

The Trafford Local Plan

Consultation Draft

January 2021

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1. Introduction

- 1.1 The Trafford Local Plan affects everyone who lives, works and visits Trafford.
- 1.2 Local Plans set out a vision and framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places ('Plan Making' PPG, paragraph 1).

What is the Trafford Local Plan?

- 1.3 The Trafford Local Plan is the main land use planning document for Trafford. It will cover the period up to 2037 and forms part of Trafford's Development Plan, which sets out policies and proposals for land use in the Borough. Planning law requires that applications for planning permission be determined in accordance with the Development Plan, unless material considerations indicate otherwise. It is therefore essential that the Council has an up to date Development Plan in order to retain control over the type and location of development within the Borough, and to ensure that development is 'plan led'.
- 1.4 After the adoption of the Trafford Local Plan, Trafford's Development Plan will comprise the following:
- Trafford Local Plan (replacing the Trafford Core Strategy (adopted January 2012) and the Revised Trafford Unitary Development Plan (adopted June 2006);
 - Greater Manchester Spatial Framework (GMSF) (once adopted);
 - Greater Manchester Joint Waste Plan (adopted April 2012);
 - Greater Manchester Joint Minerals Plan (adopted April 2013);
 - Any adopted Neighbourhood Plans; and
 - Any adopted Area Action Plans (AAPs).

How does this document relate to the Greater Manchester Spatial Framework (GMSF)?

- 1.5 The Greater Manchester Spatial Framework (GMSF) is a strategic plan that will cover the whole of Greater Manchester and is being produced collaboratively by the Mayor of Greater Manchester and the ten local authorities in the area. The ten GM local authorities have agreed to prepare the GMSF which, once adopted, will become part of the Trafford Development Plan as above.
- 1.6 The GMSF will set out the overall spatial strategy for Greater Manchester, including identifying the appropriate scale and distribution of housing and employment development across the sub-region; and will contain a series of strategic policies and allocations aimed at delivering economic, social and environmental benefits. Some major decisions regarding Trafford's future development will be taken through the GMSF. For example, all decisions about whether Green Belt boundaries in Trafford should be altered, including whether any existing Green Belt should be de-designated for development, will be made through the GMSF. As such, the GMSF will become part of the Trafford Development Plan, but it will not provide detailed Trafford specific planning policies to address local issues, and these will be covered by the Local Plan.
- 1.7 The Trafford Local Plan has been developed with due regard to the duty to co-operate with other local planning authorities and certain public bodies on cross-border strategic issues, and concords with the agreements set out in the GMSF.

- 1.8 The Trafford Local Plan will provide an extra level of detail to demonstrate how the spatial vision, strategic objectives and scale of growth outlined in the emerging GMSF will be delivered on the ground in Trafford. This Trafford Local Plan sets out how the spatial vision, strategic objectives and scale of growth outlined in the emerging GMSF will be delivered in Trafford. The Draft Plan proposes detailed planning policies, area designations and site allocations to deliver the GMSF, and to guide and manage future growth and development needs. These policies will be used to manage development and determine planning applications; identify the designations, town centres and infrastructure; and support the delivery of key infrastructure, such as transport and utilities.

What has been the process for producing this Draft Trafford Local Plan?

- 1.9 This draft Trafford Local Plan has been prepared in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.10 The Trafford Local Plan ‘Issues’ Paper marked the beginning of the Trafford Local Plan preparation and was published for public consultation over the summer of 2018. The ‘Issues’ Paper asked for feedback on which issues should be addressed within the Plan, along with a “Call for Sites” invitation, which provided the opportunity for everyone from developers, landowners, residents and other stakeholders to inform the Council about the potential allocation of sites either for development or protection.
- 1.11 The main issues raised following this consultation concerned the relationship between the Trafford Local Plan and the GMSF, Green Belt review, transport and accessibility, town centres and retail and inclusive neighbourhoods. Sixty six sites were submitted through the call for sites invitation and most were proposed for development but some were proposed for protection. These comments and “Call for Sites” have been considered during the preparation of the draft Local Plan.
- 1.12 Following consultation on the draft Trafford Local Plan, the responses will be considered and used to help formulate the publication version of the Trafford Local Plan which will be subject to a further period of public consultation.
- 1.13 The final Trafford Local Plan is then submitted to the Planning Inspectorate for examination on behalf of the Secretary of State. During the examination a Planning Inspector will assess whether the local plan has been prepared in line with relevant legal requirements and tests of ‘soundness’.
- 1.14 The following sets out an indicative timetable for the production of the Trafford Local Plan.

Table 1: Trafford Local Plan timetable

Stage	Dates
Draft Trafford Local Plan (Public consultation for six weeks)	Early 2021
Publication Trafford Local Plan (Public consultation for six weeks)	Late 2021 / Mid 2022
Submission of the Trafford Local Plan to the Planning Inspectorate	Autumn 2022
Public examination (timetable set by Planning Inspectorate)	Early 2023
Adoption	Spring 2023

Integrated Assessment (IA)

- 1.15 The draft Trafford Local Plan, land use designations and associated site allocations have undergone assessment to consider their potential social, economic and environmental effects. The IA identifies the type, nature and extent of these potential effects and how the draft Trafford Local Plan can address them.
- 1.16 The IA includes three separate but complimentary assessments:
- Sustainability Appraisal / Strategic Environmental Assessment – assesses the effects of the Local Plan across a range of environmental, social and socio-economic issues
 - Health Impact Assessment – assesses effects of the Local Plan on the health and well-being of the population and its ability to access health related facilities and services
 - Equalities Impact Assessment – assesses effects of the Local Plan in terms of equalities issue, with particular focus on disadvantaged or excluded groups of people.
- 1.17 In addition a Habitats Regulations Assessment has been completed, which assesses the potential for the Local Plan to affect European nature conservation sites and ensures it will not have a likely significant effect on them.

Evidence Base

- 1.18 Local Plans must be based on up to date and relevant evidence about the economic, social and environmental characteristics of the area. The draft Trafford Local Plan has been prepared taking in to account the existing available evidence base. The production of the evidence base is an iterative process and when available it will be published on the Council website (please see the Local Plan Evidence Base page at <http://www.trafford.gov.uk/planning/strategic-planning/local-plan/core-documents-general/local-plan-evidence-base.aspx>)
- 1.19 Additional evidence, such as the Local Plan Viability Assessment, Employment Land Review and Trafford Design Guide will support the Local Plan evidence base prior to its submission for Public Examination.

Navigating the Draft Trafford Local Plan

- 1.20 This draft Trafford Local Plan includes a series of policies organised by topic, with the policy text formatted in bold. The accompanying interactive 'Policies Map' which is available on the Council **website at XXX** shows how draft Local Plan policies apply on the ground.

2. Setting the scene

Trafford Borough

- 2.1 Trafford is located in the south west of Greater Manchester and has a population of around 237,000 people (8.5% of the Greater Manchester population) and has a diverse mix of communities. It is one of the smaller boroughs within Greater Manchester, covering an area of some 10,600 hectares (26,200 acres or 41 square miles).
- 2.2 To the north and east, Trafford adjoins the Metropolitan Districts of Salford and Manchester and, to the south, Warrington Council and Cheshire East Council, where the River Bollin forms the Borough boundary.
- 2.3 Trafford has important centres for industry and business with major and long established industrial estates; a high quality natural environment including leafy suburbs and large areas of countryside (the majority of which being Green Belt).
- 2.4 Trafford has an outstanding educational infrastructure and is consistently amongst the top 5 local authorities in the country for educational attainment. Demand for housing in Trafford is very strong; the average price paid for a property in Trafford in Feb 2020 was £287,008, and sold prices in Trafford over the last year were 9% up on the previous year and 16% up on the 2017 peak of £296,401.
- 2.5 Trafford benefits from secure and reliable high-speed fibre optic internet connectivity that is amongst the best in the country with 99% of the Borough covered by superfast broadband. Trafford is also a hugely popular visitor destination attracting significant numbers of visitors to its many attractions, including world class sporting destinations such as Manchester United Football Club and Lancashire Cricket Club. Trafford City is one of the largest retail and leisure destinations in the UK, boasting the Trafford Centre, Chill Factore, iFly, the Sealife and LEGOLAND Discovery Centres, and Aerial Extreme which together attract over 40 million visitors per year.
- 2.6 Trafford is highly accessible with links to motorways, rail and Metrolink networks, and canals. Manchester Airport is also just minutes away providing access to international markets. In addition, the completion of the Metrolink extension in 2020 ensures Trafford Park and Trafford City has increased Trafford's accessibility by non car transport.

Trafford in the Sub-Region

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

- 2.9 Trafford Park, a major industrial location for Trafford, GM, the North West, and the UK, is home to over 1,400 businesses and over 41,000 employees. It has a diverse employment base including retail, wholesale, digital services and professional services. The park includes major business brands including Kelloggs, Adidas, Missguided, Cargill, Unilever, and Amazon, and is a significant economic asset and a strategic employment site in Greater Manchester.

The Greater Manchester Combined Authority (GMCA)

- 2.10 Trafford is part of the Greater Manchester Combined Authority (GMCA) which is made up of the ten Greater Manchester local authorities (and led by the GM Mayor), who work with local services, businesses, communities and other partners to improve the city region.
- 2.11 The 10 local authorities of Greater Manchester are working together with a common objective of ensuring a world class city region at the heart of a thriving North of England.
- 2.12 Greater Manchester is one of eight city regions that form combined authorities and are each made up of several local authorities. Each combined authority has a directly elected mayor.
- 2.13 The GMCA and the Mayor have powers over health, education, housing, strategic planning, transport, regeneration and economic development functions. Trafford plays a vital role in delivering the aims and objectives of the GMCA.
- 2.14 The Greater Manchester Strategy has established the strategic ambitions and priorities for the City Region. It has been written by all 10 councils, the Mayor, the NHS, transport, the police and the fire service, with help from businesses, voluntary, community and social enterprise organisations, and members of the public.

Trafford and the Greater Manchester Spatial Framework

- 2.15 The ten GM local authorities have agreed to prepare the Greater Manchester Spatial Framework (GMSF) which, once adopted, will become part of the Trafford Development Plan, although the Local Plan provides Trafford specific guidance. The Local Plan provides an extra level of detail to demonstrate how the spatial vision, strategic objectives and scale of growth outlined in the emerging GMSF will be delivered on the ground in Trafford. The GMSF sets out:
- How much housing and employment land is needed in the plan period;
 - A number of sites across Greater Manchester to assist in meeting these requirements;
 - Proposed revisions to the Greater Manchester Green Belt to accommodate the identified sites;
 - The importance of infrastructure such as health, education, transport, green spaces and utilities to support neighbourhoods and employment; and
 - Ways to protect and improve the natural environment.
- 2.16 While in contrast, the Local Plan will propose detailed planning policies, area designations and site allocations to deliver the GMSF, and to guide and manage future growth and development needs. Fundamentally, these policies will be used as the basis for determining planning applications.
- 2.17 It is important to note that amendments to the Green Belt boundary in Greater Manchester, and the release of specific sites from the currently adopted Green Belt, for housing and employment uses, will continue to be dealt with through the GMSF process rather than the Local Plan. This is because across GM we consider that changes to the

Green Belt are of such significance, that they should be dealt with at the sub-regional level.

- 2.18 The Local Plan sets out a complementary vision, strategy and policies to guide development in Trafford in the plan period of the GMSF. It identifies sites for housing, employment and green infrastructure which together deliver the spatial vision for Trafford. Since the Local Plan will translate the GMSF strategic policies on to the ground in Trafford, it is important that its production follows closely behind that of the GMSF, although it will not be adopted until after the GMSF has been adopted.

3. Key Diagram

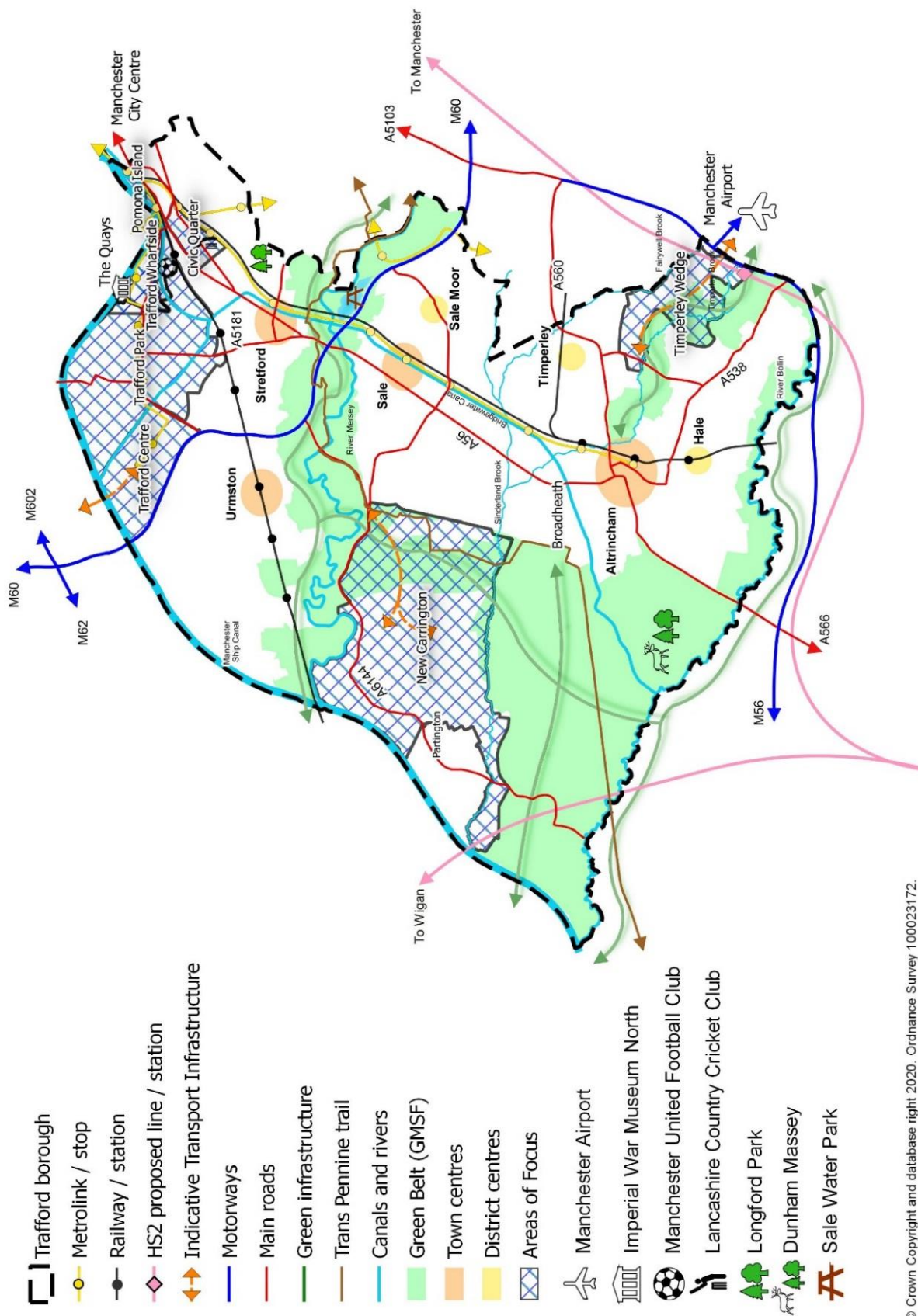


Figure 1 Key Diagram

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4. Vision for Trafford

By 2037:

Trafford's communities are proud of their neighbourhoods, they have the types of homes that they want, and need. Trafford has tackled its housing crisis, truly affordable homes are at its core.

Trafford is a healthy and accessible place for everyone, with equal access to services and facilities for all. Trafford will be a place for sustainable businesses and jobs that meet the needs of local residents. The high performing local economy offers good access to valued jobs and a skilled local workforce, Trafford's young people are thriving.

Trafford will be carbon neutral by 2038. Trafford is resilient and well-adapted to the effects of climate change with attractive, well designed, sustainable communities. Trafford is supported by a sustainable transport network that prioritises active and car free travel.

Economic and housing growth is in well-connected sustainable locations which benefit the local community. Trafford is a prime business location and is a destination for attracting and retaining competitive international businesses. Trafford Park is protected and enhanced as a key regional industry and employment location.

Thriving town centres at Altrincham, Sale, Stretford and Urmston are successful, sustainable and accessible to all with District, Local and Neighbourhood Centres playing a vital role in the community, building on Trafford's existing robust retail offer. The strong role of Partington Local Centre is recognised.

The need to travel has been reduced. Major change has taken place in the key development locations at Trafford Wharfside (AF2), Pomona Island (AF1) and the Civic Quarter (AF5). The Greater Manchester Spatial Framework allocations at New Carrington and Timperley Wedge are delivering thousands of new homes and employment opportunities to Trafford residents.

The historic, built and natural environment flourish, making the most of Trafford's existing assets including international sporting excellence and cultural attractions, heritage assets, parks and countryside.

5. Strategic Objectives

SO1 Deliver the homes that Trafford needs

Create homes for the residents of Trafford within distinct and attractive neighbourhoods. Promoting a good choice of high quality, accessible, energy efficient housing people can afford in sustainable locations, of a size, mix, density and tenure needed. Address the housing crisis through the provision of affordable housing in the right mix to support the needs of all, including an ageing population.

SO2 Make Trafford accessible and equal for all

Develop an inclusive borough where places can be used by anybody regardless of age, sex or disability. A borough that embraces and celebrates diversity, accommodating differences in the way people use the built environment, providing the means to enable all of us to participate equally, independently, with choice and with dignity. Different needs are considered at the outset of the development process and as an integral part of the planning decision making process. Breaking down unnecessary barriers in a manner that benefits all.

SO3 Ensure Trafford's resilience and carbon neutrality

Promote the use of new technologies to help combat and adapt to climate change, minimising the impact of all new development on the environment. Strive for new development to be carbon neutral by 2028. Make Trafford resilient to the impacts of flood risk and our changing environment, maximising the role that green spaces have to play.

SO4 Secure successful, sustainable and healthy communities

Improve everybody's health, wellbeing and quality of life, creating neighbourhoods and places where people choose to live, enjoy and work with excellent cultural inclusivity. Help Trafford residents be as active for as long as possible in environments that encourage their physical activity, making the most of Trafford's greens spaces. Enable Trafford's young people to thrive, improving their skills and opportunities to access the local workforce.

SO5 Maintain Trafford's economic potential

Establish the right conditions to sustain new and diverse investment, enabling Trafford to remain competitive and contribute to the growth of the local, Greater Manchester and regional economies. Establish a suitable labour force for inclusive growth, attracting and retaining employment opportunities giving residents the skills and opportunities they need to access good quality sustainable jobs. Ensure Trafford is digitally connected and embraces new technological developments.

SO6 Revitalise Trafford's town centres

Make Trafford's town centres accessible to all users, promoting a greater diversity of uses, including residential development, and the evening economy. Strengthen the vitality and viability of Altrincham, Sale, Stretford and Urmston town centres which will be the focus for office, retail, leisure and cultural activity. Support identified District and Local Centres, including Partington, in the important role they play in the local community and economy.

SO7 Protect, improve and connect green assets

Create a high quality, varied and connected network of accessible open spaces and outdoor sports facilities; strengthen and expand Trafford's green infrastructure network to provide multiple benefits and services such as improving mental and physical health through activity. Secure

measurable gains for biodiversity and the natural environment. Prioritise brownfield development by encouraging the reuse and redevelopment of derelict land and buildings. Protect and enhance our network of waterways, improving access to and recognising their importance as 'green corridors' through the borough.

SO8 Reduce the need to travel

Integrate development so that housing, employment, retail, open space, community facilities and transport are well connected. Encourage efficient patterns of movement through an enhanced public transport, cycling and walking network, improving sustainable transport links across the borough making it easier to move sustainably around Trafford and contributing to cleaner air. Promote efficient use of land in the most sustainable well-connected locations in Trafford.

SO9 Enhance cultural, heritage and leisure assets

Protect, enhance and value the historic environment and buildings across all parts of Trafford. Respect, maintain and strengthen local character and distinctiveness recognising the contribution Trafford's heritage assets and their settings make to this. Recognise the important role culture, tourism and leisure play in the local economy, identifying additional facilities and those that need enrichment.

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7. Trafford's Places

All Local Plan Strategic Objectives apply to the whole of Trafford and as such are somewhat “generic”. To ensure that this Local Plan is producing outcomes for places, the borough has been divided into a number of locally distinctive places that each have their own identity and character. The priorities for each of Trafford's Places and how these contribute to achieving the Strategic Objectives of this Local Plan are set out below. The other policies within this Local Plan provide further detail on how proposals for development will take shape to address these priorities.

TP1 – Trafford's Places

Make Trafford accessible and equal for all (SO2)

- a) **All of Trafford's Places will contribute to Trafford being an inclusive borough for all users regardless of age, sex or disability. Trafford's Places will embrace and celebrate diversity and different needs will be considered throughout the development process.**

TP2 – Trafford Wharfside and Pomona

The area of Trafford Wharfside and Pomona is a key strategic part of Trafford falling within the Manchester Regional Centre on the south bank of the Manchester Ship Canal opposite Salford Quays and Ordsall. The area is within the ‘Core Growth Area’ identified in policy GM-Strat 1 of the Draft GMSF 2020.

Trafford Wharfside has great potential as part of the Quays for new economic and residential development and also contains Manchester United Football Club which is a sporting and visitor destination of international significance.

Pomona is part of the former Manchester Docks and has been largely vacant for over 20 years following its remediation and is one of the largest vacant sites in the Manchester City Region. There has been piecemeal residential development to date. It represents a major opportunity to expand and diversify the offer of the Manchester City Region in this location.

Ensure Trafford's resilience and carbon neutrality (SO3)

- a) **Opportunities to locate low-carbon / decentralised energy facilities within Trafford Wharfside and Pomona are encouraged and supported.**

Secure successful, sustainable and healthy communities (SO4)

- b) **Residents have the skills and the ability to access jobs in the Regional Centre, providing access to employment opportunities.**
- c) **Trafford Wharfside and Pomona businesses have access to a workforce with the right skills to access jobs in growth sectors available locally.**
- d) **There is a diverse range of business and employment opportunities within Trafford Wharfside and Pomona.**

Maintain Trafford's economic potential (SO5)

- e) **The future development of Trafford Wharfside and Pomona reflects its significant role in meeting Regional Centre needs and supporting economic growth.**

- f) There is provision of office use including research and development and light industrial uses, storage and distribution and provision of general industrial uses in line with Area of Focus policies AF1 and AF2.**
- g) High rates of productivity, innovation and global competitiveness is enabled to attract high profile companies that are seeking to invest.**

Protect, improve and connect green assets (SO7)

- h) Recreation, biodiversity and active travel opportunities, where appropriate, are maintained, and/or enhanced at the Bridgewater Canal and the Manchester Ship Canal for.**
- i) Both the physical and environmental qualities of the Manchester Ship Canal and Bridgewater Canal are improved.**
- j) The benefits of the location adjacent to the Manchester Ship Canal and the Bridgewater Canal are maximised by creating frontages onto it where appropriate and preserving and enhancing the existing canalside walkways and improving public access to these routes.**

Reduce the need to travel (SO8)

- k) Significant improvements to public transport infrastructure, including further improvements to Metrolink, securing improved access to the area by non-car modes of transport.**
- l) Improved sustainable transport links within the Regional Centre and to other employment areas are secured.**
- m) Improvements are made to active travel opportunities by preserving and enhancing existing canalside walkways, improving access to these routes**
- n) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, Manchester Ship Canal and other routes that contribute to Trafford's integrated active travel network are secured**

Enhance cultural, heritage and leisure assets (SO9)

- o) The potential of visitor attractions such as the Imperial War Museum and the Manchester United Football Club stadium is maximised.**
- p) Conserve heritage assets within and beyond the Trafford Wharfside and Pomona place boundary**

TP3 – Trafford Park

Trafford Park plays a vital role not just within Trafford, but also across the sub region, forming part of the Core Growth Area (Policy GM Strat-1) as identified in the Draft Greater Manchester Spatial Framework (2020), employing in excess of 40,000 people, 15,000 of who come in from outside Trafford. Delivering high levels of employment growth in this area will help to maximise the accessibility of jobs to residents across Greater Manchester, particularly by public transport.

Trafford Park lies at the northern end of the Manchester Ship Canal and is one of Europe's largest industrial parks. It is bounded to the east by the area of Wharfside and Pomona and to the west by the Trafford Centre Rectangle.

A number of key inland waterways run through this area – the Bridgewater Canal which has the scope to increase tourism and enhance its role as an environmental asset and active travel opportunity, and the Manchester Ship Canal which has the scope to provide opportunities for the increased sustainable movement of freight. The area also contains the Trafford Ecology Park designated a Local Nature Reserve.

Trafford Park's industrial past is still visible and is characterised by heritage features such as grade II listed Barton Bridge on the Manchester Ship Canal

Ensure Trafford's resilience and carbon neutrality (SO3)

- a) **Opportunities to locate low-carbon / decentralised energy facilities within Trafford Park are encouraged and supported.**
- b) **The development of waste management facilities is supported.**

Establish successful, sustainable and healthy communities (SO4)

- c) **Trafford Park businesses have access to a workforce with the right skills to access jobs in growth sectors available locally.**
- d) **Provide access to employment and training opportunities for Trafford residents.**

Maintain Trafford's economic potential (SO5)

- e) **The provision of digital infrastructure is improved and it is ensured that businesses have access to the high speed fibre-optic networks that exists in the area.**
- f) **The demands for expanding modern businesses are accommodated, whilst protecting the established industrial base.**
- g) **The future development of the Trafford Park area reflects its significant role in meeting the needs of the Regional Centre.**
- h) **Trafford Park remains the home of global businesses, presenting strong brand recognition.**
- i) **There is the provision of modern industrial, storage and distribution, in line with Area of Focus policy AF3.**
- j) **Development enables high rates of productivity, innovation and global competitiveness attracting high profile companies that are seeking to invest.**
- k) **There is a diverse range of business and employment opportunities within Trafford Park.**

Protect, improve and connect green assets (SO7)

- l) **Provision is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities**
- m) **The role of the Ecology Park is safeguarded in the future and that other environmental and historic assets are protected and enhanced**
- n) **Sufficient and good quality open space for recreational purposes within the Trafford Park area to provide recreational opportunities for employees of businesses within the area**

Reduce the need to travel (SO8)

- o) **Significant improvements will be secured to public transport infrastructure, including further improvements to Metrolink, securing improved access to the area by non-car modes of transport**
- p) **Improved sustainable transport links within Trafford Park to the Regional Centre and other employment areas are secured**
- q) **Improvements are made to active travel opportunities by preserving and enhancing existing canalside walkways, and providing new and enhanced active travel routes within the Trafford Park area,**
- r) **Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, Manchester Ship Canal and other routes that contribute to Trafford's integrated active travel network are secured**

Enhance cultural, heritage and leisure assets (SO9)

- s) Opportunities to increase tourism opportunities that make the most of the Bridgewater Canal are realised**
- t) Conserve heritage assets within and beyond the Trafford Park place boundary**

TP4 – Trafford Centre Rectangle

This area is made up of a range of existing uses including retail, leisure, commercial, hotel industry and warehousing uses. The area also includes major retail and leisure uses alongside a number of industry/warehousing uses. It is considered that there are a number of opportunities for redevelopment existing sites within this area.

Deliver the homes that Trafford needs (SO1)

- a) A mix of houses and apartments will be provided in an attractive functional and innovative mixed use neighbourhood creating a new high quality sustainable community at Trafford Waters in line with Area of Focus policy AF4.**

Establish successful, sustainable and healthy communities (SO4)

- b) Major mixed use sustainable development is delivered including offices, commercial, leisure, residential and community facilities in line with national planning guidance and the Area of Focus policy AF4.**
- c) There is provision of additional utility capacity, including the reinforcement of the local waste water treatment works.**

Maintain Trafford's economic potential (SO5)

- d) Digital infrastructure is improved and businesses have access to the high speed fibre-optic network that exists in the area.**
- e) High quality development is delivered, reflecting the significance of areas as a visitor destination of regional significance.**
- f) The significance of the Trafford Centre and the contribution it makes to the local and regional economy is recognised.**

Protect, improve and connect green assets (SO7)

- g) Provision, where appropriate, is maintained, and/or enhanced at the Manchester Ship Canal and the Bridgewater Canal for recreational, biodiversity and active travel opportunities.**
- h) Both the physical and environmental qualities of the Manchester Ship Canal and Bridgewater Canal and the Barton Bridge Swing Aqueduct are improved.**
- i) The benefits of its location adjacent to the Manchester Ship Canal and the Bridgewater Canal are maximised by creating frontages onto it where appropriate and preserving and enhancing the existing canalside walkways and improving public access to these routes.**

Reduce the need to travel (SO8)

- j) Improvements to the road layout to enable improved public transport and active travel connectivity, including Metrolink, between neighbourhoods and to employment locations securing improved access to the area by non-car modes of transport.**
- k) Substantial improvements to the public transport network will be provided in addition to the provision of significant road infrastructure as part of the West Gateway Infrastructure Scheme (WGIS)**

- l) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, Manchester Ship Canal and other routes that contribute to Trafford's integrated active travel network will be secured.**

Enhance cultural, heritage and leisure assets (SO9)

- m) Conserve heritage assets within and beyond the Trafford Centre Rectangle place boundary**

TP5 – Old Trafford

Old Trafford is a densely populated area at the north east tip of the Borough, close to Manchester City Centre and dissected by the A56, Bridgewater Canal and the Metrolink line between Manchester and Altrincham. It contains significant historic buildings many of which have listed building status and are contained in the Empress Conservation Area. It is home to dense residential development, both Victorian terraced housing and more modern social housing together with significant office development, anchored by Trafford Town Hall.

Old Trafford is home to the major tourist and leisure attractions of Lancashire County Cricket Club and Manchester United Football Club.

The area as a whole suffers from low levels of open space and part of Clifford Ward is ranked among the 10% most deprived areas in the country. The area is known for its very diverse population and vibrant communities with a significant proportion of people who live there originating from black and minority ethnic (BME) backgrounds.

The area is relatively well served by bus links to the city centre, however there is a need to develop better orbital links, particularly to Trafford Park. The new Metrolink Trafford Park line has recently improved orbital links between Old Trafford, Trafford Park and the Trafford Centre.

The Civic Quarter Area Action Plan takes in a large part of the Old Trafford area. See Area of Focus policy AF5 for further detail on these proposals.

Ensure Trafford's resilience and carbon neutrality (SO3)

- a) Opportunities to locate low-carbon / decentralised energy facilities such as a District Heat Network and associated infrastructure within the Civic Quarter are encouraged and supported**

Secure successful, sustainable and healthy communities (SO4)

- b) Residents in Old Trafford have the skills and the ability to access jobs in Trafford Park, Stretford and the Regional Centre.**
- c) Local minority groups will be given access to local employment opportunities.**

Maintain Trafford's economic potential (SO5)

- d) The development of offices and small-scale ancillary commercial/community uses limited to a level to meet the needs of the occupiers will be permitted at Cornbrook Station Office Area in line with policy EC2 (local employment areas)**
- e) The development of small-scale business, industry and warehousing and similar appropriate uses will be permitted at Hadfield Street Industrial Area and at Longford Trading Estate in line with policy EC2 (local employment areas).**

Protect, improve and connect green assets (SO7)

- f) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities.**
- g) Sufficient and good quality open space for recreational purposes within Old Trafford is to provide recreational opportunities to reduce current deficiencies and issues of poor quality in open space provision and outdoor sports facilities.**

Reduce the need to travel (SO8)

- h) Diverse neighbourhoods including Old Trafford, Gorse Hill and Firwood are well connected with the Regional Centre and Stretford to enable easy access to employment, retail and community facilities.**
- i) Improvements to the road layout to enable improved public transport and active travel connectivity between neighbourhoods and to employment locations particularly along the A56 and to the Regional Centre is encouraged.**
- j) Improved sustainable transport links to Trafford Park, the Regional Centre and other employment areas are secured.**
- k) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal and other routes that contribute to Trafford's integrated active travel network are secured.**

Enhance cultural, heritage and leisure assets (SO9)

- l) Conserve heritage assets within and beyond the Old Trafford place boundary**

TP6 – Carrington and Partington

The Carrington and Partington area is located in the west of Trafford, to the east of the Manchester Ship Canal. It covers a significant area, including the two distinct residential communities of Carrington and Partington, as well as a number of existing and redundant industrial uses. The area has important links to the Mersey Valley to the north of the area, as well as open countryside to the south.

The Carrington area has traditionally been dominated by a petrochemical works; however more recently, other industrial uses have been developed, as well as the Carrington Business Park. Significant new residential and employment development is currently under construction, this first phase of development is known as 'Carrington Village'. Carrington also includes areas Sites of Biological Importance (SBIs).

Partington, a former small rural settlement (of which some historic buildings and features still remain) was transformed by significant house building in the 1960s and 1970s. Much of the housing in Partington is managed by Housing Associations and there are plans to improve the existing residential area with enhanced green infrastructure and active travel links. The redevelopment of the local centre and new community facilities has provided enhanced services and facilities to the Partington community.

The Carrington and Partington area has relatively high levels of unemployment and some parts are identified in the top 10% of the most deprived communities in England.

Transport infrastructure in the Carrington and Partington area is limited and this contributes to the isolated feeling of the area, access to the regional centre and other parts of Trafford is very poor. Plans are being developed, in consultation with the community, for a new Carrington Relief Road which would provide improved connectivity and help to ease congestion. Further improvements are planned to highways, public transport and active travel infrastructure as part of the wider New Carrington development, as outlined in the GMSF.

The area has been identified for significant residential and employment development in the New Carrington strategic allocation in the GMSF; approximately 4,300 homes and up to 380,000 sqm of employment floorspace are planned for the area. This development will have a transformational impact on the area and will provide enhanced services and facilities to the existing communities, helping to create a more mixed use sustainable community by reducing isolation through new transport and social infrastructure and improved access to green spaces.

Deliver the homes that Trafford needs (SO1)

- a) **Deliver high quality, sustainable residential development as part of a high quality mixed use redevelopment scheme.**
- b) **Deliver the appropriate mix of housing types and tenures needed to achieve a more balanced housing market in Carrington and Partington.**
- c) **The new residential growth in New Carrington is delivered in line with the GMSF Allocation and Area of Focus Policy AF7.**

Secure successful, sustainable and healthy communities (SO4)

- d) **Residents have the skills and the ability to access jobs in the Carrington and Partington area.**
- e) **Health inequalities and deprivation in Carrington and Partington are reduced significantly.**
- f) **The capacity of community facilities including health and education is significantly increased, providing for the needs of the new and existing community**

Maintain Trafford's economic potential (SO5)

- g) **The economic capacity of Carrington will be redeveloped enabling significant new economic activity to secure its future economic viability.**

Revitalise Trafford's town centres (SO6)

- h) **The provision of sustainable modes of transport linking Carrington and Partington to key town centres and Manchester is secured.**
- i) **A new local population will support the revitalised local centre (and a new local centre that will be delivered as part of the GMSF New Carrington strategic allocation) in Partington providing local services and facilities.**

Protect, improve and connect green assets (SO7)

- j) **Linkages to the Mersey Valley and other greenspace assets will be protected and enhanced to maximise recreational, biodiversity and active travel opportunities.**
- k) **Opportunities for wetland habitat creation are secured, where appropriate.**
- l) **The use of previously developed land will be maximised.**

Reduce the need to travel (SO8)

- m) **Carrington and Partington are well connected by sustainable transport modes with Partington Local Centre and Sale Town Centre to enable easy access to employment, retail and community facilities.**
- n) **The physical isolation of the Carrington and Partington area is reduced through enhanced sustainable transport modes.**
- o) **Improvements are made to the road layout and public transport connectivity to the rest of Trafford and into Manchester.**
- p) **Substantial improvements to road infrastructure are made, including the delivery of the Carrington Relief Road.**

- q) **Improvements to pedestrian and cycling facilities connecting to the Trans Pennine Trail, the Mersey Valley and other routes that contribute to Trafford's integrated active travel network are secured.**

Enhance cultural, heritage and leisure assets (SO9)

- r) **Conserve heritage assets within and beyond the Carrington and Partington place boundary**

TP7 - Altrincham

Altrincham, as a place, is comprised of a number of neighbourhoods, including Broadheath, Brooklands, Timperley and Broomwood (which is part of Village Ward and is ranked among the 10% most deprived areas in the country).

The GMSF identifies the immediate area around Altrincham Town Centre and towards Broadheath as one of the Heat and Energy Opportunity Areas in Greater Manchester.

Development in the Altrincham Place is well integrated creating well connected neighbourhoods. To the north of the town centre is a mixed suburban area, characterised by semi-detached housing, the historic Linotype Conservation Area, retail/commercial centres and industrial land, most notably the Broadheath industrial area. To the south are high-quality residential suburbs including Bowdon and Hale Barns.

Altrincham Town Centre is a vibrant commercial and cultural centre and traditional market town quarter protected by Conservation Area status. With numerous listed buildings, it retains many features of its historic past. The town centre was made a Business Improvement District in 2016 and the Altrincham Town Centre Neighbourhood Business Plan was adopted in 2017. The town centre has undergone significant public realm improvements in recent years and it is a popular location for shopping and has a vibrant night time economy that needs to be responsibly managed to ensure anti-social behaviour is minimised. The Altair scheme, a mixed use development made up of retail, leisure, offices and apartments will transform the area immediately south of the Town Centre.

