



Supplementary Planning Document

SPD2: A56 Corridor Development Guidelines

Adopted March 2007

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1. INTRODUCTION

- 1.1 The A56 Supplementary Planning Document sets out how the Council will enable improvements and reduce congestion along this important sub-regional transportation corridor that runs throughout the full length of Trafford Metropolitan Borough through the provision of guidance to landowners, developers, architects, engineers, planners and other stakeholders.
- 1.2 Framed within national, regional and local planning policy, the SPD will seek to create an integrated and coordinated approach to action along the route.
- 1.3 The SPD also provides guidance on how improvements will be implemented through such measures as planning applications, planning enforcement, development briefs and developer contributions.

Where Will The SPD Be Applied?

- 1.4 The guidance set out in this document applies to the defined adopted highway of the A56 (including the carriageway, kerbs, verges and pavements) and all the sites and properties which immediately adjoin it. The guidance in the document does, however, also encourage links to and integration with the surrounding area.

Status of the SPD

- 1.5 This SPD is proposed as part of the Local Development Framework for Trafford Borough which the Council is currently preparing. Consequently the policies of the Revised Adopted UDP (June 2006) will be 'saved' for a period of three years until it is replaced by Local Development Documents.
- 1.6 This SPD has been prepared in accordance with PPS12 – Local Development Frameworks (2004) and the associated Town and Country

Planning (Local Development) (England) Regulations 2004.

- 1.7 The draft SPD was put out for consultation over a 6-week period from 30th October 2006 to 11th December 2006. 34 consultation responses were received in total. These were summarised and placed on the Council's website along with the Council's response to each representation.
- 1.8 This SPD constitutes an important material consideration in the determination of planning applications.

Structure

- 1.9 Section 2 of this document sets out the national, regional, sub-regional and local policy framework within which the guidance is set. This is followed by an analysis of the existing development context and character of the A56.
- 1.10 The last four sections deal with the actions to improve the A56 Corridor. These are grouped into four themes:

- **OPPORTUNITY AREAS:** identifying sites and frontages along the A56 Corridor which are in need of improvement either through cleaning, landscaping or redevelopment;
- **STREET SCENE:** setting out general guidance for new development to ensure it enhances the townscape along the A56 and for elements such as pavements, street furniture, lighting, signage, adverts, etc.;
- **SAFETY & ACCESSIBILITY:** identifying measures to improve road safety along the A56, reduce accidents and make the route more convenient and accessible for pedestrians, cyclists, public transport users and the disabled;
- **GREEN INFRASTRUCTURE:** putting forward proposals for

making the use of the A56 more environmentally sustainable. This includes things like improving air quality, tree planting, linking greenspaces along the route, etc.

- 1.11 Each of these four themes are of equal weight and decision making on improvements to the A56 will be made with reference to the individual guidance in all the themes.

2. POLICY FRAMEWORK

2.1 This section outlines the wide range of planning guidance which applies to development along the A56. The guidance within this SPD has been developed in accordance with the following national, regional and local planning policies.

National Policy Context

2.2 PPG13: Transport seeks to encourage a modern integrated high quality transport system with the objective of reducing the need to travel, especially by car. Amongst other things this includes:

- *giving priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;*
- *ensuring that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments;*
- *reducing community severance, noise, local air pollution and traffic accidents;*
- *improving the attractiveness of urban areas and allowing efficient use of land;*
- *identifying the key routes for bus improvements and priority measures;*
- *ensuring, so far as is practicable, that traffic management measures do not impede the effectiveness of public transport services;*

2.3 Further guidance is contained in PPS1 (Delivering Sustainable Development) which requires Planning Authorities to ensure that social inclusion, economic development, environmental protection and the prudent use of resources are at the forefront of policy making and implementation.

2.4 The design guidance provided in this document is consistent with the Companion Guide to PPS1 - By Design: Urban Design in the Planning System.

2.5 The following planning guidance is also relevant to guiding improvements along the A56:

- PPG2 – Green Belts;
- PPS6 – Town Centres;
- PPS9 – Biodiversity & Geological Conservation;
- PPG15 – Planning & the Historic Environment;
- PPG16 – Archaeology & Planning

Regional Policy Context

2.6 The guidance set out in this document is also consistent with the policies in the Adopted Regional Spatial Strategy for the North West (March 2003) and the Submitted Draft RSS of January 2006. In particular, the following policies are most relevant:

- DP3 – Quality in New Development;
- SD1 – The North West Metropolitan Area – Regional Poles and surrounding urban areas;
- SD9 – The Regional Transport Strategy;
- UR1 – Urban Renaissance;
- UR3 – Promoting Social Inclusion through Urban Accessibility and Mobility;
- UR10 – Greenery, Urban Greenspace and the Public Realm;
- ER1 – Management of the North West's Natural, Built & Historic Environment;
- ER3 – Built Heritage;

- ER4 – Contribution of Built Heritage to Regeneration;
- ER5 – Biodiversity and Nature Conservation;
- ER13 – Renewable Energy & Energy Efficiency;
- EQ1 – Tackling Derelict Land & Contamination Issues;
- EQ2 – Air Quality
- T1 – Integrating Transport Networks in the North West;
- T3 – The Regional Highway Network;
- T4 – Road Safety;
- T8 – The National Cycle Network;
- T10 – Regional Priorities for Transport Investment and Management;

2.7 In addition, the following policies in Submitted Draft RSS are relevant:

- DP1 – Regional Development Principles;
- RT1 – Regional Public Transport Framework;
- RT2 – Management and Maintenance of the Highway Network;
- RT6 – Parking Policy and Provision;
- RT7 – Regional Framework for Walking and Cycling;
- RT8 - Regional Priorities for Transport Investment and Management;
- EM1 – Integrated Land Management;
- EM3 - Green Infrastructure;
- EM15 – Framework for Sustainable Energy in the North West;
- EM16 – Energy Conservation and Efficiency;
- MCR1 – Manchester City Region Priorities;
- MCR2 – Regional Centre and Inner Areas of the Manchester City Region;
- MCR3 – Southern Part of the Manchester City Region

2.8 This document will contribute to many of the Actions identified in the Regional Economic Strategy 2006, particularly in relation to the Key Factors of Transport

Infrastructure, Land Use, Planning, Investment, Improving the Environment and Developing the Sense of Community.

2.9 One of the Priorities for Action in the North West Regional Forestry Framework 2006-2009 Action Plan (September 2006) is to create a coherent and ambitious programme of gateway and transport corridor greening across the region to improve 'first impressions'.

Greater Manchester Local Transport Plan

2.10 The Local Transport Plan sets out the major improvements to Greater Manchester's public transport system that are required, the costs and funding required for those improvements, and how the highway network in the Greater Manchester conurbation can be managed in a coordinated and integrated fashion.

2.11 The Second Local Transport Plan (LTP2), which covers the period from 2006 to 2011, was published in May 2006.

2.12 Much of the A56 is identified in LTP2 as a Quality Bus Corridor (QBC) which involves a commitment to upgrade bus stops, improve service information, implement bus priority measures and increase service frequency.

2.13 The objectives of this SPD are consistent with the priorities set out in the Greater Manchester LTP2.

Trafford Community Strategy

2.14 The Council's activities are guided by, and are consistent with the objectives and priorities set out in the Trafford Community Strategy. The Community Strategy is based around a vision for the year 2021 that has been identified through a number of consultation events held by the Council and other partners:

“Trafford is a thriving, prosperous and culturally vibrant Borough at the heart of the Manchester city region, recognised as the enterprise capital of the region and home to internationally renowned cultural and sporting attractions.

By 2021:

- *Trafford **residents** will enjoy the highest quality of life in a safe, clean, attractive and sustainable environment with excellent schools and first-class services.*
- *Trafford **businesses** will be provided with all the tools and support to be able to continually and successfully compete for skills and investment on an international basis.*
- *As a **destination**, Trafford will consolidate and build upon the reputation of its renowned world-class attractions (Manchester United, Lancashire County Cricket Club, Imperial War Museum North and the Trafford Centre) providing a breathtaking mix of cultural, sporting and heritage attractions together with vibrant shopping centres.”*

2.15 Improvements along the A56 Corridor will make a contribution towards the realisation of this vision, particularly in terms of:

- Reducing congestion;
- Improving the road network and road safety;
- Improving and protecting Trafford's high quality local environment and public open spaces;
- Reducing pollution and emissions of greenhouse gases;
- Ensuring the right infrastructure for businesses;
- Identifying and promoting environmentally-friendly and appropriate site development opportunities;

- Identifying and promoting development and investment in Trafford's town centres

Trafford Economic Development Plan (November 2005)

2.16 The Trafford Economic Development Plan (TEDP) recognises the vital contribution of the A56 to the economy of the Borough. In particular, the SPD will contribute to the following Strategic Priorities and Actions:

- **Sites and Premises** – the SPD identifies opportunity sites and areas along the A56 to be brought forward for improvement / redevelopment. *Actions – SP1, SP2, SP5, SP6;*
- **Transport** – the SPD seeks to reduce congestion, enhance public transport facilities and improve safety and accessibility. *Actions – TR1, TR3;*
- **Vibrant Town Centres** – the SPD seeks to enhance the accessibility and attractiveness of Altrincham, Sale and Stretford Town Centres. *Actions – TC1.*

Trafford Unitary Development Plan

2.17 The Council adopted its Revised Unitary Development Plan on 19th June 2006 which sets out the framework and priorities for the development, improvement and conservation of land within the Borough of Trafford through to the year 2016.

2.18 Under Revised UDP Policy A2: Areas for Improvement, the Council is committed to securing the improvement of areas such as the A56 Corridor through the upgrading of the local environment, the development and provision of improved services, facilities and amenities and other support measures. Appendix B states that:

“...the Council intends to work with developers, landowners and others to bring back into effective use vacant and

under-used properties along this major arterial route, and where new development is proposed in the A56 Corridor, the Council will aim to secure good quality design and environmental enhancement.”

2.19 The A56 is also identified as a major road corridor under Proposal ENV27 of the Revised UDP. Under this policy the Council will seek to improve the environment by:

- *Requiring that developers of land in these corridors pay particular attention to the elevational treatment of buildings fronting the major roads; and*
- *Requiring, where appropriate, a complementary standard of planting, ground surfaces and boundary treatment*

Along the A56 Corridor, the Council will seek particularly to protect:

- *The rural wooded and well landscaped views between the River Bollin and Altrincham town centre which collectively form the southern gateway to the Borough; and*
- *The landscaped sites in Stretford identified on the Proposals Map*

2.20 Proposal T7 of the Revised UDP is particularly concerned with the relief of Congestion on the A56. Under this policy the Council will grant planning permission for new development along the A56 that does not conflict with the purposes of Proposal D1 criteria (v), (vi), (vii) and (viii) and the following considerations:

- *The need to avoid the location along this corridor of further centres of activity attracting significant numbers of trips, except at sites forming the focus of north-south / west-east public transport routes;*
- *The need for measures to maximise the capacity of key junctions and*

take account of the needs of pedestrians and cyclists where this is economically feasible and environmentally acceptable;

- *The need to rationalise site access arrangements so as to minimise direct frontage access wherever possible;*
- *The need to introduce further measures to improve the quality of public transport provision along this main bus corridor, and,*
- *The need to introduce further measures to improve public safety and facilities, particularly for cyclists and pedestrians (including the mobility impaired).*

2.21 A number of junctions along the A56 corridor are identified in Proposal T8 – Improvements to the Highway Network which seeks to support the maintenance and improvement of the highway route network within the Borough.

