

Trafford Local Plan



2022-2039

Publication Version
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1. Introduction

Setting the Scene

- 1.1. Trafford is located in the southwest of Greater Manchester and has a population of approximately 237,000, representing around 8.5% of the Greater Manchester population. It covers some 10,600 hectares (41 square miles) and is characterised by a diverse mix of communities.
- 1.2. The borough borders Salford and Manchester to the north and east, and Warrington and Cheshire East to the south, where the River Bollin forms the boundary.
- 1.3. Trafford is a major centre for industry and business, with significant long-established estates such as Trafford Park, one of the largest industrial estates in Europe. It also offers a high-quality natural environment, including leafy suburbs and extensive areas of countryside, much of which is designated Green Belt. The borough supports a strong rural economy and a range of valuable wildlife habitats that enhance ecological diversity and provide important green corridors.
- 1.4. Trafford has a highly regarded education system and consistently ranks among the top five local authorities nationally for educational attainment. Housing demand is strong, with the highest average house prices in Greater Manchester.
- 1.5. The borough benefits from excellent digital infrastructure, with 99% coverage of superfast broadband. Trafford is also a major visitor destination, with attractions such as Imperial War Museum North, Manchester United Football Club, Lancashire Cricket Club, and the Trafford Centre area which together attract over 40 million visitors annually.
- 1.6. Trafford is highly accessible, with good Metrolink, bus and rail and canal connections, as well as motorway and highway access. The borough is also in close proximity to Manchester Airport. The completion of the Trafford Park Metrolink extension in 2020 has significantly improved access to Trafford Park and Trafford Centre area by non-car modes.



- 1.7. Trafford's distinct local character is shaped by its historic environment and heritage assets, which are central to the borough's identity and recognised in national planning policy.

Trafford in the Sub-Region

- 1.8. Trafford generates approximately £8.1bn in economic output, is home to over 11,000 businesses and has accounted for almost one quarter of new job creation across the city region over the past two decades.
- 1.9. Trafford Park is a strategic employment site of regional and national significance, supporting a diverse range of jobs and businesses. It hosts several major international employers and remains a vital economic asset for Trafford and Greater Manchester.
- 1.10. Growth delivered through the Local Plan will benefit both local communities while also contributing to wider objectives for Greater Manchester to become a world-class city region.
- 1.11. Accordingly, Trafford Council will continue to work collaboratively with the Greater Manchester Combined Authority (GMCA), Greater Manchester authorities, neighbouring councils, and any future Cheshire and Warrington Mayoral Combined Authority to deliver sustainable growth through joint working and the Duty to Cooperate.

Planning within Greater Manchester: PfE Joint Local Plan 2022 – 2039 (Adopted 2024)

- 1.12. Places for Everyone (PfE) is the adopted joint Local Plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes and sustainable growth. PfE was adopted by Trafford Council on the 21 March 2024, and it forms part of the statutory Development Plan for the borough.
- 1.13. At its core, the purpose of PfE is to coordinate housing, employment and infrastructure across the plan area in a way that is sustainable, deliverable and aligned with economic priorities.
- 1.14. In doing this PfE has established the spatial strategy for the nine districts; to boost the competitiveness of the north, sustain the competitiveness of the



south and continuing to regenerate and deliver significant growth within the core area.

- 1.15. The following key components reflect the PfE spatial strategy and will deliver sustainable development across the plan area:
 - a) Prioritising the reuse of brownfield land for development.
 - b) Directing development to the Core and Inner areas, as well as key centres.
 - c) Growth along sustainable transport corridors.
 - d) Targeted release of Green Belt, to facilitate strategic growth locations for housing and employment.
 - e) Infrastructure-led development; and
 - f) Net zero and environmental priorities.
- 1.16. PfE sets out the number of new homes required for each district, where businesses will locate to sustain and create jobs, identifies strategic allocations and what infrastructure is needed to support development, as well as protecting and enhancing the towns, cities and landscapes of the plan area.
- 1.17. This Local Plan reflects the PfE spatial strategy and the provisions and requirements of the plan and, as such, must be read alongside it. In some cases, the PfE policies are considered to provide sufficient guidance and requirements on a particular issue, the Local Plan therefore does not cover these policy areas.

Purpose and Role of the Local Plan

- 1.18. The purpose and role of this Local Plan is to provide greater local detail to the policies within PfE (where appropriate) and/or address Trafford specific matters directly.
- 1.19. Trafford is a key part of Greater Manchester, with a strong and growing economy, high quality residential neighbourhoods, significant employment areas such as Trafford Park, and important environmental assets including the Mersey Valley. The borough faces significant pressures for new homes,



employment space and infrastructure, alongside the need to respond to the climate emergency.

- 1.20. To address these pressures, whilst maximising the borough's strengths, this Local Plan sets out the spatial vision, strategic objectives and planning policies to guide the future development of Trafford over the period 2022 – 2039 (the plan period). To help achieve this, this Local Plan also allocates land for development and protection.

Policy and Legislative Context

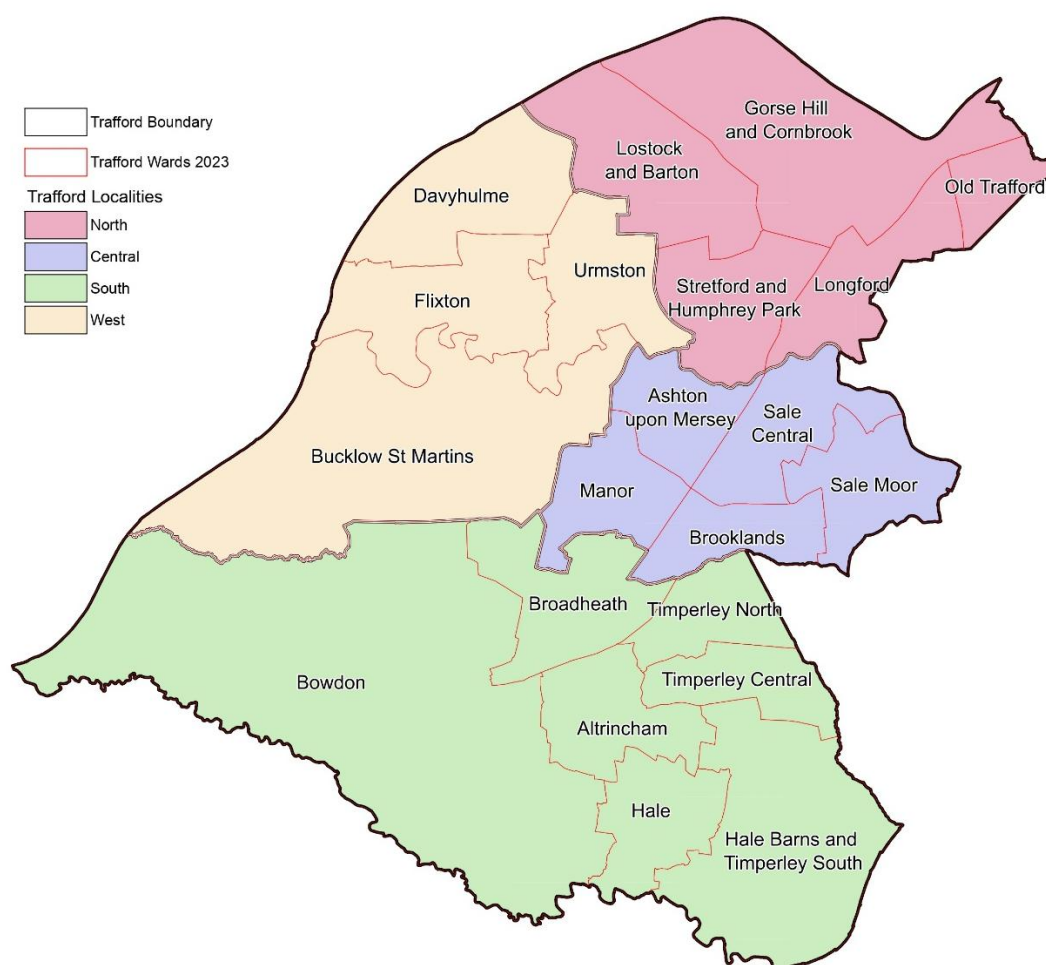
- 1.21. The Local Plan forms part of the statutory development plan for Trafford. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications will be determined in accordance with the development plan unless material considerations indicate otherwise.
- 1.22. This Local Plan has been prepared in accordance with national legislation and policy, including the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance. The Plan reflects the presumption in favour of sustainable development and seeks to positively plan for the homes, jobs and infrastructure required in Trafford.
- 1.23. Once adopted, this Local Plan will replace the policies in the Civic Quarter Area Action Plan (2023), the Trafford Core Strategy (2012) and Trafford Unitary Development Plan (2006), as set out in Appendix 2.
- 1.24. Following the adoption of the Local Plan, Trafford's Development Plan will comprise the following:
 - a) Trafford Local Plan
 - b) PfE Joint Local Plan (adopted 2024)
 - c) Greater Manchester Joint Waste Plan (adopted April 2012)
 - d) Greater Manchester Joint Minerals Plan (adopted April 2013)
 - e) Warburton Neighbourhood Development Plan (adopted 2026)
 - f) Altrincham Neighbourhood Business Plan (adopted 2021)



- g) In addition, Trafford adopted a Community Infrastructure Levy Charging Schedule in 2014.

How to Use this Plan

- 1.25. The Local Plan should be read as a whole. Proposals for development will be assessed against all relevant policies within the Plan, alongside the PfE joint Local Plan and any other relevant development plan documents, including neighbourhood plans, as well as other material considerations.
- 1.26. The Local Plan has the Trafford Locality Areas at its heart, and these are referenced throughout the document. There are four Localities in Trafford – North, South, Central and West - and these are shown on Figure 1-1.



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Figure 1-1: Trafford Localities Plan

North Locality

- 1.27. The North Locality is bounded by the Manchester Ship Canal and Salford to the north, Manchester to the east, the River Mersey to the south, and largely by the M60 to the west. The population of the north locality has a relatively young age profile, reflecting a mix of families and young professionals. Old Trafford is the most densely populated area and is characterised by terraced housing and some areas of deprivation
- 1.28. The area contains a number of internationally significant assets, including Manchester United Football Club, Lancashire County Cricket Club, Trafford Park, Trafford City, the Trafford Centre and the Imperial War Museum North.
- 1.29. Residential areas are predominantly high density comprising mainly terraced and semi-detached housing, with newer apartment developments closer to



Manchester City Centre. The North Locality has the largest proportion of flats and private rented homes in the borough and benefits from strong public transport and walking, wheeling and cycling connectivity.

- 1.30. Trafford Wharfside and the Civic Quarter are key focii for regeneration, while Trafford Park forms part of the PfE Core Growth Area, supporting significant employment. The southern edge includes Stretford Town Centre and the Mersey Valley, much of which is in the Green Belt and provides important recreational and ecological assets.

South Locality

- 1.31. Trafford South is the largest locality, located in the south of the borough and south-west of Greater Manchester. It is bounded by Manchester and the M56 to the east, with Manchester Airport immediately adjacent, Cheshire East to the south along the River Bollin, and Warrington to the west via the Manchester Ship Canal.
- 1.32. The area is characterised by a clear west–east contrast, with the rural, Green Belt-dominated Bowdon and Dunham Massey Estate in the west and more urban and suburban settlements to the east. The southern locality is generally affluent, with higher household incomes, house prices and levels of home ownership, and low overall deprivation, albeit with some localised exceptions in Broadheath and Timperley Central.
- 1.33. Bowdon Ward is predominantly rural with low housing density and an older population, while the eastern wards form a largely continuous built-up area focused on Altrincham, Trafford’s largest town and a sub-regional centre with good links to Metrolink and bus routes and a revitalised town centre. Broadheath is a key employment and retail location containing Trafford’s most populated ward and areas of relative deprivation.
- 1.34. The southern locality also includes the Davenport Green (Timperley Wedge) allocation, delivering new homes, employment space, community infrastructure, enhanced green space and improved public transport connectivity.



Central Locality

- 1.35. The central locality is the smallest locality, comprising the wards of Ashton upon Mersey, Brooklands, Manor, Sale Central and Sale Moor. It is tightly constrained by Green Belt to the north, along the Mersey Valley corridor, Carrington to the west, Altrincham and Timperley to the south, and Wythenshawe, in Manchester to the east. The locality is predominantly residential and densely populated, with a median age of around 40.
- 1.36. The area is relatively affluent, with incomes and levels of home ownership above national averages; however, this masks significant internal disparities, with pockets of deprivation in Manor and Sale Moor and comparatively poorer health outcomes. The Central Locality has a growing and diversifying population, including an increasing minority ethnic community.
- 1.37. The Locality benefits from extensive green and recreational assets, including Sale Water Park, the Trans Pennine Trail, the Bridgewater Canal and a number of Green Flag parks. Sale town centre provides the main focus for retail, leisure and services, supported by local centres at Sale Moor and Ashton upon Mersey.
- 1.38. The locality is well connected by the M60, A56, Metrolink and active travel routes, although congestion and severance along the A56 present challenges. Ongoing regeneration, including improvements to Stanley Square and Sale West, seek to enhance connectivity, housing provision and town centre vitality.

West Locality

- 1.39. The Western Locality comprises the wards of Bucklow-St Martins, Davyhulme, Flixton and Urmston, and is bounded by the Manchester Ship Canal to the north and west, the M60 and Trafford Centre to the east, and Sinderland Brook and Red Brook to the south. The area is predominantly residential. with industrial uses focused around Carrington and Partington as well as significant planned residential and employment development at New Carrington.
- 1.40. The locality is characterised by relatively low population diversity compared to the borough average and a housing stock dominated by semi-detached and terraced homes, with smaller household sizes prevailing. Employment levels



are slightly below the Trafford average, alongside poorer overall health outcomes. There are also areas of deprivation, particularly within Partington.

- 1.41. The locality benefits from extensive green and recreational assets, including parts of the Mersey Valley, Green Belt, nature reserves, parks and Sites of Biological Importance, which form an important green corridor separating the urban areas of Carrington and Sale. Urmston town centre provides the main hub for retail, leisure and services, and is a focus for regeneration.
- 1.42. Transport connectivity varies across the Locality, with good rail and bus provision in Urmston and Flixton but substantially weaker links in Carrington and Partington.
- 1.43. The PfE New Carrington strategic allocation is located in the West Locality and is a key component of the spatial strategy. It will deliver significant housing and employment growth, alongside new infrastructure and improved connectivity, supporting the creation of a more sustainable and integrated community.

Vision and Strategic Objectives

- 1.44. The Local Plan Vision and Strategic Objectives set out the long-term aspirations for Trafford. These reflect the PfE spatial strategy, as well as Trafford specific issues and priorities. The Spatial Strategy considers overall development needs and how this should be distributed across the borough.

Structure of the Local Plan

- 1.45. The Local Plan is structured into thematic policy chapters within which is a series of policies. This is followed by the site allocations, structured by each of the localities (where relevant) – see Table 1-1.

Table 1-1: Local Plan Structure

Chapter Number	Chapter Symbol	Chapter Heading
1		Introduction
2		Vision and Strategic Objectives



Chapter Number	Chapter Symbol	Chapter Heading
3		The Spatial Strategy
4		Climate Resilience
5		Residential Development
6		Economy and Jobs
7		Transport and Movement
8		Town Centres and Retail
9		The Natural Environment
10		Open Space, Play, Sport and Recreation
11		Water, Flooding and Drainage
12		Culture, Leisure, Tourism and Community
13		Built and Historic Environment
14		Infrastructure, Planning Obligations and Conditions
15		Site Allocations

- 1.46. Each thematic policy sets out the strategic policy requirements which apply across the borough. In some cases, there are additional policies which relate to a specific Locality Area, and these are shown in separate colour coded boxes.



- 1.47. Policies are set out in boxed text and are supported by reasoned justification. The supporting text explains how policies should be interpreted and applied.
- 1.48. At the end of each thematic policy is a box indicating which PfE policies are directly relevant to the Local Plan policy, alongside the relevant Local Plan Strategic Objective/s.
- 1.49. The site allocation policies are structured by locality and set out the allocation boundary and the site-specific policy requirements. PfE or thematic policy requirements are not duplicated in the allocation policies, and the Plan must be read as a whole.
- 1.50. It should be noted that there are no Local Plan allocations within the West Locality, aside from the gypsy and traveller site designations, the PfE Allocation of New Carrington (JPA-30) falls within the West Locality which will deliver a large number of Trafford's new homes in plan period.
- 1.51. The Policies Map shows how Local Plan policies will apply on the ground. It illustrates geographically specific policies, including site allocations, safeguarded transport routes, open space and environmental designations, and should be read alongside the written policies.

Preparation of the Local Plan

- 1.52. The Local Plan has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), hereafter referred to as the 'plan-making Regulations'.
- 1.53. The Council has undertaken consultation at key stages of plan preparation, as set out in Table 1-2:

Table 1-2: Stages of Local Plan Preparation

Stage	Date
Regulation 18: Issues Paper	July – September 2018
Regulation 18: Draft Local Plan	February – March 2021
Regulation 18: Draft Local Plan Policies	April – June 2025
Regulation 18: Draft Local Plan Allocations	September – November 2025



Stage	Date
Regulation 19: Publication (Submission Version) Local Plan	August – September 2026

- 1.54. Work was paused on the Trafford Local Plan in 2021 to allow for the PfE plan to progress. Further Regulation 18 consultations were therefore held on the Local Plan in 2025 to ensure it was consistent with PfE and reflected latest policy and guidance.

Integrated Assessment (IA)

- 1.55. The Local Plan has been subject to Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA) at each stage of plan preparation, as required by the plan-making Regulations.
- 1.56. These assessments were undertaken as part of an Integrated Assessment (IA), comprised of four separate but complementary elements:
- a) Sustainability Appraisal / Strategic Environmental Assessment – to assess the social, environmental and economic effects of the Local Plan and where appropriate – reasonable alternatives.
 - b) Health Impact Assessment – to assess the effects of the Local Plan on the health and well-being of the population and its ability to access health related facilities and services
 - c) Equalities Impact Assessment – to assess the effects of the Local Plan in terms of equalities matters, with a particular focus on disadvantaged or excluded groups of people.
 - d) Climate Change Risk Assessment – to assess the effects of the Local Plan in terms of avoiding, mitigating or minimising the impacts of climate change

- 1.57. The IA identifies the type, nature and extent of these potential effects and how the Local Plan can address them.

Habitat Regulations Assessment (HRA)

- 1.58. The Local Plan has also been subject to a Habitats Regulations Assessment (HRA) at each stage, which assesses the potential for the Plan to affect nature



conservation sites and ensures it will not have a likely significant effect on them.

Stakeholder Collaboration and Duty to Cooperate

- 1.59. In preparing the Local Plan, the Council has engaged constructively, actively and on an ongoing basis with neighbouring authorities and prescribed bodies, including other Greater Manchester authorities, in accordance with the Duty to Cooperate.

Evidence Base

- 1.60. The policies and proposals in this Local Plan are supported by a robust, proportionate and up-to-date evidence base, including the PfE evidence base. Where relevant, this is set out in the introduction to each thematic policy chapter.
- 1.61. This evidence reflects Trafford's role within the Greater Manchester housing and economic market area and has informed the policy approach and site allocations set out in this Plan.

Implementation and Delivery

- 1.62. The Local Plan will be implemented through:
 - a) The determination of planning applications
 - b) The allocation and development of sites
 - c) Investment in infrastructure and services
 - d) Partnership working with developers, infrastructure providers and public sector partners
- 1.63. Given the scale of development proposed and existing infrastructure pressures, the timely delivery of infrastructure is critical to the success of the Plan. Accordingly, the Council will proactively seek to secure grant funding, alongside other forms of investment and funding wherever possible to pump prime infrastructure and unlock strategic development sites and opportunities.
- 1.64. Developer contributions will be secured, where appropriate, through planning obligations and/or the Community Infrastructure Levy (CIL), to ensure



development is supported by necessary infrastructure, including transport, education, health and green infrastructure.

Monitoring and Review

- 1.65. Monitoring is a fundamental requirement of national policy. It provides an ongoing assessment of whether policies are performing as intended and ensures that the Plan remains effective, sound, and responsive over time.
- 1.66. The Local Plan sits alongside the PfE Plan, the Greater Manchester Joint Waste Development Plan Document, and the Greater Manchester Joint Minerals Plan, each of which includes its own monitoring frameworks. Where relevant, this Plan references those indicators but avoids duplication. Monitoring at the Trafford level enables the Council to demonstrate how it is contributing to, and aligning with, the wider PfE spatial strategy, whilst also identifying any local constraints or delivery issues.
- 1.67. The Monitoring Framework identifies indicators for each policy chapter, which will be reported annually through the Authority Monitoring Report (AMR) to provide a clear and consistent basis for assessing performance. Through the use of these indicators and regular reporting, the Council will assess whether the intended outcomes of the Plan are being achieved and will take appropriate action where necessary.
- 1.68. This approach is consistent with national policy, which emphasises the importance of maintaining up-to-date evidence base and reviewing plans where policies are not delivering as intended.
- 1.69. Detailed indicators, targets (or direction of travel), and baseline data are included at the end of each chapter. These monitoring tables also demonstrate how each Strategic Objective is being addressed and the policies to which they relate, as illustrated below:
- 1.70. The complete Monitoring Framework is set out in Appendix 3.

Relationship to Other Plans and Strategies

- 1.71. The Local Plan aligns with and supports the delivery of the Council's wider priorities and strategies, including:



Trafford Council Strategies

- a) Trafford Council's Corporate Plan 'Our Trafford, Our Future 2024-27'
- b) Homelessness Strategy 2025 - 2030
- c) Housing Strategy 2025 - 2030
- d) Old People's Housing Strategy 2020 - 2025
- e) Supported Housing Strategy 2023 - 2028
- f) Trafford Moving Strategy 2023
- g) Trafford Poverty Strategy 2023 – 2025
- h) A Cultural Strategy for Trafford 2023-28
- i) Walking Wheeling and Cycling Strategy 2023
- j) Allotment Strategy 2026 – 2031
- k) Health and Wellbeing Strategy 2019 - 2029

Greater Manchester Strategies

- a) Greater Manchester Strategy 2025-2035
- b) Greater Manchester Five-Year Environment Plan 2025-30
- c) Local Transport Plan: Greater Manchester Transport Strategy 2040 (2020)
- d) Five-Year Transport Delivery Plan 2021-2026 (including 10 local implementation plans).



2. Vision and Strategic Objectives

- 2.1. The Local Plan Vision and Strategic Objectives set out the long-term aspirations for Trafford. These reflect the PfE spatial strategy, as well as Trafford specific issues and priorities.
- 2.2. The Vision has been informed by PfE and the Trafford Corporate Plan and sets out what type of place Trafford aspires to be by 2039, responding to local challenges and opportunities and setting the direction of travel for Trafford. The vision and overall spatial strategy are shown on the Key Diagram (Figure 2-1).

Vision for Trafford

By 2039, the Local Plan will support thriving residents, businesses and communities through ambitious development, decisive action on the climate crisis, and the delivery of resilient, sustainable places, achieving borough-wide carbon neutrality by 2038.

Trafford will enhance biodiversity and protect its natural assets, ensuring high-quality green and blue spaces that support health, wellbeing and active lifestyles. A safe, accessible and sustainable transport network will prioritise walking, wheeling, cycling and public transport, reducing the need to travel through well-located homes, jobs and services.

Housing needs will be met, including addressing acute affordable housing demand, ensuring residents can access high-quality homes that meet their needs at all stages of life.

Trafford will tackle deprivation by promoting inclusive economic growth and improving access to education, health and employment opportunities. Town centres and neighbourhoods will be vibrant, distinctive and a source of civic pride. The borough will continue to support sustainable businesses and develop a skilled local workforce, attracting international investment

High-quality design and placemaking will underpin all development, improving air quality, reducing health inequalities, celebrating heritage and supporting successful cultural, sporting, education and leisure facilities for future generations.



Key Diagram

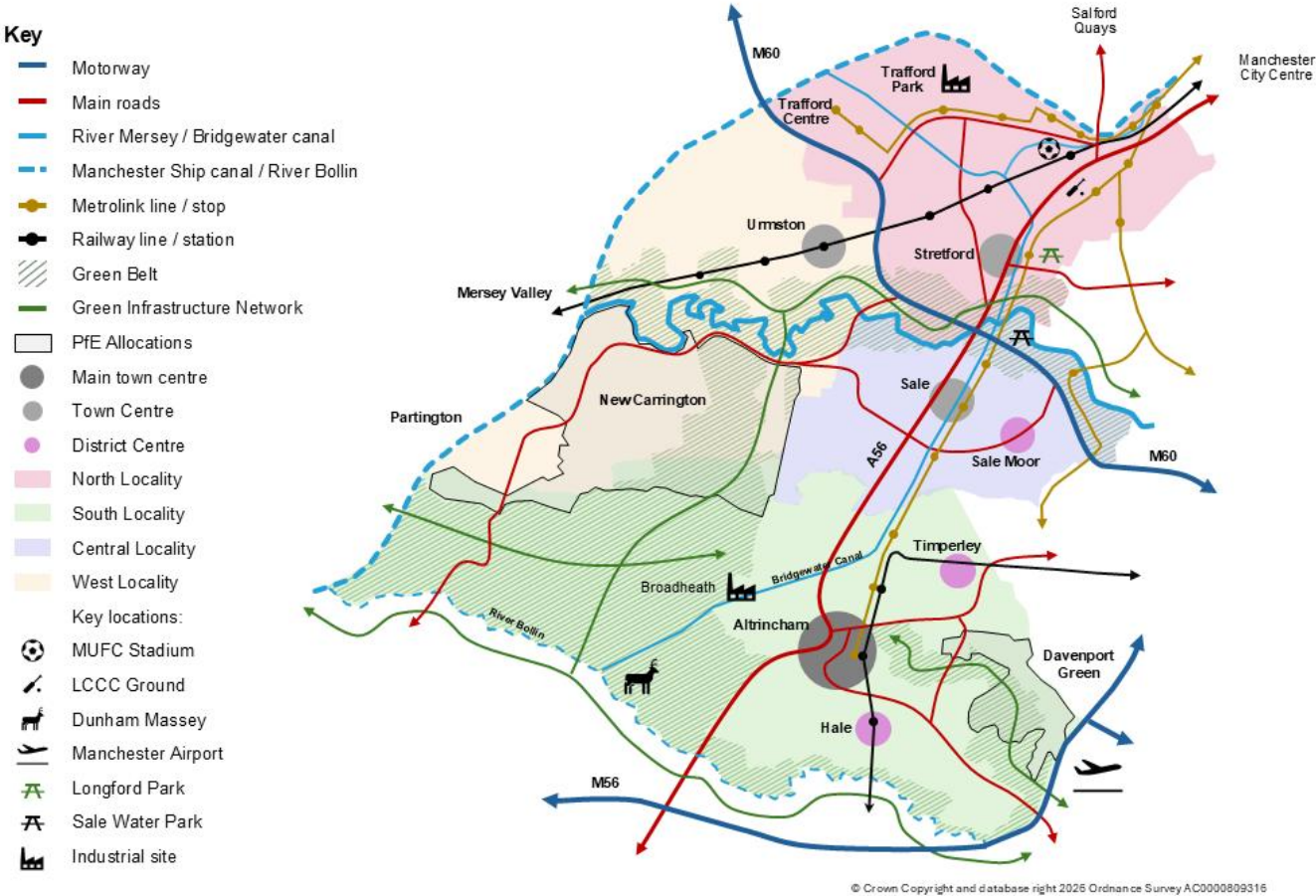


Figure 2-1: Key Diagram



Strategic Objectives

- 2.3. The Strategic Objectives link to the Vision and the three key objectives of the planning system set out in national policy (social, economic and environmental).
- 2.4. All objectives have equal weight and the order they are set out below is not an indication of priority.

SO1: Delivering Sustainable Growth

Direct growth to previously developed land in sustainable locations within the existing urban area, complemented by strategic allocations to make efficient use of land and support a well- connected borough.

SO2: Climate Change Mitigation and Adaptation

All new development achieving net zero carbon by 2028 through reducing emissions, supporting renewable and low carbon energy, and ensuring all development is resilient to climate change impacts.

SO3: Meeting Housing Needs

Deliver a sufficient supply of high-quality homes to meet Trafford's housing requirement, including affordable and specialist housing, with a mix of types, sizes and tenures that support inclusive communities.

SO4: Infrastructure Funding and Delivery

Ensure the timely provision of physical, social and digital infrastructure to support growth, coordinated with development and aligned with funding mechanisms.

SO5: Economic Growth and Competitiveness

Strengthen Trafford's role as a key economic driver within Greater Manchester by supporting business growth, protecting strategic employment areas, and fostering innovation, skills, good quality jobs and productivity.



SO6: Green Infrastructure and Natural Environment

Protect, enhance and expand Trafford's green and blue infrastructure networks, deliver measurable net gains for nature and support the implementation of the Local Nature Recovery Strategy to guide habitat restoration and connectivity.

SO7: Support Varied and Vibrant Centres

Promote the boroughs' town centres, to deliver vibrant, mixed-use places that enhance vitality, viability and local identity.

SO8: Sustainable Transport and Connectivity

Improve connectivity and accessibility across Trafford by prioritising walking, wheeling, cycling and public transport, reducing reliance on private vehicles, strengthening east-west connections and address congestion and capacity constraints on key routes.

SO9: High Quality Design and Place-Making

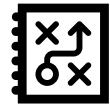
Secure high-quality, inclusive design that creates distinctive places, enhances Trafford's character, and supports safe, attractive, accessible and healthy environments for all.

SO10: Health, Wellbeing and Communities

Promote healthy, inclusive communities by improving access to open space, recreation, sport, leisure and community facilities and services, helping to address health inequalities.

SO11: Historic Environment and Culture

Conserve and enhance Trafford's historic environment and cultural assets, recognising their contribution to identity, character and economic vitality.



SO12: Flood Risk and Water Management

Manage flood risk by directing development away from high-risk areas and promoting sustainable drainage and water management solutions.

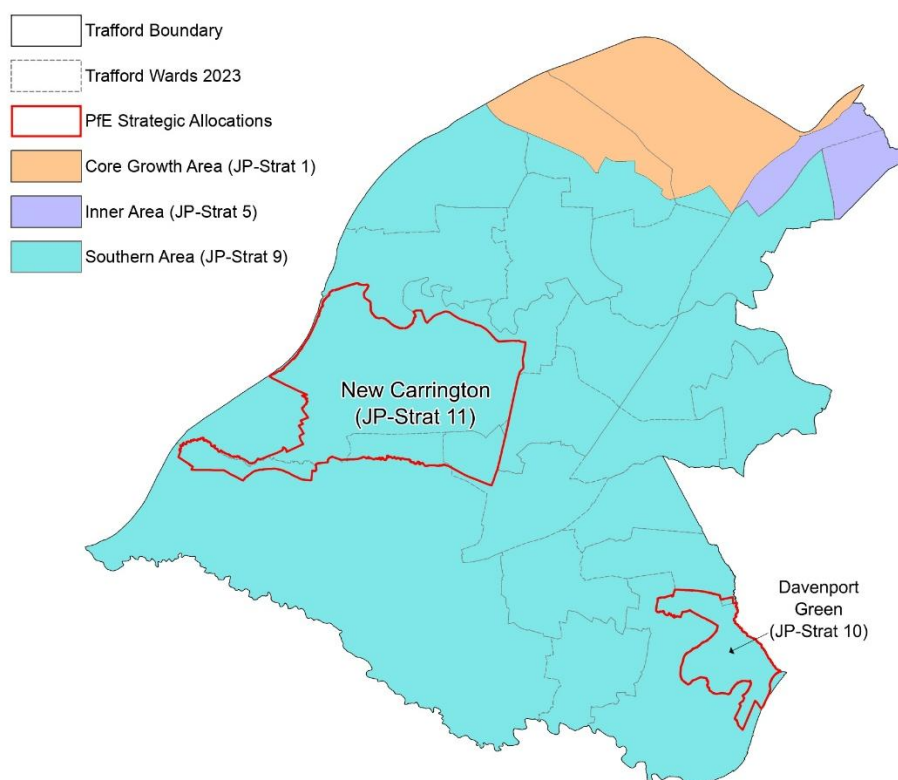
SO13: Resource Efficiency and Environmental Quality

Promote the efficient use of natural resources, minimise waste, improve air and water quality, and reduce pollution to enhance environmental quality.



3. The Spatial Strategy

3.1. The Local Plan applies the PfE spatial strategy at the local level, providing the detailed framework for its delivery within Trafford. The key spatial areas for Trafford are the Core Area, Inner Area and the Southern Area, as illustrated on Figure 3-1.



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Figure 3-1: PfE Strategic Areas in Trafford

The Core Growth Area: PfE Policy JP-Strat 1

3.2. The Core Growth Area in Trafford (as shown on Figure 3-1) consists of the following wards:

- a) Areas within Gorse Hill and Cornbrook ward, to the north of the Manchester-Liverpool Railway Line.
- b) Areas within the western half of the Lostock and Barton ward to the north of the M60 motorway
- c) Areas within the eastern half of the Lostock and Barton ward to the north of the Barton Dock Road Corridor (B5211)



- 3.3. The Core Growth Area is the central pillar of the PfE spatial strategy, driving growth where it is most sustainable and economically effective. The spatial strategy seeks to protect and enhance the economic role of the Core Growth Area, and complement it with a significant increase in homes, supported by infrastructure provision.

Inner Areas: PfE Policy JP-Strat 5

- 3.4. The Inner Areas in Trafford (as shown on Figure 3-1) consists of the following wards:
- a) Areas within the Gorse Hill and Cornbrook Ward to the south of the Manchester-Liverpool Railway line
 - b) The entirety of the Old Trafford ward

- 3.5. The PfE Inner Areas seek to ensure the benefits of growth are spread more evenly across the city-region. Within the Inner Areas, the spatial strategy seeks to encourage regeneration, reduce deprivation and poverty and bring benefits to local communities, mainly through new residential development.

- 3.6. Like the Core Growth Area, development will be supported by infrastructure provision, including high quality open spaces and increased access to the green infrastructure network.

Southern Areas: PfE Policy JP-Strat 9

- 3.7. The Southern Areas covers the rest of Trafford outside of the Core Growth Area and Inner Areas. In this area, the spatial strategy seeks to sustain and enhance economic competitiveness whilst continuing to accommodate additional growth.
- 3.8. This Southern Areas are critically important to PfE as they are central to balancing the growth of the city-region by maintaining strong southern performance while rebalancing investment and development to northern boroughs; ensuring the southern areas continue to perform strongly without exacerbating spatial inequalities elsewhere within Greater Manchester.



Trafford Local Plan Spatial Strategy

- 3.9. Implementing the PfE spatial strategy in Trafford means:
- a) Proactively supporting and encouraging development on brownfield land within the existing urban area.
 - b) Focusing a significant majority of new residential development in the north of the borough, where there is the most amount of underused and brownfield land in areas already well served by public transport that are capable of accommodating high-density development.
 - c) Maximising the opportunities and benefits of long-term strategic urban developments within the Core Growth Area and Inner Areas to create high quality vibrant, sustainable mixed communities and places.
 - d) Making the most of existing and planned assets including the following strategic areas / sites:
- 3.10. Residential-led allocations at Wharfside (Policy AN1), Civic Quarter (Policy AN2), Pomona (Policy AN4) and Trafford Waters (Policy AN3) in the north.
- 3.11. Employment areas of Trafford Park (Policy EJ2) in the north and Broadheath (Policy EJ3) in the south.
- 3.12. Residential-led development at Davenport Green (PfE Policy JPA 3.2) close to Manchester Airport in the south.
- 3.13. Employment and residential development at New Carrington (PfE Policy JPA30) in the west, creating one of the largest strategic development locations in the region; and
- a) Maximising the opportunities in around the town and district centres through higher density residential development, particularly in Altrincham.
 - b) Supporting growth outside of the Core Growth Area, Inner Areas and strategic PfE allocations, that protects and enhances the distinctive local character of the borough's neighbourhoods.
 - c) Planning for new and improved infrastructure to support sustainable development, particularly for walking, wheeling, cycling and public transport.



