



Partington: Place Shaping Principles

November 2007

LOCAL DEVELOPMENT FRAMEWORK

PARTINGTON – *Place Shaping Principles*

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WHERE NOTHING IS LIKELY EVERYTHING IS POSSIBLE

PARTINGTON - Place Shaping Guidance;

1. SCOPE OF THE GUIDANCE

1.1 Purpose

The aim of this guidance is to show how principles of good urban design can contribute to the improvement in the quality of the environment that is fundamental to raising the overall wellbeing and the quality of life of Partington's residents.

By relating to this guidance, developers and investors should understand what should be considered, in design terms, when a development proposal is put forward in Partington. The guide does not set out any new policies. That is already adequately done at various levels ranging from governmental Planning Policy Guidance (i.e.PPG), Regional Guidance, to the local level of the Council's Revised Unitary Development Plan (UDP).

The guidance has been produced also to set down design principles that will inform and support decisions that need to be taken at the planning control process. These principles will be applied to a variety of proposals including housing, mix use developments, as well as to the projects involving environmental and highway improvements. The scale of projects may range from individual buildings to blocks of property, vacant or derelict sites and may range between the regeneration of housing areas, the town centre as well as proposals that will have an impact on the general street scene, specific views or important vistas. Proposals for highways improvements, lighting systems, signs and street furniture also fall within the scope of the guidance.

1.2 Urban Design

"Good design is indivisible from good planning". The guide looks at issues of urban and environmental design as these apply to Partington. These are grouped into five key principles, which are expanded by detailed reference to specific issues. The guidance captures the character of Partington as a distinctive and discrete place by reference to its location, its historic development, the quality of the landscape and features that define it as a residential neighbourhood. Clearly stated and agreed through consultations with the local community, these principles will aid the formulation of regeneration initiatives and provide confidence to management of investments. Applied consistently for planning and development control purposes, highway maintenance and environmental management, such principles will help to improve and reshape the image and perception of the township.

It is a guide to help enrich Partington's sense of place through good design and quality of buildings, streets and public places.

1.3 Partington - local context

The late 1960s, and the decision to expand the existing village by the development of a sizeable housing estate, provide an important milestone in the history of Partington. From that date on, Partington has significantly expanded in size with consequential change to its physical character and considerable increase in resident population. This dichotomy of the traditional rural settlement and the high density urban development is most noticeable even now. On one hand, several domestic buildings, the church and its spire, provide the continuity with the "rural, traditional village character" and on the other hand, as a counterbalance to that tradition, the modernist, mass housing with the typical 1960s shopping centre of similar "system" build character and organization of space around it, make up the present settlement

The time of expansion is also the era when the attachment to and the need for the car has almost imperceptibly permeated daily lives. In Partington, that reliance on the car as means of transport has a significance, that may not apply in many other places. Its geographic isolation within the remainder of Trafford and the Manchester conurbation for employment, education, social and leisure needs makes it imperative that residents rely on access to good public transport and/or their own car. That attachment to the need for a car is carried through into the urban design and the way the expansion and its layout, the new roads and the provisions for the car were planned for. The reliance on the car has not diminished since. It is manifested in the present economic and social issues that place even greater reliance on good road and public transport infrastructure for access to jobs, shopping and other services. Yet the car park courts, parking areas, on street parking are some of the most urgent issues requiring attention and re-planning.

With hindsight, it is now evident that the then new, mixed community and the developing social profile of Partington has not supported the modernist vision. The suitability of the 1960s design solutions for the new developments together with the underlying spatial planning ideas might have played their parts in Partington experiencing disadvantages as compared with other more successful neighbourhoods in the borough.

It is the modernist, system built housing neighbourhoods and the town centre, which most require priority action and regeneration in response to amassed issues.

