcare facilities, including primary and secondary, private and grant maintained, schools, creches, nurseries and youth facilities, as well as colleges and universities. It also includes Special Educational Needs and Disability provision and Further Education provision.
- Cultural uses, including galleries, theatres, museums, rehearsal and dance studios, auction houses, exhibition spaces, cinemas, events and music venues, creative industry infrastructure.
- Uses supporting the emergency sectors, including fire stations, ambulance stations and police stations.
- Bespoke premises for voluntary sector, including (but not restricted to) tenants and residents' associations, social enterprises, charities and community organisations.
- Other "valued use". These include (but are not restricted to) uses such as launderettes, public houses, pharmacies, post offices, petrol filling stations, libraries, community centres and meeting rooms and places of worship.

11.8. The role of social infrastructure in developing strong and inclusive communities cannot be underestimated. The borough's community



infrastructure needs will be kept under review to ensure they continue to be met. The Council will work with providers of local services to review existing provision, to identify future needs, and ensure the most efficient use of land in delivering services.

- 11.9. Following the introduction of Use Classes E and the flexibility this offers, the Council is unable to protect some social and community uses. Changes within Classes E do not constitute development and therefore are not subject to planning control. However, should a Class E social and community use seek to change to a different use class (for example to sui generis), it would be subject to Policies CT1 and CT2.
- 11.10. The Council also acknowledges that the needs of communities change as well as the frameworks in which some of the social infrastructure providers operate. Therefore, while criterion B(i) of Policy CT1 requires the same or similar use or related use, if this need cannot be demonstrated other types of social and community uses can be provided. Robust evidence in the form of prolonged marketing and local needs assessment of social and community infrastructure should be submitted to demonstrate why criterion B(i) cannot be met - as set out in Policy CT2. Similar evidence will be required if criterion B(ii) also cannot be met.
- 11.11. Where a proposal is seeking to meet the policy requirements to demonstrate benefits to the local community or the borough, evidence should be submitted in the form of a local needs assessment of social and community infrastructure need and the applicant should justify in some detail how the local community will be served by the development.
- 11.12. Criterion B(iii) of Policy CT1 can only be applied where the sequential approach has been followed and robustly demonstrated as set out above.



Consultation Question 11-1

Do you support Policy CT1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Consultation Question 11-2

Do you think the Council should protect the loss of community facilities and local services through a sequential test (as set out in Policy CT1 above), or by requiring a statement setting out evidence as to why a particular facility is not needed?

Loss of Community Facilities

Policy CT2: Loss of Community Facilities

- A. Proposals for the loss of existing community facilities or local services that have not submitted detailed evidence in accordance with Policy CT1 will be refused.
 - i. Proposals for the loss of existing community facilities or local services must provide evidence that the facility has been vacant or not in active social or community use for a continuous period of 24 months, with evidence of continuous active marketing on reasonable terms during this period.

Places for Everyone Links

Policy JP-P3

Relevant Strategic Objectives

SO2, SO6 and SO9

- 11.13. The difference in land values between residential and social and community uses means that robust policies aiming to protect these valued uses are essential, so the present land bank of sites in these uses is maintained and preserved for future generations.



- 11.14. Robust evidence in the form of prolonged vacancy and marketing will enable the Council to consider the market conditions and manage the cumulative supply of and availabilities of community facilities in Trafford.
- 11.15. This approach will also assist the with monitoring and management of the Council's list of Assets of Community Value.

Consultation Question 11-3

Do you support Policy CT2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



New Community and Social Facilities

Policy CT3: New Community and Social Facilities

- A. The Council will support the provision of new and the expansion of existing, social and community uses¹ which predominantly serve, or which provide significant benefits to, borough residents.
- B. Proposals for new or improved social and community facilities will be supported, provided that:
 - ii. Outside of designated town and district centres² proposals are highly accessible, have a Greater Manchester Accessibility Levels (GMAL) postcode rating of 5 or over.
 - iii. There is a demonstrable local need or demand that cannot be located at/in another facility in the local vicinity; and
 - iv. There is no unacceptable impact on residential amenity.
- C. Where new facilities are provided, they should seek to make the best use of land and co-locate a range of social and community uses where possible. All new provision must be well-designed, inclusive and easily accessible.
- D. All major largescale residential developments will be required to provide on-site community and/or social facilities to facilitate the creation of sustainable and mixed communities. Such facilities must not result in a shared or communal residential/social and community entrance.

Places for Everyone Links

Policy JP-P3

Relevant Strategic Objectives

SO2, SO6 and SO9

¹ See para 11.7 to Policy CT1 for definition

² As defined in Policy TC1



- 11.16. New community and social facilities play a crucial role in fostering stronger, more connected neighbourhoods, providing spaces for people to connect, interact, and build relationships. They serve as meeting points for diverse groups, helping to bridge gaps between different generations, cultures, and backgrounds, helping to encourage social inclusion and ensure that everyone has a place to come together and feel part of the community.
- 11.17. Many community facilities offer educational programs and skill-building workshops that contribute to personal and professional development. Whether it's through after-school programs for young people, language courses, or adult learning initiatives, such facilities help individuals grow and acquire new knowledge, ultimately benefiting the community as a whole.
- 11.18. Supporting the development of new community and social facilities is therefore an investment in the well-being of current and future generations.
- 11.19. In order to function and thrive, however, they must be accessible to the community. Greater Manchester has developed the Greater Manchester Accessibility Levels (GMAL), a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The accessibility index score is categorized into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility.
- 11.20. Using a minimum postcode GMAL level 5 index score is appropriate for Trafford, allowing for both accessibility and provision throughout the borough.
- 11.21. Co-location of a range of social and community uses can help facilitate the creation of new civic hubs and enable the optimum use of land available, as well as also facilitating social interactions by bringing together diverse uses and community groups. The Council recognises the



opportunities that co-location presents and will encourage it where possible.

- 11.22. Where new social and community facilities are provided as part of a mixed-use development, they must be well-designed, inclusive and preferably located on the ground level to ensure accessibility. When provided on other floors these spaces must be of high quality and should be easily accessible to the intended community. Shared entrances with residential development must be avoided as this can impact on residential living conditions and vice versa.

Consultation Question 11-4

Do you support Policy CT3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Fast Food

Policy CT4: Fast Food

- A. Proposals for hot food takeaways and fast-food outlets will not be supported within a 2-mile walking distance from a primary or secondary school, unless the location is within a designated retail centre, as defined by Policy TC1.
- B. Within designated Local and Neighbourhood Centres, as defined by Policy TC1, proposals for additional hot food takeaways and fast-food outlets will not be supported where this would result in more than 25% of the total number of retail units within the centre being used for such uses.

Places for Everyone Links

Policy JP-P1; and JP-P6.

Relevant Strategic Objectives

SO2, SO6 and SO10



- 11.23. The National Planning Policy Framework (Dec 2024) states that local planning authorities should refuse applications for hot food takeaways and fast-food outlets under certain criteria linked to distance to schools and / or where there is evidence that such uses have adverse impacts on local health, pollution or anti-social behaviour.
- 11.24. Building upon national planning guidance, the policy aims to ensure that all additional proposals for hot food takeaways and fast-food outlets are appropriately located to ensure that they do not result in adverse impacts on Trafford's communities, particularly those of a younger age.
- 11.25. The policy also seeks to avoid an over-centration of the above uses within the borough's smaller retail centres, to help maintain economic vitality and viability whilst at the same time promoting healthy lifestyles and reducing potential issues such as anti-social behaviour, odour, noise and litter.

Consultation Question 11-5

Do you support Policy CT4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Upskilling Trafford

Policy CT5: Social Value in New Developments

- A. All major development will be required to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate that set out the following:
- i. An agreed percentage target for local labour
 - ii. A training and recruitment plan for local borough residents; and
 - iii. A commitment to an agreed proportion of local procurement of services and supplies.



