

TRAFFORD COUNCIL

Report to: Council
Date: 28 July 2021
Report for: Decision
Report of: Executive Member for Housing and Regeneration

Report Title

Places for Everyone Plan (2021): Approval of Places for Everyone 2021 for submission to the Secretary of State

Summary

This report summarises the content of the final draft Places for Everyone Plan (PfE) 2021 and its relationship to the Greater Manchester Spatial Framework (GMSF). It summarises the Trafford allocations and land supply position in PfE. The report seeks approval to submit PfE to the Secretary of State for Examination in Public, following consultation on the PfE Plan in Summer 2021.

Recommendation(s)

It is recommended that Council:

- (i) Approve Submission of the Places for Everyone Publication Plan 2021 to the Secretary of State for examination following the period for representations

Stephen James (Head of Strategic Growth) x 4330

Sarah Todd (Principal Transport Policy Officer) x 4494

Lesley Franklin (Senior Strategic Planning Officer) x 4770

Appendices

Appendix 1 – [Publication Draft Places for Everyone Plan 2021](#) (includes link to the Integrated Assessment and supporting evidence base documents)

Appendix 2 - New Carrington PfE Masterplan (separate document)

Appendix 3 - Timperley Wedge PfE Masterplan (separate document)

Appendix 4 – PfE 2020 New Carrington Allocation Policy

Appendix 5 - PfE 2020 Timperley Wedge Allocation Policy

Appendix 6 – Schedule of proposed replaced Core Strategy (2012) policies

Background Papers: None

Relationship to Policy Framework/Corporate Priorities	The PfE will provide the overall strategic planning context for the Trafford Local Plan which will contribute to a number of the Council's Corporate Priorities, in particular affordable and quality homes, successful and thriving places and greener and connected.
Relationship to GM Policy or Strategy Framework	The PfE is being produced in partnership with the GMCA and will be one the key strategic policy documents produced at the GM level.
Financial	The PfE is being produced jointly with nine GM LA's (excluding Stockport) and the GMCA which contributes to the costs of its preparation and ultimate adoption. For Trafford, the estimated costs of consultation, further evidence work required and the Examination in Public to secure adoption of the PfE is expected to be covered from Reserves that have been specifically earmarked.
Legal Implications	The PfE will form part of the Trafford Development Plan. There is a requirement for the Council to keep its Development Plan documents up to date. Applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The next consultation stage will be carried out in accordance with Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012.
Equality/Diversity Implications	None arising directly out of this report, however the implications of the PfE have been assessed as part of its preparation through an Equality Impact Assessment.
Sustainability Implications	The PfE will be supported by a Sustainability Appraisal (SA), which will assess the plan against a number of economic, social and environmental indicators to ensure that development will be sustainable.
Carbon Reduction	The PfE underpins Greater Manchester's ambition to be a carbon neutral city region by 2038, as well requiring all new developments to be net zero carbon by 2028. The Trafford allocations could also provide opportunities for decentralised, low carbon heat and energy networks. The PfE policies link to the Trafford Carbon Neutral Action Plan.
Resource Implications e.g. Staffing / ICT / Assets	The PfE is in part being produced by staff from within the Council's Strategic Growth Service. The documents will be available to view electronically via the web. A small part of the allocations are on land or property owned by the Council.
Risk Management Implications	The PfE is a key strategic planning document that provides the context for the Trafford Local Plan. If

	it is not progressed it may impact on the scope and delivery of the Trafford Local Plan.
Health & Wellbeing Implications	The PfE will include a number of policies which will encourage more people to make healthier choices in life, including promoting cycling and walking. It will therefore contribute towards improving the health and wellbeing of Trafford's residents.
Health and Safety Implications	Not applicable

1.0 Introduction

- 1.1 The Places for Everyone (PfE) Plan 2021 (see Appendix 1) is a strategic spatial plan that is being prepared jointly by nine GM Authorities and the Mayor of GM. The PfE 2021 will set the housing and employment land requirements for each Local Authority (LA), and as such tackles core strategic issues which would otherwise have to be addressed in the Trafford Local Plan. PfE 2021 will cover the period up to 2037 and will provide the overarching strategic context for the detailed policies of the forthcoming Trafford Local Plan.

2.0 Background

- 2.1 The "Future of GM" paper in 2019 set out Greater Manchester's bold plans for the future in the face of uncertainty. Despite Covid 19 and the ongoing uncertainty about the UK's future trading relationships, the bold and ambitious vision for the city-region remains unchanged, although the actions prioritised to achieve some of those ambitions will inevitably have to change. Greater Manchester's ambition to continue to be - and further develop its position as - a global city-region, with strong and prosperous communities throughout as well as a thriving and productive economy remains. Without a clear, long term cohesive set of plans it becomes almost impossible to implement and deliver initiatives that will achieve this ambition.
- 2.2 Within this context, the need for a bold spatial plan to provide certainty and guide development, investment and infrastructure has never been stronger. Government has sent a very strong message that Covid-19 should not be a reason to delay either the preparation of statutory plans or the determination of planning applications through the publication of emergency guidance to enable local authorities to continue to exercise their planning functions in a Covid-19 compliant way.
- 2.3 Up until December 2020 a joint development plan document of the ten Greater Manchester local authorities was being prepared, Greater Manchester's Plan for Jobs, Homes & the Environment (known as the "GMSF"). The GMSF 2020 had reached the Regulation 19 (Publication) stage of the process, however, the decision at Stockport Council's meeting on 3 December to not submit the GMSF 2020 to the Secretary of State for independent examination following the consultation period, and the subsequent resolution at its Cabinet meeting on 4 December not to publish the GMSF 2020 for consultation, in effect signalled the end of the GMSF as a joint plan of the ten.

- 2.4 S.28 (6)-(9) of the Planning and Compulsory Purchase Act 2004 and regulation 32 of the Town and Country Planning Local Plan Regulations apply where one authority withdraws from an agreement to prepare a joint DPD. Together they enable a joint plan to continue to progress in the event of one of the authorities withdrawing, provided that the plan has “substantially the same effect” on the remaining authorities as the original joint plan
- 2.5 Consequently, at its meeting on the 11th December 2020, members of the AGMA Executive Committee asked officers to report back on the implications and process of producing a joint DPD of the nine remaining Greater Manchester (GM) LA’s (i.e. Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). One of the key issues that officers were asked to explore was the extent to which the joint Places for Everyone plan could take advantage of the provisions set out in paragraph 1.4 above, and proceed to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 Publication stage rather than have to go back to an earlier (Regulation 18) informal stage of consultation.
- 2.6 The ‘Publication stage’ is a formal consultation on the draft joint DPD pursuant to Reg. 19 of the Local Planning Regulations. It is a statutory stage that provides an opportunity for organisations and individuals to submit their final views on the content of the plan. Following consultation on the Publication Plan, the draft joint DPD and the representations made in the Publication stage are sent to the Secretary of State – this is called the ‘Submission stage’, pursuant to Reg. 22 of the Local Planning Regulations. Upon completion of the consultation on the Publication Plan in late 2021, a post-consultation report will be prepared and then the plan will be submitted to the Secretary of State for Examination in early 2022.
- 2.7 At the AGMA Executive Board meeting on 12 February 2021, a report was considered setting out the merits of continuing to produce a joint plan of the nine remaining GM LA’s to be known as “Places for Everyone”.
- 2.8 The report highlighted that producing such a plan would enable those nine LA’s to continue to:
- progress the strategic policies in GMSF 2020, for example net zero carbon development, affordable housing and space and accessibility standards for new housing
 - maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine
 - align with wider Greater Manchester strategies for transport and other infrastructure investment
 - utilise the evidence base already commissioned and completed, minimising the cost of producing further evidence
 - spread the cost jointly of the independent examination
- 2.9 At the meeting, it was noted that each LA would be asked to approve the making of an agreement with each other to prepare a joint Development Plan Document. Trafford Council agreed to establish a Joint Committee in March 2021 and to

delegate the formulation and preparation of a joint Development Plan Document to the Joint Committee.

3.0 Differences between Places for Everyone 2021 and GMSF 2020

3.1 The text of the GMSF 2020 has been revised following the withdrawal of Stockport and the revisions to the PfE 2021 (as compared to GMSF 2020) fall into 5 broad categories:

(i) As a direct result of the withdrawal of Stockport Council from GMSF

Policies relating specifically to Stockport Council's area have been removed (e.g. strategic allocations). Housing and employment land requirements and supply have been recalculated to reflect the withdrawal of Stockport Council, the change in the Plan period and the outcome of Duty to Co-operate discussions with Stockport, as has the extent of the proposed release of Green Belt in the remaining nine LA's. The plan period has been updated from 2020-2037 to 2021-2037; and references to 'Stockport' 'Greater Manchester', 'Greater Manchester Spatial Framework' and 'GMSF' have been deleted and/or replaced where appropriate.

Information presented in the Plan relates to the 9 participating LA's where appropriate and possible to do so. In some instances (such as air quality), information cannot be disaggregated from the Greater Manchester level, or it is not appropriate to do so as it is referring to the wider Greater Manchester area, including Stockport. In these instances it is legitimate to present the information for Greater Manchester.

(ii) As a direct result of changes to government policy since October 2020

Government published the revised methodology for calculating Local Housing Need (LHN) on 16 December 2020. The methodology for all of the Greater Manchester Authorities other than Manchester City Council was largely unchanged, however the new methodology resulted in a 35% uplift for the Manchester City Council area. The revised LHN methodology states that the 35% uplift is to be met within the LA and not redistributed. As PfE 2021 has not been through the Publication Stage it is not subject to transitional arrangements and is required to take into account the standard methodology for calculating Local Housing Need published by Government on 16 December 2020. This resulted in the Manchester LHN increasing by 914 homes per annum or almost 15,000 homes over the plan period which has been reflected in Manchester City Council's housing land target in PfE 2021.

(iii) As a direct result of new evidence/information being made available since October 2020

The evidence base underpinning the Places for Everyone Publication Plan 2021 builds on that compiled for GMSF 2020. Addenda have been produced where appropriate to outline the additional work which has been

undertaken to take account of the changes between GMSF 2020 and Places for Everyone Publication Plan 2021 and the passage of time.

(iv) Clarification of policy wording

This category includes minor changes to a limited number of policies as a result of ongoing collaboration with statutory consultees, and to provide more clarity regarding implementation.

(v) Minor typographical changes

This category relates to the correction of spelling and grammatical errors only.

4.0 Assessment of the Proposed Changes

4.1 The revisions set out in Section 3 above have been reviewed in order to consider their impact on the effect of the PfE 2021 on the remaining nine LA's, compared to the GMSF 2020. The assessment of the effect of the changes is set out below.

(i) As a direct result of the withdrawal of Stockport Council from GMSF

The effect on the remaining nine LA's of the removal of the Stockport allocations and associated references is minimal.

The withdrawal of the Stockport allocations did not result in the need for the remaining nine LA's to amend the distribution of their objectively assessed housing and employment needs. Any potential reduction in housing numbers made possible by Stockport retaining a greater number of homes has been offset by changes in Local Housing Need for Manchester (see below). Therefore the spatial strategy for the remaining nine LA's will have substantially the same effect as the GMSF 2020 would have had on the nine remaining LA's.