2.22 The following improvements are proposed to the A56 part of the Local Route Network:

- *A56 Chester Road / Barton Road junction improvement;*
- *Sale Town Centre gyratory improvement;*
- *A56 Washway Road / Sibson Road junction improvement and associated works;*
- *A56 Manchester Road / Park Road junction improvement;*
- *Manchester Road / Sinderland Road Link;*
- *George Richards Way and associated spur roads;*
- *A56 Manchester Road / Woodfield Road Link;*

2.23 The whole of the A56 is also identified as a priority scheme for action under the Quality Bus Corridor Initiative in Proposal T11.

2.24 The design and function of all development along the A56 should also

be consistent with the criteria in Proposals D1, D2 and D3 of the Revised Adopted UDP.

2.25 The A56 passes through a number of Conservation Areas. Development within these areas should be consistent with the criteria in Proposals ENV21 and ENV23 and the more detailed guidance provided in the relevant Supplementary Planning Guidance Notes (SPGs). The specific Conservation Areas through which the A56 passes are:

- The Devisdale, Bowdon;
- Old Market Place, Altrincham; and
- Sandiway, Altrincham

2.26 A number of area-specific non-statutory planning guidance notes are also relevant to development along the A56. These include:

- Old Trafford & Gorse Hill Regeneration Strategy SPG;
- Old Trafford Gateway Development Framework; and
- Altrincham Town Centre Public Realm Improvements

3. CONTEXT & CHARACTER

3.1 Historically the significance of the A56 as a principal transportation route developed by linking the hubs of distinct settlements of Altrincham, Sale, Stretford, Gorse Hill and Old Trafford through to Manchester City Centre.

3.2 The objective of this SPD is to lay down guidelines for developments and environmental improvements which will ensure that as a route through the full length of the Borough, the A56 provides an experience which reflects the historic identities and diversity of the settlements it connects. This section therefore analyses all the distinct sections along the A56 and suggests appropriate interventions in terms of conservation or development.

3.3 The extent of the area covered by this document is shown in the plans in Appendix A. The route of the A56 is split into the following 9 sections, roughly based on different settlements or areas of similar character:

- Bowdon;
- Altrincham;
- Broadheath;
- Timperley;
- Woodheys;
- Sale;
- Stretford;
- Gorse Hill;
- Old Trafford

3.4 Within the framework set out in this SPD, the Council will proceed to develop specific area guidance for each of these 9 sections at a later date. This will provide more detailed and character-specific guidance for these diverse and unique parts of the A56.

Section 1: Dunham Road – Bowdon

3.5 From its interchange with the M56, the character of the Dunham Road stretch of the A56 is one of countryside. To the west the more wooded area of Dunham's parkland is separated from the road by views over fields with

hedges. There are also other, more modest, lengths of the A56 frontage in this section which are less heavily wooded, for example where views open up to the east in the vicinity of The Devisdale.

3.6 The general character is of mature, landscaped grounds with buildings set back from the road frontage and which are generally not higher than three residential storeys. The character of the A56 here is also defined by the stone boundary wall to many of the properties along this section.

3.7 The rural approach from the south provides travellers with an important reminder that a significant part of Trafford is countryside, largely managed to a very high standard. The steps from countryside, to large tree lined residential plots, to the dominant historic architecture at Old Market Place are important components of the character of this route and it is essential that the edges between them are maintained and not blurred. At a finer grain there are other locally distinct features that build upon this character and add to the local sense of place, The Devisdale is one, others include Denzell Gardens, Dunham New Park and St Margaret's Church and the War Memorial.

3.8 This section of the A56 route falls into a "protect and enhance" category where the development plan and Conservation Area policies do not envisage major change to the current high quality environmental setting.

Section 2: Old Market Place – Altrincham

3.9 The views of the Old Market Place with the recently completed development at Kingsway set the scene for connections with the rest of the town centre including the Historic Market Quarter. Other than maintenance and improvements to the properties on both sides of the road frontages on this

stretch, the scope for new developments is very limited.

- 3.10 The recently completed Kingsway development illustrates the character and scope that proposals for new developments and improvements can achieve.
- 3.11 The two sites which currently detract from the cohesion of character of the Old Market Place are the motor servicing workshop (Kwik-Fit) and the vacant site at the junction of Woodlands Road. Both sites are situated at a highly visible and busy road junction at the northern gateway to the Old Market Place. Sympathetic development would have potential to significantly enhance the appearance of this location, especially on the approach from the north.
- 3.12 It is unlikely that proposals higher than the prevailing profile of three storey height could be acceptable along this stretch of the A56 route.
- 3.13 There is a change in quality and variety of the street scene from the Woodlands Road junction. The short stretch of dual carriageway together with central reservation planting and the presence of several mature trees, especially on the western side of the road, continue the visual quality set out earlier on Dunham Road.
- 3.14 The two public houses within the Sandiway conservation area (the George and Dragon and the Wheatsheaf) provide a strong visual narrowing of views from the Old Market Place direction.

Section 3: Manchester Road - Broadheath

- 3.15 Typically the character is of mixed developments, some with frontage landscaping but predominantly the street scene comprises buildings of varied designs and function. Noticeable are offices and retail park developments embedded with

frontages comprising terraced developments with shop and housing uses dating back to the original expansion of the urban area.

- 3.16 Only occasionally does the building height exceed two/three storey. Roberts House, a modern office development, exemplifies the impact taller buildings can have on the A56 street scene. With the overall balance of development being traditional and predominantly two/three storey the presence of this taller building in the street scene is somewhat disruptive.
- 3.17 The intersection of the A56 with Bridgewater Canal nearby is marked by the historic bridge which opens up views along the canal to the Linotype Estate, the new Urban Splash Budenburg buildings and the retail and industrial park on one side of the road with views of the smaller retail and industrial area of poor frontage appearance on the other side of the road. There is an obvious opportunity here for easy and welcoming access to the canal environment which would open up the recreational use of this waterway resource. For much of its length the canal runs parallel with the route of A56.
- 3.18 The final section of the A56 route before it meets the active railway viaduct and boundary with Timperley represents a typical mix of traditional two/three storey developments in commercial and residential use with some significant gaps created by the abandoned railway line and dismantled abutment and viaduct. Except for the "totem" advertising structure, the expanse of the car parks to the retail park diminishes the cohesion of the street scene.
- 3.19 The narrow depth of most of the frontage plots together with the expanse of the retail park car parks provide little scope for significant development opportunity which could contribute to vitality and improvements in the street scene. However, there are sections along the frontage (particularly

the older properties) which require significant maintenance and refurbishment.

- 3.20 Any development that would complement this location could not be higher than three storeys and would need to be of similar character and massing to the terraced pattern of the existing developments.

Section 4: Washway Road - Timperley

- 3.21 The short stretch of the road frontages on both sides between the railway viaduct and the Park Road junction is subject to recent and substantial mixed use development activity.
- 3.22 The new Stamford Brook residential development to the west required significant modification to the junction and road alignment of the A56 together with the formation of a new dedicated signal controlled junction. The new access opened up opportunities for redevelopment of the business park and the new frontage and expansion of South Trafford College.
- 3.23 Little remains of the original, domestic scale scene other than a few residential dwellings on the east side of the A56 and around the Park Road junction. The general character is that of institutional buildings, about four storeys in height, set in landscaped frontages with some elements of the original stone boundary wall. Surface car parking arrangements further loosen up the massing of the built form. The piecemeal approach to redevelopment and renewal, with only broad guidance on the height of buildings and landscaping standards has resulted in a street scene which conforms with the expected but lacks in vitality.
- 3.24 The main site available for redevelopment at present abuts the railway embankment and comprises vacant commercial/industrial buildings.

- 3.25 The character of recent developments on the adjacent sites provided some guidance, especially for the acceptable height of any proposal, i.e. not higher than four storeys, which might be put forward. The setting of any new building(s) on the back of the pavement would also restore the traditional line and character of the street scene.

Section 5: Washway Road - Woodheys

- 3.26 The character and density of development along the frontage of this stretch of the A56 illustrate the period when road accessibility spearheaded the substantial move to suburban development. These properties, as well as those beyond the highway, generally comprise substantial and often detached houses set in spacious gardens. The overall street character is that of a building line set well back from the wide tree-lined pavements, bounded in places by a stone wall.
- 3.27 Much of the landscape planting has matured and therefore good tree cover forms a significant part of the street scene. The straight, double width carriageway has a boulevard quality and carries substantial volumes of traffic. The pressures arising from the volumes of traffic are in conflict with the predominantly residential environment. Measures for road safety for all types of users are a priority here.
- 3.28 The Woodheys Local Commercial Centre represents a good example of typical traditional development which grew up around and benefited from the vitality of the A56 route when the traffic flows were relatively low.
- 3.29 Baguley Brook provides a distinct feature which enriches the visual variety of this frontage. The low level stone parapet wall of the bridge, over the brook which flows in the park like settings on the opposite side of the road, provides a landscaped balance to the otherwise low level commercial frontages. Whilst there is good

accessibility to the brook environment with further connections to Woodheys Park from the western side of the road, the recent enlargement of the car sales pitch to the east, precludes direct access and enjoyment of the brook's environment. Further to the east, the Brook's environment provides an opportunity for linkages with Newton Park and the Bridgewater Canal.

- 3.30 This is a mature residential neighbourhood where protect and enhance policies apply. Only proposals which replace existing development with development which complements the established scale, massing and character of the area will be acceptable.
- 3.31 In addition, there is an opportunity to restore the continuity of the Baguley Brook recreational walkway across the A56.

Section 6: Washway Road / Cross Street – Sale

- 3.32 Historically, Sale Town Centre was focused around this stretch of the A56 route with many buildings developed to showcase the importance of this location. The pattern of land use is mainly commercial with only a few properties remaining in residential use.
- 3.33 The economic viability and commercial competitiveness of the businesses on the A56 frontage diminished as the main town centre uses migrated to the pedestrianised School Road, the shopping precinct and the stand alone supermarkets such as Tesco and Sainsburys.
- 3.34 The original townscape of small plots in fragmented ownership changed as proposals for mainly office uses in buildings up to six storeys in height came forward. The general development profile of the street frontages remains mainly traditional in appearance, with the old cinema building, now fitness club, the Bulls Head public house and turreted building on the opposite corner of the junction

with School Road, providing traditional townscape features.

- 3.35 The new developments on the boundary with the Green Belt and the river valley provide a visual gateway and good transition to or from the M60 interchange. This was recently improved through modern design features, substantial land profiling and landscape planting. The completed works integrate well with the A56 route and the general location.
- 3.36 The main detractor to the vitality of the frontages in Sale comes from the appearance of derelict and disused / abandoned land and property. Throughout the full length of the A56 this is one location where this problem is most evident. Whilst there may be many underlying issues, the principal cause is the fragmented ownership of small frontage plots with consequent difficulties in land assembly.
- 3.37 Priorities for action include:
- requesting that land and property be maintained to an acceptable standard;
 - the assembly of derelict / vacant land and property with a view to bringing them back into active use;
 - the preparation of development briefs for those sites;
 - encouraging developments aimed at improving vitality and viability through a mix of uses;
 - encouraging developments with a modern design approach to balance the fragmented but mostly traditional street scene; and
 - encourage improvements to landscaping, cycle parking facilities and car parking arrangements in front of commercial premises.

