



Local Infrastructure Plan

September 2010

If you need help to understand this information, please ask someone to phone 0161 912-2000 to let us know how we can best provide this information.

إذا كنت في حاجة الى مساعدة لفهم هذه المعلومة الرجاء طلب من شخص الاتصال برقم الهاتف: 0161 912-2000 لاخبارنا عن كيفية تقديم هذه المعلومة بأحسن طريقة.

ARABIC

如果您需要帮助才能看懂这份资料，可以请人致电：

0161 912-2000，告诉我们如何最好地给您提供这些信息。

CHINESE

Si vous avez besoin d'aide pour comprendre ces informations, veuillez demander à quelqu'un de téléphoner au 0161 912-2000 pour nous informer de la meilleure façon pour fournir ces informations.

FRENCH

જો આપને આ માહિતીની સમજણ માટે મદદની જરૂર હોય તો કૃપા કરી કોઈને કહો કે, આ માહિતી અમે કેટલી સારી રીતે પૂરી પાડી શકીએ તે બાબતે અમને જણાવવા માટે, 0161 912-2000 નંબર પર ફોન કરો.

GUJARATI

Jesli potrzebujesz pomocy aby zrozumiec ta informacje, popros kogos, aby zadzwonil pod numer 0161 912-2000 aby nas poinformowal, w jaki sposób najlepiej mozemy ci ja przekazac.

POLISH

ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਸਮਝਣ ਲਈ ਸਹਾਇਤਾ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਸਾਨੂੰ 0161 912-2000 ਨੰਬਰ ਤੇ ਟੈਲੀਫੋਨ ਕਰਕੇ ਇਹ ਦੱਸਣ ਲਈ ਕਹੋ ਕਿ ਅਸੀਂ ਇਹ ਜਾਣਕਾਰੀ ਸਭ ਤੋਂ ਅੱਛੇ ਢੰਗ ਨਾਲ ਕਿਸ ਤਰ੍ਹਾਂ ਦੇ ਸਕਦੇ ਹਾਂ।

PUNJABI

Haddii aad dooneeyso in lagaa taageero garashada macluumaadkaani, fadlan qof uun ka codso inuu waco telefoonka 0161 912-2000 oo noo sheego sida ugu fiican oo aanu macluumaadkaani kuugu soo gudbin karno.

SOMALI

اگر آپ کو یہ معلومات سمجھنے میں مدد کی ضرورت ہے تو براہ مہربانی کسی سے کہیے کہ وہ ہمیں 0161 912-2000 پر ٹیلیفون کرے تاکہ ہمیں معلوم ہو سکے کہ آپ کو یہ معلومات فراہم کرنے کا بہترین طریقہ کیا ہے۔

URDU

This document can also be made available in alternative formats, including large print and Braille. For further details please contact the LDF Help-line on 0161 912 4475

CONTENTS

1. INTRODUCTION	1
2. SCOPE OF THE LOCAL INFRASTRUCTURE PLAN	2
3. BACKGROUND	2
4. DELIVERY MECHANISMS/AGENCIES	3
5. INFRASTRUCTURE REQUIREMENTS	4
INFRASTRUCTURE SCHEDULE	7
6. FUNDING	14
7. MONITORING AND REVIEW	15
8. CONCLUSIONS	15
APPENDIX A	17

Blank Page

1. INTRODUCTION

- 1.1 Sustainable development is a key principle of the planning system. The Local Development Framework (LDF) is crucial in helping to create sustainable communities. Through its integration with the Sustainable Community Strategy (SCS) it sets out the vision, strategic and place objectives for achieving an improved quality of life for the local community and seeks to ensure environmental, economic and social well-being.
- 1.2 A key component of the LDF is the Core Strategy, which includes the identification of an appropriate delivery strategy and associated core policies to guide development. The strategy and policies however, will only be effective if they can be successfully implemented.
- 1.3 The importance of delivery is highlighted in Planning Policy Statement 12 (June 2008) which states: -

“The delivery strategy is central. It needs to show how the objectives will be delivered, whether through actions taken by the council as planning authority, such as determining planning applications, or through actions taken by other parts of the Council, or other bodies. Particular attention should be given to the co-ordination of these different actions so that they pull together towards achieving the objectives and delivering the vision. The strategy needs to set out as far as practicable when, where and by whom actions will take place. It needs to demonstrate that the agencies/partners necessary for its delivery have been involved in its preparation, and the resources required have been given due consideration and have a realistic prospect of being provided in the life of the strategy. If this is not the case, the strategy will be undeliverable.”
- 1.4 Successful implementation of the Trafford Core Strategy depends therefore not only on the action of Trafford Council but upon the co-ordinated and sustained action from a wide range of other organisations. This requires a shared vision and shared objectives. It involves ensuring related strategies are consistent with the Plan and that there is co-ordinated action to effectively deliver essential physical, social, environmental and economic infrastructure on time. Such delivery requires appropriate mechanisms in place that have the support and confidence of the relevant agencies and organisations involved.
- 1.5 Potential implementation mechanisms, delivery agents, timescales and funding, where appropriate are set out for each of the core policies in the Core Strategy. Similar implementation schedules have been produced for each of the strategic locations identified in the delivery strategy.
- 1.6 Delivery of the development proposals set out in the Core Strategy has been phased to reflect the likely availability of funding and programme of works anticipated at this time. Equally the availability of infrastructure to support development has influenced the Plan. The delivery agencies identified range across the spectrum of national and locally based organisations in both the public and private sectors. The intention is for the LDF to provide the guidance necessary to ensure appropriate co-ordination and joint working occurs to secure successful delivery of its proposals.
- 1.7 Successful delivery requires the provision of an appropriate range and level of supporting infrastructure. Recognition of this is evident through the Community

Infrastructure Levy (CIL) Regulations (April 2010), and given by the Planning Advisory Service, which states in its advice note ‘Implementing your local development framework – the integration of infrastructure and development in plan making’:

“Making effective Local Development Frameworks demands the integration of infrastructure and development within plan-making. Good planning recognises that places are a mix of activities and systems and supports the provision of appropriate infrastructure. To make places work, there must be a means by which a plan is implemented otherwise that plan will remain a dream.”