Places for Everyone Links

Policy JP-J1

Relevant Strategic Objectives

SO2, SO4 and SO5

- 11.26. The Council seeks to establish a thriving, inclusive and productive economy, encouraging partnerships, working between employers and local supply chains, local training providers, and voluntary, community, faith and social enterprise (VCFSE) sector in Trafford.
- 11.27. Trafford has a strong, committed and resourceful Voluntary, Community, Faith and Social Enterprise (VCFSE) Sector built over many years. The VCFSE sector connects communities, supports individuals and families, delivers services, and provides opportunities for volunteering, training and skills development.
- 11.28. The sector supports communities and helps them to thrive, often supporting the most vulnerable in our society. A thriving and successful VCFSE Sector is fundamental to the economic, physical and mental well-being of Trafford residents.
- 11.29. In Trafford, it is estimated there are over 1,622 VCFSEs and 71% of these are micro-organisations working with local communities to help connect socially isolated people, transform green spaces and deliver community services to our residents who need additional support.
- 11.30. The Council will encourage partnership working between employers and local training providers to help develop the skills of the local resident work force and sections of the community that are disadvantaged in the labour market.
- 11.31. Economic growth through development provides a good opportunity for local residents to gain increased access to new jobs and training, helping to reduce unemployment rates and economic inequalities, whilst also boosting skill levels and personal fulfilment.



- 11.32. Local job growth is therefore supported through seeking agreement with employers and developers to enter into local labour and training agreements, where appropriate.

Consultation Question 11-6

Do you support Policy CT5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

- 11.33. Table 12.5 and Table 12.2 of Places for Everyone (PfE) sets out a monitoring framework for community and social infrastructure related policies with that that plan. Key indicators include the following:

- Numbers of school places (Annual School Capacity survey).
- Percentage of working age population with Higher Level (4+) qualification(s) and percentage of working age population with sub Level 2 qualification.
- Number of local labour agreements.

- 11.34. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Community and Social Infrastructure policies.

Indicator	Target
Planning applications approved / completed on existing community and social facilities (by total and locality).	Decrease.
Planning applications approved / completed for new community and social facilities (by total and locality).	Increase.
Planning applications for hot food takeaways approved within 2-mile walk distance for a primary or secondary school.	Decrease.



Indicator	Target
Planning applications for hot food takeaways approved within local and neighbourhood centres	Increase.

Consultation Question 11-7

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Built Environment

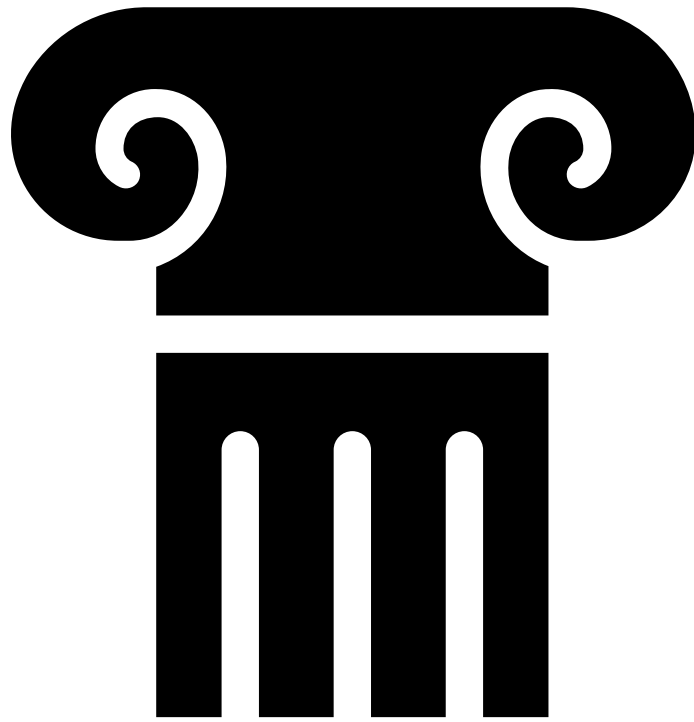




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12. Built Environment

Introduction

- 12.1. The quality of the built environment shapes how people live, work, and interact with their surroundings. Well-designed buildings and public spaces are essential for the health, safety, and well-being of residents and visitors, enhancing everyday life across Trafford.
- 12.2. This chapter sets out policies to ensure that development in the borough is high-quality, sustainable, and responsive to local character. Key issues covered include ensuring places are well-designed, inclusive, safe, and enhance the character of the surrounding area.
- 12.3. Policy will also ensure tall buildings are located in suitable locations and appropriately designed in relation to their surroundings. Trafford's rich heritage and history will also be safeguarded through the conservation and protection of heritage assets.
- 12.4. Furthermore, policy will cover other key topics such as managing the impact of noise and vibration and land contamination and remediation.

Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 12.5. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies within the Places for People chapter, as well as policies on digital connectivity.



Well-Designed Places

Policy BE1: Design

- A. Development must be of a high standard of design and construction and make a positive contribution to the character and distinctiveness of the borough.
- B. All development must clearly demonstrate where appropriate, via a written submission to the satisfaction of the Council, how the proposal would be compatible with the surrounding area, by:
 - i. Ensuring built form, layout, massing, scale, height and materiality are appropriate to the development's function and local context;
 - ii. Making best use of opportunities to enhance the character and quality of the immediate area, including where appropriate the street scene; and
 - iii. Not adversely impacting the amenities and / or operations of existing occupiers / land uses by virtue of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.
- C. Proposals must also promote sustainable development, by:
 - i. Locating development in well-connected areas, accessible via good public transport links and, where possible, high quality active travel links.
 - ii. Reducing potential carbon emissions through the application of the energy hierarchy, as outlined in PfE Policy JP-S2;



- D. Where appropriate, incorporate multi-functional green spaces which provide both biodiversity habitat benefits and improved natural capacity to mitigate the impacts of a changing climate, as required by Policies GI6 and GI10.
- E. Development proposals must be designed to be safe and inclusive for all by:
 - i. Ensuring buildings and spaces are designed in a way to be inclusive to different users (e.g. age, gender, mental and physical ability) through reducing physical barriers and where possible, create opportunities for community activity and interaction.
 - ii. Where appropriate, ensuring that streets and public spaces are designed to provide safe and attractive environments for those walking, wheeling and cycling.
 - iii. Ensuring built form is designed in a way that reduces opportunities for crime and avoids or minimises real and perceived danger as far as possible, through measures such as passive and natural surveillance, active frontages, and effective lighting.
 - iv. Where appropriate, addresses resilience to terrorism and natural hazards in a manner which is proportionate to the threat and the size and nature of the development.

Places for Everyone Links

JP-P1

Relevant Strategic Objectives

SO3 and SO10

- 12.6. Trafford consists of a varied network of places, both urban and rural, with strong and established identities. A key challenge for this Local Plan will be to ensure that the existing local character and charm of Trafford's built, and natural environments are maintained and enhanced, whilst ensuring that the delivery of needed homes, jobs, services and facilities are provided to support local communities.



- 12.7. Good design is a fundamental part of achieving many of the aims of the Plan. Good design is not just about creating aesthetically pleasing buildings, it is about placemaking and strengthening the connection between people and the places they share, promoting a sense of identity and helping to improve people's health and well-being. It should also strengthen existing historic and natural environments where possible and leave a long-term positive legacy.
- 12.8. Fundamental to good design is also the transition to net zero carbon development. This means encouraging a range of measures that secure energy efficiency and energy generation so that buildings operate without adding to greenhouse gas emissions, are constructed in ways that use natural resources prudently and enable future occupants to travel and live in ways that can help them to reduce their carbon footprint.
- 12.9. High quality design is fundamental to achieving all of the above, and the Council will expect all development proposals to be of the highest quality practically possible. To ensure this takes place the Council will encourage early engagement in the planning process for all major proposals, proposals in areas sensitive to change, and proposals involving potentially sensitive uses.
- 12.10. Supporting the Local Plan, the Council adopted its first Trafford Design Code in 2024. The document sets out additional design guidance which reflects and responds to the unique character and appearance of Trafford's localities. The Council will expect all development proposals to take into consideration the relevant elements of the Trafford Design Code, and any equivalent future design related documents.