The Altrincham Interchange is served by the Metrolink, heavy rail and many bus routes. The area is served by good links to the motorway network and Manchester Airport, with the A56 running north-south through it and the A560 and A538 running east-west. The Bridgewater Canal runs north-south through the area and provides habitat for wildlife as well as offering opportunities for recreation and active travel through walking and cycling. A new HS2 Airport Station is proposed in the area, located to the west of the M56 and close to Manchester Airport. This will provide strategic rail connections and there are also long term proposals for Northern Powerhouse Rail services at the station providing enhanced connections to Manchester Piccadilly and other major cities across the north.

The area contains many listed buildings of historic significance and much of the area is covered by Conservation Area designation. There are a number of shopping areas including Hale and Hale Barns. The area features extensive open land including Green Belt land, which in the east separates Hale from Timperley and, in the south, separates Trafford from Cheshire East (at the River Bollin). Altrincham also contains Stamford Park which is a registered Park of Special Historic Interest.

The area has been identified for significant residential and employment development in the Timperley Wedge strategic allocation in the GMSF; approximately 1,700 homes and up to 15,000 sqm of employment floorspace are planned for the area. The new employment floorspace will be delivered close to Manchester Airport alongside plans for the HS2 Airport station in the Timperley area.

Deliver the homes that Trafford needs (SO1)

- a) Residential development is sensitively integrated and enhances the historic character, landscape and amenity of the area particularly within the residential suburbs such as Bowdon and Hale Barns.
- b) The new residential growth in Timperley Wedge is delivered in line with the GMSF Allocation and Area of Focus Policy AF8.

Ensure Trafford's resilience and carbon neutrality (SO3)

- c) Opportunities to locate low-carbon / decentralised energy facilities within the area, in particular the area immediately surrounding Altrincham Town Centre and Broadheath, are encouraged.

Secure successful, sustainable and healthy communities (SO4)

- d) Residents in Altrincham and neighbouring communities, especially Broomwood, have the skills and the ability to access jobs in Broadheath, Altrincham Town Centre, Manchester Airport and the Regional Centre.

Maintain Trafford's economic potential (SO5)

- e) The development of offices and small-scale ancillary commercial/community uses, limited to a level to meet the needs of the occupiers will be permitted at Altrincham Business Park in line with policy EC2 (local employment areas)
- f) The development of small-scale business, industry and warehousing and similar appropriate uses will be permitted at Broadheath Employment Area, Dairyhouse Lane Employment Site and Canal Road Industrial Area in line with policy EC2 (local employment areas).
- g) In particular, Broadheath is consolidated and retained as the principal location in the south of the Borough for industrial purposes.
- h) Changes to the industrial land around Altrincham Town Centre to other uses is carefully managed, in order to protect economic/employment uses in the area.
- i) New office growth in Timperley Wedge is delivered in line with the GMSF Allocation and Policy GM Allocation 3.2.

Revitalise Trafford's town centres (SO6)

- j) Altrincham continues to be promoted as the Principal Town Centre and key economic driver, ensuring a balance of employment, residential, retail, leisure opportunities and a responsible night time economy.

Protect, improve and connect green assets (SO7)

- k) The character of the environment, landscape and skylines, especially from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon, are protected and enhanced
- l) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities.
- m) Accessibility and recreational opportunities particularly along linear wildlife corridors within the Bollin Valley, along Timperley Brook and Fairywell Brook are protected and enhanced.
- n) The use of previously developed land will be maximised.

Reduce the need to travel (SO8)

- o) Diverse neighbourhoods including Broomwood, Brooklands, Timperley, Bowdon and Hale are well connected with Altrincham Town Centre and Broadheath by sustainable travel modes to enable easy access to employment, retail and community facilities.**
- p) Improvements to the road layout, to enable improved public transport and active travel connectivity between neighbourhoods and to employment locations particularly along the A56, the A560 and the A538 to improve east west connectivity through the area from Carrington through Timperley Wedge to Manchester Airport and Stockport is encouraged**
- q) More pedestrian movement between residential and commercial areas is encouraged particularly to tackle the barrier that the A56 creates.**
- r) Congestion and air pollution along the A56 is reduced.**
- s) Improvements to pedestrian and cycling facilities connecting the Bridgewater Canal, Brookes Drive and Trans Pennine Trail and other routes that contribute to Trafford's integrated active travel network are secured.**

Enhance cultural, heritage and leisure assets (SO9)

- t) Grade I and II* listed buildings and their settings are protected and enhanced.**
- u) The numerous designated Conservation Areas within the Altrincham Place are protected and enhanced.**
- v) Opportunities are secured to enhance and promote wider use of John Leigh Park and the Historic Parks and Gardens of Stamford Park and Dunham Park.**
- w) Designated and non-designated heritage and archaeological assets, and their settings, are protected and enhanced, in particular those "at risk".**

TP8 - Sale

Sale is located south of the Mersey Valley and has a mostly suburban character. It is made up of a number of distinct communities, including Ashton-Upon-Mersey, Brooklands, Sale Moor, the Sale West estate and Sale Town Centre itself. The character of some of these areas is distinctive and preserved with Conservation Area status.

Sale Town Centre is a key commercial, retail and leisure hub in Trafford with plans to redevelop The Square Shopping Centre to create new retail and leisure areas. There also a number of local and district shopping centres in the area, including Sale Moor. Sale has a few small, industrial estates which offer valuable local employment opportunities.

To the north of Sale, the Mersey Valley provides an important green infrastructure resource including a wide variety of green spaces and sporting facilities for local communities, for example at Sale Water Park and Dainewell Woods. The Bridgewater Canal provides habitat for wildlife as well as offering opportunities for recreation.

The Sale West estate and parts of Sale Moor suffer from relatively high levels of deprivation and poor quality open space. Sale West is part of St Marys ward and is ranked among the 10% most deprived areas in the country.

Transportation links to both the Regional Centre and the principal town centre of Altrincham are good with the Altrincham Metrolink line running north-south through the area. There are active travel links along the Bridgewater Canal which runs north-south through the area with further improvements to the walking and cycling network planned through the Bee Network programme. The A56 dissects the area and can act as a barrier to communities accessing services and facilities.

The Sale area abuts the GMSF New Carrington development proposals in the west. These proposals will offer opportunities for the existing Sale West community through improved public transport and social infrastructure.

Deliver the homes that Trafford needs (SO1)

- a) **Secure appropriate levels of residential development within the town centre.**
- b) **The new residential growth in the Sale West area of the New Carrington development is delivered in line with the GMSF allocation Policy GM Allocation 41.**

Ensure Trafford's resilience and carbon neutrality (SO3)

- c) **Opportunities to locate low-carbon / decentralised energy facilities within the area, in particular the area immediately surrounding Sale Town Centre are encouraged.**

Maintain Trafford's economic potential (SO5)

- d) **Residents in Sale and neighbouring communities, especially Sale West, have the skills and the ability to access jobs in Sale Town Centre, Carrington, Altrincham and the Regional Centre.**
- e) **The development of offices and small-scale ancillary commercial/community uses, limited to a level to meet the needs of the occupiers will be permitted at Sale Business Park in line with policy EC2 (local employment areas).**
- f) **The development of small-scale business, industry and warehousing and similar appropriate uses will be permitted at Cross Street Employment Area, Danefield Road Industrial Area and Britannia Road/Dane Road Industrial Area in line with policy EC2 (local employment areas).**

Revitalise Trafford's town centres (SO6)

- g) **The vitality and viability of Sale Town Centre is protected and enhanced, diversifying the uses in the town centre as part of the redevelopment of The Square Shopping Centre.**
- h) **The role of Sale Town Centre as a place for cultural success is maximised.**
- i) **There is adequate local retail provision in Sale West and Sale Moor.**

Protect, improve and connect green assets (SO7)

- j) **Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities**
- k) **There is a more even distribution of accessible green space and play facilities.**
- l) **The use of previously development land will maximised.**

Reduce the need to travel (SO8)

- m) **Diverse neighbourhoods including Ashton on Mersey, Priory, Sale Moor, St. Mary's, Sale West, Broadheath and Brooklands are well connected by sustainable and active travel modes with Sale Town Centre to enable easy access to employment, retail and community facilities**
- n) **Improvements to the road layout, to enable improved public transport and active travel connectivity between neighbourhoods and to employment locations particularly along the A56 and in Sale West to reduce car dependence is encouraged**
- o) **More pedestrian movement between residential and commercial areas is encouraged particularly to tackle the barrier that the A56 creates**
- p) **Congestion and air pollution along the A56 is reduced**
- q) **Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, Trans Pennine Trail, the Mersey Valley and other routes that contribute to Trafford's integrated active travel network are secured**

Enhance cultural, heritage and leisure assets (SO9)

r) Conserve heritage assets within and beyond the Sale place boundary

TP9 - Stretford

Stretford is an urban area in the north east of Trafford which includes the wards of Longford, Gorse Hill and Stretford. Transport links to Manchester City Centre and to Altrincham Town Centre are good with both the A56 and the Altrincham Metrolink line running north-south through the area. East-west linkages, however, are less strong through Edge Lane and Kingsway between south Manchester and Urmston. Part of Stretford ward is ranked among the 10% most deprived areas in the country.

The Bridgewater Canal runs north-south through the area and provides habitat for wildlife as well as offering opportunities for recreation and active travel through walking and cycling.

Stretford Town Centre is dominated by Stretford Mall which has recently undergone significant refurbishment. The town centre is also home to the prominent historic Essoldo Cinema. Trafford Council has commenced work on an Area Action Plan for Stretford which will help to deliver new homes and town centre improvements to Stretford Town Centre. The existing Refreshed Stretford Masterplan provides opportunities for significant investment for Stretford and Trafford as a whole with much improved prospects for education and employment.

Although deficient in open space in some areas it contains one of Trafford's largest and well used parks, Longford Park.

Deliver the homes that Trafford needs (SO1)

a) Secure appropriate levels of residential development within the town centre.

Ensure Trafford's resilience and carbon neutrality (SO3)

b) Opportunities to locate low-carbon / decentralised energy facilities within the area, in particular the area immediately surrounding Stretford Town Centre are encouraged.

Maintain Trafford's economic potential (SO5)

c) Residents in Stretford and neighbouring communities have the skills and ability to access jobs in Trafford Park, Stretford Town Centre and the Regional Centre

Revitalise Trafford's town centres (SO6)

d) The vitality and viability of Stretford Town Centre is protected and enhanced, with a more balanced provision of retail and leisure secured.

Protect, improve and connect green assets (SO7)

e) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities

f) The use of previously development land will maximised.

g) Longford Park is enhanced and recreational opportunities maximised.

Reduce the need to travel (SO8)

h) Neighbourhoods are well connected with Stretford Town Centre to enable easy access to employment, retail and community facilities.

- i) Improvements to the road layout, to enable improved public transport and active travel connectivity between neighbourhoods and to employment locations particularly Trafford Park and the Regional Centre will be supported.**
- j) More pedestrian movement between residential and commercial areas is encouraged particularly to tackle the barrier created by the A56.**
- k) Congestion and air pollution along the A56 is reduced.**
- l) Improvements to pedestrian and cycling facilities connecting to the Bridgewater Canal, the Mersey Valley and other routes that contribute to Trafford's integrated active travel network are secured.**

Enhance cultural and heritage assets (SO9)

- m) Conserve heritage assets within and beyond the Stretford place boundary**

TP10 – Urmston

The Urmston area is made up of a number of distinct residential neighbourhoods including Flixton, Davyhulme, Woodsend and Urmston itself. The area is bounded by the M60, the Manchester Ship Canal and the Mersey Valley. It is traversed by the Manchester to Liverpool railway line. Urmston is immediately adjacent to the Trafford Centre Rectangle area and its impact can be felt.

It is predominantly a residential area with Urmston Town Centre at its heart. The town centre was redeveloped a number of years ago and there are plans for a redeveloped market site. Urmston is located between the two main employment areas of Trafford Park and Carrington and is popular with commuters travelling both within Trafford and the City Region.

The area has been identified as an Active Neighbourhood and a scheme is currently being developed which aims to improve walking and cycling connectivity in the area.

Urmston is well provided for in terms of open space, including a number of golf courses, it has good links through to the strategic countryside area of the Mersey Valley however they are in needs of improvement.

It is home to two strategic facilities, the Davyhulme Wastewater Treatment Works containing the Millennium Nature Reserve and Trafford General Hospital.

Deliver the homes that Trafford needs (SO1)

- a) Secure appropriate levels of residential development within the town centre.**

Secure successful, sustainable and healthy communities (SO4)

- b) Residents in Urmston and neighbouring communities, have the skills and abilities to access jobs in Trafford Park, Urmston Town Centre, Carrington and the Regional Centre.**

Ensure Trafford's resilience and carbon neutrality (SO3)

- c) Opportunities to locate low-carbon / decentralised energy facilities within the area, in particular the area immediately surrounding Urmston Town Centre are encouraged.**

Revitalise Trafford's town centres (SO6)

- d) The vitality and viability of Urmston Town Centre is protected and enhanced, with the convenience and comparison retail offer consolidated and improved.**

Protect, improve and connect green assets (SO7)

- e) **Linkages to the Mersey Valley will be protected and enhanced to maximise recreational, biodiversity and active travel opportunities.**
- f) **The use of previously developed land will be maximised.**

Reduce the need to travel (SO8)

- g) **Diverse neighbourhoods including Urmston, Davyhulme and Flixton are well connected with Urmston Town Centre to enable easy access to employment, retail and community facilities**
- h) **Improvements to the road layout to enable improved public transport and active travel connectivity between neighbourhoods and to employment locations particularly Trafford Park and the Regional Centre will be supported.**
- i) **Improvements to east-west public transport linkages will be secured.**
- j) **Development will link up to public transport through enhanced pedestrian and cycle routes including train stations and local bus services.**
- k) **Improvements to pedestrian and cycling facilities connecting to the Mersey Valley and other routes that contribute to Trafford's integrated active travel network are made.**
- l) **Congestion and air pollution in the vicinity of the Trafford Centre and parking problems associated with Trafford General Hospital will be improved.**

Enhance cultural, heritage and leisure assets (SO9)

- m) **Conserve heritage assets within and beyond the Urmston place boundary**

TP11 – Mersey Valley

The River Mersey runs east to west across Trafford, separating the urban areas of Urmston and Stretford from Carrington and Sale. It is dissected by the M60 and A56. The valley either side of the river forms a unique green wedge of land which is predominately meadowland and agricultural land in the floodplain, containing few buildings and protected from development by Green Belt. It is a highly valued area balanced for nature conservation and recreation in close proximity to populated urban areas.

The area contains Sale Water Park, a regional centre for water sports and recreation whose popularity is ever growing. The area also includes a very large open green space at Stretford Meadows.

Ensure Trafford's resilience and carbon neutrality (SO3)

- a) **Measures that would mitigate the effects of flood risk from the Mersey Valley on the surrounding built environment are promoted.**

Secure successful, sustainable and healthy communities (SO4)

- b) **The access is improved to and the potential maximised of this area to improve the health of Trafford's residents.**

Maintain Trafford's economic potential (SO5)

- c) **The opportunities for employment in recreation and tourism in maintaining the quality of this resource are recognised.**

Protect, improve and connect green assets (SO7)

- d) The Mersey Valley is protected from inappropriate residential development that would harm the character of the landscape.**
- e) Opportunities for recreation and improvement to infrastructure at Sale Water Park are maximised.**
- f) Stretford Meadows as a woodland / recreation area is promoted.**
- g) Tourism is managed to maintain the quality of provision and minimise conflict between different recreation uses with nature conservation.**
- h) Visitor numbers to the Mersey Valley are improved.**
- i) The use of Turn Moss for recreation is improved.**
- j) The very high quality natural environment and landscape of the area including the character of the different landscape types is protected and enhanced.**
- k) Improvements to biodiversity through connecting greenspaces are secured.**
- l) Opportunities are maximised for Stretford Meadows to improve the recreation and nature conservation offer in Trafford.**
- m) A balance between recreational needs of residents and nature conservation is achieved.**
- n) Provision, where appropriate, is maintained, and/or enhanced at the Bridgewater Canal for recreational, biodiversity and active travel opportunities**

Reduce the need to travel (SO8)

- o) Improvements to pedestrian and cycling facilities connecting to the Mersey Valley, Bridgewater Canal and Trans Pennine Trail and other routes that contribute to Trafford's integrated active travel network are secured.**
- p) Improved access is secured to the area by sustainable modes of transport such as through quality of signage and paths, particularly from Trafford's most deprived areas.**

Enhance cultural, heritage and leisure assets (SO9)

- q) Conserve heritage assets within and beyond the Mersey Valley place boundary**

TP12 – Rural communities

Almost two fifths of Trafford is countryside, the majority protected from development by Green Belt. The Rural Communities Place is bounded by the River Bollin to the south, Partington and Carrington to the north, Sale West and Altrincham and Bowdon to the east.

The area is thinly populated, and contains the historic rural settlements of Dunham, Dunham Woodhouses and Warburton, which offer no opportunities for growth other than to meet specific local needs, in particular to address the matter of affordability.

The area is a significant green wedge of land linking the wider countryside of Cheshire East and Warrington right up to the urban edge of Trafford. It contains designated areas of high biodiversity importance including ancient woodland and the Scheduled Ancient Monument, Watch Hill. Most of Trafford's farms and best agricultural land are located here, with most of it still being farmed, albeit with reduced employment levels.

It contains Trafford's most significant countryside visitor attraction – Dunham Massey Park, house and garden giving the public access to a range of recreation opportunities.

There are no major roads through this part of Trafford and public transport access to the Regional Centre and Trafford's town centres is limited, thereby creating relatively isolated communities. Both the Bridgewater Canal and the Trans-Pennine Trail run through the place, offering opportunities for recreation and active travel through walking and cycling.

Secure successful, sustainable and healthy communities (SO4)

- a) Warburton, Dunham, Dunham Woodhouses and other rural communities will be protected from inappropriate development, have their character, appearance and amenity enhanced, and the range of facilities within these settlements is sufficient to maintain their long term sustainability.**

Maintain Trafford's economic potential (SO5)

- b) There is appropriate development involving agricultural diversification and the creation of rural enterprises, ensuring the long term economic viability of agriculture within the Borough's rural communities.**
- c) Enhancing the rural economy through tourism and visitor opportunities will be supported.**

Protect, improve and connect green assets (SO7)

- d) The natural environment, landscape character, biodiversity and amenity of the area will be safeguarded and enhanced for residents and visitors.**
- e) The network of green infrastructure within Trafford's rural areas will be enhanced and linkages with sites in the adjoining areas of Cheshire East and Warrington will be improved.**

Reduce the need to travel (SO8)

- f) There are improvements to, and greater use of, walking, cycling and horse-riding routes in Trafford's rural communities, including the Transpennine Trail, and promotion of the Bridgewater Canal as a recreational waterway.**
- g) There are improvements to public transport connecting Trafford's rural communities with nearby built-up areas, including Partington and Altrincham.**

Enhance cultural, heritage and leisure assets (SO9)

- h) Conserve heritage assets within and beyond the Rural Communities place boundary**
- i) Dunham Massey and Dunham Park will be protected from inappropriate development, recognising the cultural, recreational and ecological importance of this major heritage asset.**

8. Areas of Focus

AF1 – Pomona Island

Pomona Island is a key part of the Manchester City Region in Trafford. This part of the former Manchester Docks has been largely vacant for over 20 years following its remediation and is one of the largest vacant sites in the Manchester City Region. It represents a major opportunity to expand and diversify the offer of the Manchester City Region in this location.

A masterplan has been prepared for Pomona Island (March 2020) by the landowner and approved by the Council, setting out a proposed redevelopment framework. The defining principle of the masterplan is to regenerate Pomona Island with a world class, residential led mixed-use community. The masterplan takes on board the unique waterside and open space opportunities the site offers, ensuring the enhancement and accessibility of the site's heritage assets. The principles of the masterplan have been taken on board in setting out the planning policy framework for the redevelopment of the site.

Within the Pomona Island Area of Focus as defined on the Policies Map, a new residential led mixed-use district will be created to complement the offers of Manchester City Centre and the Quays area. It will be a new destination for business, residential and leisure combining significant commercial and recreational development for people living in this area and for communities in the City Centre and surrounding Old Trafford areas of Trafford.

The Pomona Island Area of Focus provides an exciting regeneration opportunity to create a high quality, waterside, high density residential led mixed-use sustainable community on a significant area of brownfield land within the Manchester City Region. The development will enhance and promote access to the Manchester Ship Canal and Bridgewater Canal. The site holds a key gateway location at the southern edge of the City Centre with excellent public transport connections between the City Centre and Media City UK, with the Pomona Metrolink tram stop and nearby Cornbrook tram stops. In keeping with this location, the design of development will be of high quality in both form and material, creating active frontages to support a vibrant public realm that connects well with the wider Irwell River Park setting, destinations and routes in Trafford, Salford and Manchester. The boundary reflects the historic boundary of the former docks and the extent of the redevelopment potential.

AF1.1 To ensure the creation of a high quality, sustainable community, proposals for new development within the Pomona Island Area of Focus should be consistent with the development requirements set out below, with other policies within the Local Plan and national guidance, as appropriate.

AF1.2 The Council will grant planning permission for a mix of residential (Use Class C3); offices (Use Classes E(c) and (g)(i)); a hotel (Use Class C1); and a range of supporting commercial and/or community uses to serve the needs of the proposed communities (including Use Classes E(a-f) and F) within the Pomona Island Area of Focus. These developments will enable the creation of a new residential and business neighbourhood appropriate for its Manchester City Region location.

AF1.3 The design of the development proposals in this area should reflect its Manchester City Region status and proximity to the City Centre, with a high density, high-rise built form. This should be in conformity any adopted Council Design Guide or Masterplan.

AF1.4 Proposals for Main Town Centre uses that are of scale that will serve a wider community other than the business and residential communities within the Area of

Focus should be consistent with other policies within the Local Plan (Policy TC1); and national planning guidance, as appropriate

AF1.5 Proposals for development in this Area of Focus will:

Residential development

- a) Deliver around 3,400 residential units, of which 2,400 will be delivered in the Plan period;
- b) Be largely apartments, in the form of a number of high-rise apartment blocks, at a density appropriate to its proximity to the City Centre.
- c) Be suitable for families, either in terms of size or type.

Employment development

- d) Deliver new office floorspace on the most accessible land, immediately adjacent to the Cornbrook Metrolink stop in line with Local Employment policy EC2. In line with the adopted Pomona Island Masterplan, this is currently safeguarded from development for potential Metrolink expansion. This land will not be able to be developed until TfGM have confirmed that it no longer needs to be retained for this purpose.
- e) Be in the form of high quality, high density, individual blocks.

Mixed Commercial development and community facilities

- f) Deliver a new hotel (Use Class C1) during the Plan period;
- g) Provide a mix of uses, including a range of retail, commercial, leisure and community uses (Use Classes E(a to f) and F), at a scale to serve the needs of communities within the Area of Focus;
- h) Commercial and/or community facilities should help to create active frontages along the waterside and at street level as part of residential, employment or other development types within the Area of Focus by being well-related to and accessible from adjacent streets and open space.

Open Space and Green Infrastructure

- i) Provide of a minimum of 6 hectares of public realm, including 4.8 hectares of specifically planned open / amenity space;
- j) Provide public open / amenity spaces which comprises a mix of character areas arranged around and well connected to a centrally located Neighbourhood Park serving the full development;
- k) Provide a substantial area of new recreational open space in the form of a neighbourhood park, located in the centre of the Pomona Island Area of Focus immediately adjacent to the Manchester Ship Canal and should incorporate formal and informal recreation/green space, well connected with pedestrian and cycle routes;
- l) Deliver 'Green corridors' east-west and north-south through the length of the site, incorporating existing, and creating new, areas of open space;
- m) Maximise the benefits of its position on the Manchester Ship Canal and Bridgewater Canal by preserving and enhancing the existing canalside walkways and improving public access to these routes and therefore their role within the active travel network;
- n) Provide a range of specific green infrastructure measures to mitigate the adverse impacts of development and combat climate change, which may include the provision of tree, shrub and hedgerow planting, green walls and roofs, swales, rain gardens and porous surfaces. Some of these measures will

be multi-purpose and may also form part of the drainage strategy whilst contributing to the achievement of biodiversity net gain.

- o) An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss. The development will also deliver biodiversity enhancement/net gain.**

Other requirements

- p) Appropriate levels of high quality amenity space will be provided within and between the individual blocks.**
- q) On-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.**
- r) Any development must take into account the Cornbrook Culvert which runs directly through the site. The culverted watercourse has an 8 metre development consultation zone which limits development either side of the watercourse;**
- s) A Flood Risk Assessment must demonstrate that the development will be safe, without increasing the flood risk elsewhere, and that it will where possible reduce flood risk overall. Leisure, healthcare and educational facilities must be located outside Flood Zone 3;**
- t) An assessment of potential contamination must be carried out prior to development and any remediation carried out in accordance with an agreed schedule;**
- u) An assessment of potential noise and air quality pollution must be carried out prior to development and any remediation carried out in accordance with an agreed schedule;**
- v) The provision of suitable pedestrian and cycle links to and from the existing Metrolink stations at Cornbrook and Pomona, to key bus routes and to the wider Irwell River Park area including Bee Network;**
- w) Improvements to the local highway network and public transport infrastructure;**
- x) A contribution towards the primary school provision to serve the new residential community in this and the surrounding area, including Trafford Wharfside and the Civic Quarter Areas of Focus.**
- y) A contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;**
- z) Protect, preserve and enhance the grade II Brindley's Weir, Ordsall Hall, Railway Bridge at north of the site and there setting.**

AF2 – Trafford Wharfside

Trafford Wharfside is a key strategic part of Trafford lying within the Manchester Regional Centre on the south bank of the Manchester Ship Canal opposite Salford Quays. The area has great potential as part of the Quays for new economic and residential development and also contains Manchester United Football Club which is a sporting and visitor destination of international significance.

Trafford Wharfside is an historic area of Trafford Park with great potential for change in the future driven by, the presence of Manchester United Football Club and the emergence of MediacityUK, which must be balanced against its more traditional manufacturing role operating in the area. The Local Plan seeks to balance these different uses to create a major mixed use area of regional and international significance.

A distinctive and iconic piece of linear public realm will stretch the length of Sir Alex Ferguson Way, Sir Matt Busby Way and beyond to the Old Trafford Metrolink stop. The route will include

high quality surfacing and materials, incorporating green infrastructure and appropriate provision for walking, cycling and vehicles.

- AF2.1 To ensure the creation of a high quality, sustainable community, proposals for new development within the Area of Focus should be consistent with the development requirements set out below, other policies within the Local Plan and national guidance, as appropriate.**
- AF2.2 Within the Trafford Wharfside Area of Focus as defined on the Policies Map, the Council will identify and promote land for development to create a major mixed-use area of regional and international significance. The focus will be on opportunities for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential developments as detailed in this policy.**
- AF2.3 The Council will grant planning permission for sustainable development that will enable the creation of a mixed residential neighbourhood and business tourism destination appropriate to its Manchester Regional Centre location.**
- AF2.4 To ensure the creation of a high quality, sustainable community, proposals for new development within the Trafford Wharfside Area of Focus should be consistent with the development requirements set out below, the sub areas of the Area of Focus (MediaCityUK Area and Manchester United Football Club Stadium Area), with other policies within the Local Plan and national guidance, as appropriate.**
- AF2.5 Proposals for development in this Area of Focus will:**
- a) Residential development will be largely apartments, at a density appropriate to its proximity to the City Centre. A proportion of residential development must be suitable for families, either in terms of size or type when.**
 - b) Ensure that appropriate access to community facilities is established, creating sustainable places.**
 - c) Support the provision of any new Metrolink stations through developer contributions in line with Infrastructure policy PO1.**
 - d) New development that generates a significant number of users/visitors should be located close to proposed Metrolink stations and should be designed in a way that allows easy access to them for all users.**
 - e) Improve digital infrastructure within the Trafford Wharfside Area of Focus and seek to ensure that all businesses have access to the high speed fibre-optic network that exists within the area.**
 - f) Not prejudice the creation of a Strategic Processional Route.**
 - g) Maximise the benefits of Trafford Wharfside's position on the Manchester Ship Canal and Bridgewater Canal by preserving and enhancing the existing canalside walkways and improving public access to these routes.**
 - h) Provide appropriate levels of high quality amenity space between the development blocks, consolidating parking provision to make the most of the sustainable and accessible location.**
 - i) Protect and where possible enhance views of two iconic buildings within the location: the Manchester United Football Club Stadium and the Imperial War Museum North, particularly from the Manchester Ship Canal.**
 - j) Not prejudice the provision of a new bridge crossing that will provide a link within the Irwell River Park Scheme which is closely related to other existing or proposed routes such as the Strategic Processional Route;**
 - k) Contribute towards the provision of a new primary school to serve the new residential community in this and the surrounding area, including Pomona Island and the Civic Quarter Areas of Focus.**
 - l) Demonstrate by means of a Flood Risk Assessment that the development will not increase flood risk elsewhere, and that it will where possible reduce flood**

risk overall. Leisure, healthcare and educational facilities must be located outside Flood Zone 3.

- m) At Victoria Warehouses, be of high quality design given its strategic position as a gateway to the Quays and Trafford. In particular, any tall buildings should be well-designed and iconic in line with any adopted supplementary Trafford Council design guidance.
- n) As a result of previous industrial uses in this area, development cannot proceed unless potential contamination and its effect on controlled waters have been assessed and any potentially negative impacts have been remediated.
- o) Provide a range of specific green infrastructure measures to mitigate the adverse impacts of development and combat climate change, which may include the provision of tree, shrub and hedgerow planting, green walls and roofs, swales, rain gardens and porous surfaces. Some of these measures will be multi-purpose and may also form part of the drainage strategy whilst contributing to the achievement of biodiversity net gain.
- p) An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss. The development will also deliver biodiversity enhancement/net gain.

MediacityUK Area

AF2.6 Within the MediacityUK Area defined on the Policies Map, the Council will grant planning permission for a mix of employment (Use Classes E(g), B2 and B8), residential (Use Class C3), hotels (Use Class C1) and a range of supporting ancillary commercial and/or community uses (including Use Classes E(a-f) and F), and other similar uses at a scale to support the proposed new residential community.

AF2.7 Development in this area will enhance the role of the area as a high-tech creative and tourism hub of international significant which attracts a broad range of digital, creative, media, tourism and related businesses.

AF2.8 Proposals for development in this part of the Area of Focus will:

Residential development

- a) Deliver approximately 2000 residential units in the Plan period;
- b) Be at a density appropriate to its proximity to the Quays in the form of high-rise apartment blocks,;
- c) Provide a range of 1, 2 and 3 bed apartments in high quality and iconic buildings with approximately two thirds of the units suitable for families.
- d) Where possible, within the MediaCityUK area relate closely to the Manchester Ship Canal or the Bridgewater Canal in order to maximise residential amenity and enhance views along these waterways.

Employment development

- e) Deliver approximately 25,000sqm of new office floorspace including research and development and light industrial uses (Use classes E(c) and (g)) and similar appropriate uses during the plan period.
- f) Office development will be in the form of high quality, high rise individual blocks;
- g) The Council will grant planning permission for appropriately designed storage and distribution or similar appropriate uses, in order to support the operations of MediaCityUK;
- h) Planning permission for appropriately designed general industrial uses (Use class B2) will be permitted within the MediaCityUK area, where they are closely related to and support the operation of existing, established businesses.

Mixed commercial development and community facilities

- i) A new hotel (Use Class C1), consistent with the Manchester City Region status of the area will be delivered during the Plan period;**
- j) A mix of uses, including a range of retail, leisure and community uses (Use Classes E (a-f) and F), and similar appropriate uses will be encouraged at a scale to serve the needs of the proposed communities within the MediaCityUK area.**
- k) Commercial and/or community facilities should create active frontages as part of residential and mixed use development within the MediaCityUK area by being well-related to and accessible from adjacent streets and open spaces.**

Open Space/Green Infrastructure

- l) Approximately 2.3 hectares of new open space / green infrastructure will be provided, including the provision of a neighbourhood park;**
- m) The existing Promenade Park will be improved up to a neighbourhood park standard, specifically in terms of the provision of play space, informal recreation areas, green infrastructure, public art and a potential water taxi station, whilst not compromising its active travel function.**
- n) The existing linear landscaped areas along Trafford Wharf Road and Wharfside Way will be improved to create a 'green corridor'.**

Manchester United Football Club (MUFC) Stadium Area

AF2.9 Within the MUFC Stadium Area defined on the Policies Map, the Council will support the continued use and improvement of the area for football stadium and associated hospitality, conference, club store and Spectator / visitor car park uses by MUFC.

AF2.10 A range of commercial and/or community uses (Use classes E (a-g(i)) and F) and similar appropriate uses will be supported at a scale where they support the operation of the Stadium and are consistent with other policies within the Local Plan and national planning guidance, as appropriate.

AF2.11 In order for development in the MUFC Stadium Area to be considered acceptable, the following will be required. For the avoidance of doubt, this policy also applies to applications for both permanent and temporary uses.

- a) For proposals which will expand spectator capacity, of the football stadium, or new hospitality, conference, club store facilities will be supported where:
 - i. It can be demonstrated by means of a detailed Transport Assessment that the development would not have a significant adverse impact on the efficient functioning of the highway network; and**
 - ii. The necessary public transport, cycle way footpath and highway improvements are provided to properly service the development and ensure the efficient functioning of the highway network.****
- b) Contribute to increased levels of remote park and ride facilities in suitable locations. Where new car parking provision in the MUFC Stadium Area is deemed appropriate and necessary it must not increase the level of single car use parking provision for stadium use.**
- c) Necessary public transport, cycle way, footpath and highway improvements to properly service the development should include the provision of an appropriate access to the Bridgewater Way in the vicinity of Sir Matt Busby Way.**

AF3 – Trafford Park

Trafford Park is a key location for industry and business activity within the Manchester City Region and is a principal location for employment development in Trafford. The primary function of Trafford Park is the provision of modern industrial, storage and distribution facilities and ancillary office development. The Council will seek to protect the primary function of Trafford Park and the core employment uses within it. Economic activity within Trafford will be concentrated within the Trafford Park Area of Focus.

Trafford Park offers a huge scale and diversity of economic opportunity with excellent accessibility links to wider areas and throughout the Area of Focus. The rail freight terminal within Trafford Park offers daily services.

Industrial and warehousing premises will be renewed and enhanced through development, responding to the changing needs and demands of businesses. Existing employment uses will be nurtured through developments in order to retain the competitiveness of Trafford Park.

A strong and diverse supply of sites and premises should be maintained and protected from redevelopment to other uses. The Trafford Park Area of Focus should offer a wide range of employment premises and accommodation and development that presents this opportunity will be encouraged. Advances in automation, digitisation, customisation, integrated product services, functionality demands and energy efficiency lead to a need for new high quality floorspace in Trafford Park.

To ensure that employers located with Trafford Park have good access to a highly skilled population, access to the Park should be improved through the creation of good quality sustainable transport connections to neighbouring communities.

There is a strategic opportunity around Park Way Circle that can help to change the perceptions of Trafford Park's Core and its appearance to Trafford Park's visitors and businesses.

- AF3.1 To ensure the creation of a high quality, sustainable community, proposals for new development within the Trafford Park Areas of Focus should be consistent with other policies within the Local Plan and national guidance, as appropriate.**
- AF3.2 Within the Trafford Park Area of Focus, as defined on the policies map, the Council will permit sustainable development for business, industry, storage and distribution (B2 and B8) and similar appropriate uses in accordance with policy EC1. Ancillary office uses (Use class E (g)) will be supported when in line with policy TC3 (Out of centre development).**
- AF3.3 There is the opportunity for around 60,000 sqm of new or improved industry and warehousing (B2 and B8) employment floorspace in the Trafford Park Area of Focus up to 2037.**
- AF3.4 Uses not listed in policies AF3.1 and AF3.2 will not be supported in Trafford Park. Applications for non-employment uses within the Trafford Park area as defined on the policies map will be required to submit a statements in line with policy EC2.2.**
- AF3.5 Trafford Park Area of Focus offers the opportunity for lower density employment development within Trafford in a highly accessible location, however development will be required to demonstrate that it is making an efficient use of land.**
- AF3.6 Trafford Park Area of Focus presents a prime opportunity for advancing digital connectivity in Trafford and this opportunity should be maximised whenever possible. Developers should work with appropriate providers to deliver the necessary infrastructure to accommodate information and digital communications networks as an integral part of new development.**

AF3.7 Improvements to public transport infrastructure via a number of nodes to provide an integrated, frequent public transit system linking this location with surrounding residential and commercial areas will be secured through developer contributions where relevant (policy PO1). This will include:

- improvements for pedestrians and cyclists along the Bridgewater Canal
- improvements to public transport provision throughout Trafford Park
- the potential for future expansion of Rapid Transit Systems through and within Trafford Park

AF3.8 Within Trafford Park Village Neighbourhood Centre, as identified on the policies map, the Council will seek to support the business and working community of Trafford Park through permitting development for:

- Non major development of offices and light general industry (Use classes E (c) and (g)(i)) as defined in national policy; and
- Non major retail, restaurants, bars, and other service outlets (Use classes E(a to c), E(f) and F) as defined in national policy, within, or adjacent to the neighbourhood shopping centre on Third Avenue as a scale to serve the needs of Trafford Park's employees.