Section 7: Chester Road – Stretford

- 3.38 Comprehensive redevelopments and highway improvements in the sixties removed much of the early terraced housing which flanked both sides of the road. The only safeguarded buildings

were Stretford Public Hall, the former Essoldo cinema (Grade II listed) and St. Ann's church. The Trans Pennine Trail passes under the A56 in this section, following the route of Kickety Brook from Urmston through Stretford and on to the Mersey Valley at Sale Water Park. This route also provides a link to the Bridgewater Canal towpath at Cut Hole Bridge.

- 3.39 The key modern buildings comprise a high-rise residential block (Stretford House), modern church, enclosed shopping precinct with multi-storey and open, ground level car parks. The physical impact of the new road created several issues which continue to act as a major barrier to the integration of the wider neighbourhood. The pedestrian underpasses are a deterrent in terms of perceived personal safety for users, without providing options for practical and safe pedestrian crossings.
- 3.40 Block landscaped planting which now matures well on the clearance sites combine to relieve an otherwise harsh and fragmented street scene.
- 3.41 It is also here that the Bridgewater Canal, almost unnoticed to the user, crosses again the route of the A56. The lack of a dedicated and safe access to the towpath detracts from the greater usage of this environmental resource.

Section 8: Chester Road – Gorse Hill

- 3.42 The slightly elevated position of the road over the Bridgewater Canal at this point provides good views in both directions: to the north the recently improved Gorse Hill local centre in the foreground with longer views to Manchester United stadium and the tall buildings in the city centre. To the south, the general view is that of St. Ann's Church, Stretford Public Hall and the distant tall residential block of Stretford House.
- 3.43 The full length of Chester Road between the bridge over the canal and Warwick Road comprises a variety of

uses, including some residential. The Gorse Hill local shopping parade provides the most cohesive and traditional frontage. This is supported; on the opposite side of Chester Road by the two lodges, archway, gates and great stone which form the entrance to Gorse Hill Park. These are Grade II listed structures previously located at the entrance to the De Trafford Estate opposite White City, formerly the home of Trafford Royal Botanical Gardens.

- 3.44 Most of the re-development in recent years, however, has been piecemeal and mainly for commercial purposes. These include municipal residential blocks with communal frontage gardens, motor showrooms, retail warehousing and a leisure centre. Although indistinct in character, the general profile not exceeding three storeys in height is maintained throughout this length with the exception of the twelve storey Trafford House and six storey City Point office blocks.
- 3.45 The height of these buildings together with other large buildings such as Warwickgate House and the East Stand of Manchester United stadium defines an urban environment where tall buildings can contribute to a townscape appropriate to a Regional Centre, as demonstrated in Manchester city centre and on Salford Quays.
- 3.46 The vacant site adjacent to the sports and leisure centre is subject to development proposals for a supermarket. When implemented it is likely to be a low profile building set within a landscaped strip at the road frontage. Signal controls with the formation of a filter lane will provide an access/egress facility and enlarge the junction in an area where there are already a number of road safety issues.

Section 9: Chester Road – Old Trafford

- 3.47 The construction of Bridgewater Boulevard with complex remodelling of

traffic circulation at the White City gyratory created a much altered environment which is subject to significant development pressures. The location of this traffic intersection has wider regional significance, which is exploited by the commercial desire for outlets to be located here.

- 3.48 Around White City, commercial uses predominate with a few tall office blocks of about twelve storeys in height set in lower profile business and retail use areas. The prominent headquarters of Greater Manchester Police highlight the strategic function of this part of the Regional Centre as a gateway to Manchester City Centre. It provides a unique location where proposals for tall buildings, set within space which can support full development standards for intended uses, can be justified and accepted.
- 3.49 The declassification of the A56 route, following the construction of the Bridgewater Boulevard created significant opportunity for neighbourhood improvements to this mixed use area next to the boundary with the City of Manchester.
- 3.50 The main issues for accommodating development pressure are for development which responds to the historic patterns of the built fabric where this clearly supports continuity in neighbourhood cohesion and the needs of local communities. New developments therefore, should complement the existing by providing a range of housing opportunities, scope for inward investment and business formation, job creation and environmental improvements.

4. OPPORTUNITY AREAS

- 4.1 The first theme for the guidance in this SPD identifies those sites and frontages along the A56 which are most in need of redevelopment or improvement and are therefore priorities for action.
- 4.2 The Opportunity Areas identified in this SPD do not provide an exhaustive list, but form those sites which are deemed priorities for action at the time of writing. It is anticipated that other sites will come forward in the future which will also be considered Opportunity Areas in need of redevelopment and improvement.
- 4.3 The SPD does not provide detailed or specific guidance about land use. At this stage it identifies the sites and frontages where intervention is most appropriate and where existing resources should be focused in order to maximise benefits to the A56 as a whole.
- 4.4 Any development or improvement on these sites must be consistent with the guidelines set out in the rest of this document.
- 4.5 The opportunity areas along the A56 are divided into 3 categories: Major Opportunity Sites; Potential Opportunity Sites; and Frontage Improvements.

Major Opportunity Sites

- 4.6 These are those larger sites which are most in need of intervention due to them being derelict / long-term vacant or those sites which are strategically well-placed and therefore represent a major development opportunity.
- 4.7 In most cases, the Council or landowner should prepare a detailed development brief for the site which reflects the guidance within the rest of this document. In some cases, although only as a last resort after negotiation with the relevant landowners, the Council will use its powers for

Compulsory Purchase in order to bring forward development on these sites.

- 4.8 The following sites are considered to be Major Opportunity Sites (see plans in Appendix B):
- Vacant warehouse adjacent to viaduct, Manchester Road, West Timperley;
 - 137-165 Cross Street, Sale;
 - Dalton House, Cross Street / Dane Road, Sale;
 - Newton Street / Lacy Street Car Park, Stretford;
 - Former Essoldo cinema (Grade II listed), Edge Lane, Stretford;
 - Site adjacent to Stretford Leisure Centre, Chester Road, Gorse Hill;
 - Land bounded by Chester Road / Princess Street / Cornbrook Park Road / Virgil Street, Old Trafford

Potential Opportunity Sites

- 4.9 These are generally smaller sites which nevertheless represent significant opportunities for redevelopment. Whilst some are in active use, their redevelopment would significantly benefit the townscape and enhance activity along the A56.
- 4.10 The following sites are identified as Potential Opportunity Sites (see plans in Appendix C):
- Kwik Fit Garage, Old Market Place, Altrincham;
 - Land & premises at 214 Manchester Road, Broadheath;
 - Former Petrol Filling Station, 176 Washway Road, Sale;
 - The Vine Public House Car Park, Washway Road, Sale;
 - Vacant office building, 100 Washway Road, Sale;

Frontage Improvements

- 4.11 A number of rows of properties or strips of land are in a dilapidated, overgrown or untidy condition. Many of these are in private ownership, are vacant or underused and are subject to illegal fly-posting and tipping.
- 4.12 Where necessary, the Council will encourage landowners to clean, refurbish and maintain their properties through negotiation, if this fails then the Council will consider the use of powers under Section 215 of the TCPA 1990 and Section 31 of the Clean Neighbourhoods and Environments Act 2005, in particular.
- 4.13 Particular encouragement will also be given to bring vacant upper floors of properties back into use.
- 4.14 The following areas are identified as Frontage Improvements (see plans in Appendix D):
- 85 - 97 (odd) Manchester Road, Broadheath;
 - 102 - 120 (even) Manchester Road, Broadheath;
 - 9 - 19b (odd) Washway Road, Sale;
 - 101 - 111 (odd) Cross Street, Sale;
 - Access / Lay-by for Lesley Road Tip;
 - 1090 - 1114 (even) Chester Road, Stretford;
 - 1058 - 1080 (even) Chester Road, Stretford;
 - 709 - 713 (odd) Chester Road, Gorse Hill;

5. STREET SCENE

5.1 The guidance in this section relates to all the factors, big and small, which help to create the public realm along the A56. This includes the basic principle of how the buildings shape the space on the street, as well as providing general guidance on detailed elements such as shop fronts, railings, lamp posts and advertising hoardings and cycle parking facilities.

5.2 The purpose of this section of the guidance, therefore, is to encourage an integrated approach to the design of the townscape by addressing all elements, from the biggest to the smallest, the existing and the new, to create a consistent, unique and attractive street scene along the A56.

5.3 Planning applications for development on sites immediately adjoining the A56 should be accompanied by a Design and Access Statement, prepared with reference to the guidance in DCLG Circular 01/2006. This statement should address the following issues in particular, where applicable.

Views and Vistas

5.4 The visual experience as you travel along the A56 is one of the most important aspects in presenting the Borough of Trafford as an attractive and accessible place. Whilst all elements of the street scene play a part in this, it is crucial that there are a number of attractive short views and longer vistas which make the character of the place memorable and present landmarks in the best way.

5.5 Whilst the views and vistas along the whole length of the A56 are important, the following are of particular importance in terms of defining the character of the area and should be preserved or enhanced:

- the rural and wooded views of and through Bowdon which provide an

attractive gateway to the Borough from the south;

- views of the historic Old Market Place in Altrincham;
- views of and through Sale and Stretford Town Centres
- longer vistas in Gorse Hill and Old Trafford of landmark buildings in Manchester City Centre;

5.6 In order to protect and enhance existing views, new development along the A56 should:

- not, in terms of its scale or mass, block existing views of prominent landmarks or areas of character as seen from the street;
- seek to frame existing views along the street by creating an enclosure and filling gaps in the street wall;
- create landmark features on corner sites which provide the object of views along the A56.

Gateways

5.7 Another key way of improving the quality and character of the journey along the A56 is to create focal points or gateways at key locations. This may necessitate preserving the existing character of the location (particularly in rural or well-landscaped locations).

5.8 Where new development is proposed, it should be of a higher quality and more distinctive architecture. Where a location represents a junction of north-south and east-west public transport routes, or where it is part of the Regional Centre, then higher density and taller buildings may be appropriate.

5.9 The following locations are identified as 'gateways' along the A56 (see plans in Appendix E):

- M56, Junction 8, Bowdon;
- Old Market Place, Altrincham;
- Altrincham Bridge, Broadheath;
- Washway Road / Sibson Road, Sale;
- Cross Street / Dane Road, Sale;
- Chester Road Gyratory, Stretford;

- Chester Road / Edge Lane, Stretford;
- Chester Road / Warwick Road, Gorse Hill;
- White City Gyratory, Old Trafford;
- Bridgewater Way / Chester Road, Old Trafford

Scale and Massing

5.10 The general scale and massing of buildings along the A56 is about three storeys, reflecting its historic growth in the late 19th and early 20th century and the residential nature of much of the development along it. In more recent times, commercial development has been of a larger scale – up to 10-15 storeys in some cases. Unfortunately, the monolithic nature and scale of these Modern developments has led to a significant degradation of the street scene along the A56.

5.11 Generally, therefore, new development along the A56 should be of a smaller scale and mass to fit within the context of the historic character and form of buildings along the route.

5.12 Within the defined town centres, the Regional Centre and those key gateway locations identified above (not including M56 Junction 8, Bowdon), buildings of a larger scale and mass may be appropriate. However, new development in these areas must still relate in scale to the buildings immediately around it and the width of the street or space it would enclose. Taller buildings must be of a high architectural and sculptural quality.