Consultation Question 12-1

Do you support Policy BE1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Tall Buildings

Policy BE2: Tall Buildings

- A. The Council will consider proposals for well-designed tall buildings, of a high architectural standard and high-quality materials, in appropriate locations. For the purposes of this plan, tall buildings are considered to be either six stories or more, or 30 metres or more in height.
- B. The following broad locations are considered to be the most suitable areas to accommodate tall buildings:
 - i. Town Centres (Altrincham, Sale, Stretford and Urmston);
 - ii. Strategic Development Areas within Trafford North which have a strategic masterplan, such as the Civic Quarter, Pomona and Stadium District and Wharfside; and
 - iii. Appropriate locations within 800 metres of a railway station or Metrolink stop.
- C. All proposals for tall buildings must clearly demonstrate how they would:
 - i. Have a positive impact on the distinctiveness of the surrounding neighbourhood through the use of high-quality design, architecture and materials.
 - ii. Respect and enhance the existing character and appearance of the neighbourhood (having regard, but not limited to - scale and massing, urban grain and public realm).
 - iii. Respect and not adversely impact the amenities and / or operations of nearby existing occupying land users / uses (having regard, but not limited to - noise and wind impacts, overshadowing, privacy and outlook).
 - iv. Provide high quality and human scale interfaces at street level, incorporating active frontages.
 - v. Where appropriate, include the provision of elevated amenity space (for example in the form of private balconies, communal roof gardens etc).



- vi. Reduce energy consumption (including mitigating the impacts of heat loss and / or solar gain).

Places for Everyone Links

JP-P1

Relevant Strategic Objectives

SO10

- 12.11. In the right locations tall buildings can make an important contribution towards delivering new homes and support high quality place-making, particularly in well-connected areas in walking distance of high frequency public transport.
- 12.12. Poorly designed tall buildings can, however, seriously harm the character and identity of a place and the value of important views. Principal failings with tall buildings are often poor design quality, a lack of understanding of context, poor interaction at street level, and limited / no access to outdoor amenity space.
- 12.13. Trafford Council has produced / in the process of developing a number of documents which set out additional requirements / guidance for the design of tall buildings. These include the Civic Quarter Area Action Plan and Trafford Design Code. Masterplans are currently being developed for the New Carrington and Davenport Green (Timperley Wedge) strategic allocations, and a new masterplan for the Stadium District and Wharfside is soon to be commissioned.
- 12.14. The above documents (along with any additional future local guidance) will be used in conjunction with the policies contained within the Local Plan when assessing proposals for tall buildings. The Council supports early pre-application engagement for all proposals involving a tall building(s).



Consultation Question 12-2

Do you support Policy BE2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Elevated Green Spaces

Policy BE3: Elevated Green Spaces

- A. The Council will encourage and support proposals which incorporate the provision of elevated green spaces on or in all types of appropriate development.
- B. Such spaces could incorporate green walls, green roofs and elevated amenity spaces which incorporate fixed areas of planting / green space. The inclusion of any such features should be considered and factored into the design process from an early stage, to help ensure its long-term functionality.
- C. Where such spaces have been designed to the satisfaction of the Council, support will be given for them to be incorporated within the proposals Biodiversity Net Gain provision requirement.

Places for Everyone Links

JP-P1 and JP-G8

Relevant Strategic Objectives

SO3, SO7 and SO10

- 12.15. Higher density / tall buildings have a unique opportunity to incorporate green features which could support biodiversity within more urban locations. Where well designed and considered features are factored into the design process from an early-stage features such as green walls, green roofs and elevated areas of green amenity space could also help to improve air quality, help improve street scenes and offer residents / building users access to green space.



- 12.16. Where carefully designed, elevated green spaces could help to maximise the efficient use of land (particularly previously developed land) as open space and biodiversity net gain requirements could be potentially be delivered above ground level.
- 12.17. To help ensure appropriate consideration and implementation of elevated green spaces, the Council will encourage early engagement from developers, on all proposals which have potential to include such provision.

Consultation Question 12-3

Do you support Policy BE3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Adverts and Signs

Policy BE4: Advertisements and Signage

- A. The Council will require all proposals involving advertisements and signage (including digital / electronic and illuminated) to be suitably located, well designed and responsibly managed. To ensure this proposals for advertisements and signage will be supported where they:
- i. Are appropriate, having regard to the character and appearance of the areas, the site and architectural features of the host building (or structure) in terms of siting, location, design, size, scale, number, colour and method of illumination;
 - ii. Would not create an excessive, visually cluttered or overbearing feature of any location;
 - iii. Would not interfere with public highway safety or management (including associated footpaths), cause light pollution or cause any other safety hazard;
 - iv. Would not have a detrimental impact on the amenity of nearby residents and / or occupiers of sensitive uses (for example schools, nurseries and care homes); and
 - v. Would not harm the significance of any listed building, conservation area or other heritage asset in accordance with Policy BE5: Heritage Assets.
- B. Where proposals include digital / electronic and / or illuminated advertisements or signage details must be submitted to the Council setting out the proposed method and level of luminosity and display type and functionality (e.g.. still, moving or changing images etc).
- C. The Council will not support advertisements on shopfronts that are above fascia level or ground floor level, except in exceptional circumstances.

Places for Everyone Links

JP-P1



Relevant Strategic Objectives

SO10

- 12.18. The policy sets clear criteria to enable adverts to be placed in suitable locations without detriment to the character and appearance of the surrounding area. It applies to all advertisements requiring advertisement consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- 12.19. Advertisements and signage should be designed to be complementary to and preserve the character of the host building and local area. The size, location, materials, details and illumination of signs must be carefully considered. The Council will resist advertisements where they contribute to or constitute clutter or an unsightly proliferation of signage in the area.

Consultation Question 12-4

Do you support Policy BE4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Heritage and History

Policy BE5: Heritage Assets

- A. The Council will take a positive approach to the conservation of heritage assets and the wider historic environment, through being supportive of proposals which:
- i. Sustain and where possible, enhance the significance of heritage asset(s) and their setting,
 - ii. Make a positive contribution to local character, distinctiveness and sense of place, and
 - iii. Where appropriate, find new and sustainable uses for heritage assets, or retain them in viable uses consistent with their conservation.
- B. All proposals (including development that involves alteration, demolition or improved energy efficiency) affecting either a designated heritage asset or its setting, or a non-designated heritage asset, will be required to submit the following:
- i. A description of the heritage asset and its setting, proportionate to its significance.
 - ii. A clear identification of the impacts of the impacts of the development proposal on the heritage asset and its setting.
 - iii. A clear justification as to why the impacts could be considered acceptable.
 - iv. Demonstrate how the proposal is consistent with national policy; and
 - v. Demonstrate how the proposal is consistent with and local heritage guidance (including for example Conservation Area management plans).

- 12.20. Trafford's historic environment makes a major contribution to the attractiveness, character and local distinctiveness of the borough. The many heritage assets, both designated and undesignated, include buildings, monuments, archaeology, structures, parks, views, vistas,



landscapes, sites and places of significance that contribute to the high quality of the historic environment.

- 12.21. Heritage assets are an irreplaceable record of the borough, which can contribute to our learning and understanding of the past including its social and economic history and are also a resource for the future. It is therefore essential that we seek to preserve and where appropriate, enhance these special buildings and sites.
- 12.22. In line with National guidance, the Local Plan sets out a positive approach to the management of the historic environment and makes clear to applicants the overarching approach to decision making for development which affects heritage assets.
- 12.23. Historic buildings, including those in conservation areas, can be sensitively adapted to meet the needs of climate change and energy saving while preserving their special interest and ensuring their long-term survival. In assessing applications for retrofitting sustainability measures to historic buildings, the Council will take into consideration the public benefits gained from the improved energy efficiency of these buildings, including reduction of fuel poverty. These considerations will be weighed up against the degree to which proposals will change the appearance of the building, taking into consideration the scale of harm to appearance and the significance of the building.

Consultation Question 12-5

Do you support Policy BE5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Designated Historic Assets

Policy BE6: Designated Heritage Assets

- A. Designated heritage assets and their settings (including Listed Buildings, Scheduled Monuments, Conservation Areas and Registered Parks and Gardens) will be given the highest level of protection to ensure that they are conserved and enhanced in a manner appropriate to their significance and contribution to the historic environment.
- B. Where substantial harm or loss is identified, proposals will only be supported in exceptional circumstances in accordance with national planning guidance.
- C. Where a less than substantial level of harm is identified, the scale of harm will be weighed against the public benefits of the proposal.
- D. Conservation area boundaries are defined on the Policies Map.