The withdrawal of Stockport in December delayed publication of the plan under Regulation 19. The PfE Plan period has therefore been revised to 2021 to 2037, from 2020 to 2037 (that of GMSF 2020). As a result, the overall (and individual) housing and employment land targets have been amended and the ability of the land supply to meet these revised targets has consequently altered. Whilst a small number of changes have been made to allocations in Oldham and Salford, as a result of this, the resultant spatial strategy will have substantially the same effect as the GMSF 2020 would have had on the nine remaining LA's.

The proposed Green Belt release in PfE 2021 equates to 1,755 hectares, equating to 3.3% of the current Green Belt covering the 9 LA's. GMSF 2020 proposed Green Belt release of 1,940 hectares, which equated to 3.3% reduction in the extent of the Greater Manchester (all 10 LA's) Green Belt.

In light of the above, it is considered that the revisions which fall into this category (as a direct result of the withdrawal of Stockport) would result in a plan which has a substantially the same effect on the participating nine LA's as GMSF 2020.

(ii) As a direct result of changes to government policy since October 2020

A higher annualised plan figure for Manchester City than in the GMSF 2020 (2,951 vs 3,527) has been introduced within PfE 2021 as a result of the revised LHN. Through this process Manchester City Council has identified sufficient land in the urban area to meet its increased need and consequently remove a very small Green Belt housing site. This remains consistent with the GMSF 2020 spatial strategy which concentrated growth in the centre of the conurbation. Manchester City's increased LHN, and therefore its PfE 2021 housing target, helps to maintain a broadly consistent spatial strategy, between the two plans, despite Stockport's withdrawal and results in a Plan with substantially the same effect as the GMSF 2020 on the nine LA's.

(iii) As a direct result of new evidence/information being made available since October 2020

The types of changes outlined in section 3.1(iii) above, which fall into this category have arisen out of the need to maintain an up to date evidence base, despite the passage of time since the GMSF 2020 and similarly the need to have continuous dialogue with key stakeholders on matters of strategic importance. The effect of the proposed amendments on the overall strategy and objectives of the plan have substantially the same effects on the participating nine LA's as GMSF 2020.

(iv) Clarification of policy wording

Minor changes to policies, referred to in section 3.1(iv) above, have been made to assist interpretation of the policies. It is not considered that they impact on the overall objectives of the policies or specific allocations. Therefore, the effect of the policies on the remaining nine LA's remains substantially the same as they did in GMSF 2020. However, they make the plan less ambiguous, in line with NPPF.

(vi) Minor typographical changes.

This category relates to the correction of spelling and grammatical errors only and therefore result in a plan which has a substantially the same effect on the participating LA's as GMSF 2020.

4.2 Having considered the impact of the five different categories of changes above, it is necessary to consider if their cumulative impact would result in a plan which has a substantially the same effect on the participating nine LA's as GMSF 2020. In this context, it is important to note that, as with the above assessment, "substantially the same effect" does not mean "the same effect". It allows for flexibility to address the fact that the plan now covers a different geographical area, with consequently different levels of needs and resulting changes to allocations.

4.3 The changes made between GMSF 2020 and PfE 2021 are not insignificant in numerical terms, indeed all sections of the plan have seen some form of change. However, in determining the cumulative impact of these multiple changes, it is

important to consider what impact they have had on the overall Vision, Objectives and Spatial Strategy of PfE 2021 compared to GMSF 2020, particularly for the decision maker in implementation terms.

- 4.4 As set out above, the resultant impact of the changes on the overall strategy of the joint plan and its effect on the remaining nine LA's is limited.
- 4.5 On this basis, officers have concluded that the PfE 2021 has substantially the same effect on the nine boroughs as the GMSF 2020 and recommend that the plan proceed to a Publication stage (Regulation 19) consultation.
- 4.6 The Joint Committee will review the changes between the GMSF 2020 and PfE 2021 and will decide whether the Plan has substantially the same effect when recommending the Plan to the nine LA's for approval.

5.0 Places for Everyone Publication Plan 2021

- 5.1 The PfE 2021 provides an important opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes, protect, and enhance the natural environment. The Plan is not being prepared in isolation. It is supported by the Transport 2040 Delivery Plan, which will outline the interventions required to achieve the transport vision for the city region and is one of a suite of strategic documents setting out how Greater Manchester can achieve the ambition set out in the Greater Manchester Strategy. It sits alongside the Local Industrial Strategy, Housing Strategy, 5 Year Environment Plan, Digital and Cultural Strategies.
- 5.2 This is a plan for sustainable growth in the nine LA's, it;
 - sets out how they should develop up to the year 2037,
 - identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused,
 - identifies the important environmental assets which will be protected and enhanced,
 - allocates sites for employment and housing required outside of the urban area,
 - supports the delivery of key infrastructure, such as transport and utilities,
 - defines a new Green Belt boundary for the nine boroughs.
- 5.3 The vision is for a Greater Manchester which emerges from the pandemic a more resilient and better city-region. The impact of Covid 19 on people's lives and wellbeing as well on the economy and communities is not yet known but will be severe. There is an opportunity to capture some of the changes, for example the increase in cycling and walking and the acceleration in flexible working that has been seen over the recent months, and harness this to cement the benefits for towns and cities in GM. Greater Manchester needs to be a place where everyone can access the services they require through high quality digital communications

and where town and city centres can respond to the decline in their traditional retail role in positive ways. One of the biggest lessons of the pandemic is the importance of good quality greenspace close to where people live. This is particularly important in densely populated and deprived neighbourhoods.

- 5.4 The following sections provide a summary of the key chapters / topic areas of Places for Everyone 2021.

PfE Spatial Strategy

- 5.5 The spatial strategy seeks to deliver sustainable, inclusive growth. It has 3 key spatial elements;
- Significant growth in jobs and housing at the core – continuing development in the ‘core growth area’ encompassing the city centre and beyond to the Etihad in the east, through to the Quays, Trafford Park and Port Salford in the west. The majority of commercial employment growth is proposed in this area and over 50% of overall housing supply is found here and in the wards immediately surrounding it.
 - Boosting the competitiveness of the northern LA’s – provision of significant new employment opportunities and supporting infrastructure and a commitment that collectively the northern LA’s meet their own local housing need.
 - Sustaining the competitiveness of the southern LA’s – supporting key economic drivers, for example around Wythenshawe hospital and the Airport, realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

Jobs

- 5.6 Economic prosperity is central to the overall strategy. It is essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities. In the face of the uncertainty wrought by Covid 19, there is a need for continued investment in town centres. As well as development of Research and Development capabilities underpinned by excellent academic institutions and investing in strengthening existing, and creating new, employment locations so that all communities are able to contribute to, and benefit from, growth.
- 5.7 The Greater Manchester Independent Prosperity Review: One Year on 2020 indicated that Greater Manchester was the most economically diverse city region economy with world-class strengths in advanced materials and health innovation. Yet the Prosperity Review also acknowledged that for two decades Greater Manchester’s productivity consistently remained at 90% of UK level and a year on, this gap persists.
- 5.8 There is a growing body of evidence that the worst effects of the COVID-19 pandemic have amplified pre-existing patterns of not only health, but also economic inequality. This gap is linked to economic inequality with overall pay levels and salary growth in Greater Manchester lagging behind UK averages. The

growth in employment in low productivity sectors witnessed in Greater Manchester over the last decade further explains this, as these sectors are likely to pay lower wages and invest in lower value business models which perpetuate the challenges. Furthermore, it is in these sectors of the foundational economy (retail, hospitality and leisure) in which employees have tended to be hardest hit during the COVID-19 crisis.

- 5.9 Growing inequalities have a major impact on quality of life for Greater Manchester residents such as the ability to afford decent housing, good quality food and services. As emergency support schemes from government are withdrawn, a greater focus is needed to support businesses in the foundational economy in a Greater Manchester has the opportunity to lead with the 'levelling up' agenda helping to deliver a more successful North of England and aiding the long-term economic success of the country as a whole. This Plan supports high levels of economic growth across Greater Manchester and seeks to put in place the measures that will enable such growth to continue in the even longer-term. However, delivering these high levels of growth means that Greater Manchester will need to continue to invest in the sites and critical infrastructure that will make it an even more attractive place for businesses to invest, bringing high-value, well paid jobs, to the city region; invest in skills and business development to support the foundational economy, and promote the continued progress towards a low-carbon economy.
- 5.10 In pursuit of this, the plan sets a target of at least 1,900,000 sq.m of new office floorspace and at least 3,330,000 sq.m of industrial and warehousing floorspace across Greater Manchester over the plan period.

Homes

- 5.11 Greater Manchester is facing a housing crisis and the impact of Covid 19, with potential increases in unemployment will exacerbate this. Although the Greater Manchester authorities have built more houses in recent years, wages have not been keeping pace with property price increases and affordability issues have intensified. To address the supply side Government has introduced a standard methodology for calculating local housing needs to provide local authorities with a clear and consistent understanding of the number of new homes needed in an area. The construction of new housing is also an important part of the economy, providing large numbers of jobs and often securing the redevelopment of derelict and underused sites.
- 5.12 Applying the current methodology means that around 10,300 (10,305) homes are required per annum, equating to just under 165,000 (164,880) new homes over the plan period. The plan supports Greater Manchester's commitment to deliver more affordable housing, 50,000 units over the plan period, including 30,000 for social or affordable rent.

Environment

- 5.13 The Plan is not solely concerned with accommodating development. It also includes a range of policies designed to protect and enhance the many and varied green spaces and features which are used in many different ways and

afforded many different values by the people who live, work or visit the city-region.

- 5.14 The Plan supports the important role of natural assets by:
- Taking a landscape scale approach to nature restoration ;
 - Seeking to protect and enhance the network of green and blue infrastructure;
 - Seeking a significant overall enhancement of biodiversity and geodiversity; and
 - Seeking to maintain a new and defensible Green Belt which will endure beyond the plan period.
- 5.15 Furthermore, the plan supports wider strategies around clean air, walking and cycling and underpins Greater Manchester's ambition to be a carbon neutral city-region by 2038. A key element of this is to require all new development to be net zero carbon by 2028 and to keep fossil fuels in the ground.

Brownfield land preference

- 5.16 There is a strong focus in the GMSF on directing new development towards sites within the existing urban area, which are often in sustainable locations, close to facilities and served by existing infrastructure. Maximising the use of land in the urban area reduces the need to release greenfield and Green Belt land for development.
- 5.17 There are significant viability issues in parts of the conurbation and there is a need to continue to press Government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery. The recently announced Brownfield Housing Fund is targeted at Combined Authorities and begins to help to address viability issues but it is not enough to enable the full potential of the brownfield land supply to be realised.

Green Belt

- 5.18 The PfE 2021 Plan proposes a limited release of a Green Belt for both housing and employment. The net loss of Green Belt proposed is 1,760 hectares. This represents a significant reduction from the 4,363 hectares which were proposed for release by the nine PfE LA's in the 2016 GMSF. This has been achieved through:
- Removing a number of sites
 - Reducing the extent of Green Belt release within sites and retaining more Green Belt within some sites
 - Proposing a limited number of Green Belt additions
- 5.19 The proposals in the Plan would result in the overall extent of the nine PfE LA's Green Belt reducing by 3.3%. The current Green Belt covers almost 47% of the land covered by the nine PfE LA's, the proposals in this Plan would reduce this by

just under 2% with over 45% (45.2%) of the PfE Plan remaining as designated Green Belt.