1.4 PARTINGTON - Historic settings

Historically, although geographically isolated, Partington village was self sufficient and supported a close and well-knit community. The village, which was situated in a pastoral landscape of Cheshire plain on the eastern bank of river Mersey underwent the first burst of expansion with the construction of the Manchester Ship Canal. The Partington section of the canal at its intersection with the Cheshire Lines Railway was a very important to developments alongside the canal. The canal was widened here to enable ships to dock and refuel. This facility soon became a vital coal export station. Partington was the nearest port to the coalfields of Lancashire, Derbyshire and Staffordshire and part of Yorkshire. It is about at the same period that the present St. Mary's Church and number of other buildings were constructed changing the predominantly rural village into a "mixed – use" settlement with local employment linked to the new ship canal, the railway and the associated industries which were establishing themselves nearby.

It is a much changed picture today. The shadow of rapid developments in the greater Manchester region exerts influence and further development pressures on Partington, mainly through the ever increasing traffic carried by the Warburton Lane / Manchester Road (A6144).

The regeneration initiatives in Partington have seen a number of locally significant projects undertaken and completed. There are a number of other development sites awaiting regeneration initiatives which considered cumulatively have the potential to positively influence and consolidate the character of Partington as a quality neighbourhood of diverse and vibrant communities.

2. PARTINGTON – Place Shaping

The key principles that are put forward in this draft of "Partington – Place Shaping Guidance" provide a set of criteria for all with development proposals to relate to and shape their proposals accordingly. The guidance is a "knowledge base of shared concerns" that are appropriate to the enrichment of Partington's character.

An important aspect of using the guidelines is their emphasis on the performance criteria, i.e. assessment of how well qualitatively proposal meets the intended principle rather than setting out precise standard such as a minimum distance for achieving privacy, maximum density, the width of the highway or similar.

It is often the case that developers and their designers approach each project in an intuitive way, which is based on the levels of their knowledge, experience, and sound business principles. Imaginative designers can respond to performance criteria with a variety of acceptable design solutions.

The great variations in the principles objectives which are set out and the extent and the depth of experience and knowledge their implementation may

require can result in project outcomes that might address some of the key principles, which particular project requires from the community interests perspective and/or ignore the others. It is the purpose of this guidance to provide a consistent understanding and interpretation of the key urban design / public realm principles as these should be applied to the regeneration of Partington. Reasoned justification for specific interpretation of the principles or their exclusion, as may be appropriate, will need to be documented with the submission of development proposals.

2.1 The guidance is divided into two sections;

Section A - deals with the key principles as these apply to Partington in a general sense, and

Section B - relates to areas where detailed guidance is considered necessary. It concentrates on specific elements of urban design and the guidance outcomes in the public realm that require particular approach/treatment. For example, development guidance for the regeneration of the town centre, on an important in-fill site or consistent environmental improvements along the main highway corridor and for the consolidation of the residential areas.

Not all such information /guidance can be provided at the outset within this document. When appropriate, it will be added to by way of site specific guidance in time to support further, phased regeneration of Partington.

3. SECTION A PARTINGTON – Place Making Principles

3.1 KEY PRINCIPLES

Principle one – safeguard and enhance local identity and character

Development proposals should aim to enrich the local identity and character, their design should respond to local context by reinforcing local distinctiveness and character

The way the residents feel about where they live tells much about the environment and the quality of their neighbourhood

The character and quality of the local environment help increase the community pride.

To be successful, the design proposals need to be supported by strong ideas with interpretation of and linkages to the established character. A good understanding of all that makes local character is a start. It does not necessarily mean that looking backwards on how the place came together is the way forward. Innovation and contemporary interpretation of well liked patterns are also an essential and vital part of the design process of contemporary life and aspirations and are encouraged.

What is attractive is a very subjective judgement. People have different tastes. A wide range of design types is encouraged, including 'more radical designs' provided that the design and finish is of high quality and the new buildings are not located or sited where they would visually clash severely with neighbouring property. Any mix of styles needs to be handled with care and sensitively.

The amount of available land to build on is also a finite resource which means that proposals must address the issues of making the most efficient and effective use of that land which is available for development.

The outcomes should be proposals that are in tune with the local development patterns, character of buildings, their uses and the surrounding landscape. Such proposals will be fit for the purpose and will:

- be pleasant to look at,
- positively relate to their neighbours
- enhance the surroundings

Principle two - strengthen and sustain local neighbourhoods

Proposals should aim to deliver a sustainable and well balanced mix of uses which can support and enhance diverse lifestyles, work and leisure opportunities for all in the local community

At the heart of any neighbourhood is the simple idea of ensuring a better quality of life for everyone.