- 1.8 This Local Infrastructure Plan (LIP) therefore provides: -
- An overview of the action required to deliver the LDF;
 - Who is responsible for delivery; and
 - A broad indication of phasing, costs and funding mechanisms.

2. SCOPE OF THE LOCAL INFRASTRUCTURE PLAN

- 2.1 The scope of the LIP, building on the implementation mechanisms/schedules set out in the Core Strategy, is to establish what needs to be done and when, who needs to do it and what the priorities for action are. Where appropriate, costs are identified together with the source of funding. These costs are based on the best available information at the time of publication, and may be subject to change during the Plan period, depending on the exact timeframes in which individual elements are delivered. Mechanisms for measuring the success or otherwise of delivery have been established together with appropriate realignment procedures.
- 2.2 The LIP has considered a number of interrelated matters:
- Identification of the delivery mechanisms required;
 - Identification of the key delivery agencies/organisations;
 - The co-ordination mechanisms required;
 - The infrastructure required;
 - Identification of the funding sources to facilitate the above; and,
 - Establishment of an effective monitoring and review process.
- 2.3 The LIP is comprehensive and proactive, but realistic. It has been integrated and co-ordinated with a wide range of national and local plans and programmes that impact on spatial planning. It is an evolving document that will be regularly updated. Such updates will be influenced, in part, by the conclusions from monitoring.
- 2.4 This LIP will also demonstrate to a Planning Inspector that the proposed vision, strategic objectives and delivery strategy set out in the Core Strategy are realistic and deliverable, which is one of the key tests of ‘Soundness’ set out in PPS12.

3. BACKGROUND

- 3.1 Successful delivery of the LDF will assist in the delivery of priorities for the Greater Manchester (GM) sub-region. It is important therefore that it is clear what needs to be done at all levels to ensure that the Core Strategy’s vision, strategic and place objectives, delivery strategy and core policies are implemented in a sustained and sustainable way.
- 3.2 There is a strong link with, and an appreciation of the range, level and programme of strategic infrastructure provision identified, which is of relevance to the delivery of

spatial planning policies in Trafford. The LIP does not duplicate these but identifies the local infrastructure requirements that will complement these wider proposals and that are necessary to the delivery of the LDF.

- 3.3 Trafford Council will need to keep national and local investment plans and implementation programmes and priorities under review, to make sure that they are appropriate to meet the Borough's needs. Representation to these plans and programmes may be needed to ensure that any additional requirements or adjustments are recognised and addressed by the relevant body.
- 3.4 Successful implementation requires a response to a number of challenges. These relate to 'investment' in the widest sense and covers such things as: -
- The need for a strong commitment to delivery across a wide range of organisations;
 - The need for greater integration and co-ordination of the investment decisions of such organisations;
 - The need to enhance the capacity of such delivery agencies to support implementation;
 - A recognition that behavioural change is a key component of successful delivery, particularly in the case of a more sustainable use of natural resources and the environmental impact of the activities on the local community;
 - The need for a review of current regulatory frameworks to see if changes are needed, particularly to current funding regimes, to bring forward investment in a timely way, e.g. in relation to the plans and programmes of bodies responsible for the provision of key utilities;
 - The need for improved management of existing physical infrastructure assets and the way new assets are delivered; and,
 - The need for investment in additional infrastructure to meet not only the challenges of growth but to address recognised existing deficits.
- 3.5 The challenges of developing and maintaining an integrated and co-ordinated approach will be embraced and dealt with at the Greater Manchester and individual local authority level.
- 3.6 The Association of Greater Manchester Authorities (AGMA) is responsible for co-ordinating and prioritising work at the sub-regional level. While a lot has already been achieved on the transport front via the Greater Manchester Joint Transport Team (GMJTT), AGMA is in the process of establishing an Infrastructure Group to extend co-operation to other areas of provision.
- 3.7 At the local level in Trafford, much has been achieved to improve work in this area to assist the delivery of development in future years. Evidence of this work exists within this document, the Core Strategy, and the accompanying Infrastructure Capacity Assessment also produced in support of the LDF. This has required engagement with the Local Strategic Partnership (LSP) and other key partners and agencies as part of the LDF consultation process.

4. DELIVERY MECHANISMS/AGENCIES

- 4.1 There has already been considerable engagement with relevant agencies, infrastructure providers, landowners and developers in the background work that has informed the development of this LIP. To ensure continued successful engagement of key agencies and partners a range of mechanisms will need to be maintained and/or

developed. At the sub-regional level engagement will be through existing liaison arrangements whether individual, such as dialogue with GONW, or collectively through dialogue within AGMA. At the local level this is likely to be through an evolving dialogue with the LSP, and the established infrastructure liaison groups (Appendix A).

- 4.2 In specific, project delivery teams will be established for each of the strategic locations, to drive forward the infrastructure agenda and increase confidence in delivery. The teams will include representatives from all the key agencies and partners, emphasising their commitment to sustainable development and the delivery of supporting infrastructure.
- 4.3 Further to all of the above the Council, as local planning authority, will have a continuing role in the delivery of new infrastructure to support development through the planning application decision making process (particularly when seeking developer contributions). It will also have a role as a service provider to the local community, through its service delivery plans (directly by way of investment in new provision and indirectly by way of the promoting and encouraging local people and key agencies and partners to adapt and change to a more sustainable way of living).
- 4.4 In addition, and building on all the above, the Council's Housing Growth Manager is currently exploring options for a delivery strategy to assist in bringing forward key infrastructure and sites for development in support of Housing Growth in the Borough.