6.0 Relationship with the Trafford Local Plan

6.1 PfE 2021 will be part of the Trafford Development Plan and will set the high level strategic context for the Trafford Local Plan. PfE deals with many of the complex and controversial issues that otherwise would have to be addressed by the Trafford Local Plan – such as Housing distribution and Green Belt change. By addressing these matters comprehensively and strategically, the path towards adopting a Local Plan for Trafford will be made simpler and more straightforward. The Trafford Local Plan will interpret the strategic policies at a more detailed local level to support the creation of locally distinctive high quality places/neighbourhoods. The Trafford Local Plan is being prepared alongside PfE 2021 and will come forward following the adoption of PfE.

7.0 Integrated Assessment and Habitats Regulation Assessment

7.1 As part of the development of the GMSF 2020, an Integrated Assessment (IA) was undertaken incorporating the requirements of:

- Sustainability Appraisal (SA): mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004.
- Strategic Environmental Assessment (SEA): mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 (which transpose the European Directive 2001/42/EC into English law).
- Equality Impact Assessment (EqIA): required to be undertaken for plans, policies and strategies by the Equality Act 2010.
- Health Impact Assessment (HIA): there is no statutory requirement to undertake HIA, however it has been included to add value and depth to the assessment process.

7.2 The IA contributed to the development of the GMSF through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework.

7.3 Given the conclusion in section 3 that PfE 2021 has substantially the same effect as the GMSF 2020 would have had on the nine LA's enabling the application of S.28 (6)-(9) of the Planning and Compulsory Purchase Act 2004 and regulation 32 of the Town and Country Planning Local Plan Regulations, it follows that PfE 2021 should be considered as, in effect, the same Plan as the GMSF, albeit without one of the LA's (Stockport). Therefore "the plan" which is being assessed is one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. In view of this, the environmental assessments carried out at previous stages remain valid (including their scope). That said, addendum reports have been prepared to assess the impact of the changes between GMSF 2020 and PfE 2021 against the IA framework and these are available alongside the GMSF 2020 IA documentation.

- 7.4 A Habitats Regulations Assessment (HRA) refers to several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it
- 7.5 All plans and projects (including planning applications) which are not directly connected with, or necessary for, the conservation management of a habitat site, require consideration of whether the plan or project is likely to have significant effects on that site. If a proposed plan or project is considered likely to have a significant effect on a protected habitats site (either individually or in combination with other plans or projects) then an Appropriate Assessment of the implications for the site is required.
- 7.6 As was the case with GMSF, PfE 2021 is regarded as a Plan which is considered likely to have significant effect on one or more European protected site and has therefore been informed by an HRA with mitigation measures identified as appropriate.

8.0 Evidence Base

- 8.1 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. This evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. This evidence base has been reviewed and updated in the light of the change to the PfE 2021 and, where appropriate addendum reports have been produced. The evidence documents which have informed the plan are available on the website, in advance of the formal consultation starting.
- 8.2 One key supporting document is the Statement of Common Ground. This will set out the key matters between the nine authorities agreeing on the distribution and quantum of development contained in the Publication Plan. It will also deal with any matters with other organisations, including Stockport as a neighbouring local authority that need to be agreed to enable the Plan to be submitted next year. There may be a need for additional Statements of Common Ground to deal with specific matters linked to the proposed site allocations and these will be the responsibility of Trafford Council to prepare if required.
- 8.3 It will also deal with any matters with other organisations, including Stockport as one of Trafford's neighbouring local authorities, that need to be agreed to enable the Plan to be submitted next year. The position between Stockport and the remaining nine Greater Manchester authorities has evolved from December 2020 when all 10 were co-operating on the Greater Manchester Spatial Framework, to the more recent position where, in March 2021, the nine remaining LA's agreed to produce a joint plan (Places for Everyone) following the Stockport decision to withdraw from the joint plan to prepare its own local plan.
- 8.4 In light of this it has been necessary to 'reset' the Duty to Co-operate arrangements. The outcome of the GMSF work was an agreed approach to the scale and distribution of development and a number of housing and employment allocations to ensure that the overall Vision and Objectives of the Plan were

met. Whilst the outcome of the spatial strategy was some individual LA's not meeting their LHN and some exceeding theirs, the extent to which LA's were meeting need was never a defining factor in determining distribution. No LA was identified as having 'unmet' needs as overall Greater Manchester was meeting its collective LHN and supporting the spatial strategy. At this point in time, the nine LA's do not have an understanding of what the Stockport land supply position is, and the assumptions underpinning Stockport's assessment of it and until this assessment is carried out it is too early to be able to have conclusive discussions on potential distribution of development needs. Duty to cooperate discussions with Stockport will continue.

- 8.5 The PfE 2021 and supporting documents can be found at (<https://www.greatermanchester-ca.gov.uk/placesforeveryone>)

9.0 Trafford Housing Land Requirements and Supply

- 9.1 PfE 2021 sets the housing and employment land targets for each of the nine GM LA's. The housing land target is set by the Government using the standard methodology for calculating Local Housing Need (LHN). The 2021 publication draft PfE will have a start date of 2021 and the plan period will end in 2037. The total LHN for Trafford in this period is 21,904 homes, equating to 1,369 homes per annum
- 9.2 In PfE 2021, there is a total requirement for the nine GM LA's for 164,881 new homes, which is 10,305 new homes per annum. The GMSF takes this total LHN for the nine LA's and redistributes it in accordance with the PfE 2021 spatial strategy. The spatial strategy seeks to focus growth in the urban core, whilst boosting the competitiveness of the northern parts of GM and ensuring that southern parts of GM sustain their economic growth. Trafford's total housing requirement in PfE 2021, based on this redistribution, is 17,954 new homes which equates to 1,122 homes per annum.
- 9.3 A buffer then needs to be applied on top of the 17,954 new homes figure to allow for flexibility in the supply to ensure the required number of homes are built by 2037. Trafford has identified land for a total of 20,698 homes and therefore the buffer on the housing requirement figure is approx. 15%. The set new homes requirement for Trafford in PfE 2021 is identified as 17,954 by the end of 2037. Table 1 below shows the housing requirement and buffer, as well as the components which make up the Trafford housing land supply.

Table 1: Trafford housing land supply for PfE 2021

	Units up to 2037
Trafford housing requirement with PfE	17,954
Buffer on housing requirement	2,744
TOTAL housing to be identified	20,698
Baseline Supply 2020 (urban area)	15,685
Allowances ¹	777 ¹
New Carrington	3,131 ²
Timperley Wedge	1,696
<i>Minus estimated completions 2020-21</i>	<i>-591</i>
TOTAL Supply	20,698

¹This accounts for completions on small sites

²Note approx. 1,200 units at Carrington are already counted in the baseline supply

- 9.4 It is worth noting that without PfE 2021, Trafford would be expected to meet 100% of its LHN which totals 21,904 new homes in the plan period and would likely require the release of significant additional Green Belt land.

Employment Targets

- 9.5 There is no standard methodology for calculating employment land needs and therefore the GMCA commissioned work to calculate the employment land figure for GM. In calculating this, current take up rates and GM's economic growth aspirations were taken into consideration as a need for employment land is not calculated as housing need is, PfE 2021 will identify employment growth which will ensure sustainable development, delivering the jobs needed in line with the PfE 2021 spatial strategy.
- 9.6 Trafford's existing employment land supply is approximately 260,000 sqm of office space and 540,000 sqm of industry and warehousing, see Table 2 for the GM and Trafford supply.

Table 2: Employment land supply 2020

	GM	Trafford
Office supply	2,500,000sqm	258,428 sqm
Industry and warehousing supply	4,100,000 sqm	536,209 sqm

10.0 Trafford's Strategic Allocations

- 10.1 The 2019 GMSF included draft policies for both of Trafford's strategic allocations at New Carrington and Timperley Wedge. The New Carrington allocation was identified for approximately 6,100 new homes and 410,000 sqm industrial and

warehousing floorspace; while the Timperley Wedge allocation was identified for 2,400 homes and 60,000 sqm of office floorspace.

- 10.2 Since the close of the GMSF 2019 consultation, further evidence base work has been completed to review and support the allocations. High level Masterplans have been prepared for both strategic allocations, supported by viability assessments, to determine an appropriate development quantum for the sites and to establish a realistic delivery rate in the PfE plan period to 2037. These studies have resulted in amended development totals for the strategic allocations, in GMSF 2020 and subsequently in PfE 2021 New Carrington is identified for 4,300 new homes and 380,000 sqm industrial and warehousing floorspace; while the Timperley Wedge allocation is identified for 1,700 homes and 15,000 sqm of office floorspace.

11.0 Evidence for Trafford's Strategic Allocations

- 11.1 PfE 2021 is supported by a wide ranging and comprehensive evidence base which supports the draft policies in the Plan. A number of key evidence base documents relate specifically to Trafford's Strategic Allocations and these are detailed below.

(i) Transport Locality Assessments

- 11.2 The Council has worked closely with GMCA and TfGM to establish the high level highway, public transport, walking and cycling requirements of each strategic allocation. The Assessments identify strategic infrastructure requirements both within the sites and on the surrounding transport network. The purpose of the Assessments is to identify the overarching transport requirements for each of the Strategic Allocations, and they do not replace the need for detailed Transport Assessments at the planning application stage. The Assessments have identified that with a range of improvements and new transport infrastructure, planned growth can be sustainably accommodated.

(ii) Viability Assessments

- 11.3 Consultants 'Three Dragons' were commissioned by the GMCA to assess viability impacts of the whole Plan and the site allocations. The results of the final Assessments found that Timperley Wedge is very viable and developer contributions (CIL / s106) would be expected to fully fund the transport interventions and other supporting infrastructure for the site. The viability for New Carrington is more marginal, as a result of lower land values and the level of infrastructure which is required, and therefore external funding will be required, alongside developer contributions, to fund all the necessary transport interventions.

(iii) Green Belt Assessments

- 11.4 The GMCA commissioned a Green Belt Assessment in 2016 and Green Belt Harm Assessment in 2019 to understand the impact of removing land from the Green Belt. This work was one of the key inputs into the site selection work in identifying the most appropriate development sites and in determining appropriate Green Belt boundaries for the allocations through Masterplanning. In addition an

assessment has been undertaken to identify opportunities to improve land which remains in the Green Belt, through improved access, biodiversity enhancements and recreational spaces. The findings of this assessment are reflected in the Masterplans for each strategic allocation.

(iv) Historic Environment Assessments

- 11.5 Historic Environment Assessments have been produced for New Carrington and Timperley Wedge to identify areas which have particular sensitivities and where further investigative work is required to understand the heritage value, some of which will be required in advance of any planning application. These Assessments have informed the Masterplans and allocation policies for both sites.
- 11.6 More detail on the individual evidence base documents can be found on the [GMCA website](#).

12.0 Allocation Masterplans

- 12.1 Masterplans were commissioned for each strategic allocation to support the allocation policies and to assist in demonstrating site deliverability. The Masterplans were developed in partnership with the key landowners on each site and Landowner Steering Groups (chaired by the Council) for each site were established to guide the masterplanning process. The work also involved engagement with a range of specialists from across the Council, United Utilities, the Environment Agency, Natural England and the GM Ecology Unit.
- 12.2 The Masterplans set a vision for how development could come forward over the Plan period at each allocation. The Masterplans, informed by the evidence documents set out in the above sections, identify development parcels within the allocations to establish a realistic residential and employment development total for each allocation. A high level phasing schedule has been produced for each allocation, which applies a realistic delivery rate to determine an appropriate Plan period total for the allocation. These figures have then fed into the overall Trafford land supply position. At this stage much of the proposals are indicative but aim to show that development is sustainable and deliverable, and to provide an illustration of what it could look like. It is important the allocations are planned for as a whole new community to deliver the high quality sustainable places with coordinated infrastructure delivery that Trafford needs. The full Masterplans are at Appendix 2 and 3, and show potential development parcels, indicative green infrastructure, the location of new local / neighbourhood centres, highways and other necessary infrastructure.