- d) Protecting and enhancing strategic green and natural infrastructure assets such as:
- i. River Valleys and waterways, including canals.
 - ii. Lowland wetlands and mosslands; and
 - iii. Trees and Woodlands.

The Spatial Strategy

Policy ST1: The Spatial Strategy

- A. Building on PfE, the Spatial Strategy for Trafford consists of the following strategic areas as defined on the policies map and shown on Figure 3-1.
- B. The Core Growth Area (PfE Policy JP-Strat 1) will:
- i. Deliver mixed employment led development with complementary residential and ancillary uses.
 - ii. Provide development opportunities in key growth locations including Trafford Park, the Trafford Centre, Trafford Wharfside, and Pomona.
- C. The Inner Areas (PfE Policy JP-Strat 5) will:
- i. Deliver predominantly residential schemes, with a range of housing types and tenures, including high-density schemes;
 - ii. Deliver employment development, as well as residential
 - iii. Deliver development which is well integrated with existing communities and enhances the quality of places and local character.
- D. The Southern Areas (PfE Policy JP-Strat 9) will:
- i. Deliver residential led development, with a range of housing types and tenures, including family housing.
 - ii. Enhance the role of Trafford's town centres, providing a diverse range of uses including education and training facilities.
 - iii. Support the conservation and enhancement of major heritage assets and visitor attractions.



Core Growth Area

- 3.14. The Core Growth Area is supported by a number of strategically important development locations within Trafford, which will play an important role in delivering growth and investment.
- 3.15. Trafford Park (Policy EJ2) is the largest employment area in Greater Manchester and one of the largest in Europe. It is protected for employment uses, and its continued growth and enhancement will be supported, including initiatives to reduce carbon emissions and improve the environmental quality of the area through greening measures.
- 3.16. The Core Growth Area benefits from good public transport connectivity, with much of the area served by Metrolink and high frequency bus routes. It is also well connected by walking, wheeling and cycling routes, and this network will continue to be enhanced through new development and infrastructure schemes identified in the Local Plan.
- 3.17. The western part of the Core Growth Area within Trafford includes the Trafford Centre and surrounding areas, which accommodates a range of large-scale retail and leisure uses. This area makes a significant contribution to Trafford's economy and is one of the North West's leading visitor destinations.
- 3.18. The Core Growth Area also contains internationally recognised visitor attractions, including Old Trafford Football Ground and the Old Trafford Cricket Ground. These venues are established tourist destinations and form the focus of ongoing regeneration and improvement initiatives in the surrounding area.
- 3.19. In addition, the Core Growth Area within Trafford contains a number of strategically important residential development sites. The Wharfside Regeneration Area offers the opportunity for major mixed use residential and commercial redevelopment, capitalising on its sustainable location and close connections to Manchester City Centre and Media City. Other major residential sites include Trafford Waters, which will deliver a significant proportion of family homes, as well as the apartment-led scheme at Pomona.
- 3.20. Residential development within the Core Growth Area will make efficient use of its highly sustainable location through the delivery of high-density schemes. As set out in PfE Policy JP-Strat 1, residential growth should complement the



area's economic role and support its continued success, without compromising its primary economic function.

Inner Areas

- 3.21. The Inner Area within Trafford is largely made up of existing residential neighbourhoods, and development proposals in the Inner Area will continue to be residential lead, enhancing the quality of place and local character, and be well integrated with existing communities.
- 3.22. Much of the Inner Areas are already sustainable, well-connected locations but new infrastructure provision, high quality open spaces and improved access to the wider green infrastructure network will facilitate the growth of these areas, increasing their capacity where appropriate.
- 3.23. There is an opportunity to expand the bus network and frequency to support development proposals, as well as provide improved walking, wheeling and cycling infrastructure through the area. Capitalising on existing routes along Talbot Road and Chester Road, for example.

Southern Areas

- 3.24. The Southern Area is home to all of Trafford's Town Centres: Altrincham; Sale; Stretford; and Urmston. Altrincham is identified in PfE as being Trafford's Main Town Centre, being the prime location for shops and services, a major source of employment and leisure opportunities.
- 3.25. The economic potential of Trafford's Town Centres will be maximised, and a range of uses will be supported, including residential. This will be alongside associated transport infrastructure, improving connections and accessibility by public transport, walking, wheeling and cycling and providing access to employment opportunities.
- 3.26. The southern areas is also home to significant heritage assets and visitor attractions, such as Dunham Massey, the Altrincham Market and Sale Waterside Arts Centre.
- 3.27. Within the Southern Areas, PfE identifies the Manchester Airport area (JP-Strat 10) and New Carrington (JP-Strat 11) as strategically important locations in the spatial strategy.



- 3.28. The Manchester Airport area includes the Davenport Green (Timperley Wedge) allocation in PfE Policy JPA 3.2 for approximately 2,500 homes and 60,000 sqm employment floorspace. A comprehensive Masterplan will guide the delivery of development, alongside the required infrastructure.
- 3.29. New Carrington is one of the largest allocations in Greater Manchester, PfE Policy JPA30 identifies the site for approximately 5,000 homes and 350,000 sqm employment floorspace. As with Davenport Green, a comprehensive Masterplan which will guide the development and also secure significant improvements to blue and green infrastructure in the area.

PfE Links

JP-Strat 1, JP-Strat 5, JP-Strat 9

Relevant Strategic Objectives

SO1, SO3, SO4, SO8 and SO9



Sustainable Development

Policy ST2: Sustainable Development

- A. The Council will take a positive approach to all development proposals that reflects the presumption in favour of sustainable development as set out in national planning policy;
- B. The Council will direct development to the most accessible locations, in accordance with Policy ST1 and the wider Spatial Strategy;
- C. Developments will be shaped by the suite of Development Plan policies to ensure that development and growth are positive, sustainable, and beneficial to residents and businesses, whilst also enhancing the existing physical environment.
- D. Development proposals must demonstrate how Climate Change has been considered in the design of the development and what adaptation and mitigation measures have been put in place

PfE Links

JP-S 1 and JP-S 2

Relevant Strategic Objectives

SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8 and SO9

- 3.30. There are three dimensions to sustainable development: economic, social and environmental. National policy clarifies that these roles should not be undertaken in isolation, and therefore to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.
- 3.31. National policy confirms that there should be a presumption in favour of sustainable development, which all plans should be based upon and reflect with clear policies to guide how the presumption will be applied locally.
- 3.32. The Trafford Local Plan is a positive strategic plan that seeks to deliver the growth that Trafford needs in a sustainable way up to 2039. In accordance with the PfE spatial strategy, the Plan seeks to direct development to the most



sustainable locations; ensuring the most efficient use of land, while meeting the needs of residents and businesses. Climate Change is a central theme of the Local Plan, and the 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 carbon neutrality by 2038. Climate change has a key consideration in the policies on natural environment, historic environment, transport, green infrastructure, environmental protection, water management, health, infrastructure, retail and town centres as well as associated allocations, place-shaping strategies and plans.

- 3.33. 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 can be mutually beneficial in line with the UK's Clean Growth Strategy, a GM's Clean Growth Mission and the National and Local Industrial Strategies.
- 3.34. 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.



4. Climate Resilience

Introduction

- 4.1. Trafford Council declared a Climate Emergency in 2018 and has an ambitious target to be a carbon neutral borough by 2038. The built environment has a crucial part to play in climate change mitigation (reducing emissions), climate change adaptation (minimising the future effects of climate change) and building a borough which is economically, socially, and environmentally sustainable for future generations.
- 4.2. Tackling climate change also means ensuring new and existing homes are warm and comfortable, businesses are efficient and resilient, and residents live safe, active, healthy lives. In this way, effective climate change policy maximises co-benefits. Improving the energy efficiency of existing homes reduces emissions but also lowers energy bills. Ensuring buildings adapt to a changing climate protects the health of our most vulnerable residents. And decarbonising industry reduces costs for businesses and increases resilience to energy price fluctuations.
- 4.3. This chapter covers key areas where the built environment in Trafford can reduce carbon emissions and contribute to sustainability, such as through retrofitting existing homes and employment buildings, establishing heat and energy networks, and supporting new renewable energy generation. Policies in this chapter also address overheating, promote water efficiency and recognise the role of the circular economy, where waste is reduced and materials are kept in use, re-used and recycled.

Places for Everyone (PfE)

- 4.4. Sustainable development and climate change is central to the PfE plan, reflecting the target for Greater Manchester to be a carbon neutral city region by 2038. Sustainability and climate change mitigation is embedded in the overall PfE spatial strategy and supplemented by specific policies on carbon and energy, heat and energy networks and resource efficiency.



4.5. Table 4-1 details the relevant PfE policies and how they apply to Trafford.

Table 4-1: PfE – Trafford Local Plan: Climate Resilience Relationship

PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP-S2: Carbon and Energy	Defines net zero carbon development and sets target for new development to be net zero carbon, including construction emissions from 2028.
	Establishes energy hierarchy for new development.
	Includes best practice thresholds for residential development covering space heat demand, hot water energy demand and renewable energy generation.
	Sets expectation regarding connection to renewable energy/heat/cooling network.
Policy JP-S3: Heat and Energy Networks	Sets expected BREEAM standard for new employment development.
	Establishes Heat and Energy Network Opportunity Areas and expectations for new development to connect to or create networks.
Policy JP-S4: Flood Risk and the Water Environment	Sets expectation for new industrial development to consider use of waste heat.
	States that district local plans should consider setting a tighter water efficiency standard where there is a clear local need.
Policy JP-S6: Resource Efficiency	Establishes importance of the circular economy and zero-waste economy.

4.6. The following evidence and information have informed the policies of this Chapter:

- a) GMCA Design Guidance for Net Zero (2025)



- b) GMCA Low Carbon Heat Guidance (2025)
- c) GMCA Submission guidance for PfE policies JP-S2 and JP-S3 (2025)
- d) Greater Manchester Five-Year Environment Plan 2025–2030 (2024)
- e) Greater Manchester Climate Risk Assessment (2024)
- f) Trafford Local Area Energy Plan (2022)
- g) Low Carbon Trafford Park 2038 (2022)



Policy CR1: Carbon and Energy

- 4.7. Achieving carbon neutrality by 2038 requires a significant reduction in greenhouse gas emissions. In Trafford this means:

Policy CR1: Carbon and Energy

- A. New development (excluding householder applications) must minimise energy demand from the outset, be highly energy efficient (PfE Policy JP-S2), and:
 - i. Maximise opportunities for renewable energy generation, with a particular focus on solar PV panel provision;
 - ii. Utilise low carbon heating systems, such as heat pumps; and
 - iii. Reduce embodied carbon, considering building design and materials (Policy CR6).
- B. Delivering nature-based solutions to restore habitats, sequester carbon and adapt to climate change (Policy NE5) (where appropriate).

PfE Links

JP-S1 and JP-S2

Relevant Strategic Objectives

SO2, SO6 and SO13

- 4.8. National policy states that the planning system should shape places in ways that contribute to radical reductions in greenhouse gas emissions. New development should also help to reduce greenhouse gas emissions through its location, orientation and design.
- 4.9. PfE Policy JP-S2: Carbon and Energy defines net zero carbon development, states that new development should be net zero carbon (for operational carbon emissions from adoption and including construction emissions from 2028) and sets out a range of detailed measures to support carbon neutrality.
- 4.10. The most successful net zero carbon developments minimise energy use from the outset, as indicated in the GMCA Design Guidance for Net Zero (2025). Not only is this crucial for achieving net zero carbon and managing energy resources, but this approach also improves energy costs and occupant



comfort. Heat pumps and renewable energy generation such as rooftop solar PV panels are also expected to play an important role in ensuring new development in Trafford is net zero carbon.

- 4.11. Embodied carbon includes carbon emitted from the extraction and processing of materials, the construction of new development, and eventual disposal. This represents a significant part of the carbon emissions produced by the built environment sector. New development should consider reducing embodied carbon through building form and design, as well as choosing materials with low embodied carbon content. Further detail is provided in Policy CR6: Circular Economy.
- 4.12. Nature-based solutions, such as habitat restoration, can have multifunctional benefits for biodiversity, climate change mitigation and climate change adaptation. Further detail is provided in Policy NE5.



Policy CR2: Decarbonising Existing Homes and Industrial and Employment Premises

- 4.13. The retrofitting and decarbonisation of existing homes and industrial and employment premises will be supported where appropriate, reducing energy costs, creating more comfortable living environments and increasing resilience to fluctuating energy prices.
- 4.14. In Trafford this will be achieved by:

Policy CR2: Decarbonising Existing Homes and Industrial and Employment Premises

Decarbonising Existing Homes

- A. Proposals will be supported where they improve building energy efficiency including the installation of decarbonised heating systems and renewable energy generation within the curtilage of existing homes.
- B. Householder extensions should incorporate improvements to building efficiency, such as solar PV and heat pumps, wherever possible.

Decarbonising Existing Industrial and Employment Premises

- C. Proposals will be supported where the retrofitting of existing industrial and employment premises will increase energy efficiency and/or renewable energy generation.
- D. Proposals to decarbonise existing industrial operations at Trafford Park (Policy EJ2) and other designated industry and warehousing areas as set out in Policy EJ3: Industry and Warehousing will be supported.

PfE Links

JP-S2

Relevant Strategic Objectives

SO2

- 4.15. National policy states that local planning authorities should give significant weight to the need to support energy efficiency and low carbon heating improvements in existing domestic and non-domestic buildings. PfE Policy JP-



S2: Carbon and Energy promotes the retrofit of existing buildings to increase energy efficiency and renewable energy generation.

Decarbonising existing homes

- 4.16. The Trafford Local Area Energy Plan (LAEP) notes that at least 39% of existing dwellings in Trafford may require improved insulation to reach carbon neutrality by 2038. The LAEP also assumes over 100,000 heat pump installations and the use of considerable domestic roof space for solar PV to reach the 2038 target.
- 4.17. Where possible, retrofit proposals should combine different energy efficiency measures to reduce costs, minimise disruption and maximise benefits. Reducing heat loss from a home can allow a heat pump to run at a lower temperature, improving efficiency. Meanwhile, combining the installation of rooftop PV and EV charging can also allow for the integration of electrical works.
- 4.18. Householder extensions are cumulatively important for climate change mitigation. These proposals should seek to reduce energy demand through energy efficient building design, incorporate heat pumps and increase renewable energy generation through use of solar PV panels.

Decarbonising existing industrial and employment buildings

- 4.19. Trafford's stock of employment and industrial buildings is formed (largely) of pre-war era buildings which are often poorly insulated and energy inefficient. Any measures to improve their heat and energy efficiency will assist in bolstering the amount of higher grade employment and industrial space, helping to support and deliver economic growth and climate resilience.
- 4.20. Trafford Park is one of the most important economic assets in the borough (Policy EJ2) but also a significant source of carbon emissions as set out in the Low Carbon Trafford Park Study (2022). In light of its size and carbon footprint, decarbonisation of existing industrial buildings at Trafford Park will be encouraged.
- 4.21. A range of energy demand reduction measures have been identified in the Low Carbon Trafford Park study (2022), including the installation of rooftop solar



PV panels, creation of decentralised heat and energy networks capitalising on opportunities to use waste heat from industrial processes (Policy CR3).



Policy CR3: Heat and Energy Networks

- 4.22. The development of heat and energy networks and associated infrastructure to capture waste heat and reduce carbon emissions will be supported. For Trafford this means that:

Policy CR3: Heat and Energy Networks

- A. New developments located within heat network zones defined under heat zoning regulations and/or Heat and Energy Network Opportunity Areas identified in PfE Policy JP-S3 must meet the requirements set out in the relevant regulations and/or development plan policy.
- B. Heat generating developments, such as data centres, must demonstrate how they have considered and assessed opportunities to capture and use waste heat.
- C. Proposals for new heat and energy networks must demonstrate how they have considered and assessed renewable and low carbon energy sources from the outset.

PfE Links

JP-S3

Relevant Strategic Objectives

SO2

- 4.23. Decentralised energy systems generate and supply electricity, heating and cooling close to where they are used, rather than at a large plant elsewhere and then being transported through the national grid over distance. This decentralised model reduces strain on national infrastructure and is a more efficient way of delivering heat and power.
- 4.24. National policy states that plans should identify opportunities for development to draw its energy supply from decentralised energy supply systems and for co-locating potential heat customers and suppliers.
- 4.25. PfE Policy JP-S3: Heat and Energy Networks establishes Heat and Energy Network Opportunity Areas and sets a series of expectations that new



development should follow in order to expand existing networks or develop new ones.

- 4.26. Separately, the Energy Act 2023 provides regulatory powers for central government to establish Heat Zones and appoint Zonal Coordinating Bodies. This will lead to the creation of heat network zones across Trafford. Certain buildings and sources of heat will be mandated to connect to approved zonal heat networks. Heat zone regulations are expected to come into effect by Spring 2027.

Waste heat

- 4.27. Heat generating uses should consider whether waste heat could be used to support a nearby decentralised network or re-used on-site, reducing carbon emissions.
- 4.28. Plans are underway to design and deliver the Trafford Civic Quarter Heat Network, which could use heat generated from sewers to supply low carbon heat to buildings across the Civic Quarter. Additional heat networks making best use of waste heat will be required to support other large allocations in Trafford.

Energy sources

- 4.29. To ensure maximum benefits and mitigate the effects of climate change proposals for new decentralised networks must consider utilising renewable and low carbon heat sources from the outset.
- 4.30. Applications which propose the use of non-renewable sources of energy to power decentralised networks will need to be fully justified.



Policy CR4: Energy Generation and Storage Development

- 4.31. Renewable energy generation and energy storage development will support a resilient, low carbon energy system. In Trafford this means.

Policy CR4: Energy Generation and Storage Development

- A. Proposals for new renewable energy developments (including community energy schemes) and energy storage proposals will be supported, where:
- B. They are located in close proximity to appropriate grid infrastructure, minimising the need for extensive new off-site infrastructure, and are able to demonstrate available grid capacity.
- C. The impact(s) on the natural, built and/or historic environments are acceptable.
- D. Energy storage proposals must demonstrate how fire safety, contamination and other relevant risks have been assessed and mitigated from the outset.

PfE Links

JP-S2

Relevant Strategic Objectives

SO2

- 4.32. National policy states that plans should provide a positive strategy to increase the supply of renewable and low carbon energy, having regard to the local and wider environment as appropriate. Plans should also consider identifying suitable areas for renewable and low carbon energy sources and supporting infrastructure.
- 4.33. The Trafford Local Area Energy Plan (LAEP) states that to reduce emissions in line with the Greater Manchester carbon budget, local energy generation will need to increase significantly. Considerable solar PV panels will need to be deployed on residential and commercial roof space, but there may also be opportunities for ground mounted solar PV / solar farms.



- 4.34. Battery Energy Storage Systems (BESS) support the National Grid by storing energy to match demand. The future growth of EV charging, heat pumps and solar PV will require energy storage infrastructure to ensure supply and demand are effectively managed.
- 4.35. To minimise impacts on local communities, the environment and other infrastructure assets such as highways, schemes should be located close to substations and/or other necessary grid infrastructure to enable efficient delivery, without the need for significant off-site connections or supporting infrastructure.
- 4.36. Applications should have regard to available grid capacity and engage with National Grid and/or appropriate infrastructure providers to demonstrate that the scheme is justified and deliverable.
- 4.37. Fire safety is an important consideration for BESS schemes, as lithium-ion battery fires are subject to thermal runaway and are challenging to extinguish. Water runoff from firefighting may also lead to contamination and environmental impacts. Proposals for BESS schemes must demonstrate how fire safety and contamination risks have been considered and appropriate measures incorporated. Applicants should engage Greater Manchester Fire and Rescue Service as part of the pre-application process to ensure matters such as location and access are appropriately addressed.



Policy CR5: Minimising Overheating Risks

- 4.38. Proposals that strengthen resilience to increased heat in the built environment will be supported. In Trafford this means that:

Policy CR5: Minimising Overheating Risks

- A. All new developments (including the retrofitting of existing buildings) must be designed to minimise overheating risks.
- B. Major development proposals must provide an Overheating Risk Assessment, including thermal modelling where appropriate.
- C. New developments (excluding householder applications) should incorporate:
 - i. Green infrastructure to support urban cooling; and/or
 - ii. Green roofs, vertical gardens, and strategic tree planting.

Active Cooling

- D. Air conditioning as part of development proposals, will only be permitted where it is clearly demonstrated that the following cooling hierarchy has been applied:
 - i. Building design to reduce heat gain and internal heat generation and to manage and dissipate heat effectively.
 - ii. Passive ventilation strategies; and
 - iii. Mechanical ventilation strategies.

PfE Links

JP-P1 and JP-S2

Relevant Strategic Objectives

SO2 and SO6

- 4.39. Managing heat in Trafford is crucial due to rising temperatures and urban growth. The Greater Manchester Climate Risk Assessment (2024) identifies a high present-day risk to health and wellbeing from high temperatures, increasing to a very high risk by the 2050s. These risks are greater for those



with pre-existing health conditions, as well as older adults and young children. Poor quality housing can also increase exposure to extreme heat.

- 4.40. While overheating is addressed at a national level through Building Regulations, national policy states that plans should take a proactive approach to adapting to climate change and account for the risk of overheating.
- 4.41. Some urban areas such as Trafford Park, the Trafford Centre and areas of Altrincham are identified in Figure 4-1 as being at higher risk to extreme heat, heat related health issues and environmental stress.

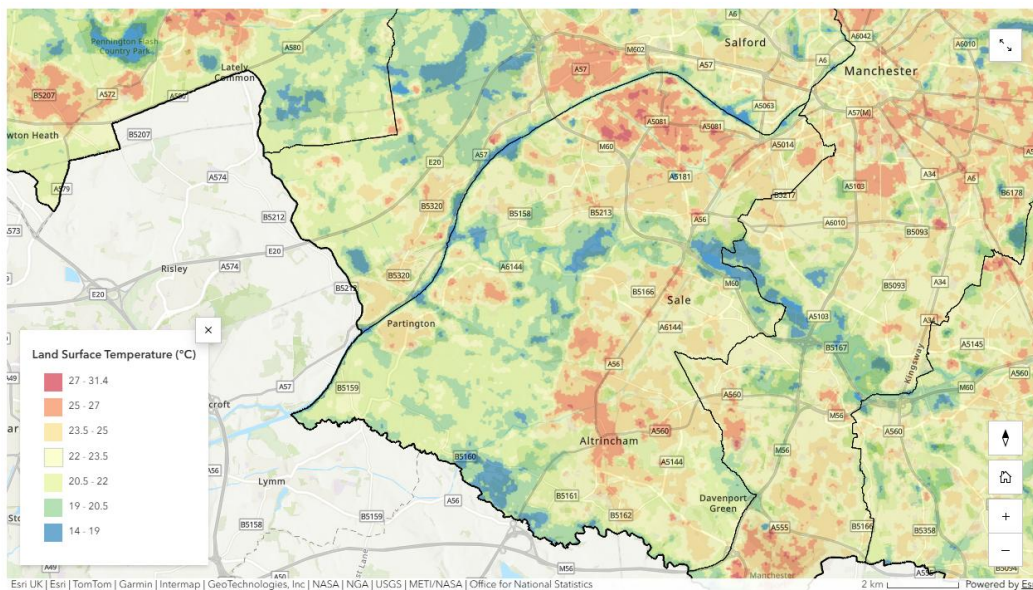


Figure 4-1: 5-year average summertime land surface temperature (GMCA)

- 4.42. GMCA submission guidance (2025) states that an Overheating Risk Assessment is required and can form part of the Energy and Carbon Statement, for all developments of at least 2 homes and/or 100m² non-residential floorspace. Overheating modelling is also expected for major developments.
- 4.43. For all development, the emphasis should be on utilising passive cooling and building design to reduce the amount of heat entering a building and effectively dissipate heat. Single-aspect dwellings should be avoided.
- 4.44. Air conditioning systems are discouraged, as these systems can involve significant energy use and increase the urban heat island effect through production of hot air. Increased urban heat is a particular concern in the areas



of Trafford already experiencing higher temperatures. Where air conditioning is required and justified based on the cooling hierarchy these systems must meet high energy efficiency standards.



Policy CR6: Circular Economy

- 4.45. Transition to a circular economy, reducing raw material use and waste will be encouraged and supported. For Trafford this means:

Policy CR6: Circular Economy

- A. All proposals involving significant demolition and/or reconstruction must demonstrate why refurbishment, modification and/or extension of existing buildings is not feasible.
- B. Major developments involving demolition and/or construction must submit a Circular Economy Statement, demonstrating how the following measures have been addressed:
 - i. Minimisation, re-use and recycling of materials;
 - ii. Use of materials with a low embodied carbon content;
 - iii. Reduction of energy and water use during demolition and construction; and
 - iv. Management of waste in accordance with the waste hierarchy.

PfE Links

JP-S6

Relevant Strategic Objectives

SO2 and SO13

- 4.46. National policy notes that the planning system should encourage the re-use of existing resources, including the conversion of existing buildings. Embodied carbon emissions (from manufacturing, transport, construction and end-of-life) are estimated to make up approximately 11% of global carbon emissions¹. In Greater Manchester, construction, demolition and excavation waste accounts for approximately 21% of the city-region's waste². Moving towards a circular

¹ World Green Building Council: Bringing Embedded Carbon Upfront (2019)

² Greater Manchester Joint Waste Development Plan Document 2012 (2009 arisings from Needs Assessment 2010).



economy in construction can therefore have a significant impact on both climate change mitigation and waste reduction.

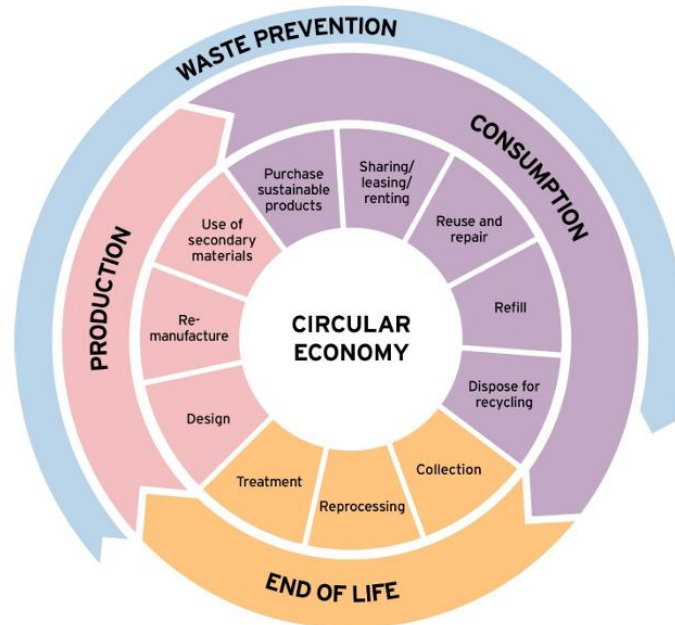


Figure 4-2: Circular Economy Diagram (Source: DEFRA Waste Prevention Programme for England, 2021)

- 4.47. The reuse and refurbishment of existing buildings is often more sustainable than new construction due to the high embodied carbon associated with demolition and rebuild. For the purposes of Policy CR6, proposals involving significant demolition are those major developments where 50% or more of a building's floorspace is to be demolished. In such circumstances this must be fully justified, with applicants demonstrating why refurbishment, modification and/or extension of the existing building(s) is not feasible.
- 4.48. The adopted Greater Manchester Joint Waste Development Plan Document (2012) provides the spatial vision for waste development up to 2027. For construction, applicants should consider re-using and recycling materials and drawing on salvaged materials, such as recycled and secondary aggregates.



Policy CR7: Water Efficiency

4.49. To ensure water is used efficiently in Trafford:

Policy CR7: Water Efficiency

- A. New residential development must achieve a minimum water efficiency standard of 110 litres/person/day.
- B. Proposals for major non-residential development must achieve at least a 12.5% improvement in water consumption over baseline performance for the BREEAM Wat 01 category, or any equivalent standard.
- C. Proposals for the retrofitting of water efficiency measures will be supported, where appropriate.

PfE Links

JP-S4

Relevant Strategic Objectives

SO13

- 4.50. Pressure on water supply can affect the achievement of the Water Framework Directives through impacts on water quality, species and habitats. There are therefore strong environmental reasons for improving water efficiency.
- 4.51. PfE Policy JP-S4: Flood Risk and the Water Environment states that local authority local plans may set a tighter water efficiency standard of 110 litres/person/day where there is a clear local need. The United Utilities Water Resources Management Plan (WRMP) (December 2024) requests that local authorities in the United Utilities supply area adopt this standard to support their commitments to reduce water demand. The northwest may become a water exporter to areas of water stress by 2050, and adopting the higher standard will safeguard water supply as the region grows.
- 4.52. In light of the above, this policy also requires major non-residential developments to be highly water efficient, in line with the BREEAM Wat 01 category.



Monitoring

4.53. Table 12.1 of PfE sets out a monitoring framework for the Climate Change Mitigation related policies within that plan. Key indicators include the following:

- a) Percentage of net additional residential development completed with an Energy Performance Certificate rating of A and B.

4.54. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Climate Resilience policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Total territorial carbon dioxide emissions (kt CO ₂ e)	Significant reduction, working towards carbon neutrality by 2038.	1,301.2 kt CO ₂ e (2023) DESNZ 2005 to 2023 UK local and regional greenhouse gas emissions	CR1	SO2
Total number of registered district heat networks	Increase	4 (2019-2022) Heat Networks registered under the Heat Network (Metering and Billing) Regulations	CR3	SO2
Solar PV schemes in ENW Embedded Capacity Register (MW)	Increase	5.54 MW Already connected Registered Capacity* (MW)	CR2, CR4	SO2

*For schemes with Solar PV as Energy Source 1 within ENWL Embedded Capacity Register 1 (Under 1MW) and ENWL Embedded Capacity Register 2 (1MW & Above)



5. Residential Development

Introduction

- 5.1. Ensuring Trafford's residents have access to affordable and decent homes has long been a top priority for Trafford, and it remains a key focus. Access to stable housing is essential and will help to reduce inequalities.
- 5.2. A national housing crisis, compounded by a shortage of social housing and ever-increasing rental and property prices, has made it more difficult than ever for people to find decent and affordable homes.
- 5.3. Despite these challenging social and economic conditions, Trafford continues to be a highly sought-after location for young people, families and older residents alike. This reflects the borough's range of amenities and services, strong transport links, access to employment and green spaces. Given these assets, Trafford has a wide range of housing needs and the local housing market is under increasing pressure.
- 5.4. Providing enough high-quality, affordable homes to meet the needs of the borough is therefore essential to ensuring the future prosperity of Trafford, its residents and its communities.
- 5.5. This chapter sets out the policies that will guide housing delivery across Trafford, setting out the Council's approach to increasing the delivery of market housing, securing and delivering much needed affordable housing and providing a range of sizes and tenures of new homes to meet the borough's needs.

Places for Everyone (PfE)

- 5.6. The spatial strategy along with the amount and location of new housing in Trafford is established in the adopted PfE plan and it is therefore not repeated or altered in this Local Plan.
- 5.7. The Local Plan does not set any further housing density requirements, as this is sufficiently covered by PfE Policy JP-H4. The minimum density requirements set out in PfE help to ensure the efficient use of land in the most sustainable



locations. Some sites can achieve a greater density and, where this is appropriate, this will be set out as a site-specific requirement in the relevant allocation policy.

- 5.8. Table 5-1 illustrates the relationship between PfE and this Local Plan, summarising the requirements and how they apply to Trafford.

Table 5-1: PfE – Trafford Local Plan: Residential Development Relationship

PfE Strategy / Policy	Trafford Requirement/ Application
Spatial Strategy	Focuses significant growth in the north locality and sustains the competitiveness of the south, central and west localities.
Policy JP-Strat 1: Core Growth Area	Significant increase in the number of homes in the far north of the borough.
Policy JP-Strat 5: Inner Areas	High levels of new residential development in the north locality.
Policy JP Strat 9: Southern Areas	Organic growth in the south, central and west localities, focused on meeting local needs.
Policy JP-H1: Scale, Distribution and Phasing of New Housing Development	Sets the housing requirement for Trafford at 19,077 between 2022 and 2039.
Policy JP-H2: Affordability of New Housing	Establishes the strategy to increase the amount and range of affordable homes.
Policy JP-H3: Type, Size and Design of New Housing	Establishes the strategy to broaden the range of types and sizes of homes and requires all new homes to be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.
Policy JP-H4: Density of New Housing	Sets minimum densities for all new housing development based on their location, accessibility by walking, cycling and public transport and the need to optimise the efficient use of land.



PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP Allocation 3.2: Timperley Wedge	Allocates the site for 2,500 new homes, with 1,800 to be built by 2039.
Policy JP Allocation 30: New Carrington	Allocates the site for 5,000 new homes, with 4,300 to be built by 2039.



Policy R1: Meeting Trafford's Housing Requirement

- 5.9. The housing requirement will be met through the creation of sustainable and mixed communities. This means:

Policy R1: Meeting Trafford's Housing Requirement

Trafford's Housing Requirement

- A. A minimum of 19,077 net additional dwellings will be delivered in the plan period (April 2022 - March 2039) (PfE Policy JP-H1);
- B. PfE Policy JP-H1 stepped phasing for the delivery of new homes will be implemented as set out in Table 5-2;

Table 5-2: Stepped housing requirement

	Annual Average 2022 - 2039	2022 –2025	2025 –2030	2030 –2039
Dwellings to be delivered per year	1,122	817	1,122	1,224

Distribution

- C. The spatial distribution of this housing requirement (in both Local Plan allocations and the identified Land Supply) will be as follows:
- A significant proportion of new homes will be delivered in the North Locality.
 - New homes in designated centres and accessible and suitable locations where higher densities are achievable (see PfE Policy JP-H4)
 - Delivering at least 2,500 homes (1,800 in plan period) in the strategic allocation of Davenport Green (see PfE Policy JPA 3.2).
 - Delivering at least 5,000 homes (4,300 in plan period) in the strategic allocation of New Carrington (see PfE Policy JPA 30).

PfE Links

JP-Strat 1, JP-Strat 5, JP-Strat 9, JP-Strat 10, JP-Strat 11, JP-Strat 12, JP-Strat 14, JP-H1, and JP-H4



Relevant Strategic Objectives

SO1, SO6, and SO8

- 5.10. National policy is clear about the need to significantly boost the supply of new homes and to ensure that a sufficient amount and variety of land is available. Policy R1 reiterates the housing requirement for Trafford that is established by PfE and sets out the expected distribution of development.

Housing Requirement

- 5.11. The housing requirement set out in PfE, mirrored in this Local Plan, requires a step change in delivery rates from previous trends, with greater annual requirements later in the plan period. Specific sites have been identified to meet this requirement, which includes a range of sites from strategic regeneration schemes to smaller developments.
- 5.12. The largest sites will be delivered in multiple phases, with build out expected across the plan period and beyond. The delivery of the largest sites can be complex and therefore the anticipated phasing reflects lead-in times, masterplanning and infrastructure requirements.
- 5.13. Trafford's housing land supply also comprises smaller sites, many of which are approved schemes, that are sustainably located and benefit from existing transport links and access to services and therefore can be delivered at pace.

Distribution

- 5.14. The distribution of development between each Locality is set out in Table 5-3.