In demanding the raising of development standards in Partington the aim is to create places that can provide for the needs of today's residents as well as for future generations of diverse communities.

The aims for Partington regeneration are to embrace and complement positive change that the mixed-use, higher density developments can deliver.

The amount and the type of the new residential development, which often is proposed as a primary driver to regeneration, has to be balanced by the need for restructuring and redevelopment of the shopping centre and local services, the creation of opportunities for local businesses to operate, flourish and expand, and to attract new businesses to the area. Economic prosperity and innovation in creation of development opportunities for new forms of enterprise and employment must equal the improvements that are sought in new housing and those in the quality of the environment and of the public realm.

- The primary driver to the economic change in Partington is the redevelopment and regeneration of the central area which includes shops, local market and community buildings including also vacant / underused land,
- Underpinning the economic prosperity for the whole community is the need for a significant number of new homes and their diversification in response to the findings of the housing needs survey, which will be secured by:
 - enhancement to and where appropriate protection of established core housing area and individual buildings of merit – this should be carried out with placing emphasis on sensitive redevelopment of the in-fill sites that may become available and / or which come forward for the development of existing properties. Proposals must demonstrate how well they fit with the established character, height, massing, prevailing design features and the locally used materials
 - regeneration of housing in areas of change which demonstrate the need for intervention, modernisation and / or enhancements in terms of housing type, mix, residential amenity and environmental improvements,
 - early action on identified “development opportunity sites”

Principle three – enhance the legibility and ease of movement

Development proposals should focus on improving the quality of living environments, give priority to the needs of pedestrians and seek to reduce dependency on car use in favour of facilitating walking, cycling and use of public transport.

In Partington, the A6144 through route generates the main challenges which should be addressed by imaginative use of techniques from a wide range and variety of traffic management and development means

Returning the road space to priority pedestrian use is one of the most challenging tasks to resolve in undertaking a regeneration project.

The challenge to meet in Partington is to improve accessibility by the main road; A 6144, and to safeguard the essential network of local roads on the one hand, and return other lower category road / car-parking space to shared use with pedestrians as a priority on the other hand.

Roads are the most used form of public space. In terms of visual impact, however, they are often the least pleasing. Instead, in their own right they should promote a sense of place, its individuality and attractiveness

- each road frontage should provide a sense of welcoming and safe space from which nobody is excluded,
- a good streetscape should offer a direct network of local connections that are convenient and easy to use,
- the design priority should be consideration of the impact buildings and spaces between them make on people who use them.
- roads and parking facilities should be designed to meet the minima for vehicular movement ,circulation and parking without taking up unnecessarily layout space in anticipation of potential, occasional maximum level of use,
- it is also important to accept that street furniture, lighting, directional signs, bus stops, railings and other street furniture , all contribute towards the visual quality of the streetscape. Randomness of styles, duplications with lack of coordination of designs and quality can easily add up to considerable clutter, which ruins the best design intention of new development layouts.

Principle four – promote safer environments and neighbourhoods

More than any other factor people believe that low levels of crime make somewhere a good place to live

Safe and secure places are essential for sustainable communities

All public as well as private external spaces should be designed in a way that encourages their intended use. The natural surveillance and

feeling of personal safety is often associated with places that are well defined who owns and share the responsibility for. The achievement of this is a key objective of good design.

The reduction in or complete removal of fear for personal safety and opportunity for crime can be achieved in many ways and will include:

- well defined and lit routes, entrances and spaces that provide for direct, convenient movement,
- well structured layouts in mixed use proposals where potential for conflicts as to the ownership and use are excluded at the outset,
- clear defined sense of ownership that promotes respect and responsibility,
- well designed, effective security features which serve the purpose with no or little impact on the visual amenity of the place
- considerations of management and maintenance obligations in the lifetime of the development

Principle five – sustainable future

Energy demands and supply can be heavily influenced by the built environment.