13.0 Trafford Strategic Allocation Policies

- 13.1 The evidence base and the Masterplan work has then informed the New Carrington and Timperley Wedge allocation policies (see Appendix 4 and 5). The policies have been amended from the Draft GMSF 2019 and new policy requirements added in response to Integrated Assessment recommendations, consultation comments, new evidence and masterplanning.

- 13.2 The PfE 2021 allocation policies are largely unchanged from the Draft GMSF 2020, any changes made were minor and these are set out in the summaries for each allocation below. A summary of the policies is set out for each allocation below.
- 13.3 Policies that are applicable to both allocations include guidance around protection and enhancement of ecological sites, historic assets and important views and landscapes. Specific policies are also included on design, self-build, local training and construction jobs and climate change. Both allocation policies require the preparation of a more detailed masterplan / SPD which will be needed in advance of any development coming forward as a planning application. This will include details of a land equalisation mechanism to ensure all development makes a proportionate contribution to infrastructure delivery.

14.0 New Carrington Allocation Policy

- 14.1 The Allocation Policy for New Carrington (see Appendix 4) identifies 4,300 homes to be delivered in the Plan period to 2037, and 5,000 homes in total beyond the Plan period; as well as around 350,000 sqm employment floorspace for industry and warehousing. It will be developed at a range of densities to reflect the four distinct character areas identified in the Masterplan, recognising the different landscape, historic environment and local character of the areas. Development parcels close to the existing Partington and Sale West urban areas will be developed at an average density of 40 dwellings per hectare (dph), and areas close to the local and neighbourhood centres at an average density of 50 – 70 dph. The parcels at Warburton Lane to the south of the Red Brook will be at a lower density of 25dph to reflect the landscape and historic environment sensitivities in this area. All other development parcels will be developed at an average of 35 dph. These development densities are broadly consistent with the PfE 2021 density policy.
- 14.2 The overall development total for New Carrington has reduced from the GMSF 2019, which proposed 6,100 homes within the plan period and up to 10,000 homes in total (see Table 3). The number of residential units and amount of employment space has reduced following an increase in the development potential of sites in the existing urban area. In addition, the Masterplan identified a more realistic and appropriate delivery rate for such a large site. This has been determined following discussions with the landowner steering group and in considering evidence on the delivery rates of other large sites. This has resulted in a total of 4,300 homes being identified in the Plan period to 2037.
- 14.3 The amount of Green Belt to be removed to enable the New Carrington Allocation was reduced from 241 ha in 2019 to 169 ha in PfE 2021. This is a reduction of 72 ha (see Table 4). The reduction has been achieved through a reduced land take at New Carrington and through the Masterplanning process. The GMSF 2019 proposed to safeguard a significant area in the centre of the site for development beyond the plan period, this is no longer required and it has therefore been retained in the Green Belt in PfE 2021
- 14.4 The New Carrington Allocation will require significant infrastructure investment, including the Carrington Relief Road, as well as other significant highways

infrastructure to upgrade the surrounding network and effectively access development parcels across the site. These will need to be delivered alongside public transport and active travel improvements. The alignment of the Carrington Relief Road as shown in the supporting diagram is based on current assessments. However the detailed alignment will be subject to further evaluation and refinement and may require further amendment.

- 14.5 A new local centre will be provided in the East Partington area and neighbourhood centres at Carrington Village and Sale West, as well as provision for new primary and secondary school places. Significant areas of open and accessible green space will be delivered throughout the allocation as part of the wider strategic green infrastructure network, providing important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site.
- 14.6 Changes to the PfE 2021 New Carrington Allocation Policy from the Draft GMSF 2019 include strengthening protection of strategic green spaces close to Sale West and making it clear that these areas are not available for development. Further detail has also been added on land contamination which affects the brownfield land at New Carrington. Significant land remediation will be required to ensure there are no unacceptable risks to human health and the water environment.
- 14.7 The affordable housing policy has been amended from an initial target of 30% in the GMSF 2019, to a minimum of 15% affordable housing in PfE 2021. This is following detailed evidence from the viability assessment which found that the aspiration of a 30% requirement would be unviable. However the policy is clear that 15% is the minimum requirement and there may be opportunities for a greater affordable housing contribution in some areas, considering the distinct character areas across the site, as well as the long build-out period. A 15% requirement is also greater than the current Core Strategy policy for much of the Carrington / Partington area which requires a 5% affordable housing contribution in normal market conditions.
- 14.8 The only change to the New Carrington allocation policy from the Draft GMSF 2020 to the PfE 2021 Plan relates to a change to policy point 43 to address comments from Historic England. The change to the wording makes it clear that a Historic Impact Assessment will be required (see Appendix 4).

15.0 Timperley Wedge Allocation Policy

- 15.1 The PfE 2021 Timperley Wedge Allocation Policy (see Appendix 5) identifies development of 1,700 homes and 15,000 sqm of employment land in Plan period to 2037, and 2,500 residential units and 60,000 sqm of employment land in total extending beyond the plan period. Development will be delivered at a medium density of 35 dph in the north and higher density development (70 dph) close to a proposed new local centre at the Davenport Green Metrolink stop. Higher density development is also appropriate close to the HS2 Manchester Airport station.
- 15.2 The development total in Plan period has reduced by 700 homes and 45,000 sqm of office employment land, in comparison to the draft GMSF 2019 (see Table 3) The reduced delivery in Plan period is due to the likely delay of HS2 who

require part of the Timperley Wedge development site during the construction of the Airport Station, HS2 route and southern tunnel portal. However, overall, the development numbers have increased at Timperley Wedge to 2,500 units in total as a result of increased densities around the local centre and close to the HS2 station.

- 15.3 The Timperley Wedge Allocation Policy identifies an area of ‘safeguarded land’ around the HS2 station which is land to be removed from the Green Belt but which is not available for development within the PfE 2021 plan period. The location of this area has been amended from the GMSF 2019 in order to maximise the available developable land and fully capitalise on the benefits of HS2 and the GM HS2 Growth Strategy. Due to this, the Safeguard Land total has increased from 10 ha to 11ha. The policy specifies that the safeguarded land will not be available for development until the completion of HS2 and the development of the 2,500 homes and 60,000 sqm of office identified to take place in plan period within the Timperley Wedge allocation.
- 15.4 The amount of Green Belt to be removed to enable the Timperley Wedge Allocation has been reduced from 114 ha in 2019 to 100 ha in PfE 2021, a reduction of 14ha (see Table 4). The reduction has been achieved through the Masterplanning process and removing land north of Shay Lane due to a risk of harm to archaeological assets of significant importance and built heritage assets. In addition Green Belt land previously identified for the Allocation has now been retained, such as an area between Wellfield Lane and Clay Lane. The Policy has also strengthened the protection of Manor Farm playing fields by specifically identifying it as an area of green space on the policies map.
- 15.5 The Timperley Wedge allocation will require significant infrastructure investment, including a spine road through the site to provide increased capacity through the area and enable access to development parcels across the site. The spine road is also proposed to link across the Fairywell Brook through the proposed Manchester Medipark Allocation and has the potential to improve accessibility with the planned improvements at Wythenshaw Hospital. Highways improvements will need to be delivered alongside public transport and active travel improvements. A new primary school will also be needed. There is also a provision for a rural park together with more local parks and play facilities close to the new homes.
- 15.6 The affordable housing policy has been amended from a 30% requirement in the GMSF 2019 to a 45% requirement in PfE 2021. This increase recognises the significant need for affordable housing in the south of the borough and the findings of the Trafford Housing Needs Assessment 2019. The viability assessment demonstrated that a requirement of 45% is viable for Timperley Wedge. The affordable housing requirement was also raised in many consultation responses in 2019, where it was considered that a 30% requirement was too low.
- 15.7 A number of very minor changes were made to the Timperley Wedge allocation policy from the Draft GMSF 2020 to PfE 2021 (see Appendix 5), these are:
- Deletion of the words “to be agreed with TFGM” in Policy 15 as it is not possible for a Local Plan policy to require a third party agree a planning requirement other than with the Local Planning Authority

- A change to the wording of policy point 36 to address comments from Historic England. The change to the wording makes it clear that a Historic Impact Assessment will be required
- Correction of the full name of Wythenshawe Hospital from 'University Hospital South Manchester' to 'Manchester University NHS Foundation Trust Wythenshawe Hospital', in the reasoned justification text.

16.0 New Carrington and Timperley Wedge Residential and Employment Numbers

16.1 The number of residential units and employment floorspace for each Trafford strategic allocation identified in the PfE 2021 is shown in Table 3. Numbers to be delivered in Plan period to 2037 are shown, as well as the total numbers that could be delivered beyond 2037. Table 3 also shows the draft GMSF 2019 figures for comparison. The figures for PfE 2021 are unchanged from the Draft GMSF 2020.

Table 3: Trafford's allocation development proposals in the draft GMSF 2019 and PfE 2021, for the plan period to 2037 and in total.

	GMSF 2019		PfE 2021	
	Timperley Wedge	New Carrington	Timperley Wedge	New Carrington
Total no. of resi units (to 2037)	2,400	6,100	1,700	4,300
Total no of resi. Units (Total)	2,400	10,000	2,500	5,000
Emp floorspace (sqm) (to 2037)	60,000	410,000	15,000	350,000
Emp floorspace (sqm) (Total)	60,000	900,000	60,000	365,000

17.0 Impact on Trafford's Green Belt

17.1 Based on the proposed allocations set out in Table 4, PfE 2021 would result in 86ha less land being removed from the Green Belt in Trafford compared to the draft GMSF 2019. The loss of Green Belt land for PfE 2021 is unchanged from the Draft GMSF 2020. This represents a reduction in Trafford's Green Belt of 8.9% in the GMSF 2019 to 6.7% in the PfE 2021.

Table 4: Green Belt loss at the proposed Trafford strategic allocations

	Green Belt loss (ha)	
	GMSF 2019	PfE 2021
Timperley Wedge	114 ¹	100 ¹
New Carrington	241	169
All Allocations	355	269

¹Of which 11 ha is safeguarded for the GM HS2 Growth Strategy related development beyond the PfE 2021 plan period

17.2 Of the land removed from the Green Belt not all of it will be developed, significant areas of both allocations will remain open and will provide strategic green

infrastructure. At Carrington this includes significant areas at Sale West which are currently woodland, these areas will be enhanced as part of the development providing green infrastructure and improved access to these areas. At Timperley Wedge the Manor Farm playing fields will be retained as open space within the allocation. In addition green infrastructure will be interspersed across the allocations providing open spaces and green connecting routes through the development parcels.