Table 5-3: Total Identified Housing Land Supply 2026-2039 by Locality at March 2026

Locality	Percentage of net additional homes (%)	Spatial Strategy area and key development sites
North	75%	Core Area (Policy ST1) Inner Area (Policy ST1) Wharfside (Policy AN1) Civic Quarter (Policy AN2) Trafford Waters (Policy AN3) Pomona (Policy AN4)
South	9%	Southern Areas (Policy ST1) Davenport Green (Timperley Wedge) (PfE Policy JPA3.2) Land at Oakfield Road (Policy AS1) Land at New Street (Policy AS2) Land at Moss Lane (Policy AS3)
Central	2%	Southern Areas (Policy ST1) Land at Stanley Square (Policy AC1) Sale Lido / Oaklands Drive (Policy AC2)
West	14%	Southern Areas (Policy ST1) New Carrington (PfE Policy JPA30)

- 5.15. The identified housing land supply meets the housing requirement set out in JP-H1 and includes a 'flexibility buffer'. The 'flexibility buffer' helps to mitigate the impact of any uncertainties such as a site not coming forward, varying build out rates and market fluctuations. This helps to ensure that the housing requirement is achieved in the plan period.
- 5.16. Consistent with the overarching spatial strategy for Trafford – set by PfE, a large proportion of new homes will be delivered in the North Locality within the Core Growth or Inner Area. This reflects the sustainable location of this area



and the opportunity to redevelop substantial areas of underutilised and brownfield sites for housing.

- 5.17. New homes will also be delivered in the South, West and Central Localities reflecting the spatial strategy's aim to sustain southern competitiveness by supporting existing communities and providing sites for (largely) suburban housing schemes and town centre diversification.
- 5.18. The strategic PfE allocations at New Carrington and Davenport Green (Timperley Wedge) will contribute to the delivery of new homes in the west and south localities.

Maintaining Supply

- 5.19. As required by national policy, the Council is taking a pro-active approach to increasing the delivery of new homes by working with landowners and developers to bring sites forward. 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 set out in Table 5-2, the Council will seek to determine the reasons for underperformance and take action in accordance with national policy and the requirements of the Housing Delivery Test (or similar).



Policy R2: Meeting Affordable and Social Housing Needs

5.20. Average house prices in Trafford are the least affordable in Greater Manchester and as such Trafford has an acute affordable housing need.

5.21. To address this need:

Policy R2: Meeting Affordable and Social Housing Needs

- A. Schemes for 100% affordable housing will be supported and encouraged.
- B. All major applications for residential development (use classes C3 and relevant C2) must provide a minimum proportion of affordable homes on-site as follows:
 - i. North locality: 25%
 - ii. South locality 45%
 - iii. Central and West localities: 30%³
- C. Affordable homes should be provided with a tenure mix of:
 - i. 60% rented (a minimum of 20% social rent and 40% affordable rent)
 - ii. 40% affordable home ownership
- D. Where a Financial Viability Assessment submitted with a planning application demonstrates to the satisfaction of the Council that the amount and mix of affordable housing required cannot be provided, development proposals should incorporate mechanisms to maximise the amount of affordable housing secured from a scheme; including (but not limited to):
 - i. Grant and subsidy, where available;
 - ii. Partnerships with Registered Providers, other public or third sector bodies;
 - iii. Flexibility of tenure mix;
 - iv. Off-site provision or equivalent financial contributions in accordance with Policy OC1; and/or
 - v. Phasing and delivery.
- E. The value of any agreed in-lieu financial contributions for affordable

³ Excluding PfE JP Allocation 30: New Carrington where the minimum is 15%



housing, will be calculated by identifying the Subsidy Gap using the following Residual Land Value (RLV) appraisal method:

$$\text{Subsidy gap} = \text{RLV}_{\text{market}} - \text{RLV}_{\text{policy}}$$

F. Where developments are approved that do not meet the minimum requirements of Policy R2, early, late-stage and where appropriate mid-stage review viability reviews will be secured via a planning obligation in accordance with Policy OC1.

G. The delivery of Truly Affordable Net Zero (TANZ) homes will be supported.

PfE Links

JP-H2

Relevant Strategic Objectives

SO1

- 5.22. Median (average) house prices in Trafford have been consistently above the Greater Manchester and North West regional average since 2000. Relative affordability, taking account of average earnings, shows that Trafford is the least affordable local authority area in Greater Manchester. Affordability is therefore an acute issue in Trafford.
- 5.23. Section 6 of the Housing Needs Assessment (2025) advises that the assessment set an overall target of 40% as the starting point to meet affordable housing need in full for new dwellings in Trafford. However, the Local Plan Viability Assessment concluded that 40% was not viable in the north, central or west localities. Policy R2 therefore represents an appropriate balance to deliver affordable housing whilst retaining scheme viability; accordingly, it identifies affordable housing requirements for each locality, reflecting the different market areas and viability margins in Trafford.
- 5.24. Section 6 also recommends the tenure split for Trafford should be 60% rented (20% social rented and 40% affordable rented) and 40% affordable home ownership, with provision of social rented homes prioritised where possible, to account for the acute need for affordable housing in the borough. Given the significant affordable housing need in Trafford, this recommendation has been



brought directly into the plan, which is also fully consistent with the requirement of PfE Policy JP-H2 for at least 60% of new affordable housing to be for social and affordable rent.

- 5.25. Ensuring that affordable homes are distributed evenly throughout developments contributes to social cohesion, high quality design and place making and the creation of mixed communities. However, it is acknowledged that for management purposes, it may be more appropriate for apartment blocks to have affordable units grouped together. As such, this will be subject to the determination of each individual planning application in consultation with the relevant Registered Provider.
- 5.26. Due to the high and continuing need for affordable homes the Council's starting position is for affordable housing units to be provided on site. This is the most effective and efficient way to deliver affordable housing and negates the need for the Council and/or its housing delivery partners to find suitable, available land and secure planning permission elsewhere – delaying the provision of much needed local housing.
- 5.27. Only in limited circumstances will the Council consider any alternative or in-lieu provision. An off-site financial contribution may be appropriate for small / medium schemes where on-site provision can pose management challenges for registered providers, but a clear rationale will be required to justify this.
- 5.28. Where a financial contribution in lieu of on-site provision is agreed, it should not be financially beneficial to the developer. Accordingly, the approach in Policy R2 is intended to result in a financial neutral contribution, promoting on-site delivery.
- 5.29. Financial contributions will generally be required as an upfront cash payment to the council, with instalments considered on a case-by-case basis.
- 5.30. All financial affordable housing contributions will, in the first instance, be used by the council to deliver conventional C3 affordable housing within Trafford with a preference for the delivery of social rent/ affordable rent homes. Where appropriate, contributions may also be used to deliver affordable temporary accommodation.



- 5.31. Viability reviews are necessary to ensure that affordable housing delivery is maximised resulting from a future improvement to a scheme's viability and development value. This is particularly relevant in the case of the north locality and the PfE strategic allocations of Davenport Green and New Carington where the ongoing and significant regeneration of the areas and improved connections are likely to result in an uplift in the value of properties for market sale and rent which can provide additional value to support the delivery of more affordable homes.
- 5.32. Truly Affordable Net Zero homes are those which are both net zero and social rented. This is a requirement set by The Greater Manchester Truly Affordable Net Zero Homes (TANZ) Task Force which aims to deliver 30,000 net zero social rented homes by 2038.



Policy R3: Size and Type of New Homes

- 5.33. New residential development will be supported where it will provide homes of a size and type to meet an identified housing need(s) and does not result in the unnecessary loss of existing homes. In Trafford this means:

Policy R3: Size and Type of New Homes

Size and Type

- A. All residential (Use Class C3) development proposals must contribute to meeting the housing needs of each locality by delivering a range and mix of dwelling sizes and types in accordance with the latest Housing Needs Assessment (or equivalent document);
- B. Applications for development which would result in an over concentration of a particular size and type of dwelling in a Locality which do not meet an up to date identified need will not be supported.

Adaptable and Accessible Housing

- C. All residential (Use Class C3) development proposals of 50 homes or more will be required to build at least 4% of the new homes to Building Regulation Part M4(3) (wheelchair accessible and adaptable standard).

Purpose Built Student Accommodation (PBSA)

- D. Applications for PBSA must:
 - i. Be directly associated with a recognised higher education institution located in Trafford; and
 - ii. Not dominate the housing mix in the local area.

Homes for Children and Care Experienced Young People

- E. All applications for new children's homes and semi-independent supported-living facilities must have regard to the proximity to existing similar uses to avoid an over concentration of such uses within a local area.

Co-Living and Houses in Multiple Occupation (HMOs)

- F. All proposals for co-living developments and/or HMOs must:
 - i. Be highly accessible by non-car modes; and
 - ii. Not lead to an over proliferation of similar developments in a local community.



Self-Build and Custom Build Housing

- G. Self-build and custom build housing to meet local demand on individual plots and as part of wider development schemes will be supported.
- H. Serviced self-build and custom build plots must be included within schemes of more than 150 houses (excluding apartments. These plots must be:
 - i. Delivered at an early stage in the development; and
 - ii. Marketed for at least a 24-month period, following the commencement of the development.

Loss of Homes

- I. Development which would result in the net loss of homes (from individual or cumulative proposals) will not be supported, unless they:
 - i. Enable sub-standard homes to be enlarged to meet the Nationally Described Space Standard (NDSS) or to meet M4(2) or M4(3) accessibility standards; or
 - ii. Are required to facilitate delivery of strategic infrastructure.
- J. The permanent conversion of an existing home to short stay accommodation intended for occupation of periods of more than 90 days will not be supported.

PfE Links

JP-Strat10, JP-Strat12, JP-Strat14, JP-H1, JP-H2, JP-H3, JP-H4, JPA3.2, and JPA30

Relevant Strategic Objectives

SO1

- 5.34. The policy seeks to provide the right type, mix and size of housing in the right places, reflecting national policy and the local Housing Needs Assessment (HNA) (2025), or any future updates to it.
- 5.35. Housing mix requirements have been identified for each locality. There is an identified need across Trafford for family housing, particularly two and three bedroom homes (see HNA 2025, Section 5 and 6). The housing mix of specific schemes will be informed by a range of factors including site location, proximity



to local services and density. The policy requirements are therefore overarching for the whole locality and will be delivered cumulatively.

- 5.36. The spatial strategy (as established by PfE) supports the delivery of high-density development in the North Locality capitalising on its close proximity to Manchester city centre and public transport networks. It is therefore expected that development in this area will be apartment led. However, to deliver mixed communities, a proportion must include houses, alongside a range of apartment sizes to help meet local housing need, particularly for family housing.
- 5.37. Residential schemes in the other localities are anticipated to include a greater proportion of houses, comprising a range of types and sizes, including within the strategic allocations of Davenport Green (Timperley Wedge) and New Carrington; making the best and most efficient use of land in the most sustainable locations such as town centres and around public transport stops – in accordance with Policy ST2.
- 5.38. The Housing Needs Assessment (2025) identified a particular need for one and two bed social/affordable rented properties in each of the south, central and west localities (see HNA 2025, Section 5).
- 5.39. In all localities, the Council will seek to prevent an over concentration of a particular type and/or size home in an area, to help create and maintain successful communities that are properly integrated socially, as well as in terms of design and built form.

Purpose Built Student Accommodation

- 5.40. There are a number of educational providers in Trafford and the Council supports the provision of appropriate student housing in the borough to meet their housing needs. However, to ensure that the needs of other institutions in neighbouring boroughs are not being inadvertently accommodated for within Trafford, proposals for student accommodation must demonstrate a clear connection to an education provider located in the borough.



- 5.41. This approach, together with minimising the concentration of purpose-built student accommodation enables the impact on existing local communities to be managed alongside maintaining a balanced housing mix.

Homes for Children and Care Experienced Young People

- 5.42. There is a need to ensure that suitable housing is available for all looked after children across a range of housing options. In addition, for Care Experienced Young People it is important to secure semi-independent accommodation and emergency accommodation to support young people moving from the care system into independence.
- 5.43. New children's homes and semi-independent living facilities must be in sustainable locations which are well integrated with the local community, with access to necessary services and facilities such as schools, health facilities, parks and playgrounds etc.
- 5.44. To protect local character and amenity it is important that new development does not result in an overconcentration of children's homes and/or living facilities within a local community.

Adaptable and accessible housing

- 5.45. There is a need to support the delivery of accommodation to help meet the needs of people with disabilities, as evidenced in the Housing Needs Assessment (2025) update. PfE Policy JP-H3 already requires development to meet part M4(2) of Building Regulations and this policy seeks to ensure that some homes also meet M4(3) of Building Regulations.

Co-living and Houses in Multiple Occupation (HMOs)

- 5.46. Co-living and HMOs can contribute positively to the borough's housing mix where they are in suitable and accessible locations and would not have a detrimental impact on existing communities. Permitting HMOs in the most sustainable locations will help to minimise the use of private cars, thereby minimising the need for additional parking and helping to mitigate the impact on neighbouring properties.



Self-build and custom build housing

- 5.47. There is an evidenced demand for self-build dwellings in Trafford, with 301 applicants as of 8 July 2026 on the Council's Self Build Register, with particular interest in the south locality.
- 5.48. 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. A key route to meeting this need and deliver self-build and custom build housing is to provide plots as part of a wider housing schemes as part of the overall housing mix helping to diversify Trafford's housing stock.

Loss of Existing Homes

- 5.49. The starting point for housing requirements is the projected growth in the number of households, and the needs of these households can only be met by net additions to housing numbers. Every home that is lost through redevelopment or conversion is a home that needs to be replaced.
- 5.50. The policy therefore ensures that existing homes continue to be available to meet housing need and that the overall supply of housing will not be compromised by developments involving a net loss of homes. However, there are some circumstances where this may be appropriate such as where it would enable a substandard home to meet space or accessibility standards. It may also be appropriate where the loss of a home is required to facilitate the delivery of strategic infrastructure. This would need to be supported by clear need / justification for the strategic infrastructure in this location.
- 5.51. In addition, the Council will resist the permanent conversion of existing homes to short stay accommodation. This is a particular concern given the borough is home to two major international sporting venues (among other attractions) located in the north locality along with significant regeneration plans. Letting housing to visitors reduces the amount of housing available to permanent residents and dilutes the visitor accommodation market, with consequential knock-on effects to supply chains and the local economy.



Policy R4: Older Persons Accommodation

- 5.52. Trafford has an ageing population, often requiring different types of homes such as adaptable or supported housing, residential care bedspaces, extra care and/or specialist accommodation. According, in Trafford:

Policy R4: Older Persons Accommodation

- A. Housing specifically designed and intended for older people will be supported and encouraged as part of new residential developments.
- B. Standalone development proposals for older persons accommodation will be supported, where they are:
 - i. Located in town/ district centres or within 400 metres of the boundary; and/or
 - ii. In locations accessible by high frequency public transport.
- C. Proposals in other locations to these must clearly demonstrate why the site is a suitable, sustainable location for older persons accommodation.
- D. Proposals of 150 or more homes must incorporate older persons accommodation to meet Trafford's identified local needs.
- E. All proposals for older persons accommodation (including equivalent C2 care bed spaces) must be delivered in accordance with affordable housing requirements set out in Policy R2.
- F. Applications for dementia-friendly older persons accommodation and sheltered housing for rent must demonstrate a local need and a lack of this type of housing elsewhere in the locality and borough.

PfE Links

JP-H1

Relevant Strategic Objectives

SO1, SO3, SO6, and SO8

- 5.53. The Housing Need Assessment (HNA) (2025) identified a need in Trafford for 4,398 additional older persons specialist accommodation units, including 2,621 C3 dwelling units, 1,104 C2 Extra Care units and 673 C2 residential care bedspaces to 2039. The HNA also identified a particular need for leasehold



sheltered housing, enhanced sheltered housing and Extra Care housing for sale.

- 5.54. Accordingly, the Council will actively support applications for housing specifically to meet the needs of older people – either as part of wider residential schemes or as standalone developments. Older people require the same level of access to services, facilities and social activities and interactions as Trafford’s other residents; however, their ability to move and travel long distances to get to them is often restricted.
- 5.55. The siting of older person’s accommodation should be in accessible locations that are within easy walking distance to shops and services as well as within a 400 metre walking distance of a bus stop, tram stop or train station with at least 3 daytime services per hour. This ensures good access to services, without relying on ad-hoc and/or expensive private travel arrangements.
- 5.56. Many older people are on fixed incomes leaving them vulnerable to rising rents and mortgage rates (where they are able to secure a mortgage) and therefore require affordable housing, as with other age groups. Affordable housing must therefore be provided in accordance with Policy R2.
- 5.57. The HNA found that Trafford has a good supply of dementia-friendly older persons accommodation and sufficient sheltered housing to rent. It is therefore not necessary to actively encourage development proposals that would not meet an identified need and could lead to a surplus of accommodation.



Policy R5: Gypsy and Traveller Accommodation

- 5.58. The gypsy and traveller community have distinct accommodation needs for pitches and plots rather than conventional housing by virtue of their culture and way of life; and as with other types of housing, local needs must be planned for. For Trafford this means:

Policy R5: Gypsy and Traveller Accommodation

- A. Allocating land for the minimum need of 2 pitches identified over the plan period.
- B. Where necessary, identifying suitable sites and determining planning applications to meet additional need(s) for permanent gypsy and traveller accommodation that:
 - i. Are well-located to the existing urban area within reasonable proximity to a range of services, facilities and sustainable transport modes.
 - ii. Are of a suitable size, capable of accommodating necessary facilities (such as an amenity block and/or amenity areas) and meeting site licensing requirements.
 - iii. Can provide appropriate safe vehicular access to and from the site as well as suitable parking provision off the highway.
 - iv. Are of an appropriate scale that would not cause significant detriment to neighbouring amenity.
 - v. Are, or can be visually integrated into the local and wider landscape; and
 - vi. Will provide acceptable living conditions for future occupants in terms of noise, vibration, pollution and such other environmental factors as may be material.
- C. Where a need for a transit pitch/ plot(s) for gypsies, travellers and/or travelling showpeople arises, sites will be assessed against Criterion B and the following:
 - i. Safe stopping / refuge conditions from the public highway.
 - ii. Nearby land uses which may cause a hazardous or detrimental impact.
 - iii. Character and appearance of the immediate surrounding area; and
 - iv. Impact on existing local/ neighbouring amenity.



PfE Links

JP-H1, JP-H2, and JP-H3

Relevant Strategic Objectives

SO1, SO2, and SO5

- 5.59. The national Planning Policy for Traveller Sites (PPTS)⁴ requires local planning authorities to assess the level of need for gypsies, travellers and travelling showpeople pitches / plots and to identify a supply of sites in Local Plans. The 2023 PPTS sets out the definitions of gypsy, traveller and travelling showpeople.
- 5.60. The Greater Manchester Gypsy and Traveller Accommodation Assessment (GTAA) 2024 identifies a need for pitches for gypsies and travellers across Greater Manchester; the need in Trafford is shown in Table 5-4 below. It did not identify any specific need for transit sites in Trafford.

Table 5-4: Trafford's Gypsy and Traveller pitch need

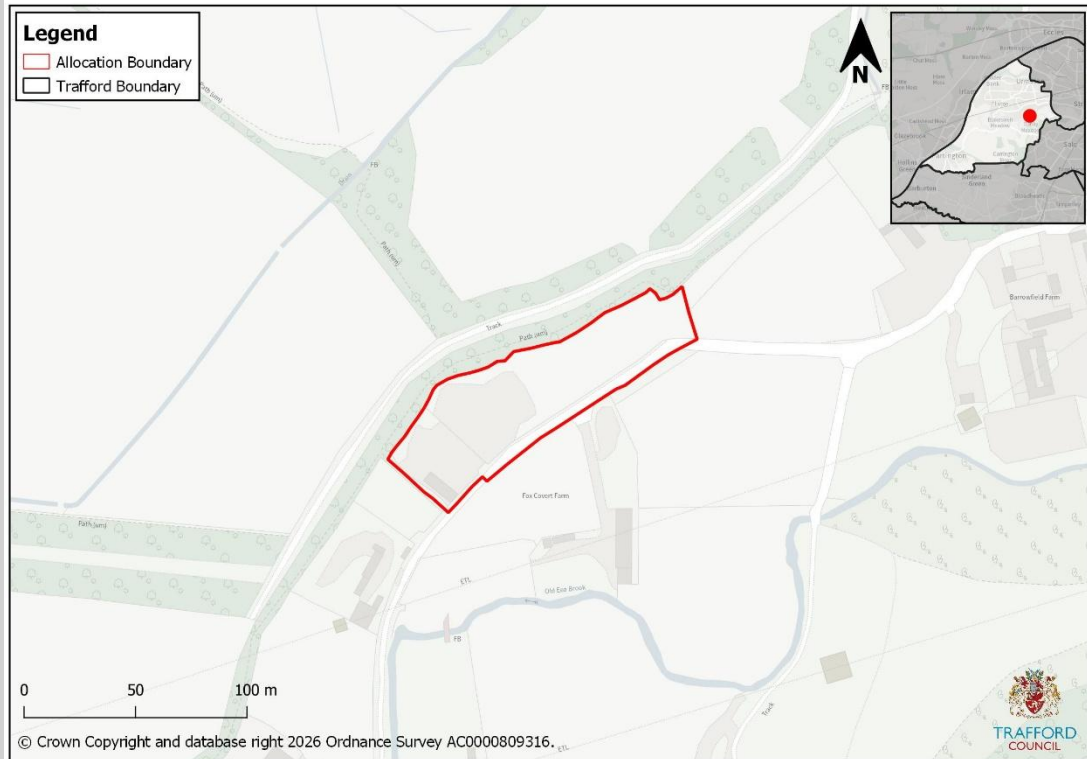
	2023/24 to 2027/28	2028/29 to 2032/33	2033/34 to 2037/38	Total
Gypsy and Traveller pitch need	1	1	0	2

- 5.61. Over the course of the plan period (2022 – 2039) the need for gypsy and traveller accommodation (including transit sites) may change and/or grow. Therefore, it is necessary to set out how future applications will be assessed to ensure that they meet the needs of the gypsy and traveller and settled communities.

⁴ Department for Levelling Up, Housing and Communities, Ministry of Housing, Communities & Local Government. (2023). Planning Policy for Traveller Sites.



GT1: Land known as Philomenas Court, Eeasebrook, Urmston



Address	Land known as Philomenas Court, Eeasebrook, Urmston				
Site Size (Ha)	0.46ha				
Existing use	None				
Allocated for	5 Gypsy and Traveller Pitches (Greenfield)				
Affordable Housing Requirement	N/A.				
Necessary on / off site infrastructure	A. On-site drainage solutions that do not result in the movement of contaminants to the principal aquifer beneath the site, or any other relevant water body.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32 - 2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 pitches	5 pitches	0 pitches	0 pitches	0 pitches



Site Specific requirements	Development of the site must: B. Meet all relevant requirements in Policy R5; C. Be informed by site-specific flood and contamination risk assessments; D. Achieve finished floor levels (FFL's) of not less than 18.20m above Ordnance Datum (AOD); E. Retain existing good quality trees and hedges within and on the boundaries of the site; F. Deliver high-quality green infrastructure, including landscaping, sustainable drainage system (SuDS) and tree planting incorporated within the site layout, connecting to neighbouring green infrastructure; G. Only enclose the site with appropriate and temporary hard landscaping materials necessary to delineate and secure each pitch; and H. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1-FC5 and other relevant planning obligation and condition policies in this plan.
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- 5.62. The site is located approximately 200m south-west of Urmston Cemetery and is currently owned and occupied by a gypsy and traveller family and will deliver 5 pitches for permanent accommodation.
- 5.63. The site lies over a principal aquifer and as such appropriate drainage solutions (including soakaways) (informed by a site-specific assessment/s) are provided that do not result in the movement of potential contaminants to the principal aquifer beneath the site, or any other relevant water body. This approach is



supported by both the Environment Agency (EA) and Lead Local Flood Authority (LLFA).

- 5.64. As recommended by the EA and LLFA, use of the site for permanent gypsy and traveller accommodation is considered acceptable within Flood Zone 2, subject to finished floor levels (FFL') being situated 18.20m no lower than Ordnance Datum (AOD) to reduce the risk of flooding to the proposed development and future users. Development of the site must therefore be delivered in strict accordance with the requirement.
- 5.65. The site remains within the Green Belt and as such must positively enhance the local environment, maintaining and where appropriate increasing openness wherever possible. Retaining trees, hedges and other mature vegetation in combination with high-quality green infrastructure and landscaping and the minimal use of hard materials is essential to achieving this.
- 5.66. Requiring necessary financial contributions ensures that development mitigates its impacts and supports the delivery of both on-site and off-site infrastructure, consistent with national policy.



Monitoring

5.67. Table 12.3 of PfE sets out a monitoring framework for the residential development related policies within that plan. Key indicators include the following:

- a) Delivery of approx. 9,063 homes annually by 2025, 10,305 by 2030, and 10,719 by 2039 – across the PfE Plan Area.
- b) The number of new affordable homes completed.
- c) Percentage of new homes meeting Nationally Described Space Standard (NDSS)
- d) Percentage of new homes meeting Accessible and Indicator(s).

5.68. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan residential development policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Net increase in number of dwellings by Locality	Increase	Not available Source: Planning records	R1, R3	SO1 SO3 SO9
% of all new homes delivered which are affordable in line with Policy R2 locality requirements	25% North locality 30% Central Locality 30% West Locality 45% South Locality	Not available Source: Planning records	R2	SO3 SO4 SO10
Number of homes by type within each locality (including specialist housing)	Number of homes which are in accordance with Housing Needs Assessment (HNA) requirements	Not available Source: Planning records / HNA	R3, R4	SO3 SO9
Supply of plots for self-build and custom housebuilding	Meet the annual requirement for self build plots	Not available Source: self build register / Planning records	R3	SO1 SO3



Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Supply of plots for self-build and custom housebuilding	Number of 150+ housing schemes which provide a proportion of self build and custom build plots	Not Monitored Source: Planning records	R3	SO1 SO3



6. Economy and Jobs

Introduction

- 6.1. Trafford's economy is made up of traditional and modern business uses. It is the home of Trafford Park, as well as hugely successful sports stadia and other visitor attractions which all play a role in its success.
- 6.2. Trafford is a fundamentally important part of the City Region's economy and is identified as having one of the highest concentrations of key employment assets and major growth areas in Greater Manchester. 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 and to properly contribute to the City Region.
- 6.3. In this Local Plan, employment uses are defined as industrial and warehousing (use classes B2 and B8), offices (use class E(g)(i)), modern economy uses and some suitable sui generis uses.
- 6.4. PfE establishes the employment land requirement for Trafford up to 2039 and this Trafford Local Plan sets out how and where this will be delivered alongside policies on how existing employment uses will be protected and enhanced.
- 6.5. The Trafford Local Plan enables and facilitates sustainable economic growth and seeks to remove barriers to employment, improve access to employment opportunities and support a stronger, more inclusive labour market across Trafford.

Places for Everyone (PfE)

- 6.6. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies.
- 6.7. Table 6-1 illustrates the relationship between PfE and this Local Plan, summarising the requirements and how they apply to Trafford.



Table 6-2: PfE–Trafford Local Plan: Employment development Relationship

PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP-Strat1: Core Growth Area	Protects and enhances the economic role of the Core Growth Area with a major growth in number of jobs – the Local Plan applies the Core Growth Area within Trafford
Policy JP-Strat11: New Carrington	Identifies the strategic role of New Carrington in delivering 350,000sqm employment floorspace.
Policy JP-S5: Clean Air	Looks to reduce need to use transport that contributes to air pollution, restricting some types of industrial activity that due to the impact on air pollution, facilitating the sustainable movement of goods within the urban area.
Policy JP-J1: Supporting Long-Term Economic Growth	Places emphasis on the development of high value clusters in key economic sectors including advanced manufacturing, logistics and low carbon goods and services. Seeking local labour and training agreements through planning obligations.
Policy JP-J2: Employment Sites and Premises	Protects existing employment areas from redevelopment to other uses including local areas and key growth locations.
Policy JP-J3: Office development	Sets office floorspace requirement. Identifies The Quays (Wharfside); Manchester Airport and environs (Davenport Green); and town centres as the focus for office locations.
Policy JP-J4: Industry and warehousing development	Sets industrial and warehousing floorspace requirement. Seeks to provide high level choice and flexibility in the supply of new floorspace.



PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP Allocation 3.2: Davenport Green	Allocation policy for Davenport Green which includes around 60,000sqm office floorspace within a mixed-use development.
Policy JP Allocation 30: New Carrington	Allocation policy for New Carrington which includes around 350,000sqm industry and warehousing floorspace.

6.8. The following evidence and information have informed the policies of this Chapter:

- a) PfE - Economic Forecasts for Greater Manchester (2020)
- b) PfE – Nicol Economics - Employment Land Needs for Greater Manchester (2021)
- c) Trafford Employment Land Review Update (2026)

Policy EJ1: Employment Land

6.9. Employment land is a finite and irreplaceable resource critical to the continued growth of Trafford's economy, and it will be promoted and protected. In Trafford this will be achieved by:

Policy EJ1: Employment Land

Securing Employment Land and Premises

- A. Ensuring that a sufficient suitable supply of employment land is available will be achieved by:
 - i. Identifying and protecting a suitable range of employment designations and allocations to provide sufficient new opportunities for growth and modernisation.
 - ii. Delivering around 626,000 sqm (gross) additional employment floorspace by 2039 as follows:
 - Around 469,000 sqm industry and warehousing floorspace
 - Around 157,000 sqm office floorspace
- B. Proposals for new office, manufacturing and logistics, modern economy and suitable sui generis development will be supported and encouraged



in the areas identified in policies EJ2, EJ3 and EJ4

- C. Outside of these locations applications for employment uses will only be supported where they are sustainably and appropriately located, developed to Energy Performance Certificate rating of A and B and would not give rise to unacceptable impacts on the surrounding area.

Loss of Employment Uses

- D. The loss of existing employment site(s) and building(s) within Trafford Park (EJ2) will not be permitted.
- E. The loss of existing employment site(s) and building(s) on designated employment land (EJ3, EJ4) and non-designated employment land will be strongly resisted unless it can be robustly demonstrated that:
- i. The site and building(s) are no longer suitable for employment use, evidenced through proof of active marketing for employment uses for a minimum of:
 - 24 months in any designated employment area (Policies EJ3 and EJ4), or
 - 12 months in a location that is not designated for employment use;
 - ii. There are no suitable alternative sites or buildings outside of Trafford's designated employment areas (Policies EJ2, EJ3, EJ4), and that are not currently in employment use;
 - iii. Retaining, reusing, or redeveloping the site or building(s) for similar or alternative employment use is not achievable or deliverable;
 - iv. There is a clear and demonstrable need for the proposed non-employment use;
 - v. The proposed redevelopment would not compromise the primary employment function of the designation or the operations or amenity of neighbouring users; and
 - vi. The proposed development includes suitable measures to manage and mitigate its impacts on neighbouring uses (agent of change).
- F. Where appropriate, permitted development rights for the change of use to non-employment purposes will be removed to ensure the protection of the designated employment sites.



Modern economy uses

- G. Proposals for modern economy uses will be supported where schemes are located in close proximity to appropriate grid infrastructure, minimising the need for extensive new off-site infrastructure to be provided and are able to demonstrate available grid capacity;
- H. Proposals for Data centres and other heat generating modern economy uses will only be permitted where:
 - i. Opportunities for renewable energy generation have been fully considered and, where possible, have been integrated into the scheme;
 - ii. Opportunities to capture and use waste heat are identified, and passive provision for connection to future district heat networks are delivered wherever possible (Policy CR3); and
 - iii. Energy efficiency has been maximised and the impacts on the local environment have been minimised and mitigated – particularly where water from natural water courses and bodies is proposed to be used for cooling purposes.

PfE Links

JP-Strat 1, JP-Strat 5, JP-Strat 9, JP-Strat 10, JP-Strat 11, JP-Strat 12, JP-J1, JP-J2, JP-J3 and JP-J4

Relevant Strategic Objectives

SO1, SO5

- 6.10. Trafford's employment land requirement is established in PfE Policies JP-J3 and JP-J4 (PfE tables 6.1 'Office land supply 2022-2039' and 6.2 'Industry and warehousing land supply 2022-2039' respectively). The requirements are for at least 3,513,000 sqm. of industrial and warehousing floorspace and 2,019,000 sqm. of office floorspace for the entire PfE plan area.
- 6.11. These requirements are not broken down to district level, although tables 6.1 and 6.2 in PfE set out the distribution of the identified supply for offices and industry and warehousing across the plan area.



- 6.12. To ensure that Trafford makes a sufficient contribution to meeting the overall employment requirements identified in PfE, at least 496,297 sqm of industrial and warehousing floorspace and at least 156,788 sqm. of office floorspace and will be provided in Trafford over the period 2022 to 2039. These requirements have been determined by calculating Trafford's proportion of the total supply of floorspace across the 9 districts as shown in PfE tables 6.1 and 6.2 and applying this proportion to the policy requirement figures in PfE policies JP-J3 and JP-J4.
- 6.13. The approach taken to disaggregating the overall employment requirements to a district level is that put forward by the 9 PfE districts through main modifications proposed during the examination of the Plan. The Inspectors determined that such modifications were not necessary to make the plan sound given there is no specific requirement in national policy to establish district level requirement figures as part of a joint plan. Notwithstanding this, the methodology is considered to remain appropriate for disaggregating the employment requirements set out in PfE for the purposes of the Local Plan.
- 6.14. This requirement will be met in Trafford through PfE Strategic allocations, Local Plan allocations and designations and through the development management process.
- 6.15. Designated employment areas are home to a wide variety of industry and warehousing and office uses, including builders' merchants/ yards, transport and haulage operations, scrap yards, utility depots, private hire businesses, and plant or skip hire. They are also capable of and often most suited to accommodating "modern economy" uses, such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics and certain specialised (sui generis) uses.
- 6.16. To avoid the detrimental impact and erosion of employment uses within designated employment areas planning conditions may be used to ensure that the purpose, character and economic role of Trafford's designated employment areas are not undermined, by removing permitted development rights.



- 6.17. Data centres are increasingly critical components of modern economic and social infrastructure. They have specific locational and operational requirements, including access to high-capacity power networks and digital connectivity.
- 6.18. Energy demand for data centres is significant. Proposals should maximise energy efficiency, using renewable energy, where possible, to reduce carbon emissions and help mitigate the impacts of Climate Change. Data Centres generate significant amounts of waste heat from 24/7 server operations providing opportunities to utilise the waste heat to warm homes, businesses and swimming pools etc through heat networks.
- 6.19. Proposals for new Data Storage facilities should undertake early engagement with the National Grid to ensure that their power requirements can be met and with the Environment Agency in relation to water cooling needs.



Policy EJ2: Trafford Park

- 6.20. Trafford Park is a strategic employment hub serving the whole city region, sustaining and attracting high-value and accessible jobs– crucial for inclusive growth. Accordingly:

Policy EJ2: Trafford Park

- A. The primary employment function of Trafford Park (as defined on the policies map) strictly for industrial, storage and distribution; manufacturing and logistics (Use Classes B2 and B8 and Class Eg (ii) & (iii)) and modern economy uses will be maintained by:
- i. Permitting proposals for the above employment and industrial uses;
 - ii. Prohibiting the development and/or expansion of non-employment uses outside of Trafford Park Village, as defined on the Policies Map (in accordance with Policy EJ1); and
 - iii. Encouraging green and low-carbon development proposals (including infrastructure) to facilitate the transformation of Trafford Park into a low-carbon employment and industrial hub.