Street Frontages

5.13 A key factor in creating a vibrant street scene is the relationship of a building to the street which it serves.

5.14 In order to create this well-defined, human-scale environment, all new development along the A56 should conform to the following guidelines:

- New buildings should contribute to a common building line, closely related and parallel to the back of the pavement;
- The primary pedestrian access to the building should be directly from the pavement on the A56;
- Vehicular access to a site should, where possible, be taken from an existing access point and not create any new access points directly from the A56;
- Surface car parking should be located to the rear of a building, away from the A56 frontage;
- The extent of private space around a building should be clearly defined by railings, walls, landscaping, etc;
- Where appropriate, the original stone boundary wall at the back of pavement should be retained.

5.15 Development proposals which result in a solid, blank façade along the A56 will not be acceptable. All frontages, including shop frontages, should be well-designed using good quality materials and appropriate detailing. Shutter casements should be internalised and perforated shuttering should be used.

Pavements

5.16 Pavements are primarily for people and should be convenient and comfortable for all users. Although the width of pavements does vary along the length of the A56, a minimum of 3 metres should be maintained to provide pedestrians enough space and separation from traffic, unless this is physically unachievable due to the constraints of existing buildings or other features.

5.17 Near existing shops and commercial premises, additional space should be provided for vehicles and cycles to stop or park in a way that they do not interfere with free movement along the pavement. Similarly, the amount of street furniture, signposts railings, litter bins, bollards, etc. should be minimised to reduce clutter and confusion.

Pavements should also be easy to maintain and safe to use.

Cycle Lanes

- 5.18 Cycle lanes are primarily for cyclists and should be safe, convenient and comfortable for all users. Wherever possible, a minimum width of 2 metres should be maintained to provide cyclists enough space and separation from traffic.

Street Furniture

- 5.19 This guidance is not proposing that a uniform style of street furniture be adopted for the whole length of the A56. Rather, distinctive types of street furniture could be adopted in specific sections of the route to reflect their importance and distinct character. The type and amount of street furniture should be appropriate to the location, with less street furniture in rural parts of the A56.
- 5.20 For instance, different types of street furniture such as railings, lighting columns, sign posts, cycle parking and litter bins could be adopted for each of the 3 town centres along the route. These may reflect a heritage or contemporary theme depending on the particular character of the area.
- 5.21 The Council will negotiate with landowners and developers to secure financial contributions towards the provision of street furniture through agreement with the owners of existing properties and, where appropriate, through s106 agreements linked to new development within each of the 3 defined town centres along the A56.
- 5.22 Outside of these areas, a more generic or 'background' type of street furniture is appropriate.
- 5.23 The amount of signage should be minimised to ensure the safe and efficient use of the highway for example, doubling up signs to indicate

the location of car & cycle parking spaces.

Street Lighting

- 5.24 Primarily, any street lighting should provide a level of illumination that creates a safe environment without an excessive amount of light pollution.
- 5.25 As with street furniture generally, this guidance does not propose a distinct style of street lighting for the A56 as a whole. However, particular styles of street lighting are appropriate within the 3 town centres to reflect their importance and unique character.
- 5.26 In replacing lighting columns along the A56, consideration should be given to replacement columns which can accommodate banner and/or floral displays, as well as cycle route signage where appropriate.
- 5.27 As part of its Carbon Management Programme, the Council will consider options for replacing existing street lights and other street furniture such as bus shelters, with energy efficient alternatives.

Adverts

- 5.28 The form, scale and positioning of advertising within the street scene along the A56 should be consistent with the guidance set out in Proposal D10 of the Adopted Revised UDP (June 2006) and the Council's adopted Supplementary Planning Guidance note (PG14: Advertisements, 1995).
- 5.29 The Council will take action to compel landowners to remove illegal flyposting from their land and properties. Powers that can be used to do this include:
- Section 225 (1) of the TCPA 1990 which allows local authorities to remove or obliterate any placard or poster displayed in contravention of the Advertisement Regulations;

- The Clean Neighbourhoods and Environments Act 2005, under Part 4, Section 31 (1) and (2), which gives the local authority the power to deal with flyposting, graffiti, etc.;
- Section 132 (2) of the Highways Act 1980 which makes provision for the highway authority to remove any picture, letter, sign or other painted, ascribed or affixed on the surface of the highway, or any structure or works on or in the highway.

6. SAFETY & ACCESSIBILITY

- 6.1 A sustainable future for the A56 depends on balancing the needs of pedestrians, cyclists, bus passengers, car users, motorcyclists, van and lorry drivers, etc. but also, in line with PPG13, to give priority to people over ease of traffic movement. The following guidance seeks to provide an integrated approach to improve the safety and accessibility of the A56 for all users.
- 6.2 The Council is also developing a Supplementary Planning Document for Developer Contributions to Highways and Public Transport Improvement Schemes (SPD3). This document sets out the Council's approach to collecting monies for highways and public transport improvements from developers by way of TCPA Section 106 planning obligations.
- 6.3 Within the context of that document, all monies collected from development on sites immediately adjoining the A56 will go towards improvements along the A56 itself, including:
- Junction improvements;
 - Signals;
 - Traffic calming;
 - Bus infrastructure improvements;
 - Cycle routes and facilities;
 - Pedestrian links and crossings;
 - Street scene improvements – for example signage, lighting, furniture, public art, etc.
- 6.4 Developer contributions from sites outside of the A56 Corridor may also be used along the A56, as appropriate.

Pedestrians

- 6.5 The quality of the pedestrian environment varies considerably along the length of the A56, with some stretches relatively pleasant to walk along with wide, tree-lined pavements. Measures to improve pavements are outlined in paragraphs 5.16 & 5.17 above.
- 6.6 In many locations along the route, and around the 3 town centres in particular, there is a need to improve crossing facilities for pedestrians and disabled users in order to improve safety and access between residential areas and shops, workplaces, bus stops, etc. Therefore, where new crossing facilities are proposed, these should be at-grade pelican crossings.
- 6.7 The Council also seeks to encourage access to the Bridgewater Canal, in particular in the two locations (Broadheath and Gorse Hill) where the A56 crosses over the canal. As part of the Bridgewater Way improvements, new steps, ramps and signage will be promoted to enhance access to the canal towpath at these points.

Cycling

- 6.8 Trafford has among the highest proportion of cyclists per head of population in Greater Manchester, due largely to its relatively flat topography. However, cycling along the A56 is still a difficult and dangerous thing to do.
- 6.9 The 18 Policies set out in the Trafford's Cycling Strategy remain relevant for actions along the A56. The Council, following full consultation with cycle groups, will develop a clear action plan to provide safe and convenient cycle facilities along this route (north/south) across the A56 (East/West), or provide other measures to create a safe route where cycle lanes are not feasible.
- 6.10 Where the width of the pavement allows, the Council will consider reconfiguration to provide a clearly

defined / segregated cycle lane and walkway.

- 6.11 Policy (7) of the Trafford Cycling Strategy allows for planning agreements to be made with developers to contribute monies towards improving transport infrastructure to aid cyclists on the section of the highway adjoining the development site.
- 6.12 Within new developments, surface cycle parking should be located in a convenient and easily accessible location, close to any entrance.

Public Transport

- 6.13 Improvements to bus stops, bus lanes and providing clearer links to Metrolink stations are essential measures to ensure modal shift from private vehicles to public transport.
- 6.14 Most of the A56 is identified by the Greater Manchester Passenger Transport Authority as a Quality Bus Corridor (QBC) and, during 2006, all the bus stops between Altrincham Town Centre and Manchester City Centre have been upgraded to provide more shelters, better lighting and drainage with more service information available. The QBC initiative also involves increases in service frequency (such as the 263 service operated by Arriva) and bus priority measures such as bus lanes, bus priority at traffic lights, etc.
- 6.15 Wherever possible, bus lanes on the A56 will:
- be operational 24 hours a day, 7 days a week subject to agreement with affected businesses and residents;
 - only be available for use by buses, hackney carriages and cycles;
 - be between 4.25 metres and 4.6 metres in width as per the guidance in DfT's/ IHT's '*Cycle Friendly Infrastructure*' guidelines"

- 6.16 The Metrolink tram system runs parallel to the A56 for much of its length, and there would be significant benefits in improving links between the A56 and the Metrolink stations. This could take the form of specific directional signs for pedestrians and signs providing information about existing Park & Ride facilities for motorists. In addition, improved crossing points at certain junctions such as Navigation Road in Broadheath, Park Road in West Timperley, Dane Road in Sale, etc. would improve access for communities on the west side of the A56 to the tram stops on the east side.

Highway

- 6.17 A safe and free-flowing A56 would benefit all users. Further consideration will be given to improvements in the road layout in order to increase the capacity of the carriageway and key junctions, where this does not have any impact on the safety or convenience of cyclists and pedestrians, and to the introduction of road safety measures.
- 6.18 The Council will prioritise the maintenance of the carriageway of the A56 in order to reduce road-works and other delays.

7. GREEN INFRASTRUCTURE

- 7.1 The A56 carries thousands of vehicles each year. The exhaust fumes generated by all of the journeys made along this route results in negative localised effects on air quality and noise pollution but also generates a significant amount of greenhouse gases which add to global warming.
- 7.2 A final but key theme of this guidance is to promote measures to reduce these negative environmental effects. Clearly, the most effective way of doing this is to reduce the amount of vehicular traffic along the route. To this end, the Council should consider all the options available to address this issue of reducing traffic flows along the route.

Noise

- 7.3 Improvements to the A56 that result in changes to the vehicle flows and land use should consider resulting noise impacts. Road traffic is the dominant noise source in the A56 corridor.
- 7.4 Therefore, the likely noise impacts of new development must be assessed and controlled where appropriate. In addition, appropriate noise mitigation measures to protect developments from traffic noise are recommended.

Air Quality

- 7.5 The Action Plan for the Trafford Air Quality Management Area (AQMA) is particularly concerned with reducing levels of Nitrogen Dioxide (NO₂) and Particulate Matter (PM10), the main sources of which result from road transport.
- 7.6 The AQMA has been declared for the northern section of the A56 (along the Stretford, Gorse Hill and Old Trafford stretch) as NO₂ concentrations are high in this area due to the greater number of vehicle movements in the north of the borough. Therefore, the following measures, which are included in the

AQMA Action Plan for Trafford, are proposed in these areas, where appropriate:

- priority for bus lane provision;
- subsidised public transport;
- improved cycling and walking facilities;
- promotion of fuel efficient driving;
- encouragement of local employers to develop green travel plans.

Water Quality

- 7.7 The Council will seek to ensure all new development in the A56 Corridor considers the effect on water quality and, if necessary, contains appropriate mitigation measures.
- 7.8 In addition, the Council will consider further measures to reduce pollutant run-off from the carriageway.

Carbon Management

- 7.9 On a wider scale, this document seeks to reduce the level of Carbon Dioxide (CO₂) emissions generated by the A56. A diverse range of measures along the A56 will contribute towards this objective, including;
- the planting of street trees to absorb some of the carbon released by vehicles;
 - increasing planting in landscaped strips and adjacent greenspaces, particular in the Stretford, Gorse Hill and Old Trafford stretches of the A56;
 - encourage greater public transport usage and other green travel measures, such as car sharing, and measures to promote walking and cycling;
 - reduce energy consumption of traffic lights, street lamps, etc and encourage conversion to renewable energy sources;

Tree Planting

7.10 As set out above, there are a number of benefits to increased tree and landscape planting in terms of improved air quality and visual amenity. The environment in some parts of the A56 (particularly Bowdon and Woodheys) are made pleasant by the large amount of mature trees alongside the road.