18.0 Trafford Council Motion – March 2019

- 18.1 A motion was approved by Trafford Council in March 2019 on the Draft GMSF which related to the impact of the GMSF on climate change and carbon emissions. The requirements of the motion have been considered in the preparation of both the Draft GMSF 2020 and PfE 2021.
- 18.2 Following the publication of the Draft GMSF 2019 significant evidence base and masterplanning work has been undertaken on the proposed strategic allocations in Trafford: New Carrington and Timperley Wedge. This further work has led to a reduction in the amount of land proposed to be released from the Green Belt (reduction of approx. 90 ha) and there is also additional policy protection of open space within the allocations. The development quantum at New Carrington has reduced from 6,100 homes to 4,300 homes in the plan period and the allocation policy (JPA 33) requires the restoration and creation of wetland areas within the site, as well as protection of natural environmental assets.
- 18.3 The PfE 2021 has been prepared alongside the refreshed Transport Strategy 2040, Delivery Plan (2021-2026) and Trafford Local Implementation Plan, these documents help to ensure there is a clear link between land use and transport planning. Transport Locality Assessments have been prepared for both allocations and a range of public transport and active travel interventions will be required to support the development.
- 18.4 The PfE 2021 retains the Draft GMSF 2020's ambition to deliver 50,000 affordable homes across GM. The affordable housing requirements for the Trafford allocations have been through a Viability Appraisal to ensure they are deliverable, at Timperley Wedge the policy requires a minimum 45% affordable housing contribution and at New Carrington a 15% affordable housing contribution. The scale of the New Carrington site means that different character areas may be able to deliver a greater affordable housing contribution and this will be reviewed as part of further Masterplanning and the preparation of the Trafford Local Plan.
- 18.5 The Climate Change Emergency declaration by Trafford Council (and the other GM LAs) has been considered in the Growth and Spatial Options Paper for PfE 2021. Rather than resulting in an alternative option it was embedded in the assessment of the GMSF 2020 reasonable alternatives through the Integrated Assessment (IA) framework. The independent consultants, who carried out the IA, concluded that the appraisal framework was appropriate to assess the growth and spatial options and the policies in the plan against these matters.

19.0 Consultation

- 19.1 There have been four previous consultations on the GMSF (2014, 2015, 2016 and 2019) and PfE 2021 is the next iteration of these plans. The PfE 2021 consultation will be different to previous stages as it is the 'publication' stage, which is a formal consultation on the Plan. This means that whilst anyone can make a representation on any part of the Plan, only those relating to the four tests of soundness will be taken into account by the Planning Inspector(s). The four tests of soundness are:
- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
 - b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
 - d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.
- 19.2 The PfE 2021 consultation will be in accordance with the Trafford Statement of Community Involvement. It will be slightly different to previous Development Plan consultations due to Covid-19 restrictions and new government guidance, such as there is no longer a requirement for a physical copy of the Plan to be available for inspection in public buildings and libraries. Government guidance also strongly encourages the use of online engagement methods therefore a range of online tools will be used including a virtual exhibition and use of social media.
- 19.3 Representations on the Plan will be submitted online through the consultation portal on the GMCA website, or by email or post.

20.0 Next steps and timescales

- 20.1 Subject to approval from each of the nine LA's, PfE 2021 will be published for Regulation 19 consultation in August 2021 for an 8 week consultation.
- 20.2 Following the Regulation 19 consultation the representations will be analysed and a post-consultation report will be prepared before the Plan is submitted to the Secretary of State for Examination – this is called the 'Submission stage', pursuant to Reg. 22 of the Local Planning Regulations. If any major soundness issues are identified in the representations, which the GMCA and LAs consider raise a valid concern about the soundness of the Plan, then changes may be required. This would require a further Regulation 19 consultation on the plan which would be subject to the same approvals process of the Joint Committee and individual LAs. This scenario is considered to be unlikely, given the comprehensive evidence base and significant public consultation which has been undertaken on the Plan, as well as Counsel advice received on the Plan to date.

- 20.3 An Examination in Public takes place at which a Planning Inspector will consider the joint DPD and representations made in respect of it and determine whether the DPD is capable of being adopted, either with or without amendments.
- 20.4 Assuming that the document is capable of adoption, whether with or without amendments, the ultimate decision to adopt must be taken by each of the Full Councils of the 9 participating local authorities
- 20.5 Upon adoption of the PfE a number of policies in the Trafford Core Strategy (2012) will be partially replaced by policies in PfE (see schedule of replaced policies in Appendix 6). Any part of the policy which is not replaced will be 'saved' and will remain part of the statutory development plan for Trafford, until the Core Strategy is replaced by the forthcoming Local Plan.

21.0 Wider Corporate Links

- 21.1 PfE 2021 is consistent with the Council's Corporate Plan and Corporate Objectives, as it seeks to deliver sustainable communities, provide new homes and employment space and enhanced green infrastructure. The GMSF will set the strategic framework for the Local Plan and will link to the Housing Strategy and Carbon Neutral Action Plan. At a GM level, the PfE 2021 shares the same vision as the GM Strategy and the policies in PfE 2021 are designed to support this vision.

22.0 Other options

- 22.1 The PfE 2021 ensures that development in GM and Trafford can come forward in a sustainable manner giving developers, investors, communities and the Council certainty in decisions on planning matters. The only other option is for Trafford to not be part of PfE 2021, which would require Trafford to deliver a higher housing number, requiring the release of more Green Belt land in Trafford. Not progressing PfE 2021 risks greater uncertainty and delay in delivering sustainable growth in Trafford.

23.0 Reasons for Recommendations

- 23.1 PfE 2021 enables a strategic approach to delivering growth and housing needs in GM and in Trafford and it sets the strategic framework for the Local Plan. The PfE 2021 needs to be approved by each of the nine LA's to ensure that the Plan can progress to Examination and Adoption.

Key Decision (as defined in the Constitution): Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer Clearance PC

Legal Officer Clearance SL

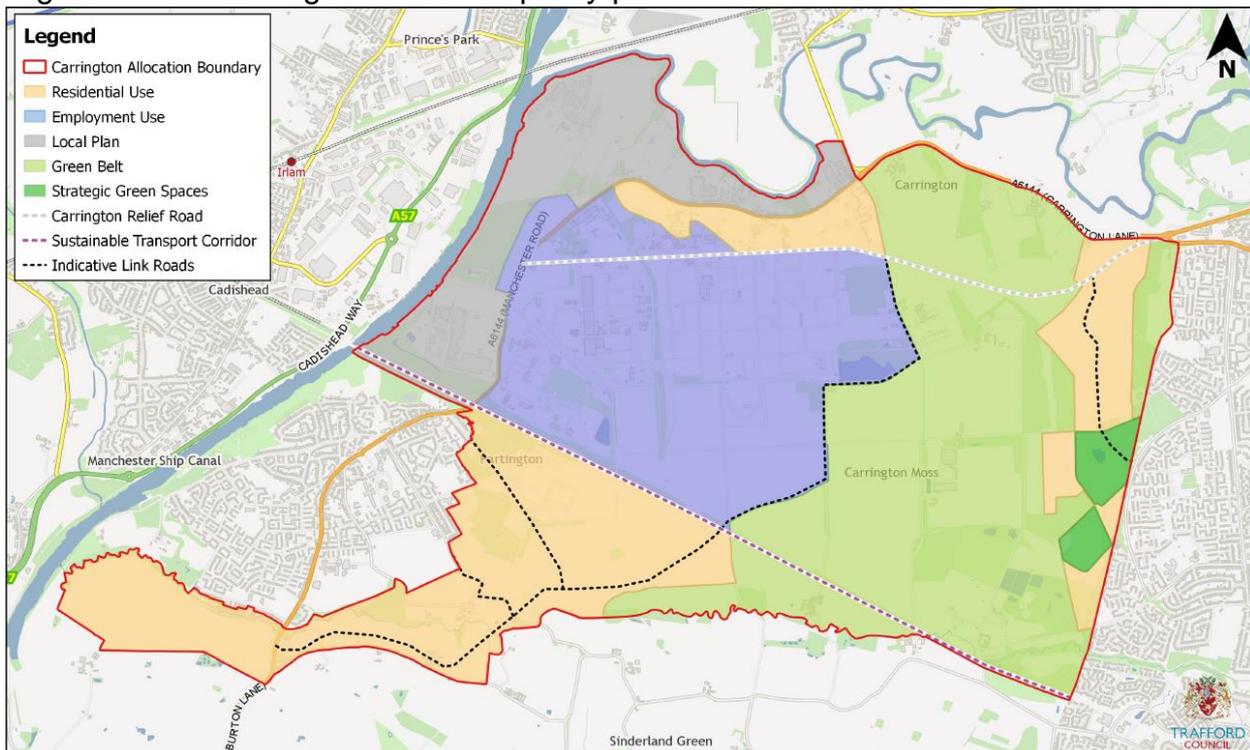
[CORPORATE] DIRECTOR'S SIGNATURE



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

Appendix 4 – PfE 2021 New Carrington allocation policy

Figure 1: New Carrington allocation policy plan



Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been approved by the Local Planning Authority, to ensure the site is planned and delivered in a coordinated and comprehensive manner;

Residential development

2. Deliver around 5,000 units, of which 4,300 will be delivered in the plan period at Carrington / Partington and Sale West, in the following distinct character areas, as set out in Figure 1:
 - Carrington Village – approximately 600 units
 - Sale West – approximately 1,450 units
 - East Partington – approximately 2,600 units
 - Warburton Lane – approximately 420 units
3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;
4. Demonstrate how the constraints on land to the west of Warburton Lane can be addressed. Planning applications will need to demonstrate how the site will:
 - i. Integrate into and reflect the character of the historic landscape; avoiding areas of the highest heritage significance;
 - ii. Integrate successfully into Partington and the wider Carrington allocation, both in terms of physical linkages and the ability to understand the wider area as a distinct place.

Development proposals which do not address these constraints will not be accepted;

5. Deliver a range of house types, sizes, layouts and tenures through a place-led approach based on each of the Character Areas in the New Carrington Masterplan / SPD and the Trafford Local Plan;
6. Deliver residential development at the following average densities, recognising the distinct characteristics of each area:
 - Carrington Village – average 35 dph
 - Sale West – average 40 dph
 - East Partington – average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55dph will be appropriate close to the local centre;
 - Warburton Lane – average 25 dph
7. Provide a minimum of 15% affordable housing across the New Carrington allocation. In determining appropriate affordable housing provision regard should be had to the distinct Character Areas within the New Carrington site which each reflect different housing markets. The New Carrington Masterplan / SPD and the Trafford Local Plan will provide additional guidance on appropriate affordable housing contributions for each of the Character Areas;
8. Make specific provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;

Employment development

9. Deliver around 350,000 sqm (gross) of employment opportunities for industry and warehousing as set out in Figure 1;
10. Create legible streets and spaces within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and local / neighbourhood centres;
11. Create employment and training opportunities for local people in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan Policies;

Delivery and phasing

12. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
13. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;

Transport, Integration and Accessibility

14. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
15. Deliver a network of safe cycling and walking routes through the allocation, utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;
16. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook to successfully integrate development;
17. Utilise the route of the disused railway line through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area as part of the Carrington Greenway scheme which includes reinstatement of the Cadishead viaduct for pedestrians and cyclists, as well as contributing to future improved east/west public transport linkages;
18. Deliver bus priority infrastructure within the site and, where appropriate, on key bus routes linking to the site;
19. Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and a strategic link through Carrington, incorporating provision for pedestrians, cyclists and bus priority measures. Other highway links to access development parcels will also be required, including:
 - i. Southern link – connecting the A6144 Warburton Lane and the A6144 Manchester Road (via either Moss Lane or Broadway), crossing the Red Brook and providing a local route around the Partington urban area
 - ii. Eastern link – connecting development parcels in the East Partington area to Isherwood Road, crossing the rail line and linking through the employment parcels
 - iii. Sale West link – from the Carrington Relief Road and extending south through the Sale West development parcel and linking to Firs Way.
20. Make the necessary improvements to the Strategic, Primary and Local Road Networks including the following key new / upgraded junctions to enable the proposed level of development and mitigate the impact of increased vehicle numbers:
 - i. Carrington Spur widening on the approach to M60, J8 (approx. 500m)
 - ii. Carrington Relief Road widening between Isherwood Road and the Carrington Spur
 - iii. Upgrades to the Flixton Road junction
 - iv. Upgrades to the Carrington Relief Road / Banky Lane / Carrington Spur junction
 - v. Upgrade Isherwood Road