Homes contribute around a third of UK's CO² emissions.

It follows that in taking care to reduce energy demands the construction of homes has to adopt innovative techniques outperforming the current standard requirements of Building Regulations

Construction and use of our homes has a range of environmental impacts, created for example through heating, lighting, water use, waste generation and use of polluting materials, which can be significantly reduced through the integration of sustainability performance standards.

In advance of any future compulsory standard, the “Code for Sustainable Homes”, introduced by the government, aims at establishing model practice in house construction that outperforms the building regulations’ current requirements.

The Code is intended as a single national standard to guide the development industry in the design and construction of sustainable homes. It is a means of driving continuous improvement and greater innovation in sustainable home building.

The Code for Sustainable Homes has been developed using the Building Research Establishment (BRE) EcoHomes System. It is an environmental assessment system for new housing in England which

- presents a range of environmental standards that have been researched as being reasonable and achievable
- assesses the environmental performance using objective criteria and verification methods,
- provides a formal certificate showing performance

The Code uses a complex sustainability rating across a number of performance categories;

- ✓ energy / CO²
- ✓ water
- ✓ materials
- ✓ surface water run-off
- ✓ waste
- ✓ pollution
- ✓ health and well-being
- ✓ ecology
- ✓ management

The Code is completely flexible and is based on performance. It sets levels for sustainability performance against each element but does not prescribe how to achieve each level. Home builders can innovate to find cost effective solution to meet and exceed minimum requirements.

Among many benefits, especially to the end users, are lower running costs and improved well being. These can be accounted for on grounds of greater energy and water efficiency and healthy, pleasant places to live with more natural light and adaptability for future needs.

3.2 SECTION B - Partington Place Shaping Guidance – How to make the difference that everyone notices and feels good about

3.2.1 Partington character within the landscape settings

The context to the appreciation of Partington's character is provided by:

- the distinct and self contained nature of the whole settlement which is well set out in the surrounding, mostly rural landscape with well

defined pattern and structure of its historic development which comprises the distinct elements such as;

- the main road - Warburton Lane / Manchester New Road / Manchester Road :A 6144 :
 - this is a district distributor that historically linked the settlement with the region and around which the village has developed. The road provides a spinal route from which the neighbourhood network of vehicular and pedestrian movements has incrementally developed. It provides a framework to local routes and spaces that connect locally and more widely and the way developments, routes and open spaces relate to one another. Also, because of the weight of mainly through traffic that it carries, it forms a barrier to the balanced, sustainable development of the township as a whole.

Development proposals must have regard to and provide for traffic management measures which aim at reducing the physical impact of traffic. This requirement applies equally to the management of the volume of the traffic movements as well as to the aesthetic quality of proposals along the frontages. These particularly should redress the present fragmented and poor image, which is very apparent to many users of the road as a through route. A coordinated improvement of public areas through sympathetic boundary and fencing/walling details, appropriate choice of street furniture and soft landscaping, is an essential requirement to be included with the development proposals.

- the village historic core:
 - it comprises clusters of early residential developments, the local centre, the market, the “village green” and the church. It is the heart of the township the protection and enhancement of which is the main driver for the strengthening and the regeneration of the local community in terms of the quality of its environment, the character and design features of buildings and public spaces, as well as its town centre economic and diverse community functions.
- residential areas:
 - the northern, mature suburb which begun developing by expanding from the core in 1920 – 30. The character of developments here is typically modeled on suburban patterns, which recently increased in density with more of terraced (townhouse) type developments. By far the dominant height is that of two residential story with only a very few three story developments in visually sensitive locations complementing a view or providing a focal point. Small areas at Lock Lane of “bungalow” type single storey

housing require that proposals exceeding that general profile in this neighbourhood are sensitively assessed for the impact they might have and how that might be mitigated by appropriate design. That requirement does not explicitly exclude two storey proposals but require their urban design justification.