7.11 The Council already has in place a policy that requires developers to provide either on site planting or financial contributions towards off site planting where the total requirement cannot be met on site. The Adopted Supplementary Planning Guidance note on Developer Contributions Towards Red Rose Forest sets out how the Council will collect and administer funds from developers for tree planting and Community Forest projects.

7.12 Red Rose Forest contributions generated from development immediately adjacent to the A56 should be spent solely on improving planting within or immediately adjacent to the public highway of the A56.

7.13 Priority Areas for tree planting along the A56 are as follows:

- Altrincham Bridge, Broadheath;
- Cross Street to Dane Road, Sale;
- Chester Road Gyratory, Stretford;
- Chester Road landscape strips, Stretford;
- Chester Road to Warwick Road, Gorse Hill;
- White City Gyratory, Old Trafford;
- Bridgewater Way / Chester Road, Old Trafford

Network of Green Spaces

7.14 One of Trafford's greatest assets is its large number of high quality parks, greenspaces and linear recreational routes, a number of which cut across or are very close to the A56. These perform an extremely valuable role in improving local amenity, opportunities for recreation, and habitats for wildlife.

7.15 In particular, the Council will encourage links to and awareness of the following parks and greenspaces:

- Bollin Valley Way;
- Watch Hill Site of Biological Importance;
- Dunham Park;
- Dunham New Park and Golf Course;
- Denzell Gardens and The Devisdale Site of Biological Importance;
- St Margaret's War Memorial, Bowdon;
- John Leigh Park;
- Trans Pennine Trail;
- Bridgewater Canal;
- Salisbury Fields and Balfour Road Wetlands Site of Biological Importance;
- West Timperley Wildlife Corridor (Disused Railway Line crossing A56 between Lindsell Rd and Timperley Brook);
- De Quincy Park;
- Newton Park;
- Sinderland Brook Linear Open Land (Woodheys Clough)
- Granary Wood;
- Cecil Avenue;
- Walton Park;
- Crossford Bridge and Danefield Pond Site of Biological Importance;
- Mersey Valley;
- Highfield Close Playing Fields, Stretford;
- Longford Park;
- Victoria Park, Stretford;
- Gorse Hill Park;
- Nansen Park and Allotments, Gorse Hill

7.16 Measures will include:

- improved signposting for motor vehicles, cyclists and pedestrians from the A56;
- planting to improve linkages between greenspaces, where appropriate;
- External funding bids (e.g. Big Lottery Fund Living Landmarks, Sustrans, etc.) for greenspace improvements.

- 7.17 All proposals for new development within the A56 Corridor should demonstrate how their proposal impacts on nearby green spaces and, where appropriate, what improvements it will bring.

8. FURTHER INFORMATION

8.1 Landowners and developers are actively encouraged to contact the Council to discuss issues concerning their land and properties or any aspirations and proposals they may have for development along this strategic route.

8.2 Contact the Council's Strategic Planning & Developments team for advice on:

- Planning policy;
- Urban design guidance;
- Regeneration issues;
- Land and property matters;
- Site development briefs;

8.3 Contact the Council's Planning & Building Control Service for advice on:

- Development control matters, including planning applications and pre-application discussions;
- Section 106 agreements;
- Planning enforcement issues;
- Building control matters;
- Highways and traffic issues
- Drainage issues;
- Trees and landscape issues;
- Conservation Areas and Listed Buildings

8.4 Contact details are:

**Strategic Planning and
Developments**

PO Box 96
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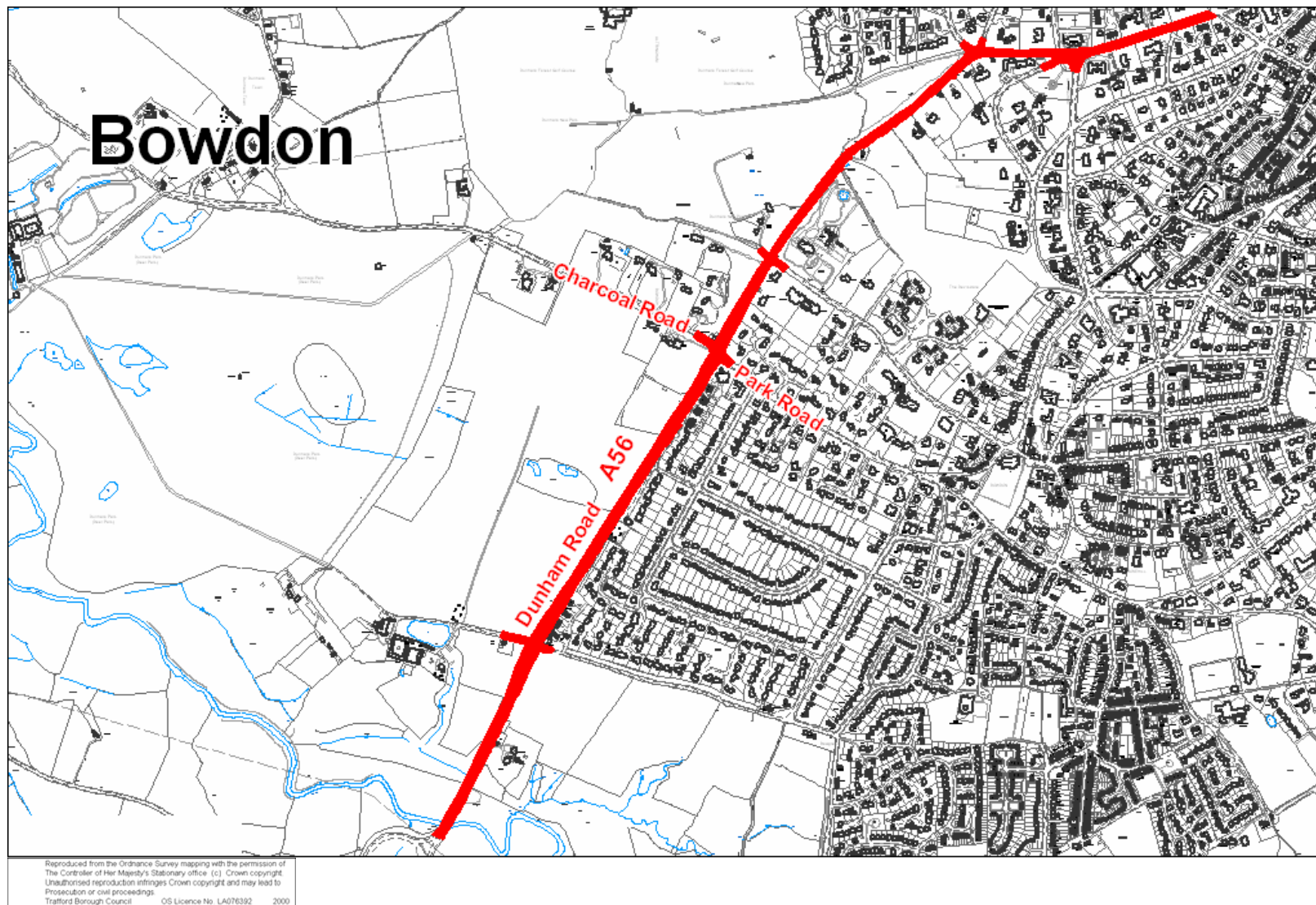
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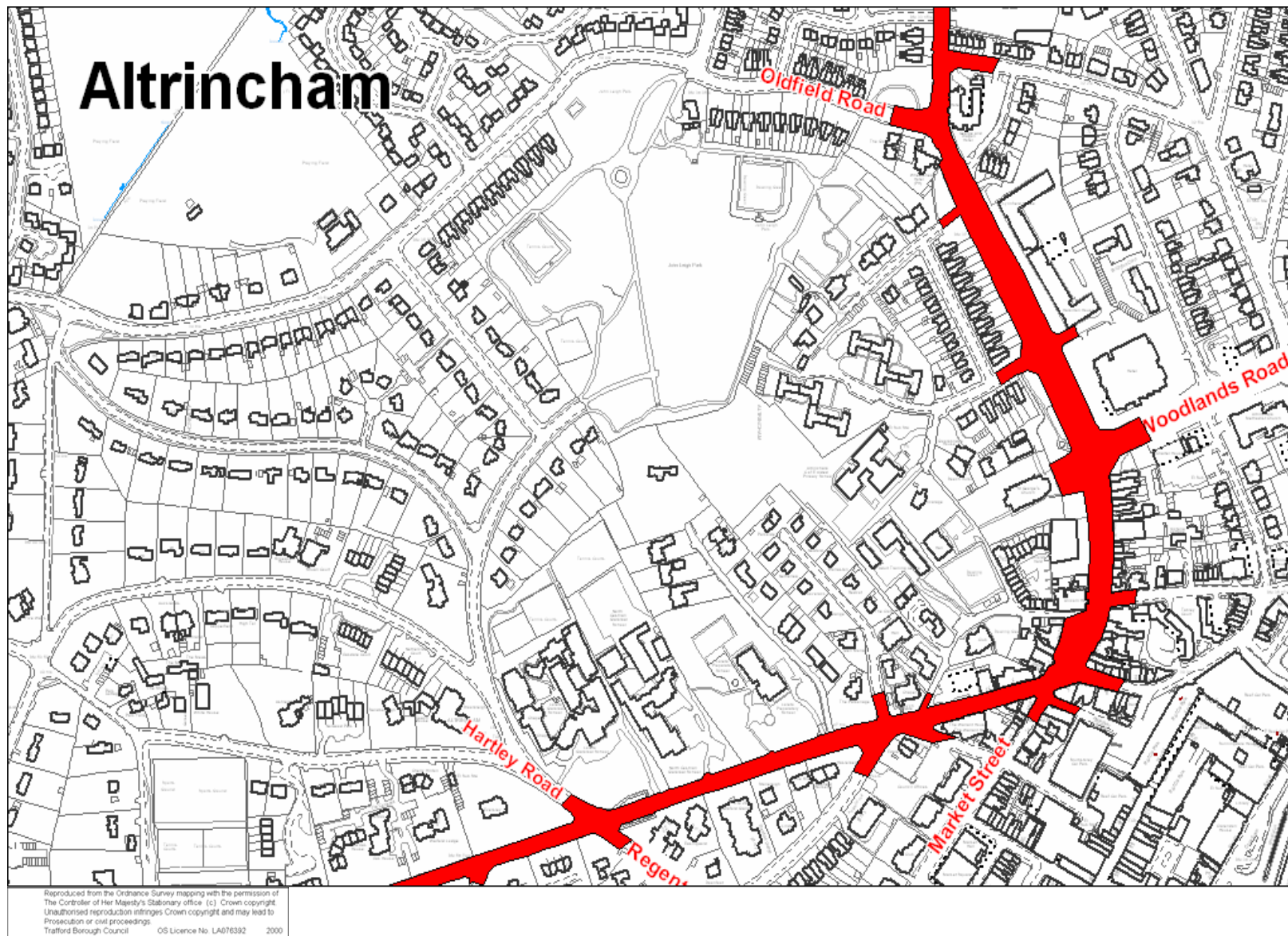
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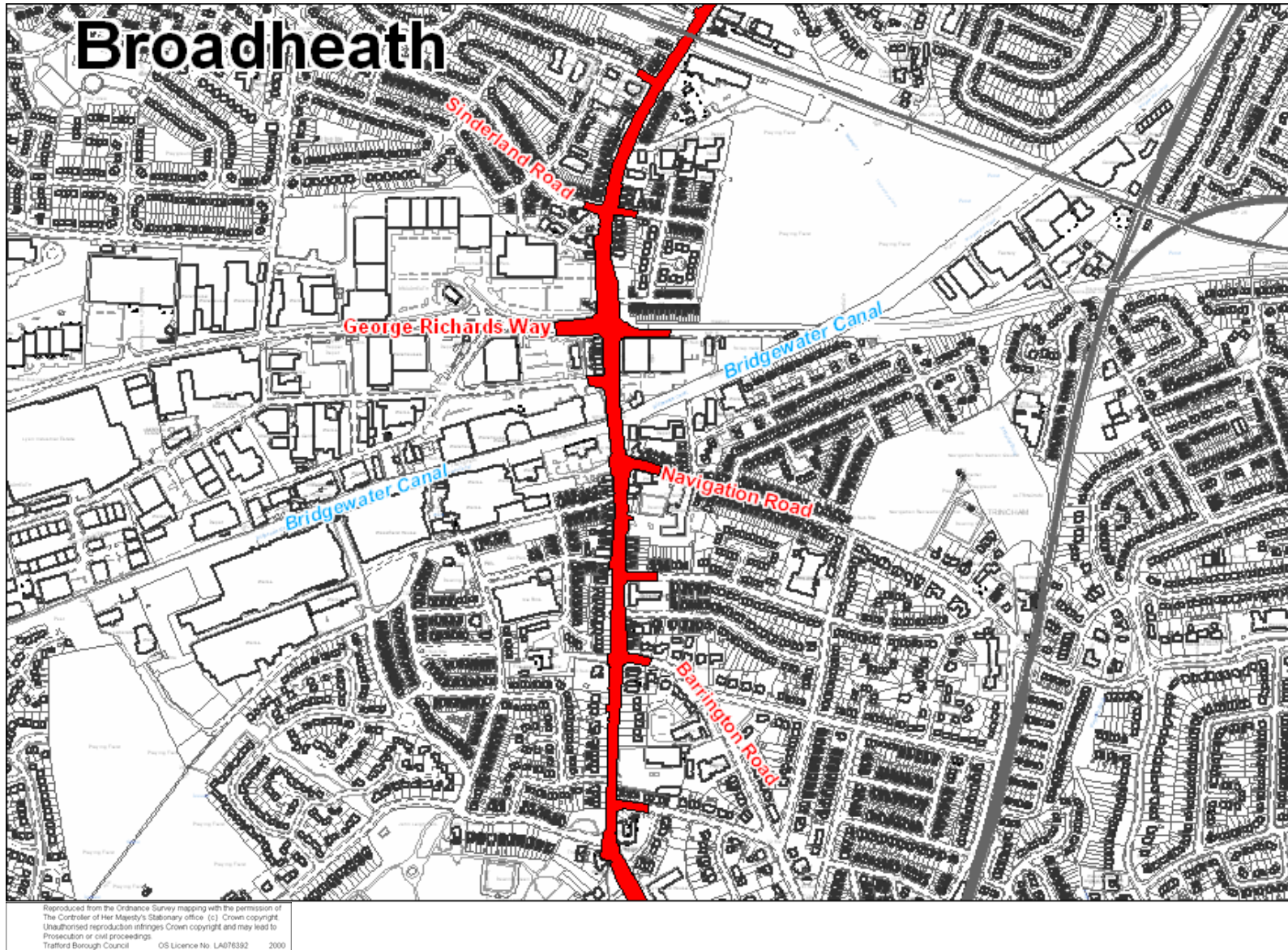
8.5 All Council documents are available on the Council's website (www.trafford.gov.uk). To assist people with particular needs, these documents can be made available in large print, Braille, audiotapes and in a number of alternative languages on request.