PfE Links

JP-Strat1, JP-J2, JP-J3 and JP-J4

Relevant Strategic Objectives

SO1, SO2 and SO5

- 6.21. Trafford Park’s role as a regional employment area must be both celebrated and protected to ensure it continues to play a vital role in the economic growth of Trafford and the wider regional economy. New employment and industrial development will be permitted in Trafford Park, where it contributes to the economic function of Trafford Park. To ensure the area is protected for the long-term and not fragmented by other competing uses, non-employment uses within Trafford Park will not be supported outside of Trafford Park Village. Trafford Park Village continues to be an appropriate location for a range of shops and services to meet a specific local need within Trafford Park.



- 6.22. Trafford Park is the pre-eminent industrial and warehousing area in Trafford and an important economic node for Greater Manchester and the UK. Trafford Park has the opportunity to cater to modern economy technology-based industries such as data centres, clean-tech and research and development facilities.
- 6.23. The Trafford Employment Land Review (2026) provides market evidence showing sustained demand for mid to large industrial and warehousing units within Trafford Park. Any loss of employment land in Trafford Park would undermine Trafford's industrial land supply and economic resilience and therefore non-employment uses will be prohibited, instead focusing on regeneration, intensification, refurbishment and modernisation of employment land and buildings.
- 6.24. Despite recent improvements associated with the Trafford Park Metrolink line, access within Trafford Park for walking, wheeling and cycling remains limited, fragmented and unattractive in places. This results in a largely vehicle-dominated, impermeable environment. New development proposals must therefore contribute to a coordinated approach to sustainable transport, delivering high-quality walking, wheeling and cycling infrastructure and improved public realm to enhance connectivity and encourage modal shift.
- 6.25. Urban greening measures will help transform Trafford Park into a more inviting, greener and more resilient place. This includes tree, shrub and hedgerow planting, as well as green walls and roofs, integrated throughout the public realm to soften the industrial landscape, improve amenity and support biodiversity.
- 6.26. Sustainable Drainage Systems (SuDS), such as swales, rain gardens and permeable surfaces, to manage surface water run-off. This is particularly important given known surface water flooding issues within parts of the park, which affect businesses, the Council and other stakeholders. Where possible, SuDS should form part of a multifunctional green public realm that supports climate resilience while enhancing movement routes and public spaces.



Policy EJ3: Industry and Warehousing

- 6.27. Industry and Warehousing is a critical component of Trafford's balanced and resilient economy, and will be secured, maintained and enhanced by:

Policy EJ3: Industry and Warehousing

- A. Delivering around 469,000 sqm of new industry and warehousing floorspace between 2022-2039 (Policy EJ1)
- B. Designating the following areas for industry and warehousing (as defined on the policies map):
 - i. Broadheath Employment Area (including Dairyhouse Lane Employment Area)
 - ii. Hadfield Street Industrial Area, Old Trafford
 - iii. Cross Street Employment Area, Sale
 - iv. Britannia Road / Dane Road, Sale
 - v. Longford Trading Estate, Stretford
- C. Delivering other industry and warehousing development in New Carrington (see PfE Policy JPA 30)
- D. Maintaining the primary employment functions of the designated employment areas for:
 - i. industrial; storage and distribution; manufacturing and logistics (use classes B2, B8 and Class Eg (ii) and (iii));
 - ii. modern economy uses; and
 - iii. scrap yards (Sui Generis G) and other similar appropriate sui generis uses.

PfE Links

JP-J2 and JP-J4

Relevant Strategic Objectives

SO1 and SO5

- 6.28. National policy places significant weight on the need to support economic growth and productivity, taking into account both local business needs and



wider opportunities for development. Requiring the identification of strategic sites for local and inward investment to meet the strategy.

- 6.29. A sufficient supply of employment land is essential to support Trafford's economic growth, resilience and productivity. National policy recognises the importance of building a strong, competitive economy and ensuring that employment sites are available to meet current and future business needs
- 6.30. Designated employment areas provide certainty for businesses by protecting land for continued employment use, supporting investment, expansion and job creation. Protection also helps prevent the loss of established employment land to incompatible uses that could undermine economic activity and local supply chains.
- 6.31. Trafford's employment areas accommodate a diverse range of businesses, including SMEs, logistics, manufacturing, trades and essential services, which are critical to the day-to-day functioning of the local economy.
- 6.32. This Local Plan therefore protects, modernises and supports the development of employment land for a range of industrial and warehousing/distribution uses, informed by the Employment Land Review (2026).
- 6.33. Green Infrastructure measures will help create greener and more resilient employment areas. This includes tree, shrub and hedgerow planting, as well as green walls and roofs, integrated throughout the public realm.



Policy EJ4: Offices

- 6.34. Sustainable, modern office accommodation complements traditional industrial employment land, supporting professional, business and financial services, with distinctly diverse needs will be secured, maintained and enhanced in Trafford by:

Policy EJ4: Offices

- A. Delivering around 157,000 sqm of new office floorspace between 2022-2039 (Policy EJ1)
- B. Supporting proposals for office floorspace within designated town centres, where it is in accordance with the relevant town centre policy in this Plan;
- C. Designating the following areas for office uses (Use Classes E(c)(i), E(c)(ii), E(g)(i)) (as defined on the policies map):
 - i. Altrincham Business Park, Moss Lane, Altrincham
 - ii. Broadheath Employment Area
 - iii. Cornbrook Station Office Area
- D. Delivering office development (Use Classes E(g)(i)) within the following allocations:
 - i. Davenport Green (see PfE Policy JPA 3.2)
 - ii. The Quays (Wharfside) (see Policy AN1)
 - iii. The Civic Quarter (see Policy AN2)
 - iv. Trafford Waters (see Policy AN3)
 - v. Pomona (see Policy AN4)

Loss of Office floorspace

- E. Applications which would result in the net loss of office floorspace will be assessed against Policy EJ1.

PfE Links

JP-J 2 and JP-J 3

Relevant Strategic Objectives

SO1; SO5; and SO7



- 6.35. Office development is identified in the National Planning Policy Framework as a main town centre use. The NPPF promotes a ‘town centres first’ approach, directing such uses to town centres in the first instance. In line with this approach, PfE recognises Altrincham town centre—given its strong role, high accessibility, and access to services—as the primary focus for office development.
- 6.36. Locations for new office floorspace outside of centres have been identified to ensure that the PfE requirement of 156,788sqm can be met within plan period. The locations identified are in well established office employment locations or are in areas undergoing major redevelopment and change.
- 6.37. Altrincham business park is an established local office location with good connections to the transport network, within walking distance of Altrincham interchange.
- 6.38. Cornbrook Station Office Area is on the edge of Manchester City area and benefits from this close proximity to other office areas and has the potential to be redeveloped to create a modern employment development. It is important to retain this existing employment area, which offers local low cost options to Trafford businesses.
- 6.39. The continued designation of these sites is essential as office uses in these locations are vulnerable to speculative applications for non-employment uses. This causes the function of the employment designation to be undermined and become disparate.
- 6.40. PfE identifies two primary office markets outside the Manchester City Centre, namely The Quays (including the Wharfside area) and South Greater Manchester, which includes Davenport Green as well as Trafford’s town centres.
- 6.41. Davenport Green forms part of a strategic PfE allocation which will deliver 60,000 sqm new office floorspace near Manchester Airport and the PfE allocation at MediPark. This will be a new employment location in the southeast of Trafford.



- 6.42. The Quays, which covers either side of the ship canal in both Trafford and Salford (as identified in the PfE – Policy JP-Strat 3), is an established cluster of digital and media uses with an international reputation. The Quays in Trafford relates to the Wharfside area and is one of the primary locations for growth, including office accommodation in Trafford.
- 6.43. Office uses within The Civic Quarter, Trafford Waters, Altrincham Business Park and Cornbrook recognise the existing role they play in Trafford's office market as well as the opportunities they present for improvement and possible increase in office floorspace. Broadheath Employment Area is a suitable location office uses, alongside industry and warehousing.
- 6.44. Existing office floorspace outside of these designated areas will continue to have an essential role in meeting the needs of our businesses, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses.



Policy EJ5: The Rural Economy

- 6.45. Trafford's rural economy – largely in the south and west of the borough supports a diverse range of activities including agriculture, food production, tourism, recreation, small-scale manufacturing and home-grown businesses. In Trafford this means:

Policy EJ5: The Rural Economy

- A. Development proposals for agricultural uses and diversification will be supported where:
- i. They secure the long-term sustainability of an established agricultural business;
 - ii. They are of a scale appropriate to the rural location;
 - iii. Additional traffic generation would be consistent with the rural location and the capacity of local roads and, where appropriate, opportunities for improved sustainable transport access are delivered; and
 - iv. They would not have an unacceptable environmental and/or amenity impact on the surrounding area.

PfE Links

JP-Strat 9 and JP-J1

Relevant Strategic Objectives

SO5

- 6.46. National policy sets out the guiding principles for development within rural areas and recognises that the presence of a successful agricultural economy can be essential to the sustainability of these communities.
- 6.47. Trafford's rural communities are mostly located in the southern locality. These areas are largely within the Green Belt and include small villages, as well as agricultural businesses and farms.
- 6.48. To ensure the long-term economic viability and sustainability of the rural economy agricultural diversification will be supported, where appropriate.



Monitoring

6.49. Table 12.2 of PfE sets out a monitoring framework for the economy and jobs related policies within that plan. Key indicators include the following:

- a) Percentage increase in GVA per job.
- b) Proportion of our residents (working age) in employment.
- c) Number of local labour agreements.
- d) Increase in office floorspace (gross).
- e) Increase in industry and warehousing floorspace (gross).

6.50. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Economy and Jobs policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Amount of floorspace completions to non-employment uses within the employment designations (sqm) gross.	0 sqm increase	Not available Source: planning records	EJ1	SO1; SO5
Amount of floorspace completions to uses not specified in EJ2 in Trafford Park (sqm) gross.	0 sqm increase	Not available Source: planning records	EJ2	SO1; SO5
Completed industry and warehousing development (in key employment areas) by square	Deliver at least 469,000 sqm new industry and warehousing floorspace by 2039.	Not available Source: planning records	EJ3 PfE JP- J1– J4)	SO1; SO5



metres (sqm) gross				
Completed office development (in key employment areas) by square metres (sqm) gross	Deliver at least 157,000 sqm new office floorspace by 2039.	Not available Source: planning records	EJ4 PfE JP- J1– J4)	SO1; SO5



7. Transport and Movement

Introduction

- 7.1. Sustainable transport is a crucial aspect of achieving sustainable development and has both direct and indirect impacts on the objectives of the planning system. The Council will take a vision-led approach to planning for transport, directing growth to the most sustainable locations with good walking, wheeling and cycling links to existing public transport routes and facilities.
- 7.2. Trafford benefits from a sophisticated multi-modal network which incorporates high quality walking, wheeling and cycling routes, good connectivity by Metrolink, buses and rail, as well as good connections to the Strategic Road Network (SRN), all of which combined support the movement of people and goods.
- 7.3. Walking, wheeling and cycling routes within Trafford include recent delivery of segregated cycleways along Talbot Road providing further strategic connectivity by active modes. Metrolink connectivity is provided through the Altrincham Line, Trafford Park line and partially the Manchester Airport/Didsbury line, with a combined 17 Metrolink stops within Trafford. The Cheshire Lines Committee (CLC) rail line provides a route between Manchester and Liverpool via Trafford, including stops at Flixton, Urmston and Trafford Park, whilst Trafford also has multiple bus routes. The A56 provides a north-south road link through Trafford, with access to the M60 in the north and the M56 in the south-east ensuring connectivity to the SRN.
- 7.4. In a policy context, the Local Plan is part of a wider transport policy structure. The city-regional policy is overseen by Transport for Greater Manchester (TfGM) and includes the Greater Manchester Transport Strategy, providing an overarching strategic set of policies for the whole of Greater Manchester, as well as the Delivery Plan and Local Implementation Plans, which together provide an integrated pipeline of schemes to be brought forward for funding and delivery.



Places for Everyone (PfE)

- 7.5. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies. The Connected Places Chapter of PfE relates to transport and movement.
- 7.6. Table 7-1 presents the relevant PfE transport and movement policies and how they apply to Trafford.

Table 7-1: PfE Connected Places Policies

PfE Policy	Trafford Requirement/ Application
Policy JP-C1: An Integrated Network	Seeks to embed integration of sustainable transport through strategically located infrastructure and adopting the PfE hierarchy of modes.
Policy JP-C2: Digital Connectivity	Adopts vision-led principles, reducing need to travel through good digital connectivity.
Policy JP-C3: Public Transport	Seeks to achieve higher development density around public transport hubs and ensures enhanced public transport connectivity with good frequency of services is at the heart of proposals.
Policy JP-C4: The Strategic Road Network	Supports proposals for the improvement of M60 Junctions 6 - 10 and M56 Junctions 5 and 6.
Policy JP-C5: Streets for All	Aligns with the Streets for All approach and seeks to ensure SfA principles are embedded in design (in accordance with the Trafford Design Code).
Policy JP-C6: Walking and Cycling	Places Walking, Wheeling and Cycling as the highest level of priority and seeks to ensure attractive, integrated, direct, easy to use routes and appropriate facilities are embedded in development proposals.



PfE Policy	Trafford Requirement/ Application
Policy JP-C7: Freight and Logistics	Aims to move towards a more sustainable freight industry across Trafford, whilst continuing to adequately cater for demand, including the provision of appropriate facilities and amenities for drivers.
Policy JP-C8: Transport Requirements of New Development	Adopts the PfE principles and hierarchies to seek to ensure that new development adequately provides for sustainable modes of transport to meet the vision laid out for the development.

Evidence base

7.7. The following documents have been used as a basis for evidence included within this Chapter:

- a) PfE Existing Land Supply and Transport Technical Note GMSF 2020
- b) PfE Existing Land Supply and Transport Technical Note Addendum PfE 2021
- c) PfE Transport Locality Assessments - Trafford - GMSF 2020;
- d) GM Transport Strategy 2040 (updated January 2021);
- e) Greater Manchester Transport Strategy 2040 (Adopted Document): [GM Transport Strategy 2040](#)
- f) Greater Manchester Transport Strategy 2050 (2025 Consultation Draft): [GM Transport Strategy 2050](#)



Policy TM1: Walking, Wheeling and Cycling

- 7.8. Walking, wheeling and cycling will be the natural first choice for all local journeys within Trafford, reducing congestion and improving air quality and people's health and wellbeing. This means that:

Policy TM1: Walking, Wheeling and Cycling

- A. Proposals will be supported where they facilitate greater levels of walking, wheeling and cycling, including through the following:
- i. High-quality, safe and accessible crossings at key road junctions — particularly those set out in Policies TM1N, S, C and W, and those with no / limited existing crossing facilities;
 - ii. Reallocation of kerbside space, including for cycle parking, where this can be accommodated safely;
 - iii. New and improved routes throughout the borough, including along the canal network;
 - iv. Protection and enhancement of existing routes such as the National Cycle Network, Trans Pennine Trail and the Bollin Valley Way, as well as local Bee Network-compliant segregated cycle infrastructure; and
 - v. New and improved walking, wheeling and cycling routes to, from and around high-capacity venues, will be delivered efficiently connecting eventgoers to onward journeys.

New Development

- B. All development proposals (excluding householder applications) must plan appropriately for walking, wheeling and cycling, and must:
- i. Enable and/or financially contribute to provision of permeable and legible walking, wheeling and cycling infrastructure, including but not limited to those schemes identified in Policies TM1N, S, C and W, where appropriate;
 - ii. Demonstrate how regard has been had to the Greater Manchester Transport Strategy, the Trafford Design Code and Local Transport Note 1/20 (or equivalent);



- iii. Provide safe, convenient routes which connect to wider walking and cycling networks where available, and nearby existing and/or proposed public transport stops;
 - iv. Facilitate the safety of those walking, wheeling and cycling from vehicle movements;
 - v. Provide secure, accessible cycle parking in locations where security is maximised and natural surveillance is provided – in accordance with Policy TM5;
 - vi. Provide high-quality facilities including changing rooms, showers, dryers and lockers, where appropriate and practical; and
 - vii. Deliver high-quality public realm improvements including seating and landscaping.
- C. Development proposals in close proximity to high volume crowd routes must incorporate measures to plan and protect routes for crowd movement through:
- i. Protection of new and existing key crowd routes from permanent closure, diversion and/or ad-hoc alteration(s), without provision of acceptable alternatives, ensuring crowds are able to move safely and comfortably during all phases of development;
 - ii. Discouraging crowds routing through the development (unless providing a specific crowd route as part of the proposals) whilst ensuring alternative safe routes are available; and
 - iii. Alleviating potential impacts of crowd movement on the amenity of residents/ occupiers of the development where point i. is not possible.

PfE Links

JP-C1, JP-C5, JP-C6 and JP-C8

Relevant Strategic Objectives

SO2, SO8, SO9 and SO10

- 7.9. National policy requires opportunities for walking and cycling, alongside other sustainable modes of transport to be identified.



- 7.10. Trafford is committed to the delivery of an integrated, efficient, accessible walking, wheeling and cycling network, to safely connect key locations across the borough, address severance issues through road crossing infrastructure and make walking, wheeling and cycling the natural choice for short journeys.
- 7.11. These principles are in line with the Greater Manchester Transport Strategy, which sets out the long-term ambition for transport across the region, including a Right Mix Vision for 50% of all journeys to be made by walking, wheeling, cycling and public transport. The delivery of the Right Mix Vision will require a network of walking, wheeling and cycling routes forming part of the 'Bee Network' as well as greater integration of non-car modes. Such routes should be embedded into schemes from the outset, cover a variety of journey purposes including commuting, journey to school and leisure. Proposals must also ensure that the safety of those walking, wheeling and cycling is prioritised in interaction with vehicular traffic, with segregated, Local Transport Note (LTN 1/20)-compliant cycle infrastructure provided where practical.
- 7.12. The provision of a connected walking, wheeling and cycling network in line with the Trafford Design Code and Active Design principles will deliver multiple positive benefits, including reduction in private car use, helping to reduce congestion and improve air quality, particularly in areas that are, or are at risk of becoming, Air Quality Management Areas (AQMAs).
- 7.13. Policies TM1N, TM1S, TM1C and TM1W identify locality-specific schemes which, when brought together, will contribute to the creation of a coherent network of walking, wheeling and cycling routes outlined in Policy TM1 and the GM Transport Strategy.
- 7.14. Trafford is home to several large-scale event venues such as Old Trafford Football Stadium, Old Trafford Cricket Ground and Victoria Warehouse. Any proposals which seek to alter or are in the immediate surroundings of a large-scale event venue, must consider the movement of crowds to and from the venue. If crowds are required to route through development to complete last mile journeys to or from a venue/public transport, routes should be safeguarded in compliance with the Guide to Safety at Sports Grounds (Green



Guide), published by the Sports Ground Safety Authority, to provide safe and comfortable routes for crowd movement.

- 7.15. Equally, any development which seeks to locate near a venue which attracts large crowds, must ensure that crowd movement does not adversely impact on the development itself. This may require routing of crowds in such a way that visual and noise impact of crowds on development is mitigated, whilst maintaining convenient and safe access for crowd movement.
- 7.16. Measures to be provided may only apply on event days or at event times, with a reasonable buffer either side, to ensure safe and comfortable movement of crowds during these times, but to avoid overproviding at other times. This can involve temporary installations or features which can be removed when crowd movements are expected.



Policy TM1N: Walking, Wheeling and Cycling in Trafford North

The walking, wheeling and cycling network in the north locality will be improved through a range of measures. Development proposals (excluding householder applications) will be required to incorporate the delivery of, or financially contribute towards the following key routes and schemes, where appropriate, as illustrated on Figure 7-1 and/or set out below:

- A. Enhancing Route 62 of the National Cycle Network, particularly where it meets and crosses the A56 (currently via an underpass).
- B. Delivering segregated cycle infrastructure between Stretford and Dane Road, including beneath the M60.
- C. Enhancing Route 55 of the National Cycle Network
- D. Improved connectivity throughout the locality, including within Trafford Park, (Policy EJ2), around the Trafford Centre and to/from/along the Bridgewater Canal.
- E. Delivery of new and/or improved routes and links to, and facilities at all Metrolink stops and rail stations.
- F. Improved infrastructure at the White City Circle junction including the segregation of cycling and pedestrian movements.
- G. Enhanced segregated cycle lanes and public realm along Talbot Road (Wellbeing Route), Chester Road, Stretford Road, Old Chester Road and crossings at all key junctions.
- H. Delivery of a Processional Route between Old Trafford and Wharfside Metrolink stops, linking Civic Quarter (AN2) and Wharfside (AN1) areas, including the football and cricket grounds.
- I. Delivery of a new bridge connecting Wharfside to Clippers Quay over the Manchester Ship Canal.
- J. North-south route through a new city-scale park connecting Manchester Ship Canal with the Gorse Hill community via new railway and canal bridges
- K. East-west Exhibition Walk from Great Stone Road to Chester Road
- L. New high-quality public realm, routes and links around Stretford Town



Centre and the Stretford Gyratory, including enhanced east-west connections between Stretford and Chorlton.

M. New crossing infrastructure at key A56 junctions.

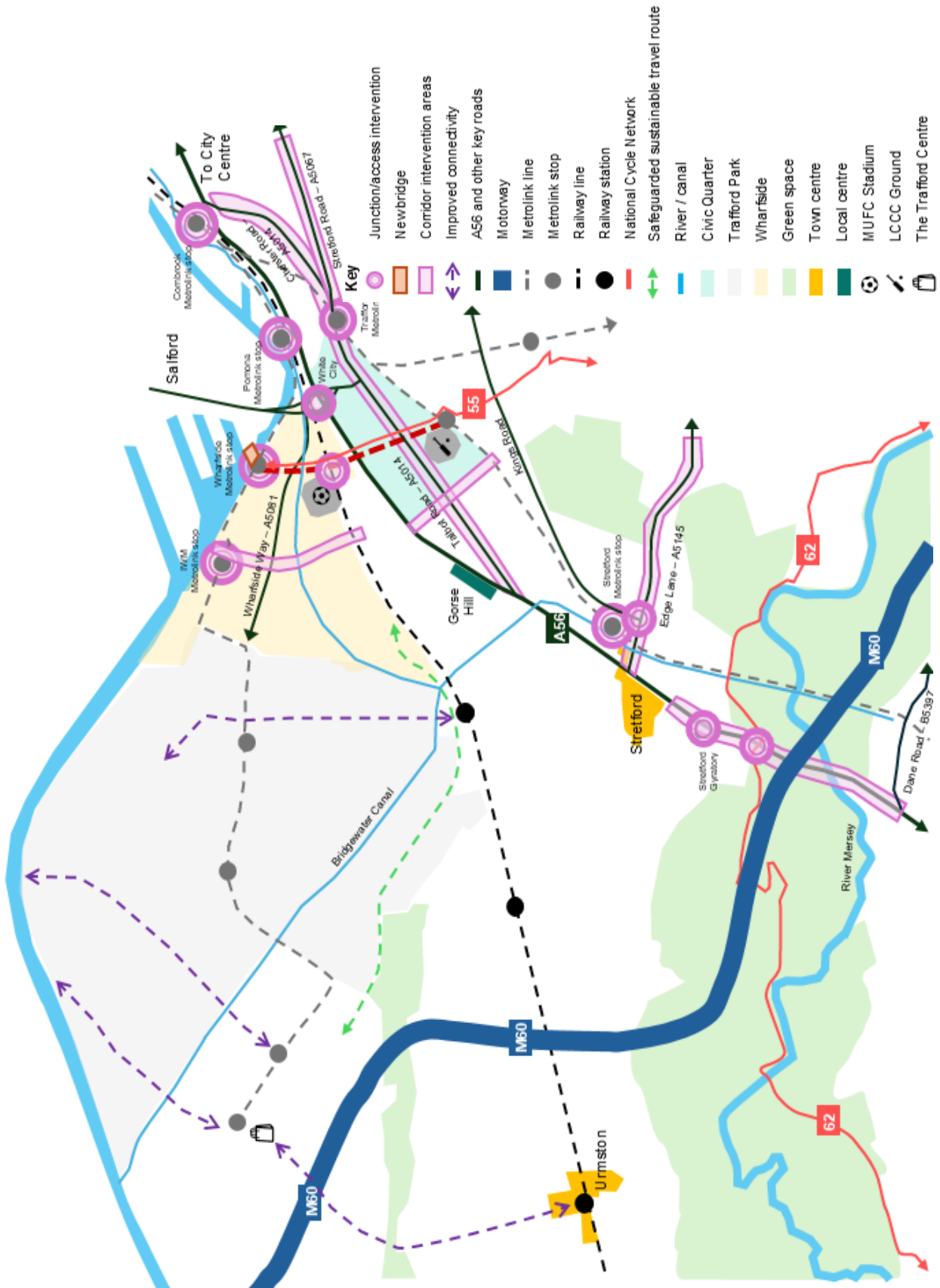


Figure 7-1: Walking, wheeling and cycling improvements for Trafford North



Policy TM1S: Walking, Wheeling and Cycling in Trafford South

The walking, wheeling and cycling network in the south locality will be improved through a range of measures. Development proposals (excluding householder applications) will be required to incorporate the delivery of, or financially contribute towards the following key routes and schemes, where appropriate, as illustrated on Figure 7-2Figure and/or set out below:

- A. Improved connectivity throughout the locality.
- B. New and/or improved routes and links to, and facilities at all Metrolink stops and rail stations.
- C. Delivery of improvements along B5164 Barrington Road providing a route to Altrincham Town Centre and A560 Woodlands Road Corridor.
- D. Segregated cycle lanes along A560 Woodlands Road Corridor as well as crossing infrastructure at all key junctions.
- E. A new link from Broadheath to Altrincham Town Centre through a new crossing over the Bridgewater Canal.
- F. New high-quality public realm, and provision of pedestrian crossings, quiet routes in and around Altrincham Town Centre and Timperley and Hale district centres.
- G. New and/or improved pedestrian crossings and cycle facilities on Hale Road and Ashley Road.
- H. Protection and improvement of the TransPennine Trail and Bollin Valley Way, including new routes to/from them.
- I. New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions.
- J. Widened pavements and additional pedestrian crossings on the Dunham Road section of the A56, with potential for a cycle route towards Dunham Massey.
- K. The formalisation of Brooks Drive as a walking, wheeling and cycling route (PfE Policy JPA3.2) between the junction of Shay Lane/Thorley Lane/Roaring Gate Lane and Hale Road.

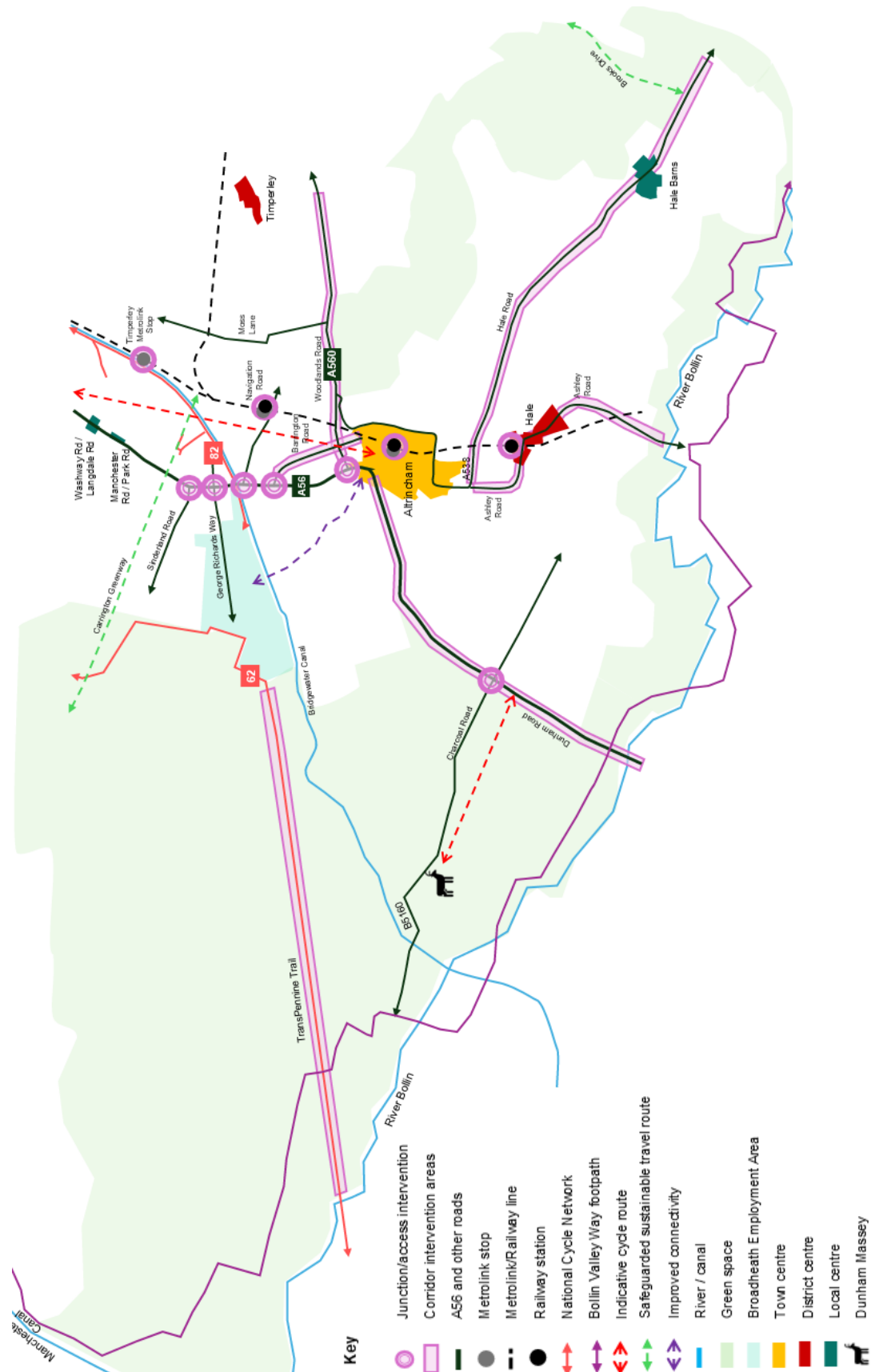


Figure 7-2: Walking, wheeling and cycling improvements for Trafford South



Policy TM1C: Walking, Wheeling and Cycling in Trafford Central

The walking, wheeling and cycling network in the central locality will be improved through a range of measures. Development proposals (excluding householder applications) will be required to incorporate the delivery of, or financial contributions towards the following key routes and schemes, where appropriate, as illustrated on Figure 7-3 and/or set out below:

- A. Additional crossing points on the A56 at appropriate locations away from junctions
- B. Improved connectivity throughout the locality,
- C. A new cycle route parallel to the A56 providing a safe and low vehicular trafficked cycle link between Dane Road and Marsland Road, continuing along Walton Road to connect towards Altrincham.
- D. New and/or improved routes and links to, and facilities at all Metrolink stops, including along Brooklands Road, connecting to Brooklands Metrolink stop and Brooks Drive (PfE Policy JPA3.2).
- E. New high-quality public realm, pedestrian crossings and quiet routes in and around Sale Town Centre and Sale Moor district centre
- F. New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions.
- G. Improved routes towards Sale Water Park

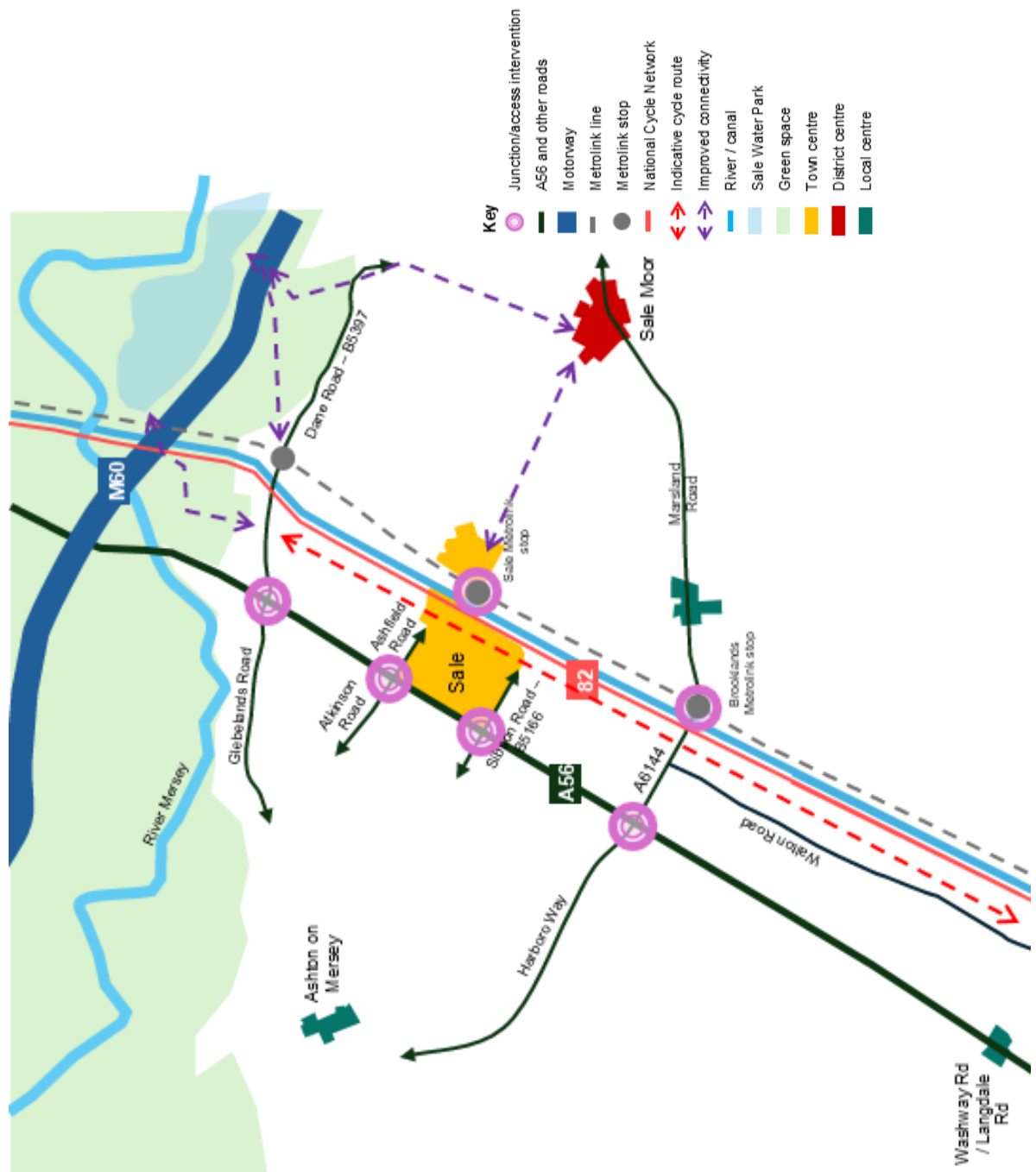


Figure 7-3: Walking, wheeling and cycling improvements for Trafford Central



Policy TM1W: Walking, Wheeling and Cycling in Trafford West

The walking, wheeling and cycling network in the west locality will be improved through a range of measures. Development proposals (excluding householder applications) will be required to incorporate the delivery of, or financial contributions towards the following key routes and schemes, where appropriate, as illustrated on Figure 7-4 and/or set out below:

- A. Improved connectivity throughout the locality,
- B. Improvements to infrastructure to/from Urmston and Flixton Railway Stations.
- C. New high-quality public realm, pedestrian crossings and quiet routes in and around Urmston town centre
- D. Deliver improvements along the A6144 serving East – West connections and to/from/within Partington
- E. Provision of integrated high-quality infrastructure as part of the Carrington Relief Road, along with onward connections within and outside of New Carrington.
- F. Improved connections between Urmston and the Trafford Centre.
- G. Creation of the Carrington Greenway (PfE Policy JPA30) sustainable transport route between Cadishead (Salford), Partington, New Carrington and Altrincham.