5. INFRASTRUCTURE REQUIREMENTS

- 5.1 'Infrastructure' means the facilities and services that help local people to live their everyday lives. It can range from strategic provision, such as a new road or school, to the creation of a local play-space. Providing the appropriate range and scale of accessible supporting social, community, economic, environmental and physical infrastructure is crucial to delivering healthy and sustainable communities. The Core Strategy focuses on the Council's role in facilitating such communities and the mechanisms for delivering infrastructure and ensuring its accessibility to all.
- 5.2 Increasingly the view is being expressed in Trafford that infrastructure provision historically has not kept pace with development. This has resulted in increasing concern that future growth will exacerbate the position unless a substantial and co-ordinated effort is made to address identified deficiencies and ensure that new development is accompanied by appropriate infrastructure.
- 5.3 While it is acknowledged that a full range of facilities need to be provided to support the new development, It is crucial that infrastructure programmes, whether for transport, utilities or social infrastructure, plan to meet current deficiencies as well as development requirements. Responsible agencies must commit the resources needed to implement these programmes and co-ordinate delivery with development.
- 5.4 In examining future infrastructure requirements there should be an emphasis on better management and making better use of existing provision before tackling identified deficiencies and looking to meet new demands. Whilst better management has a key role to play it is unquestionable that major new investment at all levels will be necessary if the challenge of creating sustainable communities is to be met.
- 5.5 Delivery of infrastructure will be dependant upon maximising the contribution from the development process (taking into account issues of viability), in line with Circular

05/2005 and the CIL Regulations, whilst recognising that a contribution from the public sector may be necessary. This includes the Government's role in providing the necessary investment to achieve sustainable growth including appropriate revenue support to those agencies required to manage or serve such development.

- 5.6 The Infrastructure Capacity Assessment (ICA) (June 2009), which accompanies this document has established a baseline for current infrastructure capacity and helped to identify initial infrastructure needs associated with further growth. It has also improved the understanding by a wide range of organisations of the infrastructure issues and encouraged partnership working, with the focus on delivery. The range of facilities required to support development in the Core Strategy has been identified and used to develop an infrastructure schedule.
- 5.7 New development will be expected to contribute to the provision of associated infrastructure required to access and/or service it. The planning system will only be able to address deficiencies if it can be shown that a development proposal will exacerbate an existing infrastructure problem, in line with Circular 05/2005 and the CIL Regulations.
- 5.8 Building on work already done at the sub regional and local level, the infrastructure schedule identifies programmed and planned infrastructure from both the public and private sector, in addition to that delivered through the development process. It also provides an overview of the infrastructure requirements and, where known, who is responsible for delivery, a broad indication of phasing, and costs and funding mechanisms at the local level. Where possible, it includes higher order infrastructure of relevance to Trafford in order to try and provide as complete a picture as possible.
- 5.9 It will act as a focus for delivery by encouraging direct action and co-ordination of others. It should not be seen as a detailed investment programme. This will rightly be the shared responsibility of the relevant infrastructure providers. To avoid the schedule being seen as simply a 'shopping list' of desired provision a broad indication of priorities has been given by classifying each scheme as either:
- **Priority 1** (committed schemes needed now to support existing development);
 - **Priority 2** (needed to ensure sustainability of growth proposed in Core Strategy);
 - **Priority 3** (would assist in ensuring the sustainability of existing communities and/or planned growth); and
 - **Priority 4** (identified as a requirement in later stages of the Core Strategy but requires further investigation).
- 5.10 The LIP infrastructure schedule should be seen as a package of measures to deliver sustainable communities through the LDF. As such the various components of infrastructure are collectively important in delivering the strategic objectives of the Plan. Nevertheless, some elements of infrastructure have a particular emphasis on delivering particular strategic objective(s). Where there is such an emphasis, it is acknowledged in the infrastructure schedule, along with links to the core policies and strategic locations.
- 5.11 Implementation schedules are contained within Policies SL1 to SL5 of the Core Strategy. As the requirements set out in these schedules may change during the lifetime of the Plan, the Core Strategy is supported by this LIP, which is a 'living' document that will contain the most up-to-date information on infrastructure provision and delivery. As a 'living' document the information it contains will need to be kept

under review and updated as appropriate, including alteration to the priority level, where necessary.

- 5.12 Should the deliverability of infrastructure identified as either Priority 1 or 2 within the infrastructure schedule be in question, as a result of viability issues, the Council will determine which infrastructure requirement(s) are most critical to securing the development, and to meeting the overall Plan vision and objectives.