- 12.24. Trafford is home to a wide range of designated heritage assets, with the most notable being the Dunham Massey Estate which includes the Grade I listed Hall, Stables and Carriage House buildings. Across the borough there are over 250 listed buildings, 21 designated conservation areas, three registered Parks and Gardens and a single Scheduled Monument.
- 12.25. In accordance with the National Planning Policy Framework any harm or loss of a designated heritage asset or its setting will require clear and convincing justification, which must be provided by the applicant to the Council. Policy BE5: Heritage Assets sets out the range of information the Council will expect to be submitted to assist in taking a balance view of the scale of harm and the significance of the asset, along with any public benefits.

Places for Everyone Links

JP-P2

Relevant Strategic Objectives

SO10



Consultation Question 12-6

Do you support Policy BE6? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Other Historic Assets

Policy BE7: Non-designated Heritage Assets

A. A balanced consideration will be applied to proposals which may impact non-designated heritage assets. Proposals will be supported where the benefits of the scheme are considered to outweigh the scale of any harm or loss, having regard to the significance of the heritage asset.

Places for Everyone Links

JP-P2

Relevant Strategic Objectives

SO10

- 12.26. The Council maintains a local list of non-designated heritage assets of architectural quality and / or historic interest. A particular emphasis of Trafford's Local List is to recognise the character and local distinctiveness of the north of the borough, large parts of which are not statutorily designated. The List includes assets in areas such as Stretford, Sale, Ashton upon Mersey, Old Trafford, Carrington, Partington, Urmston and Flixton. The List is not considered to be definitive, and further additions will be made as and when deemed appropriate.



Consultation Question 12-7

Do you support Policy BE7? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Considerate Construction and Uses

Policy BE8: Noise and Vibration

- A. The Council will require a Noise and Vibration Impact Assessment to assess the impact of noise and vibration generating sources which may affect amenity during the construction and operational phases of development.
- B. The Assessment must demonstrate how the proposal:
 - i. is located in the most appropriate location; and
 - ii. protects and where appropriate, provides appropriate mitigation for both current and future occupiers against existing and proposed sources of noise and vibration, in accordance with the Agent of Change Principle.
- C. Development which has the potential to generate unacceptable levels of noise and / or vibration (taking into account appropriate mitigation) impact(s) on local residential amenity will not be supported.

Places for Everyone Links

JP-P1

Relevant Strategic Objectives

SO7

- 12.27. A key role of the planning system is to ensure that new development does not have an adverse impact on the amenity of existing properties, and that adequate levels of amenity will be enjoyed by future occupiers of the proposed development.



- 12.28. All development (including minor developments and extensions) can cause a disturbance to nearby residents or users of land and buildings resulting in the quality of their amenity being impacted. However, the continuance of established existing businesses should not have unreasonable restrictions placed on them because of the introduction of new and incompatible land uses. Such matters are an important planning consideration in relation to amenity.
- 12.29. The dominant sources of ambient noise in the borough are from road and rail / tram traffic, and construction activity. Other significant sources are the borough's sporting stadiums, building services plant, and operational noise from restaurants, cafes and pubs (including from outdoor areas such as beer gardens and pavement seating), nightclubs, shops and other businesses, and the noise generated by the associated deliveries and servicing.
- 12.30. Noise generating development should, wherever possible, be located away from noise sensitive development (for example housing, schools and care homes). Conversely noise-sensitive development will not be supported in the vicinity of established noise-generating uses unless appropriate measures are taken to ensure that the noise does not adversely affect levels of amenity.
- 12.31. Vibration is typically a discrete issue caused by specific, temporary construction activities, poorly insulated building services equipment, or the movement of underground trains where there are track condition issues.
- 12.32. Issues of noise and vibration will be considered on a site-by-site basis having regard to the proposal, site context and surrounding uses. Owing to the specialist nature of interpreting technical acoustic reports and confirming compliance with noise standards, the advice of the Council's Environmental Protection Team will be sought on all applications where noise and vibration is likely to be an issue.



Consultation Question 12-8

Do you support Policy BE8? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Contamination

Policy BE9: Land Contamination and Remediation

- A. The Council will require a Contaminated Land Assessment for proposals which may contain, or there is reason to suspect - land which may meet the legal definition of contaminated land as a result of previous industrial activity, and or land potentially affected by landfill gas or a change to a more sensitive end use.
- B. The Assessment must demonstrate how:
 - i. the nature and extent of contamination or instability issues and the potential effects this may have on the development and its future users; and
 - ii. the measures needed to allow the development to go ahead safely considering the potential end users, in accordance with the Agent of Change Principle.
- C. Development which would have the potential to result in unacceptable impacts on the groundwater, human health, buildings and / or the wider environment (taking into account appropriate mitigation) will be resisted.

Places for Everyone Links

JP-P1

Relevant Strategic Objectives

SO7

- 12.33. Activities associated with industrial/commercial and agricultural processes can result in adverse ground conditions, which can pose a risk to



development, future site users and the environment. Within Trafford, there are sites affected by contamination as a result of previous land uses. In order to make the most effective use of previously developed land within Trafford, it will be important to ensure that where possible, such land is safely investigated and where necessary remediated to ensure the site is suitable for use for its intended purpose through the development process.

- 12.34. Where contamination is known or suspected, the site will be conditioned for an appropriate investigation through the development process and applicants should ensure that any potential issues are identified and discussed with the Council as early as possible. Development proposals will be expected to seek sustainable solutions to the remediation of contaminated land, where any risks are identified.
- 12.35. To ensure that a sufficient and proportionate level of information is provided, a Contaminated Land Assessment undertaken in accordance with the Land Contamination Risk Management (LCRM) guidance will need to be submitted with all new development proposals where contamination is suspected or known on the site (or adjacent land) and/or where the proposed development for a sensitive end use would be particularly vulnerable to the presence of contamination (for example, residential schemes, care homes, education facilities etc.).
- 12.36. The Local Planning Authority will review the submitted information and assess whether sufficient investigation has been undertaken and whether any proposed remediation is satisfactory.

Consultation Question 12-9

Do you support Policy BE9? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Digital Connectivity

Policy BE10: Digital Connectivity

- A. The Council will support the expansion of digital infrastructure to meet the needs of businesses and communities, particularly where this provides access to the most up-to-date digital infrastructure technology.
- B. All new development will be required to incorporate full fibre connections, including ducting to industry standards for efficient connections to existing networks, unless it can be proven that it is technically unfeasible.
- C. Provision of new digital infrastructure should be phased to ensure it comes forward at the same time or before the completion of new development. It will be expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties.
- D. The Council will also support proposals which improve both access to, and increased performance of broadband in areas of the borough with poor network coverage / service provision (including the rural areas and Partington).

Telecommunication Masts

- E. Proposals for masts or telecommunications development will be required to demonstrate that:
- F. There are no reasonable opportunities for sharing a site, mast or facility with existing telecommunications infrastructure in the immediate area to the proposal.
- G. The siting, height and design of the proposed equipment will not cause harm to the character and appearance of the area in which it is to be located, including the significance and setting of heritage assets.
- H. Any building-mounted installations would be located and designed to minimise their impact on the host building.
- I. No interference would be caused to air traffic services or electrical equipment.



- J. No impact would be caused to highway safety or the movement of pedestrians and cyclists, and
- K. Provision is made for the removal of the structures and reinstatement of the site as soon as reasonably practicable after it is no longer required for telecommunications purposes.

Places for Everyone Links

JP-C1 and JP-C2

Relevant Strategic Objectives

SO4

- 12.37. The Council is committed to securing high quality communication infrastructure that is essential for growing a sustainable economy and for social well-being. Access to high quality digital infrastructure supports productivity and new business opportunities. It also facilitates social inclusion, enables home working, and improves access to a wide range of services that are increasingly provided online.
- 12.38. The Council will work with developers to ensure that the highest quality digital infrastructure is delivered at key development locations (such as the Civic Quarter, New Carrington and Davenport Green). Developers will be encouraged to have early discussions with strategic providers to ensure that the best available infrastructure provision is provided and made accessible on occupation of new development.
- 12.39. The government is committed to extending mobile geographical coverage across the UK and providing uninterrupted mobile signal on all major roads, and to be a global leader in 5G. Part 16 of the General Permitted Development Order (1995)¹ (as amended) allows telecommunications operators to install and replace certain types of telecommunications

¹ This can be found at:

<https://www.legislation.gov.uk/ukxi/2015/596/schedule/2/part/16/made>



equipment, provided certain criteria are met without the need for planning permission.