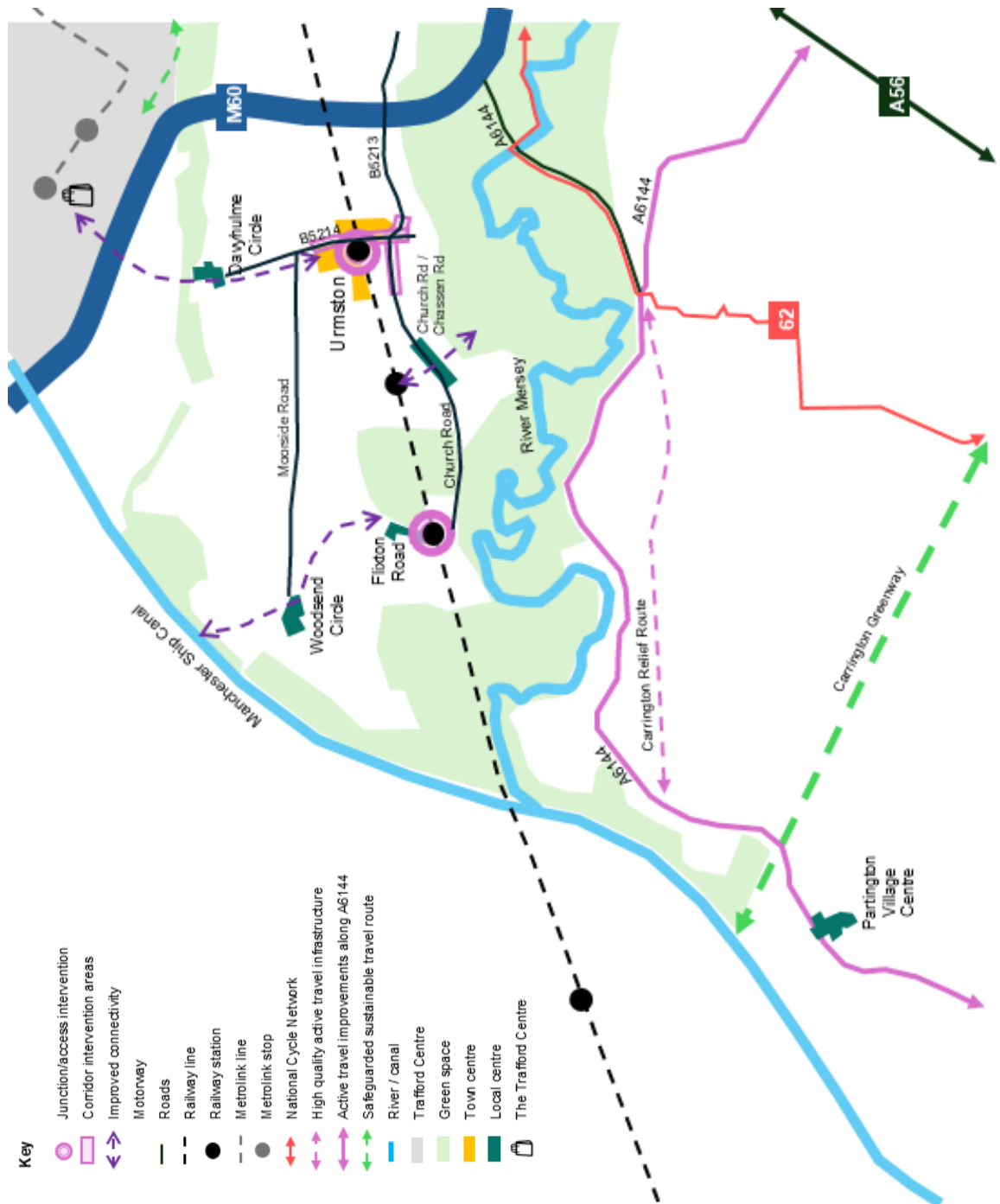


Figure 7-4: Walking, wheeling and cycling improvements for Trafford West



Locality Specific Walking, Wheeling and Cycling Improvements

- 7.17. The schemes and ambitions set out in policies TM1N, S, C and W are not exclusive of one another but will contribute to a cohesive, joined-up strategic network of routes which is efficient, legible and easy to use, in line with the aims of the Greater Manchester Transport Strategy (GMTS) and Policy TM1.
- 7.18. Their identification will enable applicants, the Council and partners to deliver this network with clear guidance as to the long-term strategy. Applicants and developers will be required (where appropriate) to build into their plans the delivery of, or financial contributions towards, walking, wheeling and cycling improvements.
- 7.19. The lists are not exhaustive, and further consideration should be given to walking, wheeling and cycling requirements for sites as part of vision-led transport planning. The GMTS Delivery Plan and Local Implementation Plan for Trafford also identify schemes which align with these strategic interventions.



Policy TM2: Public Transport

- 7.20. Extending and improving the public transport network in Trafford is essential to ensure that new development supports sustainable travel patterns, reduces reliance on private car use, enables modal shift, and delivers inclusive, low-carbon and well-connected communities. This means:

Policy TM2: Public Transport

Bus

- A. Proposals which improve and expand Trafford's bus network and associated infrastructure will be supported, including:
- i. New and more frequent services, particularly to key development sites;
 - ii. Provision of bus priority measures at signalised junctions and dedicated bus lanes;
 - iii. Improvements to bus stops, shelters and provision of Real Time Information; and
 - iv. New and/or extended Demand Responsive Transport (DRT) services.

Metrolink

- B. Proposals which improve the quality, capacity and extent of the Metrolink network within Trafford will be supported, including the Manchester Airport Western Leg and Trafford Park Line safeguarded routes identified in Policy TM7.

Rail

- C. Proposals which improve the rail network in Trafford will be supported, including:
- i. Increasing capacity, service frequency, journey times and quality on both the Manchester to Liverpool (C2C) line and the Mid-Cheshire line.
 - ii. Improvements to existing or provision of new stations and associated infrastructure;
 - iii. A new rail route and station to the west of the M56 to serve Manchester Airport and surrounding areas as part of Northern Powerhouse Rail (NPR) (or equivalent scheme).



Tram-Train

D. Development of a Tram-Train Network will be supported, in line with the most up-to-date Greater Manchester Transport Strategy

Travel Hubs

E. A network of Travel Hubs will be supported to facilitate linked trips and integrate sustainable transport modes and facilities. Applications for Travel Hubs must:

- i. Be accessible by walking, wheeling and cycling;
- ii. Be located adjacent to public transport stops, within a town, district or local centre, or close to places of interest and/or visitor attractions; and
- iii. Improve the quality of the public realm and not result in an over proliferation of street clutter and/or impede ease of movement for any mode of travel.

New Development

F. Development proposals must provide or financially contribute (in accordance with Policy FC1 and FC4) towards improvements to public transport services and/or infrastructure, where appropriate, particularly:

- i. in areas poorly served by public transport;
- ii. where services are infrequent;
- iii. where the proposed development would generate additional demand which exceeds existing capacity; and/or
- iv. where facilities/services can be co-located to support integration of sustainable modes in line with Travel Hub principles.

PfE Links

JP-C1 and JP-C3

Relevant Strategic Objectives

SO2, SO4 and SO8

- 7.21. National Policy advocates sustainable transport to support the delivery of well designed, sustainable and popular places. In Greater Manchester, the Transport Strategy (GMTS) sets an ambitious vision for the public transport network across the region, which will support safety, economic growth, social



well-being, environmental improvements and better public health across the city region. Integrated ticketing and pricing mechanisms, as well as further developing the Bee Network, will enable whole-journey planning by modes other than the private car.

- 7.22. This network must be readily accessible by walking, wheeling and cycling (Policy TM1), facilitating integrated end-to-end journeys without the need for people to drive to/from public transport stations/stops. Consequently, proposals for public transport infrastructure and/or services must connect with appropriate walking, wheeling and cycling routes and provide facilities such as bike lockers and shelters to encourage use and modal shift.
- 7.23. Trafford Council supports the delivery and enhancement of public transport schemes and services across the borough to support sustainable growth, improve accessibility and reduce reliance on the private car. This aligns with the Greater Manchester Transport Strategy ambition for a modern, low-emission, accessible and fully integrated transport network. This can be particularly effective in areas that are, or are at risk of becoming, Air Quality Management Areas (AQMAs).
- 7.24. Improvements to bus services are a key priority, including faster, more frequent routes, upgraded infrastructure and enhanced orbital connections that enable movement within Greater Manchester without reliance on the Regional Centre; particularly in the west of the borough, where some communities are poorly served. New and increased services to strategic development locations throughout the borough will contribute to strengthening this network.
- 7.25. The Council will continue to support the enhancement and expansion of the Metrolink network to improve connectivity, encourage modal shift and reduce congestion. This includes ongoing improvements to existing routes and stops, the proposed Manchester Airport Western Leg and stop at Davenport Green (PfE JPA 3.2), and the future extension of the Trafford Park line beyond the Trafford Centre, including a stop at Trafford Waters (Policy AN3). In this regard, the Council will continue to work with TfGM in supporting the ongoing review, renewal and improvement of existing Metrolink routes and stops.



- 7.26. The Council supports improvements to rail capacity, new stations, reliability and frequency, including potential enhancements to the CLC line, alongside delivery of the Greater Manchester Rail Vision.
- 7.27. The HS2 safeguarding directions remain in place and are included in the emerging Northern Powerhouse Rail (NPR) proposals. The Council remains supportive of a new rail route and associated station located within Trafford, but any emerging proposals must have full regard to the PfE Davenport Green allocation (PfE Policy JPA 3.2) which includes land within the safeguarding direction. The site is allocated for significant housing and employment development in the plan period and the delivery of this site and associated infrastructure, including the proposed Spine Road (Policy TM3/TM7), is a priority.
- 7.28. Emerging modes such as Tram-Train are also supported, recognising their potential to expand the rapid transit network by enabling shared use of tram and heavy rail infrastructure, with opportunities identified on routes including Altrincham–Hale and the Manchester–Liverpool (CLC) line.
- 7.29. By co-locating transport modes with high-quality public realm and complementary facilities, Travel Hubs improve the convenience of sustainable travel, support local communities and economic activity, and enable integrated, linked journeys.
- 7.30. It is critical that public transport can effectively serve new development. In some instances, this will require development proposals to provide land or infrastructure needed to expand or improve the public transport network to ensure good access, with mitigations to minimise transport impacts of development embedded in proposals. In other cases, a financial contribution will be necessary to fund infrastructure and/or new or improved services needed to cater for additional demands of development.
- 7.31. Council will continue to work with TfGM in supporting the ongoing review, renewal and improvement of existing Metrolink routes and stops.



Policy TM3: The Highway Network

- 7.32. The highway network will be managed, maintained and improved to ensure its safe and efficient operation, while prioritising sustainable transport modes. In Trafford this means:

Policy TM3: The Highway Network

Key routes and local roads

- A. The Council will support proposals which:
- i. Manage, maintain and improve the local road network to ensure safe, efficient and reliable movement of people and goods, having regard to the Streets for All Design Guide (TfGM 2023).
 - ii. Improve key junctions (in accordance with Policies TM1 and TM2), alongside the greening of streets and the provision of sustainable drainage systems (SuDS).

The A56

- B. Proposals which enhance the A56 as a multi-modal corridor will be supported, including the delivery of:
- i. Walking, wheeling and cycling infrastructure in accordance with Policies TM1, TM1N, TM1S and TM1C);
 - ii. Priority bus infrastructure in accordance with Policy TM2;
 - iii. Improved east-west connections to better serve journeys by sustainable modes, with links to Metrolink stops; and
 - iv. High-quality public realm (Policy BE1 and the Trafford Design Code)

Strategic Road Network

- C. The Council will support proposals for the improvement of M60 Junctions 6 to 10 and M56 Junctions 5 and 6, where they would:
- i. Result in the alleviation of local and strategic congestion;
 - ii. Improve safety on the local road network; and
 - iii. Reduce severance between communities, through walking, wheeling and cycling interventions.

New Development

- D. Development proposals must:



- i. Provide suitable and inclusive access to the highway network for all users;
- ii. Be designed to maintain or improve highway safety; and
- iii. Not prejudice the safe and efficient operation of the highway network (see TM6)

PfE Links

JP-C1, JP-C4 and JP-C8

Relevant Strategic Objectives

SO2 and SO8

- 7.33. National policy requires that local plans adopt a vision-led approach to transport that deliver well-designed, sustainable and attractive places. Notwithstanding the drive to encourage modal shift away from the private car, it must be acknowledged that some journeys will continue to be made, which will need to be accommodated alongside sustainable modes. The road network therefore remains a fundamental component of the transport network facilitating sustainable travel as well as moving people and goods.

Local Road Network

- 7.34. A well-maintained local road network supports economic activity by improving access and reducing congestion, allowing streets to be redesigned to prioritise walking, cycling and public transport, particularly in areas that are, or are at risk of becoming, Air Quality Management Areas (AQMAs). Together, these measures create a safer, more sustainable and resilient network that supports growth, responds to climate challenges, and delivers wider environmental and placemaking benefits.
- 7.35. The emphasis on targeted improvements to key junctions, as set out in Policies TM1 and TM2, recognises that these are critical points of constraint and opportunity within the network. Integrating street greening and sustainable drainage systems (SuDS) alongside these interventions ensures that transport enhancements also contribute to climate resilience in placemaking in line with the strategic objectives.



The A56

- 7.36. The A56 forms a key part of the local highway network running north-south through Trafford from Manchester to the M56, connecting many areas of Trafford including the Town Centres of Stretford, Sale and Altrincham.
- 7.37. Much of the planned growth in this Local Plan is in close proximity to, and/or will interact the A56, and therefore it must be able to sustainably accommodate the additional demands from significant new development. This will be accommodated by the reallocation of road space to sustainable modes and public realm, in the form of measures such as new or enhanced cycle and bus lanes and the provision of new and improved junctions giving bus priority and better pedestrian crossing infrastructure.
- 7.38. As the main arterial route through Trafford, the A56 can act as a barrier to communities accessing services and facilities on the opposite side of carriageway. Therefore, improving walking, wheeling and cycling accessibility along and across the A56 is a priority and will improve safety, make walking, wheeling and cycling more attractive and convenient.

Strategic Road Network

- 7.39. The strategic road network in Trafford—plays a critical role in connecting the borough to Greater Manchester, the North West and the national economy. It enables the efficient movement of large volumes of traffic over longer distances, supporting commuting, freight and access to major employment locations such as Trafford Park and Manchester Airport.
- 7.40. Reflecting the PfE spatial strategy, significant development is proposed in the north of the borough, within the Greater Manchester Western Gateway Mayoral Development Zone. This area is well served by bus, tram and rail services, making it the most accessible and sustainable location in the borough, with plans for further investment and improvement in public transport, walking, wheeling and cycling. These measures combined with the maximum parking standards set out in Policy TM5, seek to mitigate the impact on the SRN as much as reasonably practicable, recognising the acute pressures on the network in this area.



- 7.41. In recognition of this pressure, discussions between Trafford Council, National Highways, TfGM and Salford City Council are ongoing regarding the best way to address existing congestion and mitigate future impacts from development on the M60 in the north of the borough.
- 7.42. In this regard, the Western Gateway Infrastructure Scheme (WGIS) is an existing proposal focused on M60 junctions 9-11, seeking to increase network capacity and, together with other multi-modal proposals, improve transport links over the Manchester Ship Canal. WGIS (or an equivalent alternative improvement for this part of the M60) will support regional development and help to facilitate delivery of Trafford Waters (AN3) and Port Salford, located either side of the canal in Trafford and Salford, and is a specific planning requirement of each allocation.
- 7.43. The M56 aligns with the south-east boundary of Trafford. This part of the Strategic Road Network (SRN) is close to Manchester Airport, Davenport Green, as well as proposals for a new rail route as part of the HS2/Northern Powerhouse Rail (NPR) proposals. The Council will continue to engage with relevant stakeholders, including National Highways, Manchester Airport Group (MAG), Manchester City Council, TfGM, and HS2 Ltd, to ensure the M56 continues to operate satisfactorily during any rail improvement works.



Policy TM4: Movement of Goods

- 7.44. Freight movement in Trafford will be supported and enhanced through a transition to more sustainable and low-carbon methods by:

Policy TM4: Movement of Goods

Sustainable Freight

A. Supporting:

- i. Development that enables movement of freight by rail and/or water;
- ii. Increased use of the Manchester Ship Canal as an efficient, sustainable transport route for the movement of goods and people; and
- iii. Road-based freight movement which contributes towards the improvement and enhancement of a sustainable distribution system including e-bike/cargo-bikes for first/last-mile deliveries.

Lorry Parking

B. Supporting schemes where:

- i. The site has good connectivity with the strategic or primary road network;
- ii. The proposal is within or adjacent to a designated employment area (Policy EJ3);
- iii. The proposal is proportionate to the employment area and would not undermine the primary employment function; and
- iv. The site provides on-site amenities and facilities for drivers.

New Development

- C. Requiring development proposals which will generate significant numbers of LGV / HGV movements, to mitigate their impact, including provision of on-site Lorry Parking facilities, where appropriate provision does not exist within a reasonable distance.
- D. Requiring development proposals in the vicinity of the Manchester Ship Canal to demonstrate that they do not preclude its use as a route for the sustainable movement of goods.



PfE Links

JP-C1 and JP-C7

Relevant Strategic Objectives

SO2 and SO8

- 7.45. Freight is essential for a productive economy. To reduce highway congestion, emissions and air pollution, a higher proportion of freight must be moved by rail and water, particularly over longer distances. Consequently, the Council will support schemes which seek to move freight sustainably, particularly in areas that are, or are at risk of becoming, Air Quality Management Areas (AQMAs).
- 7.46. The Manchester Ship Canal is an important route for the movement of goods in a more sustainable way, with more than 6 million tonnes of cargo handled annually. Development proposals which protect and/or enhance this function will be supported.
- 7.47. As well as HGV/LGV routes, the growth of the logistics sector has resulted in 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 means that there may be a need to provide additional lorry parking facilities.
- 7.48. A lack of facilities often translates into 'fly parking' 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 and/or require lorry parking facilities with associated amenities for drivers (toilets and hand washing/drying facilities, lighting and signage, level access, waste bins) in appropriate locations where there is a demonstrable need.
- 7.49. Development proposals that would generate additional road freight movement will be required to submit assessments which consider the movement of freight including appropriate routing and parking/facilities (in accordance with national policy, PfE Policy JP-C8) to allow for consideration of potential impacts on local communities, residents and the environment. Where necessary and/or



appropriate, mitigation measures will be required, including planning conditions and obligations, to manage freight movements.



Policy TM5: Parking Standards

- 7.50. Parking provision in Trafford will be managed to support sustainable travel, ensure accessibility, and deliver high-quality, well-integrated development. In practice this means:

Policy TM5: Parking Standards

- A. All new development will be required to provide sufficient parking provision, in accordance with the parking zones A+, A, B and C, as shown in Figure 7-5 and within the flexible parameters of the maximum and expected car parking standards and minimum cycle parking standards set out in Appendix 4.
- B. Low / medium density schemes located within Zone A+ may, by exception, apply the Zone A standards (where appropriate).
- C. The design and layout of all parking must promote safety and security for all users and be attractive, well-landscaped (incorporating green infrastructure) and sensitively integrated into the built form so that it does not dominate, having regard to Trafford Design Code. In the case of basement parking, consideration should be given to surface water management and flood risk.
- D. For residential uses, visitor parking should be determined on a case-by-case basis. Any visitor parking should be clearly designed and allocated as such to ensure it is not misused.
- E. Where development would likely lead to levels of informal on- or off-site car parking that would have an adverse impact on the site and/or surrounding area, appropriate mitigation measures will be required. This could include developments funding resident parking schemes, public transport provision, on-street parking restrictions and their enforcement.
- F. Employment uses should consider the need for areas for servicing/deliveries and parking for visitors on a case-by-case basis. Such areas must be clearly designed and identified to ensure they are not misused.
- G. All development proposals which include car parking provision must



allocate at least 5% of the overall parking provision for disabled users. Higher proportions may be appropriate for certain use types such as sheltered accommodation, and this will be determined on a case-by-case basis. Where low- or no-car parking development is proposed, it may still be necessary to provide car parking for disabled users.

Electric Vehicle Charging Infrastructure

H. All electric vehicle charging infrastructure must fully comply with the requirements of the Building Regulations in force at the time of determination.

Car Clubs

- I. Proposals which include an element of car club provision will be encouraged and supported, particularly for development with low levels of car parking provision.
- J. Where appropriate and operationally feasible, provision of designated car club parking spaces should be considered on all major proposals.

Park & Ride

- K. The Council will support improvements and upgrades to existing park and ride provision and associated facilities.
- L. Proposals for new park and ride sites must:
 - i. Demonstrate a link to associated rail, Metrolink, Tram-Train and/or bus service;
 - ii. Include new cycle parking and, where appropriate, changing facilities and new cycle hire points;
 - iii. Identify and demonstrate demand for the facility to justify the number of vehicle parking spaces proposed;
 - iv. Demonstrate how the scheme will affect travel patterns and reduce the number of private vehicles travelling to/ from key areas/ events;
 - v. Demonstrate that there is sufficient capacity on the highway network and at relevant junctions to accommodate the associated traffic; and
 - vi. Provide and/or enable the creation of a Travel Hub or provide links to an existing Travel Hub in accordance with Policy TM2.



PfE Links

JP-C1 and JP-C8

Relevant Strategic Objectives

SO2, SO4 and SO8

- 7.51. Development proposals must provide parking provision in accordance with the standards in Appendix 4. The parking standards reflect Trafford's objectives for sustainable transport, reduced car dependency, efficient use of land and high quality placemaking. Parking provision must support the delivery of the Bee Network, the wider active travel network and the effective operation of the local road network and must not undermine opportunities to secure higher density development in accessible locations.
- 7.52. Parking must form part of a design- and vision-led approach to development. Proposals must demonstrate that parking has been planned as part of a coherent movement and placemaking strategy and ensure it does not dominate the public realm or compromise the quality, safety or usability of streets and spaces. Development must also address parking management and kerbside considerations, including servicing, deliveries, visitor arrangements, on-street parking controls, shared parking, motorcycle parking, micromobility where relevant, coach parking where relevant, and car club provision where appropriate.
- 7.53. Where standards are presented as 'maximum', this means that the maximum number must not be exceeded. However, with evidence-led justification, development proposals can come forward with a lower level of provision. Where standards are presented as 'expected', this means that the standard reflects what is expected to be provided. However, with evidence-led justification, development proposals can come forward with a higher or a lower level of provision than the expected standards.
- 7.54. The parking standards follow an accessibility-led approach which establishes Parking Zones that have been informed by Greater Manchester Accessibility Levels (GMAL) and town centres.



- 7.55. The Trafford Parking Standards Zones are shown on Figure 7-5, alongside the current GMAL scoring (April 2026).

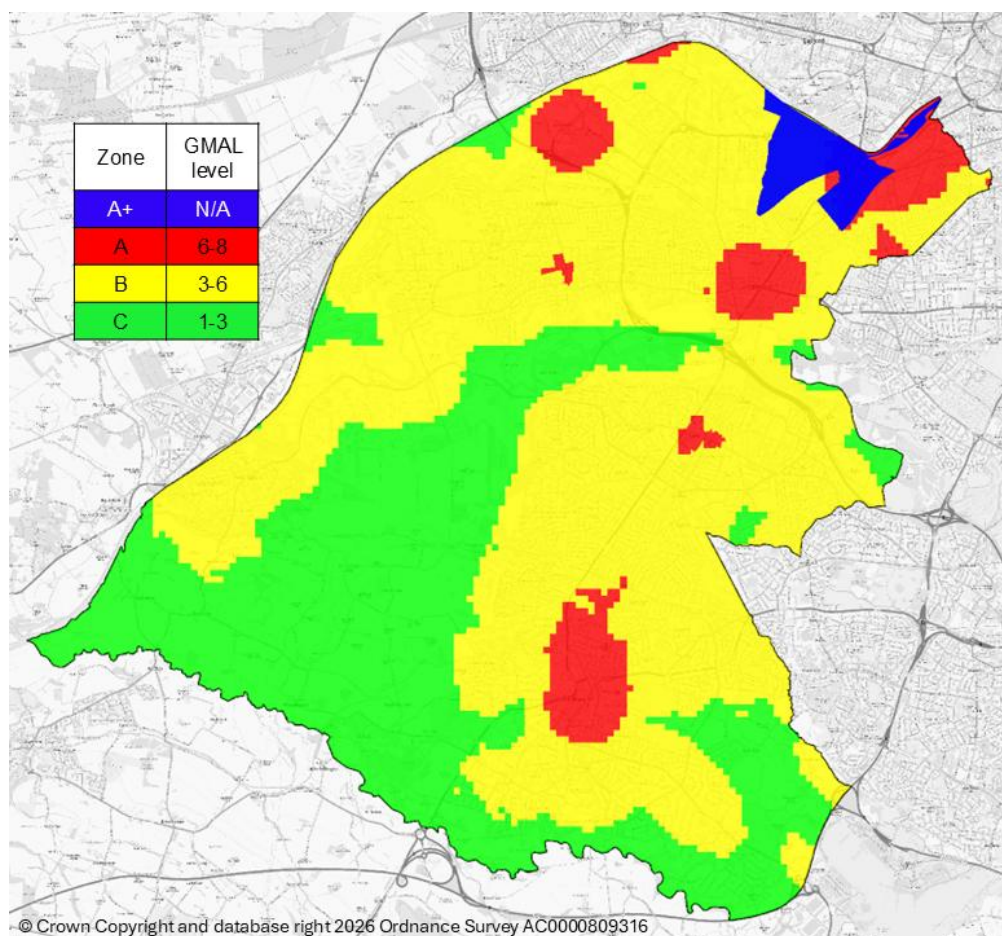


Figure 7-5: GMAL Scoring and Parking Zones across Trafford (April 2026)

- 7.56. Zone A covers the most sustainable locations with good accessibility to public transport and local services. In Zone A the lowest levels of parking provision will be expected, and car-free development may be appropriate where supported by robust evidence. Zone A+ is a subset of Zone A and applies to strategic sites in the north of Trafford (AN1 – Wharfside, AN2 – Civic Quarter and AN4 – Pomona) which have been identified for high density development and are / will be highly accessible by sustainable modes. Where low / medium density development is proposed in Zone A+, it may be appropriate to apply the Zone A parking standards and this will be determined on a case-by-case basis.



- 7.57. In Zone B, parking provision must balance sustainable transport objectives with more varied travel patterns and operational needs. In Zone C, the parking standards reflect the lower accessibility of these areas but also seek to avoid excessive provision that would result in inefficient use of land or undermine wider transport and climate objectives.
- 7.58. The Trafford Parking Standards Zones are shown on Figure 7-5, alongside the current GMAL scoring (April 2026). The GMAL scoring is updated on a quarterly basis to reflect any changes in sustainable transport provision. Areas of the borough may therefore move to a different parking zone in subsequent updates of GMAL – for example where a new Metrolink stop is provided or there is improved bus provision. Applicants must therefore have regard to the latest GMAL mapping.

Park and Ride

- 7.59. Park and ride schemes can play an important role in supporting the use of public transport, encouraging cycling and reducing vehicular traffic levels.
- 7.60. Proposals for new park and ride scheme must be clearly linked to sustainable transport provision and must assess the impact they will have on the surrounding highway network, with consideration of impacts on residential amenity and highway function.



Policy TM6: Mitigating Transport Impacts

- 7.61. A vision-led approach should be taken to transport planning; providing the transport solutions to deliver well-designed, sustainable and popular places. In Trafford this means:

Policy TM6: Mitigating Transport Impacts

A. Proposals must (where appropriate):

- i. assess the likely transport impacts of the development, in accordance with national policy; identify objectives, targets and measures to mitigate the impacts, alongside a methodology for the adequate monitoring of their effectiveness.
- ii. Provide on-site facilities to meet the identified demands, including but not limited to those identified in Policies TM1 (and N, S, C, W), TM2 and TM5 where appropriate, particularly where this would reduce the need to travel to/from the site for short/everyday journeys.
- iii. Deliver (through direct mitigation and/or financial contributions) on- and off-site mitigations across all transport modes, including but not limited to those included in Policies TM1 (and N, S, C, W), TM2, TM3, TM4 and TM5 where appropriate.

PfE Links

JP-C1 and JP-C8

Relevant Strategic Objectives

SO2, SO4 and SO8

- 7.62. Vision-led transport planning ensures that mitigation is embedded in plans from the outset, ensuring transport impacts of development are minimised as far as is practicable, and ensuring that all development proposals can proceed without having a severe adverse impact on the transport network. This aligns with PfE Policy JP-C8 and national planning policy.
- 7.63. All assessment documentation should reflect the transport vision for the development and provide a route map for how the vision is intended to be achieved. Based on the outcomes of impact assessment, a range of measures



should be identified including on and off-site infrastructure for the improvement of the sustainable transport network or highway network.

- 7.64. Measures should aim to improve capacity, congestion and/or safety of various aspects of the transport network, ensuring a genuine choice of sustainable modes of transport, in line with the Right Mix Vision. These can be supplemented with 'softer' measures aimed at achieving behavioural change.
- 7.65. The setting of objectives and targets should be commensurate with the overall transport vision for the site, with measures to meet these to be identified.



Policy TM7: Safeguarded Routes

- 7.66. Preventing the sterilisation by development of strategic transport routes will enable the timely delivery of essential infrastructure, and support planned growth, network resilience and sustainable connectivity across Trafford. Accordingly:

Policy TM7: Safeguarded Routes

- A. The following routes as identified on the Policies Map will be safeguarded from development, and planning permission that could affect their integrity or prejudice delivery of future transport infrastructure provision along them will not be permitted:
- i. Trafford Park (Green Corridor Route) Manchester Ship Canal (Freight Route);
 - ii. The proposed Metrolink Trafford Park Line extension to Trafford Waters (AN3) and Port Salford;
 - iii. The proposed Metrolink Airport T2 Western Leg extension from Roundthorn to Manchester Airport;
 - iv. Davenport Green Spine Road;
 - v. Carrington Relief Road; and
 - vi. Carrington Greenway.

PfE Links

JP-C1, JP-C3 and JP-C4

Relevant Strategic Objectives

SO1, SO4 and SO8

- 7.67. National policy advises that local plans identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.
- 7.68. The above safeguarded routes are essential to unlocking and supporting the planned growth set out in this Local plan and/or committed to in PfE and will provide greater choice of transport modes.



- 7.69. The Trafford Park freight railway route is safeguarded due to its potential use as an off-road walking, wheeling and cycling green corridor which would link Trafford Park and Wharfside to the Trafford Centre, alongside implementation of the Wharfside allocation (AN1) proposals. This would support the objectives of both the Wharfside Masterplan and the Greening Trafford Park proposals.
- 7.70. Two Metrolink routes are safeguarded within Trafford, The T2 Airport Western Leg extension will form a route from Manchester Airport to Roundthorn, with a stop at Davenport Green. The Metrolink line will deliver an additional mode of sustainable transport to the PfE strategic allocation of Davenport Green, supporting the creation of a new 2,500 home mixed community.
- 7.71. The Trafford Park Line extension will see the Metrolink line being extended from its current terminus at the Trafford Centre, incorporating a stop at Trafford Waters (AN3) and across the Ship Canal towards Port Salford. The extension will deliver an additional mode of sustainable transport to the significant allocation at Trafford Waters (AN3) supporting the creation of a new 3,000 home mixed community as well as providing access to the PfE strategic employment allocation of Port Salford.
- 7.72. The Davenport Green Spine Road is critical for the delivery of the Timperley Wedge PfE allocation (JPA 3.2). It will not only provide local connectivity within the development site, but will also incorporate separate pedestrian and cycle routes, in line with Policy TM1 as well as bus priority measures to improve east-west connections in line with Policy TM2.
- 7.73. Similarly, the Carrington Relief Road, as embedded in PfE Policy JPA 30, will provide road space alongside high-quality walking, wheeling, cycling and horse-riding routes, and is a critical piece of infrastructure to facilitate the delivery of the development at New Carrington as set out in JPA 30.
- 7.74. Finally, the Carrington Greenway is safeguarded, due to the strategic opportunity to provide a high-quality walking, wheeling and cycling route which links New Carrington to Broadheath and across the Ship Canal to Cadishead in Salford. There remains long-term potential for Carrington Greenway to be



utilised as a public transport route, further strengthening the need to safeguard this route.

Monitoring

7.75. Table 12.6 of PfE sets out a monitoring framework for the transport, movement and connectivity related policies within that plan. Key indicators include the following:

- a) Daily trips made by walking, wheeling and cycling, public transport, car and other modes.
- b) Percentage of new housing (net) within 800m of good public transport accessibility and percentage of new employment floorspace within 800m of good public transport accessibility.
- c) Number of EV charging points.

7.76. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Transport and Movement policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Number of pedestrians/ cyclists killed or seriously injured in road traffic collisions on Trafford network	Decrease to zero, in line with GM Vision Zero	32 (2023 – Source: Trafford Data Lab Road casualties in GM)	TM1/TM3	SO8, SO10
Proportion of journeys under 2km taken by foot or bicycle	Increase to 70%	54% (2024 – Greater Manchester Travel Diary Survey/TRADS Greater Manchester Travel Diary Survey 2024 - district summaries - TRADS 2024 - Trafford district summary - data.gov.uk)	TM1	SO8, SO10



Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Proportion of trips using public transport (combined bus, rail, Metrolink mode share %)	Increase to 18%	14% (2024 - Greater Manchester Travel Diary Survey/TRADS Greater Manchester Travel Diary Survey 2024 - district summaries - TRADS 2024 - Trafford district summary - data.gov.uk)	TM2 PfE JP-C1	SO2, SO8, SO10
Proportion of applications in compliance with Parking Standards	90%	Not currently monitored. Source: planning records	TM5	SO8, SO9



8. Town Centres and Retail

Introduction

- 8.1. Trafford's centres are focal points for activity and community life. They serve as hubs for employment, shopping, leisure, and services, while contributing to the character and identity of both local areas and the wider borough.
- 8.2. In recent times, traditional high street centres have faced significant challenges due to shifting consumer behaviour, the rise of online shopping, new retail models, and the competition posed by out-of-town retail developments. Despite these challenges, Trafford's centres have remained resilient and continue to attract a healthy level of interest, footfall and investment. Success stories are evident across all of the Trafford's town centres, demonstrating how they are able to keep pace and successfully adapt to the changing retail and leisure landscape, including the redevelopment of the Stamford Quarter in Altrincham, Stanley Square in Sale and Eden Square in Urmston. The ongoing redevelopment of the former Stretford Mall and the surrounding area is the latest example of significant town centre regeneration in Trafford, that will help establish the heart of Stretford and create a new high quality retail and leisure destination.
- 8.3. A significant contributing factor to the success of Trafford's rejuvenated town centres is high quality public realm, allowing for, and actively encouraging, access and use by all, resulting in increased footfall and dwell-time. The public realm improvements in Altrincham Town Centre and the redistribution of road space for active travel and public realm along Kingsway in Stretford, (which won the Pineapples Award for best infrastructure in 2025) are two of the most prestigious examples.
- 8.4. Beyond Trafford's main town centres, vibrant district centres are located within Hale, Sale Moor and Timperley, as well as a significant number of local centres which provide a wide range of local shops and services to support their neighbourhood and communities across the borough.