Community Facilities

21. Provide a new local centre with convenience shopping facilities and services in the region of 2,500 sqm of retail floorspace, within the East Partington development area at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area;
22. Provide new Neighbourhood Centres at Carrington Village and Sale West to provide local services and community facilities;
23. Provide and contribute to the provision of additional primary and secondary school places. Extensions will be required to primary and secondary schools in Partington and Sale West;
24. Provide and contribute to new health facilities to support the new community;

Green Belt

25. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, accessible green infrastructure;
26. Create defensible Green Belt boundaries utilising, where appropriate, existing landscape features;
27. Mitigate any impact and improve the environmental quality and accessibility of remaining Green Belt land;

Green Infrastructure

28. Provide significant areas of open and accessible green space throughout the allocation as part of the wider strategic green infrastructure network. These will provide important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site;
29. Retain, create and enhance wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure;
30. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space and outdoor sports policies, including: local open space; natural and semi-natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long term maintenance;
31. Protect the green spaces at Sale West identified on Figure 1 and promote their use as an accessible green infrastructure area. These areas are protected from development and proposals will need to demonstrate how they

will deliver improved Green Infrastructure and access (including new/improved public rights of way) to these parcels to mitigate the impact of development;

Natural Environment

32. Protect and enhance natural environment assets within the site and the surrounding area, including Brookheys Covert Site of Special Scientific Interest (SSSI), local Sites of Biological Importance (SBIs) and local nature conservation sites and features including woodland and hedgerows both within and adjacent to the allocation;
33. Achieve enhanced delivery of ecosystem services through the restoration and creation of areas of wetland within the site, commensurate with the identified high potential of the area in this regard and the role of the allocation site in the context of the Local Nature Recovery Network for Greater Manchester;
34. Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may include SUDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;
35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin Management Plan (2019);
36. Provide a project specific Habitats Regulation Assessment for planning applications for over 50 residential units or 1,000 sqm employment floorspace;

Landscape

37. Retain important landscape views and features such as the rides, hedgerows and tree belts and use these features to develop a distinct sense of place at Carrington;
38. Conserve and enhance local landscape character, including the setting of the Dunham Massey estate and Warburton Deer Park;
39. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation area;

Design

40. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;
41. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities,

redefining streets, delivering inclusive characterful design and responding to heritage;

42. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of design;

Historic Environment

43. Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated HIA submitted as part of the planning application process;
44. Positively conserve archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the New Carrington Heritage Assessment 2020 to establish where especially significant archaeology should be preserved in situ;

Utilities, Environmental Protection and Climate Change

45. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;
46. Explore and deliver the most appropriate solutions to providing decentralised, low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;
47. Ensure new development maximises on-site renewable energy measures in line with the energy hierarchy, for example via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;
48. Make provision for necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
49. Mitigate flood risk and surface water management issues, both within and beyond the site, including provision of SUDS through the design and layout of development and in accordance with a flood risk, foul and surface water management strategy. The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD.

50. Incorporate on-site measures to deal with surface water and control the rate of surface water run off. Planning applications will be expected to apply the full surface water hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution.
51. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;
52. Address land contamination issues by undertaking appropriate site investigations to identify the level of contamination and deliver effective remediation to ensure there are no unacceptable risks to human health and the water environment;
53. Incorporate appropriate noise and air quality mitigation particularly along major transport corridors, including HS2, and in relation to existing and new businesses, facilities and employment uses, including existing operational wastewater treatment works;
54. Development proposals at the existing Partington and Altrincham wastewater treatment works will be supported where they are needed to respond to future foul and surface water infrastructure requirements.

Reasoned Justification

The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site.

The successful development of the site will require a coordinated approach between all landowners and developers. Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan / SPD which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West. The delivery strategy must ensure that a mechanism is put in place to secure proportionate contributions from all developers within the New Carrington allocation and deliver the wide ranging infrastructure required.

A high level Masterplan has been prepared for the New Carrington site which assessed the existing site constraints and determined the overall residential and employment development quantum, as well as identifying green infrastructure areas and opportunities. The Masterplan identifies four distinct character areas across the allocation: Carrington Village, Sale West, Partington East and Warburton Lane.

Residential development

The New Carrington site will deliver around 4,300 homes in the plan period and up to 5,000 new homes in total. High quality design will be essential to ensuring the successful integration of development with existing communities and in delivering a positive step change in the local area.

Some areas of the site have particularly high sensitivity and will require additional work to be undertaken in advance of any planning application to ensure that any impacts can be suitably addressed. The land to the west of Warburton Lane was previously designated as safeguarded land in the Trafford Core Strategy and is a particularly sensitive parcel. The New Carrington Heritage Assessment 2020 identified that the area has potentially significant heritage value and it is therefore necessary to take a cautious approach to the development potential of this area in advance of the necessary investigative works being undertaken. The site is also located on the periphery of the Carrington allocation and any future planning application will therefore need to demonstrate how the site can be integrated with Partington to the north and the wider New Carrington development area. Such measures will need to include pedestrian / cycle crossings over the Red Brook linking to Oak Road, providing well lit, safe access to Partington. The high level phasing of the New Carrington site has taken a cautious approach and development of this parcel is not expected to come forward within the GMSF plan period, recognising the significant issues which development in this area will need to overcome.

The site will primarily deliver family housing at a medium density to meet the identified need and reflect the existing residential communities around the site. Slightly higher densities of 40 dph are appropriate close to the existing Partington and Sale West communities, which reflects and builds on existing suburban development to create a sustainable urban extension. A lower density of 25 dph is appropriate on the land at Warburton Lane to reflect the rural character of this area and the need to avoid assets of heritage significance. The highest density of development (up to 55 dph) will be appropriate in and close to the local or neighbourhood centres. Development should be innovatively designed across the site to deliver the specified density whilst acknowledging the local landscape character and site characteristics.

Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. A minimum of 15% affordable housing contribution is required across the whole allocation, however, regard will be given to the distinct Character Areas identified within the New Carrington allocation: Carrington Village, East Partington, Sale West and Warburton Lane in determining an appropriate contribution. Further guidance will also be provided in the Carrington Masterplan / SPD and the Trafford Local Plan.

Employment development

Employment development will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing COMAH zone constraints. The employment land will provide an important contribution to Greater Manchester's overall employment land needs and provide a strategic employment location in southern Greater Manchester. Careful consideration should be given to the design of the

employment development to ensure that it is well connected and integrated with the surrounding residential development.

The site is close to deprived communities in Partington, Carrington and Sale West and it will also be accessible by bus and tram to other deprived areas in Trafford. Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure local people, particularly from these more deprived communities, benefit from training and new jobs as a result of the development.

Delivery and phasing

Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan / SPD. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.

All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan or SPD together with information on trigger points for when infrastructure including road improvements, new schools and link roads will be required, linked to the development trajectory.

Transport, integration and accessibility

A significantly improved active travel and public transport network is central to the success of the New Carrington allocation. Development will be designed to support walking and cycling, encouraging sustainable short journeys and promoting healthier lifestyles. The development should have regard to the 2040 Transport Strategy, providing improved links to the regional centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the disused rail route. This route will deliver the Carrington Greenway providing an important active travel link to Irlam Station, as well as a future public transport corridor.

Public transport from the New Carrington area is currently unattractive in relation to the private car and it will therefore be essential for the development to provide genuinely attractive alternatives. This will require significant investment in bus priority measures (potentially including bus gates, dedicated bus lanes or busways and priority and signalised junctions) to minimise any delay from congestion on key roads.

The New Carrington Transport Locality Assessment provides a high level assessment of current highways infrastructure and identifies key transport interventions which will be required to mitigate the impact of the New Carrington allocation. The Carrington Relief Road, a new strategic link through the site, is

integral to delivering the development at New Carrington, providing increased capacity and access to the development parcels. Development proposals within the New Carrington allocation will need to make a proportionate contribution to the Carrington Relief Road, as well as other highways infrastructure across the site.

The New Carrington Transport Locality Assessment also identified a series of key highway junctions which will require intervention to mitigate the impact of development on the surrounding highway network, as well other link roads which will be required to access development parcels within the site. Details around the design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.

These transport infrastructure improvements will enhance the attractiveness of New Carrington as an employment and residential location and also promote modal shift from car travel to sustainable travel modes.

Community facilities

A new local centre, located in the east Partington area, will be a hub for community infrastructure and will service the needs of the new community. Smaller neighbourhood centres will also provide local community hubs at Sale West and Carrington Village. The large number of new residents will also help to support existing shops and services in the surrounding area, such as the existing Partington Local Centre.

The site will be an attractive location for families, and this will generate an additional demand for school places and as a result, the development will need to provide new facilities for primary and secondary education. Development will also be required to provide new and improved health facilities to support the new community.

Green Belt

The development will require the removal of some land from the Green Belt; but a significant area of Green Belt will remain within the allocation through the middle of the site which will prevent the merging of Carrington/Partington and Sale West. This green wedge will also provide an attractive setting for the development and will be an important green resource. It will include features which characterise the landscape such as the existing woodlands, hedgerows and rides. The wedge will be protected as a green infrastructure corridor, connecting Sinderland Brook to the Mersey Valley in the north.

Green Infrastructure

The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure

enhancement to the green spaces identified at Sale West which are protected from development. Improved access within and through these parcels will be a priority and should include enhancement of the Trans Pennine Trail. Where green spaces remain in the allocation area that is to be removed from the Green Belt, the highest level of protection will be applied in accordance with the Trafford Local Plan.

Natural Environment

The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the habitats and green corridors along Sinderland Brook and Red Brook.

Parts of the proposed Carrington allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area particularly suitable for restoration to important wetland habitats. Much of the wetland area is within the identified Green Belt gap and will therefore be protected from development; other locations across the site will also be considered in relation to their wetlands potential. The Carrington area is included in the Great Manchester Wetlands Nature Improvement Area and has been identified as a potentially important part of a developing Wetlands Ecological Network. In addition, the conservation of organic soils will help to reduce carbon emissions.

A project specific Habitats Regulation Assessment will be required for all development proposals of over 50 units / 1,000 sqm floorspace. The site has the potential, by 2040, to result in traffic increases on the M62 motorway because of its size and relative proximity to the motorway and whilst it is recognised that New Carrington does not have direct connectivity to the M62, a precautionary approach has been taken considering the size and scale of this allocation. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

Landscape

Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and enhance the transition from the urban edge to the open countryside, having regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features and the introduction of additional tree planting and vegetation to soften new development. Areas of the site, such as Warburton Deer Park and Carrington Moss, have particularly high landscape sensitivity and therefore development proposals in these areas will need to demonstrate how any landscape impact can be appropriately mitigated.

Design

The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

The development will reduce the isolation of existing communities at Carrington, Partington and Sale West, and to fully achieve this, it will be essential for development to be carefully integrated with the existing communities. Issues such as design and linkages through the site should be carefully considered.