- 12.40. Some smaller scale masts fall within 'permitted development' but require the 'Prior Approval' of the local planning authority. In these instances, the Council can exercise control over the siting and appearance of telecommunications equipment in the interests of protecting amenity. Appearance of a mast includes its materials, colour and design, and consideration of siting will involve its impact on the ecological value of the site, the wider landscape and its proximity to buildings and housing and the availability of alternative infrastructure in the area. The criteria in the Policy TM13 will be applied in these cases and for those more significant radio and telecommunications infrastructure that do not constitute permitted development. This includes maximising the use of existing infrastructure to avoid the over proliferation of new telecommunications structures.
- 12.41. It is also important that new developments must be 'future-proofed' with appropriate digital infrastructure, that will meet existing and future communication needs. New sites (residential and non-residential) should be provided with in-built broadband infrastructure to enable the delivery of high-speed broadband services. It is essential that the Council works with developers to make sure that the appropriate digital infrastructure is incorporated, including 5G networks (or future technologies as they become available).

Consultation Question 12-10

Do you support Policy BE10? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Monitoring

12.42. Tables 12.1 to 12.7 of Places for Everyone (PfE) set out a monitoring framework covering the full range of topic areas contained within the plan. Key indicators relating to the Built Environment contained within this chapter of the Local Plan include the following:

- Increase percentage of buildings on the “at risk register” with a strategy for their repair and re-use.
- Number of premises with full fibre connectivity.

12.43. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan’s Built Environment policies.

Indicator	Target
Number of tall buildings approved within the following suitable areas (as identified by Policy BE2): i. Altrincham, Sale, Stretford and Urmston Town Centres. ii. Strategic Development Areas within Trafford North (i.e., development areas with a strategic masterplan). iii. Appropriate locations within 800 metres of a (a) railway or (b) Metrolink stop.	Increase
Number of listed buildings and number of buildings within conservation areas lost through new development proposals.	Decrease
Number of planning applications with conditions attached relating to contaminated land.	No target
Number of planning applications approved for telecommunications masts (in total and within each Locality).	No target



Consultation Question 12-11

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Culture, Tourism and Leisure





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13. Culture, Tourism and Leisure

Introduction

- 13.1 Trafford is strongly positioned within Greater Manchester as a desirable borough known for its civic tradition, sport, education and leafy places and communities. Trafford plays a critical role in the city-region's reputation and performance through sport, hospitality, leisure tourism, retail and industry. It has more than one "centre" and therefore has a rich and diverse culture.
- 13.3 Trafford, the birthplace of the NHS, continues to have health and wellbeing as its heart, showcased by its strength and ambition in sports, leisure and activity which provide inspiration and models for arts and culture.
- 13.4 Trafford has a diverse range of cultural assets including theatres, museums, heritage assets, arts centres, dance schools, creative infrastructure and supply chain, cinemas, events and music venues, public art, community hubs, visitor attractions and an active lifestyle offer.
- 13.5 The facilities and spaces that sit on these foundations deserve to be both celebrated and protected, for future generations.

Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 13.6 The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the Places for People chapter.



Trafford's Existing Cultural, Leisure and Tourism Offer

Policy CL1: Protecting and Supporting Existing Cultural, Leisure and Tourism Assets

- A. The Council supports Trafford's role in both local and world-class sports, arts, leisure and culture.
- B. The Council will protect, support, and enhance Trafford's existing cultural, leisure and tourism assets, including through the provision of appropriate ancillary development, particularly in the following locations:
 - i. Trafford's Town Centres
 - ii. Trafford Wharfside; particularly Imperial War Museum North
 - iii. Old Trafford Cricket Ground
 - iv. Manchester United Football Stadium
 - v. Dunham Massey Estate
 - vi. Trafford Centre and surrounding area
 - vii. Trafford's waterways including the Mersey Valley, Manchester Ship Canal and the Bridgewater Canal
 - viii. Trans Pennine Way
 - ix. Sale Waterside Arts Centre
 - x. Parks and gardens including Longford Park
 - xi. Barton Swing Bridge



Policy CL1N: Manchester United Football Stadium and Immediate Surrounds

- A. Improvements to and/or redevelopment of the existing football stadium to increase match day capacity will be supported.
- B. All new development at/of the stadium must:
 - i. Be of the highest quality design and incorporate new public realm and green spaces across and throughout the wider stadium district.
 - ii. Respect and have regard to its immediate surroundings and neighbours.
 - iii. Be fully accessible for everyone.
 - iv. Be wholly sustainable over its lifecycle.
 - v. Connect to and/or make passive provision for future connection(s) to renewable heat and power networks; and
 - vi. Incorporate renewable heat and energy generation measures onsite, alongside heat and energy reduction measures.
- C. Access to and from the stadium by walking cycling must be improved, with permeability significantly enhanced and increased in all directions. In particular, new and improved pedestrian and cycling routes will be required:
 - i. Over the Cheshire Lines Committee (CLC) railway line to the south of the stadium district.
 - ii. Over the Bridgewater Canal to the north; and
 - iii. Along the Bridgewater Canal in the vicinity of the stadium district.
- D. Proposals to reduce the quantity of surface match-day car parking will be supported and encouraged.
- E. Applications for new surface car parking will not be supported.
- F. Provision of fan coach parking will only be acceptable where it is provided in accordance with the Council's Park and Ride facilities, and a permanent plan, agreed with the Council, to move fans to/from the facilities is provided and funded by the club.



- G. The Council will support a mixture of residential, commercial, retail, education, community, leisure and hotel uses around the stadium district to ensure that it is both a destination and a sustainable vibrant local community on match and non-match days.
- H. High-quality, publicly accessible and activated spaces within the area stadium district that complement other planned public realm/spaces and link with key existing and future walking and cycling routes will be required.
- I. All development proposals will be required to support and contribute towards the delivery of:
 - i. New and improved walking and cycling connections across the Manchester Ship Canal to/from Media City.
 - ii. An extension of the Processional Route (Policy CQ9 of the Civic Quarter Area Action Plan) into the stadium district
 - iii. Improved bus services and infrastructure along the A56.
 - iv. Improvements to Metrolink services and infrastructure; and
 - v. A new and/or improved design and delivery of the White City Circle Interchange.
- J. Proposals which would compromise the re-opening or relocation of the Manchester United Football Ground railway station for either match day or general passenger use will not be supported.

Places for Everyone Links

Policy JP-P 3

Relevant Strategic Objectives

SO9

- 13.7 Trafford has a wide variety of cultural and tourism facilities that attract considerable numbers of visitors from within and outside of the Borough. Cultural and tourism facilities include theatres, museums, galleries, tourist facilities, sporting venues, outdoor recreation, places of significance for heritage and leisure destinations. Facilities for creative, artistic, dance,



theatrical or music activity are also included as cultural and tourism facilities.

- 13.8 The cultural and tourist offer helps define Trafford's distinctive identity and attracts people to visit the area. It also has a role in improving health and wellbeing; boosting the local economy, contributing towards regeneration of local areas and providing educational benefits related to the arts and heritage.
- 13.9 The diversity of cultural and tourism facilities within Trafford is showcased by places such as the Dunham Massey Estate, the Imperial War Museum North, Old Trafford Cricket Ground, Manchester United Football Stadium, Trafford's waterways and parks.
- 13.10 The Civic Quarter and Wharfside areas are the most visited place in the borough with circa 2.5 million visitors per year to Manchester United Football Club and 500,000 to the cricket ground. These places attract large numbers of visitors from both within and outside of the borough. This policy recognises the importance of these places and will support developments which will reinforce the provision of cultural and tourism facilities in key locations.

Manchester United Football Stadium and Immediate Surrounds

- 13.11 Trafford is proud of its long association with Manchester United Football Club. It is a major employer in the Borough and important for Trafford's economic success.
- 13.12 Changes in the ownership of the club in 2023 and more recent announcements and proposals to create a new 100,000-seater stadium adjacent to the home of the club along with other developments in the immediate vicinity have significant implications for the area.
- 13.13 The creation of a new globally recognised and world-class stadium brings with it both immense opportunity and significant challenges. It is therefore critical to ensure that not only does the stadium work and attract visitors, businesses and investment, but that the immediate and wider areas in the



vicinity also benefit. Equally if not more importantly is the need to ensure that those areas and communities are not inadvertently detrimentally affected by the new stadium – either on match or non-match days.