- 8.5. This chapter of the Local Plan sets out a positive strategy for the future of Trafford's centres. A hierarchy of centres is defined to help ensure that appropriate growth and enhancements are directed to the most suitable and sustainable locations, setting a clear commitment for the ongoing protection and enhancement of the borough's centres to support and enable their continued long-term success, maintaining their valued position at the heart of the borough's communities.

Places for Everyone (PfE)

- 8.6. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies. PfE reflects national policy and supports a "town centres first" approach, directing shops, leisure, offices, housing and community uses into existing centres, before considering out-of-centre sites.
- 8.7. Table 8-1 presents the relevant PfE retail and town centre policies and how they apply to Trafford.

Table 8-1: PfE – Trafford Local Plan: Retail and Town Centre Relationship

PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP-Strat12: Main Town Centres	▪ Sets out the role of the main town centres as local economic drivers that will continue to be developed, as primary focus for office, retail, leisure and cultural activity. ▪ Confirms the Trafford Centre as an out-of-centre location.
Policy JP-P4: New Retail and Leisure Uses in Town Centres	▪ Defines Altrincham as the main town centre in Trafford. ▪ Requires boundaries of all centres to be set in Local Plans, including the expansion of existing or identification of new centres. ▪ Directs appropriate large-scale retail and leisure development to Altrincham.



PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP-H4: Density of New Housing	Identifies the minimum density of residential development within Altrincham Town Centre and ‘other designated centres’ – Sale, Stretford and Urmston.
JP Allocation 3.2: Timperley Wedge (Davenport Green)	Requires the identification of a new local centre within the allocation.
JP Allocation 30: New Carrington	Requires the identification of a new local centre and two new neighbourhood centres within the allocation.

8.8. The following evidence and information have informed the policies of this Chapter:

- a) Trafford Retail and Leisure Study Update (2026)
- b) Town Centre Health Checks (2026)
- c) Altrincham Town Centre Neighbourhood Business Plan (2017)
- d) Sale Town Centre and Movement Strategy (2021)
- e) Hale Village Place Plan (2020)
- f) Sale Moor Village Place Plan (2020)
- g) The Urmston Plan (2025)



Policy TC1: Centre Hierarchy

- 8.9. Trafford's communities and local economy will be supported by a network of vibrant and diverse town, district and local centres, which will continue to be resilient and thrive in a rapidly evolving retail and leisure landscape.

Policy TC1: Centre Hierarchy

A. The hierarchy of Trafford's centres, as defined on the Policies Map, is as follows:

- i. Main Town Centre
 - Altrincham
- ii. Other Designated Town Centres
 - Sale
 - Stretford
 - Urmston
- iii. District Centres
 - Hale
 - Sale Moor
 - Timperley
- iv. Local Centres
 - Ayres Road, Old Trafford
 - Gorse Hill, Old Trafford
 - Barton Road, Stretford
 - Moss Road/ Davyhulme Road East junction, Urmston
 - Trafford Bar, Old Trafford
 - Davyhulme Circle, Urmston
 - Flixton Road, Urmston
 - Woodsend Circle, Urmston
 - Partington Village Centre
 - Church Road/ Chassen Road Junction, Urmston
 - Marsland Road, Sale
 - Ashton on Mersey, Sale
 - Washway Road/ Langdale Road, Sale
 - Manchester Road/ Park Road, Altrincham
 - Hale Barns Village Centre
- v. New Local Centres will be designated at Davenport Green (Timperley Wedge) and New Carrington in accordance with PfE allocation policies.



PfE Links

JP-Strat12 and JP-P4

Relevant Strategic Objectives

SO1 and SO7

- 8.10. In line with national planning policy, Policy TC1 identifies a hierarchy of town, district and local centres to ensure that development is directed to the most appropriate centre taking into account their scale, character and function. This is supported by the Trafford Retail and Leisure Study update 2026.
- 8.11. This approach allows Trafford's centres to grow and diversify in a rapidly changing retail and leisure industry whilst maintaining each centres' individual character. By virtue of its retail and leisure offer, Altrincham is the main town centre within Trafford (as identified by PfE Policy JP-P4); it is able to attract custom from across the borough, has a catchment area which is more extensive than the other three town centres and remains the borough's principal retail, leisure and service destination. Sale, Stretford and Urmston continue to perform an important town centre role, and each is underpinned by at least one food store which is capable of supporting main food shopping trips.
- 8.12. The three district centres are of a smaller scale but still provide an important retail, service and leisure offer to their surrounding catchments, on a smaller scale than the borough's town centres. Local centres are more limited in terms of scale, role and catchment compared with district centres, serving their immediate local community.



Policy TC2: Development within Designated Centres

- 8.13. Development of high-quality main town centre uses will be supported where it builds upon each centre's unique characteristics, aids in the diversification of uses and maintains vibrancy and viability. In Trafford this means:

Policy TC2: Development within Designated Centres

- A. Proposals for Main Town Centre uses within defined centres (as set out in Policy TC1) will be supported where they:
 - i. Contribute to the vitality and viability of the centre;
 - ii. Are of an appropriate scale and function;
 - iii. Deliver a positive impact on the built environment and public realm, through the implementation of high-quality design (Policy BE1), particularly with regard to the enhancement of shop frontages, where appropriate;
 - iv. Would not result in inappropriate street clutter (including street furniture and installations which incorporate electronic signage / displays); and
 - v. Where they would help to improve pedestrian access to, and accessibility within centres (where appropriate), particularly with regard to those with additional mobility requirements.
- B. Proposals for residential development within the defined centres, (Policy TC1), will be supported where they:
 - i. Would not result in a loss of main town centre uses at ground floor level;
 - ii. Optimise density, in accordance with PfE Policy JP-H4, having regard to the site and its immediate surroundings;
 - iii. Encourage walking, wheeling and cycling and public transport; and
 - iv. Incorporate high-quality design and / or public realm improvements.
- C. New convenience (food store) retail floorspace will be supported within the New Carrington/Partington local centre (PfE Policy JPA 30).

PfE Links

JP-Strat12 and JP-P4



Relevant Strategic Objectives

SO1, SO7 and SO9

- 8.14. Policy TC2 sets out a positive strategy for all of Trafford's designated centres (as defined within Policy TC1). It helps to enable and ensure their long-term vitality and viability by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries.
- 8.15. The policy takes a holistic approach to development within designated centres and will ensure that Trafford's designated centres develop in a sustainable way through providing a diverse range of services and facilities (appropriate to the size and role of the centre), which are highly accessible to all and supported by high-quality design and public realm.
- 8.16. Trafford's centres, particular Town and District centres, are some of the most sustainable locations for development within the borough, due to their existing range of services, facilities and public transport connections. The role of these centres will therefore be further strengthened through supporting residential development of an appropriate scale, particularly where it can be delivered in mixed-use developments with Main Town Centre Uses provided at ground floor level.
- 8.17. The Trafford Retail and Leisure Study Update (2026) identified an ongoing qualitative requirement in Partington for additional convenience floorspace. Therefore, new convenience retail (particularly foodstore provision) will be supported to meet existing and future needs arising from Partington, Carrington and the New Carrington development. This would ensure that residents within and surrounding Partington will have sustainable access to larger convenience facilities to meet main food shopping needs.



Policy TC2S: Altrincham Town Centre

Policy TC2S: Altrincham Town Centre

Altrincham town centre is the main town centre within Trafford and has long functioned as a historic market town, retaining a strong sense of character alongside a high-quality environment enhanced through mixed-use redevelopment and public realm. To sustain this role and function for the future:

- A. Proposals within Altrincham Town Centre, as defined on the policies map, must, where appropriate:
 - i. Protect and enhance the high-quality public realm, particularly improving east–west connectivity across the town centre, and expanding the network;
 - ii. Sustain the vitality and viability of Altrincham Market,
 - iii. Support a diverse range of employment opportunities, recognising the attractiveness of office space for local, professional services; and
 - iv. Have regard to town centre heritage assets (Policy BE3).
- B. The Primary Shopping Area, as defined on the policies map, will be maintained and enhanced as the primary location for retail only use.
- C. Proposals for retail uses with a floorspace in excess of 500 sqm (gross) (including those relating to mezzanine floorspace, extensions, changes of use and applications seeking to vary restrictive conditions) located within Altrincham Town Centre, but outside of the Primary Shopping Area, must prepare an Impact Assessment in accordance with national policy, demonstrating that there would be no significant adverse impact(s) on the vitality and viability of the Primary Shopping Area.
- D. Development of the following sites will assist in the diversification of uses within the town centre, enhancing its vibrancy and vitality:
 - i. Land at Oakfield Road (Policy AS1)

- 8.18. Altrincham Town Centre is the main town centre within Trafford and has long functioned as a historic market town. The centre retains a strong sense of



character and supports a busy and varied daytime economy, underpinned by a mix of retail and service uses.

- 8.19. Policies TC2 and TC2S set out a positive strategy for the protection and enhancement of Altrincham Town Centre, and to build on its many existing assets. Its accessibility is a key strength, particularly with the presence of Altrincham interchange, which connects the centre to the wider area via bus, tram and rail. As a result, Altrincham serves a wide and diverse catchment, drawing in both local residents and visitors from further afield.
- 8.20. Another one of Altrincham's key strengths is its leisure offer, which has developed into a major attraction in its own right. At the heart of this is Altrincham Market, which provides a vibrant mix of independent food and drink operators and acts as a focal point for activity.
- 8.21. There have been significant improvements to the public realm along George Street and adjacent roads heading towards and around the highly popular Altrincham Market. Policy TC2S looks to build on this success by supporting proposals for additional and improved public realm, particularly where they would enhance the centre's accessibility by walking, wheeling and cycling and provide public event space.
- 8.22. Altrincham Town Centre is already a key location for local professionals and services, reflecting its highly sustainable location. Policy TC2S seeks to build upon this through encouraging additional employment floorspace, further diversifying the range of main town centre uses.
- 8.23. The Trafford Retail and Leisure Study Update 2026 recommended that a primary shopping area to be defined for Altrincham. This in part stems from the centre's continued role as being the Main town centre within Trafford, and one that provides for a wider range of uses and draws from a wider catchment than Trafford's other town centres. The use of the primary shopping area within Altrincham defines the area where retail development is concentrated and will help to protect the loss of retail for other uses.



- 8.24. Whilst opportunities exist to further improve the centre's retail, residential and employment offer these will need to respect the centre's significant historic environment and high number of heritage assets.
- 8.25. Two sites in the town centre have been identified to broaden the retail, leisure, office and residential offering, strengthening Altrincham's resilience to change and increasing its vitality and vibrancy; helping to meet development needs. In particular, development on the eastern side of the town centre will help to revitalise this area by introducing new uses and activity.
- 8.26. The redevelopment of these sites, particularly for residential-led mixed-use schemes, has the potential to strengthen the role of the centre, support local businesses and encourage a more balance pattern of activity across different areas.



Policy TC2N: Stretford Town Centre

Policy TC2N: Stretford Town Centre

Stretford Town Centre occupies a prominent position along the A56 corridor and benefits from good public transport connections. Anchored around King Street and the former Stretford Mall site, the centre is undergoing extensive redevelopment. To secure its long-term success and prosperity:

- A. Proposals within Stretford Town Centre, as defined on the policies map, must, where appropriate:
 - i. Protect and enhance the high-quality public realm particularly on the former Stretford Mall site, and adjacent to the A56 (Policy TM1N);
 - ii. Contribute to and/or improve walking, wheeling and cycling links along the A56, and across the A56 connecting to Edge Lane and Stretford Metrolink stop (Policy TM1N);
 - iii. Provide and/or contribute to improving the range and quality of publicly accessible green space, including:
 - A new park within the site of the former Stretford Mall site, and
 - A green buffer adjacent to the A56; and
 - Have regard to town centre heritage assets (Policy BE3).
- B. Development and/or re-use of the following sites (among others) will assist in the diversification of uses within the town centre, enhancing its vibrancy and vitality:
 - i. Former Stretford Mall site (Policy AN5); and
 - ii. Essoldo Cinema, Chester Road.

- 8.27. Policy TC2N builds on the town centre regeneration that is already underway within Stretford. A significant opportunity lies in the redevelopment of the expansive former Stretford Mall site, and its associated car parks, for a high-quality residential-led mixed-use development. This will build on the new retail offer on King Street and Pinnington Lane and associated new public realm.
- 8.28. The centre performs a local role, serving surrounding residential areas, although its function is currently influenced by the ongoing redevelopment of the former Stretford Mall site. Its location along key transport corridors provides



strong vehicular access, and it is also served by nearby public transport, including the Stretford Metrolink stop. However, despite these connections, the centre's current offer is relatively limited, reflecting its current transitional state.

- 8.29. Sustainable transport and public realm works have already been delivered on Kingsway (the key east-west route through the town centre), alongside the sections of the A56. This has enhanced the town centre and improved links to local destinations, including Stretford Library and residential areas to the east heading towards Victoria Park. Opportunities to improve the public realm still exist, particularly along the boundary of the A56 where it can be softened through landscaping and high-quality design.
- 8.30. The A56 continues to sever Stretford town centre, creating a significant barrier for walkers, wheelers and cyclists, causing difficulties in accessing Stretford Metrolink stop and making sustainable transport less attractive as a genuine choice.
- 8.31. Redevelopment of the former Stretford Mall site will broaden the retail, leisure, office and residential offering, strengthening Stretford's resilience to change and increasing its vitality and vibrancy; helping to meet development needs.
- 8.32. Beyond the former mall site, Stretford Town Centre has a number of important and highly valued historic and community buildings / facilities. Most notably these include the Grade II Stretford Public Hall, vacant Former Essoldo Cinema, and Stretford Library. It is crucial that such assets are not adversely impacted by wider regeneration and development.



Policy TC2C: Sale Town Centre

Policy TC2C: Sale Town Centre

Sale Town Centre forms a compact and clearly defined centre which supports a steady daytime economy, underpinned by a strong convenience led offer and a mix of retail and service uses. To maintain its important role for the long-term:

- A. Proposals within Sale Town Centre, as defined on the policies map, must, where appropriate:
 - i. Protect and enhance the high-quality public realm, particularly:
 - ii. Supporting improved east-west and/or north-south connectivity across the town centre;
 - iii. Contributing to and/or improvements to the School Road / Springfield Road / Tatton Road junction (Town Hall junction) and associated public realm with a focus on improving walking, wheeling and cycling;
 - iv. Contributing to and/or improving walking, wheeling and cycling links to the Bridgewater Canal, Bridgewater Way and to Sale Metrolink stop (Policy TM1C);
 - v. Support delivery of a two-way segregated cycleway along Northenden Road and School Road, incorporating improved cycle crossing facilities at the junction of Northenden Road with Springfield Road;
 - vi. Improved physical and visual connection of the town centre to the canal, as well as improved signage, lighting and dwelling spaces to enhance the canal side experience.
- B. Proposals which help support and enhance the centre's evening economy will be support in appropriate locations.
- C. Development and/or re-use of Land at Stanley Square (Policy AC1) will assist in the diversification of uses within the town centre, enhancing its vibrancy and vitality and will be supported.

- 8.33. Policy TC2C builds on the successes of Sale Town Centre which have seen it strengthen its retail, leisure and community facilities offer and overall attractiveness in recent years, along with providing opportunities to seek



further enhancements and improvements to help enable its continued long-term success.

- 8.34. The centre supports a steady daytime economy, underpinned by a strong convenience led offer and a mix of retail and service uses. One of its key strengths is its convenience provision, which plays an important role in supporting regular footfall.
- 8.35. The Sale Town Centre and Movement Strategy (2021), seeks to build on the highly successful regeneration of Stanley Square and associated public realm improvements. It identified opportunities to improve linkages between a number of the centre's key assets including Sale Leisure Centre, Sale Waterside Arts Centre and Sale Metrolink stop, which will help to improve accessibility through the town centre. The Sale town centre health check (2026) notes the potential for improvements to key junctions within the town centre to aid pedestrian movements and provide additional waiting space.
- 8.36. The policy also looks to increase the vibrancy and vitality of Sale Town Centre through the allocation of previously developed land to the south of Stanley Square for predominately residential uses. This, alongside other redevelopments in the vicinity of Sale town centre, will help to increase the residential population and serve to further increase the vitality and viability of the centre.



Policy TC2W: Urmston Town Centre

Policy TC2W: Urmston Town Centre

Urmston Town Centre is a traditional, suburban, market style town centre with a community focus, predominantly serving families and older residents. To sustain this role and enhance its vitality for the future:

- A. Proposals within Urmston Town Centre, as defined on the policies map, must, where appropriate:
 - i. Improve connectivity to, from and within the town centre for sustainable transport, including the provision of safer road crossings (in accordance with Policy TM1W).
 - ii. Improve the centre's public realm, including new planting, seating areas, lighting and pedestrian facilities.
- B. Development and/or re-use of the following sites will assist in the diversification of uses within the town centre, enhancing its vibrancy and vitality, and will be supported:
 - i. Urmston 41 (for an indoor market hall);
 - ii. Former surgery on corner of Station Road (for Main Town Centre uses);
 - iii. Former Ridings store (for Main Town Centre uses);
 - iv. Former bank on corner of Croft Banks Road (for Main Town Centre uses); and
 - v. Victoria Parade (for mixed-use residential).

- 8.37. Urmston Town Centre performs an important role in serving its local population, supported by a mix of retail and service uses. While its connectivity to other centres is more limited, the centre benefits from its accessibility by rail and bus, as well as its proximity to major road networks. The centre is anchored by Eden Square, which acts as the main focus for activity and footfall.
- 8.38. Policy TC2W looks to build on the resilient nature of Urmston Town Centre through a combination of improvements to its public realm and redevelopment of a series of small vacant / under-utilised sites within the town centre boundary. It also looks to improve non-vehicular connectivity within the centre and, in appropriate locations, support residential development.



- 8.39. The policy has been informed by the Urmston Plan 2025, which undertook a comprehensive evaluation of the current context of the centre and set out a series of recommendations to improve the centre. The improvement of public realm within the centre is identified as a priority, as well as improvements to sustainable transport, in accordance with Policies TM1, TM1W and TM2. The Urmston Town Centre Health Check (2026) also identified opportunities to improve seating and urban greening and improve public realm along Higher Road.
- 8.40. In addition, the Urmston Plan identified a number of refurbishment / development opportunities to better utilise vacant, poor quality and/or under-used buildings for both town centre and residential uses. These will increase the vibrancy and vitality of Urmston Town Centre, by bringing vacant buildings back into use and increasing the residential population within the town centre.



Policy TC3H: Hale District Centre

Policy TC3H: Hale District Centre

Hale is the largest district centre in Trafford and has developed a strong reputation as an attractive and popular destination, particularly for higher-end and independent retailers, and has a village character highly valued by the communities it serves. To sustain its role and function:

- A. Proposals within Hale District Centre, as defined on the policies map, must, where appropriate:
 - i. Enhance the centre's public realm, including:
 - Along Ashley Road
 - Around Hale Bowling Green
 - Around Hale Clock Tower
 - At Hale Station
 - ii. In appropriate locations, enable the creation of informal seating areas;
 - iii. Improve walking, wheeling and cycling infrastructure through the centre, including appropriate provision for cycle parking facilities.

- 8.41. Despite its close proximity to Altrincham town centre, Hale has maintained a distinct identity and retail offer. The centre benefits from good connectivity, including a railway station and regular bus service, which support its accessibility. The centre performs an important local and wider role, serving both residents and visitors through provision of a balanced mix of retail and service uses.
- 8.42. The Hale Village Place Plan (2020) sets out a vision for how the local area can continue to improve and sustainably develop, building on its good access by train and bus. Improved access to and within the centre by walking, wheeling and cycling will be supported alongside enhanced public transport to reduce the reliance on private cars.
- 8.43. The identified public realm improvements should help to address some of the challenges identified in the Hale Village Place Plan including issues around car parking, lack of safe cycle access and low-quality public realm; ensuring that the centre continues to thrive through (among other things)



- a) Improved pedestrian crossings, landscaping to screen traffic, informal seating areas and paved parking bays along Ashley Road;
 - b) Raised resurfacing on a section of Ashley Road;
 - c) High-quality paving, seating, lighting and street tree planting around Hale Bowling Green;
 - d) Relocating on street parking to facilitate tree planting and footway widening, raised paved road surfaces, and a new village green around Hale Clock Tower; and
 - e) A new station arrival space along with legible walking, wheeling and cycle routes to the station (including improve disabled access to front entrance) at Hale Station.
- 8.44. The Hale District Centre Health Check (2026) also identified opportunities to improve pedestrian access to the station, deliver improved pedestrian crossings at key locations, and improve public realm along Ashley Road.



Policy TC3S Sale Moor District Centre

Policy TC3S: Sale Moor District Centre

Sale Moor is a small-scale district centre, meeting the day-to-day needs of a dense, established residential catchment, focused on convenience, accessibility and community life. To support and enhance its role and function:

- A. Proposals within Sale Moor District Centre, as defined on the policies map, must where appropriate:
- i. Enhance the centre's public realm;
 - ii. Improve walking, wheeling and cycling infrastructure at Sale Moor gyratory, including the relocation of on street parking to accommodate a bi-directional cycle lane;
 - iii. Improve Northenden High Street through new shared surface, tree planting, street furniture and lighting;
 - iv. Enable the removal of guardrails and street clutter, to reduce barriers between the north and south of the centre;
 - v. Creative inclusive, well-designed public spaces; and/or
 - vi. Create wider footways, screened from traffic.

- 8.45. Sale Moor is a smaller district centre located to the southeast of Sale Town Centre. The centre is set within a predominantly residential area and serves the day-to-day needs of the local community through providing a mix of convenience, service and leisure uses.
- 8.46. Policy TC3C has been informed by the Sale Moor Village Place Plan (2020) which seeks to help guide future action and investment within the district centre. The Plan identified a number of challenges facing the centre including the impact of larger centres and issues relating to the highway network within the village and associated safety concerns. The gyratory was identified as a key barrier and hindrance to overall movement and accessibility within the centre. This, alongside other public realm improvements have been taken forward within Policy TC3S.
- 8.47. The Sale Moor District Centre Health Check (2026) also identified the triangular space at the corner of Northenden Road / Marsland Road as a



potential target for public realm improvement. Units on Marsland Road may also benefit from improved public realm and greening to create a more welcoming environment.



Policy TC3T Timperley District Centre

Policy TC3T: Timperley District Centre

Timperley is a busy, densely populated district centre with a strong, independent retail core, alongside convenience retail and local services, meeting day to day needs. To sustain this role and function:

- A. Proposals within Timperley District Centre, as defined on the policies map, must where appropriate:
 - i. Help to reduce car dominance within the centre.;
 - ii. Improve the centre's public realm;
 - iii. Improve walking and wheeling links to The Larkhill Centre and adjoining area of public green space;
 - iv. Provide of soft landscaping along Stockport Road and around areas of off-street car parking; and/or
 - v. Increase opportunities to dwell, including providing areas of seating in appropriate locations.

- 8.48. Timperley District Centre is located within a predominantly residential area, to the north east of Altrincham Town Centre and close to the Trafford and Manchester boundary. The centre is relatively small in scale but serves an important local function.
- 8.49. Policy TC3T looks to support and strengthen the attractiveness and visitor experience of Timperley District Centre. Primarily this will be achieved through public realm improvements which help to reduce the sense of car dominance and improve accessibility within the centre by non-vehicular modes of transport.
- 8.50. The Timperley District Centre Health Check (2026) highlights the impact of Stockport Road and vehicles entering and leaving the off-street car park on movement within the district centre. The Health Check notes that seating and planting along Stockport Road could be enhanced, and there may be opportunities to improve access to the centre by sustainable transport modes.



Policy TC4: Development Outside of Centres

- 8.51. To assist in maintaining the vitality and viability of Trafford's town centres, new out-of-centre retail, leisure and other main town centre uses will be strictly managed. This means:

Policy TC4: Development Outside of Centres

- A. Proposals outside of designated centres (as identified in Policy TC1 and the Policies Map) for retail, leisure and other main town uses (including mezzanines, extensions, changes of use and applications seeking to vary restrictive conditions) will be required to:
- i. Demonstrate how they meet the sequential test requirements as set out in National Policy; and
 - ii. Be accompanied by an impact assessment, in accordance with National Policy, demonstrating that there would be no significant adverse impact(s) on any relevant centre(s) for schemes:
 - Which would provide a gross floorspace in excess of 500 square metres; or
 - Where it would be located within 800 metres walking distance of a district or local centre (as defined by Policy TC1) and is in excess of 200 square metres.

PfE Links

JP-Strat12 and JP-P4

Relevant Strategic Objectives

SO7

- 8.52. Policy TC4 sets out the Council's approach to edge and out of centre development, to ensure the borough's designated centres' vitality and viability are unaffected and remain the primary locations for investment and consumer choice.
- 8.53. In accordance with national policy and PfE Policy JP-P1, Trafford will implement a 'town centre' first approach to development proposals for main town centre uses. Such uses will be directed first to the appropriate centre as



set out in Policy TC1, before edge-of-centre or out-of-centre locations will be considered.

- 8.54. National Policy requires local planning authorities to apply a sequential test to be undertaken for proposals for main town centre uses that are neither in an existing centre, nor in accordance with an up-to-date plan.

Impact Assessment Thresholds

- 8.55. National policy indicates that it is appropriate to identify thresholds for the scale of edge of centre and out of centre retail and leisure developments which should be the subject of impact assessment.
- 8.56. The Trafford Retail and Leisure Study Update 2026 has considered the factors set out in national planning guidance in setting a locally appropriate Impact Assessment threshold. The Study considers it appropriate to apply a lower threshold in Trafford, and a range depending on the position of centre in the retail hierarchy (Policy TC1).
- 8.57. Within Trafford's four Town Centres there are a relatively limited number of units greater than 500 square metres, and therefore this threshold has been applied for both retail and leisure proposals in these centres.
- 8.58. Due to the smaller scale of Trafford's district and local centres, and the relatively modest size of most of their commercial units, a lower impact threshold of 200 square metres has been applied to these centres. The setting of a lower threshold will ensure that schemes which have the potential to result in significant adverse impacts are appropriately assessed.
- 8.59. The distance of 800 metres for the lower impact threshold is broadly commensurate with the potential walk-in catchments of smaller centres and is identified by Guidelines for Providing for Journeys on Foot (The Institution of Highways & Transportation, 2000) as being the 'preferred maximum' acceptable walking distance to a centre.



Monitoring

8.60. Table 12.2 of PfE sets out a monitoring framework for the Town Centres and Retail related policies within that plan. Key indicators include the following:

- a) Number of residential units (net) delivered in main town centres
- b) GVA in and within 800m of the main town centres

8.61. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Town Centres and Retail policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Number of vacant ground floor units within designated Town, District and Local Centres.	No more than 14% within each designated Town Centre; and no more than 7% within each designated District Centre.	Altrincham 12.1% Sale 9.3% Stretford – n/a due to Stretford Mall redevelopment Urmston 9.1% Hale 9.8% Sale Moor 1.5% Timperley 1.6% (Trafford Retail and Leisure Study Update, 2026) Trafford Town Centre Health Checks	TC1	SO7
New convenience retail floorspace delivered within Partington and New Carrington.	2/3 medium sized convenience retail units (with a floorspace of within 10,000-20,000 sqm each).	Not currently monitored Source: Planning Records	TC2	SO7
Number of public realm improvement schemes approved across all designated centres.	Increased delivery over next 5 years.	Not currently monitored Source: Planning records	TC2	SO7 & SO9



9. The Natural Environment

Introduction

- 9.1. Trafford's natural environment is a mixture of urban, semi-urban and rural green and blue assets, including parks, allotments, woodlands/trees, countryside, ponds/lakes and watercourses.
- 9.2. Trafford benefits from many natural environment assets, including two Sites of Special Scientific Interest (SSSI), around fifty Sites of Biological Importance (SBI), two Local Nature Reserves and seven Ancient Woodlands.
- 9.3. The Government has made strong commitments in the Environmental Improvement Plan (2025) to protect and improve nature. The Government's 25 Year Environment Plan places particular emphasis on the importance of greening our towns and cities, with an aim to improve existing Green Infrastructure (GI), encourage greater investment in the environment and support more sustainable forms of development.
- 9.4. Natural England's GI Framework (2023) is part of this 25 Year Plan and seeks to improve the UK's environment through collaborative efforts and sets out the standards and principles for England. This Local Plan expands on the Urban Nature Recovery Standard, Urban Greening Factor, and Urban Tree Canopy Standard, within this framework. The Trafford Design Code (2024) also outlines a landscape-led approach to shaping design proposals.
- 9.5. Trafford's natural environment accommodates a wide variety of uses such as recreation, flood mitigation, landscape value and wildlife habitats. As such the benefits of preserving and improving the natural environment are varied and interrelated to many other thematic chapters within this Plan, including Water, Flooding and Drainage; Open Space, Play, Sport and Recreation; Built Environment and Climate Resilience.



Places for Everyone (PfE)

- 9.6. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies.
- 9.7. Table 9-1 illustrates the relevant natural environment policies and how they apply to Trafford.

Table 9-1: PfE - Trafford Local Plan: Natural Environment Relationship

PfE Strategy / Policy	Trafford Requirement/ Application
JP-Strat 13: Strategic Green Infrastructure	Seeks to enhance the distinct character areas of the green infrastructure network across the plan area.
Policy JP-S2: Carbon and Energy	Sets a strategy for a carbon neutral Greater Manchester by 2038, which includes, amongst other measures, increasing nature based solutions such as carbon sequestration.
Policy JP-G1: Landscape Character	Establishes Landscape Character Types for Greater Manchester and how development should reflect and respond to the character areas.
Policy JP-G2 Green Infrastructure Network	Establishes the strategy for Green Infrastructure and identifies Green Infrastructure Opportunity Areas and Priority Green Infrastructure.
Policy JP-G3: River Valleys and Waterways	Sets priorities in planning decisions for river valleys and waterways.
Policy JP-G4: Lowland Wetlands and Mosslands	Sets priorities in planning decisions for lowland wetlands and mosslands as a landscape character type.
Policy JP-G6: Urban Green Space	Establishes the strategy for protecting and enhancing urban green space.
Policy JP-G7: Trees and Woodland	Establishes the strategy to increase tree cover and protect and enhance woodland.



PfE Strategy / Policy	Trafford Requirement/ Application
	Development is required to replace trees on a 2:1 ratio, or other enhancement measure that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, and to protect trees during construction phase.
Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity	Establishes the strategy for net enhancement of biodiversity resources and requires development to follow a mitigation hierarchy, maintaining connectivity between habitats, and ensuring long-term management.

9.8. The following evidence and information have informed the policies of this Chapter:

- a) Trafford Urban Greening Factor Study (2026)
- b) Greater Manchester Local Nature Recovery Strategy (2025)
- c) Greater Manchester Five Year Environment Strategy (2025)
- d) Natural England's GI Framework (2023)
- e) Greater Manchester Landscape Character and Sensitivity Assessment (2018)
- f) Landscape Strategy – Supplementary Planning Guidance (2004)



Policy NE1: Local Nature Recovery Strategy

- 9.9. The Greater Manchester Local Nature Recovery Strategy (LNRS) (2025) sets out a vision for a greener city region, outlining actions to halt and reverse biodiversity loss ensuring that nature and people can thrive together. Taking this forward in Trafford means:

Policy NE1: Local Nature Recovery Strategy

- A. Schemes which deliver the priorities and actions for nature recovery set out in the Greater Manchester LNRS, will be supported, where appropriate.
- B. Development, within or that it is likely to have an adverse impact on the Nature Network (as identified in the LNRS), must demonstrate how it will enhance and protect the integrity of Core Local Nature Sites for nature recovery and boost the connectivity of the network within Opportunity Areas.
- C. All development should seek to:
 - i. Protect and enhance existing habitats; and
 - ii. Restore or create habitats in a way that significantly improves connectivity within and around the development site.
- D. Connectivity between the Opportunity Areas including as part of development proposals should be enhanced, with particular consideration given to:
 - i. The expansion and enhancement of existing habitats;
 - ii. The creation and restoration of habitat;
 - iii. The design and layout of the development; and
 - iv. Barriers to species movements (e.g. roads and fences).

PfE Links

Policy JP-G2; JP-G3; JP-G4; JP-G6; JP-G7 and JP-G8.

Relevant Strategic Objectives

SO2; SO4; SO6; SO9; SO10; SO12; SO13



- 9.10. Local Nature Recovery Strategies (LNRS) were introduced by the Environment Act 2021, with 48 regional strategies covering all of England. The Levelling Up and Regeneration Act (LURA) (2023) requires all relevant plan makers to take account of LNRS.
- 9.11. The Greater Manchester Local Nature Recovery Strategy (LNRS) 2025 sets out an overarching vision, individual priorities and targets for both habitats and species. It identifies a mapped Nature Network for Greater Manchester, which consists of Core Local Nature Sites and Opportunity Areas.
- 9.12. Areas mapped for action within the Nature Network are key target areas for the delivery of offsite BNG across Greater Manchester and will be used to determine where habitat creation or enhancement for BNG could be of 'strategic significance'.
- 9.13. The Core Local Nature Sites are made up of designated sites, such as SSSIs and SBIs — see Policy NE3, and Opportunity Areas are where action to enhance, restore or create different types of habitats would expand and better connect the Core Local Nature Sites.
- 9.14. The LNRS identifies habitats within Greater Manchester and the following are relevant to Trafford:
 - a) Grasslands, farmland and lowland heath
 - b) Lowland mosslands and wetlands
 - c) Rivers, canals and waterbodies
 - d) Urban green spaces and buildings
 - e) Woodlands, trees, scrub and hedgerow
- 9.15. The Opportunity Areas for nature recovery in Trafford include the former William Wroe Golf Course, Longford Park, Dunham Massey and Altrincham Golf Course. Strategically important corridors such as the Manchester Ship Canal, Bridgewater Canal, Mersey Valley and Bollin Valley are also identified as Opportunity Areas.



- 9.16. To cumulatively achieve the ambitions of the LNRS it is important that all development gives consideration to avoiding adverse impacts on habitats, enhancing, restoring or creating them wherever possible.



Policy NE2: Green and Blue Infrastructure

- 9.17. Trafford's Green and Blue Infrastructure (GBI) provide the natural systems that underpin healthy places, resilient communities and sustainable growth, their value is strategic as well as environmental. For Trafford this means that:

Policy NE2: Green and Blue Infrastructure

- A. The GBI network including the GBI Priority Areas (Figure 9-1), will be improved, strengthened and enhanced; including through the creation of connected, varied, multi-functional green and blue spaces, which respond to local character, including as part of any development proposals.
- B. Opportunities which provide for informal recreation via walking, wheeling, cycling and horse-riding routes, connecting areas of GBI, should be integrated, where appropriate, in accordance with TM1.
- C. Opportunities for landscape led SuDS solutions must be integrated with the GBI network, in accordance with Policy WA2 where appropriate.
- D. Unavoidable impacts on the GBI network, particularly the GBI Priority Areas, must be alleviated through suitable mitigation measures in line with the following hierarchy:
 - i. On site, then
 - ii. Within close proximity to the site boundary, and then
 - iii. Within the wider GBI network of the locality.
- E. Development proposals affecting the GBI network must submit an operation, management and maintenance plan showing how the GBI features will remain successful throughout the development's lifetime, or a minimum of 30 years.

PfE Links

Policy JP-Strat13; JP-G1; JP-G2; JP-G3; JP-G4; JP-G7; JP-G8; JP-S4 and JP-C6.

Relevant Strategic Objectives

SO2; SO4; SO6; SO8; SO9; SO10; SO12; SO13



- 9.18. Trafford's Green and Blue Infrastructure (GBI) network comprises green elements ranging from large country parks, open spaces, active travel routes, wildlife corridors, woodlands and countryside areas to smaller parks, allotments, amenity green spaces, street trees and green roofs and walls. It also includes blue elements: lakes, ponds, SuDS, rivers, streams, canals, and other waterbodies.
- 9.19. The GBI network plays an important role in managing the local micro-climate, improving air quality and mitigating the impacts of flooding and urban heat. By prioritising the enhancement and expansion of the GBI network and supporting development which protects and/or enhances its role, will create a more sustainable, resilient, and liveable environment for all its residents and businesses.