AF3.9 Developments which enhance the appearance of the Parkway Circle roundabout through improvements to the quality of buildings and public realm will be encouraged.

AF3.10 Opportunities for a Trafford Park Heat Network and how this can be incorporated with other heat network opportunities in neighbouring areas should be considered as part of development proposals and supported where possible.

AF3.11 Provide a range of specific green infrastructure measures to mitigate the adverse impacts of development and combat climate change, which may include the provision of tree, shrub and hedgerow planting, green walls and roofs, swales, rain gardens and porous surfaces. Some of these measures will be multi-purpose and may also form part of the drainage strategy whilst contributing to the achievement of biodiversity net gain.

AF3.12 An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss. The development will also deliver biodiversity enhancement/net gain.

AF4 – Trafford Centre Rectangle

The Trafford Centre Rectangle Area of Focus is bounded by the Manchester Ship Canal; the M60 Motorway; Parkway and the Bridgewater Canal, forming the western part of Trafford Park including a Regional Shopping Centre and other major visitor attractions. The Trafford Centre Rectangle also includes the Trafford Waters development site which offers significant potential for large scale residential development both within and beyond the Plan period.

The Trafford Waters site offers significant development potential both within and beyond the Plan period. The site offers the potential for large scale residential development, new office floorspace, commercial uses, a hotel and new primary school provision along with public realm, landscaping works and supporting infrastructure. It is anticipated that a minimum of 1,900 residential units would come forward on this site during this plan period, however there is recognition that this site will continue to contribute to the borough's housing land supply beyond that point. It will therefore be important that a site wide detailed Design Framework is submitted and approved before development takes place.

Trafford Waters Leisure Village is a well-established and successful destination which attracts visitors from a significant catchment area with attractions including the Chill Factor indoor winter sports venue, JJB Soccer Dome and a golf driving range alongside recreational and ancillary developments. The proposed allocation for Trafford Waters Leisure Village will help to maintain and enhance the current provision that the site offers and to ensure that the area can continue to perform this role. There are some small individual sites within this location that remain undeveloped but which are likely to be developed over the plan period.

This Bridgewater Canal Area comprises of a range of existing uses including retail, leisure, commercial, hotel industry and warehousing uses. It is considered that there are a number of opportunities for redevelopment existing sites within this area. Over recent years there have been a number of applications for smaller scale leisure development that has not assisted in a comprehensive redevelopment of the area, limiting leisure development in this location to only that which is defined as major will help to reduce piecemeal development.

National planning policy sets the definition of major development for non-residential uses. This will be referred to when assessing the suitability of proposed development in the Bridgewater Canal Area. What constitutes a proposal for leisure development is defined in national guidance but the application of this definition will be at the discretion of the Local Planning Authority.

- AF4.1 To ensure the creation of a high quality, sustainable community, proposals for new development within the Trafford Centre Rectangle Areas of Focus should be consistent with the development requirements set out below, other policies within the Local Plan and national guidance, as appropriate.**
- AF4.2 Development within the Trafford Centre Rectangle should be designed to a high quality, reflecting the significance of the Area of Focus as a visitor destination of Regional significance.**
- AF4.3 Development within the Trafford Centre Rectangle should help to support future improvements to the public transport network, including Metrolink. This may be through developer contributions in line with the infrastructure Policy PO1 in this plan.**
- AF4.4 The Council will support the improvement of digital infrastructure within the Trafford Centre Rectangle Area of Focus and seek to ensure that all businesses have access to the high speed fibre-optic network that exists within the area.**
- AF4.5 Development in the Trafford Centre Rectangle Area of Focus will maximise the benefits of its location adjacent to the Manchester Ship Canal and the Bridgewater Canal by creating frontages onto it where appropriate and preserving and enhancing the existing canalside walkways and improving public access to these routes.**
- AF4.6 Development will protect and enhance heritage assets within the Area of Focus boundary and beyond it.**
- AF4.7 Proposals for development within the Trafford Centre Area of Focus should be accompanied by an assessment of air quality and pollution in the area and how this will be impacted and/or mitigated by any scheme.**
- AF4.8 Provide a range of specific green infrastructure measures to mitigate the adverse impacts of development and combat climate change, which may include the provision of tree, shrub and hedgerow planting, green walls and roofs, swales, rain gardens and porous surfaces. Some of these measures will be multi-purpose and may also form part of the drainage strategy whilst contributing to the achievement of biodiversity net gain.**

AF4.9 An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss. The development will also deliver biodiversity enhancement/net gain.

AF4.10 The Trafford Centre Rectangle Area of Focus includes three distinct areas as defined on the policies map and as set out below: Trafford Waters, Trafford Leisure Village and Bridgewater Canal Area.

Trafford Waters

AF4.11 The Trafford Waters area as defined on the policies map will comprise a new residential neighbourhood alongside commercial, leisure and community facilities at a scale to serve the local community.

AF4.12 Substantial improvements to the public transport network will be provided in addition to the provision of significant road infrastructure as part of the Western Gateway Infrastructure Scheme (WGIS).

AF4.13 A new sustainable residential and business neighbourhood that is well connected to other areas and communities in Trafford will be created in line with Place Policy TP4.

AF4.14 To ensure the creation of a high quality, sustainable community, the following principles will be applied to new development within this area:

Residential development

- a) Around of 1,900 residential units will be delivered in this plan period;**
- b) Residential accommodation will be provided in an attractive, functional and innovative new mixed use neighbourhood with two thirds of these units being suitable for families;**
- c) There will be a mix of housing densities and building heights, higher density levels will be expected closest to the employment area(s), community facilities and the canal frontage with lower density levels located towards the centre and east of the site.**

Employment

- d) Approximately 80,000sqm of new office floorspace (Use classes E(c) and (g)(i)) will be delivered in the plan period;**
- e) The office space will be high quality BCO Grade A, delivered as part of an innovative, attractive mixed use neighbourhood, development will be in the form of high quality individual blocks;**
- f) Appropriate levels of amenity space will be provided within and between the individual blocks**
- g) On-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.**

Mixed Commercial development and Community Facilities

- h) A mix of uses including a range of retail uses (use classes E(a-b)), commercial leisure and community facilities (use classes E (d-f)), will be supported at a scale to serve the needs of the proposed communities;**
- i) A 300 bedroom hotel (use class C1), care home (use class C2) and a 2 form entry primary school will be supported in this area.**
- j) Development proposals for main town centre uses of a scale that will serve a wider community than the businesses and residential communities within the**

Area of Focus should be consistent with other policies within the Local Plan and national planning guidance as appropriate

- k) Commercial and/or community facilities should help to create active frontages as part of residential, employment or other development types within the Area of Focus by being well related to and accessible from adjacent streets and open spaces.**

Open Space/Green Infrastructure

- l) New open space/green infrastructure will be provided, largely in the form of a new Neighbourhood Park incorporating a play area, sports facilities and formal and informal green infrastructure and open space**
- m) The Neighbourhood Park and other open spaces will relate well to the new communities which they are to serve and to the provision of Green Infrastructure elsewhere in the Trafford Centre Rectangle area and;**
- n) The benefits of the sites canalside location will be maximised through the provision of open space (s) that is well related to it.**

Transportation Links

- o) The new communities at Trafford Waters will be directly linked to the Trafford Centre Bus Station by an attractive, direct pedestrian link across Trafford Boulevard, in accordance with Infrastructure policy PO1**
- p) The route of the new link road and canal crossing in the vicinity of the Trafford Centre (Western Gateway Infrastructure Scheme – WGIS) is safeguarded.**

AF4.15 The development of this significant site will be supported by an appropriate masterplan to be agreed with the Council.

Trafford Waters Leisure Village

AF4.16 Within the Trafford Waters Leisure Village area as defined on the policies map, the Council considers that the area can deliver commercial and/or community leisure facilities (Use Class E(d-f) and F) and ancillary supporting retail (Use Classes E (a-c) where consistent with other policies within the Local Plan and relevant national planning policy as appropriate.

AF4.17 To ensure the creation of a high quality, sustainable community, proposals for new development within the Trafford Waters Leisure Village should be consistent other policies within the Local Plan and national guidance, as appropriate.

Bridgewater Canal Area

AF4.18 Within the Bridgewater Canal area as defined on the policies map, the Council considers that the area can deliver community facilities (use classes E(d-f) and F), office development (Use Class E(c) and E(g)) and industry and warehousing (Use Classes B2 and B8) where it is consistent with other policies within the Local Plan and relevant national planning policy as appropriate.

AF4.19 Major leisure development, as defined by national planning policy, will also be considered acceptable in this location. Non major leisure development will be required to satisfy the tests for main town centre uses as set by national guidance.

This area comprises of a range of existing uses including retail, leisure, commercial, hotel industry and warehousing uses. The area also includes an Asda Superstore, Costco, B&Q Warehouse, Barton Square (including Lego Land and the Sea Life Centre) alongside a number of

industry/warehousing uses. It is considered that there are a number of opportunities for redevelopment existing sites within this area. Over recent years there have been a number of applications for smaller scale leisure development that has not assisted in a comprehensive redevelopment of the area, limiting leisure development in this location to only that which is defined as major will help to reduce piecemeal development.

National planning policy sets the definition of major development for non-residential uses. This will be referred to when assessing the suitability of proposed development in the area. What constitutes a proposal for leisure development is defined in national guidance but the application of this definition will be at the discretion of the Local Planning Authority.

AF5 – The Civic Quarter

The Civic Quarter area, within Old Trafford, takes in Trafford Town Hall, Lancashire Cricket Club, the Lumina Village, up to the A56 Chester Road including White City Retail Park. With circa 2.5 million visitors per year to Manchester United Football Club and 500,000 to the cricket ground, this area is the most visited place in the Borough.

An Area Action Plan for the Civic Quarter Area is being developed by Trafford Council in partnership with Bruntwood Joint Venture which will form part of the Development Plan for Trafford. The Area Action Plan establishes how opportunities in the Civic Quarter area can be realised, establishing a vision and strategic objectives for how the area will change up to 2037 and beyond.

The area can be divided into a number of neighbourhoods (Central, Western, Southern, Northern and Eastern), which all offer the opportunity for mixed use development that integrate sustainably with existing heritage assets, key visitor attractions and infrastructure. The Civic Quarter presents the opportunity for large scale sustainable redevelopment in one of Trafford's most sustainably accessible locations.

- AF5.1 To ensure the creation of a high quality, sustainable community, proposals for new development within the Civic Quarter Areas of Focus should be consistent with the development requirements set out below, other policies within the Local Plan, Civic Quarter Area Action Plan and national guidance, as appropriate.**
- AF5.2 Development will be supported that maximises the potential of the Civic Quarter as a visitor destination and its potential to lead major regeneration in the area.**
- AF5.3 The Council will support the following new developments in line with the Civic Quarter Area Action Plan:**
- a) A new or refurbished leisure centre, which will be fully accessible to all residents and of high quality.**
 - b) The use of land at Lancashire Cricket Club to be utilised as public realm and other facilities to support the Cricket Club.**
 - c) Mixed use development around the new University Academy 92 building including residential, offices and complementary ancillary retail uses.**
 - d) The redevelopment of the former B&Q site.**
 - e) The creation of a 'Wellbeing Route' along Talbot Road which will enhance green infrastructure and improve walking and cycling provision connecting Stretford and Manchester.**
 - f) The creation of a 'Processional Route' along Brian Statham Way and Warwick Road connecting Old Trafford Metrolink stop to Manchester United Football Club that will improve public realm, increase connectivity to public transport links and surrounding residential development and also improve provision for walking and cycling.**

- AF5.4** Proposals for development within the Civic Quarter Area of Focus should be accompanied by an assessment of air quality and pollution in the area and how this will be impacted and/or mitigated by any scheme.
- AF5.5** Provide a range of specific green infrastructure measures to mitigate the adverse impacts of development and combat climate change, which may include the provision of tree, shrub and hedgerow planting, green walls and roofs, swales, rain gardens and porous surfaces. Some of these measures will be multi-purpose and may also form part of the drainage strategy whilst contributing to the achievement of biodiversity net gain.
- AF5.6** An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss. The development will also deliver biodiversity enhancement/net gain.

Development Requirements

- AF5.7** In order for development in this area to be considered acceptable, the following will be required:

Residential

- a) The Council will support new residential development that is positively incorporated into the proposals for the Civic Quarter area as described above.
- b) Student accommodation proposals appropriately connected to and in keeping with the creation of the Lumina Campus will be supported.
- c) Residential development will need to preserve the amenity of existing residents through appropriate scale, massing and design and by ensuring that car parking and servicing arrangements are adequately provided.

Highways

- d) A56 Chester Road will be supported as a strategic link to key employment areas across Trafford Park, The Quays and Manchester City Centre.
- e) The impact of the A56 on surrounding uses and neighbourhoods will be closely managed.
- f) The Council will support and maximise opportunities to improve the road layout and connectivity throughout the Civic Quarter and beyond, reducing the negative impact it can have on adjacent uses and neighbourhoods

Public Transport

- g) Development will link up to public transport through enhanced pedestrian and cycle routes including Old Trafford and Trafford Bar Metrolink stops, the Trafford Park Metrolink line that is currently under construction and also to bus services including those along Chester Road and Talbot Road.

Walking and Cycling

- h) Current cycling infrastructure including National Cycle Route 55 running along Brian Statham Way/Warwick Road and also cycle infrastructure along Talbot Road will be protected and enhanced.
- i) Opportunities for new walking and cycling routes will be promoted as sustainable modes of transport within the Civic Quarter and beyond including routes linking to Manchester City Centre, Stretford and The Quays.

Heritage

- j) Development will protect and enhance designated and non-designated heritage assets including Trafford Town Hall, the entrance portal and lodges to White City, Old Trafford Bowling Club and Trafford Hall Hotel.**

Public Realm and Green Infrastructure

- k) The Council will support new areas of public realm including a major new area of public realm at Lancashire Cricket Club as set out in the Civic Quarter Area Action Plan.**
- l) Green infrastructure in the area will be protected and enhanced including through the provision of green space and trees.**

Design

- m) New development will be in line with appropriate height parameters for its location as set out in the Civic Quarter Area Action Plan.**
- n) Development must demonstrate that it is designed in a way that reduces opportunities for crime and does not have an adverse impact on public safety.**
- o) Development will be designed in a way that improves the appearance and quality of the built environment.**
- p) Development will improve permeability and passive surveillance subject to compliance with Crime Impact requirements.**

AF6 – Town centres

Trafford's town centres are key drivers for economic prosperity and remain the focus of continued development as commercial, retail, leisure and residential hubs. In particular the key focus of the Council will be to increase the vitality and viability of Trafford's town centres through meeting the need for town centre uses, as defined in national policy, by identifying and promoting development, the reuse and improvement of key sites and promoting improvements to key elements of the public realm to make them attractive places to spend time.

Trafford has four town centres at Altrincham, Sale, Stretford and Urmston. This Town Centres Area of Focus policy establishes a vision for each town centre and identified key opportunities to deliver each vision.

The nature of town centres, their function and the role they play in the community is changing. As changes to town centre uses as defined in national policy, use classes and the ongoing response to Covid-19 progresses this policy (and the complementary Town Centres and Retail Policy TC1) will be monitored and reviewed as necessary.

The Trafford Retail and Leisure Study (2019) assessed the ability of Trafford to support additional retail and leisure facilities in the future and considers the vitality and viability of each of the town centres. The study found that expenditure on retail is expected to grow over the plan period but concludes that Trafford's current provision and other existing commitments will largely meet the anticipated growth. This evidence base will be reviewed and updated to reflect local and national circumstances as work on the Local Plan progresses.

AF6.1 Proposals for new development within Trafford's Town Centres should be consistent with other policies within the Local Plan and national guidance, as appropriate.

AF6.2 New development in Trafford's town centres must ensure the creation of a high quality, sustainable and accessible communities for all users.

- AF6.3** Town Centres in Trafford will be served by sustainable modes of transport, promoting efficient patterns of movement between catchment areas, other town centres and communities in Trafford.
- AF6.4** Proposals for development within the Civic Quarter Area of Focus should be accompanied by an assessment of air quality and pollution in the area and how this will be impacted and/or mitigated by any scheme.
- AF6.5** Provide a range of specific green infrastructure measures to mitigate the adverse impacts of development and combat climate change, which may include the provision of tree, shrub and hedgerow planting, green walls and roofs, swales, rain gardens and porous surfaces. Some of these measures will be multi-purpose and may also form part of the drainage strategy whilst contributing to the achievement of biodiversity net gain.
- AF6.6** An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss. The development will also deliver biodiversity enhancement/net gain.

Altrincham Town Centre

AF6.7 *By 2037 Altrincham will have built on its strengths as an attractive and vibrant modern market town and an integral part of local people's everyday lives. It will have its own distinct identity and will be a place people are proud of. The town centre will be a safe and high quality environment with a wide variety of shops, café's, bars and restaurants, leisure and cultural facilities, thriving businesses, strong visitor economy and a quality residential offer with up to 400 new homes. The town centre will build upon its heritage assets and history whilst encouraging complementary new development. Altrincham will be a place that local people regularly visit, spend time and use its wide range of facilities.*

- AF6.8** As the main town centre in Trafford, the Council will support development which strengthens its vitality and viability and promotes a greater diversity of uses including retail, service, commercial, leisure, tourism and residential development and which promotes its distinctive character.
- AF6.9** In particular the Council will encourage development which supports:
- a) The increase of new retail floorspace (principally comparison goods) to enhance the offer of the town centre;
 - b) The delivery of new office floorspace;
 - c) The delivery of new town centre residential development on appropriate sites;
 - d) The reuse and redevelopment of vacant or under occupied units;
 - e) Development which supports and enhances Altrincham's leisure and tourism offer and in particular the evening economy;
 - f) Enhancements to the public realm and accessibility for all users;
 - g) Sustainable and active travel including walking and cycling;
 - h) Development will protect, preserve and enhance heritage assets and their settings, including the town's conservation areas.
- AF6.10** In Altrincham Town Centre, the Council will support the redevelopment of the following sites as identified on the policies map:
- AF6.11** Altair: a high quality mixed use development which will include a range of main town centre uses on a 3 hectare brownfield site immediately east of the Altrincham transport interchange.

AF6.12 The Stamford Quarter: an opportunity to support the vitality and viability of the town centre through mixed use development opportunities, including the site of the former House of Fraser/Rackhams store on George Street.

AF6.13 The Grafton Centre: an opportunity to support the vitality and viability of the town centre through mixed use development opportunities.

Altrincham is a historic market town and is the largest of Trafford's Town Centres. The town centre contains a diverse mix of national retailers, independent shops, services, restaurants, offices and residential properties. There are also a number of buildings of heritage and architectural significance in the town. Altrincham has benefitted in recent years from increased investment within the town including in the public realm, Altrincham Interchange and the regenerated Altrincham Market. Altrincham benefits from excellent road and public transport connections. Altrincham Interchange provides regular connections from destinations across Greater Manchester.

Whilst Altrincham is considered to be a highly vital and viable centre, it will be important for Altrincham to attract additional comparison goods retailers in order to expand its overall offer. The delivery of town centre residential development both within and on the edge of the centre should further help to support and strengthen the centre.

The Council has recently acquired the Stamford Quarter Shopping Centre in addition to the Grafton Centre, which will provide opportunities for potential development to further strengthen the vitality and viability of Altrincham Town Centre.

Sale Town Centre

AF6.14 *By 2037 Sale will be a modern and attractive town centre which serves local residents from neighbouring areas. The town centre offer will reflect the unique character of the surrounding neighbourhoods in order to cater for and serve the catchment population and visitors to the area. The centre will provide a safe, high quality environment and will provide a wide range of shops, cafes, bars, restaurants, enhanced leisure and cultural facilities, employment opportunities and a quality residential offer with up to 200 new homes. Sale will be a place that local people regularly visit, both in the day and evening to spend time and use its wide range of facilities.*

AF6.15 In Sale Town Centre the focus will be on improving the vitality and viability of the centre and promoting the diversification and modernisation of the retail offer. In particular the Council will encourage development which supports:

- a) **New improved retail floorspace, with a particular emphasis on comparison retail, in order to enhance the offer of the town centre;**
- b) **The delivery of new office accommodation;**
- c) **The delivery of new town centre residential development on appropriate sites;**
- d) **The reuse and redevelopment of vacant or under occupied units;**
- e) **Improvements to public transport routes and walking and cycling links to the town centre;**
- f) **Improvements to the public realm and accessibility for all users including improvements which will better utilise access to the Bridgewater Canal;**
- g) **Development which supports Sale's leisure, tourism and cultural offer and in particular the evening economy;**
- h) **Development will protect, preserve and enhance heritage assets and their settings.**

AF6.16 In Sale the Council will support the redevelopment of the following site as identified on the policies map:

AF6.17 The Square Shopping Centre: the redevelopment of The Square Shopping Centre and adjacent sites to create a new mixed use development.

Sale Town Centre is focussed around The Square Shopping Centre and the pedestrianised part of School Road. The centre serves a relatively extensive catchment with Residents of Sale, Sale Moor, Ashton-upon-Mersey and Brooklands looking to the centre to meet their shopping needs.

Sale Town Centre has a particularly strong convenience goods retail offer, therefore it will be important for centre to diversify and modernise its offer through improvements to its comparison goods and leisure offer. The proposed redevelopment of The Square Shopping Centre to create new retail, leisure and residential uses will provide space for new operators within the town centre and encourage additional footfall both throughout the day and the evening.

Improvements to the public realm and the centres evening offer will help to underpin the centres future vitality and viability and assist in attracting further investment. The Sale Town Centre Public Realm and Movement Strategy (2018) seeks to provide improved access and connectivity throughout the town centre. Public realm improvements will also help to utilise the Bridgewater Canal which is one of the town's key assets.

Stretford Town Centre

AF6.18 Stretford Town Centre will be transformed into a prosperous, vibrant, attractive and safe destination. The centre will offer a wide variety of shops, leisure, services and employment opportunities to serve the needs of the local community. The centre will become a place in which to spend time throughout the day and the evening that realises the full potential of its existing assets. The centre will be a safe and attractive environment and will become a place that local people regularly visit and are proud of.

AF6.19 Within Stretford Town Centre the focus will be on the improvement of the retail offer and to promote a greater diversity of uses including retail, restaurant, bar and café uses, leisure and family orientated uses, community facilities, offices and residential. In particular the Council will encourage development which supports:

- a) New improved retail floorspace to enhance the offer of the town centre;
- b) The reuse and redevelopment of vacant or under occupied units;
- c) New/updated office accommodation;
- d) Residential development on appropriate sites;
- e) Public realm enhancements and accessibility improvements;
- f) Development which supports Stretford's leisure and tourism offer and in particular the evening economy;
- g) Development will protect, preserve and enhance heritage assets and their settings.

AF6.20 In Stretford the Council will support the redevelopment of the following sites as identified on the policies map:

AF6.21 Stretford Mall: Stretford Mall is allocated for a mix of uses, primarily retail and commercial, residential, community facilities (Use classes C3, E(a-g(i)), F) and other similar uses. In considering proposals for the redevelopment of this site, the Council will support those that create more active frontages at key locations, open up the site, improve the physical attractiveness of the Town Centre and provide opportunities to deliver a range of new uses.

AF6.22 The Essoldo: The Council will support the redevelopment of this site, securing the active reuse of the Grade II listed building for leisure or community uses (use classes E (d-f), F) and other similar uses, incorporating ground floor retail units along Edge Lane along with residential units.

AF6.23 In considering proposals for other uses, including main town centre uses, the Council will assess whether they would protect, preserve and enhance the Essoldo Cinema building and whether the uses would be consistent with its Grade II listing.

AF6.24 Lacy Street: The site incorporates a surface level car park, Post Office sorting depot, Probation Service office and a bathroom showroom/offices. It is identified for a mix of uses, including residential, leisure and community uses. This prominent site provides a significant opportunity for a development, incorporating high quality design that opens up greater access to the Bridgewater Canal.

Stretford is the smallest town centre in Trafford and is located in a densely populated area. The town centre is located in a prominent position along the A56 corridor which allows it to benefit from good transport links to the M60, excellent public transport connections and access to the Bridgewater Canal.

Stretford Mall is recognised as being central to the economic health of Stretford Town Centre. The centre has suffered in recent years due to competition from other town centres and out of centre retail destinations which have resulted in increased vacancy rates. The proximity of the A56 has also had a negative impact on the centre in acting as a barrier to pedestrians. In recent years there have been significant changes at Stretford Mall including the demolition of the southern part of the Mall including the former market hall and O'Brien's public house. The demolition of the southern part of the Mall offers the potential to introduce new uses which will help to further strengthen the vitality and viability of the centre.

In addition to the redevelopment of Stretford Mall the Refreshed Stretford Masterplan, which was adopted in January 2018, identifies significant opportunities in order to improve the retail and leisure offer of Stretford and to improve the environmental quality of the surrounding area.

Trafford Council, in collaboration with Bruntwood Joint Venture, has commenced work on a Stretford Area Action Plan which will provide a robust planning framework for the delivery of Council objectives and ambitions for Stretford Town Centre and its surrounds. This will sit alongside the Local Plan forming part of the Development Plan for Trafford.

Urmston Town Centre

AF6.25 By 2037 Urmston Town Centre will be a prosperous, vibrant, attractive and safe destination with a shopping, leisure, services and employment offer that meets the needs of the local community and visitors. The town centre will include a range of quality restaurant, café and bar uses alongside family orientated entertainment activities contributing to a vibrant evening economy. The centre will be a safe attractive environment and will become a place that local people regularly visit and are proud of.

AF6.26 Within Urmston Town Centre the focus will be on protecting its role in serving the needs of the community. In particular the Council aims to enhance and improve the retail offer of Urmston and promote a greater diversity of uses such as leisure, office and residential in the town centre.

AF6.27 The public realm and accessibility for all users of Urmston Town Centre will be enhanced, supported by landscape improvements.

AF6.28 Development will protect, preserve and enhance heritage assets and their settings.

AF6.29 In Urmston the Council will support the redevelopment of the following sites as identified on the policies map.

AF6.30 Victoria Parade (including units 2-10 Higher Road): The Council will support the redevelopment of this site as defined on the Policies Map to provide a mixed use development comprising primarily retail and commercial, residential, community facilities (Use classes C3, E(a-g(i)), F) and other similar uses.

AF6.31 Land at Station Road/Urmston Railway Station: The Council will support the redevelopment of this site as defined on the Policies Map to provide a mixed use development incorporating continued access and car parking facilities for railway users. The site is allocated for a mix of uses primarily retail and commercial, residential, community facilities (Use classes C3, E(a-g(i)), F) and other similar uses.

Urmston Town Centre is largely focussed around the Eden Square shopping centre which replaced the dated shopping precinct that was demolished in 2007. The centre primarily serves local residents from the north of Trafford, including nearby areas of Davyhulme and Flixton. The town centre has easy access to the M60 motorway and has a direct rail connection on the Manchester to Liverpool line.

The centre accommodates a diverse range of independent and niche retailers that are considered to be suitable to serve the needs of the local community. The centres comparison goods offer however is considered to be more limited as a result of competing retail destinations in the vicinity.

The opportunity exists to redevelop Victoria Parade which consists of a number of small retail units, predominantly shops and restaurants/cafes uses. There are a number of vacant units and the parade is in need of redevelopment or refurbishment.

A further development opportunity exists to redevelop the site on Station Road for a high quality mixed use scheme incorporating some residential and enhanced retail facilities on Station Road. The redevelopment of the site will secure improvements, in terms of the quality of buildings, car parking and access to Urmston Station.

AF7 – New Carrington

New Carrington is located to the west of Trafford and provides an opportunity to deliver a new community of a significant scale adjacent to the existing urban areas of Partington, Carrington and Sale West. The site includes the former Shell Carrington industrial estate, a large area of brownfield land, which will be redeveloped as part of the wider scheme.

The New Carrington site is allocated in the GMSF for approximately 4,300 homes and 350,000 sqm of employment floorspace, with the potential to deliver approximately 5,000 homes in total – see GMSF policy GM Allocation 41 'New Carrington'.

The New Carrington site will support the regeneration of neighbouring communities in Partington and Sale West and 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.

The inclusion of significant employment development, a diverse range of housing, as well as local facilities, will enable New Carrington to function as a sustainable neighbourhood within Greater Manchester rather than an isolated community.

A Green Belt corridor through the site will be retained and will link the Mersey Valley in the north, with Warburton / Dunham Massey in the south. This area will provide enhanced green infrastructure and help to achieve a net gain in biodiversity across the site. Strategic green spaces have also been identified at Sale West, these areas will be protected from development and will provide improved green spaces and linkages through the area.

The site will provide enhanced transport links, including improved active travel cycling and walking links, public transport and highways infrastructure. Significant social and green infrastructure will also be provided as part of the development including local shops, health and education facilities and new accessible recreation areas for the local community to enjoy.

AF8 – Timperley Wedge

Timperley Wedge is located in the south east of the borough adjacent to existing urban areas south of Timperley and west of Newall Green in Manchester, stretching to Davenport Green, adjacent to the M56.

Timperley Wedge is proposed for allocation in the GMSF for around of 2,500 new homes and 60,000 sqm of employment floorspace – see GMSF policy GM Allocation 3.2 ‘Timperley Wedge’. In the GMSF the allocation at Timperley Wedge is presented alongside the allocation at Medipark which falls within the Manchester City Council area. The two strategic allocations are also adjacent to the proposed HS2 line and together they have the potential to bring significant employment opportunities to southern Greater Manchester from

Manchester Airport and its surrounds and the, as well as the proposed Manchester Airport HS2/NPR station (which is within the allocation) will bring rapid economic growth to this area over the coming years and this site is well positioned to support such growth.

The site offers an excellent opportunity to deliver a diverse range of homes and new jobs in a sustainable community.

An area of Green Belt between this site and Hale will be retained and opportunities for this area to be enhanced, to achieve a net gain in biodiversity, will be delivered as part of the development.

The site will provide new and enhanced transport links, including cycling and walking routes, new public transport and highway works and will capitalise on the as well as improved transport connections provided by HS2 and Metrolink Western Leg.

Significant social and green infrastructure will also need to be provided including safe networks for cycling and walking, local shops, health and education facilities and new accessible recreation areas for the local community to enjoy.

9. Inclusive Places

IP1 – Inclusive Economy

- IP1.1** The policies set out within this Local Plan combined, identify how Trafford Council will ensure that new development actively contributes to the delivery of inclusive growth that takes in to account the needs of all users regardless of age, sex or disability.
- IP1.2** To reduce inequalities, create inclusive sustainable communities and help make Trafford accessible to all, this Local Plan will expect:

Residential led proposals to:

- Deliver the right mix of good quality market and affordable homes for social rent in safe and secure neighbourhoods (Policy HN1);
- Ensure that as many homes as possible are built to accessible and adaptable standards (Policy HN6);
- Meet the housing needs of those members of the community with specialist needs (including the elderly and those with limited physical mobility, learning difficulties or dementia) (Policy HN3 and Policy HN6);
- Ensure that proposals incorporate a varied amount of public open space which offers local communities opportunities for recreation, whilst offering opportunities to protect and enhance biodiversity (Policy OS1 and Policy NE1);
- Enable safe and accessible routes for active travel through sites to encourage greater levels of walking and cycling (Policy ST3);
- Be of a high quality design which respects and contributes to the existing built environment (Policy IP5); and
- Support the transition for homes to become zero carbon by 2028 (Policy CC2).

Employment led proposals to:

- Be located where they are accessible by a range of modes of sustainable transport (including walking, cycling and public transport) (Policy ST1);
- Offer secure employment opportunities for local residents (Policy EC1);
- Facilitate training and up-skilling opportunities to help improve the employment opportunities for local communities (Policy EC1);
- Ensure that they do not become an unacceptable detrimental impact on neighbouring land uses and occupiers through excessive levels of noise, odour, air or water pollution, or vehicle movements (Policy IP5, EP1, EP2 EP3, EP4 and WF1);
- Incorporate landscaping and green features (such as green walls, roofs and SuDS) to help deliver a biodiversity net gain (Policy GT1);
- Maximise the potential for decentralised and renewable energy sources to help support the transition to a greener economy (Policy CC2).

Retail, leisure, town centre and community facility led proposals to:

- Help support the vitality of the Borough's existing local, district and town centres (Policy TC1);

- **Help sustain a range of services which meet the day-to-day needs of local communities (Policy TC1);**
- **Be located where they are accessible by walking, cycling and public transport (Policy ST1);**
- **Be designed in a way to ensure that they are accessible to members of the community with extra mobility requirements (Policy IP5);**
- **Be sited and designed to ensure that they do not have a detrimental impact (through for example noise, odour or opening hours) on existing residential areas (Policy EP2 and IP5);**
- **Limit the over concentration of uses that would have adverse impacts on the health of Trafford's residents, particularly young people (Policy IP3); and**
- **Help facilitate greater community interaction and support ways to help improve the health and well-being of the Borough's residents (Policy IP3).**

IP1.3 In all cases, proposals will also be expected to contribute to all the necessary infrastructure, services and community facilities needed to ensure that new development does not place unfair burdens on existing communities and service providers.

Justification

Although Trafford is often perceived as an affluent borough, not everyone in Trafford has the opportunity to share in an excellent quality of life and Trafford's growing prosperity. Trafford is a borough of contrasts and some neighbourhoods are amongst the most disadvantaged in the country.

Trafford is a borough where in some locations extremes of wealth and poverty continue to exist, bringing mixed employment prospects and access to services for different parts of the community. The Council strives to provide accessible employment opportunities and sustainable communities that foster community cohesion.

Inclusive Places enable everyone to fully participate in their communities giving them the opportunity to remain in their homes and communities as their needs change throughout their lives. Inclusive places offer equal accessibility and opportunity to all enabling everyone to fully participate in their communities.

Development can have a significant, typically cumulatively, impact on social cohesion in communities and residents quality of life. Considering how development can, for example reduce the fear of crime, improve access to employment opportunities, provide sustainable transport opportunities and good quality homes people need and can afford can all help to create inclusive places.

IP2 – Presumption in favour of sustainable development

IP2.1 When considering all development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development as set out in national planning policy. Developments will be shaped by the suite of Development Plan policies to ensure that development and growth are positive, sustainable work to the benefit of residents and businesses, and enhance the existing physical environment.

IP2.2 The Council will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible without delay, and to secure development that improves the economic, social and environmental conditions in the area on sites that can deliver at pace that provide sufficient

infrastructure mitigate their impacts and support the policies in this development plan.

IP2.3 Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in the Greater Manchester Spatial Framework, adopted Neighbourhood Plans and Supplementary Planning Documents) when taken as a whole, will be granted permission unless material considerations indicate otherwise.

Justification

National planning policy states that *“the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs”*.

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

National policy confirms that there should be a presumption in favour of sustainable development, which all plans should be based upon and reflect this presumption with clear policies to guide how the presumption will be applied locally.

The Trafford Local Plan is a positive strategic plan that seeks to deliver the growth that Trafford needs in a sustainable way up to 2037. It is consistent and in general conformity with national policy. For the avoidance of doubt, this policy sets out the overarching aims for sustainable development.

IP3 – Health and well-being

IP3.1 Trafford Council will seek to reduce health related inequalities across the Borough, by helping all residents to establish and maintain healthier lifestyles. To achieve this, the Council will work closely with key partners to ensure that both existing and future communities have good access to a suitable range of health and social care facilities, particularly in areas of high need / demand.

IP3.2 Proposals which include the provision of health facilities (available to the general public) will be supported where they help to meet an identified need for such services, and where they are accessible by public transport and active modes of travel (i.e. walking and cycling).

IP3.3 Major residential development schemes, will be required to demonstrate how safe and convenient access by active modes of travel to on-site public open space(s) and other community facilities (at a level established in this Local Plan) have been clearly considered within the development site’s layout. This should also include, where appropriate, access to open space or community facilities in the immediate vicinity of the proposal site’s boundary.

IP3.4 Major residential or employment development with no on-site provision of open space or community facilities, proposals will be required to demonstrate how they can support active modes of travel through their site, in accordance with Policy ST3.

IP3.5 On major development proposals, or for schemes which are considered to have a potential detrimental impact on health, the Council may also require a Health Impact Assessment to be undertaken.

IP3.6 Development proposals which are deemed to have a detrimental impact on the health and well-being of the Borough's residents will not be supported. This includes proposals which would result in an overconcentration of uses, particularly where they would impact more vulnerable members of the community.

Justification

Trafford Council seeks to support and promote healthy behaviours and environments, helping to reduce health and education inequalities for people of all ages, giving Trafford residents the best start in life. A good quality education and providing residents with the skills to access employment opportunities are intrinsically linked to a healthy and successful population.

The policies in this plan provide the local community with opportunities to improve their physical and mental health, improve their skill set and their chances at accessing and retaining a good quality job (Policy IP4).

Mental wellbeing will be supported through accessible, safe environments that provide good amenity and enable social connections to be made between people. The layout of buildings, the design of public realm, active travel provision, green space and soft landscaping can help positively contribute towards mental wellbeing. Development that increases potential for crime, has a negative impact on amenity such as through noise pollution and reduces the possibility for social connections can have a negative impact on mental wellbeing.