- the area of post 1950s system build housing which is arranged around the network of neighbourhood streets and local facilities and carries a legacy of poor spatial planning at the very immediate level of “personal” environment. The whole area provides an opportunity for enhancement, growth and structured change and rebalancing to local areas of their own character with responsibility for and commonly shared space by residents.
- the water’s edge:
 - the frontage of the Manchester Ship Canal – that provides premium quality environment that is suitable to meet, blend and balance the needs for conserving the nature and the local ecology and provide for development of education, leisure and residential facilities.
- the flat, rural landscape of the River Mersey floodplain (most of which is a designated green belt) the understanding of which is critical to recognition of the constraint on the overall height and massing of any new proposal and the significance of key buildings such as the church and the town centre within the structure of the settlement. That profile is mainly of two to three residential storey height including the historic core. It would be for a specific and for a distinct civic design purposes that, exceptionally, any proposal exceeding this height might be accepted.
- the extensive frontage onto the Manchester Ship Canal – an environmental asset which must be explored sensitively to provide waterside frontage for the benefit of all the residents and at the same time attract the right type of development which explore its full potential for environmental, leisure, educational and residential development,
- the evident dichotomy of the “traditional village style” pattern of the early settlement with the visually dominant church and its spire, several period properties of architectural merit in contrast to the large areas of contemporary housing,
- the shopping centre, that is set back from the through road, A6144, and which is clearly outdated in terms of its design and construction as well as the retail / service offer it is viable to provide,
- a market that functions two days a week by providing for local needs and an anchor to community interaction that has the capacity to capture and develop interest in and demand for local produce ,

- other small neighbourhood retail facilities distributed throughout to support the areas of contemporary housing
- the cluster of civic buildings located in the central core area which include the community centre, library, healthy living centre, crèche and a school
- the network of other local schools,
- the network of recreation grounds, playing fields and amenity space
- an isolated, small industrial / employment enclave
- the visual barrier created by the embankment of the now disused railway with a road bridge which creates a distinctive “gateway” to Partington from the north. Together with the course of the Red Brook and its environment at the southern boundary with the expanse of rural landscape, the two landscape features physically define the limits to the potential of Partington’s expansion as a distinct settlement.
- vacant opportunity sites – especially those which are prominent within the built up area and are poorly maintained or are derelict.

The two sites of the former “The Greyhound” public house located at the most prominent location in the historic central core area together with the site of the former Ortonbrook Primary School are especially sensitive because of their high visibility locations on A6144. The “gateway” location and significance of the two sites require that their development is also sensitive to specific and detailed requirements that will be developed separately and will be provided in dedicated guidance notes.

3.2.2 Local Centre and the Market

The regeneration of Partington’s central area, including the shopping centre is a priority in terms of removing the inefficient and obsolete buildings and their replacement with a mixed-use development that provides a contemporary image of vitality and change directed towards a viable and vibrant local facility.

The 1960-ties design, building fabric, high vacancy rate clearly show signs of deterioration and obsolescence. It is an image that detracts from Partington’s tradition, location in an attractive green belt and the future it has as a self-contained sustainable neighbourhood.

The location of the centre within a wide, landscaped frontage onto the arterial route of Manchester New Road (A4166), provides it with visual prominence and a distinct advantage to attract interest and custom beyond that of the local community. It can become a destination of choice to several nearby settlements thus improving the centre’s sustainability .

The regeneration of the local centre must ensure that;

- the centre should comprise mix-use development, beside retail providing opportunities for the market place, employment, local enterprise, and business start-ups. It should also include well integrated residential development ensuring its vitality within attractive and safe environment
- overall, the building profile will not exceed three storey with height variation potentially allowing for inclusion of a higher building /structure providing a focal view to the centre. Ideally, this should be a functional building designed sympathetically with the overall concept for the centre and act as a visual anchor to the form and quality of the public realm. As an alternative, a nonfunctional, highly visible “public art” structure, signifying Partington’s regeneration and civic identity would fulfill this requirement. It should provide a contemporary feature, which is in balance with and respects the dominance of the church spire. The church building and its spire will continue to give visual strength to the local identity. Accordingly, the height of such a feature / building should be in proportion, balance and of subordinate scale to the church spire.
- the landscaped strip between Manchester New Road and Smithy Lane, which provides important spatial and visual buffer. It will be retained and will be well integrated within the overall design and layout for the central area. The layout for the new centre should articulate the elevation fronting onto Manchester New Road in such a way that it completes the enclosure to the “village green” with the church, together with the replacement developments on sites of “The King William IV” and “The Greyhound”. Clearly the traffic route and the roundabout preclude this from being a fully functional “village green” area. However the setback to the frontage of the commercial centre, through appropriate design detailing, has the potential to create the realistic impression of such a feature.
- There will be a well-segregated and clearly defined circulation system providing a safe and sheltered pedestrian environment. It will provide multi-use purpose designed space dedicated to and capable of accommodating weekly market requirements as well as being capable to be adapted to a variety of open air uses by the local community.