INFRASTRUCTURE SCHEDULE

0 - 5 YEARS

Category	Project	Status	Costs	Phasing	Responsibility	Funding Source	Notes	Policies / Strategic Objectives
Transport	Water Taxi	Priority 3	Unknown	Work commenced on-site 2009	Private Developer	Private Developer	Provides alternative sustainable mode of transport from the Trafford Quays area to the Regional Centre	L4, L5, L7, SL2, SL4, SO6
Waste Management	Sinderland Road, Altrincham	Priority 1	To be confirmed	Planning permission granted in September 2007	GMWDA/ Viridor Laing	Gr. Manchester Municipal Waste Management PFI Contract	Household Waste Recycling Centre, required to assist in delivering recycling/recovery targets	L5, L6, L7, SO7
Waste Management	Nash Road, Trafford Park	Priority 1	To be confirmed	Planning permission granted in June 2009	GMWDA/ Viridor Laing	Gr. Manchester Municipal Waste Management PFI Contract	In Vessel Composting Facility, required to assist in delivering recycling/recovery targets	L5, L6, L7, SO7
Transport	Planned improvements to Altrincham station	Priority 1	Unknown	2009 - 2012	Network Rail	DfT Funds	Improve station facilities at Altrincham	L4, L7, W1, W2, SO3, SO4, SO6
Transport	Revised services on Leeds–Manchester– Liverpool route & a programme of line speed & capacity enhancement	Priority 1	Unknown	2009–2014	Network Rail	DfT Funds	Increase capacity and improve journey times to address existing issues on this route	L4, L5, SO6
Utilities	Refurbishment Of 132kV high voltage electricity distribution network between Barton & Carrington	Priority 1	Unknown	Required by 2011	Electricity NorthWest Ltd	ENW Funds	This is necessary to support existing neighbourhoods and future development in the Borough	L5, L7, SL5, SO2, SO7
Education	Increase intake at Broadheath Primary	Priority 1	Unknown	Required 2011 onwards	Trafford Council	Section 106	This is required to address existing intake requirements in the Broadheath area, and in specific the Stamford Brook development	L3, L8, SO2
Transport	Flixton Road / Manchester Road junction improvement works	Priority 1	Approx £1.3m	Required by 2011	Local Highway Authority	Integrated Transport Fund/ NWDA/ Private Developer/ Central Government NGP Fund	This is required to address existing congestion on the local highway and support future development in the Carrington and Partington areas	L3, L4, L7, SL5, SO2, SO6
Transport	Direct pedestrian link across Manchester Ship Canal at Mediacity:uk	Priority 1	Approx £10m	Required by 2011	Private Developer	Private Developer	This is required to support development in the Wharfside area and to improve connectivity	L4, L5, L7, SL2, SO6
Transport	Extension of Metrolink to MediaCity	Priority 1	Unknown	Required by 2011	GMPTe	Central Government Funds	This extension is required to support the relocation of the BBC from London to MediaCity	L4, SO6
Transport	Extension of Metrolink to Chorlton – Phase 3a	Priority 1	Unknown	Required by 2011	GMPTe	Central Government Funds	This extension is required to support future development in Trafford and Manchester and improve connectivity	L3, L4, W2, SO2, SO3, SO6

Local Infrastructure Plan – September 2010

Category	Project	Status	Costs	Phasing	Responsibility	Funding Source	Notes	Policies / Strategic Objectives
Transport	Development of Metrolink Depot at Old Trafford – Phase 3a	Priority 1	Unknown	Required by 2011	GMPT	Central Government Funds	This is required to support the extension of the Metrolink network throughout Greater Manchester	L3, L4, SO6
Transport	Bridgewater Way Scheme (Bridgewater Canal) Phase 2 Stretford to Watersmeet	Priority 1	Approx £500k	Required by 2011	Bridgewater Canal Trust/ Trafford Council/ Sustrans	Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106	Provides alternative sustainable mode of transport (walking and cycling) throughout the Borough and links to Manchester, Warrington and Salford	L3, L4, L5, L7, L8, W2, SO3, SO6
Transport	Bridgewater Way Scheme (Bridgewater Canal) Watersmeet to Trafford Park and Manchester	Priority 2	Approx £500k	Required by 2011	Bridgewater Canal Trust/ Trafford Council/ Sustrans	Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106	Provides alternative sustainable mode of transport (walking and cycling) throughout the Borough and links to Manchester, Warrington and Salford	L4, L5, L7, L8, W1, SL1, SL2, SL4, SO3, SO6
Transport	Bridgewater Way Scheme (Bridgewater Canal) Sale to Altrincham	Priority 2	Approx £500k	Required by 2011	Bridgewater Canal Trust/ Trafford Council/ Sustrans	Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106	Provides alternative sustainable mode of transport (walking and cycling) throughout the Borough and links to Manchester, Warrington and Salford	L4, L5, L7, L8, W1, W2, SO3, SO6
Open Space & Recreation	Refurbish a minimum of 22 play areas and parks	Priority 1	Approx £1.1m	Required by 2011	Trafford Council and other partners	Central Government Play Builder Project Grant	This project will improve the standard of a number of play areas across the Borough	L5, R3, R5, SO5
Housing	New Growth Point to support new housing delivery	Priority 2	Approx £370k	Required by 2011	Trafford Council	Central Government NGP Fund	This project will identify capital schemes to support future housing delivery in the Borough (schemes to be confirmed)	L1, L2, SO1, SO2
Open Space & Recreation	Provision of open space and/or contribution towards off-site provision (for 546 units with full planning consent)	Priority 1	Approx £270K	Required by 2012 (commencement of development)	Trafford Council/ Private Developer	Private Developer/ Section 106	This is required within the Pomona area, as part of a Section 106 agreement for the 546 residential units with full planning consent	L5, L7, L8, R2, R3, R5, SL1, SO5
Utilities	860MW gas fired combined cycle gas turbine generating power station	Priority 1	Unknown	Full Consent Granted under the Electricity Act (1989), To Commence On-Site By 2013	Utility Provider	Private Sector	This power station will connect to the existing infrastructure and reinforce the supply of gas in the Partington area and support an electricity station in Carrington	L3, L5, L7, SL5, SO2, SO7
Utilities	1520MW gas fired combined cycle gas turbine power station	Priority 1	Unknown	Awaiting Full Consent under the Electricity Act (1989), To Commence On-Site Between 2013 And 2016	Utility Provider	Private Sector	This power station will connect to the existing infrastructure and reinforce the supply of gas in the Partington area and support an electricity station in Carrington	L3, L5, L7, SL5, SO2, SO7