A Health Impact Assessment can be used to assess the impact of development proposals on health and wellbeing showing, they should show how health and wellbeing has been considered throughout the development process minimising negative impacts. Further guidance on Health Impact Assessments of development will be informed by evidence base and viability work on this Local Plan.

Trafford Council's Health and Planning teams will work together to forecast likely residential growth in relation to pressure on health.

IP4 – Education and skills

Education

IP4.1 Trafford Council seeks to give its residents the best start in life through maintaining excellent educational standards. To achieve this the Council will work with the relevant organisations to ensure:

- **A sufficient supply of early years provision is made available to give children a good start in life;**
- **Good quality primary and secondary school places are provided within a reasonable distance to Trafford's main residential areas; and**
- **Support the enhancement of higher education provision to equip residents with the skills and qualifications needed to be successful throughout their working lives.**

IP4.2 Opportunities which expand the range and quality of educational facilities within the Borough will therefore be encouraged and supported. Proposals for such developments will be expected to be:

- a) **Designed to a high standard and quality;**
- b) **Accessible to local communities by sustainable modes of transport; and**
- c) **Where possible, offer opportunities for wider community use of facilities (for example sports halls and playing fields) at evenings and weekends.**

- IP4.3 To ensure that new development does not over burden the capacity of existing educational facilities, applicants for major residential proposals be encouraged to undertake early engagement with Trafford’s Education services to determine the educational requirements associated with new development.**
- IP4.4 In circumstances where new development would result in increased demand for educational places, the Council will first look to accommodate increased capacity in existing facilities. In such cases, an appropriate financial contribution (through S106, CIL or equivalent) will be expected to be provided by the developer.**
- IP4.5 If new educational facilities are required, sufficient land and the funding required to build the educational facility will be expected to be provided by the developer. In such cases, applicants will be expected to work with the Local Education Authorities to determine the necessary requirements for any new buildings and facilities. The LEA will determine when the new school is required once all options for the expansion of existing schools in the local area have been fully realised.**
- IP4.6 On major development schemes, the provision of new educational facilities will be required to be phased appropriately, to ensure that the development does not place a capacity burden on existing facilities in the surrounding area.**
- IP4.7 The cumulative impact of residential developments of less than 50 units and the pressure they place on education provision in Trafford will be considered through the development management process and where necessary financial contributions may be required to mitigate these impacts.**

Skills

- IP4.8 Proposals will be supported where they include provisions to help improve skills, and offer training to local residents helping them be successful throughout their working lives.**
- IP4.9 Proposals for major development will be expected to demonstrate how they will (as a minimum):**
- a) **Identify and implement opportunities for the employment and up-skilling of local people;**
 - b) **Utilise opportunities for apprenticeships or work experience for the Borough’s young adults; and**
 - c) **Work with Trafford based companies to maximise the use of existing local supply chains.**
- IP4.10 All proposals that generate additional employment opportunities will be encouraged to support The Trafford Pledge programme (to help those residents who are disadvantaged in the labour market).**

Justification

Demand for school places in Trafford is high due to its outstanding schools which attract many pupils from outside the borough. The movement of pupils in to and around Trafford is supported by

its excellent transport links. Any new housing development will attract families who will need to be accommodated in Trafford's schools therefore the demand for school places will need to be carefully considered and managed.

The cumulative impact of smaller developments and changes within permitted development (i.e. office to residential conversions) place pressure on education service provision in Trafford and their impact will be closely considered as part of the development management process.

Trafford Council's Education and Planning teams will work together to forecast likely residential growth in relation to pressure on health and school catchment areas.

Supporting a local workforce

Trafford's Corporate Plan (2019) wants to ensure that people have the skills and aptitude they need in order to access employment through excellent infrastructure connectivity.

Applications for proposed development will be considered in light of the contribution they make to supporting a local workforce. The Trafford Corporate Plan (2019) has identified one of its priorities as ensuring that "Trafford has successful and thriving town centres and communities". To achieve this, the Corporate Plan seeks to:

- to further develop our strong economy
- to continue to create jobs and opportunities for people
- Trafford to be a key destination for business
- people to be able to make a difference in their neighbourhoods
- a strong, dynamic and diverse voluntary sector
- to create inclusive, thriving places where people want to learn, live and work and relax

The Trafford Pledge matches local businesses with residents, benefitting the local community and wider economy aiming to bridge the skills gap. Businesses who sign up commit to supporting the residents of Trafford in to employment. Local residents are matched with local opportunities, in particular those residents who are disadvantaged in the labour market.

Trafford is seen as a prosperous borough and its strong economy should be maintained. This economy needs to be more inclusive, it needs to support a good quality of life for all, and it needs to provide employment, business and growth opportunities across Trafford as a whole.

Proposals for major development will be required to demonstrate how they will provide opportunities for residents to improve their skills, provide apprenticeships for local residents and make use of a local workforce. These requirements and the thresholds for developments to trigger these requirements will be expanded upon and further detailed following viability and evidence base work undertaken on this Local Plan.

IP5 – Design

IP5.1 Details on the following matters should be demonstrated by way of a Design and Access Statement associated with a planning application as appropriate.

Design quality

IP5.2 In relation to matters of design, development must:

- a) Be appropriate in its context;**
- b) Make best use of opportunities to improve the character and quality of an area;**
- c) Enhance the street scene or character of the area by appropriately addressing scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, boundary treatment and;**

- d) **Make appropriate provision for open space, where appropriate, in accordance with Policy OS1 of this Plan.**

Functionality

IP5.3 In relation to matters of functionality, development must:

- a) **Incorporate vehicular access and egress which is satisfactorily located and laid out having regard to the need for highway safety;**
- b) **provide sufficient off-street car and cycle parking, manoeuvring and operational space;**
- c) **provide sufficient manoeuvring and operational space for service vehicles, as appropriate;**
- d) **Be satisfactorily served in terms of key utilities such as water, electricity, gas and telecommunications;**
- e) **Be satisfactorily served in terms of the foul sewer system and;**
- f) **Provide appropriate provision of (and access to) waste recycling facilities, preferably on site.**

Protecting Amenity

IP5.4 In relation to matters of amenity protection, development must:

- a) **Be compatible with the surrounding area and;**
- b) **Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way.**

Security

IP5.5 In relation to matters of security, development must:

- a) **Demonstrate that it is designed in a way that reduces opportunities for crime and;**
- b) **Not have an adverse impact on public safety.**

Accessibility

IP5.6 In relation to matters of accessibility, development must:

- a) **Be fully accessible and useable by all sections of the community such as by providing tactile paving surfaces, dropped kerbs, segregation of pedestrians and cyclists, ramps and handrails.**
- b) **Provide good connections within the site and to adjoining areas;**
- c) **Where relevant ensure that streets and public spaces are designed to provide safe and attractive environment for walkers and cyclists; and**
- d) **Provide safe, convenient links to public transport and community facilities.**

IP5.7 Applications for new residential development will need to be in line with this Local Plan's Adaptable and Accessible Homes Policy HN6.

Justification

High quality design is a key element to making places better and delivering environmentally sustainable developments, as detailed in national guidance, Where there is an opportunity to create residential environments that fully meet the needs of people this should be demonstrated by creating visually attractive, safe, accessible, functional, and inclusive environments which improve the character and quality of the area (CABE – Sense of Place 2007). The benefits of instilling all these design aspects and the climate change principles set out in Policy x make a

positive contribution towards attracting and maintaining socially, environmentally and economically sustainable communities.

Design quality

The use of planning and design can play a major role in enhancing the environment and promoting a high quality of life for new and existing communities. Therefore in order to protect the attractiveness of the Borough, it is important for developments to enhance the street scene and not adversely impact the amenity of the surrounding area and neighbours.

Developments should show consideration of both: the CAGE – Building for Life document to demonstrate how the neighbourhood scheme has evolved, showing good quality housing design, how the scheme will improve social wellbeing, including quality of life, reducing crime, instilling a more active environment and easing transport problems by creating linkages to key services, jobs and recreational areas and open space; and By Design - Urban Design in the Planning System to demonstrate how the new development reflects its design objectives to secure successful, inclusive and sustainable design and is responsive to the context.

Functionality

To ensure minimal impact on the surrounding amenity of the area as detailed in national guidance and to demonstrate that the development is serviceable, all new developments, particularly major development, will need to demonstrate:

- That parking provision is integrated within the design and is supportive of the street scene;
- Consideration of or if appropriate communication with utility providers, to serve the new development with utilities and foul water system; and
- That the scheme is in compliance with Part H Building regulations (2002), and will provide space to accommodate on site waste recycling facilities.

Protecting amenity

In accordance with national guidance, the design of the development should protect and where appropriate enhance the character, quality and amenity of an area.

Security

As detailed in national guidance and the principles within Planning Guidelines: Crime and Security, all development proposals need to demonstrate that the design and layout has helped to create safe environments and reduced the potential for crime. Measures to reduce crime will include:

- The layout to be designed so that it discourages criminal activity;
- Maximising opportunities for natural surveillance of the street;
- Security measures such as perimeter fences that are both effective in preventing crime and attractive in design.

Accessibility

The Council is meeting the needs of pedestrians, cyclists, disabled and other disadvantaged groups by setting out its intention for the design of developments to be considerate of access issues. In accordance with the Building Regulations Act 1984 Part M Approved Guidance, all new public buildings and commercial developments to provide reasonable provision to ensure that buildings are accessible and useable.

Developments should be designed so that they are accessible and well connected within the development site and with the adjoining areas. Developments should be designed to maximise opportunity for sustainable travel to occur. The layout should be designed to encourage pedestrian

movements and cycling, with the design of the street to provide a safe and attractive environment for these users.

The introduction of new streets or re-design of existing streets proposed as part of a development, the Council requires, where appropriate compliance with the Department of Transport – Manual for Streets.

Public spaces include the roads, streets, parks, squares, natural green spaces and other outdoor places that do not require a key to access them and are available without charge for everyone to use, as detailed in Creating Inspirational Spaces, Places Matter. New major residential and mixed use developments will need to demonstrate success at integrating the function of the public space with its surrounding area and have a suitable maintenance plan in place, as detailed in the Building for Life, CABE and Creating Inspirational Spaces, Places Matter. The public space should be high quality, multifunctional, accessible to all and well located to ensure high levels of activity. As detailed in the CABE Building for Life document, the benefits of well located, accessible public spaces can lead to improvements in the community cohesion, quality of life and health. The potential health benefits of this policy link with Policy R5.

IP6 – Digital connectivity

- IP6.1 The Council will support the expansion of digital infrastructure including high speed broadband and telecommunications to meet the needs of businesses and communities. The Greater Manchester Full Fibre Networks Programme’s aim to increase the city region’s full fibre coverage from 2% to 25% within the next three years will be supported.**
- IP6.2 The highest quality digital infrastructure will in particular be supported at Trafford’s town centres, Trafford Wharfside, Trafford Park and the Civic Quarter. Developers are encouraged to have early discussions with strategic providers or local broadband groups.**
- IP6.3 All new development should incorporate full fibre to premises connections, including ducting to industry standards for efficient connection to existing networks. Only in circumstances where the developer can prove this is technically infeasible will any exceptions to this requirement be made. Provision of new digital infrastructure needs to be phased to ensure it comes forward at the same time or before the completion of a new development. Existing digital infrastructure will be protected from adverse impacts including from new development.**
- IP6.4 The provision of high speed digital infrastructure should be incorporated in all employment developments.**
- IP6.5 The provision of digital infrastructure that reduces the need to travel and promotes more flexible working patterns will be supported. Telecommunications development will be appropriately located to minimise the impact on the visual amenity, character and appearance of the surrounding area.**

Justification

Digital infrastructure transfers information using technologies such as telephone, television, mobile phones and the internet. Trafford is at the heart of the global internet infrastructure, due to the close proximity to the only internet exchange in the UK outside of London. Trafford’s connectivity is amongst the best in the country with 99% of Trafford covered by superfast broadband, compared to a UK average of 96% in 2019. Trafford Park is serviced by ‘The Loop’, a unique fibre

network offering ultrafast connectivity reaching 10gbs. The rest of Trafford is kept connected by Virgin Media, BT and Metronet, offering speeds of up to 100mb/s.

The Greater Manchester Full Fibre Networks Programme aims to increase the city region's full fibre coverage from 2% to 25% within three years aggregating demand to deliver fibre connections to public premises including Council, Fire Service and Transport for Greater Manchester (TfGM) properties or assets. This programme will help stimulate economic growth and it will also support work and skills. The programme will also place Trafford in a good position to encourage commercial investment to support 5G masts and base stations as the rollout of new generation 5G mobile begins in 2020.

High quality digital infrastructure is becoming increasingly important for supporting economic growth. There are also social benefits such as increasing social inclusion through better access to services that are increasingly provided online.

The delivery of digital infrastructure will also reduce the need to travel and increase flexibility for different working patterns such as the ability to work from home.

The Council is keen to facilitate the expansion of digital infrastructure whilst at the same time minimising any negative environmental impacts on the amenity of local areas.

IP7 – Community facilities

IP7.1 Community facilities and local services are as defined by Class F1 and F2 of the Use Class Order 2020. These facilities and services are those which are valued by the local community and which enhance the sustainability of the catchment community.

IP7.2 Proposals for new or improved community facilities and local services will be supported where they are of an appropriate scale to serve the local community.

IP7.3 Any proposal which would result in the loss of existing community facilities or local services will not be supported unless it can be demonstrated through an accompanying statement that:

- a) the facility is surplus to the needs of the local community;**
- b) the proposal does not constitute the loss of a service of particular value to the local community nor detrimentally affect the character and vitality of the area;**
- c) the facility is not capable of continued use for the existing purpose and cannot be used for other community uses in an economic and sensitive manner;**
- d) the loss of the land/property forms part of a larger scheme for the development of community facilities serving the needs of the locality; or**
- e) compensatory facilities of equivalent community benefit are provided within the catchment of the existing facility.**

IP7.4 Buildings and land that has been defined as an Asset of Community Value (ACV) will be a material consideration in determining planning applications.

Justification

There is a wide range of different types of community facilities and services that meet the day to day needs of the different communities in Trafford. Community facilities can contribute to the social well-being of the community and bring people together, whilst contributing to the local infrastructure.

Where proposals involve the loss of existing community facilities or local services, the Council will require demonstration through the submission of a supporting statement as part of the planning

application process, that there is no longer a need for the facility, either now or in the foreseeable future. The possibility of using the premises for any other community facilities for which there is an identified need in the locality should be fully investigated by the applicants and evidence of this provided to the Council. Capability of continued or other community uses could relate to the economic viability or physical condition of the building.

When considering proposals for demolition or change of use, the Council will also take into consideration the role of that facility within the community and existing alternative facilities in the surrounding area.

10. Land for new homes

HO1 – Scale, phasing and distribution of new housing development

HO1.1 The Council will seek to ensure that a suitable range of sites are made available across Trafford, to help meet the needs of all sectors of the local community in securing well designed and high quality homes. This includes the provision of affordable housing (including social rent), accessible and adaptable homes and accommodation which is suitable for members of the local community with specialist needs.

HO1.2 The following strategic matters of scale, phasing and distribution of new housing development will be taken into consideration in releasing land for new homes. The release of land for new homes will be subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment.

Scale and phasing

HO1.3 In line with the Greater Manchester Spatial Framework, between 1 April 2020 and 31 March 2037 (the Plan Period) a minimum of 18,546 net additional dwellings will be delivered in Trafford, or an average of around 1,091 per year¹.

HO1.4 The phasing of Trafford’s housing requirement is stepped across the plan period as set out in table 2.

Table 2: Trafford’s housing requirement up to 2037

	1st April 2020 – 31st March 2025	1st April 2025 – 31st March 2030	1st April 2030 – 31st March 2037
Dwellings to be delivered per year	591	1,091	1,448

HO1.5 The Council will regularly monitor the level of housing being delivered across the plan period. If at any point a cumulative shortfall in housing delivery is identified compared to the phased requirements in HO1.4, the Council will seek to determine the reasons for under performance and take development management action to augment the supply of deliverable sites to improve performance.

Distribution

HO1.6 The locations where significant new housing development is to be primarily directed over the plan period in Trafford will be in the following Areas of Focus as identified in this Local Plan:

- Pomona Island (Policy AF1) – around 2,400 dwellings
- Trafford Wharfside (Policy AF2) – around 2,000 dwellings
- Trafford Centre Rectangle (Policy AF4) – around 1,900 dwellings
- Civic Quarter (Policy AF5) – around 2,700 dwellings
- Town Centres (Policy AF6) – around 700 dwellings
- New Carrington (Policy AF7) – around 4,300 dwellings
- Timperley Wedge (Policy AF8) – around 1,700 dwellings

¹ Greater Manchester Spatial Framework (2020)

HO1.7 Sites identified for housing within these Areas of Focus will be delivered in a phased approach across the plan period, in line with the phasing in policy HO1.4 and the housing trajectory at Appendix 3. The development requirements relating to each individual Areas of Focus are set out in the Area of Focus policies.

HO1.8 In addition to these Areas of Focus, development will be directed within Trafford’s Places as set out in Table 2. Higher levels of development in individual places will be permitted where this is consistent with the overall strategy of the plan.

Table 3: Net additional homes by Trafford Place

Please note these figures are subject to change based on GMSF amendments.

Place	Net additional homes
Trafford Wharfside and Pomona Island	4,509
Old Trafford	4,381
Trafford Centre	1,920
Urmston	230
Stretford	1,029
Mersey Valley	0
Carrington and Partington (including the New Carrington Strategic Allocation)	5,061
Rural Communities	1
Sale	544
Altrincham (including the Timperley Wedge Strategic Allocation)	2,837
Windfall allowance*	777
Total	21,289

*** This allowance accounts for smaller sites which come forward for development outside of the identified land supply but is not broken down by place.**

HO1.9 The Council will support the provision of new housing that makes as much use as possible of previously developed land or “brownfield land”, within the existing urban area. This will be achieved through new build, conversion and sub-division of existing properties.

HO1.10 The Council will seek to ensure the efficient use of land, concentrating higher density development in the most sustainable locations, close to services and facilities as well as public and active transport links; where it can be demonstrated that it is consistent with other policies in the Development Plan.

HO1.11 In less sustainable locations in Trafford, housing development will only be acceptable where appropriate provision to meet local infrastructure needs will be delivered. The Council will avoid the development of isolated homes in the countryside unless one or more of the circumstances set out in national planning guidance apply.

HO1.12 The development of greenfield land will only be considered favourable where it can be demonstrated that the proposed development:

- a) will be capable of creating sustainable communities;**
- b) will contribute significantly to the Development Plan’s overall objectives; and**

- c) will not compromise the Council's achievement of its brownfield land priority over the plan period and that without its release, the Council's 5 year housing land supply could not be delivered.**

HO1.13 The best and most versatile agricultural land will be protected where appropriate. Any risk of soil contamination will be avoided in all circumstances during the construction phase of development.

HO1.14 Housing development will be resisted where it would undermine an existing well performing use or where it would have a negative impact on a protected area or character area.

HO1.15 The Council will not support the net loss of housing given the need to increase the supply of housing in Trafford, in line with national and Greater Manchester objectives.

Justification

Scale and phasing

There is a requirement to plan to meet the housing needs of a growing population and support the government's objective of significantly boosting the supply of homes. The housing requirement is a central part of any Local Plan. It is a way of helping to ensure that there is a continued and sufficient supply of new homes to meet the needs of people wanting to live in Trafford and supports a more inclusive Borough.

The amount of new housing that Trafford needs to provide is driven by demographic changes and the proposed scale of economic growth in Greater Manchester. If insufficient new homes are provided to meet increasing demand, then there is a risk that affordability levels will worsen and people will not have access to suitable accommodation that meets their needs in Trafford. The construction of new housing is also an important part of the Trafford economy, providing large numbers of jobs and securing the redevelopment of derelict and underused sites.

Trafford is expected to have one of the highest levels of population growth in Greater Manchester outside the two cities of Salford and Manchester. This projected demographic change largely mirrors the pattern of recent and forecast economic growth.

The housing requirement for Trafford has been set in the GMSF (2020) and is 18,546 homes in total. The GMSF seeks to meet the Local Housing Need figure for the whole of Greater Manchester but redistributes the figures between the 10 GM local authorities in accordance with the GMSF Spatial Strategy. It is anticipated that the rate of housing delivery will be reasonably even across the whole plan period in line with the stepped phasing set out in this policy. Nevertheless, there is likely to be significant peaks and troughs in net completions due to changing wider economic and housing market conditions, and depending on when large housing schemes are completed. Housing completions will be monitored regularly throughout the plan period. It is anticipated that housing delivery will increase later in the plan period, in line with the GMSF housing trajectory.

As the response to the Covid19 pandemic continues the impact that this has on housing delivery will be assessed and where necessary policies monitored and reviewed to reflect any required changes.

Distribution

The location of new dwellings within Trafford will have to respond to a wide variety of objectives. For example, minimising the need to travel, maximising the reuse of previously developed land, responding to opportunities for higher densities and ensuring that all sectors of communities have access to new housing.

A large proportion of new housing is being directed to the Areas of Focus. However, opportunities for new housing have also been identified across many other places in Trafford, helping to provide a wide range of options for existing and future residents.

The distribution of land identified in table 1 reflects both the aspirations of the Manchester City Region and the Council's wider objectives, including those of the Trafford Housing Strategy 2018-2023 (June 2018), in particular the need to provide affordable family accommodation. It has been compiled taking into account data contained within the Strategic Housing Land Availability Assessment (SHLAA) 2020.

The precise distribution of new housing within Trafford will be influenced by the sites that become available in different locations, and so the distribution of new homes could deviate from that shown in table 1. The distribution shown reflects the proposed allocations in the GMSF as well as the Local Plan.

Directing new housing towards previously developed sites within the existing urban area will help to address existing dereliction and poorly used sites, as well as reducing the need to release greenfield and Green Belt land for development. Previously developed sites are often in relatively sustainable locations, close to facilities and served by existing infrastructure. The sites are identified within the Brownfield Register.

Promoting appropriate density requirements, helping to ensure that developments maximise the use of available land and reduce the amount of land required to meet needs is a key issue. Promoting higher density development in the most sustainable locations in Trafford, including town centres and key public transport hubs, such as Metrolink, where appropriate.

Given the need to deliver housing in the future, it will put pressure on land which has not previously been needed for housing. Housing development will be resisted in areas that have existing well performing uses, character areas and areas of protection. For example employment areas, environmental designation, conservation areas, residential gardens, open space, countryside and greenfield land.

HO2 – Land release for new residential development

HO2.1 The sites allocated on the Policies Map and listed in Appendix 2 will be released for residential development in a phased manner over the Plan Period.

HO2.2 Proposals for residential development will be permitted on these sites provided that they meet the following criteria:

- a) The proposal takes into account the site's ability to meeting the scale, phasing and distribution of housing development as set out in policy HO1;**
- b) Appropriate provision is made for meeting housing need in line with policies HN1;**
- c) The development makes efficient use of the site,**
- d) Be of an appropriate scale and density that would not result in (individually or cumulatively) over development of the existing settlement and/or surrounding area, in a manner that protects or enhances the distinctiveness and character of the area/s;**
- e) The proposal takes into account the physical environment of the site and its surroundings;**
- f) The historic environment is conserved and enhanced;**
- g) There is a high standard and quality of design, and complies with the design principles set out in policy IP5 and any adopted Council supplementary planning guidance;**
- h) Nationally described space standards are met;**

- i) New dwellings are built to the ‘accessible and adaptable’ standards² and in line with policy HN6 unless specific site conditions make this impracticable;**
- j) New dwellings are well served by public transport, walking and cycling routes, utilities and digital infrastructure;**
- k) They constitute sustainable development and would help the Council to meet its Carbon Neutral priorities; and**
- l) Due regard has been paid to all other relevant Policies in the Development Plan.**

HO2.3 In delivering residential development, the Council will require, where necessary, and in accordance with the Development Plan and supplementary planning guidance, the applicant to demonstrate that required site specific mitigation, (including affordable housing and open space) will be delivered in addition to necessary developer contributions to enable the delivery of key infrastructure.

HO2.4 Small-scale development sites, identified as having a capacity/site size of less than 0.5 ha, are not specifically allocated on the Policies Map and identified in Appendix 2. These are identified in the Council’s Strategic Housing Land Availability Assessment (SHLAA). It is anticipated that these sites will come forward during the plan period without the need to specifically allocate them.

HO2.5 The best and most versatile agricultural land will be protected where appropriate. Any risk of soil contamination will be avoided in all circumstances during the construction phase of development.

Justification

Land release for new residential development will need to be in conformity with policy HO1 in terms of the scale, phasing and distribution of new housing.

The pressure for housing development remains strong in many parts of Trafford, particularly in southern areas. This demand must be carefully managed, to ensure that the qualities and characteristics that attract people to the area in the first place are retained and that the demand can be accommodated without placing excessive pressure on existing infrastructure and services and undermining the spatial priorities of the Local Plan.

To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

In meeting the minimum of 18,546 net additional dwellings to be delivered in Trafford over the period 2020-37, the sites allocated on the Policies Map and listed in Appendix 2 will be released for residential development in a phased manner over the Plan period. This is in addition to the proposed GMSF allocations for housing at New Carrington and Timperley Wedge.

Appendix 2 provides a summary table of all housing sites (with a 0.5 ha threshold); where these sites are to be delivered as part of mixed use developments, this is indicated and the uses specified where appropriate. It also details the phased release of these sites and the broad density assumptions to be applied to the site, although it is acknowledged that at the detailed design stage, these may need to be reviewed to reflect site specific considerations.

Site areas are approximate and are expressed as the gross area of the site. The area that is suitable for development may be smaller due to constraints such as trees, landscape features, flood risk, access or heritage assets. Similarly site capacities are approximate, based on the site

² Part M4(2) of the Building Regulations Approved Document M – Access to and use of buildings: Volume 1 Dwellings

density assumptions set out in this policy and will ultimately be determined by site specific characteristics.

The supply of housing land for the period 2020-2037 is made up of a number of different components. On top of the Local Plan allocations for residential development, other smaller sites are identified in the Strategic Housing Land Availability Assessment. Trafford benefits from a number of existing planning permissions for housing, many could be implemented in the early phases of the plan period.

Qualifying developments will be subject to the Trafford Community Infrastructure Levy (CIL). CIL identifies critical infrastructure which is needed to assist in the delivery of the Trafford Local Plan. However, in addition to contributing to the CIL, and dependent upon the scale of development proposed, applicants are also likely to be required to enter into site specific Section 106 agreement for the provision of, for example, affordable housing, on site open space/outdoor sports provision and new access arrangements. It should be noted that the exact details of site specific contributions will need to be determined at planning application stage.

The amount of housing development coming forward within the plan period will be monitored. Depending on the cumulative scale of development, suitable intervention measures may be taken, in accordance with policy HO1, to achieve the required housing trajectory and the previously developed land trajectory.

HO3 – Release of other land for residential development

HO3.1 Proposals for residential development, that are not otherwise allocated under Policy HO2 or within GMSF strategic allocations, will be permitted provided that they meet the following criteria:

- a) Are not on sites that are:**
 - I. Protected as some form of greenspace, such as open space, sports facilities, school playing fields and green infrastructure, unless the provisions of Policy OS1 can be satisfied,**
 - II. Any other type of greenfield land to those listed at HO3.1a(i);**
 - III. Allocated for some other use in the Local Plan; or**
 - IV. Allocated as Green Belt.**
- b) Are well located in relation to the existing built up area;**
- c) Are appropriately located in terms of access to existing community facilities and/or deliver complementary improvements to the social infrastructure (inc schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development;**
- d) Are accessible by walking, cycling or frequent public transport to a local, district or town centre;**
- e) Do not prejudice the development or redevelopment of adjoining land, and have a significant detrimental impact on the amenities and their occupants;**
- f) The proposal takes into account the site's ability to meet the scale, phasing and distribution of housing development as set out in policy HO1;**
- g) Appropriate provision is made for meeting housing need in line with policies HN1;**
- h) Makes efficient use of the site;**
- i) Be of an appropriate scale and density that would not result in (individually or cumulatively) over development of the existing settlement and/or surrounding area, in a manner that protects or enhances the distinctiveness and character of the area/s;**
- j) The proposal takes into account the physical environment of the site and its surroundings;**
- k) The historic environment is conserved and enhanced;**

- l) There is a of a high standard and quality of design, and complies with the design principles set out in policy IP5;**
- m) Nationally described space standards are met;**
- n) New dwellings are built to the ‘accessible and adaptable’ standards³ and in line with policy HN6 unless specific site conditions make this impracticable; and**
- o) Due regard has been paid to all other relevant Policies in the Development Plan.**

HO3.2 Where development proposals would involve the use of domestic gardens, due regard will need to be paid to local character, environment, amenity and conservation considerations.

HO3.3 In delivering the release of other, non-allocated land, for residential development the Council will require, where necessary, and in accordance with the Development Plan and supplementary planning guidance, the applicant to demonstrate that required site specific mitigation, (including affordable housing and open space) will be delivered in addition to necessary developer contributions to enable the delivery of key infrastructure.

HO3.4 The Council will refer housing development proposals for a Habitats Regulations Assessment (HRA) that fall within a 5km radius of Manchester Mosses Special Area of Conservation.

HO3.5 The best and most versatile agricultural land will be protected where appropriate. Any risk of soil contamination will be avoided in all circumstances during the construction phase of development.

HO3.6 A development on greenfield land (including domestic gardens) statement should be prepared for housing developments on greenfield land within the urban area of 10 dwellings or more or with a site of 0.5 ha or more when the number of dwellings is not yet known; in addition any greenfield land outside of the urban area The statement should demonstrate how the provisions of the scale, phasing and distribution of new housing have been met.

Justification

Release of other land for residential development will need to be in conformity with policy HO1 in terms of the scale, phasing and distribution of new housing.

The development of these sites, together with the development/redevelopment of unused land and redundant buildings will make a valuable contribution to meeting the Borough’s housing land requirement together with urban regeneration. However, their development must not be detrimental to the amenity of neighbouring uses.

Given the need to deliver housing in the future, it will put pressure on land which has not previously been needed for housing.

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.

³ Part M4(2) of the Building Regulations Approved Document M – Access to and use of buildings: Volume 1 Dwellings

11. Meeting housing need

As work on the Local Plan progresses, an Economic Viability Assessment will be undertaken to ensure the housing needs policies for Trafford are appropriate and justified for local needs. These policies will be reviewed and updated as necessary.

HN1 – Dwelling size, type and tenure

- HN1.1 All new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of Trafford, and the wider aspirations for Greater Manchester, particularly around dwelling size, type and tenure and delivering more inclusive communities.**
- HN1.2 Development proposals will be required to deliver a range and mix of dwelling sizes, types, and tenures to meet the housing needs of Trafford (as set out in the Council's most up to date assessment of housing needs) where they fall into one of these categories:**
- a) Developments of 10 or more dwellings; or**
 - b) Sites with an area of 0.5ha or more where the number of dwellings is not yet known**
- HN1.3 To evidence how relevant proposals are in line with policy HN1.2, the Council will expect applications to be accompanied by a statement which clearly outlines how the scheme would:**
- a) Make a contribution to the creation of mixed and sustainable communities;**
 - b) Be adaptable to the needs of its residents over time;**
 - c) Contribute to meeting the split between small and large accommodation;**
 - d) Increase the provision of family homes; and**
 - e) Where appropriate, increase the provision for those with specialist needs/requirements.**
- HN1.4 For development proposals of 10 dwellings or more (excluding apartments) the Council will not support proposals which would result in an over concentration of a particular dwelling type (based solely on bedroom numbers), where they do not meet an identified local need.**
- HN1.5 The Council will seek to achieve a target of 50% small (1 and 2 bedrooms) and 50% large (3 or more bedrooms) in size mix of homes in all locations. In order to meet the identified affordable housing need in Trafford, the Council will seek to achieve, a target split of 60:40; market:affordable housing. The affordable housing approach is set out in Policy HN2.**
- HN1.6 To ensure that an appropriate mix of housing is considered early on in the design process, applicants are encouraged to contact the Council's Housing Strategy Team prior to submission of an application.**

Justification

The size, tenure and mix that is considered appropriate for Trafford, and evidenced in the Trafford Housing Needs Assessment 2019, is based on 2014 based household projections, local information of the dwellings types/sizes of dwellings occupied and affordable housing need. This evidence will be updated and reviewed as necessary.

This policy seeks to support the delivery of a balanced housing offer, providing the right size, type and tenure in the right places in line with national guidance and taking account of the findings of the Trafford Housing Needs Assessment (December 2019), the Greater Manchester Strategic Housing Market Appraisal (January 2019) and the policy statements and targets of the Trafford Housing Strategy (June 2018) and the Greater Manchester Housing Strategy (June 2019).

The Trafford Housing Needs Assessment (December 2019) shows there is a need for all sizes, types and tenures of housing across the Borough. Through the Trafford Housing Needs Assessment (2019) the relationship between household change and dwelling type/size and tenure requirements have been fully explored. This will help the Council to deliver an appropriate range of dwelling stock for residents over the plan period.

General needs housing is for a broad range of independent people who do not require specialist housing. The Housing Needs Assessment has provided detailed evidence of the types and sizes of dwellings appropriate to the needs to Trafford's residents and how this varies by sub-area.

As evidenced by the Trafford Housing Needs Assessment 2019, and illustrated in the table below, there is an ongoing need for all types and sizes of dwellings in Trafford. The strongest need for 3-bedroom homes, continued need for 4 or more-bedroom houses and smaller 1 and 2 bedroom houses. There is also a need for bungalows/level access accommodation and flat/apartments.

Table 4: Dwelling size by number of bedrooms and tenure mix appropriate for Trafford

Number of bedrooms	Tenure		
	Market (%)	Affordable (%)	Total (%)
1	17.7	29.2	22.3
2	21.6	36.6	27.6
3	47.9	26.2	39.2
4	12.8	7.9	10.8
Total	100%	100%	100%

HN2 – Affordable housing

HN2.1 The Council will expect all proposals of 10 or more residential units (or where the site area is 0.5 ha or more) to provide 40% of units as affordable housing (as defined by national planning guidance). Exemptions to this requirement are set out in national planning guidance.

HN2.2 All proposals will be expected to provide their full affordable housing requirement on-site, unless there are exceptional circumstances which can be demonstrated to justify off site contributions. The provision of on-site affordable housing will be expected to be distributed across the site, with no more than 6 affordable housing units located adjacent to each other, or clustered together.

HN2.3 Across Trafford, the tenure split for the provision of affordable housing would be expected to be 60% intermediate tenure (which should include a 25% provision of First Homes) and 40% rented. This split may be subject to change to reflect local circumstances, where justified.

HN2.4 Where development sites are split or separate proposals are brought forward for closely related sites, the appropriate affordable housing contribution will be comprehensively assessed for all the sites together. The Council will seek to use planning obligations to ensure that all parts or phases of split or related sites make an appropriate affordable housing contribution.

- HN2.5** The Council will encourage and promote the involvement of Registered Providers (RPs) in the provision and management of affordable housing. Where there is no involvement on the part of an RP, more detailed arrangements to control long-term occupancy and management of the affordable units will be required to be secured by means of a planning condition or by an agreement under Section 106 of the Town and Country Planning Act 1990.
- HN2.6** As set out in national planning guidance, to support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution should be reduced by a proportionate amount.
- HN2.7** An affordable housing statement should be prepared when a housing development meets the criteria at HN2.1. The statement should include the following elements:
- The number of affordable residential units;
 - The mix of affordable units in terms of type (intermediate / social rented) and size (number of bedrooms and gross floorspace);
 - Plans showing the location of affordable housing units;
 - How the affordable housing units are to be managed and, where this involves a RP, their details;
 - Where a lower proportion of affordable housing is proposed, then detailed justification should be provided to support the proposal within the statement; and
 - For outline applications, where it is not possible to specify the affordable housing provision in detail, a statement of intent should be submitted outlining how affordable housing is intended to be provided and whether the site will comply with the affordable housing policy provision.
- HN2.8** The Council will consider on a case-by-case basis flexibility in the provision of affordable housing. A viability assessment will be required on all planning applications where a developer considers that, on viability grounds, a reduced level of planning obligations should be provided in respect of a development. This will be subject to independently verified viability evidence being presented, to the satisfaction of the Council, demonstrating that the stated requirements are not feasible to deliver. Subject to the evidence presented, in such cases the Council may consider:
- a) A change in the tenure mix required;
 - b) Reductions in the overall proportion of affordable housing required;
 - c) Provision of an off-site financial contribution in lieu of affordable housing provision on site;
 - d) A combination of the above; or
 - e) Deferred contributions in line with Policy PO1.
- HN2.9** Further details on the application of affordable housing can be found within the Council's planning guidance.

Justification

An economic viability assessment will be prepared for the next stage of the Local Plan process to confirm the extent to which market-led development can support affordable housing delivery and whether the 40% target across Trafford as a whole remains reasonable and proportionate. All parts of this policy will be amended and reviewed in light of this assessment.

There is a lack of affordable housing available to meet local housing needs, especially with house prices continuing to increase faster than incomes. Median house prices in Trafford Borough have been consistently higher than those for Greater Manchester and the North West region since 2000. Compared to England, prices have been similar over time but since 2014 prices have risen

higher than the national values. During 2018, median prices across the borough were £260,000 compared with £157,500 across Greater Manchester, £154,000 across the North West and £235,000 across England.

Relative affordability, taking account of average earnings, shows that Trafford is the least affordable local authority area compared with neighbouring local authority areas. For lower quartile house prices, Trafford is the only area within these local authorities to be less affordable than the overall level for England.