GBI Priority Areas

- 9.20. GBI Priority Areas (Figure 9-1) have been identified due to their scale and ability to provide a series of strategic multi-functional green and blue spaces across the borough. The GBI Priority Areas are in addition to those identified in PfE Policy JP-G2 (Mersey Valley and Carrington). They are areas which deliver important ecosystem services such as surface water and fluvial flood management; water quality management; habitat and wildlife conservation; public recreation and sustainable travel.



Figure 9-1: Green and Blue Infrastructure Priority Areas - all localities



Policy NE3: Nature Conservation

- 9.21. Core Local Nature Sites and nature conservation assets will be protected, enhanced and/or restored, protecting habitats, species and delivering wider environmental benefits. In Trafford this means:

Policy NE3: Nature Conservation

- A. Proposals which protect, enhance and/or restore biodiversity, natural habitats (including their connectivity) and ecological networks will be supported.
- B. The following designated Core Local Nature Sites and nature conservation assets, as defined on the Policies Map, will be protected from development:
 - i. Sites of Special Scientific Interest (SSSI);
 - ii. Ancient woodland;
 - iii. Sites of Biological Importance (SBI);
 - iv. Local Nature Reserves;
 - v. Sites of geological and geomorphological importance; and
 - vi. Wildlife Corridors.
- C. Development proposals which are likely to affect any of the above designations must consider the potential impacts and provide appropriate mitigation in accordance with PfE Policy JP-G8.

PfE Links

Policy JP-G2 and JP-G8.

Relevant Strategic Objectives

SO6 and SO9

- 9.22. As required by national policy, this policy identifies national and locally designated sites of importance for biodiversity, which form part of the overall GBI network as set out in policy NE2. It recognises the importance of designated sites within Trafford and builds on PfE Policy JP-G8. It is important that these assets are protected, restored or enhanced, with development proposals contributing positively towards the natural environment, supporting



nature's recovery, including appropriate assessments required by national planning policy.

- 9.23. To ensure the long-term protection of the designated Core Local Nature Sites and natural environment assets, measures to prevent any harm to their features that are impacted by the development, must be assessed.



Policy NE4: Urban Greening Factor (UGF)

- 9.24. Urban greening plays a vital role in addressing climate change, improving resilience and biodiversity, managing surface water and supporting health and wellbeing, particularly in highly urbanised environments. In Trafford this means that:

Policy NE4: Urban Greening Factor (UGF)

- A. All major development proposals must maximise on-site provision of green infrastructure and achieve the following UGF scores, as set out in Appendix 5:
 - i. For previously developed sites an improved UGF score of at least 0.3; or
 - ii. For greenfield sites a UGF score of at least 0.4.
- B. All major development proposals must be accompanied by an appropriate green infrastructure management and maintenance plan.

PfE Links

JP-G2; JP-G7; JP-G8; and JP-S4.

Relevant Strategic Objectives

SO2; SO4; SO6; SO8; SO9; SO10; SO12 and SO13

- 9.25. The Urban Greening Factor (UGF) is a tool to measure and improve urban greening within development sites. It provides a transparent and consistent method for measuring the quantity and quality of greening delivered by new development. It supports a design-led approach, allowing flexibility in how schemes meet targets while ensuring that greening delivers multiple environmental and social benefits.
- 9.26. The policy is intended to complement other planning requirements, including biodiversity net gain and sustainable drainage, and does not replace the need to protect existing green assets or provide public open space where required. Forming part of the Local Nature Recovery Strategy (NE1), the GM LNRS has unmapped urban action on the use of UGF.



- 9.27. The UGF score requirements and surface cover factors have been informed by the Trafford Urban Greening Factor Study (2026). The UGF score requirements and surface cover factors are to be applied across all relevant development types and localities across Trafford – information about how to calculate the UGF score and the surface cover types for Trafford is at Appendix 5.
- 9.28. To ensure that green infrastructure provided under the UGF will be successfully established and maintained during the lifetime of the development, application must provide a management and maintenance plan.



Policy NE5: Carbon Storage and Natural Habitats

- 9.29. Natural habitats that store carbon, contribute to net zero, enhance climate resilience, and deliver wider environmental and community benefits should be protected and enhanced. In Trafford this means:

Policy NE5: Carbon Storage and Natural Habitats

- A. Development proposals will be supported where they improve, restore or create habitats that provide a natural carbon storage function, such as peat, woodlands, hedgerows and semi-natural grasslands, particularly within the Great Manchester Wetlands NIA.
- B. Determining proposals where deep peat is present in accordance with an adopted masterplan, and where relevant with national policy.

PfE Links

Policy JP-S2; JP-G2; JP-G4 and JPA-30.

Relevant Strategic Objectives

SO2; SO6; SO12 and SO13.

- 9.30. The Greater Manchester Five Year Environment Strategy (2025-2030) advises that nature-based solutions can sequester (lock in) carbon, improve air quality and increase resilience to flooding and increased heat. Carbon sequestration can be delivered through natural and managed processes using soils, woodlands, wetlands and grasslands as carbon sinks helping to reduce the concentration of greenhouse gases in the atmosphere.
- 9.31. Peatlands are England's largest natural carbon stores and there may be opportunities in Trafford for peatland restoration and/or wetland creation, helping to prevent further degradation and the emission of stored carbon. Much of this is within the Great Manchester Wetland Nature Improvement Area (NIA) which is a partnership of local authorities, local communities and landowners, the private sector and conservation organisations seeking to create joined up and resilient ecological networks at a landscape scale. An indicative map



showing the Great Manchester Wetlands NIA is illustrated in Figure 8.5 of PfE policy JP-G8.

- 9.32. Restorable peat has an important role to play in supporting notable habitats (blanket bog, lowland raised bog and fens) but also for carbon storage. Whilst not listed in national planning policy's non-exhaustive definition of irreplaceable habitat peat that is capable of restoration to support notable habitats may be considered irreplaceable due to age and rarity. Whether peat is restorable will need to be assessed on a case-by-case basis. Any development proposal within the PfE New Carrington Allocation will also be determined in accordance with PfE Policy JPA 30 and the adopted masterplan.
- 9.33. Other opportunities for carbon sequestration exist within Trafford's woodlands, hedgerows and semi-natural grasslands outside of the NIA. Collectively these will contribute to meeting the GM target to be carbon neutral by 2038.



Policy NE6: Mersey Valley

- 9.34. The Mersey Valley's strategic role within Trafford's natural environment (including its biodiversity and geodiversity) will be protected and supported (identified on Figure 9-2). Accordingly, this means that:

Policy NE6: Mersey Valley

A. Development proposals will be supported where they:

- i. Reduce and / or mitigate the effects of flood risk from the River Mersey, particularly through nature-based solutions (including landscape-led SuDS), in accordance with Policy WA1, WA2;
- ii. Enable and/or improve water management and water quality in accordance with Policy WA1 and WA3;
- iii. Improve access to nature and recreation and, where appropriate, enhance links to the Bridgewater Canal and Trans Pennine Trail in accordance with Policy TM1; or
- iv. Expand and/or improve walking, wheeling, cycling and, where appropriate, horse-riding routes, in accordance with Policy TM1.

PfE Links

Policy JP-G1; JP-G2; JP-G3; JP-G8; JP-S4 and JP-C6.

Relevant Strategic Objectives

SO2; SO4; SO6; SO8; SO9; SO10; SO11; SO12 and SO13.

- 9.35. The Mersey Valley runs either side of the River Mersey, forming a unique green wedge, which is predominantly meadowland and agricultural land in the floodplain, containing few buildings and protected from development by its designation as Green Belt. It is a highly valued area within Trafford for nature conservation, water management and recreation and is near populated urban areas, including Urmston, Stretford, Carrington and Sale. The Mersey Valley includes Sale Waterpark, Turn Moss, Stretford and Urmston Meadows, and numerous Sites of Biological Importance (SBIs), amongst other important places.



- 9.36. The Mersey Valley provides a natural corridor with multiple strategic benefits, including biodiversity and geodiversity, flood management and access to nature. It is therefore of strategic importance to the borough and must be protected from detrimental impacts and be enhanced as part of relevant development proposals. The Mersey Valley is identified as a GBI Priority Area as covered in Policy NE2. In addition, forming part of the Local Nature Recovery Strategy (NE1), the GM LNRS has actions around river habitat which cover the Mersey Valley.

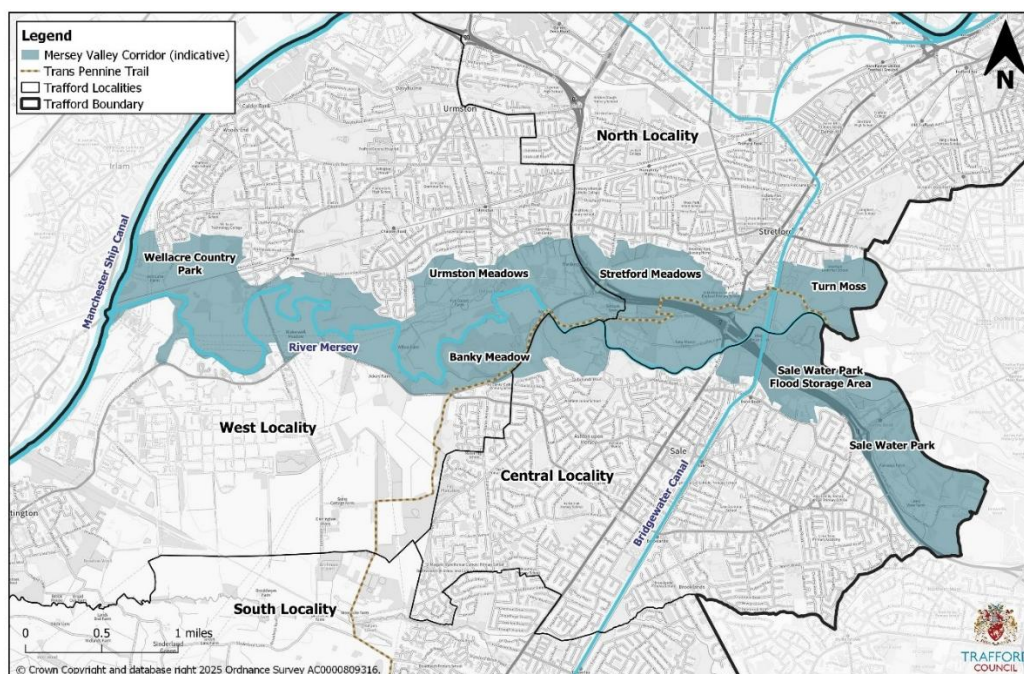


Figure 9-2: Mersey Valley



Policy NE7: Trees, Woodland and Hedgerows

- 9.37. Trees, woodlands and hedgerows are vital natural assets that support biodiversity, climate change mitigation and landscape character, and their protection and enhancement contributes to high-quality sustainable development. For Trafford this means:

Policy NE7: Trees, Woodland and Hedgerows

- A. Trees, woodlands and/or hedgerows will be protected and established trees retained, including as part of development proposals, wherever possible.
- B. Requiring development proposals (except householder applications) to increase tree canopy cover (by planting tree species most appropriate for their location) to facilitate multi-functional benefits, having regard to Policy NE4 and the Trafford Design Code (2024).
- C. Requiring development proposals which result in the loss of existing trees to be replaced in line with PfE Policy JP-G7. Where mitigation is not possible, the required compensation strategy will be considered on a case-by-case basis using an agreed valuation tool.

PfE Links

Policy JP-G7; JP-G2; JP-G6 and JP-G8.

Relevant Strategic Objectives

SO2; SO6; SO9 and SO10.

- 9.38. Protecting existing and increasing tree and woodland coverage will make a significant contribution to the Green and Blue Infrastructure network (Policy NE2). The GM LNRS (Policy NE1) has a target of increasing Greater Manchester's tree canopy cover from 15% to 17%, as well as setting numerous tree related priorities and actions. Trafford has an average tree canopy coverage of 12% (2023), the leafiest borough in Greater Manchester. Increasing urban tree canopy cover forms one of Natural England's GI Framework Standards. In addition, tree planting will be promoted in areas that are, or are risk of becoming, Air Quality Management (AQMA)s).



- 9.39. PfE Policy JP-G7 requires development to replace trees on a 2:1 basis, or to provide other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision.
- 9.40. If mitigation for the loss of trees is not possible then an agreed valuation tool (such as the Capital Asset Valuation of Amenity Trees (CAVAT) full method) and the value of the trees lost will form the starting point for discussions on replacement trees and any necessary compensation. Where appropriate, commuted sums would be paid to the Council for tree planting improvements across Trafford.



Policy NE8: Landscape Character Areas

- 9.41. Trafford has several landscape character areas, each with special qualities and sensitivities which should be considered in design and place making. Accordingly, this means that:

Policy NE8: Landscape Character Areas

A. All new development within and adjoining the landscape character areas (identified on Figure 9-3) must respond to the special quality and sensitivity of the relevant landscape character area – in accordance with PfE Policy JP-G1, demonstrated through an appropriate Landscape and Visual Impact Assessment (LVIA), or a Landscape Appraisal.

PfE Links

Policy JP-G1; JP-G2; JP-G3; JP-G4 and JP-G8.

Relevant Strategic Objectives

SO1; SO6; SO9 and SO11

- 9.42. Policy JP-G1 within PfE identifies ten different landscape character areas based on the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA), which assessed the quality and sensitivity of different landscapes. Of the ten identified landscape areas, four are relevant to Trafford:
- a) Broad Urban Fringe Valleys – along the Mersey Valley and Bollin Valley to the south;
 - b) Historic Parks and Wooded Estate Farmland – centred around the Dunham Massey estate;
 - c) Urban Fringe Farmland – in the southeast of the Borough around Davenport Green; and
 - d) Mosslands and Lowland Farmland – across the southwest of the borough surrounding Warburton and Carrington Mosses.
- 9.43. In addition to those identified in the GMLCSA, a further seven character areas are identified in the Trafford Landscape Strategy (2004). These provide



additional local detail to the character areas identified at a Greater Manchester level and are as follows:

- a) Wooded Claylands – Timperley Wedge and open areas adjacent to the 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 River Mersey;
- f) Wooded River Valley – east section of the River Bollin from M62 to A56; and
- g) Urban River Valley – Manchester Ship Canal and the canalised River Mersey.

9.44. The Trafford and PfE Landscape Character types are shown Figure 9-3.

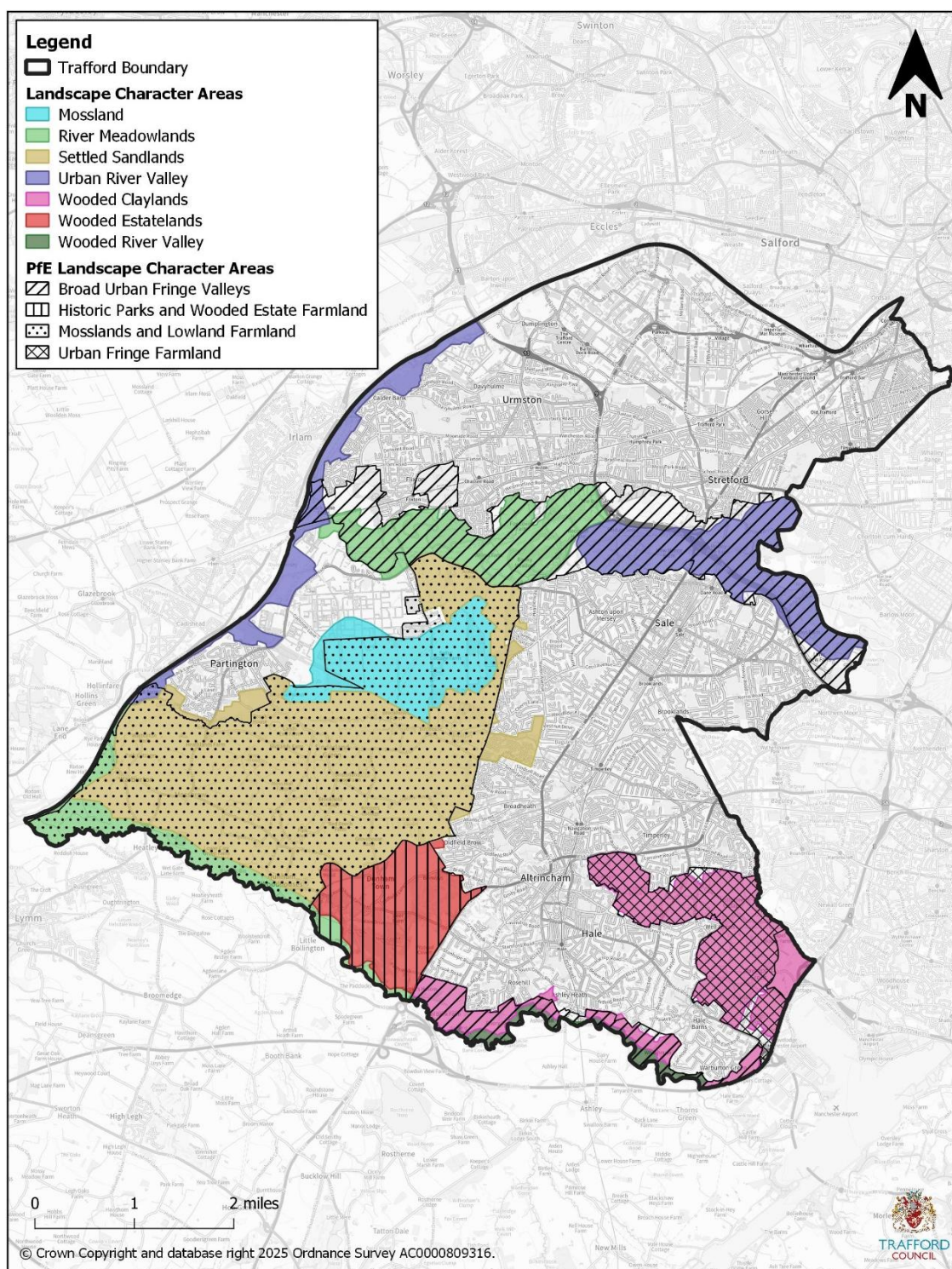


Figure 9-3: Combined Trafford and PFE Landscape Character Areas

9.45. To ensure development proposals do not have a detrimental effect on the distinctive character, condition, features, and sensitivities of Trafford's landscapes; including amenity and experiential qualities, the GMLCSA and



Trafford's Landscape Strategy must be considered by applicants and will be used by the Council to assess the impact of development proposals, including the suitability of any proposed mitigation measures. There may also be occasions when the Landscape Character Assessments of neighbouring local authorities are of relevance to a particular scheme or proposal.

Monitoring

9.46. Table 12.4 of PfE sets out a monitoring framework for the green infrastructure and natural environment policies within that plan. Key indicators include the following:

- a) Gross area of new habitat created from the application of biodiversity net gain
- b) Number, area and condition of sites of biological importance (SBIs)
- c) Number of trees planted annually (metric to be determined with respect to tree planting programmes and on-site delivery as a result of planning decisions, where available)
- d) Number of hectares of green infrastructure (metric will consider publicly accessible GI where information is available).

9.47. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Natural Environment policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Retention of Nature Conservation sites: Sites of Special Scientific	No net loss	Dunham Park SSSI (79.18 ha) Brookheys Covert SSSI (2.37 ha) Total SSSI (81.55ha) Source: Natural England (2025)	NE1; NE3	SO6



Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Interest (SSSI) - Ancient Woodland - Local Nature Reserves		Ancient Woodland (21.76 ha) Source: Natural England (2024) Trafford Ecology Park LNR (4.39 ha) Broad Eees Bole LNR (8.78 ha) Total LNR (13.17 ha) Source: Natural England (2025)		
Number of GBI funding opportunities obtained in the GBI opportunity areas	Increase	Not currently monitored Source: Sustainability Team	NE2	SO6
% of applications approved in line with NE4 UGF requirements	100% of applications	Not currently monitored Source: Planning Records	NE4	SO2; SO6; SO9
Land Area of Woodlands and Copses (Hectares)	No net loss	574 ha Source: National Forestry Commission (2018)	NE7	SO2; SO6



10. Open Space, Play, Sport and Recreation

Introduction

- 10.1. Open spaces, play areas, sports facilities, and recreational areas (outdoor and indoor), are vital components of any community, contributing not only to the physical and mental health and well-being of residents and communities, but also to the social fabric and environmental quality of Trafford.
- 10.2. The value of open space and recreational facilities extends beyond leisure, providing essential opportunities for exercise, relaxation, and social interaction, fostering healthier, more vibrant communities. They also play a crucial role in supporting biodiversity, mitigating the impacts of climate change, visual amenity and enhancing the overall health and wellbeing and quality of life for residents.
- 10.3. With an ageing population and an increase in avoidable health-related illnesses in the borough, sports, play and recreational areas, in particular, are central to enabling residents to improve their physical and mental health; offering spaces for people of all ages and abilities to engage in active pursuits.
- 10.4. Alongside planned growth, it is important to ensure that these spaces are protected and promoted to ensure they remain accessible both now and in the future.
- 10.5. Consequently, this chapter sets out the policies that will guide the protection, provision and enhancement of open space, sport, and recreation facilities within Trafford, ensuring that such spaces are able to meet the needs of a diverse population, contributing to a healthier, more sustainable environment for all.
- 10.6. Policies in the Natural Environment chapter are also relevant to this chapter with open spaces forming part of Trafford's Green and Blue Infrastructure (GBI) network.



Places for Everyone (PfE)

- 10.7. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies.
- 10.8. Table 10-1 illustrates the relationship between PfE and this Local Plan, summarising the requirements and how they apply to Trafford.

Table 10-1: PfE – Trafford Local Plan: Open Space and Recreation Relationship

PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP-G6: Urban Green Space	Establishes that sports pitches (among other things) forms part of urban green infrastructure and states that these spaces will be protected and enhanced. Commits to working with developers and other stakeholders to deliver new high quality urban green spaces.
Policy JP-P7: Sport and Recreation	Aims to create an inclusive public realm with frequent opportunities for play and recreation for all ages. The policy: Promotes accessible, well-designed recreation spaces, protects and enhances green infrastructure and public rights of way. Encourages shared sports provision in education settings. Supports the ongoing development of major sports facilities and events to strengthen Greater Manchester's international reputation.

- 10.9. The following evidence and information have informed the policies of this Chapter:
- a) Trafford Open Space Assessment (2024)
 - b) Trafford Playing Pitch and Outdoor Sports Strategy – Assessment Report (2025)



- c) Trafford Playing Pitch and Outdoor Sports Strategy – Strategy and Action Plan (2025)
- d) Trafford Strategic Outcomes Planning Model (2022)
- e) Trafford Joint Strategic Needs Assessment (2021)

Policy OS1: Open Space, Play, Sport and Recreation

10.10. Trafford's existing open spaces and sporting and recreation facilities will be protected, enhanced and opportunities maximised to improve their quality, increase their accessibility and support new provision. Opportunities to create new sporting and recreational facilities will be taken so as to improve the social and physical well-being of the population. This will be achieved by:

Policy OS1: Open Space, Play, Sport and Recreation

Protection and Enhancement

- A. Protecting and enhancing the borough's open spaces, sports and recreation land and facilities as defined on the Policies Map and/or listed in Appendix 7.
- B. Supporting proposals which facilitate the provision of expanded or improved Open Space, sports and/or recreation land and facilities.
- C. Creating a connected and accessible network of high-quality, multi-functional open and recreational spaces throughout the borough, including as part of any development proposals.

Loss of Open Space

- D. The net loss of existing Open Space or sports and recreation land and/or facilities will be strongly resisted unless:
 - i. A qualitative assessment of the existing space/ facility is agreed by the Local Planning Authority in line with:
 - The criteria set out in the Open Space Assessment (2024) for loss of Open Space; and/or
 - Relevant criteria for sports and recreation land and facilities as set out in the latest Playing Pitch, Indoor Leisure or Outdoor Sports Strategy.



- ii. The loss is replaced by an equivalent or better provision in terms of quantity and/or quality, on site or in an appropriate and sustainable location, offering comparable or improved accessibility and opportunities for the community it serves;
- iii. Proposals significantly contribute and connect to the wider green and blue infrastructure network (Policy NE2) and wherever possible serve (wholly or in part) these functions simultaneously;
- iv. Proposals meet an identified sporting or recreational need, the benefits of which clearly outweigh the loss;
- v. It is clearly demonstrated that there are no suitable alternative sites available within Trafford to meet the need for the proposal that would not result in the net loss of Open Space and/or sports and recreation land and facilities;
- vi. Existing public rights of way through sites, where they exist, are retained and enhanced, and access to them improved. Where the diversion of a public right of way is necessary, re-provision must provide a safe and convenient alternative route; and
- vii. Prior to any loss occurring, a comprehensive delivery strategy securing the replacement or enhanced Open Space and/or sports and recreation land and facilities of an equivalent size and/or quality must be agreed with the Local Planning Authority.

New Sport and Recreation Facilities

- E. New sport or recreational facilities will be required to provide appropriate community access, secured through a Community Use Agreement.
- F. Significant sport or recreational development satisfying the requirements of this Policy, will only be supported where the provision and use of such facilities will deliver a positive contribution to cultural, sporting and community facilities within Trafford.

PfE Links

Policy JP-G2; JP-G6; JP-P6 and JP-P7.

**Relevant Strategic Objectives**

SO2; SO4; SO6; SO8; SO9; SO10; SO11; SO12

- 10.11. Open space, play, sport and recreation are essential to creating sustainable, healthy and attractive places. A network of high-quality open spaces supports sport, physical activity, play and social interaction, contributing to positive physical and mental health outcomes. Many open spaces also form part of Trafford's green and blue infrastructure network, supporting biodiversity, nature recovery and climate resilience, while enabling walking, wheeling and cycling across the borough.

Protecting and Enhancing Existing Open Spaces, Sport and Recreation

- 10.12. Trafford is broadly a borough of two halves in terms of open space provision, with leafy green suburbs and extensive Green Belt to much of the south and west, and a more densely urbanised north and east reliant primarily on formal parks and outdoor spaces. The Open Space Assessment (2024) identifies clear spatial inequalities in quality, quantity, type and accessibility, with Old Trafford, Stretford and parts of Sale significantly less well provided for than areas such as Flixton, Urmston, Partington and Sale West. These existing disparities are particularly important in the context of the PfE spatial strategy and this Plan, which directs a large proportion of new residential development to the north locality where open space provision is already limited and under pressure.
- 10.13. Regardless of location, open space performs a critical role in supporting physical and mental health by providing opportunities for exercise, play, social interaction and contact with nature. These benefits are well established and reflected in Trafford's Joint Strategic Needs Assessment (2021), particularly in addressing health inequalities in more urban areas. In sport and recreation terms, the Trafford Playing Pitch and Outdoor Sport Strategy (2025) identifies capacity pressures across several sports, especially football, where demand for youth pitches and floodlit 3G artificial grass pitches exceeds supply at peak times. While overall provision is relatively strong, the usable capacity of many sites is constrained by pitch quality, drainage, and the condition of pavilions



and changing facilities, reinforcing the need to protect and improve the existing estate.

- 10.14. Indoor leisure facilities, particularly leisure centres, are equally vital to health, wellbeing and social inclusion, supporting people to live longer, healthier and more independent lives and helping to reduce pressure on health and social care services. The Trafford Strategic Outcomes Planning Model (2022) reflects the importance in Trafford's leisure centre sites.
- 10.15. Protecting and enhancing existing open space, sport and recreation land and facilities is therefore essential to ensure growth delivers healthy, sustainable and attractive communities, particularly in the parts of the borough experiencing the greatest development pressure and existing deficits.

Loss of Open Space, Recreation and/or Sports Facilities

- 10.16. National planning policy and guidance from Sport England require and emphasise that existing open spaces and sports facilities should be protected unless robust evidence demonstrates they are surplus to requirements or are replaced by equivalent or better provision in a suitable location.
- 10.17. Both the Open Space Assessment (2024) and the Playing Pitch and Outdoor Sport Strategy (2025) establish the need for new and improved open space and sport and recreation facilities in Trafford to accommodate existing and future growth pressures.
- 10.18. The loss of open space and sport and recreation land will be strongly resisted as these areas provide essential recreational, health and community benefits that are difficult to replace once lost. The permanent loss of such land can undermine opportunities for physical activity and place additional pressure on remaining facilities, making it essential that their long-term protection and enhancement is prioritised.
- 10.19. Under the Small Holdings and Allotments Act 1908 (Section 23), local authorities in England have a statutory duty to provide a sufficient number of allotments if they are of the opinion there is a demand. There are currently 37 council-owned allotment sites with over 1,500 plots in Trafford, many of which have long and sustained waiting lists.



- 10.20. Guidance from the National Allotment Society emphasises that allotments are a valuable and finite community resource, and once land is lost to development it is rarely replaced. Protecting allotment sites therefore helps ensure continued access to local food growing, community engagement, and green space for current and future residents and will help in the creation of healthy and safe communities as advised in national planning policy.

New Provision and Enabling Development

- 10.21. The need for new and improved open space and sport and recreation facilities in Trafford to meet existing and future growth pressures is evidenced in the Open Space Assessment (2024), the Playing Pitch and Outdoor Sport Strategy (2025), and the Sport England Strategic Outcomes Planning Model (2022) and associated Leisure Investment Strategy. These assessments identify both quantitative and qualitative shortfalls and demonstrate that additional provision will be required as the borough's population grows. New provision must, however, be clearly justified by an identified local need, avoid over-provision, make efficient use of land, be capable of long-term maintenance and sustainable operation and have regard to Sport England's Active Design Principles.
- 10.22. Where new provision is proposed—particularly on private or school sites—a Community Use Agreement will be required to secure long-term community access, manage matters such as safety and pricing, and ensure that wider public benefits are delivered while protecting the primary function of the site where relevant. Requiring proposals for significant new sport or recreational development to demonstrate a positive contribution to Trafford's cultural, sporting and community offer will help ensure that new facilities are inclusive, accessible, capable of long-term community benefit, and aligned with the borough's proud sporting heritage.



Policy OS2: Requirements for Open, Play and Sport Spaces in New Development

- 10.23. To ensure positive contributions to health, wellbeing and quality of place, it is essential that new development delivers appropriate, publicly accessible and high-quality open, play and sport spaces to support the creation of healthy, sustainable and inclusive neighbourhoods. In Trafford this means:

Policy OS2: Requirements for Open, Play and Sport Spaces in New Development

New Open Space

- A. Residential development will be required to provide and/or contribute towards formal and informal open space as follows:

Table 10-2: Open Space requirements

Size of Development	Type of Provision
1-9 dwellings	None
Over 10 dwellings	On-site in accordance with Table 10-4.

- B. Where on-site provision is not possible or an appropriate open space within the hierarchy of Table 10-5 (Accessibility standards for Accessible Open space) is available within the recommended distance threshold, a financial contribution for off-site provision in accordance with the following formulae may be acceptable:

$$\text{Financial contribution} = \text{Resident Yield} \times £263$$

New Formal Play Space

- C. Residential development will be required to provide and/or contribute towards play spaces as follows:

Table 10-3: Formal Play Space requirements

Size of Development	Type of Provision
1-9 dwellings	None
10 – 49 dwellings	On-site Local Area for Play (LAP) and/or financial contribution.
Between 50 and 150 dwellings	On-site Local Area for Play (LAP) and Local Equipped Area for Play (LEAP)



	as appropriate and financial contribution towards Multi-Use Games Area (MUGA).
Over 150 dwellings	On-site LAP, LEAP and/or MUGA and financial contribution towards Neighbourhood Equipped Area for Play (NEAP), where appropriate.

D. Where on-site provision is not possible or an appropriate formal play space within the hierarchy of Table 10-6 (Accessibility standards for Formal Play Space) is available within the recommended distance threshold, a financial contribution for off-site improvements and/or new provision in accordance with the following formulae may be acceptable:

$$\text{Financial contribution} = \text{Child Yield} \times £618$$

Outdoor Sport and Recreation

E. Residential development over 150 dwellings will be required to provide a financial contribution for outdoor sport and recreation based on:

- i. The estimated number of residents from the development; and
- ii. The Sport England Playing Pitch Calculator.

Indoor Sport and Recreation

F. Residential development over 150 dwellings will be required to provide a financial contribution for indoor sport and recreation based on:

- i. The estimated number of residents from the development; and
- ii. The Sport England Built Sport Facilities Calculator.

PfE Links

Policy JP-G2; JP-G6; JP-P6; and JP-P7.

Relevant Strategic Objectives

SO2; SO4; SO6; SO8; SO9; SO10; SO12; SO13

10.24. National planning policy advises that local plans should help achieve healthy, inclusive and safe places through planning positively for and providing safe



and accessible open spaces, green infrastructure and sports facilities (among other things).

- 10.25. It also states that needs and opportunities should be based on up-to-date assessments, which plans should then seek to accommodate.
- 10.26. The Open Space Assessment (2024) and the Playing Pitch and Outdoor Sport Strategy (2025) establish the need for new and improved open space and sport and recreation to accommodate future growth pressures.

Open Space and Formal Play

- 10.27. For the purposes of this policy Open Space is as defined in the glossary but excludes cemeteries and churchyards.
- 10.28. The Open Space Assessment (2024) concludes that the borough has a large amount of open space in absolute terms, but that provision is unevenly distributed, and some typologies show local shortages, advising on quantity standards for new development as set out in Table 10-4.

Table 10-4: Open and Play Space Quantity standards for New Development

Typology	Quantity Standard (hectare per 1,000 of the population)	Quantity per Person ⁵
Accessible open space including: Parks, Gardens, Recreation Grounds; Natural and Semi-Natural Greenspace; Amenity Greenspace; and Allotments/ Food Growing	3ha	30 sqm per resident

⁵ The resident yields for development proposals are calculated using Table 10-7



Typology	Quantity Standard (hectare per 1,000 of the population)	Quantity per Person⁵
Formal Play Space (Provision for Children and Teenagers)	0.25ha	2.5 sqm per child

10.29. In addition to the quantity and distribution, the Open Space Assessment also sets out the range of accessibility standards for the borough as illustrated in Tables Table 10-5 and Table 10-6 below.

Table 10-5: Accessibility standards for Accessible Open space

Hierarchy	Size Threshold	Distance Threshold
Doorstep	>0.5ha	200m
Local	>2ha	300m
Neighbourhood	>10ha	1,000m
Wider neighbourhood	>20ha	2,000m
District	>100ha	5,000m

Table 10-6: Accessibility standards for Formal Play Space

Hierarchy/Typology	Size Threshold	Distance Threshold
LAP	0.01-0.04ha	100m
LEAP	0.04-0.1ha	400m
NEAP	>0.1ha	1,000m
MUGA	N/A	800m

10.30. These standards have been informed by the Natural England Green Infrastructure Standards (for Accessible Greenspace) and standards defined by the Fields in Trust (for Provision for Children and Teenagers).



- 10.31. Wherever possible, these accessibility standards should be met by relevant residential developments. This will not be appropriate in all circumstances, for example due to specific site constraints or proximity to existing spaces and facilities. As such an incremental increase in on-site provision in combination with off-site financial contributions is set out in Policy OS2.
- 10.32. The sliding scale accounts for the likely increased impacts and pressures of larger developments, whilst ensuring that minor and medium scale developments are not unduly burdened by financial contributions where appropriate on-site provision is possible.
- 10.33. Provision based on the size of the development, existing availability and quality improvements will assist in the creation and bolstering of Trafford's open space network and enable the long-term achievement of the advised accessibility standards, whilst meeting the borough's housing requirement.
- 10.34. Higher-density residential developments are expected to make the most efficient use of land and deliver as much open space on-site as possible, including though the use of podium gardens, roof terraces, sky gardens/ communal decks and other innovative design-led spaces.