Local Infrastructure Plan – September 2010

Category	Project	Status	Costs	Phasing	Responsibility	Funding Source	Notes	Policies / Strategic Objectives
Town Centre Regeneration	Eden Square Development Phase 2 (Urmston Town Centre)	Priority 1	Unknown	Required by 2014	ASK Property Developments	Private Developer	Phase 1 of this regeneration scheme was completed in November 2009 and included a car park, a 50,000sq ft supermarket, a library, conservative club, and residential and retail units. Phase 2 includes further retail and residential units	L5, L7, W1, W2, SO3, SO4
Housing	New Growth Point to support new housing delivery	Priority 2	Unknown	Required by 2015	Trafford Council	Central Government NGP Fund	Funding announcement anticipated June 2010	L1, L2, SO1, SO2
Town Centre Regeneration	Partington Shopping Centre	Priority 1	Unknown	Required by 2015	Peel Holdings Ltd	Private Developer	Redevelopment of existing shopping centre. Outline planning permission granted in 2008	L5, L7, W1, W2, SO3, SO4
Town Centre Regeneration	Stamford Quarter Phase 3 (Altrincham Town Centre)	Priority 2	Unknown	Required by 2016	Park Lane Estates	Private Developer	Continuing redevelopment of existing shopping precinct for enhanced retail units	L5, L7, W1, W2, SO3, SO4
Town Centre Regeneration	Altair Development (Altrincham Town Centre)	Priority 2	Approx £150m	Required by 2016	Exige Developments/ Trafford Council	Private Developer	Major mixed use scheme, including a new ice stadium, retail, office, leisure and residential units, as well as a potential health care / hospital facility	L5, L7, W1, W2, SO3, SO4
Education	Increase intake at Kings Road Primary	Priority 2	Unknown	Required by 2016	Trafford Council	Section 106	This is required to address existing intake requirements in the Wharfside, Old Trafford and LCCC areas, and will create 30 extra places per year	L3, L8, SL2, SL3, SO2
Community Facilities	Broadoak Comprehensive School – youth facility	Priority 2	Unknown	Required by 2016	Broadoak Comprehensive School/ Trafford Council	Central Government Funds	Development of a youth facility, including a theatre, dance studio, recording studio, ITC suite, catering, activity hall and arts area	L3, L5, L7, SL5, SO2
Education	On-site provision or contribution towards off-site provision of new 2 form entry primary school	Priority 2	Approx £7-8m (plus any land costs)	1 form required by 2016, 2 form by 2021	Trafford Council	Section 106/ Private Developer	New primary school is required to support future development in the Wharfside, Old Trafford and LCCC areas	L3, L5, L7, L8, SL2, SL3, SO2
Education	On-site provision or contribution towards off-site provision of new 1 form entry primary school with the ability to expand to 2 form entry	Priority 2	Approx £5-6m (plus any land costs)	1 form required by 2016, 2 form by 2021	Trafford Council	Section 106/ Private Developer	New primary school is required to support future development in the Altrincham area	L5, L7, L8, W2, SO2, SO4
Transport	Improvements to local highway network and public transport provision	Priority 2	As required by SPD1	Required between 2016 and 2026	HA/ GMPTE/ Local Highway Authority/ Private Developer	Section 106/ Private Developer	Improved highway and public transport provision is needed to support sustainable development across the Borough	L3, L4, L5, L7, L8, W1, W2, SL1, SL2, SL3, SL4, SL5, SO2, SO3, SO6
Utilities	Reinforcement of water supply network	Priority 2	Unknown	Required by 2013/14	United Utilities/ Private Developer	UU AMP 05-06/ Private Developer	This may be necessary to support future development in the Borough	L5, L7, SL1, SL2, SO2, SO7

*Lead responsibility is highlighted in bold, where known

5 – 10 YEARS

Category	Project	Status	Costs	Phasing	Responsibility	Funding Source	Notes	Policies / Strategic Objectives
Education	On-site provision or contribution towards off-site provision of new 2 form entry primary school	Priority 2	Approx £7-8m (plus any land costs)	1 form required by 2016, 2 form by 2021	Trafford Council	Section 106/ Private Developer	New primary school is required to support future development in the Wharfside, Old Trafford and LCCC areas	L3, L5, L7, L8, SL2, SL3, SO2
Education	On-site provision or contribution towards off-site provision of new 1 form entry primary school with the ability to expand to 2 form entry	Priority 2	Approx £5-6m (plus any land costs)	1 form required by 2016, 2 form by 2021	Trafford Council	Section 106/ Private Developer	New primary school is required to support future development in the Altrincham area	L5, L7, L8, W2, SO2, SO4
Transport	Improvements to local highway network and public transport provision	Priority 2	As required by SPD1	Required between 2016 and 2026	HA/ GMPTE/ Local Highway Authority/ Private Developer	Section 106/ Private Developer	Improved highway and public transport provision is needed to support sustainable development across the Borough	L3, L4, L5, L7, L8, W1, W2, SL1, SL2, SL3, SL4, SL5, SO2, SO3, SO6
Transport	Carrington link road through development site	Priority 2	Approx £24m	Required by 2017	Private Developer	Section 106/ Private Developer	The creation of this new bypass is necessary to support the future mixed use development of the Carrington area	L3, L4, L7, L8, SL5, SO6
Housing	New Growth Point to support new housing delivery	Priority 2	Unknown	Required by 2018	Trafford Council	Central Government NGP Fund	Funding announcement anticipated June 2012/13	L1, L2, SO1, SO2
Education	On-site provision or contribution towards off-site provision of new secondary school	Priority 2	Approx £10m (plus any land costs)	Required by 2021	Trafford Council	Section 106/ Private Developer	New secondary school is required to support future development in the Wharfside, Old Trafford, LCCC and Trafford Centre Rectangle areas	L3, L5, L7, L8, SL2, SL3, SL4, SO2
Transport	Altrincham Interchange	Priority 3	Approx £16m	Required by 2021	Private Developer/ Network Rail/ GMPTE	Section 106/ RFA Funds/ LTP topslice/ Local Authority levy	Proposed as part of the Altair Development to and from Altrincham Town Centre to the rest of the Borough	L4, L5, L7, L8, W2, SO3, SO4, SO6