The Greater Manchester Strategy (2017) identifies safe, decent and affordable housing as a priority, homes to fit the needs and aspirations of current and future citizens. The Greater Manchester Housing Strategy (July 2019) sets out how every resident can have a safe, decent and affordable home. The Greater Manchester Spatial Framework (Publication Plan 2020) across GM includes a new policy commitment to deliver at least 50,000 new affordable homes by 2037, and a major drive to ensure at least 30,000 of these are social or affordable rent. The policy also seeks to increase the supply of low-cost market housing to complement the provision of affordable homes and diversify options for low-income households.

In January 2019, GMCA published the Strategic Housing Market Assessment providing a comprehensive assessment of housing market dynamics in Greater Manchester and the future needs for both market and affordable housing and the needs of different groups within the population over the next twenty years.

As set in the Housing Needs Assessment 2019, In terms of affordable housing need, there is an annual imbalance of 545. The scale of need justifies the need for an affordable housing policy. The affordable housing need would translate to a substantial proportion of overall development. This would be 54% in the case of Trafford.

A local affordable housing policy will ensure that additional affordable housing is delivered, and a target will take account of national, and GM policy, economic viability of delivery on sites and the development programmes of RPs and the Council.

Affordable housing targets also need to take account of economic viability and the likely delivery of new affordable homes through housing associations and council led development.

Due to the high and continuing demand for affordable housing units, coupled with high land values and site scarcity, the Council's expected method delivery will be for the affordable housing units to be provided on site. Only in exceptional circumstances with the Council consider an off-site payment being made. The planning guidance will provide guidance as to what may constitute exceptional circumstances in this instance.

National guidance makes it clear that local planning authorities need to not only consider the need for affordable housing, but also the impact that the provision of such accommodation may have on the viability of sites.

HN3 – Older person's accommodation

HN3.1 In order to meet the needs arising from Trafford's ageing population, the Council will require developers to demonstrate how their proposal will be capable of meeting, and adapting to, the long term needs of this specific group of people.

HN3.2 With specific reference to older people in Trafford, the Council will seek to meet their needs through allowing 1,943 units of the overall housing land target to be developed as new housing for older person households, suitable for a range of household circumstances (tenure and type), including 'extra-care' housing.

HN3.3 Proposals for the development of sites that will help to deliver a range of high quality, well designed accommodation for the growing ageing population of Trafford will be permitted where:

- a) It is located close to local services, amenities and local centres or community hubs with high levels of community activity;
- b) It is easily accessible by a range of travel modes that provides alternatives to trips made by the private car;
- c) The development has been appropriately designed (paying particular attention to scale, massing, height and external appearance) to take account of the urban grain, local distinctiveness and character of the area;
- d) Its design should conserve and enhance the historic environment;
- e) Its design reflects current best practice guidance and the design principles for such accommodation;
- f) Where the overall delivery of general market housing is not jeopardised; and
- g) Due regard has been paid to all other relevant policies in the Development Plan.

HN3.4 In all cases it is expected that development designed specifically for frail elderly people will be provided to a recognised standard for “extra care” homes.

Justification

The vast majority of older people wish to stay within their existing homes. For most, this is an informed and appropriate choice where current and future housing needs can be addressed through appropriate adaptations being made.

The Trafford Housing Strategy 2018-2023 (June 2018) proposes that new housing for older households should be suitable for a range of household circumstances (tenure and type), including extra care housing and the adoption of lifetime homes principles. In this way the Housing Strategy considers that the provision of new housing will meet current shortfall in meeting the needs of identified vulnerable household groups, including older people.

The Housing Strategy considers that emphasis should continue to be placed on ensuring that where possible, and where it is appropriate, older persons are able to remain within their existing home and certainly within close proximity to established family and social networks. Continuing to promote the principle of Lifetime Homes within new development is critical to ‘future-proofing’ the new generation of housing within the Borough.

However, the Housing Strategy recognises that whilst the application of these principles will assist in meeting the needs of a large proportion of households there is also a sustained need to deliver Extra Care housing to meet the specific needs of those residents whose needs can no longer be met through their existing accommodation.

The population of Trafford is projected to increase over the period 2019-2037, from 238,700 in 2019 to 260,500 in 2037, an overall increase of 9.1%. There will be a marked increase in the number and proportion of older residents. The population aged 65 + years is expected to increase by 38.2% (15,900) from 41,600 in 2019 to 57,500 in 2037. This compares with an increase of 40.1% across England over the same period.

There is evidence through the Housing Needs Assessment (2019) to support a programme of accommodation delivery to help meet the needs of older people and those with disabilities. Although the vast majority of older people want to remain in their own home with support when needed, there is a need to diversify options available to older people wanting to move to more appropriate accommodation.

Currently there are around 4,134 units of specialist older person accommodation comprising 1,031 units of residential care (C2 use class) dwellings and 2,983 units of specialist older person dwellings (C3 use class) such as sheltered and extra care.

Based on demographic change, there is a specific need for older person's accommodation; there is a need for additional 541 units of residential care (C2), 26 each year, and 1,402 units of specialist older person units (C3), 74 each year, to 2037. This indicates that around 100 units or 10% of new provision should be older person's accommodation per year. Whilst for some people, general needs housing (including Lifetime Homes) may be that most appropriate solution specifically designed or designated housing may be the best way in which to deliver support and care services for others. For this reason and to meet a specific need identified in the Housing Needs Assessment, there is a need for the identification of approximately 1,943 units.

Most developments will be suitable for all ages, with units being designed to be adapted over time. This will ensure that in the future, demand for accommodation will be met by high quality, well designed provision that ensures that the transition between accommodation types is not regarded as a negative process, but more a natural progression as individual care needs change over time.

Proposals for accommodation for an ageing population should demonstrate a clear understanding of the type of care it is intended to deliver and should reflect current and emerging best practice guidance such as that provided by the Housing our Ageing Population Panel for Innovation (HAPPI). Grouping care options together provides a degree of flexibility and movement between the various levels of care. It is important that the range of accommodation options for the aging population form part of mixed sustainable communities and are located in accessible places within easy walking distance to transport links, shops and services.

Extra care housing

"Extra care" housing, as defined at www.housing.org, provides occupiers with their own self-contained homes, their own front door and a legal right to occupy the property. This means there is a clear distinction between extra care housing and residential care as recognised by the Commission for Social Care Inspection. It comes in many built forms, including blocks of flats, bungalow estates and retirement villages. It may also be referred to as "very sheltered housing" or "assisted living apartments" or "housing with care".

In addition to the communal facilities often found in sheltered housing (residents' lounge, guest suite, laundry), Extra Care developments often include a restaurant or dining room, health & fitness facilities, hobby rooms, computer rooms etc. Domestic support and personal care is available, usually provided by on-site staff. Properties can be rented, owned or part owned/part rented. Most providers set eligibility criteria which prospective residents have to meet.

The Council will monitor at regular intervals the rate at which land comes forward to meet this specific need to determine whether or not it is having an adverse effect on the supply of general market housing and whether appropriate development management action is required.

HN4 – Gypsy, Roma and traveller communities and travelling showpeople

HN4.1 The Council will seek to make appropriate new provision to meet the need for Gypsy, Roma and Traveller communities and Travelling Showpeople accommodation in Trafford.

HN4.2 The following site has been identified on the Policies Map, for the provision of 17 pitches for gypsy and traveller (Sui Generis Use Class) accommodation:

- **Stones Meadow Caravan Park, Manchester Road, Carrington**

HN4.3 The provision of further pitches, to meet identified additional need, either within this site, or as an extension to it, or elsewhere in Trafford, will be supported where it can be demonstrated that they meet the following criteria:

- a) **The site should be capable of providing safe and convenient vehicular and pedestrian access;**
- b) **Sites should not exceed 15 pitches unless there is clear evidence to suggest otherwise;**
- c) **The site must be large enough to provide for adequate on-site facilities;**
- d) **For smaller sites of 3 to 4 pitches the Council will require developers to demonstrate how the proposals will provide adequate infrastructure on site, including for example access, water and energy supplies, to each pitch;**
- e) **The site should be well located in relation to the highway network;**
- f) **The site should be capable of providing safe and convenient access to schools and local community facilities;**
- g) **The site should not have an unacceptable impact on the amenities of adjacent occupiers;**
- h) **Adequate levels of privacy and residential amenity for occupiers and neighbouring properties should be provided; and**
- i) **Due regard has been paid to all other relevant Policies in the Trafford Local Plan.**

Justification

National planning policy requires Councils to develop fair and effective strategies to identify land to meet local need for gypsy, Roma and traveller communities. Local authorities are required to allocate sites to meet any identified accommodation needs of gypsies and travellers and set out the criteria for the assessment of any sites that are not allocated.

The borough has a small gypsy and traveller population. The 2011 Census identified 40 households. The MHCLG Traveller Caravan Count (July 2018) identified a total of 17 caravans in Trafford. All 17 of these were on authorised private sites (with planning permission). The MHCLG Count of Travelling Showpeople caravans (undertaken annually every January) has not recorded any Travelling Showpeople caravans between January 2014 and 2018. The allocated site at Stones Meadow Caravan Park currently has capacity for 17 pitches.

There is an identified need for gypsy, Roma and traveller communities within Trafford. An updated gypsy and Traveller Accommodation Assessment has been prepared for Greater Manchester in June 2018. This identified an existing supply of 17 Gypsy and traveller pitches on a private site in the borough and no Travelling Showpeople provision. The data covered the period to 2036 and for Trafford Borough, the GTAA established an overall cultural need for 13 pitches and a Planning Policy for Traveller Site (PPTS) need for 6 pitches which takes into account whether or not a household in need meets the travelling criteria set out in the 2015 PPTS. As part of the Housing Needs Assessment (2019) extrapolating the findings to 2037 results in a cultural need for 14 pitches and a PPTS need of 6 pitches. In line with Government guidance, the council has to identify sites to meet its PPTS need for 6 pitches over the plan period to 2037. The PPTS need for the five year period 2017/19 to 2021/22 is for 3 pitches, with a further 3 pitches needed over the remaining period to 2037.

An existing site in, Carrington currently has capacity for 17 pitches. However, land adjacent to this existing facility has the potential to provide a number of additional pitches to meet identified need within the first phase(s) of the Plan period.

In addition to the planning permission, to run a caravan site, a licence from the Council will be required. The number of caravans permitted on the site will be specified on the licence along with other specific conditions.

HN5 – Other housing needs

Self-build and custom housebuilding

HN5.1 To ensure that a supply of suitable opportunities are available for prospective self-build and custom housebuilders, all developments of 100 or more houses will be required to provide plots in the form of service plots for sale to self-build and custom housebuilders to be informed by Local Plan viability work. Where plots remain unsold after having been made available in serviced form at a realistic price and marketed appropriately for at least 24 months, then the plots may be utilised by other housing providers.

HN5.2 Smaller sites may be considered to be suitable for the provision of self-build and custom housebuilding in line with the policies of the Development Plan and any adopted supplementary planning guidance. Applicants are encouraged to contact the Council prior to submission of an application for this type of proposal.

Student Accommodation

HN5.3 Applications for student accommodation need to be consistent with the policies of the Development Plan (including in relation to Area of Focus policies (section AF 1-8) and any adopted supplementary planning guidance.

HN5.4 Applications for Houses in Multiple Occupation will be considered in line with any adopted Council supplementary guidance.

Justification

Self-build and custom housebuilding

Further evidence work will be undertaken as part of viability considerations through the production of this Local Plan which will provide more detailed requirements for this policy.

There is an evidenced need for self-build dwellings, with 141 applicants as at 30 October 2019 on the Trafford Self Build Register.

Self-build and custom housebuilding can play a role in increasing housing supply and housing choice, as part of a wider package of measures to secure greater diversity in the housing market, as well as helping to deliver the homes people want. Self-build is where an individual (or an association of individuals) purchases land and builds their own house on a single plot. The individual or association of individuals may build the house themselves or employ a builder, architect and, if necessary, a project manager to oversee the build. Custom housebuilding is similar to self-build but facilitated in some way by a developer. This still offers the chance to have a unique home, but through a more hands-off approach than a traditional self-build. Custom build can mean a single one-off home commissioned by an individual and built by a developer, through to a group of homes, built by a developer, but with considerable bespoke design for the individual.

Local authorities are required to hold a register of individuals and associations of individuals who express an interest in acquiring a serviced plot of land in the authority's area, and to give planning permission for enough serviced plots to meet that demand. As of October 2019 there were 138 individuals and 3 groups (of individuals) on the council's register, but the scale of interest in some other parts of the country suggests that this demand could increase significantly. By ensuring availability of custom build plots, the following policy will help local residents to develop their own lower cost market housing, supporting the local economy by providing work for local builders and tradesmen, increasing the diversity of housing supply, and encouraging sustainable construction methods.

Student Accommodation

Trafford has a substantial student population; this is set to increase with the development of the new university campus and associated student accommodation at a number of locations within Stretford (known as Lumina Village), creating a significant market for student accommodation.

There is a need to appropriately manage the delivery of student housing both to ensure the provision of good quality accommodation and to minimise any potential adverse effects on the local community and housing market.

HN6 – Adaptable and Accessible Housing

HN6.1 In line with the Greater Manchester Spatial Framework, all new dwellings will be expected to be built to Part M4(2) accessible and adaptable homes standard.

HN6.2 On proposals of 50 or more residential units the Council will expect at least 2% of new dwellings to be built to Part M4(3) wheelchair accessible standards.

HN6.3 It is also assumed that there will be ongoing adaptation of existing dwellings to support those with additional needs.

Justification

There is evidence through the Housing Needs Assessment (2019) to support a programme of accommodation delivery to help meet the needs of people with disabilities. Further evidence work will be undertaken as part of viability considerations through the production of this Local Plan. This policy will be amended and reviewed in light of economic viability work that is undertaken on the Local Plan.

As part of the HNA 2019 a wealth of information has been assembled from various sources which helps to scope out the likely level of disability across Trafford's population. Although it is a challenge to quantify the precise accommodation and support requirements, the HNA has helped to scope out where needs are arising.

Given the changing demographics of Trafford, it is appropriate that the Council has a policy of ensuring new dwellings meeting optional accessibility standards.

It is estimated that 21.1% of all residents have an illness / disability and this is expected to increase to 22.8% by 2037. It is estimated there are around 1,368 households requiring wheelchair adapted properties in Trafford Borough. Around 6.1% of households live in properties which have either been purpose build or adapted for someone with an illness or disability. There is expected to be an increase of around 1,800 dwellings needing adaption across households to 2037.

12. Climate Change and Low Carbon

CC1 – Climate Change

- CC1.1 New development in Trafford will be expected to demonstrate how Climate Change has been considered in the design of the development and what adaptation and mitigation measures have been put in place.**
- CC1.2 Consideration should also be given to how developments can be future-proofed so that they are resilient and adaptable to future climatic changes, such as an increase in extreme weather events.**
- CC1.3 Development will be expected to minimise resource and energy consumption as well as carbon emissions through the inclusion of sustainable design and construction features where this is technically feasible and viable, with further consideration to be given to the whole-life carbon cost of development.**

Justification

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

The Climate Change Act 2008 introduced a legally binding target to reduce greenhouse gas emissions by 80% below 1990 levels by 2050. In addition, the GMSF aims to deliver a carbon neutral Greater Manchester no later than 2038 with a dramatic reduction in greenhouse gas emissions.

Around 80% of Trafford's carbon emissions are associated with energy use in domestic and industrial / commercial settings. Contributing to this is the proportion of older housing stock in Trafford, which is one of the largest proportions in Greater Manchester and likely to be more energy intensive due to lower levels of insulation and less efficient heating systems. Opportunities to retrofit existing properties in Trafford to make them more energy efficient will therefore be encouraged and explored, for example through grant funding initiatives at scale through collaborative working at GM level and through the promotion and implementation of related local schemes and funding opportunities for residents and Registered Providers.

In terms of new development, the level of future growth in Trafford has the potential to result in a significant increase in carbon emissions associated with the demand for and consumption of resources, materials, heating and energy. However, housing and economic growth do not necessarily conflict with climate change concerns and the pathway to carbon neutrality and can be mutually beneficial in line with the UK's Clean Growth Strategy and GM's Clean Growth Mission and Local Industrial Strategy.

The Local Plan therefore takes a holistic approach to climate change, recognising the impact it will have on a range of cross-cutting policy themes and reflecting the legal duty to ensure planning policy contributes to the mitigation of, and adaptation to, climate change. Potential climate change impacts resulting from development will be considered as part of all planning decisions.

CC2 – Low Carbon and Renewable Energy

CC2.1 Proposals for new low carbon and renewable energy technologies (including associated infrastructure) will be supported where:

- a) the impacts arising from the construction, operation and de-commissioning of installations (both individually and cumulatively) are or can be made acceptable,
- b) the proposal has been designed, in terms of its location and scale, to minimise any adverse impacts on adjacent land uses and local residential amenity;
- c) the proposal has been robustly assessed and shown to be acceptable, both individually and cumulatively, on the natural environment in terms of landscape, ecology and visual impact
- d) the design will ensure that heritage assets including local areas of historical and architectural distinctiveness are conserved in a manner appropriate for their significance;
- e) there has been early consultation with the local communities affected by the development and the planning application demonstrates how the proposal has been informed by the outcome of the consultation

Renewable and low carbon energy in new development

CC2.2 All new development will be required to minimise carbon emissions, to be illustrated as part of a comprehensive energy strategy.

CC2.3 As set out in the GMSF, there is an expectation that all new development will be zero net carbon from 2028 and will accord with the following energy hierarchy (in order of preference):

- a) Minimise energy demand
- b) Maximise energy efficiency
- c) Utilise renewable energy
- d) Utilise low carbon energy; and
- e) Utilise other energy sources

CC2.4 Major residential development (10 units or more) will be required to meet at least 10% of its energy needs from renewable and / or other low carbon energy sources.

CC2.5 Major commercial/employment development (gross internal floor area of 1,000 sqm m or more or a site area of 1 hectare or more) will be required to minimise carbon emissions and demonstrate what energy efficiency measures and/or low carbon technologies have been considered as part of a detailed energy strategy, clearly illustrating the carbon reductions that can be achieved when measured against the current building regulations at the time that the application is submitted.

CC2.6 In the ‘Areas of Focus’ and the areas identified in GMSF Policy GM-S 3 ‘Heat and Energy Networks’ development will be required to connect to an existing, decentralised energy network or to include infrastructure to enable future connection where feasible and where sufficient demand, density and anchor loads exist or are proposed in associated feasibility and implementation strategies and funding bids at the local and GM level.

Justification

Low carbon and renewable energy will form an integral element of Trafford’s transition to a low carbon future and will be an important component in achieving a carbon neutral Greater

Manchester by 2038. This policy therefore seeks to increase the supply of low carbon and renewable energy in Trafford through the inclusion of low and zero carbon technologies in new development, whilst reducing demand and increasing efficiency through design and construction.

Renewable energy technologies produce energy from natural resources including energy from wind (wind turbines), energy from the sun (photovoltaic and/or thermal panels) and energy from water (hydro-electricity). Other low carbon technologies produce energy with substantially lower amounts of carbon dioxide emissions than fossil fuel generation; they include ground and air source heat pumps, combined heat and power (CHP), combined cooling heat and power (CCHP) and energy from waste.

Trafford Council recognises the important contribution that renewable and low carbon energy can play in meeting commitments to reduce carbon emissions and the policy therefore seeks to support renewable and low carbon energy schemes where they are considered to be appropriate.

Elements of many renewable and low carbon energy developments could have a significant effect on a local area, for example in terms of landscape impact. In determining applications for renewable and low carbon energy development the Council will consider the environmental, social and economic merits of the proposal. Many of the opportunities for major renewable and low carbon energy infrastructure in Trafford will be in areas which are designated as Green Belt and therefore, in accordance with Green Belt policy may be considered inappropriate. In such cases the developer will be required to justify why such development should be allowed and demonstrate very special circumstances. As set out in national policy, the benefits of the production of renewable or low carbon energy may be considered sufficient justification but these should be quantifiable and evidenced.

Renewable and low carbon energy initiatives which are community-led will be supported by the Council where appropriate and may also come forward as part of Neighbourhood Plan proposals.

The Council may identify areas where there is a particular opportunity for renewable and low carbon energy as part of the preparation of the Local Plan.

New development offers a significant opportunity to increase the provision of renewable and low carbon energy in Trafford. The energy hierarchy should be considered at an early stage in the design process.

The Areas of Focus offer significant opportunity to provide decentralised heat and energy networks. A feasibility study has been completed for the Civic Quarter area (Policy AF5) which demonstrates the potential for heat networks in this area. Further research will be required to understand the feasibility of decentralised heat and energy networks in other locations across Trafford that do not form part of existing GM level studies, strategies and funding bids.

13. Sustainable Transport and Accessibility

ST1 – Sustainable transport and accessibility

- ST1.1 Working with key stakeholders, the Council will promote the development and maintenance of a sustainable and integrated transport network that is accessible to all users. To achieve this the Council will maximise opportunities to enhance the network through:**
- a) Making the transport network inclusive, easily accessible and able to meet the needs of all users, the needs of disabled people should be taken in to account in all modes of transport;**
 - b) Improving the active travel offer in Trafford, by making cycling and walking more accessible and user-friendly;**
 - c) Ensuring that development proposals (for all uses) incorporate active transport routes, along with connections to the wider networks;**
 - d) Supporting improvements to public transport, to help enable it to become a viable alternative to the private car;**
 - e) Bringing forward new public transport and highway infrastructure schemes that will improve accessibility and provide additional capacity and/or address identified congestion, access or safety concerns;**
 - f) Prioritising the location of development in the most sustainable locations, accessible by a range of modes of transport;**
 - g) Promoting improved sustainable east/west links across the borough, (particularly connections between Carrington, Altrincham and Manchester Airport);**
 - h) Requiring any necessary transport infrastructure, required as part of a development, to be in place before first occupation of that phase, or an agreed mechanism put in place to ensure that it will be delivered to the required standards and timescale agreed by the Council and its partners; and**
 - i) Seeking developer contributions (where appropriate) towards the provision or improvement of highway and public transport schemes in accordance with identified Council infrastructure priorities.**

Transport Assessments and Travel Plans

- ST1.2 In order to achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail and water transport, the Council will require a transport assessment and/or travel plan when considering planning applications in the following circumstances:**
- a) Transport assessments that include measures to mitigate impacts by making appropriate transport infrastructure improvements, reducing car use and making appropriate contributions towards sustainable transport measures to be provided for all developments that are likely to have significant transport implications and impact adversely upon the safe and efficient operation of the existing highway network; and**
 - b) Travel plans for all qualifying developments that include measures to reduce congestion, improve road safety and promote public transport, walking and cycling as part of an integrated approach to managing travel demand.**

Justification

It is important that new development is located in the most sustainable locations, accessible by a choice of travel modes including public transport, walking and cycling for all users. This will help to reduce the need to travel thereby reducing congestion, improving road safety and air quality and

meeting climate change targets. This also links with the need to improve people's health by creating more opportunities for people to walk or cycle rather than travel by private car.

The anticipated scale of both housing and employment growth in Trafford will result in increased pressure on the transport network and it will therefore be essential that development is located in the most sustainable and accessible locations and carefully linked to the network. Transport issues should be considered at the earliest stages of development proposals.

The Greater Manchester Transport Strategy 2040 sets out long-term proposals to create a cleaner, greener, more prosperous Manchester City Region through better connections and simpler travel. Development proposals should be considered against the principles of the 2040 strategy, consideration should also be given to the proposals in the relevant 2040 Delivery Plan.

ST2 – Highway network

As viability and evidence base work on the Local Plan progresses further detail to this policy, including identified schemes will be included.

- ST2.1 The Council will protect and support the maintenance and improvement of the highway network to ensure it operates in a safe, efficient and environmentally sustainable manner.**
- ST2.2 When considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the road network, the Council will seek to ensure that this impact is not severe. Either by ensuring that appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for their implementation is secured, or by securing appropriate contributions, or by a combination of these means.**
- ST2.3 Where development sites or areas have key highway improvement schemes associated with their delivery this has been identified in the Area of Focus policies (AF1-8), as well as specific allocations.**
- ST2.4 In determining appropriate transport schemes including infrastructure improvements and/or traffic mitigation measures, the Council will consider the need for proposals to be referred for possible Habitat Regulation Assessment (HRA). As a preliminary guide proposals within 5km of Manchester Mosses SAC will be considered as requiring an HRA.**
- ST2.5 The Council will also look to safeguard a number of strategic highway improvement routes, as shown on the Policies Map, from any development that would prejudice their construction. These include but are not limited to:**
- a) New Carrington Relief Road - A6144 Carrington Spur – A6144 Manchester Road link-road extension**
 - b) A6144 Manchester Road – A57 Cadishead Way (Salford) Manchester Ship Canal bridge and road link**
 - c) Western Gateway infrastructure Scheme (WGIS)**

Justification

As viability and evidence base work on the Local Plan emerges further schemes and identified routes may be added to this policy.

Trafford has good connectivity to the Strategic Road Network (SRN) with two motorways directly serving Trafford, the M60 Manchester orbital motorway runs through the northern part of the

borough, and the M56 forms part of Trafford's boundary with Manchester, close to Manchester Airport.

A number of routes in Trafford also form part of the Greater Manchester Key Route Network (KRN) which is managed at a Greater Manchester level. The KRN covers strategically important A and B roads and in Trafford includes the A56, A6144, A560, as well as roads around the Trafford Centre and Trafford Park.

Parts of the highway network in Trafford suffer from congestion, particularly during peak periods.

The highway network will continue to be monitored by the Council and its partners to inform decisions about further investment in the network over the plan period.

Strategic Road Network

The Western Gateway Infrastructure Scheme (WGIS) will increase road network capacity and improve transport links over the Manchester Ship Canal to support regional development. The scheme will help to facilitate the delivery of the Trafford Waters development, as well as the Port Salford proposals located on the banks of the Ship Canal in Salford.

Primary Road Network

Improvement schemes to the Primary Road Network will help to support the implementation of future growth in Trafford. The proposed levels of growth will result in a significant increase in demand for travel and these highway improvement schemes will be delivered alongside robust travel plan measures to support development and reduce dependence on the private car.

Local Road Network

Improvements to the local road network will be required to support the implementation of future growth in the Borough. These highway improvement schemes will be delivered alongside robust travel plan measures to support development and reduce dependence on the private car.

Safeguarded Routes

The A6144 Carrington Spur – A6144 Manchester Road link-road safeguarded proposal will allow a major mixed use regeneration scheme to come forward in the proposed New Carrington GMSF allocation. At present capacity constraints on Manchester Road inhibit development proposals.

ST3 – Active Travel, walking and cycling.

ST3.1 The Council will work with partners and developers to provide residents with a safe, convenient and attractive network of pedestrian and cycle routes (and associated facilities) across Trafford.

ST3.2 All development proposals on sites of 0.5ha or more will be required to demonstrate (as part of their Design and Access Statement, or equivalent) how the needs of pedestrians and cyclists have been considered. This should include details of how:

- a) The safety of all pedestrians (including those with visual, mobility or other impairments) and cyclists have been planned for (particularly where they come into close proximity to motor vehicles);**
- b) The permeability of the site has been designed to encourage greater levels of walking and cycling (including, where applicable, routes to other land uses, such as employment, retail and community facilities etc.);**
- c) The appropriate provision of secure and accessible cycling parking facilities in locations where security is maximised and natural surveillance is provided;**

- d) **Where appropriate, details of high quality facilities that promote cycle use (including for example changing rooms, showers, dryers and lockers); and**
- e) **Opportunities to create connections to wider walking and cycling networks (including leisure routes), have been maximised.**

ST3.3 Where appropriate, developers may be expected to make financial contributions towards the improvement and enhancement of Trafford's walking and cycling network.

ST3.4 The Council will also protect and promote the following Key Active Travel Routes (as defined on the Proposals Map):

- a) **The Bridgewater Way – Along the Bridgewater Canal;**
- b) **The Trans-Pennine Trail;**
- c) **Brooks Drive – Between Brooklands Metrolink stop towards Manchester Airport;**
- d) **The Mersey Valley – Particularly between Stretford, Urmston and Sale; and**
- e) **The Strategic Processional Route – To be delivered between Old Trafford Metrolink stop and the Wharfside Promenade Park at Clippers' Quay.**

ST3.5 Where development proposals would result in a significant negative impact on any part of the pedestrian/cycle network and/or the loss of pedestrian/cycle routes appropriate mitigation must be provided by the developer to the satisfaction of the Council.

Justification

Trafford supports the provision of an integrated and accessible cycling and walking network which connects key locations across the borough. Active travel modes can improve the health and wellbeing of individuals and improve quality of life. Walking and cycling can deliver positive benefits across various cross cutting plan objectives. Improved take up of cycling and walking will lead to a reduction in private car travel, which will help to reduce congestion and also improve air quality. Within areas designated as, or at risk of becoming designated as, Air Quality Management Areas the provision of walking and cycling routes will be particularly encouraged.

Trafford already has a number of established strategic cycling and walking routes including, the Trans Pennine Trail, the Bridgewater Way and a number of national cycle routes. However, the existing network has relatively poor coverage and much of the network is disjointed and of a poor quality. This policy seeks to improve and expand the existing network, making walking and cycling the natural choice for many journeys.

Greater Manchester is leading the way in promoting improved cycling and walking links and identifying schemes to help achieve this. Current initiatives in Greater Manchester include the Cycling and Walking Commissioners 'Made to Move' strategy which seeks to establish a network of cycling and walking routes, known as the 'Bee Network'. Alongside this is the Greater Manchester wide Local Cycling and Walking Infrastructure Plans (LCWIPs) which will also identify strategic routes, enabling a long-term approach to developing local cycling and walking networks.

The Greater Manchester Transport Strategy 2040 aims to make walking and cycling the natural choice for short journeys, making Greater Manchester a healthier, cleaner and safer place to live. Further take up of cycling and walking will also be essential if Greater Manchester is to achieve its ambition to be carbon neutral by 2038.

Cycle parking standards will be defined by viability work undertaken on this draft Local Plan.

ST4 – Public transport network

- ST4.1** The Council will seek improvements to the frequency and reliability of the public transport network. It will also support further development of a high quality integrated public transport network offering a choice of modes of travel to all sectors of the local community and visitors to Trafford.
- ST4.2** Wherever appropriate, developers will be expected to provide safe and secure links to existing and proposed routes thus contributing towards the improvement and enhancement of the network.
- ST4.3** The Council will grant planning permission for development proposals that do not prejudice the public transport network. Where proposals would result in a significant negative impact on the existing public transport network and/or delivery of proposed improvements, the developer will be required to provide appropriate mitigation to the satisfaction of the Council to ensure that the function and/or delivery is not prejudiced.
- ST4.4** The Greater Manchester Transport Strategy 2040 sets out the long-term vision for how the transport system needs to change across Greater Manchester and the key priorities for achieving this.

Metrolink

- ST4.5** The Council will encourage and promote the improvement and extension of the Metrolink network in Trafford as identified on the Policies Map, including the Western Leg extension of the Manchester Airport line through Timperley Wedge.
- ST4.6** The Manchester Airport line Western Leg extension, including the stop at Davenport Green, will be safeguarded.

Bus

- ST4.7** The Council will promote the improvement of the bus network particularly on the main radial and cross-conurbation routes within the Borough. The Council will also support the development and extension of the bus network to serve the large development allocations proposed at New Carrington and Timperley Wedge as well as enhancements to orbital routes, improving linkages to key employment areas such as Manchester Airport.
- ST4.8** Further improvements and extensions to Quality Bus Corridors running through Trafford will be encouraged and opportunities for Bus Rapid Transit in the borough explored. The Quality Bus Corridors are identified on the Policies Map.

Rail

- ST4.9** The Council will promote the improvement and development of the rail network including:
- a) Additional rolling stock to alleviate serious overcrowding on many commuting corridors;
 - b) Improvements to capacity, service frequency, journey times and quality on both the Manchester to Liverpool line and the Mid-Cheshire line;
 - c) Development and delivery of value for money improvements to stations and infrastructure.
- ST4.10** The HS2 routes will be safeguarded as indicated on the Policies Map.

ST4.11 The HS2 Manchester Airport Station will be located in Trafford to the west of the M56; the proposed location of the station is shown on the Policies Map. The HS2 Manchester Airport station must include provision for Northern Powerhouse Rail services.

Tram-Train

ST4.12 The Council will support the development of the Tram-Train Network to provide improved rapid transit links around and to the City Centre and across the city region, the following schemes have currently been identified in the Transport Strategy 2040, Draft Delivery Plan 2020-2025:

- a) Altrincham to Hale, tram-train pathfinder project**
- b) Tram-train / Metro services on the CLC line to Warrington**
- c) Tram-train / Metro services, Cornbrook to Manchester Airport via Timperley**

New Rail stations

ST4.13 The Council will support proposals for new rail stations which provide enhanced transport connectivity. The following station locations have been identified as having potential in the long term:

- a) Timperley East**
- b) White City**

Park and Ride

ST4.14 The Council will support the provision of park and ride facilities where they are associated with rail, Metrolink, Tram-Train and/or bus routes.

ST4.15 When determining applications for park and ride facilities at public transport interchanges, stations and stops, specific consideration will be given to the following factors:

- a) The capacity of the highway network to accommodate the associated traffic;**
- b) The effect of the proposal on the environment and the local community;**
- c) The opportunity for shared use with other developments in the local area; and**
- d) The effect of the proposal on travel patterns.**

Safeguarded routes

ST4.16 Routes and infrastructure/facilities that have the potential to contribute towards the provision of an efficient and sustainable transport network, as identified on the Policies Map, will be safeguarded. These include:

- a) The Manchester Airport western leg extension of the Metrolink;**
- b) New Metrolink stop on the Manchester Airport western loop extension at Davenport Green;**
- c) Proposed stations at Timperley East and White City as part of potential future provision of a high frequency Metro style service in Greater Manchester;**
- d) The former Broadheath - Irlam railway line; and**
- e) The proposed HS2 routes in accordance with the HS2 Ltd safeguarding directions.**

ST4.17 Transport routes other than those listed in this policy that may fall into disuse will be protected from any development that may prejudice their future re-use for sustainable transportation routes.

Justification

The Greater Manchester Transport Strategy 2040 sets an ambitious vision for public transport in Greater Manchester which will support economic growth, social well-being, environmental improvement and better public health across Greater Manchester.

The Council will encourage development in locations that are well connected by a variety of sustainable transport modes and, in accordance with the GMSF, will seek to increase the density of development around public transport hubs. Sustainable transport modes will become a natural choice for access to new developments and thus reduce the demand for car-based travel.

Metrolink

The extension of the Metrolink will provide enhanced connectivity and will offer an alternative to the private car, helping to reduce congestion on the road network.

The Manchester Airport Western Leg is safeguarded and will provide important connections to the proposed Timperley Wedge allocation, including the employment area at Davenport Green, then onwards to the proposed HS2 Manchester Airport Station and Manchester Airport. The route of the Western Leg and the location of the Metrolink stops may change as plans for the proposed Timperley Wedge allocation and HS2 Manchester Airport Station develop.

Bus

The Transport Strategy 2040 sets out an ambition to develop a modern low-emission accessible bus system, fully integrated with the wider Greater Manchester transport network where everyone can travel, regardless of their background or mobility level. Providing fast, frequent and attractive public transport services to more areas could include options such as 'bus rapid transit' (BRT), as well as comprehensive upgrading of specific bus routes to make them faster and more attractive. The proposed Greater Manchester bus franchising scheme may also offer an opportunity for improved bus routes and services in Trafford.

There is a need for improved orbital bus routes in Trafford, which provide viable sustainable travel options around Greater Manchester without the need to travel via the City Centre. The proposed allocations at Timperley Wedge and New Carrington could make an important contribution to this network and opportunities for BRT and/or bus priority measures will be considered in these areas as well as on the wider network.

Rail

The rail network plays an important role in supporting economic growth, in particular providing quick access into the Regional Centre and main town centres, as well as to locations across the country. Improving the reliability and capacity of the rail network in Trafford will be key to ensuring rail patronage continues to grow.

High Speed 2 (HS2) will provide a high speed rail line between Manchester and London, significantly improving journey times and increasing capacity. The HS2 Manchester Airport Station is located to the west of the M56 in Trafford, which will also link to the planned Western Leg Metrolink extension to Manchester Airport. The HS2 line to Manchester is scheduled to be operational in 2033.

Further to HS2 are ambitious plans for Northern Powerhouse Rail (NPR) which seeks to improve connections between the major cities in the north. The proposals for NPR include a new rail line between Liverpool, Manchester and Leeds, utilising the proposed HS2 route between Manchester Airport and Piccadilly. The Council will continue to contribute to the development of these plans.

Tram-Train

Tram-Train technology allows adapted Metrolink vehicles to run on the same lines as trains. This mode of travel has the potential to significantly expand the rapid transit network across Greater Manchester.

The Transport Strategy 2040 Draft Delivery Plan (2020-2025) identifies an opportunity for Tram-Train on the existing Altrincham – Hale railway line as an early pathfinder project. Such a scheme is supported by Trafford Council and will help to improve access to the city centre. Further to this, there may be future potential for Tram-Train on the mid-Cheshire line and CLC line.