- 13.14 Improving access and permeability to/from the stadium and throughout the stadium district, connecting it to nearby locations and transport hubs and providing new green and public spaces is key to achieving this.
- 13.15 Similarly, a range of new uses around the stadium will encourage a wider audience on non-match days, helping to ensure a viable and vibrant location throughout the year, creating an attractive environment for residents and non-residents to visit.
- 13.16 To achieve this, the Council will continue to work with the Football Club to ensure the provision of a new world-class stadium and stadium district are supported, and that nearby areas and communities capitalise on the opportunities, whilst respecting the operational needs of the Football Club.

Consultation Question 13-1

Do you support Policy CL1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



New Culture, Leisure and Tourism Attractions

Policy CL2: New Culture, Leisure and Tourism Developments

- A. Outside of the locations identified under policy CL1, the Council will support enhancements to, and the expansion of, the culture, leisure and tourism offer of an appropriate scale and nature to the location.
- B. The temporary use of vacant buildings for cultural uses will be supported; where appropriate.
- C. As set out in national planning policy, a sequential test will be applied to planning applications for main town centre uses, including new leisure and visitor attractions, which are not in an existing centre.
- D. Planning obligations will be sought, where appropriate, to link new cultural and tourism development to the provision of public art, public realm, improvements to highway and sustainable transport infrastructure and improvements to the quality of existing cultural and tourist facilities.

Policy CL2N: Trafford Centre Rectangle

- A. Proposals for new cultural, leisure and/or tourism development within the Trafford Centre Rectangle, as defined on the policies map, must:



- i. Be designed to a high quality which reflects the location's status as a visitor destination of Regional significance.
 - ii. Support and where possible facilitate future improvements to the public transport network, including Metrolink.
 - iii. Improve and/or facilitate improvements to the digital infrastructure network wherever possible to enable all businesses to have access to high-speed fibre-optic connectivity.
 - iv. Where appropriate, create and/or enable the creation of active frontages onto the Manchester Ship Canal and the Bridgewater Canal, by preserving and enhancing the existing canal side walkways and improving their accessibility.
 - v. Be accompanied by an assessment of air quality and pollution in the area and how this will be impacted and/or mitigated by any scheme.
 - vi. Be delivered, where possible, in a coordinated manner with other developments to ensure cohesive development, taking advantage of potential heat and energy network opportunities where possible.
- B. Proposals for community facilities (use classes E(d-f) and F) will be supported.
- C. Major leisure development, would be welcomed in this location when it satisfies the tests for main town centre uses as set by national guidance.
- D. Development within the Trafford Waters area of the Trafford Centre Rectangle will be required to make substantial improvements to:
- i. the public transport network
 - ii. significant new and enhances local and strategic road infrastructure as part of the Western Gateway Infrastructure Scheme

Places for Everyone Links

Policy JP-P3; and JP-P4.



Relevant Strategic Objectives

SO9

- 13.17 The Trafford Centre and surrounding area is bounded by the Manchester Ship Canal; the M60 Motorway; Parkway and the Bridgewater Canal, forming the western part of Trafford Park including a Regional Shopping Centre and other major visitor attractions. The Trafford Centre area also includes the Trafford Waters development site which offers significant potential for large scale residential development both within and beyond the Plan period.
- 13.18 The area surrounding the Trafford Centre includes an Asda Superstore, Costco, B&Q Warehouse, Barton Square (including Lego Land and the Sea Life Centre) alongside other uses including leisure, commercial, hotels and industry and warehousing uses. It is considered that there are a number of opportunities for the redevelopment of existing sites within this area. Over recent years there have been a number of applications for smaller scale developments that have not assisted in a comprehensive redevelopment of the area. Focussing on major development in this location will help to reduce piecemeal development.
- 13.19 National planning policy sets the definition of major development for non-residential uses. This will be referred to when assessing the suitability of proposed development in the area. What constitutes a proposal for leisure development is defined in national guidance but the application of this definition will be at the discretion of the Local Planning Authority.

Consultation Question 13-2

Do you support Policy CL2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Monitoring

- 13.20 The following indicators have been identified to monitor the delivery of the Local Plan Culture, Tourism and Leisure policies.

Indicator	Target
Number of planning applications approved / completed on existing cultural, leisure and tourism.	Decrease.
Number of planning applications approved / completed for new cultural, leisure and tourism developments	Increase.

Consultation Question 13-3

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Infrastructure and Planning Obligations

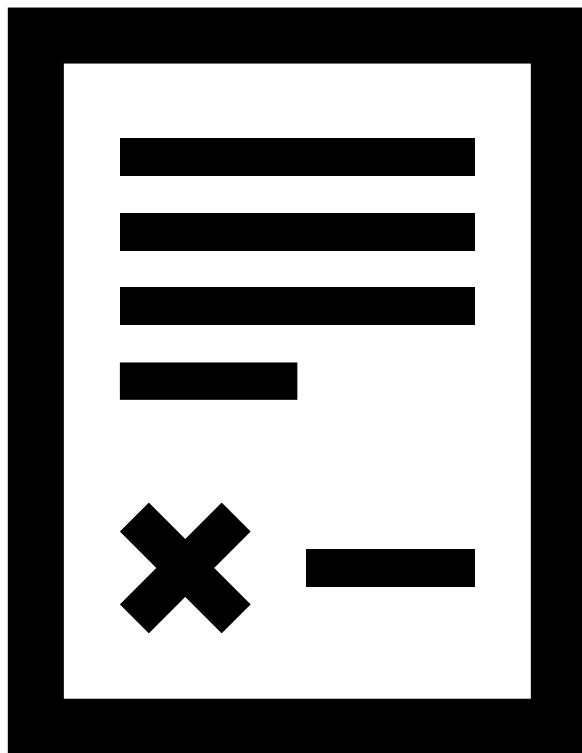




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14. Infrastructure and Planning Obligations

Introduction

Infrastructure Planning

- 14.1. Infrastructure planning is the process for ensuring the physical needs of an area can be delivered to keep pace with its population's requirements. It is critical to the delivery of vision of the Local Plan.
- 14.2. At the heart of national planning policy, is a presumption in favour of sustainable development. To ensure sustainable development, it is critical that the necessary infrastructure is provided to support the level of growth identified in the Local Plan.
- 14.3. To support the Local Plan the Council will prepare an Infrastructure Delivery Plan (IDP) which will be regularly monitored and reviewed. The IDP will sit alongside the Local Plan providing an infrastructure assessment for the borough, which will be developed through working in partnership with physical, social and green infrastructure providers to establish what infrastructure provision there is in the borough and identifying any gaps or capacity issues within this existing provision.
- 14.4. The IDP and the IDP Schedule will set out the infrastructure that is required for the successful implementation of the Local Plan, although infrastructure requirements from development will not be limited to these.
- 14.5. Where known, the schedule will detail the timescales for delivery, funding mechanisms, and follow best practice.

Corporate Plan Priorities





Policy Exclusions from the Local Plan

- 14.6. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the PfE Delivering the Plan chapter.