Historic Environment

The New Carrington Heritage Assessment considered the characterisation of the site in respect of the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets and this has been taken into account in considering an appropriate development quantum for the site. The area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. Other areas of the Carrington site which are of potentially high value include large areas of peat where assessments to establish the depth and condition of any remaining peat will be required. For the areas of highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

The Heritage Assessment also identified the designated and non-designated built heritage assets, their settings and important views that enhance the historic character and identity of the area. The Assessment makes recommendations for mitigation, and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications.

Utilities, Environmental Protection and Climate Change

A high quality, coordinated drainage strategy will be required for New Carrington which is integrated with the green and blue environment and which is a key component of the new high quality design standard for this area. Landowners / developers will be expected to work together in the interest of sustainable drainage and if pumping stations are identified as necessary, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management. The brook currently has a rating of 'moderate' under the EU Water Framework Directive, and the development should seek opportunities to improve this to 'good'.

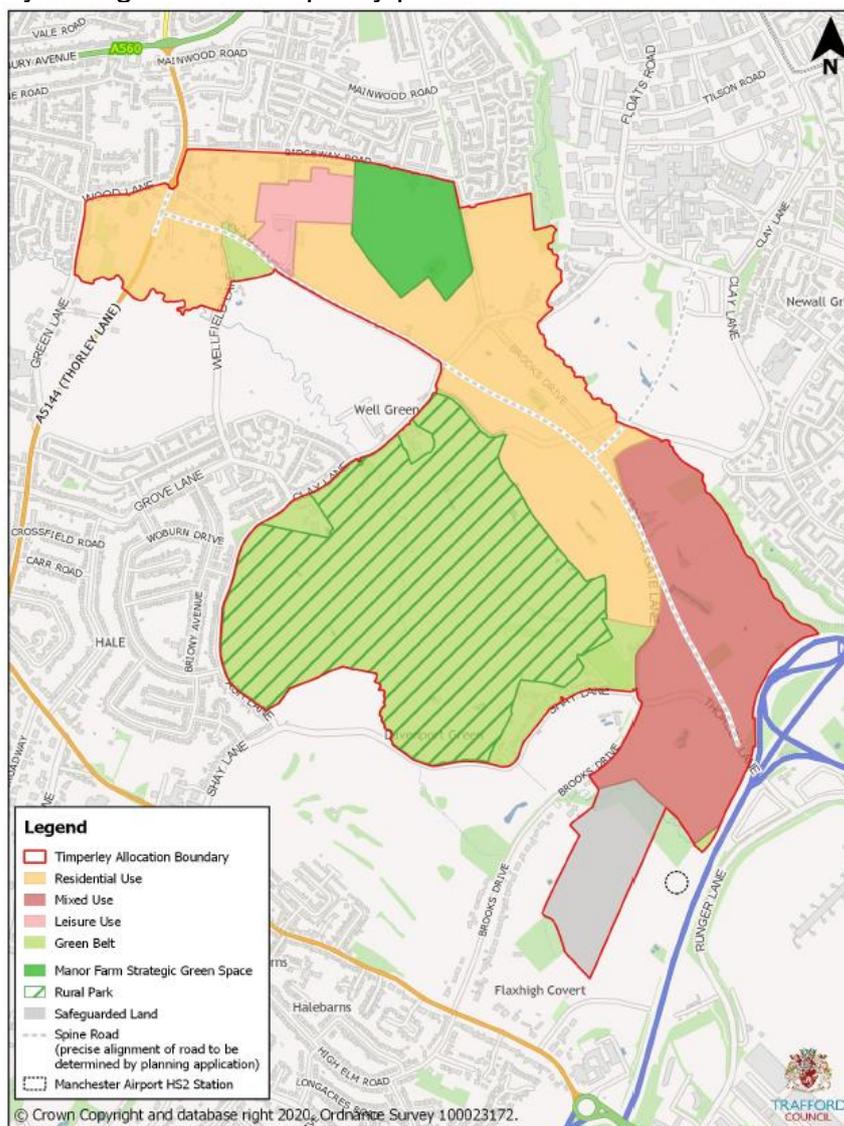
The allocation includes the former Shell Carrington industrial estate and other industrial land uses. Prioritising development across these areas provides an opportunity to bring previously developed land back into beneficial use. However, in doing so new development will need to ensure that any contamination risks are appropriately remediated and do not give rise to the pollution of any watercourse or groundwater and/or present risks to human health. The area is particularly

sensitive for the water environment given its location above a Principal Aquifer and nearby surface waters (including the River Mersey and Sinderland Brook).

Noise mitigation such as woodland buffers and landscape bunds will ensure major transport corridors and employment uses are not seen to be bad neighbours to development.

Appendix 5 – PfE 2021 Timperley Wedge allocation policy

Figure 2: Timperley Wedge allocation policy plan



Development of this site will be required to:

1. Be in accordance with a masterplan or SPD agreed by the Local Planning Authority to ensure the site is planned and delivered in a coordinated and comprehensive manner;

Residential Development

2. Deliver around 2,500 homes of which 1,700 will be in the plan period as set out in Figure 2 of the GMSF;
3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;
4. Deliver a range of house types, sizes, layouts and tenures through a place-led approach;

5. Deliver residential development at an average density of 35 dph in the northern part of the allocation area, reflecting the existing urban area. Higher density development at an average of 70 dph will be appropriate close to the new local centre, Davenport Green metrolink stop and the HS2/ NPR Manchester Airport station;
6. Provide a minimum of 45% affordable housing throughout the site;
7. Make specific provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;

Employment development

8. Deliver around 60,000sqm of B1 office employment land within a mixed employment residential area set out in Figure 2 of the GMSF; of which 15,000 sqm will be in the Plan period;
9. Create legible streets and spaces within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and the local centre;
10. Create employment and training opportunities for local people, in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan Policies;

Delivery and phasing

11. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
12. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;

Transport Integration and Accessibility

13. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
14. Deliver a network of new safe cycling and walking routes through the allocation, including enhancements of Brooks Drive and creating new/enhancing existing Public Rights of Way;
15. Accommodate and contribute to the delivery of the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s);
16. Deliver a new spine road through the site with connections to the existing road network and local access to development sites, incorporating separate pedestrian and cycling space and provision for future bus rapid transit to improve east west connections between Altrincham and Manchester Airport ;

17. Make the necessary improvements to the Strategic, Primary and Local Road Networks to enable the proposed level of development and mitigate the impact of increased vehicle numbers, including:

- i. Road widening at Dobbinetts Lane
- ii. Junction improvement to Thorley Lane/Runger Lane
- iii. New roundabout junction at Thorley lane/Green Lane/Clay Lane
- iv. Contributions to improvements at M56 junction 3 and Terminal 2 roundabout

Community Facilities

18. Provide a new local centre with convenience shopping facilities as a hub for local services in the region of 3,000 sq m of retail floorspace close to the Davenport Green stop of the Metrolink Western Leg extension;

19. Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places ;

23.2

20. Provide and contribute to new health facilities to support the new community;

Green Belt

21. Create defensible Green Belt boundaries utilising where appropriate, existing landscape features;

22. Mitigate any impact on and improve the environmental quality and accessibility of remaining Green Belt Land;

Green Infrastructure

23. Provide a significant area of enhanced and accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt identified on Figure 2, ensuring protection of heritage assets in this area;

24. Create wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure including green links:

- i. From Clay Lane through to Brooks Drive and Fairywell Brook;
- ii. Through Davenport Green Ponds SBI to Medipark;

25. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space standards, including local parks and gardens; natural and semi-natural greenspace, equipped and informal play areas; outdoor sports pitches; and allotment plots, ensuring arrangements for their long term maintenance;

26. Protect Manor Farm identified in Figure 2 and promote its use for future sports provision including as appropriate new access and car parking;

27. Promote improvements to leisure facilities at Hale Country Club;

Natural Environment

28. Protect and enhance natural environment assets within the site and surrounding area, including SBIs, woodland, and hedgerows;

29. Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may include SUDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;

30. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin management Plan (2019);

Landscape

31. Retain important landscape views and landscape features such as ponds, woodland and hedgerows and use these features to develop a distinct sense of place;

32. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the Green Belt boundary to mitigate the impact on the rural landscape to the south west of the allocation area;

Design

33. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;

34. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage;

35. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of urban design;

Historic Environment

36. Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated HIA submitted are part of the planning application process;

37. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Timperley Wedge Heritage Assessment 2020 to understand where especially significant archaeology must be preserved in situ;

Utilities, Environmental Protection and Climate Change

38. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;
39. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;
40. Ensure new development maximizes on-site renewable energy measures in line with the energy hierarchy, for example via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;
41. Make provision for other necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
42. Mitigate flood risk and surface water management issues including provision of SUDS through the design and layout of development in accordance with a flood risk, foul and surface water management strategy. The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;
43. Incorporate on-site measures to deal with surface water and control the rate of surface water run off. Planning applications will be expected to apply the full surface water hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution.
44. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;
45. Seek to actively reduce the impact of potential flood risk both within and beyond the site;
46. Incorporate appropriate noise and air quality mitigation, such as woodland buffers particularly along the M56 motorway, the Metrolink and HS2/NPR corridor in line with Environmental (Noise) Regulations;

Safeguarded Land – HS2 Growth Area

47. The land identified to the south and west of the HS2 Airport station as shown on figure 2, although removed from the Green Belt is not allocated for development at the present time;
48. This land is safeguarded in accordance with Policy GM-G 12 Safeguarded Land;
49. Any future allocation is subject to an assessment that the land directly contributes to the Greater Manchester HS2 / NPR Growth Strategy and it should only be developed after completion of development set out in the Timperley Wedge masterplan/SPD and following the delivery of HS2 Airport station; and.
50. Should an HS2 Airport station not be developed, the land will be returned to Green Belt following a future Plan review.

Justification

Development of the site will require a coordinated approach between all landowners and developers and Trafford Council is committed to working with stakeholders to bring forward a detailed Masterplan / SPD which provides a framework for the sustainable delivery of a new community at Timperley Wedge.

Residential development

The Timperley Wedge allocation will deliver around 1,700 homes in the plan period and around 2,500 in total. In the northern areas of the allocation site, development will deliver medium density housing to be in keeping with the existing character of the area. Lower density is not considered to be appropriate as this would not be an efficient use of land. Higher density housing, including apartments, will be appropriate close to the local centre, within the mixed housing and employment area to the south east of the allocation between the Local Centre and the HS2/NPR Airport Station. The density of areas closest to Green Belt and areas of ecological or historic importance may need to be lower subject to detailed design.

The site is expected to deliver affordable housing across all parts of the site at a minimum of 45% in line with the requirements identified in the Housing Needs Assessment 2019. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.

There are a number of existing pockets of residential development across the site some of which contain locally distinctive design features. New development should therefore be designed so that it is sensitively integrated into these areas.

Employment development

Employment development will deliver around 15,000 sqm in the plan period and 60,000 sqm in total. This will be located in the south eastern area of the site at Davenport Green as a mixed use area with some higher density residential units. It will support the expansion of Manchester Airport and University Hospital NHS Foundation Trust, Wythenshawe Hospital. This land is already allocated for high quality office use.

The area is close to areas of deprivation including Wythenshawe in Manchester and Broomwood in Trafford and it will also be accessible by bus and tram to other areas of deprivation in Trafford. Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure a realistic number of local people benefit from training and new jobs as a result of the development.