New Rail stations

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

Water Taxi

Greater Manchester's network of canals offers traffic-free routes through the conurbation, for water-borne transport. Opportunities for Water Taxi transport exist on the Manchester Ship Canal and the Bridgewater Canal.

Park and Ride

Park and Ride has an important role to play in managing the impact of car travel at peak commuting times and in increasing patronage on public transport, improving accessibility to the public transport network. Trafford has an existing park and ride facility at Sale Water Park which links to the Manchester Airport Metrolink line.

The focus for additional park and ride facilities will be at locations close to the M60, or outside it (in consultation with Highways England) in order to intercept car traffic before it enters the areas closer to the city centre, where congestion is greatest. Those at public transport interchanges, stops and stations, will need to be sensitive to local environmental and other considerations.

Safeguarded routes

The Manchester Airport western leg extension of the Metrolink remains an aspiration and will be integral to providing improved sustainable transport connections to the proposed Timperley Wedge allocation as well as the Manchester Airport HS2 station.

The Council will safeguard the route of the Broadheath – Irlam railway line for potential future use as a strategic transport corridor to support improved east-west linkages as well as to serve the proposed New Carrington allocation.

The Council will safeguard the HS2 routes in accordance with the HS2 Ltd safeguarding directions.

ST5 – Freight transport network

ST5.1 The Council will safeguard and promote the improvement and development of the road, rail and water freight transport network (and associated multi-modal freight transport facilities) in Trafford to assist in the sustainable and efficient movement of goods.

ST5.2 The Council will support development that encourages the movement of freight by rail and/or water, which contributes towards the improvement and enhancement of a sustainable distribution system and reduces the reliance on goods being transported by road.

Trafford Park Railway Network and inter-modal freight facilities

ST5.3 The Council will safeguard and promote the improvement of the (freight) railway routes and inter-modal freight facilities within Trafford Park identified on the Policies Map. Development proposals that may prejudice the integrity of the existing and any future development of freight railway routes will not be supported.

Manchester Ship Canal

ST5.4 The Council will promote the improvement of the Manchester Ship Canal as a sustainable transport route for the movement of goods and people, where this does not conflict with any other policy of the Development Plan for Trafford.

Justification

The movement of freight by rail and water, particularly over longer distances, will help to reduce highway congestion, greenhouse gas emissions and air pollution. Trafford has a large rail freight terminal at Trafford Park which provides links across the country and the increased usage of this terminal will be supported. The completion of Port Salford will also provide further sustainable routes for freight transport.

The use of unsuitable roads by heavy goods vehicles is highly undesirable for reasons of safety, amenity and the environment. A reduction in goods vehicles on the road would help to ease congestion, improve the environment and improve air quality. Such measures will help to protect the quality of the environment and amenity of residents and workers occupying property that may adjoin a proposed development site. Trafford will continue to encourage cleaner freight fleets and to route vehicles away from sensitive and residential areas whilst maintaining access for deliveries.

The railways have a vital role to play in building a sustainable and much more energy efficient means of distribution.

The Manchester Ship Canal is an important asset that the Council is keen to see fulfil its economic, social and environmental potential. Future development that will exploit the different qualities and opportunities will be supported.

ST6 – Car parking standards

ST6.1 Development should provide car parking that is appropriate to the accessibility of the location particularly in relation to access to the public transport network. Car parking standards will be informed by the Greater Manchester Accessibility Layers, with the most sustainable and accessible locations expected to deliver reduced parking provision.

ST6.2 Car parking standards for different types of development as defined in this Local Plan will be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.

ST6.3 Off-street vehicle parking for new developments should be provided such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users

Electric Vehicle Charging Points

ST6.4 All types of development will be expected to make provision for Electric Vehicle Charging Points appropriate to the scale and type of development.

ST6.5 Within major developments, opportunities to incorporate public electric vehicle charging points should be considered, having regard to existing provision in the local area.

Justification

Vehicle parking needs to be carefully balanced to ensure that there is sufficient provision to meet needs and promote social inclusion, whilst recognising that where there is good public transport provision and access to shops and services, less provision may be needed. Greater Manchester Accessibility Layers categorises the whole of Greater Manchester dependent on how accessible a location is by sustainable transport modes.

It is recognised that there is a need for flexibility and consideration of local factors in determining the appropriate level of vehicle parking provision. Parking standards will establish what level of parking provision will be expected, however every planning application will be treated on its individual merits. The standards are intended to mitigate the impact of parking needs and encourage a modal shift to more sustainable modes of transport, minimising the dangers to public and highway safety and the loss of amenity and convenience likely to be caused by on-street parking.

Vehicle parking standards will be defined by viability work undertaken as work on the Local Plan progresses.

Electric Vehicle Charging Points

Areas of Trafford have local air quality issues linked to traffic and congestion. Increasing the use of low-emission vehicles will make a significant contribution to tackling this issue and reducing carbon emissions.

New development will make adequate provision for electric vehicle charging points. Where a dwelling has its own off street parking this should be factored into the design and should be relatively easy to achieve in all cases. There are also significant opportunities for communal charging points to be delivered as part of developments.

The standards and requirements for Electric Vehicle Charging Points will be defined by viability work undertaken as work on the Local Plan progresses.

ST7 – Other parking provision

ST7.1 Non-residential development should provide parking that is appropriate to the accessibility and sustainability of locations within Trafford, particularly in relation to public transport.

Off - Airport Car Parking

ST7.2 Any proposals for off-airport car parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change (Policy CC1) in considering the impact

additional large scale off-airport car parking provision may have on the wider low carbon agenda.

- ST7.3 In making decisions on applications for the use of land for off-airport car parking, the Council will take into account:**
- a) The impact of the proposal on the amenity of residents or occupiers of nearby properties;**
 - b) The visual impact of the proposed use on the character and appearance of the surrounding area, including any proposals for the treatment of the boundary of the site; and**
 - c) The level of access to the site from the strategic and primary road network.**

Lorry Management Schemes

ST7.4 The Council will seek to control the movement of lorries to minimise the damaging effect they have on the quality of life of the local community and the environment by way of excessive noise, vibration, air pollution, congestion, loading, parking, accidents, wear and tear on the carriageway and damage to buildings and paving.

ST7.5 Any proposals for purpose built lorry parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change (policy CC1), in considering the impact additional lorry parking provision may have on the wider low carbon agenda.

- ST7.6 In making decisions on applications for the use of land for lorry management schemes, the Council will take into account the following considerations:**
- a) If the site has good connectivity with the strategic or primary road network;**
 - b) If it is within or adjacent to an employment site;**
 - c) If the proposal avoids the need for significant lorry movements through residential areas to the detriment of the environment, amenity and safety of local residents; and**
 - d) If it is not in conflict with any other part of the Development Plan for Trafford.**

Justification

It is important to ensure that parking provision in new developments is designed to meet the expected demand whilst making the most efficient use of land and maintaining the principles of sustainable development.

Bicycle Parking

Cycling will be a key alternative travel mode to the private car and therefore the needs of cyclists in terms of bicycle parking provision should be considered as an integral part of all new developments. Further information on cycling facilities is provided by Policy ST3 on the Active Travel Network.

Bicycle parking standards will be defined by viability work undertaken as work on the Local Plan progresses.

Off – Airport Car Parking

As Manchester Airport expands, the demand for airport parking will increase. Some of this pressure is expected to affect Trafford considering its close proximity to the Airport.

Although it is recognised that additional car parking provision will be required as part of the future expansion and growth of Manchester Airport, the need for additional car parking must be balanced against a need to improve access to the Airport by sustainable travel modes. This policy provides the necessary guidance to identify appropriate locations for off-airport car parking.

Lorry Management Schemes

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

Development proposals for employment uses which are likely to generate a significant number of HGV movements should consider whether additional lorry parking facilities are required and whether these could be incorporated into the proposed development scheme and planned into the development.

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

14. Trafford's Economy

These policies on Trafford's economy will be monitored and reviewed to take in to account changes to the planning system, particularly in relation to changes to the Use Class Order and Permitted Development.

EC1 – Economic development

EC1.1 The Council recognises the important contribution that existing areas of employment (particularly manufacturing) make to the local economy of Trafford. In order to help maintain and support economic growth within Trafford, the Council will:

- **Maintain a strong and diverse supply of employment sites across Trafford;**
- **Help safeguard identified key employment areas from non-employment uses;**
- **Support the continued employment use (including improvement) of other employment sites;**
- **Support new employment provision, including the growth and development of new employment sectors; and**
- **Support opportunities to improve local skills and employment opportunities.**

Distribution of employment land

EC1.2 To support job growth and economic prosperity across the Trafford a minimum of 740,500 sqm of new employment floorspace will be delivered between 2018 and 2037.

EC1.3 The employment floorspace requirement will be distributed across Trafford, including beyond plan period, as follows (these numbers have been rounded):

- a) **Altrincham – 80,000 sqm;**
- b) **Carrington and Partington – 325,000 sqm;**
- c) **Old Trafford – 104,000 sqm;**
- d) **Trafford Centre Rectangle – 140,000 sqm;**
- e) **Trafford Park – 64,000 sqm;**
- f) **Urmston – 17,000 sqm;**
- g) **Wharfside and Pomona – 43,000 sqm**
- h) **A minimum of 60,000 sqm provided at Timperley Wedge see Policy AF8; and**
- i) **A minimum of 350,000 sqm provided at New Carrington falling within both the Carrington and Partington and Sale Places in this Local Plan – see Policy AF7**

EC1.4 Town centres play an important role in supporting employment in Trafford. In line with national policy, employment uses in sustainable and accessible locations within town centres will be encouraged and supported.

EC1.5 Other employment development will be delivered in other places in Trafford as defined in this Local Plan and set out in the employment land supply. Proposals for additional floorspace to that outlined in EC1.3 and EC1.4 may also be supported where it is clearly demonstrated that it would help enable large scale sustainable regeneration (of previously used land) and/or would support the delivery of a large number of highly skilled jobs.

EC1.6 In all cases, proposals for employment uses will only be permitted where they would not have a detrimental impact upon nearby existing land uses or the character and appearance of the immediate area, and where they accord with the relevant policies of the Local Plan.

EC1.7 Trafford's Digital and Creative sectors will be expanded in The Quays area as defined by the Greater Manchester Spatial Framework.

EC2 – Employment areas

Key employment areas

EC2.1 Existing employment areas are important in maintaining a strong and diverse supply of employment sites and premises across Trafford. The following areas are allocated as Key Employment Areas (as designated on the Policies Map) and will be safeguarded for B2 (General Industrial) and B8 (Storage and Distribution) and similar appropriate uses:

- a) Broadheath Employment Area (see Policy EC3);
- b) Trafford Park (see Policy TP3 and AF3);
- c) Trafford Wharfside and Pomona (see Policy TP2 and AF2); and
- d) Trafford Centre Rectangle (see Policy TP4 and AF4).

EC2.2 The release of vacant land or premises within these Key Employment Areas to uses outside Use Classes B2 & B8 will only be considered acceptable where it can be demonstrated that:

- a) There is a clear need for the proposed land use(s) in this locality;
- b) There are no suitable alternative sites within the locality to meet the identified need for the proposed development;
- c) The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users;
- d) The existing site is of an insufficient quality and/or suitability to accommodate demand for employment uses;
- e) The site has been unused for employment uses for at least a continuous 24 months period, despite evidence of active marketing on reasonable terms; and
- f) The proposal is in accordance with the other policies of the Development Plan for Trafford.

EC2.3 Applicants will be required to provide a statement to the satisfaction of the Local Planning Authority to demonstrate how a proposal accords with the requirements of EC2.2 in its entirety.

Local employment areas

EC2.4 The Council will support the sustainable development of employment uses (as defined in policy EC1) within the Local Employment Areas identified on the proposals map.

EC2.5 Within the Local Employment Areas office uses (Use Classes E(c) and (g)(i)) and similar appropriate uses will be focused towards:

- a) Cornbrook Station Office Area;
- b) Sale Business Park, Old Hall Road, Sale;
- c) Altrincham Business Park, Moss Lane, Altrincham; and

d) Town centres.

EC2.6 At Cornbrook Station Office Area as defined on the Policies Map, development will be in line with any adopted masterplan taking in to consideration any land which is safeguarded for Metrolink expansion. This land will not be able to be development until TfGM have confirmed that the land is no longer needs to be retained for this purpose.

EC2.7 Small scale general industry, research and development and industrial processes (Use Classes B2 and E(g)(ii and iii)) and storage or distribution (Use Class B8) and similar appropriate uses will be supported within the following Local Employment Areas:

- a) Hadfield Street Industrial Area, Old Trafford;
- b) Longford Trading Estate, Old Trafford;
- c) Cross Street Employment Area, Sale;
- d) Danefield Road Industrial Area, Sale; and
- e) Britannia Road / Dane Road Industrial Area, Sale

EC2.8 The release of vacant land or premises within Local Employment Areas to uses outside those listed in policies EC2.5 and EC2.7 will only be considered acceptable where it can be demonstrated that:

- a) There is no need for the site to be retained for employment purposes and it is therefore redundant;
- b) There are no suitable alternative sites within the immediate area to meet the need for the proposed development;
- c) The proposed redevelopment would not compromise the primary employment function of the locality or the operations of neighbouring users; and
- d) The proposal is in accordance with the other policies of the Development Plan for Trafford.

EC2.9 Applicants will be required to provide an Employment Land Statement to the satisfaction of the Local Planning Authority to demonstrate how a proposal accords with the requirements of EC2.8 in its entirety.

Non-designated employment areas

EC2.10 Further employment development will also be supported at the following Areas of Focus:

- a) New Carrington (see Policy AF7); and
- b) Timperley Wedge (see Policy AF8).

EC2.11 Outside of the designated Key and Local Employment Areas, the Council will permit development for employment use where proposals can demonstrate that they:

- a) Accord with the spatial distribution set out in Policy EC1;
- b) Would be accessible by walking, cycling and/or frequent public transport;
- c) Can provide appropriate vehicular site access;
- d) Would not be detrimental to the amenity of neighbouring land uses; and
- e) Would not be detrimental to the character and appearance of the immediate surrounding area.

EC2.12 Proposals which would result in the loss of existing employment uses in non-designated employment areas will only be considered acceptable where it can be demonstrated that:

- a) There is no longer a need for the site to be retained for employment purposes; and**
- b) It is in accordance with the other policies of the Development Plan for Trafford.**

Justification

Trafford aims to have a thriving and productive economy, making the most of its assets, town centres and strategic employment locations in line with the Local Industrial Strategy (June 2019). Through supporting, increasing and enhancing economic growth Trafford aims to reduce inequalities, promote diversity and improve prosperity, removing barriers to employment participation and improving access to employment opportunities.

Trafford is identified in the GMSF as having one of the highest concentrations of key employment assets and major growth areas in Greater Manchester. This policy on supporting economic growth seeks to guide economic regeneration and development across Trafford and sets the scale and distribution for this growth.

Trafford is a fundamentally important part of the City Region's economy. The development of significant clusters of economic activity in key economic growth sectors, supported by appropriate infrastructure, will be essential for Trafford to diversify and grow its employment base to properly contribute to the City Region, maintaining and improving its competitiveness and developing in to one of Europe's premiere City Regions.

The key economic growth sectors in Trafford are:

- Financial and business services
- Distribution
- Cultural, creative, digital and media industries
- Advanced engineering
- Other personnel services
- Other key growth sectors such as retail, commercial, leisure, hotels and waste management facilities are covered in policies TC1 and NR1

The Greater Manchester Spatial Framework identified key locations for new industrial and warehousing in Greater Manchester, including Trafford Park and New Carrington. Key locations for offices in the GMSF include The Quays (Trafford Wharfside), Manchester Airport (Timperley Wedge, Davenport Green) and Main Town Centres (Altrincham).

The Local Plan seeks to adapt to changing economic circumstances in Trafford and the changing nature of employment over time. It provides a good combination of new and existing employment sites to help provide good quality and affordable accommodation to adapt to changing circumstances, advances in technology and new working practices. This policy identifies a range of employment sites and premises, new sites and those identified as existing employment uses that vary in terms of locations, scale, type and cost to help attract and retain jobs and investment to Trafford. Modern facilities in the right locations will help to support the growth of Trafford's economy coupled with smaller, affordable accommodation to allow start-up businesses to flourish.

National policy sets the requirement for the Local Plan to plan for the future needs of industry, warehousing and office development. The Employment Land Review 2009 provides information on the employment need for Trafford and how industry, warehousing and office provision is changing. This evidence has been updated to reflect the employment land position as at 1st April 2019.

Greater Manchester's Local Industrial Strategy (June 2019) sets strategic priorities for the growth of the digital, creative and media industries. It sets to sustain and grow the internationally significant digital, media and creative industry clusters in the regional centre and to revitalise town centres and high streets by supporting creatives, digital entrepreneurs and innovators to start or scale a business, social or cooperative enterprise.

The GMSF identifies The Quays and the area around Manchester Airport as primary office markets which complement the City Centre market and offer significant potential for further growth. It is important to ensure growth is not constrained by a shortage of new floorspace in key locations.

The focus for employment development in Trafford

The identified strategic locations for employment development are intended to secure the revival, modernisation and development of a diversity of industrial, commercial, warehousing/distributions, service and support activities.

Town Centres will be a key location for the economic growth of Trafford. They will continue to be a focus for investment which will help create the right environment to attract businesses and helping them be successful.

Existing employment areas will continue to play a vital role in supporting the economic growth of Trafford. The employment role of major industrial and warehousing locations e.g. Trafford Park and associated infrastructure such as Trafford Park Freight Terminal should be protected in line with the Greater Manchester Spatial Framework. There is significant pressure to redevelop existing employment land and premises in to non-employment uses, particularly at Trafford Park.

Sites identified as being suitable for employment development are in places that are well-served by existing infrastructure or new infrastructure as proposed by this Local Plan, such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network.

Trafford has particular strengths with business, financial and professional services, manufacturing and digital. The Quays, which covers either side of the ship canal in both Trafford and Salford as identified in the Greater Manchester Spatial Framework, is an established cluster of digital and media uses with an international reputation. The Quays has the potential for major expansion within digital/creative industries as well as being one of the primary locations for the growth in office accommodation in Trafford, delivering sustained growth as a major business location including an internationally important digital and creative cluster.

Some supporting office development in Trafford Park Core, Carrington, Broadheath and Trafford Centre Rectangle is appropriate as it will involve previously-developed land, can be linked to existing employment uses and to varying degrees can promote social inclusion by providing greater access to jobs for people in neighbouring deprived areas.

During the period covered by this Local Plan, it is anticipated that some existing sites and areas that are in existing employment use and those allocated as being suitable for employment development may be unable to retain and attract business uses due to constraints relating to their location and the quality of accommodation. The release of such sites for other uses may be considered appropriate, which could create an additional source of housing land.

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

EC3 – Broadheath Employment Area

- EC3.1 Broadheath will be retained and supported as a principal employment location in the south of Trafford.**
- EC3.2 Within the area identified on the policies map, the council will permit sustainable development for business, industry, storage and distribution (B2 and B8) and similar appropriate uses to protect the primary employment function of the area. Approximately 3,000 sqm of new office floorspace (Use Class E(c) and (g)) and similar appropriate uses will be delivered within the Broadheath Employment Area during the plan period.**
- EC3.3 Applications for non-employment uses within the Broadheath Employment Area as defined on the policies map will be required to submit an Employment Land Assessment as detailed in policy EC2.**

Dairyhouse Lane Employment Site

- EC3.4 Within the area designated on the policies map, the Council will support sustainable development for business, industry, storage and distribution (Use Classes E(g)(ii) and (g)(iii), B2 and B8) and similar appropriate uses in accordance with policy EC1 and EC2.**
- EC3.5 In determining applications on this site, the Council will pay particular attention to its location adjacent to the Green Belt. Developers will be required to submit appropriate landscaping scheme(s) alongside their development proposals to ensure that the boundary treatment is appropriate to its setting.**

Justification

The policy seeks to protect the industrial area from incursion from other, often higher value, land uses and to safeguard the integrity of the industrial area and further opportunities for new investment.

Broadheath is the principal location for employment development in the south of Trafford, it is an established and sustainable location for employment development.

The Dairyhouse Lane Employment Site represents an important development opportunity in an area with few other available sites, of notable size. It is located at the western end of the industrial area adjacent to the designated Green Belt, with important landscape views of the wider landscape. Development of this site will therefore need to have regard to its location and in particular provide a suitable landscape treatment at the western end where it abuts the Green Belt where height and massing and proximity of development to site boundary will be assessed. The amenity of the occupiers of houses on the north side of Dairyhouse Lane will also need to be respected.

15. Town centres and retail

The nature of town centres, their function and the role they play in the community is changing. As changes to town centre uses as defined in national policy, use classes and the ongoing response to Covid-19 progresses, this policy (and the complementary Town Centres Area of Focus Policy AF6) will be monitored and reviewed if necessary.

TC1 – Development within designated centres

TC1.1 The following network of centres within Trafford as identified on the policies map will be protected and enhanced:

- **Principal Town Centre: Altrincham**
- **Other Town Centres: Sale, Stretford and Urmston**
- **District Centres: Hale, Sale Moor and Timperley**
- **Local Centres (including Partington)**

Principal and other town centres

TC1.2 Within Altrincham, Sale, Stretford and Urmston Town Centre boundaries, as defined on the policies map, the Council will promote new development for Main Town Centre Uses as defined by National Planning Guidance, including residential development which will enhance the vitality and viability of the town centre. The Council will grant planning permission for development that is in accordance with Area of Focus Policy AF6, other policies within the Local Plan and national guidance as appropriate.

District centres

TC1.3 Within the District Centres there will continue to be a focus on convenience retailing of an appropriate scale, plus opportunities for service uses and small scale independent retailing of a function and character to meet the needs of the local community.

TC1.4 Within Sale Moor there is a particular need to plan for a small to medium sized supermarket to meet the needs of the local community. In Sale Moor the Council will support the redevelopment of the following site:

- a) **Warrener Street Car Park – The Council will support the redevelopment of this site to provide a mixed use development comprising of mainly convenience retail of a scale to meet the needs of the local community.**

Local centres

TC1.5 The Council will seek to maintain and enhance the retail function, complemented by a range of other service uses, of all Local Centres in Trafford as identified on the policies map and listed in Appendix 2. The Council will support proposals for new retail development which is of an appropriate scale, and where it is in line with relevant policies in the Trafford Local Plan and national guidance.

TC1.6 In accordance with the GMSF new Local Centres will be designated at New Carrington and Timperley Wedge of an appropriate scale to serve the new communities.

Neighbourhood centres

TC1.7 The Council will seek to maintain and enhance the important function and role in the community that Neighbourhood Centres play in Trafford. Neighbourhood Centres, as identified on the policies map and listed in Appendix 2.

Development within all Centres

TC1.8 Within all of the centres identified on the policies map development proposals will be required to:

- **Provide inclusive and accessible development and public realm for all users;**
- **Make a positive contribution to the vitality, viability and diversity of the centre;**
- **Not result in the introduction of excessive concentrations of other non-retail uses;**
- **Make a positive contribution to the character and appearance of the frontage and in particular maintain active and attractive frontages;**
- **Be of a scale and type of use appropriate to the size and function of the centre;**
- **Not result in an unacceptable impact on the amenity of neighbouring uses;**
- **Ensure a high standard of design in accordance with Policy IPF5 and any adopted Council Design Guidance.**

Changes of Use

TC1.9 Proposals for changes of use and redevelopments within all centres, outside of changes allowed within permitted development rights, will be carefully considered in order to ensure that they do not detract from the successful functioning of the centres and their ability to meet consumer needs.

Justification

Trafford's town centres are supported by a network of district, local and neighbourhood centres which are dispersed across the borough and provide an important role in meeting the day to day needs of the communities that they serve. Whilst Trafford's district, local and neighbourhood centres vary in size and retail offer, they all serve an important purpose in providing local shops, services and community facilities for the neighbourhoods they serve.

District Centres

The Council recognises the importance of the three district centres in terms of providing valuable shopping and other services and their role as a focus for activity and identity in the wider community as such it will be important to protect and enhance the existing offer of the district centres.

How proposals within district centres align with any approved masterplans or Place Plans will be considered through the planning application process.

Hale District Centre: Hale is the largest district centre in Trafford and is a popular centre with a number of high end independent leisure services and comparison goods operators. The centre provides a range of services considered suitable to serve the needs of the surrounding residential areas. It is considered that opportunities should be taken in order to diversify the convenience and comparison goods offer; however Hale is considered to be a vital and viable district centre.

Sale Moor District Centre: Sale Moor District Centre is well-used with a considerable range of service and comparison goods operators. The centre however lacks a convenience goods retailer and the Retail and Leisure study (2019) considers that there is scope to provide additional convenience goods floorspace within the centre of an appropriate scale to serve the local community.

Timperley District Centre: Timperley District Centre is a moderately sized district centre located within a primarily residential area. It is an attractive centre which accommodates a good range of retail operators which are able to meet many of the day to day needs of the local community. The centre is considered to be vital and viable.

Local Centres

Local Centres perform a vital role in providing services for the local community. They can vary in size and range of services on offer, but the Council considers that all those centres identified on the Policies map should be maintained and protected.

Neighbourhood Centres

Although they are not specifically defined in the hierarchy of centres, Neighbourhood Centres are considered to perform an important function in serving the day to day shopping and service needs of the local communities in which they are located. It will therefore be important that all those Neighbourhood Centres as identified on the Policies map are maintained and protected.

New Carrington and Timperley Wedge Local Centres

The Retail and Leisure study considers that there may be the ability to accommodate additional convenience shopping facilities, of an appropriate scale to serve the needs of the proposed communities, at the New Carrington and Timperley Wedge GMSF allocations. Detailed information on the scale and type of development that will be acceptable in these locations is contained within masterplanning work completed for the GMSF.

TC2 – Primary Shopping Areas

TC2.1 Altrincham Town Centre is the only defined centre with an identified primary shopping area in Trafford.

TC2.2 The Primary Shopping Area for Altrincham as defined on the Policies Map will be the preferred location for Class E (a) Retail uses complemented by a range of other service uses including E (b-c) and other similar uses. The Council will grant planning permission for retail development and other service uses within the Primary Shopping Area in line with other policies in the Local Plan and national guidance as appropriate.

TC2.3 Within the Primary Shopping Area, proposals which seek to maintain and enhance the continuous ground floor active frontages will be encouraged and supported.

TC2.4 Proposals for residential development within the Primary Shopping Area will be considered in line with Policy TC1 and other policies in the Local Plan and national guidance as appropriate.

Justification

The primary shopping area (PSA) is the defined area where retail development is concentrated within a town centre. Town Centre boundaries are informed by the locations of the PSA as well as

areas that are predominantly occupied by main town centres uses which are within or adjacent to this area.

The Retail and Leisure Study (2019) considers that the offer in Trafford's centres is generally varied and the retail uses are not typically located in a manner which lends itself to the identification of a PSA. The Retail and Leisure Study concludes that other than for Altrincham that there is no requirement to differentiate between a PSA and wider town centre boundary within the town centres of Sale, Urmston and Stretford. This is because retail uses within each of the three centres are spread out across the extent of the town centre boundaries, and there are no specific areas within which retail uses are more concentrated than others within the town centres.

The recommended PSA for Altrincham has been drawn to encompass the areas within Altrincham town centre within which retail uses are concentrated, as defined by national policy. The PSA is bounded by Stamford Street to the north, Market Street to the west, Regent Road to the South and Stamford New Road to the east. The area encompasses the retail uses accessed off the pedestrianised areas off George Street, along with Altrincham Market and Stamford Quarter and properties on both sides of Stamford New Road.

Whilst there is no formally designated PSA within the Sale, Stretford or Urmston Town Centres this can be considered to be that of the entire town centre boundary

TC3 – Out of centre development

Sequential Test

TC3.1 Outside of the centres identified on the policies map there will be a presumption against the development of retail, leisure and other town centre uses, as defined by national policy, except where it can be demonstrated by the applicant that they satisfy the sequential test as outlined in national planning guidance.

TC3.2 Main town centre uses as defined by national policy will be located in accordance with the following sequential approach:

- **Within designated centres ('in centre')**
- **In locations on the edge of designated centres ('edge of centre')**
- **Accessible sites which are well connected to a designated centre.**

TC3.3 For Altrincham Town Centre only, an 'in centre' location for retail purposes (Use Class E(a)) is within the Primary Shopping Area as defined on the policies map. For all other main town centre uses 'in centre' is defined as outside of the Primary Shopping Area but within the town centre boundary.

TC3.4 'Edge of centre' and 'out of centre' are as defined in national planning guidance.

Impact Assessment

TC3.5 An Impact Assessment will be required for any development proposal for retail and leisure uses which are not located within a defined centre where:

- **the proposal provides a gross floorspace in excess of 500 sqm gross; or**
- **the proposal is in excess of 200 sqm gross and is located within 800 metres of the boundary of a district or local centre.**

TC3.6 The above thresholds apply to new floorspace (including mezzanine floorspace), extensions to existing floorspace, changes of use and applications seeking the variation of restrictive conditions)

Existing out of centre locations

Trafford Centre

TC3.7 Any proposals for the future expansion of the Trafford Centre will be carefully considered against the tests outlined in national planning guidance.

TC3.8 The Trafford Centre falls within the Trafford Centre Area of Focus and any planning applications submitted within this area will be considered against the relevant Trafford Centre Area of Focus policies in this Local Plan (policy AF4).

Retail Warehouse Parks

TC3.9 The three Retail Warehouse Parks in Trafford as defined on the Policies Map are:

- a) White City Retail Park, Chester Road, Old Trafford**
- b) Trafford Retail Park, Neary Way, Davyhulme**
- c) Altrincham Retail Park, George Richards Way/Atlantic Street, Broadheath**

TC3.10 Within the defined retail parks the Council will consider proposals for comparison and convenience retail and other main town centre uses in line with the tests outlined in national planning guidance.

Justification

The policy approach set out below will direct new retail and leisure development to Trafford's defined centres. Such development should be of a size and scale to support the centre.

Sequential Test

Where retail or leisure uses are proposed outside of a defined centre, the applicant will be required to demonstrate that no suitable sites are available within the centre or in edge of centre locations through applying a sequential approach as set out within this policy.

Impact Assessment Thresholds

National policy states that it is appropriate to identify thresholds for the scale of edge of centre and out of centre retail and leisure development that should be the subject of an impact assessment.

The purpose of the policy in applying an impact threshold which deviates from the national threshold of 2,500 sqm is to allow the Council to retain appropriate control in respect of the potential for development to impact on the future health of defined centres within Trafford. By applying a lower threshold, applications for developments which could potentially have a harmful effect on the overall vitality and viability of a defined centre, will need to be supported by a proportionate impact assessment which will set out the potential trade diversion impact assumptions.

The Retail and Leisure Study (2019) considers that town centre anchor units will typically provide a minimum of 500 sqm of gross floorspace. A unit of this size could potentially accommodate an operator which is capable of attracting shoppers to a centre thus increasing the potential for linked trips. There are relatively limited numbers of units greater than 500 sqm in the four town centres and the vacancy rates vary throughout the town centres.

In this context it is considered that the impact threshold for the four town centres should be set at 500 sqm for both retail and leisure proposals. This threshold is the default to be applied borough wide (other than for proposals in proximity to district and local centres as set out below).

District and Local Centre Impact Assessment Thresholds

Due to the smaller scale of Trafford's district and local centres, and the relatively modest size of most of their commercial units, it is considered appropriate that a lower impact threshold of 200 sqm should be applied to potential development proximate to these centres. This is in keeping with their more localised role and function but demonstrates the potential implications out of centre developments could have on these centres. There are relatively few units substantially larger than 200 sqm in any of Trafford's district and local centres; as such to lose an occupier of this magnitude could have a significant adverse impact on the centre as a whole.

Trafford Centre

The Retail and Leisure Study (2019) recommends that careful consideration is given before granting planning permission for proposals that would further improve the offer at the Trafford Centre to the detriment of the four town centres.

Retail Warehouse Parks

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

16. Historic Environment

HE1 – Historic Environment

HE1.1 Development shall be designed to preserve and where possible enhance the significance of heritage assets and their settings, and make a positive contribution to local character, distinctiveness and sense of place.

HE1.2 The Council will encourage development proposals that find appropriate new and sustainable uses for heritage assets or retain them in viable uses consistent with their conservation.

HE1.3 Any development that would cause harm to the significance of a heritage asset or its setting will be considered in accordance with the development plan and national policy, and where relevant the statutory duties in the Planning Acts together with case law. It must be convincingly demonstrated that the harm cannot reasonably be avoided and public benefits arising from the development are sufficient to outweigh the harm caused.

Justification

Trafford's historic environment makes a major contribution to the attractiveness, character and local distinctiveness of the Borough. The many heritage assets both designated and undesignated include buildings, monuments, archaeology, structures, parks, views, vistas, landscapes, sites and places of significance that contribute to the high quality of the historic environment.

A positive strategy is needed to ensure the significance, character, appearance and setting of these heritage assets is sustained and enhanced; protecting them from inappropriate development, and putting them to a viable use wherever possible.

National guidance sets out a holistic approach to the management of the historic environment and heritage assets through the planning system, defining all of the attributes making up landscapes and townscapes, for it is the accumulation of these which combine to make one place distinct from another. Such an approach enables the value of whole areas to be appreciated.

There are a range of heritage values taking account of the diverse ways in which people value the historic environment as part of their cultural and natural heritage.

Heritage assets in the Borough contribute to the unique character and quality of the historic built environment. These sites and buildings are an irreplaceable record of the Borough, which can contribute to our learning and understanding of the past including its social and economic history, and are also a resource for the future. It is therefore essential that we seek to preserve and where appropriate, enhance these special buildings and sites, in line with national and regional planning policy guidance.

There is an opportunity for greater understanding, protection and enhancement of the distinctive characteristics within Trafford through the identification of locally significant historic buildings, structures and designed landscapes. The Greater Manchester Historic Landscape Characterisation Study may provide a useful, but not exhaustive, basis for this process.

Trafford's Urban Historic Landscape Characterisation Report was carried out by the Greater Manchester Archaeological Unit in July 2008. The report provides evidence of existing heritage assets in the Borough and sets out an overview of Trafford's Historic Character as it has evolved over the centuries. It identifies several character types that are considered to be of historical significance. These include the following:

- Open Field Type. The main areas identified of this type are in Warburton and Davenport Green;
- Historic Settlement Core which covers parts of Warburton, Dunham Town, Partington and Carrington. Altrincham shows areas of historic settlement core as a previous type but although there is some preservation of historic street layouts and building plots its present type is “commercial”;
- Planned estates, although not very old, are also important to consider in terms of visual impact on a landscape scale as they are designed with a characteristic plan form; and
- Chemical works are identified as a sub type under Industrial. The chemical works at Carrington Moss is of a significant size to be a good example of this character type and could be deemed to be of historic interest and its features identified and retained.

It is also recognised that society is constantly developing and, as a result, historic assets are always under threat. Whilst it is acknowledged that social and economic development is essential for the Borough, it is important to ensure that this respects the Borough’s distinctive historic character and contributes to its sense of place.

This policy seeks to ensure that all the Borough’s heritage assets are safeguarded for the future, where possible enhanced and that change is appropriately managed. .

Public access to the historic environment, both intellectual and physical, plays strongly into the local sense of place and place-making policy. In line with national guidance local communities should have access to their local heritage evidence base.

National Guidance states that development must conserve heritage assets in a manner appropriate to their significance. Significance is defined as “the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.” Applicants will be required to describe the significance of heritage assets likely to be affected by development, including any contribution made by their setting, most likely set out in a supporting Heritage Statement to the satisfaction of LPA and in accordance with Historic England guidance. The degree of harm rather than the scale needs to be established in order to categorise the significance of harm in line with national planning guidance. The extent of such an appraisal should be proportionate to the asset’s importance and no more than is sufficient to understand the impact of the proposal on its significance and will vary on a site by site basis.

HE2 – Conservation areas

HE2.1 Trafford’s Conservation Areas will be identified on the policies map. Within these areas the Council will:

- a) Review Conservation Area Appraisals and Management Plans, and update where necessary;**
- b) Require, where development involves alteration or demolition, that it takes account of the contribution made by the building, structure or site to the significance of the area as a whole, including the merits of any proposed (re)development;**
- c) Seek the retention and re-use of existing buildings and structures;**
- d) Require, where development is to follow demolition, that detailed planning permission for the proposed redevelopment shall be obtained and the implementation of that proposal secured before the existing building or structure is demolished ;**
- e) Require developers to demonstrate how the proposed development will preserve or enhance the significance of buildings, structures and/or sites and of the wider Conservation Area, and their setting taking account of relevant Supplementary Planning Documents, and**
- f) Serve Article 4 directions where required**

HE2.2 As appropriate, the Council will designate additional areas of the Borough for Conservation Area status.

Justification

There are 21 Conservation Areas within the Borough. These contain a major part of the Borough's built heritage and make a significant contribution to the attractiveness and prosperity of the Borough.

The Council wishes to retain the character and quality of these areas. Particular buildings of quality are identified as "positive contributors" in the Conservation Area Appraisals (CAAs). New development should seek to preserve or enhance the significance of buildings, structures, gardens, landscapes, open spaces and/or sites and the wider Conservation Area. The Management Plans (MPs) for each of these Conservation Areas (CAs) set out specific requirements for development.

Trafford Grove (Stretford), Church Road (Urmston), Barnfield (Urmston) and Hale Barns are potential areas for new Conservation Area designation.