4. TRAFFORD DEVELOPMENT PLAN (UDP) and other sources of urban design guidance

Evolving Planning System

This document should not be considered in isolation. Its content adds to the growing volume of this Council's, as well as the national and regional planning and regeneration policies and guidance on matters of good urban design. All emphasise the importance of how understanding and capturing the local context in its physical, social and economic sense underpin the potential success of development proposals and improvement to the quality of environment for the local community.

Under the reformed planning system brought in by the Planning and Compulsory Purchase Act 2004, the programme for the preparation of the key policy document for Partington – Partington Area Action Plan is well under way. The consultations on this policy document and its adoption, however, are some time away. In the interim, the main task of this urban design guidance is to aid and help understanding of the criteria that should be applied in assessing the development proposals. The document is specific to Partington Township. It sets out design codes, with their justifications, which when applied to new or renewal projects in Partington will contribute to the positive improvements and manage its sustainable change.

Any lessons learned will be noted and incorporated into the final draft of the Partington Area Action Plan. The design guidance will only be completed after the adoption of the Partington Area Action Plan by the Council.

4.1 TRAFFORD DEVELOPMENT PLAN; Revised Trafford Unitary Development Plan (Adopted June 2006)

Part I Policy A1 – Priority Regeneration Areas

Part II Proposal H11 - Priority Regeneration Area; Partington:

This proposal especially focuses on the actions that will:

- i) improve the quality and security of the area's housing stock,
- ii) improve the quality, appearance and safety of the local environment
- iii) improve the quality, appearance and safety of the local shopping facilities available to the local community
- iv) improve the quality and diversity of recreational and other facilities available to the local community

- v) promote the re-use and redevelopment of unused, under-used or derelict land and buildings for residential, community and local business use,
- vi) develop and improve urban / rural environment links,
- vii) develop a programme of local access / infrastructure improvements,
- viii) improve local community transport provisions and public transport links to other parts of the Borough

and the opportunities to be taken to:

- i) undertake selective area renewal
- ii) identify a local building to be used as a Resource Centre for local community and voluntary groups
- iii) develop the existing opportunities centre as a local employment training centre
- iv) improve local open space including garage courts area

4.2 NATIONAL PLANNING POLICY GUIDANCE

At the national planning policy guidance level there are several other relevant sources which are:

PPS1 – Delivering Sustainable Development:

This national planning policy statement highlights the importance of high quality urban design, sustainability and good architectural quality.

PPS3 – Housing: (issued Nov 2006 to take effect from 1st April 2007)

The Policy Statement explains that the Government seeks to achieve a choice of high quality homes, to widen home ownership opportunities, improve affordability and create sustainable, mixed communities in all areas.

Beside referencing the necessity for good design this guidance demands the most effective use of urban land as a priority, including the previously developed land (brownfield land) and calls for a considered approach to development density and car parking standards.

The Statement underlines the need to achieve high quality housing through good design and sustainable and environmentally friendly new housing development. Other factors to be taken into account are consideration of accessibility, open space availability, a design led approach to the creation of a distinctive character.

PPS 7 – Sustainable Development in Rural Areas

This document sets out the Government's planning policy for rural areas, including country towns and villages, larger undeveloped countryside up to the fringes of large urban areas.

Partington is a distinct settlement that is integral with the metropolitan growth within the Greater Manchester conurbation. The proximity of the rural fringe requires that development proposals in Partington have regard to the character of the surrounding countryside.