Delivery and phasing

Approximately 800 new residential units and 45,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 construction boundary and therefore will be unavailable for a temporary period whilst the HS2 route, Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of HS2 Airport Station; and the build-out is very likely to extend beyond the GMSF plan period. The timescales for development in this area are, in part, dependent on the HS2 timescales. The area of land required for construction may therefore be altered if changes are made to the overall HS2 construction programme. However, delivery of development is not dependent on HS2/NPR and in the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.

All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan or SPD together with information on trigger points for when infrastructure such as road and junction improvements, a new school and the spine road will be required linked to the development trajectory.

Transport integration and accessibility

The delivery of new and improved public transport and active travel infrastructure is integral to the success of the Timperley Wedge allocation enabling modal shift from car travel to sustainable travel modes. The Western Leg Metrolink extension will provide links to Manchester Airport, as well as to employment areas in Trafford Park and other main employment areas in the borough and GM. This will benefit both existing and new residents providing improved access to jobs and services. A proportionate contribution towards the Merolink extension infrastructure is, therefore, appropriate and will need to be agreed with TFGM.

The road network currently consists of country lanes which are unable to support the proposed development but will be enhanced to promote them as cycling and walking routes promoting healthier lifestyles. These, together with new routes, will provide links through the allocation and to Medipark, Hale Barns, Timperley and beyond. A new spine road will provide safe capacity for car use and link to the surrounding road network. The route identified is indicative at this stage and further work on the most appropriate alignment will be required as part of future masterplanning / planning applications. It is envisaged the spine road will be delivered incrementally by the development as and when it requires access from it. The spine road will have a safe route for walking, cycling and bus rapid transit and will contribute to improving east/west

connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area. The Timperley Wedge/Medipark Transport Locality Assessment has determined the key necessary transport interventions and supporting interventions needed to mitigate the impact of the development. These include interventions specific to each allocation but also shared interventions between the allocations.

An appropriate proportioning of contributions between the allocations and individual development plots, together with more local interventions, will need to be determined by further masterplanning, detailed design and a Transport Assessment.

Community Facilities

A new local centre close to the proposed Metrolink stop will be a hub for community infrastructure and will service the needs of the community. The site will be an attractive location for families, and it is anticipated that this will generate the need for a new primary school located close to the Local Centre. Secondary schools within the area can accommodate the new pupils but will require a contribution per pupil place. Small high street shops and community facilities including health facilities and a local supermarket would also be appropriate within the Local Centre.

Green Belt

The development will involve the removal of some land from the Green Belt, however, a considerable area of Green Belt within the allocation boundary will remain. This area of retained Green Belt will maintain the separation of Timperley and Hale and will be enhanced to improve green infrastructure functionality, creating new accessible recreation areas particularly along the Timperley Brook and the large SBI areas. Opportunities exist to enhance areas of SBI, existing woodland and hedgerows throughout the allocation. The incorporation of 'old' (19th century or earlier origins) hedgerows within development areas will help to enhance the sense of place of the local landscape. These will also contribute to the green setting of development.

Green Infrastructure

Where green spaces remain in the part of the allocation area that is to be removed from the Green Belt, there is a need to provide the highest level of protection in line with policies in Trafford's Local Plan.

The allocation contains Bowdon Rugby Club along Clay Lane. As part of the development proposals, it may be appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.

Manor Farm sports fields along Ridgeway Road are an existing valued community resource and will be protected in line with policies in Trafford's Local Plan. The facilities have the potential to be enhanced and more widely used with a new access created from Clay Lane.

Hale Country Club is looking to make improvements to its leisure facilities creating job opportunities and providing a higher quality of leisure experience for local communities.

Natural Environment

The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the habitats and green corridors along Fairywell Brook and Timperley Brook.

Landscape

An area of open land will remain alongside the allocation and development will therefore be required to consider the landscape setting and enhance the transition between the urban edge and the open countryside having regard to views / vistas into and out of the site.

Design

Development will need to set a new high quality design standard for this area and should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

Historic Environment

The Timperley Wedge Historic Environment Assessment 2020 considered the characterisation of the land in respect to the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets, their settings and important views, and this has been taken into account in considering appropriate quantum of development for the site. The area of highest archaeological potential is within the south-western portion of the site. Although this particular area remains in the Green Belt there is potential for enhancement as part of development proposals.

Areas of particular sensitivity are the Deer Park and listed structures including Davenport Green Farmhouse, Hall and Barn. The Assessment makes recommendations for mitigation, and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

Utilities, environmental protection and climate change

Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. The Brooks currently have a rating of 'moderate' under the North West River Basin management Plan (2019) and the development should seek opportunities to improve this to 'good'.

A high quality, coordinated drainage strategy will be required which is integrated with the green and blue environment and which is a key component of the new high quality design standard for this area. Landowners and developers will be expected to work together in the interest of sustainable drainage. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing

circumstances between each phase of development. The incorporation of a swale adjacent to the spine road has the potential to reduce surface water runoff.

Downstream from this allocation there is an area with an existing risk of flooding and as such the development of this site has the potential to take a strategic approach to flood risk management and provide additional opportunities for upstream storage. Further investigation is needed into this as open areas of water in this location are a risk for bird strike due to the close proximity of Manchester Airport.

Noise mitigation such as fencing and bunds will ensure areas like the M56, Metrolink line and HS2 are not seen to be bad neighbours to development.

Safeguarded Land - HS2 Growth Area

The Greater Manchester HS2/NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the HS2 Airport station. The exceptional circumstances for taking this land out of the Green Belt are directly related to the potential this land has to capitalise on the economic benefit brought by HS2. The south eastern area of the allocation, adjacent to the HS2 station, has therefore been removed from the Green Belt to support the delivery of the wider Greater Manchester HS2 Growth Strategy ambitions.

In the longer term this area may also benefit from Northern Powerhouse Rail (NPR) (or an equivalent project) which will deliver fast east west rail connections across the north, further enhancing public transport connections to the station.

The area around the Manchester Airport HS2 Station has been removed from the Green Belt, but will only be considered a sustainable location after delivery of HS2 Airport Station. It is likely much of this land will be utilised to support HS2 during construction but after the delivery of HS2, land adjacent to the station could be available for potential housing and employment development that will benefit from this sustainable, well connected location.

As part of the delivery of HS2 a substantial landscaped screen/ buffer will form a boundary to this land and housing on Brookes Drive and will form the new Green Belt boundary.

Appendix 6 – Schedule of proposed replaced Core Strategy (2012) policies

Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 explains that ‘where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.’

Upon adoption of PfE 2021 a number of policies in the Trafford Core Strategy (2012) will be partially replaced by policies in the PfE 2021 (see table below). Any part of the policy which is not replaced will be ‘saved’ and will remain part of the statutory development plan for Trafford.

The strategic allocation policies – GM Allocation 3.2 Timperley Wedge and GM Allocation 41 New Carrington - provide further site specific policies for each allocation.

Core Strategy Policy	Core Strategy Policy Title	GMSF Policy
SL1	Pomona Island	Partially replaced with Policy JP-Strat 5 Inner Areas
SL2	Trafford Wharfside	Partially replaced with Policies <ul style="list-style-type: none"> • JP-Strat 1 Core Growth Area • JP-Strat 3 The Quays
SL3	Lancashire County Cricket Club Quarter	N/A
SL4	Trafford Centre Rectangle	N/A
SL5	Carrington	Partially replaced with Policies <ul style="list-style-type: none"> • JP-Strat 9 Southern Areas • JP-Strat 11 New Carrington • JP Allocation 33 New Carrington
L1	Land for new homes	Partially replaced with Policies <ul style="list-style-type: none"> • JP-H 1 Scale, Distribution and Phasing of New Housing Development • JP-H 4 Density of New Housing
L2	Meeting housing needs	Partially replaced with Policies <ul style="list-style-type: none"> • JP-H 2 Affordability of New Housing • JP-H 3 Type, Size and Design of New Housing
L3	Regeneration and reducing inequalities	Partially replaced with Policies <ul style="list-style-type: none"> • JP-Strat 5 Inner Areas • JP-Strat 11 New Carrington
L4	Sustainable transport and accessibility	Partially replaced with Policies <ul style="list-style-type: none"> • JP-Strat 14 A Sustainable and Integrated Transport Network • JP-C1 Our Integrated Network • JP-C3 Our Public Transport

Core Strategy Policy	Core Strategy Policy Title	GMSF Policy
		<ul style="list-style-type: none"> • JP-C4 Streets for All • JP-C5 Walking and cycling • JP-C6 Freight and logistics • JP-C7 Transport requirements of new development
L5	Climate change	Partially replaced with Policies <ul style="list-style-type: none"> • JP-S 2 Carbon and Energy • JP-S 3 Heat and Energy Networks • JP-S 5 Flood Risk and the Water Environment • JP-S 6 Clean Air
L6	Waste	Partially replaced with Policy JP-S 7 Resource Efficiency
L7	Design	Partially replaced with Policy JP-P 1 Sustainable Places
L8	Planning obligations	Partially replaced by Policies <ul style="list-style-type: none"> • JP-D 1 Infrastructure Implementation • JP-D 2 Developer Contributions
W1	Economy	Partially replaced by Policies <ul style="list-style-type: none"> • JP-Strat 9 Southern Areas • JP-J 1 Supporting Long-Term Economic Growth • JP-J 2 Employment Sites and Premises • JP-J 3 Office Development • JP-J 4 Industry and Warehousing Development
W2	Town centres and retail	Partially replaced by Policies <ul style="list-style-type: none"> • JP-Strat 9 Southern Areas • JP-Strat 12 Main Town Centres • JP-P 4 New Retail and Leisure Uses in Town Centres
W3	Minerals	Partially replaced by Policy JP-S 7 Resource Efficiency
R1	Historic environment	Partially replaced by Policy JP-P 2 Heritage
R2	Natural environment	Partially replaced by Policies <ul style="list-style-type: none"> • JP-Strat 13 Strategic Green Infrastructure • JP-G 1 Valuing Important Landscapes • JP-G 3 River Valleys and Waterways

Core Strategy Policy	Core Strategy Policy Title	GMSF Policy
		<ul style="list-style-type: none"> • JP-G 4 Lowland Wetlands and Mosslands • JP-G 7 Trees and Woodland • JP-G 9 Standards for a Greener Greater Manchester • JP-G 10 A Net Enhancement of Biodiversity and Geodiversity
R3	Green infrastructure	Partially replaced by Policies <ul style="list-style-type: none"> • JP-Strat 13 Strategic Green Infrastructure • JP-G 2 Green Infrastructure Network (Nature Recovery Network) • JP-G 3 River Valleys and Waterways • JP-G 4 Lowland Wetlands and Mosslands • JP-G 7 Trees and Woodland • JP-G 9 Standards for a Greener Greater Manchester
R4	Green Belt, countryside and other protected other land	Partially replaced by Policies <ul style="list-style-type: none"> • JP-Strat 9 Southern Areas • JP-Strat 10 Manchester Airport • JP-Strat 11 New Carrington • JP-G 11 The Greater Manchester Green Belt • JP-G 12 Safeguarded Land • JP Allocation 3.2 Timperley Wedge • JP Allocation 33 New Carrington
R5	Open space, sport and recreation	Partially replaced by Policies <ul style="list-style-type: none"> • JP-G 6 Urban Green Space • JP-P 7 Sport and Recreation
R6	Culture and tourism	Partially replaced by Policy JP-P3 Cultural facilities