Three of the Conservation Areas are currently identified on the Heritage at Risk (HAR) Register, as maintained by Historic England. These areas are George Street, Barton Upon Irwell and Empress. Historic England has prioritised HAR for some time now and has set out in a strategy (2011-15) the actions it will take to reduce the number of assets at risk. Where possible, future funding opportunities will be targeted towards assets on the "at risk" list(s) prepared by Historic England and/or the Council.

HE3 – Heritage assets

HE3.1 The Council will seek to identify, preserve and enhance heritage assets and their settings of Trafford's historic environment through the development of a Heritage Strategy, the maintenance of the Historic Environment Record, an up to date Heritage at Risk Register, the preparation of a local list, Supplementary Planning Documents, masterplans or development briefs, as appropriate and in addition, those heritage assets identified through the planning process, HER or Trafford's HLC. The Council will also serve Article 4 directions where required.

Justification

National guidance makes clear the importance for Local Authorities to provide and maintain a Historic Environmental Records.

The Greater Manchester Historic Environment Record (HER) is a database comprising records of heritage assets, investigative events, sources, landscape and character data. The database sits on a geographic information system, and is linked to a substantial paper and digital image archive, and supported by the expert knowledge of GMMMAAS staff. It is used for objective decision making in the planning process, provides an evidence base for local authority spatial strategies, and is a key educational, research and public information tool.

The HER should be used to assess the extent, significance and condition of known heritage assets and the contribution that they may make to future development in the area. It should also be used to help predict the likelihood that new heritage assets, particularly sites of historic and archaeological interest, will be discovered, including through the development process.

Listed buildings are available to view on Historic England's website. There are over 250 listed buildings in Trafford and it is important that any alterations to listed buildings respect the significance of the building. Listed building consent is required for any alteration which affects the special interest of the building or structure.

Three Registered Parks and Gardens are located within the borough and face different pressures to the Borough's other Heritage Assets. Dunham Park has become a very popular tourist attraction and the pressures associated with this in terms of visitor related development need to be carefully managed to ensure the historic character is not lost. Sale and Brooklands Cemetery is falling into a state of disrepair. However the area contains the graves of many famous people including JP Joule and the husband of Emily Pankhurst making it an area of historic interest and importance. Stamford Park is another well used asset that needs refurbishment but care is needed to ensure this is in line with its historic design.

A number of other parks and gardens are considered to be non-designated heritage assets including John Leigh Park which borders Sandiway Conservation Area and is significant for its historic parkland.

Watch Hill is Trafford's only Scheduled Monument. The Monument includes a motte and bailey castle on a triangular promontory formed by the bank of the River Bollin on the south side and the steep side of a gorge on the north side. The Council will have regard to its status as a site of national importance when determining whether development proposals will impact on the Monument and/or the setting of this significant archaeological asset.

Trafford's Local List recognises those parts of the historic environment which are not worthy of statutory designation, but nonetheless make a significant contribution to the character and local distinctiveness of the borough.

Criteria has been developed for assessing non designated heritage assets which takes account of the range of heritage assets in Trafford, recognising that "local distinctiveness may lie as much in the commonplace or everyday as it does in the rare and spectacular" (Historic England- Good Practice Guide for Local Listing, May 2016). The criteria provide a sound basis for identification and represent the varied historic environment in Trafford. Categories include any non -designated heritage asset such as a building, structure, monument, site, place, route, area or landscape identified as having a degree of significance because of its heritage interest.

For a heritage asset to be considered for the Local List it must not already be statutorily designated as a listed building, scheduled monument or registered park or. Those non designated heritage assets located within conservation areas are identified as positive contributors within the accompanying conservation areas appraisals and management plans.

Sites of archaeological importance are non-designated heritage assets. There may be potential for further discovery of non-designated heritage assets with archaeological interest and GMAAS will be consulted on all planning applications on sites of archaeological importance.

HE4 – The historic environment and new development

HE4.1 All new development must consider surrounding building styles, landscapes and historic distinctiveness, taking into account any potential harm resulting from cumulative impact of successive alterations over time.

HE4.2 Developers must demonstrate how their development will preserve the significance of, complement and enhance heritage assets and their settings. This includes development involving the demolition or alteration of a heritage asset.

- HE4.3** Consideration of all options to avoid and mitigate harm to a heritage asset must be demonstrated. Buildings and structures should be retained and re-used as a first priority. However, if harm is unavoidable then appropriate mitigation/compensation measures will need to be agreed by the LPA.
- HE4.4** Changes of use to a heritage asset will be supported where it can be demonstrated that the proposed use would not harm its significance.
- HE4.5** Proposals which seek to re-use or modify a heritage asset by improving its environmental performance and/or improve accessibility in accordance with their significance will be considered favourably unless this is outweighed by harm to the significance of the heritage asset.
- HE4.6** The Council will seek to work with utility providers and other partners/ external organisations in order to upgrade utilities, street furniture, public realm and new technologies such as charging points whilst preserving the character and local distinctiveness of the area.
- HE4.7** Accordingly, developers will be required to demonstrate how their development will preserve or enhance the following heritage assets and their settings in relation to their significance:
- a) listed buildings;
 - b) sites included on the Historic England Register of Historic Parks and Gardens of Special Historic Interest;
 - c) Scheduled Monuments;
 - d) sites of archaeological significance;
 - e) the character of prominent or historic skylines or landmarks, including those running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon and any other historic skylines, identified through the Conservation Appraisals, Local List, historic landscape characterisations, SPDs or masterplanning work;
 - f) other non-designated heritage assets of significance that have been identified on Trafford's Local List, through Trafford's Urban Historic Landscape Characterisation Report or through the planning process;
 - g) heritage at risk and the reuse of buildings.
- HE4.8** Development will be encouraged where significance is enhanced or revealed and makes a positive contribution to local character, distinctiveness and sense of place.
- HE4.9** In areas of archaeological importance developers will be required to:
- a) Identify the presence or absence of remains of archaeological significance and take into account the potential for new finds; and
 - b) Set out a framework for dealing with investigation, recording and preservation of any remains.
- HE4.10** Proposals for signage and lighting affecting a heritage asset will be permitted where they are sympathetic in scale, proportions, design details and materials and where they do not significantly harm the character and appearance of a Conservation Area or identified Heritage Asset.
- HE4.11** The character of prominent skylines, particularly those running from Dunham New Park to Oldfield Road, Altrincham and from the A56 through Bowdon and any other historic skylines or landmarks identified through Conservation Appraisals, Council Design SPD or during the planning process.

Justification

It is important new development should be designed to respect the setting of heritage assets and should consider design principles of scale, height, massing, alignment landscaping, views, vistas, public realm/open spaces, materials and boundary treatments. The architectural style of new development should be of a high quality but not necessarily be a facsimile of existing heritage assets, however new development must form a harmonious group with its neighbours. The generally flat topography of Trafford means that long distant views of historic skylines or landmarks are possible over a considerable distance. Developers will need to demonstrate that views of architectural reference points are protected or revealed.

The cumulative impact of incremental small-scale changes to windows, boundaries and through upgrading of technologies has had an effect on the appearance of heritage assets, their character, identity and the distinctiveness of Trafford's historic environment e.g. The Linotype Conservation Area. Therefore this needs to be considered across all development. Where a development will comprise works to a designated or non-designated heritage asset then building recording may be required. Building recording may comprise detailed archaeological survey or a photographic record, depending upon the significance of the heritage asset and the nature of the works proposed. The survey must be undertaken by a suitably experienced professional.

Unsympathetic advertisements can compromise the quality of the historic environment particularly in the Conservation Areas of Altrincham Town Centre. Signage and lighting must be sensitive to the character of Conservation Areas and Heritage Assets and not contribute to an unacceptable escalation of competitive signage and levels of illumination. For example, large poster boarding and/or large 24 hour illuminated digital advertising are unlikely to be appropriate in Conservation Areas. Additional guidance is provided in the Conservation Area Management Plans and Advertisements SPD.

17. Culture and tourism

CT1 – Culture and tourism

CT1.1 The Council will support the culture and tourism offer, and related developments that enhance the cultural heritage of them in the following locations:

- **Trafford's Town Centres,**
- **Trafford Wharfside; particularly Imperial War Museum North**
- **Civic Quarter, particularly Old Trafford Cricket Ground**
- **Manchester United Football Stadium**
- **Dunham Massey Estate;**
- **Trafford Centre Rectangle**
- **Trafford's waterways including the Mersey Valley, Manchester Ship Canal and the Bridgewater Canal**
- **Trans Pennine Way**
- **Waterside Arts Centre**
- **Parks and gardens including Longford Park**
- **Barton Swing Bridge**

CT1.2 Outside of these locations, the Council will support enhancements to, and the expansion of, the tourism and cultural offer, of an appropriate scale and nature to the location. The temporary use of vacant buildings for cultural uses will be supported.

CT1.3 In the south of the borough outside of Altrincham Town Centre, the existing cultural and tourism facilities and supporting developments such as farm diversification – cafes and working farms, will be protected and encouraged to improve the tourism offer

CT1.4 Planning obligations will be sought, where appropriate, to link new cultural and tourism development to the provision of public art, public realm, improvements to highway and sustainable transport infrastructure and improvements to the quality of existing cultural and tourist facilities.

Justification

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

The cultural and tourist offer helps define Trafford's distinctive identity and attracts people to visit the area. It also has a role in improving health and wellbeing; boosting the local economy, contributing towards regeneration of local areas and providing educational benefits related to the arts and heritage.

The diversity of cultural and tourism facilities within Trafford is showcased by places such as the Dunham Massey Estate, the Imperial War Museum North, Old Trafford Cricket Ground, Manchester United Football Stadium, Trafford's waterways and parks. The Civic Quarter is the most visited place in the Borough with circa 2.5 million visitors per year to Manchester United Football Club and 500,000 to the cricket ground. These places attract large numbers of visitors from both within and outside of the Borough. This policy recognises the importance of these

places and will support developments which will reinforce the provision of cultural and tourism facilities in key locations.

Barton Bridge is a place of significance for heritage and development that supports the cultural and tourist offer at this location will be supported.

18. Green Trafford

GT1 – Green Infrastructure

GT1.1 The Council will seek to protect, enhance and manage Trafford’s Green Infrastructure as a network of connected multi-functional green and blue spaces to provide a wide range of services and benefits for people, places, the economy and the local environment. These include supporting nature recovery networks and the movement of wildlife species; providing sustainable and active travel routes; climate change adaptation and mitigation; water management and quality; increasing physical activity; health and wellbeing; quality of place and economic growth.

GT1.2 This Green Infrastructure network includes sites as defined on the policies map under related policies such as open space, outdoor sport and natural environment. The Green Infrastructure network also includes smaller sites or features such as amenity greenspace, street trees, green roofs, swales and rain gardens which are not shown on the policies map.

Green Infrastructure Opportunity Areas

GT1.3 The Green Infrastructure Opportunity Areas as defined on the policies map (together with the river valleys and catchments, canals and water bodies that form part of the wider network within Trafford) are priority sites for Green Infrastructure enhancement and management

GT1.4 Enhancement of other Green Infrastructure Opportunity Areas will be encouraged as part of development. These include development in locations with the following characteristics:

- a) Areas with high levels of hard surface area which are more likely to be affected by increases in temperature;
- b) Areas with low canopy cover;
- c) Areas with poor air quality;
- d) Areas in flood zones 2 and 3, and/or areas projected to be affected by surface water flooding, as identified by Environment Agency maps;
- e) Areas that form part of and promote the active travel network for walking, cycling and horse riding;
- f) Existing designated and nature conservation sites;
- g) Large parks and open spaces (Neighbourhood, Town, Borough and Country Parks); and
- h) River Valleys and catchments as part of The Catchment Based Approach Areas of Focus in order to mitigate the adverse impacts of development.

Green Infrastructure provision in New Developments

GT1.5 Development should protect and enhance the quality and/or the multi functionality of Trafford’s green infrastructure. All proposals for major development (as defined in national planning policy) should be supported by a dedicated green infrastructure plan, which may be included within a wider landscape plan or strategy.

Site-Specific Green Infrastructure

GT1.6 All new development will be expected to make green infrastructure provision, which can take the form of on site features such as tree and hedgerow planting, green

roofs, green walls, porous surfaces and Sustainable Urban Drainage System schemes. Provided the proposed improvements meet the statutory tests set out in national planning guidance, provision may also take the form of new or improved green infrastructure links from the development to the wider green infrastructure network.

GT1.7 In the majority of cases, new green infrastructure will be required as on-site specific mitigation and enhancements and could also contribute to achieving requirements for Biodiversity Net Gain (Policy NE1). Where specific circumstances justify off-site provision, a financial contribution will be sought as part of a S106 agreement in line with the details provided within any supplementary planning document.

Trees and Woodland

GT1.8 Trees, hedgerows and woodlands will be protected and enhanced as part of Trafford's urban forest in the context of the GM Tree and Woodland Strategy.

GT1.9 New development shall make provision for tree protection and additional tree planting within or close to the application site in line with Local Plan Policy on Site-Specific Green Infrastructure.

Justification

Trafford's green infrastructure resource is a mixture of urban, semi-urban and rural green and blue assets with a wide variety of primary uses such as recreation, flood mitigation and wildlife habitat.

National planning guidance states that Local Plans should identify the strategic location of existing and proposed green infrastructure networks, whilst supplementary planning documents can include the detail in respect of planning, design and management. Strategic policies should make sufficient provision for the conservation and enhancement of the natural environment, including green infrastructure, to address climate change mitigation and adaptation and therefore this policy should be read in conjunction with the Climate Change and Natural Environment policies of this Local Plan.

National planning guidance emphasises the importance of green infrastructure provision in the achievement of sustainable development because of the multiple benefits and ecosystem services provided at a range of scales. A strategic approach to Green Infrastructure in Local Plan preparation is therefore advocated.

The GM 5 Year Environment Plan has the vision for a clean, carbon-neutral, climate-resilient city region where land and water are managed sustainably, with increased investment in and public engagement with our natural environment and an emphasis on nature-based solutions to the challenges posed by climate change.

The Greater Manchester Ecological Unit (GMEU) identified and mapped a strategic priority green infrastructure network for Greater Manchester as part of their Priority Green and Blue Infrastructure Study. This is also identified in GMSF policy GM-G 2. Strategic priority green infrastructure is green infrastructure that delivers the most important ecosystem services such as:

- a) surface water and fluvial flood management;
- b) carbon storage and sequestration;
- c) water quality management;
- d) habitat and wildlife conservation and
- e) public recreation and sustainable travel.

The term green infrastructure is used also includes blue infrastructure including rivers, canals, lakes and other waterbodies, as illustrated on the policies map for Trafford.

Trafford has an extensive network of watercourses, including main rivers such as The Mersey, Baguley Brook, Timperley Brook, Sinderland Brook and The Bollin together with smaller tributaries. Development can have adverse consequences for these watercourses, in terms of impacting on their role as green infrastructure, existing or proposed public access or access for maintenance purposes.

The Priority Green and Blue Infrastructure Study identified Strategic Opportunity Areas and sites with the potential to deliver improvements for ecosystem services across GM. Carrington (part of the GM Wetlands Nature Improvement Area), Stretford Meadows and The Mersey Valley are identified within Trafford.

Components of Trafford's green infrastructure network range from large country parks, linear open spaces, active travel routes, wildlife corridors, waterways, water bodies, river valleys, woodlands and countryside areas to smaller parks and open spaces, amenity green spaces, street trees and green roofs. This green infrastructure network includes and is made accessible by walking and cycle routes, public rights of way, bridleways, countryside access route and trails, all of which facilitate sustainable movement and access for people. However due to this varied scale of green infrastructure components, it is not possible to allocate them all on the policies map. However, it is important to recognise the cumulative role that small pieces of green infrastructure have in contributing to the wider network.

One of the most important Green Infrastructure and Natural Capital assets in Trafford is Sale Water Park, which features prominently in related Local Plan policies such as Water; Culture and Tourism; Natural Environment; Climate Change and Open Space. The site is well-used for both formal and informal recreation and the council recognises its potential to provide a high quality visitor experience within a multi-functioning, well-connected, natural setting.

The council will support the development of a masterplan for the water park, to be delivered in conjunction with partner organisations and groups in the context of GM level initiatives such as The GM 5 Year Environment Plan, The GM Natural Capital Investment Plan and The Bee Network.

Priority Green Infrastructure Assets and Green Infrastructure Opportunities

Due to its dispersed and evolving nature at the macro and micro scale from major countryside sites down to private gardens and street trees, Trafford's entire Green Infrastructure network is not mapped for the purposes of the Local Plan.

Trafford's Green Infrastructure Plan evidence base, developed in conjunction with City of Trees, provides thematic mapping of key Green Infrastructure assets and associated ecosystem services, identifying sites and opportunities for intervention at the Trafford scale.

The GM Tree and Woodland Strategy 'All Our Trees' also provides similar supporting evidence to be incorporated into decision making as part of the planning process.

GT2 – Green Belt

GT2.1 As defined on the policies map, the Council will continue to protect the Green Belt in accordance with national policy in the following four broad areas:

- a) To the south of Hale and Bowdon to the Bollin Valley and Trafford's southern boundary;**
- b) Between Bowdon, Broadheath, Sale, Carrington, Partington, the Ship Canal and Trafford's southern boundary incorporating the villages of Dunham Town, Dunham Woodhouses and Warburton;**
- c) Along the Mersey Valley from its junction with the Ship Canal to the Manchester boundary;**

d) Along the Timperley Brook between Timperley, Hale and Davenport Green.

GT2.2 New development, including buildings, sports and equestrian facilities that meet one of the appropriate purposes specified in national policy, or uses for a temporary period, will only be permitted in Green Belt where it is of a high quality design and respects the openness and character of the landscape.

GT2.3 Proposals for new development should not prejudice the primary purposes of the Green Belt set out in national guidance by reason of its scale, siting, materials or design. Any other development will only be permitted where very special circumstances can be demonstrated.

GT2.4 As regards the exceptions to inappropriate development listed in national policy the following will apply:

Extensions or alterations

GT2.5 A large single extension or the cumulative impact of previous extensions will be taken into account. Extensions should not be disproportionate to original buildings. Proposals to extend buildings which have already been extended should have regard to the scale, height, footprint and architectural style/character of the original part of the building.

Replacement buildings

GT2.6 A new building will only constitute a “replacement” if it is sited on or in a position that substantially overlaps and is not materially larger than that of the original building (discounting any extensions made to the building), unless it can be clearly demonstrated that an alternative position including consideration of hard standings, curtilages and enclosures and means of access, would not increase the overall impact on the openness of the Green Belt.

Redevelopment

GT2.7 Any development on previously developed land must be of a high quality, in keeping with the surrounding character and not have a greater impact on the openness of the Green Belt than the existing development.

Limited infilling

GT2.8 As defined in national policy “limited infilling in villages” in Trafford is only considered to apply to those villages listed below that are washed over in the Green Belt:

- a) Dunham Massey Town**
- b) Dunham Woodhouses**
- c) Warburton**

Enhancement

GT2.9 Proposals that will enhance the beneficial use of the Green Belt and/or will provide opportunities to mitigate or provide compensation enhancements against losses to Green Belt, where exceptional circumstances have been demonstrated, will be supported, provided the proposals preserve openness and do not conflict with the purposes of Green Belt. Particular proposals include those that encourage healthy lifestyles as set out in Policy IP3, improve access as part of Trafford’s Green Infrastructure Network and that create and improve habitats, including opportunities through biodiversity net gain.

GT2.10 Renewable energy projects will be supported in line with NPPF where clear wider environmental benefits can be demonstrated and where openness and the purposes of Green Belt are not affected.

Justification

Approximately two fifths of Trafford is Green Belt land, which serves to control development pressures to preserve the open character of the countryside and to assist in urban regeneration.

The primary objective of Green Belt policy is to prevent urban sprawl by keeping land permanently open with its essential characteristics being openness and their permanence. Green Belt designation of the land shown on the Policies Map will protect important countryside areas of Trafford from unnecessary and unwanted development.

The review of the Green Belt is being undertaken through the GMSF process and not the Local Plan.

New buildings and flood lighting to improve sport and recreation facilities have been developed in the Green Belt particularly in the Mersey Valley. The increasing demands to provide more high quality facilities to promote healthy lifestyles and retain Trafford's sporting profile are likely to result in more pressure on the Green Belt. Careful consideration will be needed to ensure there are no adverse effects on the landscape and character of the surrounding area.

There is an increasing desire to extend existing dwellings in the Green Belt in Trafford. This can affect the openness and character of an area and is a particular issue in Dunham, Warburton and parts of Timperley. This can often be an issue when an extension is proposed to a building which has already been extended. For building extensions to be acceptable in the Green Belt it is essential that they should neither prejudice the open character of the Green Belt, nor be disproportionate in relation to the original building. Original building means the building and outbuildings/structures as it was originally built, or as it existed on 01 July 1948 if constructed before this date. This will avoid negatively affecting the character of the area. A relatively modest extension to a previous extension may therefore be unacceptable. Any harmful and intrusive extensions that could potentially be constructed under permitted development rights would not be seen as justified against the policy in terms of a fall-back position for approval if they are deemed to be inappropriate/disproportionate.

When considering the redevelopment of previously developed land the definition in NPPF will be strictly applied. Previously developed land does not include buildings that were last occupied by agriculture, horticulture or forestry, car parks, recreation grounds and allotments or where the remains of a fixed surface structure has blended into the landscape such as a former landfill site.

When assessing the adverse impact on the openness of the Green Belt this should involve both visual and spatial elements. The character, massing, views through and dispersal of any proposed redevelopment will need to be considered as well as its footprint. Careful consideration will also need to be given to the infrastructure requirements of any new development particularly traffic generation as this could affect an areas character and openness.

Opportunities for infilling in Trafford's washed over villages or any location in the Green Belt is considered to be limited as considerable parts of these villages are within Conservation Areas. When considering proposals for infilling a preference for affordable housing may be appropriate only where it addresses a particular need.

Enhancement

The Green Belt provides multi-functional green infrastructure opportunities for informal recreation, sport, cycle, footpath and bridleway access, landscape enhancement, biodiversity net gain, flood water management and nature conservation. Providing more recreational opportunities and improved accessibility to these for both locals and visitors can encourage healthier lifestyles.

Where exceptional circumstances have been demonstrated to release land from the Green Belt remaining Green Belt areas provide opportunities to mitigate and provide compensation enhancements against these losses. Trafford's Green Belt has seen a number of changes to sports facilities and equestrian facilities to enhance their quality and/or accessibility securing long term sustainability. Whilst these uses are appropriate it is important they are sensitively integrated into the rural landscape.

The Carrington Green Infrastructure Opportunity Area in the GMSF and Trafford's Green Infrastructure network provides particular opportunities for these enhancements alongside opportunities in the Mersey Valley, and land east of Hale Barns adjacent to Davenport Green. The proposed allocation areas in the GMSF at Carrington and Timperley Wedge contain areas for development and removal from Green Belt. However, compensatory measures to create more accessible woodland, wetland and meadow areas with new and improved cycle routes will be created in areas within the allocations that will remain in Green Belt. THE GMSF will provide more detail on these and the implementation mechanisms.

Policy CC2 on Low Carbon and Renewable Energy sets out the potential locations and opportunities for major strategic renewable heat and energy projects

GT3 – Agricultural land

GT3.1 In order to support Trafford's agricultural community, the Council will consider appropriate farm buildings to support agricultural use as well as diversification proposals where it can be demonstrated that the proposal would not:

- a) Replace the existing agricultural use;
- b) Have a detrimental impact on the existing ecology and landscape of the area; and,
- c) Be contrary to Government Guidance or other policies within this Plan.

GT3.2 Access to public transport in rural areas should be improved as part of proposals for new farm buildings or diversification.

GT3.3 In line with national policy and other policies in the development plan, any development within Flood Zone 2 or 3 should be accompanied by a flood risk assessment.

Justification

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

Applications for agricultural dwellings or buildings and for the removal of agricultural occupancy conditions will be determined in accordance with national guidance and SPDs, where relevant.

19. Natural environment

NE1 – Natural Environment

NE1.1 Trafford's protected natural environment assets, as shown on the policies plan, include:

- (i) Designated sites, habitats and species of European, national, regional, city regional and local importance including:
- a) European Protected Species;
 - b) Sites of Special Scientific Interest (SSSI);
 - c) Sites of Biological Importance (SBI);
 - d) Local Nature Reserves;
 - e) Ancient Woodland;
 - f) Sites of geological and geomorphological importance;
 - g) Local Nature Conservation Sites;
 - h) Wildlife Corridors;
 - i) Areas of strategic importance as identified in The GM Ecological Framework
 - j) Habitats and species identified in the Greater Manchester Biodiversity Action Plan (GM BAP)

- (ii) Defined landscape character types including:
- a) Wooded Claylands – Timperley Wedge and open areas adjacent to River Bollin;
 - b) Wooded Estate lands – centred around the Dunham Massey Estate;
 - c) Settled Sandlands – Dunham and Warburton;
 - d) Mossland – Carrington Moss;
 - e) River Meadowlands – low-lying areas of the River Bollin and Mersey;
 - f) Wooded River Valley – east section of the River Bollin from M56 to A56; and
 - g) Urban River Valley – Manchester Ship Canal and canalised River Mersey.

NE1.2 These natural environment assets are shown on the policies map and included in Appendix 2

NE1.3 All proposals for major development, as defined in national planning guidance, will need to consider their impact on the natural environment, whilst demonstrating how natural assets are to be conserved and enhanced, for example through the delivery of measurable biodiversity net gain, contributing to habitat connectivity and nature recovery networks.

NE1.4 To ensure the protection and enhancement of Trafford's natural environment, developers will be required to demonstrate how their proposals:

- Protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural and landscape assets, having regard not only to its immediate location but its surroundings and context
- Protect natural environment assets throughout the construction process

NE1.5 Given the spatial distribution of landscape character sites and ecological networks, the council will work collaboratively with other authorities, for example through the GM Natural Capital Group (Local Nature Partnership), to restore, protect and enhance landscape character and ecological and nature recovery networks.

NE1.6 The following sites have been identified as Biodiversity Opportunity Areas due to their location, scale and potential to support nature recovery networks as well as offering significant scope to accommodate biodiversity net gain improvements:

- a) Wellacre
- b) William Wroe Park (former municipal golf course)
- c) Davyhulme Millennium Nature Reserve
- d) Urmston Meadows
- e) Stretford Meadows
- f) Trafford Ecology Park
- g) Longford Park
- h) Turn Moss
- i) Sale Water Park
- j) Priory Gardens
- k) Dainewell Park and Woods
- l) King George V Pool/Timperley Moat
- m) Rossmill
- n) The Devisdale

NE1.7 A Biodiversity Net Gain approach will also be applied as part of master planning for the GMSF allocations at New Carrington and Timperley Wedge and subsequent planning applications.

Justification

National planning policy states that plans should identify and map components of the local ecological networks in order to protect and enhance biodiversity and to increase resilience to current and future pressures. These networks include the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them.

Plans should also promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species and identify and pursue opportunities for securing measurable net gains for biodiversity.

Trafford's natural environment and natural environment assets provide a range of services and benefits for people, places and biodiversity including ecological connectivity, habitat and species protection, nature recovery networks, place and local identity, improved health and wellbeing, mitigating climate change and improving water and air quality.

The need for development to protect and enhance biodiversity is established in a range of legislation relating to designated sites, including the Conservation of Habitats and Species Regulations (2017, as amended) (the Habitats Regulations) and the Wildlife and Countryside Act (1981, as amended).

Duties relating to biodiversity outside designated sites are primarily within the Natural Environment and Rural Communities Act (2006).

Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. The delivery of Biodiversity Net Gain will facilitate adherence to relevant legislation and policy, including:

- The Conservation of Habitats and Species Regulations (2017, as amended)
- Wildlife and Countryside Act (1981, as amended) (WCA)
- The Natural Environment and Rural Communities (NERC) Act (2006)
- National Planning Policy Framework (NPPF) (March 2019)
- Biodiversity 2020: A strategy for England's wildlife and ecosystem services

- A Green Future: Our 25 Year Plan (25 YEP) to Improve the Environment (Defra, January 2018)

Natural capital refers to stock of renewable and non-renewable natural resources such as air, water, soils and minerals as well as plants and animals.

Ecosystem services flow from natural capital, whilst biodiversity constitutes the living component of natural capital. Maintaining biodiversity is important for maintaining the scale and resilience of ecosystem service delivery.

Supporting and/or enhancing natural capital is a key element of the Greater Manchester Natural Capital Investment Plan, which includes habitat banking as one of the key investment opportunities for the delivery of off-site Biodiversity Net Gain in line with the guidance and approach adopted across GM as part of the Urban Pioneer.

Delivering Biodiversity Net Gain will not only enhance biodiversity, but also provide benefits for Trafford's stocks of natural capital.

20. Open space, sport and recreation

OS1 – Open Space

- OS1.1** The council will provide, connect and protect a high quality, multi-functional network of open spaces across Trafford.
- OS1.2** All protected parks and open spaces are identified on the Policies Map, whilst individual parks within the hierarchy below are listed in Appendix 2:
- a) Country Parks
 - b) Borough Park
 - c) Town Parks
 - d) Neighbourhood Parks
 - e) Local Parks
- OS1.3** The Council will protect, improve and connect existing open spaces such as parks, play areas and recreation grounds as defined by the typology employed in the Open Space Assessment:
- a) Parks and open spaces
 - b) Children’s play and youth space
 - c) Amenity green space
 - d) Semi Natural Greenspace
 - e) Playing fields
 - f) Other open spaces including cemeteries, memorial gardens and community gardens

Open space provision in new developments

- OS1.4** Proposals for major new residential development will be expected to demonstrate how they help to:
- a) Improve the quantity and quality of accessible open space in the local area
 - b) Improve and connect the existing network of open space in with the walking, cycling and active travel network
 - c) Address any quantitative or qualitative deficiencies revealed through the open space assessment or any related strategic study of open space provision in Trafford
 - d) Contribute to the provision of a high quality, accessible range of children’s play and youth facilities
- OS1.5** All new major residential developments as defined in national planning policy will be expected to make open space provision in line with the council’s open space standards, taking into account existing local provision, site constraints and the most effective means of meeting the open space needs of new residents. . Where off-site local provision represents the most effective method of meeting open space needs, this will be secured via a Section 106 agreement.
- OS1.6** Residential developments of 50 or more units will be expected to make on-site open space provision, unless valid justifications are made as part of an open space assessment or site constraints exist which make on-site provision unfeasible.
- OS1.7** Trafford’s open space standards are detailed below in table 5. These standards are derived from the Fields in Trust Guidance for Open Space Provision, applied to current provision across Trafford.

Table 5: Trafford’s open space standards

Provision	Quantitative Standard per 1000 Population	Accessibility Standard (Distance from home)
Local Open Space	1.35ha (13,500sqm)	300m
Children’s Play and Youth Provision	0.14ha (1,400sqm)	240m
Semi Natural Greenspace	2.0ha (20,000sqm)	1200m

OS1.8 Further information on open space provision via developer contributions is contained within the Planning Obligations Policy PO1 and through the more detailed information contained within the Planning Obligations SPD.

OS1.9 The council’s open space standards will be applied to strategic GMSF allocations at New Carrington and Timperley Wedge and also as part of the residential components of proposals within the identified Areas of Focus.

Loss of open space

OS1.10 Development that potentially results in a quantitative loss of open space will only be permitted where one or more of the following exceptions have been met:

- a) Equivalent or better replacement open space in terms of quantity and/or quality and will be provided in a suitable, accessible location; or
- b) An up to date assessment shows the site to be surplus to community requirements for any open space use; or
- c) The proposed development is ancillary to and complements the existing or an amended open space use for the site

OS1.11 It is important to note that areas of public open space not allocated as protected open space on the Policies Map remain protected by the provisions of this policy and Policy GT1 Green infrastructure and will be subjected to the application of the exceptions outlined above.

Local Green Space

OS1.12 National planning policy enables local communities to identify and propose the designation of Local Green Space through the Local Plan process, including the development of Neighbourhood Plans.

OS1.13 The council will therefore consider applications for Local Green Space designation where they meet the criteria set out in national planning policy.

Allotments

OS1.14 An adequate supply of allotment provision will be maintained to meet existing and future needs. Individual sites are listed in Appendix 2 and are shown on the Policies Map.

OS1.15 Allotment sites in Trafford will be protected from development unless they are proven to be surplus to community requirements, they cannot serve an alternative open space use or improved alternative provision is made.

OS1.16 New allotments and communal growing space will be sought from within residential developments to meet the needs of the new residents where appropriate

Cemeteries and burial spaces

OS1.17 Trafford's existing cemeteries and crematoria will be protected as open spaces for burial and memorial use as allocated on the policies map.

OS1.18 The Council will protect the existing cemeteries at Urmston, Sale, Altrincham, Hale and Dunham and seek to address the identified shortfall in burial space by supporting applications for burial grounds where the proposals satisfy the following criteria:

- **Sustainable location in terms of accessibility via roads, public transport and active travel networks**
- **Not at risk of flooding;**
- **Located outside a Groundwater Source Protection Zone**

OS1.19 Proposals for new burial space in the Green Belt will need to be the subject of a sequential test to demonstrate that there are no suitable alternative sites outside the Green Belt.

OS1.20 Opportunities to enhance the biodiversity value of cemeteries and burial spaces will be explored, for example by securing off-site biodiversity net gain and access improvements in the context of Trafford's GI network.

Justification

Providing access to a range of high quality, multi-functional, connected open spaces is important for the physical, mental and emotional well-being of Trafford's residents, as well as providing the setting for formal and informal recreation and physical activity, supporting housing and economic growth and helping to achieve inclusive neighbourhoods.

'Green and Connected' and 'Health and Wellbeing' are two of the council's key Corporate Objectives, linked to Trafford's Health and Wellbeing Strategy and Sports and Physical Activity Strategy ('Trafford Moving') via The Trafford Partnership. Within The Council's Corporate Plan, the 'Green and Connected' strategic priority refers to maximising Trafford's green spaces and encouraging their continued use through proper maintenance and promotion of active lifestyles.

National planning policy places a strong emphasis on the importance of open space for sport and physical activity and also for the health and well-being of communities by enabling and supporting healthy lifestyles. Planning policies should be based on robust and up-to-date assessments of open space and recreation facilities, from which issues and opportunities can be identified.

The GMCA commissioned Natural England, supported by Ordnance Survey, to undertake a Greater Manchester Accessible Natural Greenspace Analysis. The study complements the existing greenspace audits and strategies that have been produced by the ten districts of Greater Manchester to support their own district Local Plans by considering and identifying a consistent evidence base for accessible greenspace. The study found that:

- Approximately 44% of residents in Greater Manchester live within 300 metres from an accessible natural greenspace of at least 2 hectares in area,
- Approximately 79% of residents in Greater Manchester live within 2 km from an accessible natural greenspace of at least 20 hectares in area.
- Approximately 74% of residents in Greater Manchester live within 5 km from an accessible natural greenspace of at least 100 hectares in area.
- Approximately 61% of residents in Greater Manchester live within 10 kilometres from an accessible natural greenspace of at least 100ha in area.

At the local level, this policy has been informed by the council's open space assessment, which measures public access to greenspace against the nationally recognised Natural England ANGST

standard at both ward and neighbourhood level to provide a comprehensive picture of provision and issues to be addressed.

Key issues highlighted in Trafford include a limited range of open space types and accessibility in the north east of Trafford in areas where residential growth is proposed, including several allocated Areas of Focus.

Given the scale of residential growth proposed for Trafford over the plan period in the urban area within identified Areas of Focus, there will be a need to provide open space and recreational facilities to support and sustain this growth, whilst providing further opportunities to remedy deficiencies in quantity and quality of provision apparent through the open space assessment and greenspace strategy.

It is not appropriate to set quantitative standards for general amenity greenspace as this is not covered in the Fields in Trust guide for recreational open space provision, although amenity spaces are included in the open space assessment in terms of residents' access to greenspace, which uses Natural England's widely recognised Accessible Greenspace Standard.

Similarly, quantitative standards are not set for outdoor sports provision in the form of playing fields in keeping with the current Sport England approach to planning for outdoor sport. However, due to their multi-functional role, playing fields are included in the accessible greenspace evidence. Further detail is included in the outdoor sport policy.

An updated Greenspace Strategy will highlight priorities for investment in the context of the parks hierarchy, including information relating to the quality of parks and open spaces and facilities under the council's management.

Children's Play and Youth Facilities

The three-tiered structure will be used to guide the provision of children's informal and equipped play space areas in line with Fields in Trust guidance:

- LAPs (Local Areas for Play)
- LEAPs (Local Equipped Areas for Play)
- NEAPs (Neighbourhood Equipped Areas for Play)

Further technical detail and costs relating to open space will be available in the Planning Obligations SPD.

Allotments

Allotments create potential for local food production, healthy lifestyles and physical activity, whilst also forming an important part of Trafford's green infrastructure and nature network.

Trafford's provision of allotments amounts to approximately 1,500 plots across 37 sites, which equates to provision of approximately 7 plots per 1000 population. Opportunities to make provision for communal growing space will be explored through the GMSF allocations outside the urban area and also as part of residential developments within the identified Areas of Focus. This ratio will be employed as a guide to potential provision.

Cemeteries and burial space

Cemeteries and burial space including churchyards represent an important but often overlooked open space resource that provide important benefits and services in terms of access to greenspace, biodiversity and green infrastructure.