*Lead responsibility is highlighted in bold, where known

10 - 15 YEARS

Category	Project	Status	Costs	Phasing	Responsibility	Funding Source	Notes	Policies / Strategic Objectives
Transport	Improvements to local highway network and public transport provision	Priority 2	As required by SPD1	Required between 2016 and 2026	HA/ GMPTE/ Local Highway Authority/ Private Developer	Section 106/ Private Developer	Improved highway and public transport provision is needed to support sustainable development across the Borough	L3, L4, L5, L7, L8, W1, W2, SL1, SL2, SL3, SL4, SL5, SO2, SO3, SO6
Education	On-site provision or contribution towards off-site provision of new 1 form entry primary school / or expansion of existing school	Priority 2	Approx 5-6m (plus any land costs)	Required by 2026	Trafford Council	Section 106/ Private Developer	New primary school / or expansion of existing school is required to support future development in the Stretford area	L3, L5, L7, L8, W2, SO2, SO4
Education	On-site provision or contribution towards off-site provision of new 3 form entry primary school	Priority 2	Approx £10-12m (plus any land costs)	Required by 2026	Trafford Council	Section 106/ Private Developer	New primary school is required to support future development in the Carrington area	L5, L7, L8, SL5, SO2
Open Space & Recreation	Provision of open space and/or contribution to off-site provision	Priority 2	As required by SPG28 / New Open Space SPD	Required by 2026	Trafford Council/ Private Developer	Section 106/ Private Developer	Details of contributions required / on-site provision will be set out within an SPD, this investment will also be guided by the priorities set out in Trafford's Greenspace Strategy and needs of specific development sites	L5, L7, L8, R2, R3, R5, SO5
Open Space & Recreation	Improvements to existing and development of new outdoor sports facilities	Priority 2	As required by SPG28 / New Open Space SPD	Required by 2026	Trafford Council/ Private Developer	Section 106/ Private Developer	Details of contributions required / on-site provision will be set out within an SPD	L5, L7, L8, R2, R3, R5, SO5
Leisure	Development of one new leisure facility serving Sale and Altrincham	Priority 3	Approx £5-7.5m	Required by 2026	Trafford Council/ Trafford Community Leisure Trust	Capital & Revenue Funds/ Prudential Borrowing	This is linked to the rationalisation of the two existing facilities	L7, R5, SO5
Leisure	Replacement of the existing Walton Park facility, including a new boat house and a new Sports Barn in Sale Moor	Priority 3	Unknown	Required by 2026	Trafford Council/ Trafford Community Leisure Trust	Capital & Revenue Funds/ Prudential Borrowing	The existing gymnastics club would be relocated to the new Sale / Altrincham centre under these proposals	L7, R5, SO5
Leisure	Development of a new replacement facility at Stretford Leisure Centre, including a swimming pool, sports hall and fitness facility	Priority 3	Approx £5-7.5m	Required by 2026	Trafford Council/ Trafford Community Leisure Trust / Private Developer	Capital & Revenue Funds/ Prudential Borrowing / Private Developer	This new replacement facility is integrated within the LCCC development proposals (Masterplan)	L7, R5, SO5
Leisure	Investment in the William Wroe golf course, including development of a driving range and reorientation of the golf course	Priority 3	Approx £1m	Required by 2026	Trafford Council/ Trafford Community Leisure Trust	Capital & Revenue Funds/ Prudential Borrowing	Improvements are required for this existing facility	L7, R3, R5, SO5

Local Infrastructure Plan – September 2010

Category	Project	Status	Costs	Phasing	Responsibility	Funding Source	Notes	Policies / Strategic Objectives
Health	Development of small GP practice to supplement Media City practice (also supports development in SL2)	Priority 3	Unknown	Subject To Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106	These facilities are required to support development in the Pomona and Wharfside areas	L5, L7, SL1, SL2, SO2
Health	Development of small GP practice to supplement Media City practice (also supports development in SL1)	Priority 3	Unknown	Subject To Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106	These facilities are required to support development in the Wharfside and Pomona areas	L5, L7, SL1, SL2, SO2
Health	Improvement of local GP practices and facilities	Priority 3	Unknown	Subject To Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106	These improvements and facilities are required to support development in the LCCC area	L5, L7, SL3, SO2
Health	Development of a branch surgery with walk in centre service	Priority 3	Unknown	Subject to phasing of development	NHS Trafford / Private Developer	NHS Trafford/ Private Developer/ Section 106	These facilities are required to support development in the Trafford Centre Rectangle area	L5, L7, SL4, SO2
Health	Development of small GP practice	Priority 3	Unknown	Subject To Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106	These facilities are required to support development in the Carrington area	L5, L7, SL5, SO2
Transport	Western Gateway Improvement Scheme (WGIS) Project	Priority 2	Unknown	Unknown	HA/ Private Developer	Private Developer/ Section 106/ DfT Funds	This road extension from the M60 is required to support future development in the Trafford Quays/Trafford Park areas	L4, L7, L8, SL4, SO6
Transport	Managed Motorways Scheme – M60 J8-12	Priority 3	Unknown	Unknown	HA	DfT Funds	This is required to ease congestion on several sections of the M60 motorway and is part of a national programme of works	L4, L7, SL4, SO6
Transport	Additional lane to westbound M60 between J12-15	Priority 3	Unknown	Unknown	HA	DfT Funds	This is required to ease congestion on this section of the M60 motorway and is part of a national programme of works	L4, L7, SL4, SO6
Transport	Extension of Metrolink to Manchester Airport – Phase 3b	Priority 2	Unknown	Unknown	GMPT	Central Government Funds	This extension is required to support future development and connectivity to Manchester Airport	L4, W1, SO3, SO6
Transport	Extension of Metrolink to Trafford Park/or some alternative form of public transport	Priority 2	Unknown	Unknown	Private Developer	Private Developer/ Section 106	This extension is required to support future development and connectivity to Trafford Quays and Trafford Park Core industrial area	L4, L5, L7, L8, W1, SL4, SO3, SO6
Transport	Strategic processional route (Sir Matt Busby Way / Waters Reach)	Priority 3	Unknown	Unknown	Local Highway Authority/ MUFC/ Irwell River Park/ Private Developer	Private Developer/ Section 106	This is required to support development in the Wharfside area and to improve connectivity	L4, L5, L7, L8, SL2, SO6
Transport	Direct pedestrian link across Manchester Ship Canal at Clippers Quay	Priority 2	Unknown	Unknown	Irwell River Park/ Private Developer	Private Developer / Section 106	This is required to support development in the Wharfside area and to improve connectivity	L4, L5, L7, L8, SL2, SO6
Transport	Direct pedestrian link across Trafford Boulevard	Priority 2	Unknown	Unknown	Private Developer	Private Developer/ Section 106	This is required to support development in the Trafford Centre Rectangle area and to improve connectivity	L4, L5, L7, L8, SL4, SO6