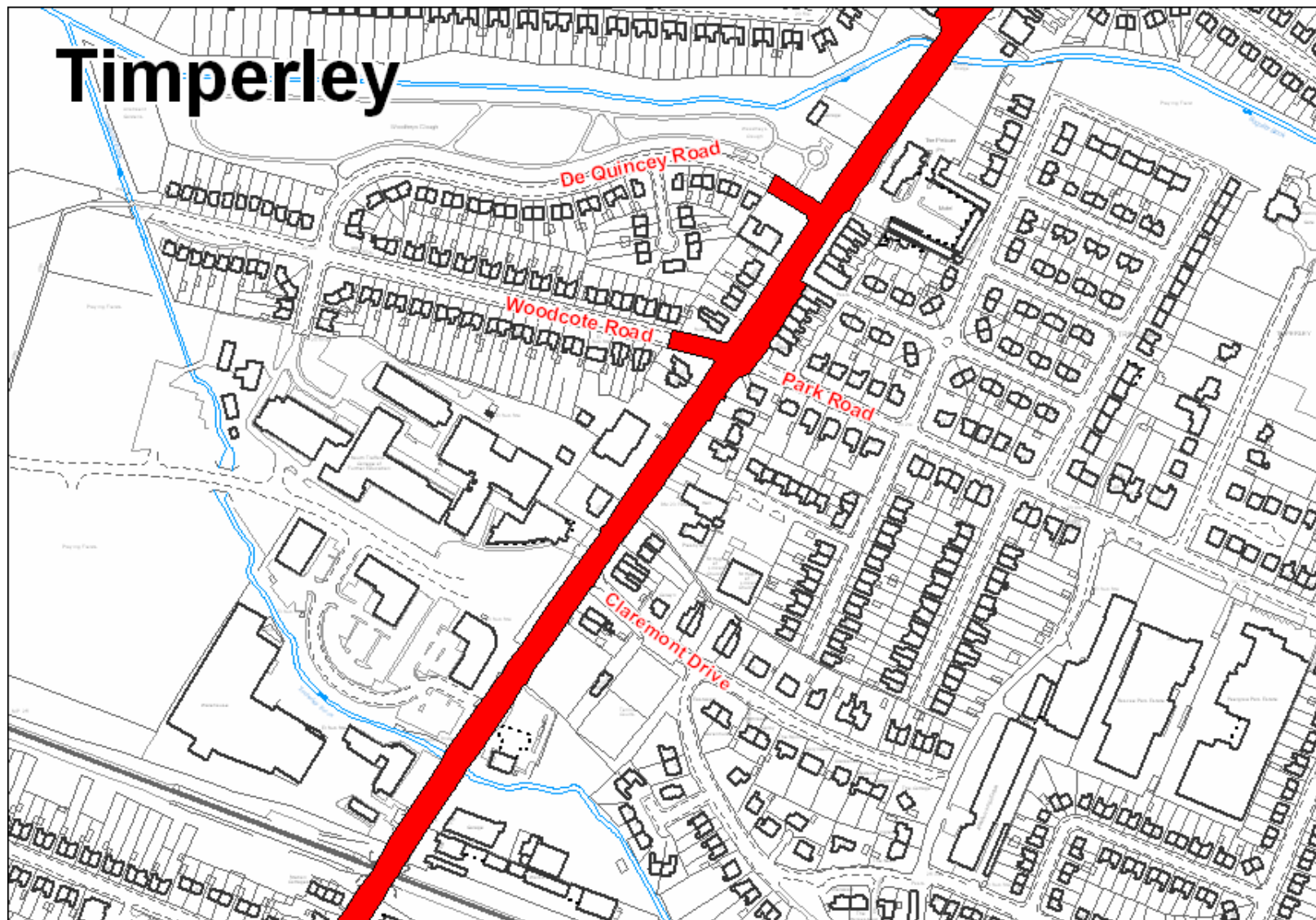
APPENDIX A

A56 SECTIONS

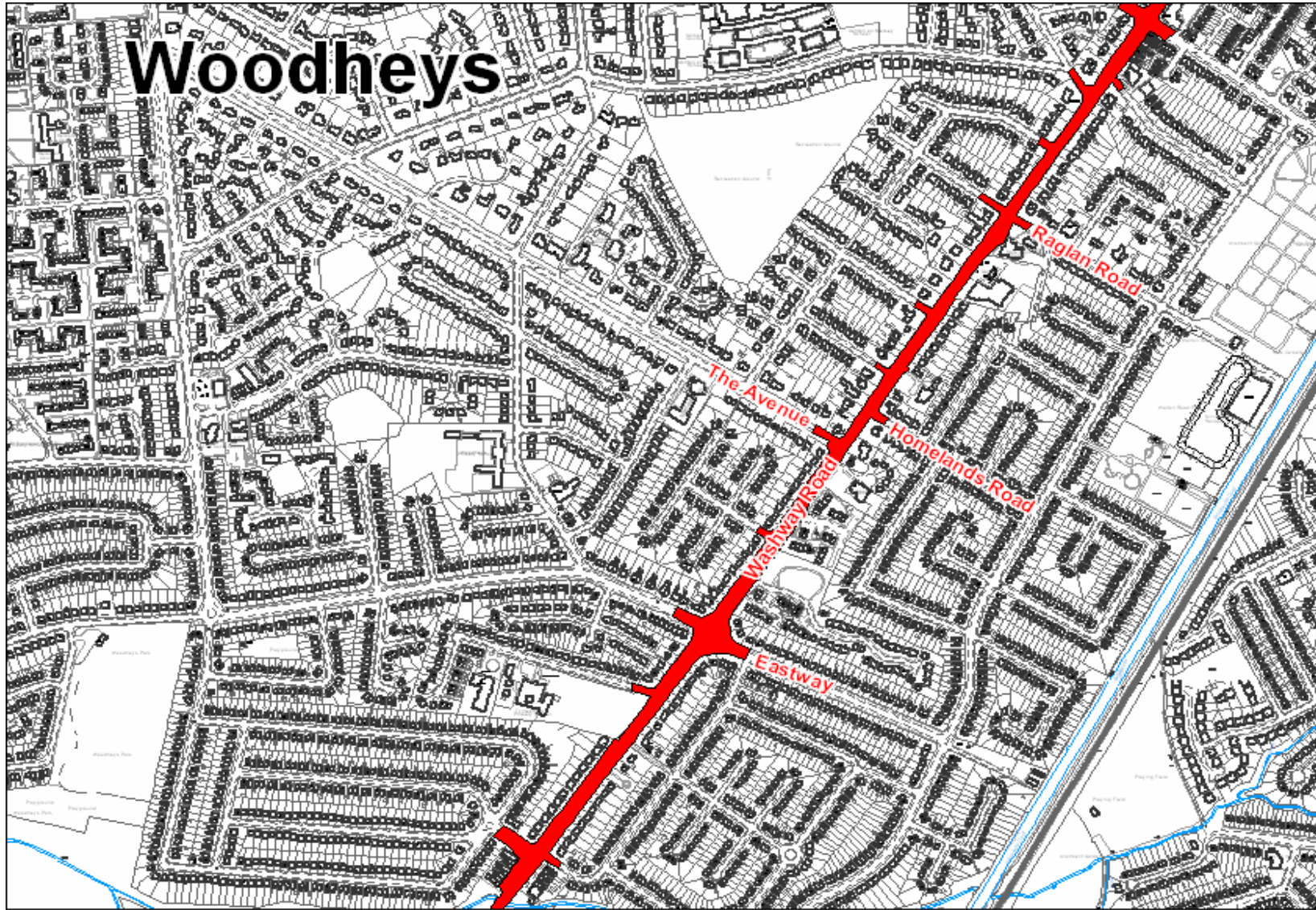




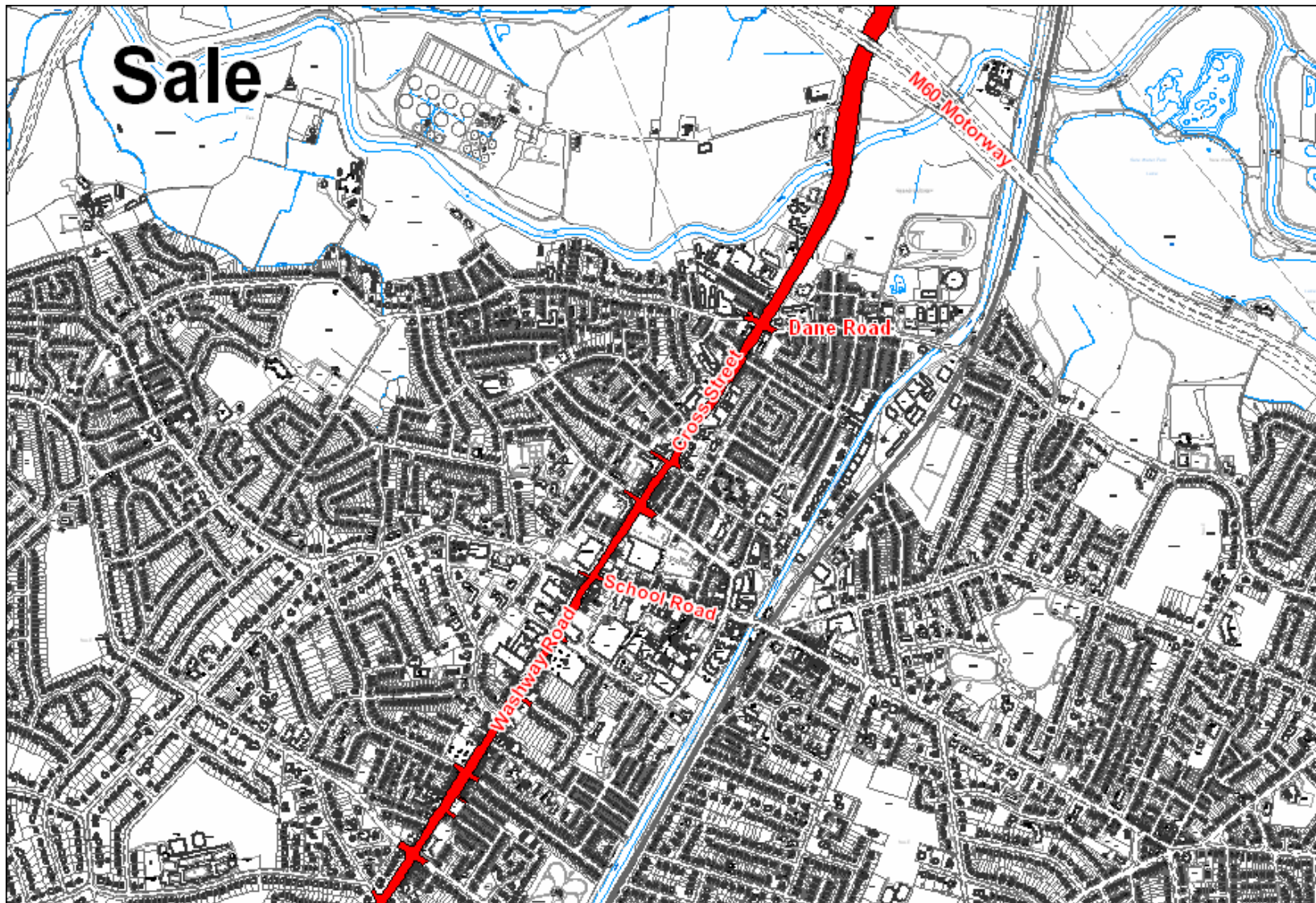




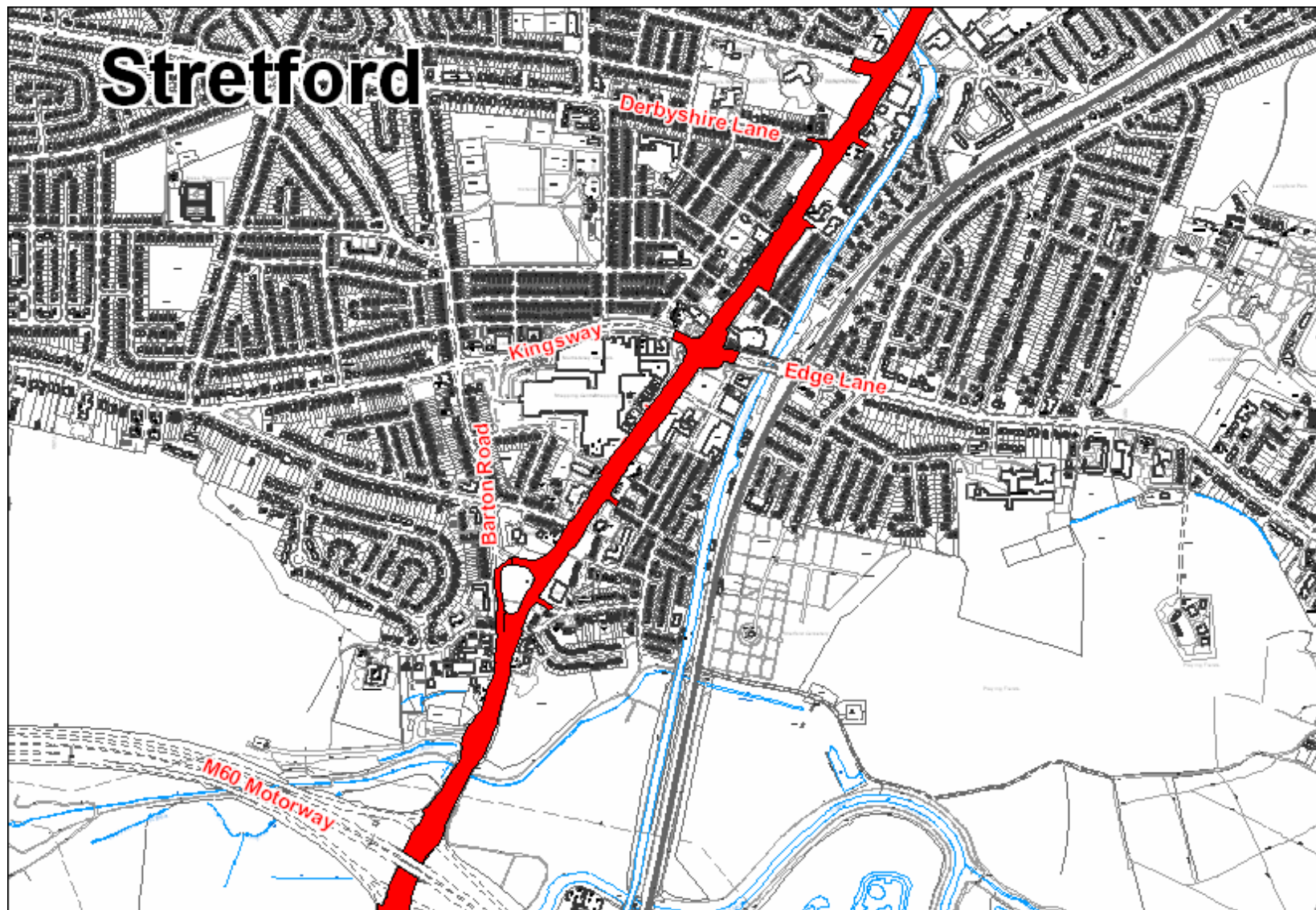