PPG 9 – Biodiversity and Geological Conservation:

The aim of the policy statement is to draw attention to and safeguard the provisions for conservation and enhancement of biological diversity through minimising the impact that development proposals may have on the existing environment.

The provisions for the geological conservation also require that prior assessment is made of potential mineral extraction sites prior to development being permitted; Trafford UDP policy M6 - Aggregates

PPG 10 – Planning for Sustainable Waste Management and its companion guide:

The aim of this policy statement and its companion guide is to assist in the delivery of the key planning objective of waste management.

The companion guide is to be used alongside the PPS 10 and focuses on "how to" rather than interpretation of the policy. It advocates that in terms of good design and layout, opportunities should be taken in new developments to integrate proposals for sustainable waste management, including those for kerbside collection and community recycling without adverse impact on the street scene and/or local landscape.

PPG 13 – Transport:

The objectives of this guidance are to reduce the need to travel, in particular by private car. The guidance promotes the use of more sustainable transport choices together with accessibility to employment, retail, leisure facilities and services by means of public transport, walking and cycling.

PPG 17 – Planning for open space, sport and recreation:

It provides a clear statement of the Government's intention to protect existing sport, open space and recreation facilities and create new ones.

"Manual for Streets" (replacement for design Bulletin 32: Department for Communities and Local Government and Department for Transport – 2007. Recently published guide highlights the need to bring transformation in the quality of streets. It puts well-designed residential streets at the heart of sustainable communities and sets out an approach to residential layout and street design that recognises their role in creating places that work - **recommended reading**

Natural Environment and Rural Communities Act 2006:

The Act is primarily concerned with making provisions for the implementation of the Government's Rural Strategy . It includes measures directed at;

- strengthening of biodiversity and wildlife protection,
- clearer framework for potentially conflicting objectives between conservation and the use and enjoyment of the natural environment,
- changes to the Countryside and Rights of Way Act 2000.

4.3 OTHER SOURCES

Other information on guidance / best practice advice can be found in the several, none statutory documents, including;

- "Better Places to Live by Design": A Companion Guide to PPG3: DCLG, September 2001
- "Building for Life – Delivering great places to live" : CABE
- "Design for living - Urban Design Compendium": English Partnerships / The Housing Corporation
- "Places, Streets and Movement"; A companion guide to Design Bulletin 32 Residential roads and footpaths: ODPM
- "The Secure by Design Award Scheme"; Association of Chief Police Officers
- "The six acre standard"; NPPA

There is a steadily growing volume of publications that deal with matters of the quality of public realm and urban design. The list would be too long to reference even some of those here. The "Internet" provides also a very useful springboard to seeking further guidance, specific information, or just an inspiration to innovative ideas. Developers and designers are advised to have regard to current trends and guidance, particularly on matters of sustainable development and incorporate appropriate best practice examples in their proposals.

4.4 Further information

Council's Web site

Council maintains a comprehensive internet site which comprises all relevant and up to date information and service contacts:

<http://www.trafford.gov.uk>

Specific information on planning policies, supplementary planning guidance and planning control criteria can be found at:

<http://www.trafford.gov.uk/cme/live/cme790.htm>

All inquiries regarding "First Draft" of this document can be directed to and will be welcome by