Local Infrastructure Plan – September 2010

Category	Project	Status	Costs	Phasing	Responsibility	Funding Source	Notes	Policies / Strategic Objectives
Transport	A strategic processional route with a high quality public realm area along Warwick Road and Brian Statham Way	Priority 3	Unknown	Unknown	Trafford Council/ Private Developer	Private Developer/ Section 106	This is required to support development in the LCCC area and to improve connectivity	L4, L5, L7, L8, SL3, SO6
Utilities	Significant investment in the local wastewater treatment assets	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06/ Private Developer	This may be necessary to support future development in the Borough	L5, L7, SL1, SL2, SL3, SL4, SL5, SO2, SO7
Utilities	Reinforcement of the local electricity supply network	Priority 3	Unknown	Unknown	Electricity Northwest Ltd	ENW Funds/ Private Developer	This may be necessary to support future development in the Borough	L5, L7, SL1, SL2, SL3, SL4, SL5, SO2, SO7
Utilities	Reinforcement of the local gas supply network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds/ Private Developer	This may be necessary to support future development in the Borough	L5, L7, SL1, SL2, SL3, SL4, SL5, SO2, SO7
Utilities	Renewable Heat Opportunity from Davyhulme WWTW	Priority 4	Unknown	Unknown	United Utilities	United Utilities/ Private Developer/ Section 106	There may be opportunities in the future to export renewable heat from Davyhulme WWTW to development in Trafford Centre Rectangle	L5, L7, SL4, SO2, SO7
Transport	Provision of a new canal crossing across Manchester Ship Canal	Priority 4	Approx £49m	Unknown	Private Developer	Private Developer	The creation of a new canal crossing and link road may be necessary to support future development of the Carrington area	L3, L4, L5, L7, SL5, SO6
Transport	A long loop to relieve congestion & allow better access to and exit from the yard at Trafford Park	Priority 4	Unknown	Unknown	Network Rail	DfT Funds	If platforms 15 and 16 are built at Manchester Piccadilly, additional capacity may be available for container traffic, and potential congestion on Trafford Park freight line will need to be addressed	L4, L5, W1, SO3, SO6
Transport	Provision of a new canal crossing across Manchester Ship Canal	Priority 4	Unknown	Required by 2026	Private Developer	Private Developer	The creation of a new canal crossing and link road may be necessary to support future development of the Pomona	L3, L4, L5, L7, SL1, SO6
Education	Increase intake at existing secondary schools	Priority 4	Unknown	Unknown	Trafford Council	Section 106	Requirement for secondary school intake to be investigated after net capacity study finalised in 2010	L8, SO2

*Lead responsibility is highlighted in bold, where known

6. FUNDING

- 6.1 To meet the twin challenges of creating sustainable communities and achieving the scale of growth needed will require the co-ordination of a large variety of funding sources and mechanisms. Without adequate funding sources and arrangements delivery will falter.
- 6.2 The variety of funding sources can be categorised as follows:
- Developer contributions to deliver the required infrastructure that proposed development, if implemented, would create a need for.
 - Public sector funding including national, strategic and local grants and capital and revenue spending from public service providers and the relevant infrastructure providers.
- 6.3 As the local planning authority, the Council will endeavour to maximise developer contributions received through the planning process, reflecting the planning system's important role in delivering new infrastructure. To this end the Council's existing and emerging Planning Obligation SPDs will seek to significantly improve the approach to negotiating and securing developer contributions associated with new development in the Borough.
- 6.4 Public Sector funding can be co-ordinated via a dialogue with key agencies and partners and through a mechanism such as the LSP. Here public sector partners can ensure that the issue of infrastructure delivery is embraced at the local level by a range of organisations working and investing in a co-ordinated way to deliver sustainable communities.
- 6.5 The Community Infrastructure Levy (CIL) Regulations 2010 came into effect on 6 April 2010. These empower local authorities to charge a levy on most types of new development. A charging schedule setting out CIL rates will be produced in due course and used alongside planning contributions (in line with Policy L8 of the Core Strategy) to help fund the provision of infrastructure needed to support development in the Borough and make it acceptable and sustainable. Trafford Council will amend its developer contributions regime, as and when new legislation, guidance and regulations are issued.
- 6.6 Although developer contributions will play a significant part in meeting infrastructure requirements, efforts will be made to maximise the contributions from a wide range of other funding sources. Viability will be taken into consideration on a site by site basis, and the Council will investigate the potential to apply a viability tool similar to that used for affordable housing, to ensure that any contributions are directed towards the most critical infrastructure.
- 6.7 Whilst the main focus will be to maximise funding available, it is important that external agencies and organisations support the delivery of the LDF. This will include maximising potential contributions from such sources as:
- Growth Area Fund (GAF);
 - Community Infrastructure Fund (CIF);
 - Grants etc, e.g. Lottery, EU;
 - Local Development Orders;
 - Public sector land pooling;
 - Utilities funding;