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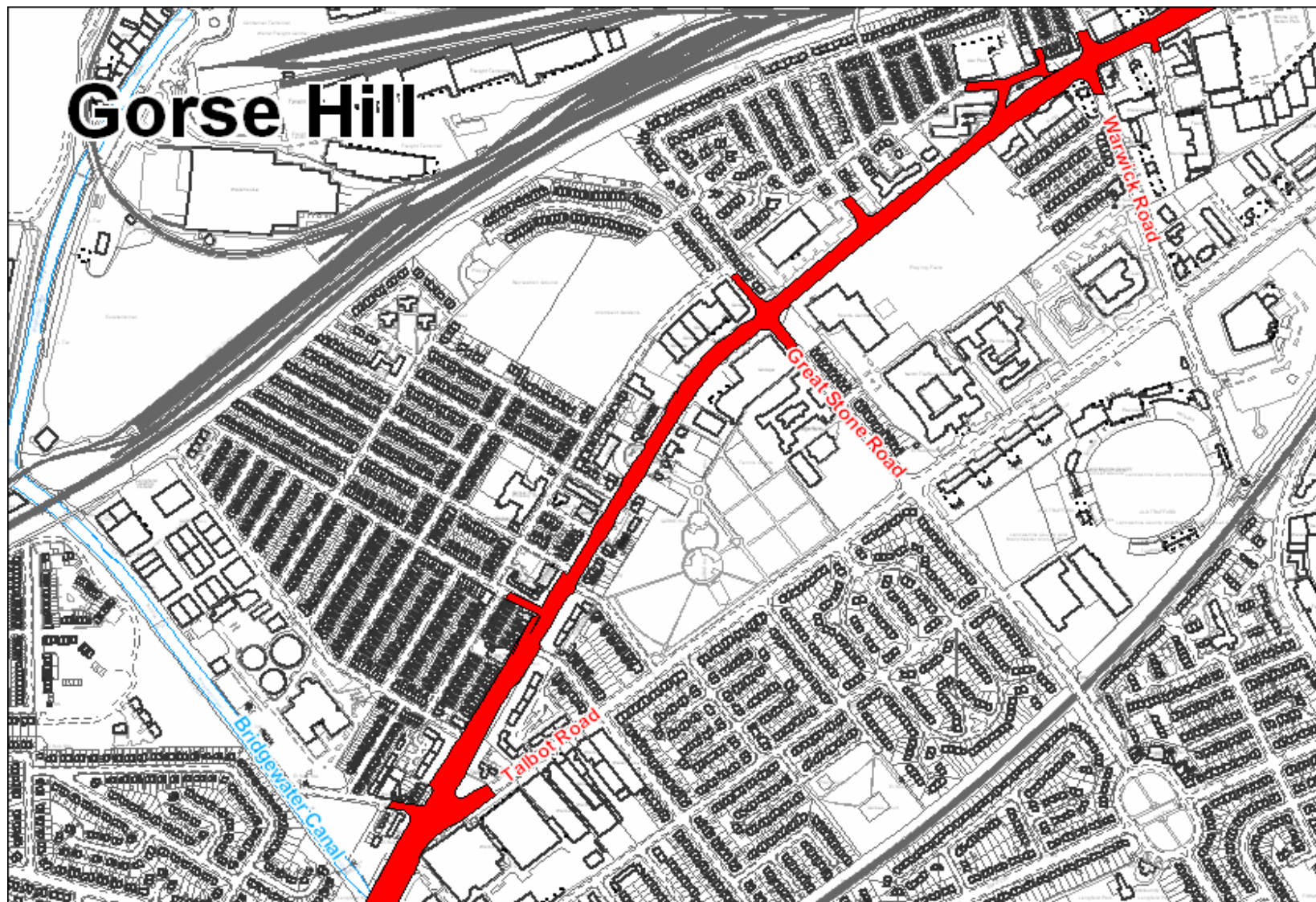
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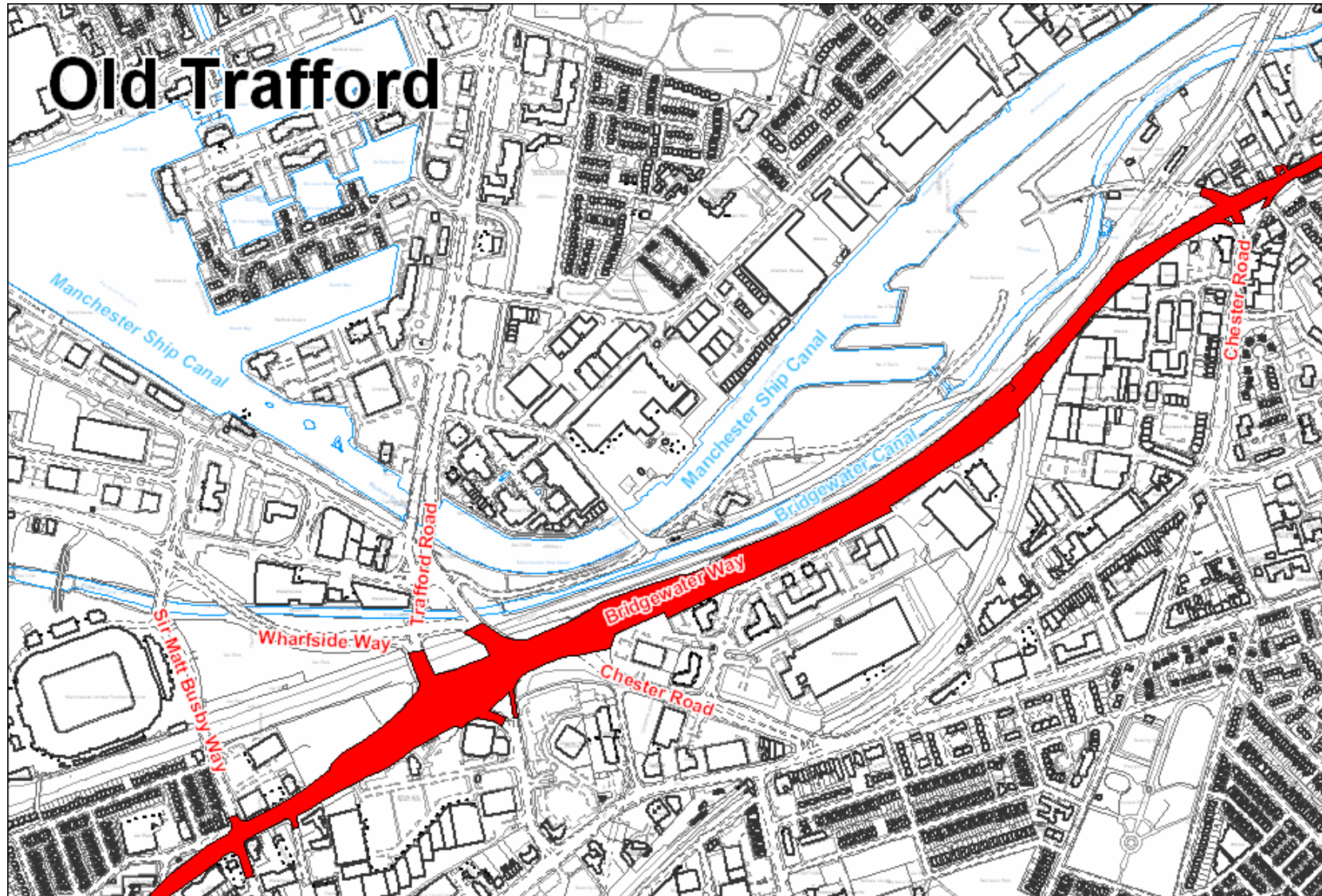