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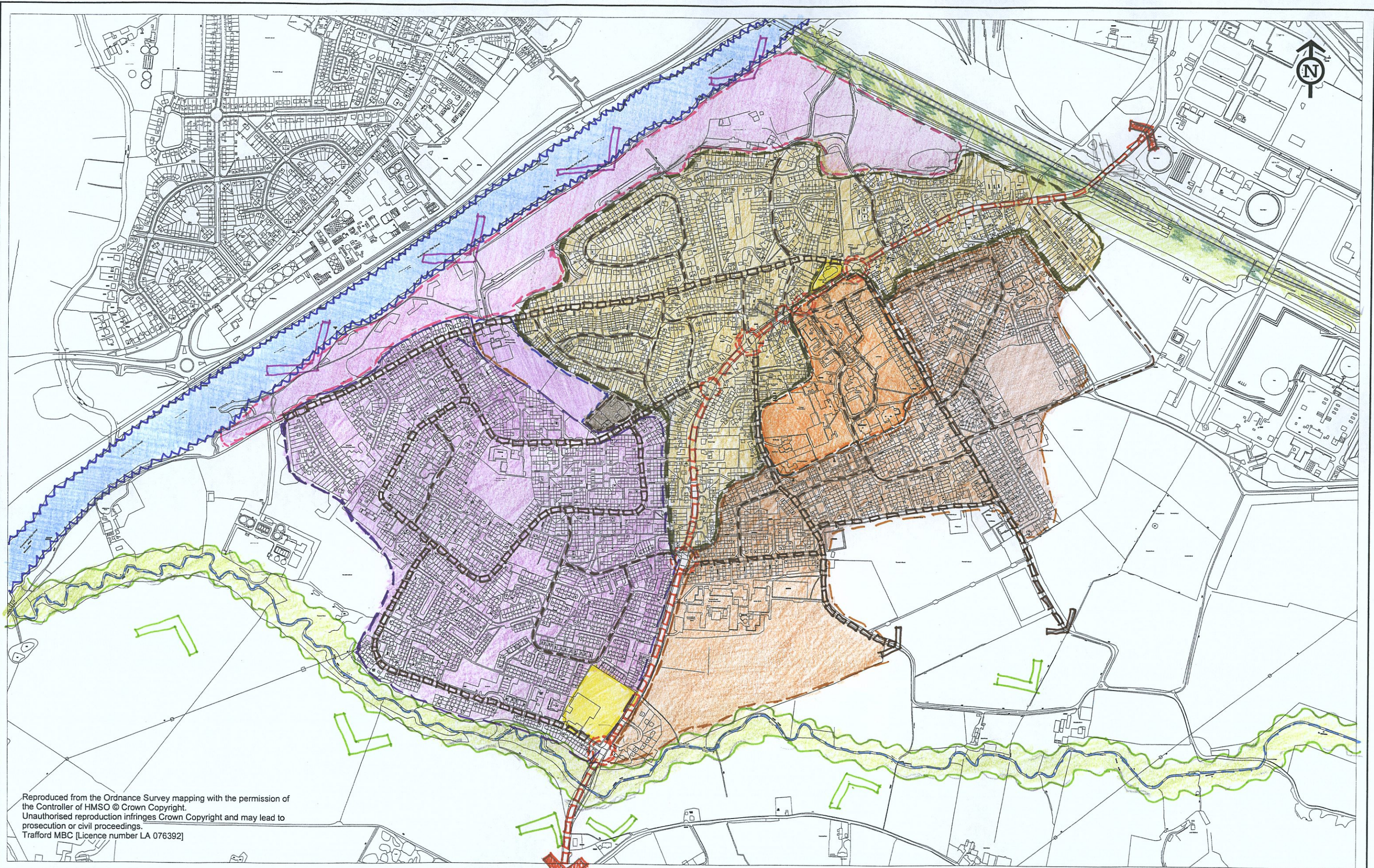
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**PARTINGTON – Structure and Pattern of Spatial Elements
(Urban Form)**

**TRAFFORD
COUNCIL**

Scale 1:7500

Date 1 August 2007

File No.

Drawn

Area (or thereabouts):

PARTINGTON – Structure and Pattern of Spatial Elements (Urban Form)

- 

- Warburton Lane / Manchester New Road / Manchester Road: A6144 district distributor through road
- 

- A6166 – local network road nodes
- 

- local network permeability – through road connections (excludes culs-de-sac)
- 

- CENTRAL CORE: includes community facilities, retail centre, market , school and housing
- 

- Partington's historic growth area around the route of A6144
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- Northern mature suburban neighbourhood
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- 1950-ties mass build system housing
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- Water's edge; undeveloped canal frontage
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- employment / industrial
- 

- "gateway" development opportunity sites
- 

- Manchester Ship Canal
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- Water's edge frontage
- 

- Red Brook – landscape defined feature
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- Countryside settings; visual reference
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- Disuse railway embankment with canal crossing – visual enclosure