- Private investment, in addition to that received through the development process; and
 - Joint ventures with landowners.
- 6.8 The identification of Trafford as one of the AGMA New Growth Point (NGP) authorities provides an opportunity for the Council to access new sources of funding to help deliver enhanced levels of growth within the Borough. This work is being championed by the Housing Growth Manager. In addition to the NGP fund the authority is also working with other agencies such as the AGMA Planning and Housing Commission, the Homes and Communities Agency and the Highways Agency to identify other potential sources of public sector funding that can assist in delivering the schemes important to the development of higher growth levels.
- 6.9 Finally there are two other issues that need consideration in relation to infrastructure. They are infrastructure for utilities and population based infrastructure funding. On the former there are two particular aspects. The first relates to the regulatory framework for utilities provision, now largely privately delivered but with a Government appointed independent regulator. This can result in a focus on 'safe' rather than more speculative investment associated with future growth. Whilst the need for regulatory control is acknowledged there does need to be a realisation of the need for more innovative and speculative approaches to meet future development challenges.
- 6.10 The second is the issue of investment timeframes. The problem here, and one which is closely related to the above regulatory issues, is the short-term horizons for investment constrained by the traditional five-year periodic review framework. There is a strong need for longer-term delivery timescales for certain major pieces of infrastructure.

7. MONITORING AND REVIEW

- 7.1 In the context of 'Plan, Monitor, Manage', monitoring and review is an important component of the LIP. Rather than producing a separate document the most logical approach is considered to be an additional section in the LDF Annual Monitoring Report (AMR). AMRs are required to contain information on the implementation of the Local Development Scheme (LDS) and the extent to which policies in the Local Development Documents (LDD) are being successfully implemented.
- 7.2 It is required to monitor policies contained in the LDDs and will be used to identify any key changes as a result of policy implementation. It will also be used to provide feedback on whether policy objectives are being achieved to enable appropriate adjustments and revisions to be made.
- 7.3 The Council will record and report progress on the delivery of the infrastructure proposals listed in this plan within the framework of the Annual Monitoring Report reporting system and timetable.

8. CONCLUSIONS

- 8.1 The LIP is an ambitious document, which it needs to be if the local authority is serious about identifying the 'investment' necessary to deliver sustainable development. Successful delivery of sustainable development also requires corporate ownership of the LIP within the Authority. It should not be seen as a matter solely within the development planning function.

- 8.2 A key challenge will be to continue to bring together a wide range of disciplines and make sure that funding programmes and timescales address the new approach to spatial planning. As such the LIP should be seen as a 'live' project management tool that brings together a wide range of delivery agencies. In addition it should be used to directly influence funding allocations and priorities and indirectly activities such as submissions to Government for funding.
- 8.3 The key issue is one of turning plans into actions. As such the LIP should be seen as:
- Engaging in and, where necessary, establishing the appropriate delivery mechanisms;
 - Providing a programme of prioritised funding requirements;
 - Providing an evidence base for managing and directing the authority's spending and seeking funding allocations from external sources; and,
 - Meeting the spatial challenges presented, in particular by the AGMA NGP.
- 8.4 Whilst it needs to be recognised that it is not possible to guarantee future levels of either public or private investment, particularly in an uncertain economic climate, the LIP helps to provide a clear indication of priorities for existing funds and future funding bids. It provides a framework to work with Government and other key agencies to secure as much certainty as possible that the necessary investment will be provided.
- 8.5 Taken with the Core Strategy of the LDF, the LIP will assist in providing a clear basis for infrastructure providers to plan future investment and service delivery through the Plan period to 2026.

APPENDIX A

The following liaison groups are established and will help to progress implementation mechanisms and identify the necessary mitigation measures and infrastructure requirements to support the sustainable delivery of the LDF:-

LDF Transport Liaison Group – Includes representatives from the Highways Agency, Greater Manchester Passenger Transport Executive, Local Highway Authority and the LDF Team.

Upper Mersey Catchment Core Team – Includes representatives from United Utilities, the Environment Agency, the Association of Greater Manchester Authorities, and relevant Local Authorities.

UU Liaison Group – Includes representatives from United Utilities and the LDF Team.

NHS Trafford Liaison Group – Includes representatives from NHS Trafford and the LDF Team.

Education Liaison Group – Includes representatives from Children and Young People's Service (finance, admissions and information & performance) and the LDF Team.

Childcare Sufficiency Assessment Project Team – Includes representatives from Children and Young People's Service (early years, sure start, aiming high, community childcare, children's centres, information and performance, youth service and extended services), Job Centre Plus, Regeneration, Voluntary Community Action Trafford, NHS Trafford and the LDF Team.

EA Liaison Meetings – Includes representatives from the Environment Agency, Emergency Planning, Drainage and the LDF Team.

GI Steering Group – Includes representatives from TEP consultants, the Red Rose Forest and the Association of Greater Manchester Authorities.

Culture & Leisure Liaison Group – Includes representatives from the Greenspace Strategy, Sports Development, Culture & Sport, Trafford Community Leisure Trust and the LDF Team.

Carrington Project Team – Includes representatives from Shell Chemicals Ltd, Children and Young People's Service, Housing Growth, Culture & Sport, Public Protection, Economic Development & Tourism, the Local Highway Authority and the LDF Team.

Other liaison groups, covering a broader range of facilities, will be established through the preparation of further Development Plan Documents (DPDs).