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Gorse Hill

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Old Trafford

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APPENDIX B

MAJOR OPPORTUNITY SITES

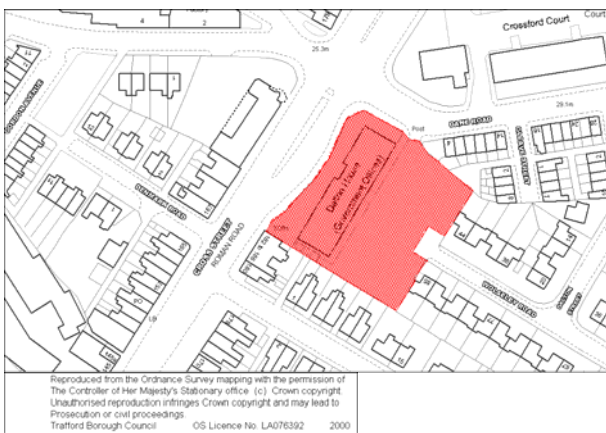
**B1 - Vacant warehouse adjacent to viaduct,
Manchester Road, West Timperley**



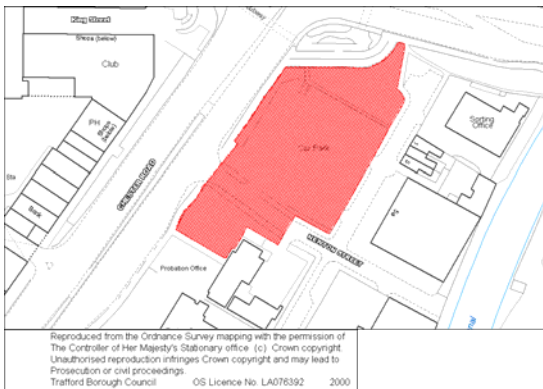
B2 – 137 - 165 Cross Street, Sale



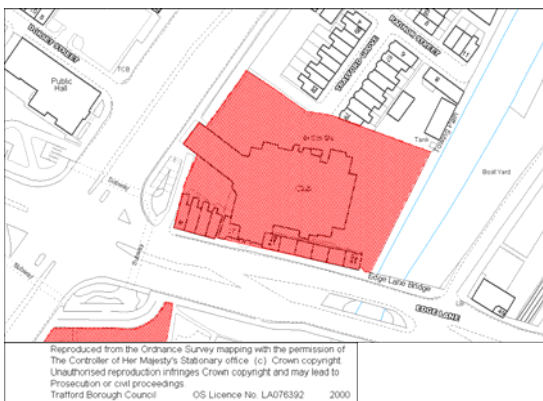
**B3 - Dalton House, Cross Street / Dane Road,
Sale**



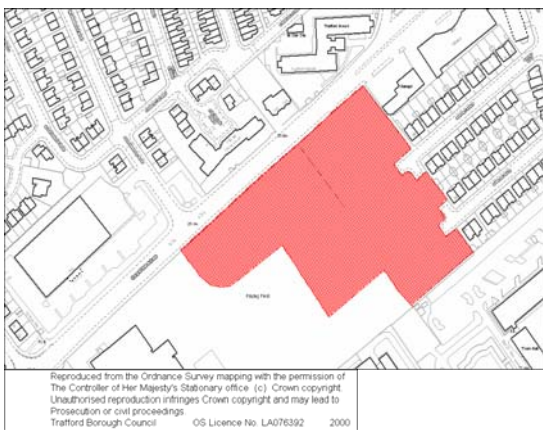
B4 - Newton Street / Lacy Street Car Park, Stretford



B5 - Former Essoldo cinema, Edge Lane, Stretford



B6 - Site adjacent to Stretford Leisure Centre, Chester Road, Gorse Hill



**B6 – Land bounded by Chester Road /
Princess Street / Cornbrook Park Road / Virgil
Street, Old Trafford**



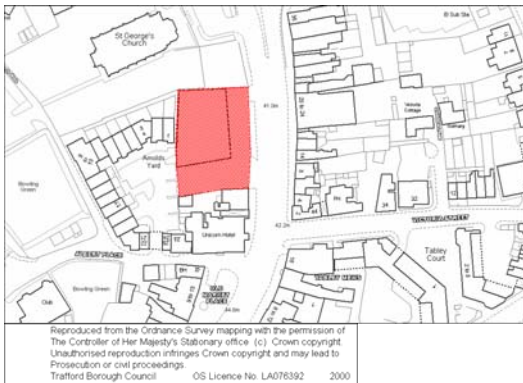
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APPENDIX C

POTENTIAL OPPORTUNITY SITES

**C1 - Kwik Fit Garage, Old Market Place,
Altrincham**



**C2 – Land & premises at 214 Manchester
Road, Broadheath**



**C3 - Former Petrol Filling Station, 176
Washway Road, Sale**



**C4 - The Vine Public House Car Park,
Washway Road, Sale;**



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**C5 - Vacant office building, 100 Washway
Road, Sale**



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APPENDIX D

FRONTAGE IMPROVEMENTS

D1 – 85 - 97 (odd) Manchester Road, Broadheath



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D2 – 102 -120 (even) Manchester Road, Broadheath



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D3 – 9 – 19b (odd) Washway Road, Sale



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D4 - 101-111 (odd) Cross Street, Sale



D5 - Access / Lay-by for Lesley Road Tip



D6 - 1090-1114 (even) Chester Road, Stretford



D7 - 1058-1080 (even) Chester Road, Stretford



D8 – 709 – 713 (odd) Chester Road, Gorse Hill



APPENDIX E

GATEWAYS

E1 - M56, Junction 8, Bowdon



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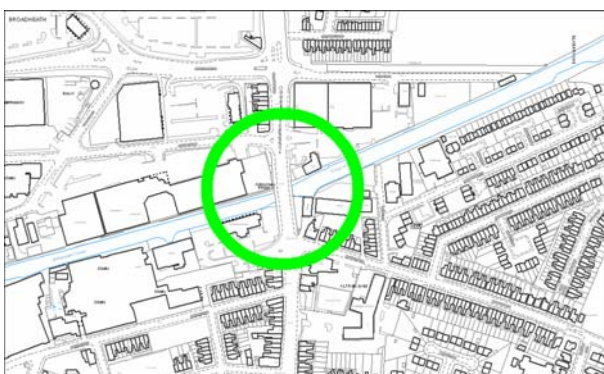
E2 - Old Market Place, Altrincham



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E3 - Altrincham Bridge, Broadheath



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E4 - Washway Road / Sibson Road, Sale



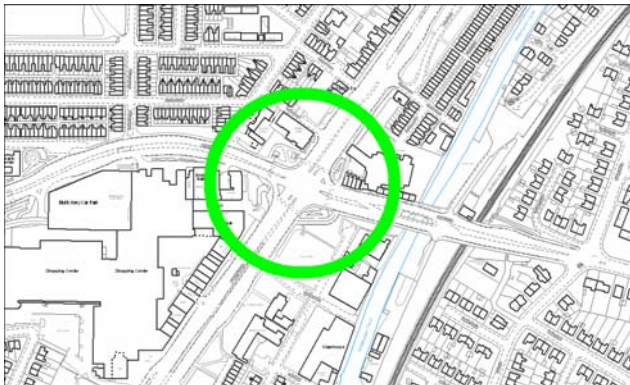
E5 - Cross Street / Dane Road, Sale



E6 - Chester Road Gyratory, Stretford



E7 - Chester Road / Edge Lane, Stretford



E8 - Chester Road / Warwick Road, Gorse Hill



E9 - White City Gyratory, Old Trafford



E10 - Bridgewater Way / Chester Road, Old Trafford