Infrastructure Delivery and Planning Obligations

Policy IP1: Infrastructure Delivery and Planning

Obligations

- A. The Council will ensure that sufficient supporting infrastructure, is delivered to support the levels and types of growth identified in the Local Plan. The Council will require that there is adequate infrastructure to serve developments, using planning contributions, working with infrastructure providers and stakeholders to identify requirements.
- B. Where development generates a need either because of its individual or cumulative impact, planning obligations and contributions will be sought to secure the necessary infrastructure required to make the development acceptable.
- C. In determining what planning obligations would make development acceptable in planning terms, account will be taken of the proposed development, individual characteristics of the site, the infrastructure needs of the site and the surrounding area.
- D. Proposals that form part of wider (or potentially wider) sites will be assessed in terms of the capacity of the site as a whole.
- E. All obligations for provision must be fulfilled on-site in the first instance. Where justified to the satisfaction of the Council, off-site provision will be acceptable in limited circumstances. Only in exceptional circumstances where it can be robustly demonstrated that on-site provision is not feasible or appropriate, will a financial contribution be allowed.
- F. Any financial contribution in-lieu of on-site provision must be of sufficient value to enable the Council to provide the requirement as a bespoke and standalone project, covering all the costs of doing so, including (but not limited to):
 - i. Land acquisition and/or assembly
 - ii. Material, build and labour costs
 - iii. Any necessary design, planning and legal costs; and



iv. Procurement costs

G. A publicly available open book financial viability appraisal will be required where relevant.

Policy IP1N: Trafford North Infrastructure Contributions

A. Developments within Trafford North will be required to make financial contributions towards the provision of infrastructure in accordance with the following rates:

- i. Residential (Class C3 and C4): £150 per sqm
- ii. All other development: £70 per sqm

Places for Everyone Links

Policy JP-D1 and JP-D2

Relevant Strategic Objectives

All

Planning Obligations

- 14.7. The use of Community Infrastructure Levy (CIL) and planning obligations / contributions (s106) is a principal way of the Council gaining the necessary resources to administer and assist the delivery of vital infrastructure.
- 14.8. Planning obligations are intended to make acceptable development which would otherwise be unacceptable in planning terms. They might be used to prescribe the nature of a development; to secure a contribution from a developer to compensate for loss or damage created by a development; or to mitigate a development's impact.
- 14.9. Planning obligations should only be used where it is not possible to address unacceptable impacts through planning conditions. They must comply with the Community Infrastructure Levy Regulations 2010 (as amended) and the NPPF.



- 14.10. Planning obligation requirements are set out in relevant policies throughout the Local Plan and the Council's adopted Planning Obligations Supplementary Planning Document (2014), explains in more detail the planning obligations that will be sought from development.
- 14.11. Subject to the S106 tests, planning obligations may include (but are not limited to):
- Affordable housing;
 - Highways infrastructure;
 - Sustainable transport and active travel schemes;
 - Measures to reduce the impact of climate change;
 - Measures that contribute to biodiversity net gain;
 - Specific green infrastructure, such as tree planting;
 - Flood resilience and avoidance measures;
 - Spatial green infrastructure, such as parks play areas and outdoor sports facilities;
 - Indoor sports facilities, including swimming pools and gyms;
 - Education facilities;
 - Health facilities;
 - Community facilities;
 - The historic environment;
 - Utilities and Digital Infrastructure;
 - Allotments and cemeteries; and
 - Public art.

Trafford North Infrastructure Contributions

- 14.12. A very significant amount of development is planned and expected to come forward in Trafford North over the next 15 years, placing very



significant strain on existing infrastructure and requiring the provision of new infrastructure.

- 14.13. A large amount of development in this locality is anticipated to be comprised of high-density and higher rise flatted development, which is currently excluded from the Community Infrastructure Levy (CIL).
- 14.14. Plans to develop a new world-class multi-purpose football stadium and event space, alongside other existing sporting, visitor, leisure and tourism attractions and venues will place even further pressure on the areas' infrastructure.
- 14.15. Taking into account the per square metre (sqm) charges set out in the Civic Quarter Area Action Plan under Policy CQ11, with a base date of January 2021, the per sqm charges set out in Policy IP1N are considered to be reasonable and justified at this time.
- 14.16. Contributions secured from residential development will be pooled to:
- Improve and/ or provide new transport infrastructure
 - Provide additional primary and secondary school places or facilities and/or support other education needs
 - Provide new and/or improved public realm and/or green infrastructure and spaces (including maintenance)
 - Provide additional health facilities
 - Improve and expand existing and/or provide new utility infrastructure
- 14.17. Financial contributions from residential development will also be in addition to any affordable housing requirements.
- 14.18. Contributions secured from all other development will be pooled to:
- Improve and/ or provide new transport infrastructure
 - Provide new and/or improved public realm and/or green infrastructure and spaces (including maintenance)



- Improve and expand existing and/or provide new utility infrastructure

Community Infrastructure Levy (CIL)

- 14.19. The Council's CIL Charging Schedule came into effect on 07 July 2014. CIL is a mandatory charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. CIL runs alongside s106 agreements which will continue to operate. Communities will be consulted on how to spend the neighbourhood portion of the levy revenues arising from the development that takes place in their area to ensure that the use of the neighbourhood portion matches the priorities expressed by the local community. The neighbourhood portion amounts to 15 per cent of the CIL receipts arising from development that takes place in that area or 25 per cent in areas with a made neighbourhood plan.
- 14.20. CIL is monitored regularly and CIL funds, priorities and spending are reported through the Council's annual Infrastructure Funding Statement (IFS).

Using Planning Obligations and CIL

- 14.21. Legal agreements including s106 contributions, and CIL will be used to help deliver the Local Plan. New development should be supported by on-site delivery of supporting infrastructure. This will include physical infrastructure such as the transport network, and social and community uses that help support good growth. The Council will combine developer contributions, secured through the Community Infrastructure Levy and s106 planning obligations / contributions, with Council resources and other public funding streams such as grants as necessary and appropriate, to maximise delivery of the objectives set out in the Local Plan.

Viability

- 14.22. National policy makes clear that development which complies with up-to-date policies is assumed to be viable.
- 14.23. Where the development is unable to deliver all the policy requirements for reasons of viability or where enabling development is necessary to bring



development forward, a viability assessment will be required to accompany the planning application. The applicant will fund the independent assessment of the viability assessment, and/or other technical studies requiring independent assessment, prior to the application being determined.

- 14.24. As required by national policy, all viability assessments, should reflect the approach in national planning practice guidance and should be made public.

Consultation Question 14-1

Do you support Policy IP1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Managing and Monitoring Arrangements

Policy IP2: Managing and Monitoring Planning

Obligations

- A. All planning obligations for minor development will be required to pay a non-refundable fee of £500 per obligation trigger, capped at £2,500.
- B. All planning obligations for major development will be required to pay a non-refundable fee of 5% of the total financial value of the planning obligation.
- C. All monitoring fees are required to be paid at completion of the relevant legal deed.

Places for Everyone Links

Policy JP-D1 and Policy JP-D2

Relevant Strategic Objectives

All



- 14.25. Money and infrastructure secured through planning obligations and CIL are of interest to the public and is essential for transparency and accountability that their agreement, collection, provision and fulfilment is accurately monitored and reported on.
- 14.26. To undertake this essential function, it is necessary for the Council to ensure that resources are available to support the effective monitoring and reporting of planning obligations.
- 14.27. National Planning Practice Guidance advises that authorities can charge a monitoring fee through planning obligations to cover the cost of monitoring and reporting on the delivery of planning obligations. Any such fees must be proportionate and reasonable.
- 14.28. The Council undertakes a number of monitoring activities in relation to planning obligations including (but not limited to):
- data entry and maintenance of planning obligations database
 - monitoring of trigger points for obligation actions and for receiving payments
 - developer liaison and confirmation of compliance of obligations
 - site visits, as required
 - monitoring financial obligation time limits and spend
 - calculation of indexation and interest applied to planning obligations
 - the issuing of s106 Demand Notices (invoicing)
 - processing of s106 payments
 - chasing unpaid invoices
 - arranging bank transfer of financial obligations
 - contacting infrastructure providers and organising drawdowns
 - ensuring timely delivery of infrastructure projects funded through s106
 - gathering and recording of spend data evidence



- reviewing projects to comply with legal obligations
- reconciliation of data as appropriate; and
- regular reporting and production of the s106 Report, Infrastructure List and Infrastructure Funding Statement

Calculation and Payment of the Fee

- 14.29. The monitoring fees are based on an estimated number of planning obligations managed by the council annually, the percentage of officer time spent on the above activities per obligation and trigger, and the annual cost of software licences per obligation and trigger.
- 14.30. Planning obligations will require some degree of the above activities even if they are triggered prior to commencement, therefore the approach ensures that the monitoring fees are fair and reasonable.
- 14.31. As such, the monitoring fee is to be paid at completion of the legal deed, to enable the council to cover the costs of monitoring the commencement of development and/or other pre commencement triggers.