However, cemeteries and burial grounds are particularly adversely affected by flooding and as such must not be located in areas of flood risk (from any source of flooding). Applications will be

refused if there is any risk of flooding to the site, regardless of the results of any sequential test or evidence based needs assessment.

Similarly, these sites have the potential to contaminate groundwater supplies and are therefore the subject of rigorous regulations from the Environment Agency to ensure that there are no adverse impacts for identified Groundwater Source Protection Zones, which are available as open source data.

National planning policy lists facilities for cemeteries as being potentially acceptable in Green Belt. However, the presumption is that this relates to existing cemeteries and that new cemeteries and burial grounds would need to demonstrate exceptional circumstances before being permitted in Green Belt, in line with the Green Belt policy of this plan.

OS2 – Indoor leisure

- OS2.1** The Council will encourage the continued use of indoor sports facilities within Trafford and will support proposals which expand and enhance the range of such facilities, where they do not conflict with other Local Plan policies.
- OS2.2** Provision of new indoor sports facilities which help to meet an identified need, as demonstrated by the Council's most up to date assessments, will be encouraged to ensure that provision is accessible across Trafford.
- OS2.3** Support will also be given to proposals that enable community use of school facilities, particularly where they help to meet indoor sport needs of local communities as identified by the Council's most up to date assessments.
- OS2.4** Where there is an identified need for new, or improvements to existing, indoor sports facilities, planning obligations, Community Infrastructure Levy (CIL) or equivalent contributions may be required on residential developments of more than 10 dwellings.
- OS2.5** Development involving the loss of indoor sports facilities, including their change of use, will only be granted permission were it can be demonstrated that:
- a) a detailed needs assessment clearly shows that the site is no longer required to meet an identified need; or
 - b) equivalent of better replacement facilities in terms of quantity and quality are provided to compensate for those lost, and are easily accessible for existing and potential new uses; or
 - c) the proposal is for alternative indoor sport provision, where the needs for which clearly outweigh the loss, and it can be demonstrated that there are no reasonable alternative sites available.

OS3 – Outdoor sports facilities

- OS3.1** The Council will protect existing playing pitches and outdoor sport facilities allocated on the policies map as protected open space, parks hierarchy or priority outdoor sport, recognising that provision for outdoor sport is often made in a variety of settings, including council managed parks, education sites and on privately owned and managed sites.

- OS3.2** The Council will support proposals which improve the quality, capacity, accessibility and management of outdoor sports facilities, particularly at sites and within areas identified as priorities part of the most recent Playing Pitch Strategy evidence.
- OS3.3** Proposals for new outdoor sports facilities should ensure harm to character and the historic and natural environment is avoided in line with other Local Plan policies.
- OS3.4** Although Sport England consultations through the planning process are confined to those involving impacts on playing fields as defined in national planning policy and reinforced in Sport England's planning guidance, the approach contained within this policy will be applied to all sports covered by the playing pitch strategy and protected on the policies map.

Outdoor sports provision in new developments

- OS3.5** As part of residential development proposals of around 300 dwellings or a lower number of dwellings which have a proposed capacity of 600 residents or more, the council will use information provided by Sport England as part of the statutory consultation process and compare this with information contained within the most recent Playing Pitch Strategy evidence.
- OS3.6** A decision will then be reached in conjunction with developers, agents and relevant council services and partners as to whether:
- a) existing provision is able to accommodate the additional demand
 - b) improvements are required to increase capacity at existing provision in order to meet the demand or
 - c) new provision is required
- OS3.7** In all cases, Sport England's most up to date costs will be used to determine the level of any developer contributions, as detailed in the Planning Obligations SPD.
- OS3.8** This policy will be applied to the Council's Areas of Focus (Policies AF1-8) in the context of the development of masterplans and planning applications in order to identify existing and potential issues of supply and demand across that area and in the relevant locality area as defined in the playing pitch strategy.
- OS3.9** Similarly, this approach will be applied to the strategic allocations of the GMSF at New Carrington and Timperley Wedge.

Loss of outdoor sports facilities

- OS3.10** The loss of playing pitches and outdoor sports facilities will only be permitted where one or more of the following criteria have been satisfied:
- a) a comprehensive assessment demonstrates that that the site is no longer required to meet current or future demand for outdoor sport
 - b) equivalent or better replacement facilities are proposed in terms of quantity, quality and accessibility
 - c) the proposal is for alternative outdoor or indoor or sport or open use that meets identified need that outweighs any adverse impacts of the loss of playing pitch or outdoor sports facilities.

Golf courses

- OS3.11** Existing golf courses will be protected and enhancements encouraged to their green infrastructure functions appropriate to their setting. The sites are listed in Appendix 2 and allocated on the Policies Map.

OS3.12 In considering applications for new and/or expanded gold courses the Council will give consideration to the following criteria:

- a) The impact of the development (including any buildings) on the landscape qualities of the area**
- b) The effect of the scheme on the rural character of the area, including the balance of formal and informal land uses in the locality**
- c) The effect of the proposal on the conservation of natural habitats**
- d) The effect of any proposal that would lead to the irreversible loss of the best and most versatile agricultural land and**
- e) Other relevant policies in the Local Plan and National Planning guidance.**

Justification

The improvement of the health, social and cultural wellbeing of communities and the need to provide sufficient community and cultural facilities to enable this represents a key focus of national planning policy.

The importance of access to high quality open spaces and opportunities for sport and recreation that can make an important contribution to the health and well-being of communities is also emphasised in national policy.

Local Plans needs to be based upon a robust evidence base, with national policy recommending that information gained from assessments is used to guide the provision of open space, sports and recreational provision. For Trafford, this takes the form of the adopted Playing Pitch Strategy Assessment Report and Action Plan, reviewed annually, along with additional sport-specific evidence such as the Local Football Facilities Plan.

An updated Playing Pitch Strategy (PPS) for Trafford was completed and adopted during 2017/18 in accordance with Sport England's updated guidance. The purpose of the PPS is to assess the supply and demand of playing pitches in Trafford in order to develop proposals for the improvement of the stock and quality of playing pitches. This involved assessing different areas within Trafford as well as looking at Trafford as a whole. The areas as assessed were North (Old Trafford and Stretford), West (Urmston and Partington), South (Altrincham) and Central (Sale).

Sport England's approach to planning for outdoor sport is embedded in the Council's approach, which is underpinned by a detailed understanding of existing provision, condition and capacity across the borough in order to respond effectively to development proposals that create significant potential levels of demand in terms of outdoor sports facilities.

Sport England Guidance identifies 5 stages to be followed in developing and maintaining a PPS:

- Stage A: Prepare and tailor the approach (Step 1)
- Stage B: Gather information and views on the supply of and demand for provision (Steps 2 & 3)
- Stage C: Assess the supply and demand information and views (Steps 4, 5 & 6)
- Stage D: Develop the strategy (Steps 7 & 8)
- Stage E: Deliver the strategy and keep it robust and up to date (Steps 9 & 10)

Headline issues identified in Trafford's 2017 Playing Pitch Strategy included:

- general spare capacity of grass football pitches, especially for adult 11 v 11 football pitches. Some of this capacity is created by clubs purposefully underusing pitches in order to maintain the quality of the pitch surface. However there is overplaying on some pitches in Trafford.
- 10% of Trafford's football pitches regarded as of "good" quality and 27% are have been classified as in "poor" condition.

- During the peak cricket season, there is a sufficient supply of match sessions with enough spare capacity to cater for future demand. However nearly 50% of available pitches are located in the south.
- Rugby league's primary demand is sufficiently met as Trafford currently only has one team, although the 35 rugby union pitches represent a shortfall of 5 pitches for the 7 clubs and 67 teams. The south has the largest proportion of rugby pitches.
- a shortfall of at least 1 sand based or water based (not 3G) artificial grass pitch with floodlighting in the central location for Hockey.
- Demand for lacrosse, Gaelic sports, tennis, crown green bowling and athletics in Trafford is currently sufficiently catered for. Tennis however does have a need for flood lighting on courts and the quality of the athletics tracks needs improving.
- a shortfall of at least 7 full size 3G artificial grass pitches that are required for community use.

The strategy is reviewed annually to reflect changes and key issues emerging over that period that have had an impact on the provision of outdoor sports facilities.

Sport England's 'Towards an Active Nation' Strategy aims to target the 28% of people who do less than 30 minutes of exercise each week, with a focus on the least active groups; typically women, the disabled and people from lower socio-economic backgrounds.

The Strategy will help deliver against the five health, social and economic outcomes set out in the Government's Sporting Future strategy:

- Physical Wellbeing
- Mental Wellbeing
- Individual Development
- Social & Community Development
- Economic Development

In keeping with this focus and the 'GM Moving', GM's blueprint for physical activity, the council and partners have developed a Sports and Physical Activity Strategy 'Trafford Moving' which aims to get every resident in Trafford moving more, every day. Currently, 24.3 per cent of Trafford residents are inactive, which means they do 30 mins of activity or less a week.

The strategy supports the council's Corporate Plan under the 'Health and Wellbeing' and 'Green and Connected' strategic priorities and the aim for Trafford to become a national beacon for sports, leisure and activity for all, by investing in leisure facilities across the borough and encouraging more people to get involved in physical activity. By creating better spaces and places to be physically active and attracting key sports investment into the borough, the council aims to make Trafford a place where residents start well, live well and age well by being more active.

The Football Association's (FA) National Football Facilities Strategy (NFFS) provides a strategic framework that sets out key priorities and targets for football over a ten-year period, with a simple vision that "Within 10 years we aim to deliver great football facilities, wherever they are needed"

The Strategy sets out shared aims and objectives it aims to deliver on in conjunction with The Premier League, Sport England and the Government, to be delivered with support of the Football Foundation.

These stakeholders have clearly identified the aspirations for football to contribute directly to nationally important social and health priorities.

To support in delivery of the NFFS, a Local Football Facility Plan (LFFP) has been produced for every local authority across England. Trafford's LFFP identifies priority sites for investment as part of a scoring matrix, the delivery of which through partnership funding will also meet some of the critical issues identified through the PPS.

Trafford is well provided for with golf courses. As well as providing opportunities for sport and promoting opportunities for healthy life style golf courses have an important function as green infrastructure, providing valuable habitats, landscape and routes for walking and cycling. Situated on the edge of the urban areas in the Green Belt they connect to the wider countryside. Improvements to golf courses that strengthen these links would be valuable in enhancing green infrastructure.

21. Natural resources

NR1 – Waste

- NR1.1 The Council will support sustainable waste management and ensure that Trafford makes an appropriate contribution towards meeting Greater Manchester’s waste management needs.**
- NR1.2 The Council will support waste management development on the sites, and within the areas, identified through the Greater Manchester Joint Waste Development Plan Document (April 2012) subject to proposals complying with criteria within the Plan.**
- NR1.3 All developers of new waste management facilities will be required to demonstrate the proposal’s consistency with the principles of the waste hierarchy (prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort).**
- NR1.4 In determining planning applications for waste management, the Council will have full regard to the environmental, social and economic impacts of development proposals, including the scope for securing long-term benefits in improving the environment, the regeneration of areas in need of investment, co-location with other employment uses and the sustainable transport of waste by modes such as rail and the Manchester Ship Canal.**

Justification

Greater Manchester as a whole produces a range of waste types which require management using a variety of modern facilities. Waste management needs to move forward from our current dependence on disposal by landfill to reduction, reuse and recycling. Waste management facilities have a range of environmental, social and economic impacts which need to be taken fully into account in the planning decision-making process.

The ten local authorities in Greater Manchester produced a Joint Waste Plan for Greater Manchester in order to enable the most potential for efficient and effective working on detailed waste planning matters.

The Greater Manchester Joint Waste Plan was adopted in April 2012 and is part of the statutory development plan for Trafford. The Plan includes a set of policies which assist in the consideration of waste planning applications and identifies suitable locations for potential new waste management facilities.

Annual monitoring of waste facility and capacity and changes in likely future needs will inform whether and when an update of the Waste Plan is required, including as a result of the growth in development set out in the Local Plan and GMSF.

NR2 – Minerals

- NR2.1 The Council will ensure the sustainable management of mineral resources and make an appropriate contribution towards assisting Greater Manchester to meet its contribution to the regional apportionment for land-won aggregate and the maintenance of an appropriate land bank.**
- NR2.2 The Council will support minerals extraction, storage, recycling, processing and transfer on the sites, and within the areas, identified through the Greater**

Manchester Joint Minerals Development Plan Document (April 2013) subject to proposals complying with criteria within the Plan.

NR2.3 In determining planning applications for minerals development, the Council will have full regard to the environmental, social and economic impacts of development proposals, including the scope for the sustainable transport of minerals by modes such as rail and the Manchester Ship Canal, and the need, where necessary, to ensure the effective restoration and aftercare of sites.

NR2.4 In determining planning applications for all new development, the Council will have full regard to Mineral Safeguarding Areas and Areas of Search as identified through the Minerals Plan to protect mineral resources from needless sterilisation.

Justification

The extraction, storage, recycling, processing and transfer of minerals is an important activity providing materials for the power, construction and manufacturing industries and creating jobs. Minerals development also has a range of environmental, social and economic impacts which need to be taken fully into account in the planning decision-making process.

The ten local authorities in Greater Manchester produced a Joint Minerals Plan for Greater Manchester in order to enable the most potential for efficient and effective working on detailed minerals planning matters.

The Greater Manchester Joint Minerals Plan was adopted in April 2013 and is part of the statutory development plan for Trafford. The Plan includes a set of policies which assist in the consideration of minerals planning applications, safeguards minerals resources which are likely to be required in the future and identifies areas within which new or expanded minerals extraction is likely to be suitable.

Annual monitoring of minerals extraction and changes in likely future needs will inform whether and when an update of the Minerals Plan is required, including as a result of the growth in development set out in the Local Plan and GMSF.

22. Water and flood management

WF1 – Flood risk and water management

- WF1.1** The Council will manage development in areas at risk of flooding within the Borough, having regard to the vulnerability of the proposed use and the levels of risk from all sources in the specific location. This will involve, where necessary, a sequential approach to determining the suitability of land for development and the application of the exception test as set out in national policy and guidance.
- WF1.2** Developers will be required to demonstrate, where necessary by a Flood Risk Assessment (FRA) at the planning application stage, that account has been taken of existing and future flood risk from all sources, as identified in the Strategic Flood Risk Assessment (SFRA), and having regard to climate change.
- WF1.3** Development should incorporate flood mitigation and management measures appropriate to the use and location. This should ensure that the development is safe throughout its lifetime, and include measures for sustainable water management in order to reduce flood risk, avoid adverse impacts on water quality and, where possible, enhance green infrastructure. These measures will be required to improve water efficiency and reduce surface water runoff through the use of Sustainable Drainage Systems (SuDS), appropriate to the different parts of the Borough as identified in the SFRA, and taking into account the hierarchy of drainage options as set out in national guidance.
- WF1.4** Developers should, where practical and appropriate, use alternatives to culverting and seek to re-open existing culverts in the design of new development.

Justification

A Strategic Flood Risk Assessment for Greater Manchester was published in 2008 and identified broad flood risk arising from all sources within the sub-region.

In 2009 Manchester, Salford and Trafford Councils commissioned a Level 2/Hybrid Strategic Flood Risk Assessment (SFRA). This study provided a detailed assessment of flood risk arising from rivers, including revised maps for flood zones, canals, sewers, surface water and groundwater.

The Manchester, Salford and Trafford Level 2/Hybrid SFRA comprised a Level 1 Report (2010), User Guide (2010), Level 2 Report (2011), comprehensive mapping and a mapping index (2011). Key elements included detailed outputs on flood risk arising from the Manchester Ship Canal, the Bridgewater Canal, the River Mersey at Carrington and within Sinderland Brook catchment. A number of Critical Drainage Areas (CDAs) were also identified due to known surface water and sewer flooding issues. The User Guide provided technical advice on reducing runoff within CDAs and advised that Flood Risk Assessments (FRAs) will be required for developments within these areas on sites of 0.5 Hectares or above.

A separate Greater Manchester Surface Water Management Plan was produced in 2012/2013. This plan was a study of surface water flood risk and provided evidence to support local authorities in Greater Manchester to prioritise and take action to manage that risk.

As part of the preparation of the Greater Manchester Spatial Framework (GMSF), an updated Level 1 SFRA for Greater Manchester has been produced (2019). This document supersedes the 2008 study, providing an updated overview of flood risk in the sub-region and identifying a number of areas for further work. An updated Level 2/Hybrid SFRA for Greater Manchester has been

commissioned and when complete this will supersede the Manchester, Salford and Trafford Level 2/Hybrid SFRA.

Evidence from the most up-to-date SFRA has been used to assist in applying the Sequential and Exception tests to identify locations for development in the Local Plan and will be used to assist in determining planning applications. The SFRA will also be of benefit in informing the Council's role as a Lead Local Flood Authority with responsibilities under the Flood and Water Management Act 2010 and related Regulations, including future updates of its Local Flood Risk Management Strategy (2014).

The Borough has an extensive network of main rivers, ordinary watercourses, canals and other water bodies. Sustainable water management has an important role in terms of reducing flood risk and ensuring that development does not cause any deterioration in the status of inland waters, as required by the European Union Water Framework Directive.

In developing its strategic policies for flood risk and water management, the Council has had regard to the Environment Agency's North West River Basin Management Plan and relevant Catchment Flood Management Plans. Recognising the close hydrological and functional links with neighbouring authorities, the Council will also continue to work with the Greater Manchester Combined Authority, other districts, the Environment Agency, United Utilities and other stakeholders on a range of other water and flood management studies and strategies.

Culverting of watercourses has a number of potential adverse impacts on flood risk and water management, due to the risk of blockage, limited access for maintenance purposes and wider impacts on the environment. Developers should, where practical and appropriate, use alternatives and seek to re-open existing culverts when formulating development proposals.

Effective engagement with developers, early in the planning application process, will be a key element in designing safe and sustainable development to ensure that the objectives of this policy are met.

WF2 – Safeguarding areas for flood management

WF2.1 The Council will safeguard the following areas for flood management, as identified on the Policies Map:-

- a) Sale Water Park Flood Storage Area**
- b) Timperley Flood Storage Area**

WF2.2 Within, and adjacent to, these areas sustainable development will be supported where the following criteria are satisfied:

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

Justification

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

Development within or adjacent to areas used for flood management can have a negative impact on their proper functioning, for example by buildings and other hard surfaces reducing the ability of flood waters to be stored naturally in times of flood and increasing runoff downstream or in

adjacent areas. Development within or adjacent to flood management areas can itself be at unacceptable risk from flooding, such as through inadequate access and lack of provision for emergency evacuation.

Development also needs to allow for adequate access to flood management areas for the purpose of maintenance, such as the proper operation of sluices and other infrastructure.

23. Environmental protection

EP1 – Land contamination

- EP1.1** Where a development is known to be on historic contaminated land or contamination could be an issue, applications will not be approved unless it is supported by proportionate but sufficient site investigation information in a risk assessment.
- EP1.2** Development will only be permitted on land effected by contamination where it is demonstrated that the contamination and land gas can be satisfactorily managed or remediated so that it is suitable for the proposed end use and will not impact on the groundwater environment, human health, buildings and the wider environment, during demolition and construction phases as well as during the future use of the site.
- EP1.3** In line with other policies in the Development Plan the development of brownfield land and therefore the Council will work with developers to safely bring forward derelict land for development.

Justification

There are sites effected by contamination within Trafford as a result of previous land uses. In order to make the most effective use of previously developed land within Trafford. It will be important to ensure that, where possible. Such land is remediated through the development process so that it is suitable for redevelopment.

A risk assessment will need to determine the existence or otherwise of contamination, its nature and extent, the risks it may post and to whom/what so that these risks can be assessed and satisfactorily reduced to an acceptable level. The risk assessment should identify and evaluate any risks. The Local Planning Authority will determine whether further more detailed investigation is required, or whether any proposed remediation is satisfactory as set out in a remediation plan. A risk assessment should inform an Environmental Impact Assessment if one is required.

EP2 – Noise

- EP2.1** Development which is considered to be noise sensitive, such as housing, which will be adjacent to major sources of noise such as roads, railways and industrial premises, must be accompanied by a noise assessment as part of the planning application process. This should include a demonstration of how mitigation measures will be put in place without putting unreasonable restrictions on existing businesses.
- EP2.2** Proposals for end uses that would generate high levels of noise, such as industrial developments using noisy machinery, noisy sports, bars and nightclubs must be accompanied by a noise assessment as part of the planning application process.

Justification

The impact of noise is a key consideration for residential amenity, it is important to protect residential and noise sensitive areas to ensure no harm to amenity. It is also necessary to

consider noise creep and the cumulative impact of development. Noise sensitive uses are considered to be those where a quiet environment is key to the requirements of the use.

EP3 – Air quality

- EP3.1 A range of measure will be used to achieve improvements to air quality in Trafford including, but not limited to, the following:**
- a) Locating development in the most sustainable locations, thereby reducing reliance on the private car;**
 - b) Create layouts in new developments which minimise conflict between vehicular and pedestrian/cyclist movement where possible, to create routes for recreational or active travel that separate people from the worst affected areas for air quality;**
 - c) Promote higher density development close to public transport to ensure the most efficient use of land in the most sustainable locations;**
 - d) Include measures to minimise air pollution at the design stage and incorporate best practice in the design, construction and operation of the development;**
 - e) Provide Electric Vehicle Charging Infrastructure for electric and ultra-low emission vehicles in accordance with Policy ST7, whilst also supporting the aims of Policy CC2;**
 - f) Include green infrastructure in the design of the development and support the expansion of Trafford’s urban forest resource in line with the GM Tree and Woodland Strategy and Policy GT1, as well as tree planting measures linked to identified areas of poor air quality;**
 - g) Promote active travel links to and from development sites, and seek opportunities to link to key service centres and/or existing active travel routes;**

Justification

Poor air quality has the potential to have an adverse impact on environmental quality, health and wellbeing and it is therefore one of the key issues facing Greater Manchester. The health implications of poor air quality mean that Local Plans need to include effective planning policies that help to reduce levels of harmful air pollutants such as nitrogen oxides, nitrogen dioxide (NO₂), particulate matter (PM) and their associated consequences for people, places, the built and natural environment and also the economy.

Greater Manchester has been instructed by government to develop a Clean Air Plan to bring Nitrogen Oxide (NO₂) levels within legal limits as soon as possible. This could include a Clean Air Zone (CAZ) which is an area where targeted action is taken to improve air quality, by discouraging the most polluting vehicles from entering the zone. These proposals will be subject to further consultation across Greater Manchester.

Greater Manchester has designated an Air Quality Management Area (AQMA) which covers those areas that regularly exceed the national air quality objective for Nitrogen Dioxide (NO₂). A series of roads in Trafford are within the AQMA including much of the A56, the M60 and key routes in the north of the borough, particularly around Trafford Park. The Greater Manchester Air Quality Action Plan sets out measures which will reduce air pollution within the Greater Manchester AQMAs.

Strategic air quality initiatives are being led at a Greater Manchester level but there are also steps which Trafford can take to improve air quality and help to ensure NO₂ levels are within legal limits in the shortest time possible.

Tree planting in areas of poor air quality can help to improve air quality when implemented in the correct locations through urban cooling and shade provision, which can help to improve air quality due to the temperature dependency of many pollutants, for example by reducing the levels of

ozone produced at ground level. Trees can also remove pollutants from the air and absorb or intercept airborne particulate matter, although in some cases this may only be temporary, whilst the potential release of volatile organic compounds (VOCs) by trees also needs to be taken into account.

The 2019 i-Tree survey for GM via City of Trees estimated that the total level of air pollution removal from the current tree stock to be 847 tonnes, or the combined annual emissions from 2,000 average cars. For Trafford, the highway tree stock is estimated to filter an estimated 7.9 tonnes of airborne pollutants each year, whilst the filtration of Sulphur Dioxide alone was equivalent to the emissions of 2,940 cars every year.

Although air pollution removed by deposition in the urban environment is low due to the small scale of realistic planting schemes and the relatively slow rate of transfer of pollution particles and to leaf surfaces, tree planting has an important role to play in helping to control its distribution by reducing its dispersion close to its source.

Therefore, although tree planting designed and implemented in the wrong way has the potential to trap pollutants and increase public exposure, the potential benefits properly considered tree planting at the design stage serve to emphasise the need for green infrastructure and transport policies and design to be well-aligned as part of new developments and place-shaping activity, as design of our urban infrastructure, including green infrastructure, will determine where air pollution is produced, and how it disperses.

EP4 – Hazardous installations

EP4.1 The development of hazardous installations must demonstrate that they will not:

- a) Increase the risk for residents and members of the public, unless suitable measures can be agreed to mitigate risk;**
- b) Compromise the primary function of the employment locality or the operations of neighbouring users;**
- c) Compromise the potential for economic regeneration of the wider area;**
- d) Bring about a significant deterioration in the quality of the environment of the surrounding areas; and**
- e) Be contrary to other policies in the Development Plan for Trafford.**

Justification

This policy seeks to control the development of hazardous installations or the individual or cumulative impact of new developments close to hazardous installations to avoid exposing people to risk, whilst at the same time not conflicting with Local Plan Policy on supporting economic growth.

The Council is obliged to consult with the Health and Safety Executive (HSE) and other statutory consultees regarding development proposals for new or affecting existing hazardous installations where there is potential for increased numbers of existing or planned populations to be exposed to risk. The HSE will advise the Council regarding development within the consultation zone of a hazardous installation.

Proposals for the development of new hazardous installations will be subjected to very careful assessment in consultation with the HSE to determine the scale of risk to both the prospective workforce and the occupiers of adjacent developments before any planning consent for development is granted.

For existing hazardous installations, proposals for nearby development will be subjected to a similar approach as for new hazardous installation developments. Although development within designated safety zones is not automatically excluded, appropriate consideration will need to be

given to the associated level of public risk, for which detailed information will be required to demonstrate how this risk will be managed and mitigated for future residents, occupants and those involved in the construction phases.

24. Planning obligations

PO1 – Planning obligations

- PO1.1** Development that would generate specific adverse impacts that cannot be mitigated against through the use of planning conditions or that would result in a material increase in the need for or the demand upon infrastructure, services, facilities and/or maintenance, will only be granted planning permission subject to appropriate planning obligations being put in place. These planning obligations must ensure that adequate mitigation measures are put in place that would make the development sustainable and acceptable in planning terms.
- PO1.2** Planning obligations will only constitute a reason for granting planning permission if they meet all of the three statutory tests set out in the Community Infrastructure Levy Regulations 2010, 2019 (as amended):
- a) The obligation is necessary to make the development acceptable in planning terms;
 - b) The obligation is directly related to the development; and
 - c) The obligation is fairly and reasonable related in scope and kind to the development.
- PO1.3** Planning obligations will be sought for all new development (including mezzanines), redevelopment and changes of use where appropriate. The nature and level of onsite or offsite provision or financial contributions will be established on a case by case basis, relating to the type and size of the development proposal and to the adverse impacts that would be caused as result of the development. A Planning Obligations SPD will be used to determine the level of planning obligations required along with any appropriate evidence base documents or assessments.

Infrastructure types

- PO1.4** Planning obligations may be sought for the following types of infrastructure either through new or improved existing provision and facilities or through financial contributions, however, this list is not exhaustive:
- a) Affordable housing;
 - b) Highways infrastructure;
 - c) Sustainable transport and active travel schemes;
 - d) Measures to reduce the impact of climate change;
 - e) Measures that contribute to biodiversity net gain;
 - f) Specific green infrastructure, such as tree planting
 - g) Flood resilience and avoidance measures;
 - h) Spatial green infrastructure, such as parks play areas and outdoor sports facilities;
 - i) Indoor sports facilities, including swimming pools and gyms;
 - j) Education facilities;
 - k) Health facilities;
 - l) Community facilities;
 - m) The historic environment;
 - n) Utilities and Digital Infrastructure;
 - o) Allotments and cemeteries; and
 - p) Public art.

PO1.5 Planning obligations will principally be delivered through Section 106 Agreements. There will be a presumption in favour of the on-site provision of benefits sought by planning obligations and the Council will normally expect the developer to carry out the works. However, where it is not practicable or desirable to deliver these benefits on-site, or where a development is required to contribute towards strategic infrastructure or facilities, a financial contribution will be sought towards the provision of these benefits offsite.

Long term maintenance

PO1.6 Contributions towards the maintenance of new facilities or of improvements to existing facilities will be identified within the Planning Obligations SPD for some types of infrastructure (e.g. the cost for Specific Green Infrastructure includes a provision for the care and maintenance of new trees). However, the Council or other organisations have a statutory responsibility to maintain some types of infrastructure, such as adopted highways, and so contributions towards the maintenance of these cannot be collected. For all other infrastructure, where the developer and the Council agree to transfer maintenance and management liabilities to the Council or other organisations, a commuted maintenance sum will be required as a Negotiated Element of a Section 106 agreement.

Reduced planning obligations

PO1.7 Development will be permitted with reduced planning obligations compared to policy requirements only where:

- a) The applicant has submitted a viability appraisal that reflects the recommended approach in national policy guidance and provides a clear explanation for any assumptions that deviate from those used in the Council's latest strategic viability assessment (or the equivalent document in place at the time planning permission is granted);**
- b) The value of the planning obligations has been maximised having regard to likely viability;**
- c) A clawback mechanism has been incorporated into a legal agreement, where appropriate, to ensure that additional mitigation is provided in final development viability is better than anticipated in the viability assessment; and**
- d) The benefits of the development outweigh the lack of full mitigation for its impacts, having regard to other material considerations.**

PO1.8 The production of viability appraisals and evidence will be wholly the applicant's responsibility. However, it is the role of the Council to assess the appraisals and evidence produced by the applicant and form a conclusion on the financial viability of a scheme and whether on that basis the scheme can provide a policy compliant level of planning obligations.

Community Infrastructure Levy

PO1.9 The Council has a CIL Charging Schedule which was adopted on 7 July 2014. The Council will continue to apply the CIL charging schedule or its replacement at the time that permission is first granted in accordance with the CIL Regulations 2010, 2019 (as amended). Planning obligations will still be required for CIL liable developments where they are required in order to make a development acceptable in accordance with the CIL Regulations 2010, 2019 (as amended).

Monitoring and management of planning obligations and CIL

PO1.10 The monitoring and management of planning obligations will be undertaken regularly to ensure that all obligations entered into are complied with on the part of the both the developer and the Council, and that all financial contributions are spent in accordance with the terms of the S106 Agreement. The Council will produce an Annual Infrastructure Statement in accordance with the CIL Regulations 2010, 2019 (as amended) or any other such monitoring statement, to identify the Council's CIL and Section 106 receipts and spending and to identify priorities for the use of planning obligations and CIL funds.

Justification

Viability work undertaken as part of the Local Plan will determine the types of infrastructure contributions will be sought for and what the value of these contributions will be.

At the heart of the NPPF (February 2019) is a presumption in favour of sustainable development, a principle that is supported through the GMSF (revised draft 2019).

To ensure sustainable development, it is critical to the delivery of the Local Plan that the necessary infrastructure is provided to support the level of growth identified as guided by an Infrastructure Development Plan (IDP) as well as any additional site specific requirements to support development proposals.

The provision of well-planned infrastructure which takes account of current and future needs is crucial to the well-being of communities and to economic growth. The Council's Infrastructure Development Plan will identify the social, economic and environmental infrastructure required to support the development and growth set out in the Local Plan.

Planning obligations

In accordance with the NPPF (February 2019) planning obligations will be sought in the form of onsite or offsite infrastructure provision or financial contributions where necessary in order to make otherwise unacceptable development acceptable. Planning obligations will only be used where it is not possible to address unacceptable impacts through a planning condition and they will be sought in accordance with Regulation 122 of the CIL Regulations (2010, 2019) as amended.

Planning obligations will be determined on a case by case basis and will be informed by a 'Planning Obligations SPD' or its replacement at the time that planning permission is first granted. Further details of planning obligations will be detailed through the relevant policies of the Local Plan.

The type and value of planning obligations required will be determined on a case by case basis in accordance with the three statutory tests of the CIL Regulations 2010, 2019 (as amended) and the Council's SPD1 'Planning Obligations' or its replacement at the time that planning permission is first granted.

CIL

The Council has a CIL Charging Schedule which came into effect on 7 July 2014. Revisions to the CIL Regulations made in September 2019 mean that, where they are necessary in order to enable a development to be permitted and where they are in accordance with Regulation 122 of the CIL Regulations 2010, 2019 (as amended), the Council will ask for planning obligations for infrastructure types that will also be funded through CIL contributions from the same development.

CIL will be monitored regularly and CIL funds, priorities and spending will be reported through the Council's Annual Infrastructure Statement.

Viability

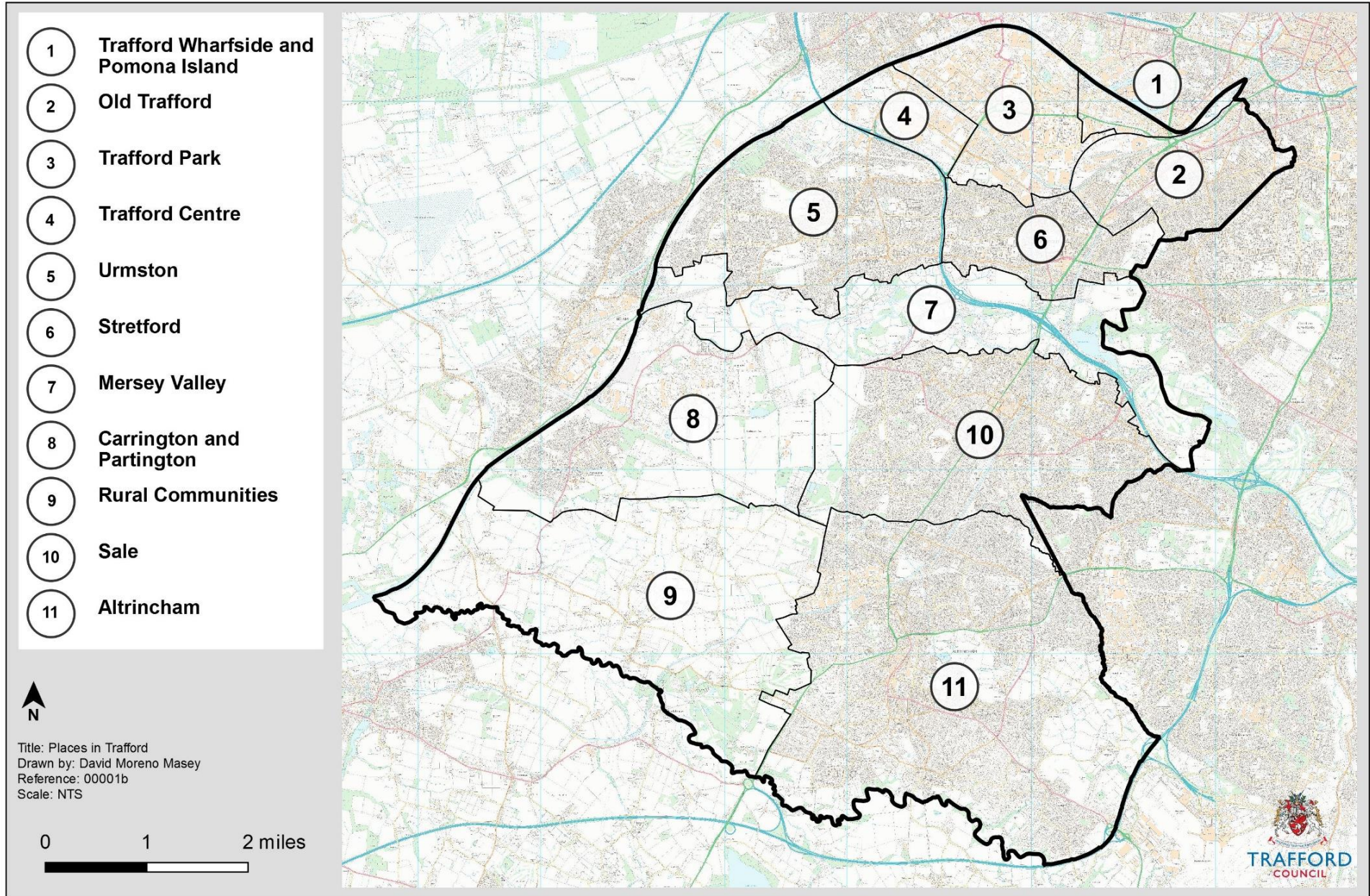
All planning applications where a developer considers that, on viability grounds, a reduced level of planning obligations should be provided in respect of a development will be required to provide a viability assessment.

Viability assessment will be made publically available in full on the Council's website alongside other documents that form part of the planning submission. Evidenced justification for specific inputs and outputs underpinning the viability assessment will be asked for where additional clarity is required.

A payment will be required to cover the Council's costs in assessing the viability information, including appointing a suitably qualified professional to analyse and interrogate the contents of the viability assessment and any supporting documentation. If an unusual level of input is required into the assessment of viability, further payment may need to be made.

Details of the viability assessment requirements will be provided through the Council's Validation Checklist (adopted 20 November 2018) or its replacement at the time that a planning application is validated.

Appendix 1 – Trafford’s Places map



Appendix 2 – Site allocations

(To be inserted: listed by policy)

Appendix 3 – Trafford’s Housing Trajectory

(To be inserted)