Minor Development Fees

- 14.32. Minor developments with planning obligations often have fewer triggers requiring monitoring, resulting in the cost to the Council of monitoring and reporting on them being less.
- 14.33. Each trigger, nonetheless, needs to be monitored and the fee therefore is based upon the occurrence of triggers for compliance of a planning obligation rather than each obligation individually.
- 14.34. A cap of £2,500 has been included to ensure that the monitoring fees are not excessive, although it is anticipated that the large majority of relevant obligations will fall below this threshold.

Major Development Fees

- 14.35. Conversely, planning obligations for major development are more likely to have several triggers across one or more areas e.g. affordable housing provision and a financial contribution towards open/ green space. In many cases agreements also requiring monitoring over several years.



- 14.36. Major development, include anything over 10 homes or 1,000 square metres of development, and as such captures a wide range of types and sizes of development.
- 14.37. A blanket monitoring fee is therefore considered to be neither proportionate nor reasonable.
- 14.38. In a similar fashion to CIL, where 5% of the levy is retained for the administration costs of the charge, it is considered that a 5% charge is reasonable and allows for the scale of development and contribution to be proportionately recognised.

Consultation Question 14-2

Do you support Policy IP2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Consultation Question 14-3

Do you agree that the Council should require a fee to monitor and report on all planning obligations?

Consultation Question 14-4

Do you agree or have any observations or suggestions on the proposed planning obligation monitoring fees for either minor and/or major developments?

Monitoring

- 14.39. Table 12.7 of Places for Everyone (PfE) sets out a monitoring framework for the infrastructure and planning obligations related policies within that plan. Key indicators include the following:
- Developer contributions for the delivery of affordable housing



14.40. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Infrastructure and Planning Obligations policies.

Indicator	Target
What percentage of planning obligations and contributions were delivered onsite, broken down by Locality.	90% min

Consultation Question 14-5

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?

Appendices

APPENDIX 1

Policy TC1: Hierarchy of Centres

Town Centres

- Altrincham Town Centre (Main Town Centre)
- Sale Town Centre
- Stretford Town Centre
- Urmston Town Centre

District Centres

- Hale District Centre
- Sale Moor District Centre
- Timperley District Centre

Local Centres

- Ayres Road, Old Trafford
- Gorse Hill, Old Trafford
- Barton Road, Stretford
- Moss Road/Davyhulme Road East junction, Urmston
- Trafford Bar, Old Trafford
- Davyhulme Circle, Urmston
- Flixton Road, Urmston
- Woodsend Circle, Urmston
- Partington Village Centre
- Church Road/Chassen Road Junction, Urmston
- Marsland Road, Sale
- Ashton on Mersey, Sale
- Washway Road/Langdale Road, Sale
- Manchester Road/Park Road, Altrincham
- Hale Barns Village Centre

Neighbourhood Centres

- The Quadrant, Great Stone Road, Old Trafford
- Brooks Bar, Old Trafford
- Davyhulme Road East, Stretford
- Upper Chorlton Road, Old Trafford
- Stretford Road, Stretford
- The Circle, Barton Road, Stretford
- Bowfell Road/Princess Road, Urmston
- Broadway, Urmston
- Canterbury Road, Urmston

- Moorside Road, Urmston
- Woodsend Road, Urmston
- Wellacre, Woodsend Road/Irlam Road, Urmston
- Plymouth Road, Sale
- Coppice Avenue, Sale
- Eastway, Sale
- Brooklands, Sale
- North Parade, Sale
- Norris Road, Sale
- Northenden Road, Sale
- Woodhouse Lane East, Altrincham
- Park Road/Hawthorn Avenue, Altrincham
- Heyes Lane, Altrincham
- Brook Lane, Altrincham
- Briarfield Road, Altrincham
- Hale Road, Altrincham
- Park Road, Hale, Altrincham
- Riddings Road, Altrincham
- Moss Lane, Timperley, Altrincham
- Park Road/Bollin Drive, Altrincham
- Shaftesbury Avenue, Altrincham
- Wood Lane, Timperley
- Moss Lane/Stamford Park Road junction, Altrincham
- Vicarage Lane, Altrincham
- Seamons Road, Altrincham
- Chester Road/Sir Matt Busby Way, Old Trafford
- Talbot Road, Old Trafford
- Trafford Park Village
- Wood Lane, Partington
- Oak Road, Partington
- Warwick Road South, Old Trafford
- Draybank Road, Altrincham
- Church Road/Station Road, Urmston
- Derbyshire Lane West, Stretford
- Grove Lane, Altrincham

APPENDIX 2

Urban Greening Factor Scores

No.	UGF Surface Cover Type	Factor	General Description
	Vegetation and Tree Planting		Vegetation and Tree Planting
1	Semi-natural vegetation and wetlands retained on site (including existing / mature trees)	1.0	Protection and enhancement of existing vegetation within the development site including mature trees and habitats.
2	Semi-natural vegetation established on site		New areas of vegetation and species-rich habitats within the development site that are connected to sub-soils at ground level.
3	Standard / semi-mature trees (planted in connected tree pits)	0.9	Tree planting established within engineered and interconnected systems with structural soils to maintain tree health at maturity.
4	Native hedgerow planting (using mixed native species)	0.8	Dense linear planting of mixed native hedgerow species, at least 800mm wide and planted two or more plants wide.
5	Standard / semi-mature trees (planted in individual tree pits)	0.7	Tree planting established within separate designed tree pits with structural soils to maintain tree health at maturity.
6	Food growing, orchards and allotments	0.7	Areas and facilities provided for local allotment and community based food growing including formal orchards with fruit trees.
7	Flower rich perennial and herbaceous planting	0.7	New areas of mixed native and ornamental herbaceous and perennial plant species to support seasonal cycles of pollinating insects.
8	Mixed hedge planting (including linear planting of mature shrubs)	0.6	Dense linear planting of native or ornamental shrub and hedgerow species, closely spaced with one or more plants wide.
9	Amenity shrub and ground cover planting	0.5	Areas of formal and informal nonnative shrub and ground cover planting connected to sub-soils at ground level or in planters.
10	Amenity grasslands including formal lawns	0.4	Areas of short-mown grass and lawn used for active sports or informal recreation that is regularly cut and generally species-poor.
	Green Roofs and Walls		Green Roofs and Walls
11	Intensive green roof (meets Green Roof Organisation / GRO Code)	0.8	High maintenance accessible green roof with planting and a depth of growing substrate with a minimum settled depth of 150mm.
12	Extensive biodiverse green roof (meets the GRO Code, may include Biosolar)	0.7	Green roof with species-rich planting, with limited access, may include photovoltaics, the depth of growing substrate is 100 - 150mm.

13	Extensive green roof (meets GRO Code)	0.5	Low maintenance green roof, limited species mix in planting and with no access, the depth of growing substrate is 80 - 150mm.
14	Extensive sedum only green roof (does not meet the GRO Code)	0.3	Low maintenance sedum green roof, no access, combined depth of growing substrate, including sedum blanket, is less than 80mm.
15	Green facades and modular living walls (rooted in soil or with irrigation)	0.5	Vegetated walls with climbing plants rooted in soil supported by cables or modular planted systems with growing substrate and irrigation.
	SuDS and Water Features		SuDS and Water Features
16	Wetlands and semi-natural open water	1.0	Areas of semi-natural wetland habitat with open water for at least six months per year contributing to surface water management.
17	Rain gardens and vegetated attenuation basins	0.7	Bio-retention drainage features including vegetated rain gardens and attenuation basins that also provide biodiversity benefit.
18	Open swales and unplanted detention basins	0.5	Sustainable drainage systems to convey and temporarily hold surface water in detention basins with minimal vegetation cover.
19	Water features (unplanted and chlorinated)	0.2	Ornamental and generally chemically treated water features providing amenity value but with minimal biodiversity and habitat benefit.
	Paved Surfaces		Paved Surfaces
20	Open aggregate and granular paving	0.2	Porous paving using gravels, sands and small stones as well as recycled materials that allow water to infiltrate across the entire surface.
21	Partially sealed and semipermeable pa	0.1	Semi-permeable paving using precast units and filtration strips that allow water to drain through defined joints and voids in the surface.
22	Sealed paving (including concrete and asphalt)	0.0	Impervious paving constructed of concrete, asphalt or sealed paving units that do not allow water to percolate through the surface.