Open Space - Financial Contribution

- 10.35. Monies received from this contribution will be used to improve open space as close to the development site as possible, or in combination with other contributions and funding to provide new public and/or green spaces in the vicinity.
- 10.36. The residential yield (capacity) is derived from the 2021 Census:

Table 10-7: Residential yield

Dwelling size / Number or bedrooms	Household size (Capacity)
1 bedroom	1.3 persons
2 bedrooms	1.8 persons
3 bedrooms	2.4 persons
4 or more bedrooms	3.0 persons



- 10.37. The 30 sqm per resident figure has been calculated using the total amount of open space required in the Trafford Open Space Assessment (April 2024) and converting the need into a per metre squared per person value - excluding play space.
- 10.38. The figure of £263 per person is derived from research the council has undertaken into the costs of delivering and maintaining publicly accessible open space. This figure reflects the estimated capital cost for delivering new publicly accessible open space and the costs for maintaining them over a ten-year period.
- 10.39. Where publicly accessible open space is being delivered, this must achieve the criteria set out in Policy OS2 and other relevant policies within the development plan with regards to nature quality and accessibility. Publicly accessible spaces which do not achieve the appropriate criteria will not be considered part of the development public open space provision.
- 10.40. New or enhanced public realm being delivered adjacent to vehicular routes and spaces between buildings will not contribute to the required public open space provision.

Formal Play – Financial Contribution

- 10.41. The child yield for developments, will be calculated using the total amount of 'pupil yield' calculated under the methodology outlined in Policy FC2.
- 10.42. The 2.5 sqm per child figure has been calculated using the total amount of play provision for children and teenagers required in the Trafford Open Space Assessment (April 2024) and converting the need into a per metre squared value per child.
- 10.43. The £618 per person rate is based on the estimated capital costs for delivering new publicly accessible play space.

Indoor and Outdoor Sport and Recreation

- 10.44. The borough's green spaces, schools and private facilities host around 500 pitches, courts and other facilities that enable residents to engage in a range of sporting activities.



- 10.45. New development will help deliver the strategic needs identified in the Playing Pitch and Outdoor Sport Strategy (2025).
- 10.46. It is recognised that leisure centres can help to reduce health inequalities in local communities and it is therefore appropriate for residential developments over 150 dwellings to provide a financial contribution towards the improvement of appropriate existing indoor sports facilities in line with identified local needs, given the likely impact of larger developments. Existing leisure centres, particularly in Sale and Stretford, require continued investment. While smaller residential developments may increase pressure on these facilities, the policy seeks to ensure that minor and medium scale developments are not unduly burdened by financial contributions.

Outdoor Sport and Recreation – Financial Contribution

- 10.47. The Sports England Play Pitch Calculator estimates the demand arising from a proposed development and calculates the costs of providing the required amount of pitches to meet the demand. It considers demand for football, rugby, hockey and cricket but excludes demand for tennis court and bowling greens.
- 10.48. The new population arising from the proposed development will be estimated based on the number of dwellings proposed multiplied by the average of persons per dwelling as illustrated in Table 10-8.

Table 10-8: Estimated Persons per Dwelling

Dwelling Size / Number of bedrooms	Household size (Capacity)
1 bedroom	1.3 persons
2 bedrooms	1.8 persons
3 bedrooms	2.4 persons
4 or more bedrooms	3.0 persons

- 10.49. Once a planning application is received, the demand based on the number of dwellings proposed will be entered into the calculator to estimate the level of contributions. There will be no need to review annually figures for inflation as



the calculator considers facility costs which are updated every quarter by Sport England.

Indoor Sport and Recreation – Financial Contribution

- 10.50. The Sport England Built Sport Facilities Calculator will be used to calculate development contributions to either combined resources for the provision of a new swimming pool, or for the maintenance or improvements of existing facilities in the Borough.
- 10.51. In addition, within Old Trafford, Longford, Stretford & Humphrey Park and Gorse Hill & Cornbrook wards, the Sport England Calculator will also be used to calculate contributions for the improvements/maintenance of existing facilities in those wards or towards a new sports hall facility.
- 10.52. As for the Playing Pitch Calculator above, once a planning application is received, the new demand based on the number of dwellings proposed will be entered onto the calculator to estimate the contributions.
- 10.53. Similarly, the new population arising from the proposed development will be estimated based on the number of dwellings proposed multiplied by the average of persons per dwelling as illustrated in Table 10-8.



Policy OS3: Cemeteries, Burial Grounds and Crematoria

- 10.54. Cemeteries, burial grounds and crematoria will be protected and supported to meet diverse community needs while ensuring appropriate location, environmental safeguards and biodiversity enhancement. In Trafford this means:

Policy OS3: Cemeteries, Burial Grounds and Crematoria

- A. Existing cemeteries and crematoria will be protected as open spaces for burial and memorial use.
- B. New and/or expanded cemeteries, burial grounds and crematoria that meet the needs of a wide range of faiths and religions will be supported, where appropriate.
- C. Proposals for new/additional burial space will be supported where it is:
 - i. Located in Flood Zone 1; and
 - ii. Not located within groundwater source protection zone 1.
- D. New cemeteries and crematoria may be acceptable in the Green Belt, where they are in accordance with national planning policy and Criterion B.
- E. Opportunities to enhance the biodiversity value of cemeteries, burial grounds and crematoria will be supported.

PfE Links

Policy JP-G2; JP-G6; and JP-P6

Relevant Strategic Objectives

SO6; SO10

- 10.55. Burial grounds and cemeteries in England are regulated by a complex patchwork of legislation, primarily the Local Authorities' Cemeteries Order 1977 (LACO 1977) for public cemeteries, along with various 19th-century Burial Acts, Church of England Measures, and the Environmental Permitting (England Wales) Regulations 2016.



- 10.56. Crematoria in England are primarily regulated by the Cremation Act 1902 and the Cremation (England and Wales) Regulations 2008 (as amended).
- 10.57. Nothing in this plan can overrule this statutory legislation and any applications must be fully compliant with the regulatory requirements contained therein.
- 10.58. From a locational and land use perspective, 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).
- 10.59. Similarly, these sites have the potential to contaminate groundwater supplies and are therefore the subject of regulations from the Environment Agency to ensure that there are no adverse impacts for identified Groundwater Source Protection Zones.
- 10.60. Policy OS3 accordingly directs new and expanded provision to Flood Zone 1 and areas outside of groundwater source protection zone 1 in the first instance, facilitating compliance with statutory legislation.
- 10.61. As set out in national policy, cemeteries and burial grounds are considered appropriate development in the Green Belt and are capable of being an acceptable form of development.
- 10.62. In addition, cemeteries and burial grounds, including churchyards, represent an important but often overlooked open space resource that provides important benefits and services in terms of access to greenspace, biodiversity and green infrastructure.

Monitoring

- 10.63. Table 12.4 of PfE sets out a monitoring framework for the open space, sport and recreation related policies within that plan. Key indicators include the following:
 - a) Amount (hectares) of green infrastructure.
- 10.64. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Open Space, Sport and Recreation policies.



Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Number of planning applications that result in the loss of designated open space, contrary to Policy OS1	None	Not currently monitored Source: Planning Records	OS1	SO2; SO6; SO9; SO10
Number of major planning applications approved not meeting the OS2 requirements (by type of provision)	None	Not currently monitored Source: Planning Records	OS2	SO2; SO6; SO9; SO10



11. Water, Flooding and Drainage

Introduction

- 11.1. Water, flooding and drainage are key issues for local residents and businesses across Trafford. Effective water management is essential in protecting homes, infrastructure and livelihoods from the impacts of flooding. The need to protect against flooding and build resilience is heightened by the impact of climate change on current and future weather.
- 11.2. This chapter sets out the Council's approach to managing both the risk that flooding may pose to new development and any impact new development may have on local drainage and waterways. Policies require sustainable drainage systems (SuDS) and safeguard natural flood storage areas.
- 11.3. This Local Plan's policies on the Natural Environment (Chapter 9) are also relevant, with opportunities to deliver nature-based solutions for flooding and drainage on site.

Places for Everyone (PfE)

- 11.4. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies.
- 11.5. Table 11-1 illustrates the relevant policies and how they apply to Trafford.

Table 11-1: PfE – Trafford Local Plan: Water, Flooding and Drainage Relationship

PfE Policy	Trafford Requirement/ Application
JP-Strat 13: Strategic Green Infrastructure	Seeks to protect and enhance the green infrastructure network – including river valleys and waterways.
JP-S4: Flood Risk and the Water Environment	Requiring integrated catchment-based approach to the quantity and quality of water bodies and managing flood risk. Adopting a natural flood management approach.



PfE Policy	Trafford Requirement/ Application
	Requiring developments to minimise current and future flood risk and to manage surface water through sustainable drainage systems.
JP-G3: River Valleys and Waterways	Protecting and improving river valleys and waterways. Reduce flood risk through natural flood management.

11.6. The following evidence and information have informed the policies of this Chapter:

- a) Level 1 Strategic Flood Risk Assessment for Greater Manchester (2019)
- b) Level 2 Hybrid Strategic Flood Risk Assessment for Greater Manchester (2020)
- c) Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment (2011)
- d) Trafford Flood Risk Assessment update (2026)



Policy WA1: Managing Flood Risk

- 11.7. Development will be directed to safe and resilient locations, with flood risk from all sources managed in accordance with national policy to protect people, property and infrastructure and support sustainable growth. Accordingly, this means:

Policy WA1: Managing Flood Risk

Flood Risk Assessment

- A. A site-specific Flood Risk Assessment (FRA), will be required to demonstrate that account has been taken of existing and future flood risk from all sources in accordance with national planning guidance, including where appropriate, for all development proposals on:
- i. Sites greater than 0.5ha, including changes of use, within Critical Drainage Areas as identified in the SFRA; and
 - ii. Sites within Canal Hazard Zones as identified in the SFRA.

New Development

- B. Development in areas at risk of flooding must incorporate flood mitigation and management measures appropriate to the use, scale and location in line with national planning policy. Such measures will be required to:
- i. Manage and reduce flood risk both within the development site and in surrounding areas;
 - ii. Reduce surface water runoff using Sustainable Drainage Systems (SuDS);
 - iii. Design measures in accordance with the hierarchy of drainage options as set out in policy WA2;
- C. Development proposals should not enclose existing watercourses where this is not already the case, unless there are compelling reasons to do so;
- D. Development proposals should where possible remove existing culverts and re-naturalise existing river channels, unless to do so would increase flood risk or result in other environmental harm.

PfE Links

Policy JP-S4.



Relevant Strategic Objectives

SO2; SO4; SO6; SO12; SO13

- 11.8. Trafford has a 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 Water Framework Directive.
- 11.9. Non-water compatible development proposals should be located inside Flood Zone 1, taking into account the latest climate change allowances, as advocated by national policy. Development proposals inside Flood Zone 2 and/or 3, which require a sequential test, must agree an area of search with the Local Planning Authority.
- 11.10. When undertaking site-specific flood risk assessments regard should be given to the latest Environment Agency peak rainfall allowances for climate change. This is required to understand and manage the effects of climate change on surface water flood risk and inform the design of drainage systems for new development.
- 11.11. A Level 1 Strategic Flood Risk Assessment (SFRA) for Greater Manchester was produced in 2019 and a further Level 2/Hybrid SFRA for Greater Manchester was completed in 2020. these documents provide an overview of flood risk in the city region. Critical Drainage Areas (CDAs) as currently understood in Trafford are identified in the Manchester, Salford and Trafford Level 2/Hybrid SFRA (2010 / 2011), as well as information on flooding from some sources, particularly groundwater and canals. A Trafford Flood Risk Assessment update (2026) has been prepared to update the latest position, specifically relating to Environment Agency related data.
- 11.12. Culverting of watercourses has several 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. The Council will support schemes that facilitate future maintenance works of the watercourses, enhance their health and contribute towards wider flood alleviation schemes.



- 11.13. 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. Early discussions should take place with the Lead Local Flood Authority (LLFA) and where required the Environment Agency and United Utilities. This allows time to undertake and agree any detailed flood modelling that may be commissioned by the applicant to inform a site-specific flood risk assessment and planning application.



Policy WA2: Sustainable Drainage – Surface and Foul Water

- 11.14. Sustainable drainage reduces flood risk, improves water quality, protects public health, enhances biodiversity and green infrastructure, and supports climate-resilient and well-designed development. In Trafford this means:

Policy WA2: Sustainable Drainage – Surface and Foul Water

- A. Development proposals (except householder applications) must comply with the national standards for sustainable drainage systems.
- B. A site-specific drainage strategy or statement, including details of surface and foul water management will be required for:
 - i. All major developments;
 - ii. Development which could affect drainage on or around the site; and
 - iii. Development in an area at risk of flooding such as Flood Zones 2 or 3, or at risk of surface water flooding, or identified in SFRA
- C. All proposals (except householder applications) must be designed to minimise the volume, and rate of, surface water discharge off-site and in accordance with the relevant requirements of Policy NE2.
- D. Developments on greenfield sites must maximise the retention of surface water on-site and achieve a minimum of greenfield run off rates, particularly within Critical Drainage Areas.
- E. Developments on brownfield sites must maximise the retention of surface water on-site and achieve a reduction to greenfield run off rates, particularly within Critical Drainage Areas.
- F. Developments providing SuDS features must ensure that arrangements are put in place for their adoption and long-term management and maintenance.
- G. Development proposals which are part of a wider development / allocation must demonstrate how foul and surface water drainage will be delivered as part of a wider strategy having regard to interconnecting phases of development and necessary capacities.
- H. Proposals for retrofitting SuDS into existing developments to improve water management will be supported.



- I. Permeable surfaces such as gardens or landscaped areas will be encouraged where they assist in managing surface water runoff effectively.

PfE Links

Policy JP-S4.

Relevant Strategic Objectives

SO2; SO4; SO6; SO9; SO12; SO13

- 11.15. All new developments (except householder applications) will be required to apply the surface water hierarchy and incorporate proportionate Sustainable Drainage Systems (SuDS) to manage surface water runoff in line with the national standards for sustainable drainage systems. The national standards require surface water to be discharged in the following order of the surface water hierarchy:
 - a) Priority 1: collected for non-potable use (rainwater harvesting and reuse),
 - b) Priority 2: infiltrated to ground,
 - c) Priority 3: discharged to an above ground surface water body,
 - d) Priority 4: discharged to a surface water sewer, or another piped surface water drainage system (including highway drainage),
 - e) Priority 5: discharged to a combined sewer.
- 11.16. Sustainable drainage should be integrated with the landscaped environment and designed in accordance with the four pillars of sustainable drainage (water quantity, water quality, amenity and biodiversity). Any drainage should be designed in accordance with 'Ciria C753 The SuDS Manual', sewerage sector guidance, or any subsequent replacement guidance. Regard should also be given to the Greater Manchester Sustainable Drainage Design Guide (2024).
- 11.17. Holistic site-wide drainage strategies on large multi-phased sites / allocations will be required to ensure a coordinated approach to drainage between phases and developers, particularly where this is likely to occur over several years. Applicants must demonstrate how the approach to drainage on any phase or parcel of development will connect into and support the site-wide strategy



and/or infrastructure to enable and accommodate interconnecting phases. Where necessary, the holistic drainage strategy must be updated to reflect any changing circumstances between each phase(s). The strategy should, where possible, be prepared with input from infrastructure providers, outline how each phase interacts with other phases and identify opportunities to co-ordinate delivery alongside other infrastructure, such as roads.



Policy WA3: Flood Storage Areas

- 11.18. Flood storage areas play a critical role in reducing flood risk by safely accommodating excess water during extreme rainfall, protecting communities and supporting climate-resilient and sustainable development. Accordingly, in Trafford:

Policy WA3: Flood Storage Areas

- A. The following flood storage areas as identified on the Policies Map, are safeguarded from development:
 - i. Sale Water Park; and
 - ii. Salisbury Road Playing Fields, Timperley.
- B. Development proposals within and surrounding the flood storage areas must not have an adverse impact on the functioning of these areas for flood management and / or impede access for maintenance purposes.

PfE Links

Policy JP-S4.

Relevant Strategic Objectives

SO2; SO6; SO12

- 11.19. Flood storage areas can contribute to effective flood risk management and mitigate potential flood risk impacts on local communities. There are currently two flood storage areas within Trafford, located at Sale Water Park and the Salisbury Road Playing Fields in Timperley. Both areas are operated by the Environment Agency.
- 11.20. Development within or adjacent to flood storage areas can reduce the ability of flood waters to be stored naturally, increase runoff downstream or in adjacent areas and can themselves be at unacceptable risk from flooding, such as through inadequate access and lack of provision for emergency evacuation.
- 11.21. Adequate access to flood management areas for the purpose of maintenance, such as the proper operation of sluices and other infrastructure, must be maintained and available at all times.



Monitoring

11.22. Table 12.1 of PfE sets out a monitoring framework for the water, flooding and drainage related policies within that plan. Key indicators include the following:

- a) Number of planning permissions approved against Environment Agency (EA) advice.

11.23. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Water, Flooding and Drainage policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Number of planning permissions approved against Lead Local Flood Authority (LLFA) advice.	None	Not currently monitored Source: Development Management / LLFA	WA1 / WA2 PfE JP-S4	SO2; SO12
Number of new major developments incorporating Sustainable Drainage System (SUDS) to Ciria standard.	Increase to 90% of new major developments	Not currently monitored Source: Development Management / LLFA	WA2 PfE JP-S4	SO2; SO6; SO12
Water Framework Directive status of all waterbodies in the borough.	To achieve a 'good' status, with no deterioration of all water bodies	Irwell catchment: Irwell/Manchester Ship Canal (Irk to confluence with Upper Mersey) – Moderate Upper Mersey catchment: Bollin (Ashley Mill to Manchester Ship Canal) – Moderate Bollin (River Dean to Ashley Mill) – Moderate	WA1 PfE JP-S4 / JP-G3	SO6; SO12; SO13



Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
		Mersey (upstream of Manchester Ship Canal) – Moderate Mersey/Manchester Ship Canal (Irwell/Manchester Ship Canal to Bollin) – Moderate Sinderland Brook – Poor Sinderland Brook (Fairywell Brook and Baguley Brook) – Moderate Timperley Brook – Moderate Environment Agency (2022)		



12. Culture, Leisure, Tourism and Community

Introduction

- 12.1. Trafford plays an important role in the city-region's economy and identity through its strengths in sport, leisure, tourism and hospitality. A diverse network of centres, destinations and community assets underpins this offer, from major visitor attractions to locally valued facilities, all contributing to economic activity, sense of place and civic pride. Trafford's historic association with health and wellbeing, as the birthplace of the NHS, continues to shape a strong leisure and active lifestyle offer that is central to its cultural identity.
- 12.2. Culture, tourism and leisure are integral to delivering the Local Plan's objectives for healthy, inclusive and thriving communities. Access to cultural, leisure and community facilities supports physical and mental wellbeing, helps reduce health inequalities, and strengthens social inclusion. Trafford's broad cultural offer—encompassing arts, heritage, sport, nature and outdoor spaces—attracts visitors at all scales while supporting local employment, town-centre vitality and community cohesion.
- 12.3. It is therefore appropriate to plan positively for culture, tourism and leisure by protecting valued assets and guiding new provision to accessible, sustainable locations. Trafford's social and cultural infrastructure underpins resilient neighbourhoods and centres, and planning policies must resist unnecessary loss, support enhancement and ensure growth reinforces cultural, leisure and tourism functions in ways that support long-term wellbeing, economic vitality and local distinctiveness.

Places for Everyone (PfE)

- 12.4. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies.
- 12.5. Table 12-1 details the relevant PfE policies and how they apply to Trafford.



Table 12-1: PfE - Trafford Local Plan relationship with Culture, Leisure, Tourism and Community policies

PfE Policy	Trafford Requirement/ Application
JP-Strat 12: Main Town Centres	Supports Altrincham as the main town centre for cultural activities.
JP-P1: Sustainable Places	Conserves and enhances local history and cultural identity.
JP-P2: Heritage	Protects and promotes heritage assets and their significance
JP-P3: Cultural Facilities	- Protects and supports community and cultural venues and facilities. - Promotes locally distinct social infrastructure clusters, particularly in town centres and regeneration areas. - Supports cultural businesses and attractions, including the protection of existing and provision of new venues and facilities.
JP-P4: New Retail and Leisure uses in town centres	- Defines the hierarchy of centres for retail and leisure uses to be maintained. - Identifies the Trafford Centre as an out-of-centre location.
JP-P5: Education, Skills and Knowledge	- Requires new development to provide sufficient school places for new housing. - Supports growth of the higher education sector.
JP-P6: Health	- Requires new development to maximise its contribution to health and wellbeing - Requires new development to, where appropriate, provide new or improved health facilities.

12.6. The following evidence and information have informed the policies of this Chapter:

a) Trafford Cultural Strategy 2023–2028



- b) Trafford Retail and Leisure Study (2019)
- c) Trafford Retail and Leisure Study update (2026)
- d) Joint Strategic Needs Assessment (JSNA) (2024-25)

Policy CL1: Cultural and Tourism Assets

- 12.7. Protecting and enhancing cultural and tourism assets strengthens local identity, supports economic growth and town-centre vitality, attracts visitors, and contributes to inclusive, healthy and resilient communities.

Policy CL1: Cultural and Tourism Assets

New and Temporary Cultural and Tourism Attractions

- A. Development proposals involving the creation of new, and the expansion or enhancement of existing, cultural, tourism and leisure uses will be supported where:
- i. They contribute positively to local identity, economic vitality and complement the borough's cultural and visitor offer;
 - ii. Are of an appropriate scale and character and have regard to local context, surrounding uses and site constraints; and
 - iii. Provide safe and convenient access by sustainable transport modes, in accordance with policies TM1 and TM2;
 - iv. Temporary or meanwhile uses must contribute to local vitality and must not prejudice the delivery of longer-term development proposals.

Protecting Existing Cultural and Tourism Assets

- B. Proposals which affect existing cultural and tourism assets must:
- i. Demonstrate how they protect and enhance Trafford's cultural and tourism assets; and
 - ii. Support Trafford's role in local and world-class arts, tourism, culture and sport.

Loss of Cultural and Tourism Assets

- C. The loss of cultural and tourism assets will be resisted unless it can be clearly demonstrated that:
- i. The asset is no longer viable; and
 - ii. That all practical steps have been taken to retain the asset; or



- iii. That it will be replaced with equivalent or enhanced provision in a suitable and accessible location.

PfE Links

Policy JP-P3

Relevant Strategic Objectives

SO5, SO9, SO10, SO11

- 12.8. A balanced approach is required to protect existing assets while enabling the delivery of new cultural and tourism assets, recognising their contribution to economic vitality, community identity and place-making. Trafford's Cultural Strategy 2023–2028 highlights the importance of a distinctive and inclusive cultural offer, supporting creative talent and community-led activity. Temporary and meanwhile uses can activate vacant or underused sites, support cultural activity and enhance local vitality, particularly where permanent development is delayed due to viability or delivery constraints.
- 12.9. Cultural and tourism assets are difficult to replace once lost, and their removal can undermine economic activity, community identity and social wellbeing. Loss should only occur if the asset is no longer viable, all practicable steps have been taken to retain it, or it will be replaced with new, equivalent or enhanced provision in a suitable location.
- 12.10. For the avoidance of doubt, "cultural uses" encompass, but are not limited to galleries, theatres, museums, rehearsal and dance studios, auction houses, exhibition spaces, cinemas, events and music venues, creative industries infrastructure.



Policy CL2: Trafford Centre Rectangle

- 12.11. The Trafford Centre Rectangle's role as a major regional retail and leisure destination will be supported, while ensuring development is managed, sustainable transport is promoted and impacts on the highway network and surrounding areas are minimised.

Policy CL2: Trafford Centre Rectangle

- A. The Trafford Centre Rectangle (as defined on the Local Plan Policies Map) remains an out of centre location and as such all proposals for main town centre uses must satisfy the requirements of policy TC4;
- B. Subject to compliance with Criterion A, proposals for new cultural, tourism and leisure development will be supported where appropriate;
- C. No additional residential development in this location will be permitted;
- D. Development proposals, where appropriate, must:
 - i. Be designed to a high quality reflecting the area's role as a visitor destination of regional significance;
 - ii. Deliver and/or contribute to improvements to sustainable transport, in line with policies TM1 and TM2;
 - iii. Contribute to improvements to the local highway network and, where appropriate, to strategic highways schemes, such as the Western Gateway Infrastructure Scheme or equivalent alternative (Policy TM3);
 - iv. Where appropriate, create and/or enable the creation of active frontages onto the Manchester Ship Canal and the Bridgewater Canal, by preserving and enhancing the existing canal side walkways and improving their accessibility; and
 - v. All relevant applications will be required, as part of validation, to submit an air quality assessment that considers existing pollution levels, the anticipated impacts of the proposed scheme, and measures to mitigate any adverse effects.

PfE Links

Policy JP-P3 and JP-P4



Relevant Strategic Objectives

SO4, SO6, SO7, SO9

- 12.12. The Trafford Centre Rectangle is an out-of-centre location anchored by the Trafford Centre and supported by a cluster of major attractions, collectively drawing significant visitor numbers and playing an important role in the local and regional economy.
- 12.13. Developments are expected to deliver high-quality design that reflects the area's regional significance and should enhance canal frontages (where applicable) and public realm. Given the current car dominated environment, contributions to improvements to sustainable transport, the local road network and, where appropriate, the strategic highways network are necessary to make it a sustainable location. Proposals must also assess air quality and pollution impacts and include mitigation measures as necessary.
- 12.14. The Trafford Waters allocation (Policy AN3) is within the Trafford Centre Rectangle, establishing a new mixed community in the area. Given the Trafford Centre Rectangle is most suitable for out of centre retail and leisure uses no further residential development will be permitted. Retaining the Trafford Centre Rectangle as a focused location for employment, retail, leisure and tourism ensures an efficient use of land, protects economic capacity and the environs of Trafford Park (Policy EJ2).



Policy CL3: Community and Social Facilities

- 12.15. Protecting existing community and social facilities and supporting new provision ensures communities remain healthy, inclusive and resilient by retaining local services and providing the infrastructure needed to support changing needs.

Policy CL3: Community and Social Facilities

- A. Protecting existing community and social facilities, including relevant uses within CL1, including:
 - i. Health and social care facilities;
 - ii. Education and childcare facilities;
 - iii. Uses supporting the emergency services;
 - iv. Bespoke premises for the voluntary sector; and
 - v. Other “valued uses”.
- B. New social and community facilities will be supported, where they:
 - i. Are located within a designated town, district centre or local centre; and
 - ii. Make the best use of land and, where possible, co-locate a range of social and community uses.
- C. The loss of community and social facilities will be strongly resisted unless it can be robustly demonstrated that:
 - i. The site and building(s) are surplus to the needs of the local community, evidenced by being vacant or not in active social or community use;
 - ii. Been actively marketed for a community use for a continuous period of at least 12 months at a realistic market rate; and
 - iii. Retaining, reusing, or redeveloping the site or building(s) for similar or alternative social or community use is not achievable or deliverable.

PfE Links

Policy JP-P1



Relevant Strategic Objectives

SO1, SO6, SO9 and SO10

- 12.16. Social and community facilities play a key role in fostering social cohesion, reducing isolation, supporting mental health and wellbeing, and providing spaces for interaction across different generations, cultures and backgrounds.
- 12.17. For the purposes of the policy, community uses are grouped into the following broad categories, defined as follows:
- a) Health and social care facilities, including (both private and NHS) GP practices, hospitals, community pharmacists, dental surgeries and other diagnostic and healthcare services.
 - b) Education and childcare facilities, including primary and secondary, private and grant maintained, schools, creches, nurseries and youth facilities, as well as colleges and universities. It also includes Special Educational Needs and Disability provision and Further Education provision.
 - c) Uses supporting the emergency services, including fire stations, ambulance stations and police stations.
 - d) Bespoke premises for the voluntary sector, including (but not restricted to) tenants and residents' associations, social enterprises, charities and community organisations.
 - e) Other "valued use". These include (but are not restricted to) uses such as laundrettes, public houses, pharmacies, post offices, petrol filling stations and EV charging stations, libraries, community centres and meeting rooms and places of worship.
- 12.18. Supporting new social and community facilities invests in the well-being of current and future generations. Facilities should be accessible, located in town or district centres, or well connected by sustainable transport. Co-location of uses is encouraged to create civic hubs, optimise land use, and facilitate interaction. In mixed-use developments, facilities should be well-designed, inclusive, and preferably at ground level; where located on other floors, spaces



must remain high quality and easily accessible. All facilities must be delivered in the early phases of development to ensure they contribute to community sustainability from the outset.

- 12.19. New community facilities should be provided alongside population growth and as part of large development schemes. Where possible, different services should be brought together in shared buildings and delivered at the earliest opportunity, to make best use of land, create local community hubs, and encourage people to come together.
- 12.20. Approaches such as Live Well Trafford show the benefits of accessible community hubs that bring together council, NHS, and voluntary services. These hubs help support issues such as mental health, housing, debt, and social isolation, with a focus on prevention, reducing inequality, and strengthening community resilience.
- 12.21. Protecting existing community facilities is essential to maintain Trafford's stock of valued sites for future generations, which are under pressure due to higher land values associated with alternative uses. When applications for the loss of a community facility are received, the Council will expect to see a mix of robust evidence. Such evidence will be used to inform an understanding of prevailing local market conditions and to determine whether the retention of the facility for community use remains justified.



Policy CL4: Stadia and High-Capacity Event Venues

- 12.22. High-Capacity event venues are strategic assets that support economic growth, community identity and health and wellbeing, and should be planned for to maximise benefits while managing impacts on surrounding areas. Positively and proactively managing these in Trafford means:

Policy CL4: Stadia and High-Capacity Event Venues

- A. Supporting proposals for new stadia, or the expansion/intensification of existing facilities, where they satisfy the following requirements.

Public Realm and Urban Design

- B. The surrounding public realm must:

- i. Provide high-quality, well-lit and overlooked spaces that can safely accommodate large volumes of people;
- ii. Avoid narrow or constrained routes, pinch points and conflicts between pedestrians, cyclists and vehicles.
- iii. Include sufficient space for queuing, security checks and informal gathering without obstructing movement; and
- iv. Be designed to minimise conflict with adjacent land uses and residential areas, including the safe management of event-day activity.

Movement and Access Strategy

- C. All applications must be supported by a comprehensive Movement and Access Strategy, proportionate to the scale of the venue, which demonstrates:

- i. Accordance with the crowd movement principles set out in TM1;
- ii. Safe and convenient access for all users, with priority given to sustainable travel modes;
- iii. Clearly defined, direct and legible routes to and from key transport hubs, parking areas and surrounding neighbourhoods (Policy TM1);
- iv. The ability of the surrounding highway, walking and cycling networks to accommodate peak dispersal flows without unacceptable impacts on safety or network operation (Policy TM6);



- v. Integration with public transport services, including sufficient capacity, frequency and management arrangements at peak times (Policy TM2); and
- vi. Development of a monitoring framework to adequately assess whether the above measures are effective, with mitigation to be implemented as appropriate.

Crowd Safety and Capacity Management

D. Development proposals must demonstrate that:

- i. The design and layout of the stadium and its environs can safely accommodate maximum attendance levels, including simultaneous ingress and egress scenarios;
- ii. Appropriate crowd modelling has been undertaken to inform the design of routes, entrances, exits and circulation spaces;
- iii. Entrances, exits and concourse areas are of sufficient number, width and distribution to avoid congestion and ensure safe evacuation where required; and
- iv. Measures are incorporated to manage crowd flows, including stewarding zones, barriers, signage and real-time information systems.

Servicing and Emergency Access

E. Proposals must ensure:

- i. Safe and segregated servicing arrangements that do not conflict with spectator movement;
- ii. Unobstructed emergency access and egress routes at all times; and
- iii. Coordination with emergency services to demonstrate effective incident response and evacuation procedures.

Travel Plan (Monitoring and Review)

F. A robust, site-specific Travel Plan must be submitted with all applications and secured through planning condition or obligation. The Travel Plan must:

- i. Set out measures to promote sustainable travel to and from the stadium, including mode share targets, event-day transport strategies and demand management measures;



- ii. Include arrangements for coordination with public transport operators and other relevant stakeholders;
- iii. Establish a monitoring framework with clear triggers, targets and remedial actions where outcomes are not achieved; and
- iv. Be formally reviewed at least every two years for the lifetime of the stadium, with updated versions submitted to the Council for approval, demonstrating performance against targets and identifying any necessary revisions to measures.

Mitigation and Infrastructure Delivery

G. All development will be required to deliver or contribute towards:

- i. Improvements to transport infrastructure, including public transport capacity, walking and cycling routes;
- ii. Traffic management measures and highway works; and
- iii. Public realm enhancements required to safely accommodate event-day demand.

Compliance

H. All proposals must accord with relevant national guidance and best practice in stadium safety and crowd management and demonstrate that residual risks to public safety are minimised and appropriately managed.

12.23. Large sporting stadia generate significant, concentrated movements of people over short periods of time and can give rise to amenity impacts if not carefully planned and managed. This policy requires a comprehensive, evidence-led approach to movement, crowd safety and operational management, supported by a robust and regularly reviewed Travel Plan to ensure long-term effectiveness. The application of the agent of change principle ensures that new or intensified stadium uses do not adversely affect existing neighbouring uses, with appropriate mitigation secured for the lifetime of the development.



Monitoring

12.24. Table 12.5 and Table 12.2 of PfE sets out a monitoring framework for community related policies with that plan. Key indicators include the following:

- a) Numbers of school places (Annual School Capacity survey).
- b) Percentage of working age population with Higher Level (4+) qualification(s) and percentage of working age population with a sub-Level 2 qualification.
- c) Number of local labour agreements.

12.25. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Culture, Leisure, Tourism and Community policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Net change in number of cultural and tourism facilities lost through planning permissions	Zero net loss per year	Not currently monitored Source: Planning records	CL1	SO5 SO10 SO11
Number of planning approvals for main town centre uses, excluding those listed in Policy CL2(B)	Zero approvals per year	Not currently monitored Source: Planning records	CL2	SO1 SO5 SO7
Number of community facilities lost through planning permissions	Zero net loss per year	Not currently monitored Source: Planning records	CL3	SO10



13. Built and Historic Environment

Introduction

- 13.1. The quality of the built environment shapes how people live, work, and interact with their surroundings. Well-designed buildings, public spaces and places are essential for the health, safety, and well-being of residents and visitors, enhancing everyday life across Trafford.
- 13.2. Trafford consists of a varied network of places, both urban and rural, with strong and established identities. A key challenge will be to ensure that the existing local character and charm of Trafford's built, and natural environments are maintained and enhanced, whilst ensuring that the delivery of homes, jobs, services and facilities are provided to support local communities.

Places for Everyone (PfE)

- 13.3. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies.
- 13.4. Table 13-1 details the relevant PfE policies and how they apply to Trafford.

Table 13-1: PfE – Trafford Local Plan: Built Environment Relationship

PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP-P1: Sustainable Places	Requires development to meet a set of place-making criteria that create high-quality, sustainable environments, including respecting local character and enhancing identity, heritage and environmental quality
Policy JP-P2: Heritage	Establishes the overarching strategy for heritage; Requires Local Plans to set out key elements of the historic environment; and



PfE Strategy / Policy	Trafford Requirement/ Application
	sets expectation for new development regarding heritage assets.
Policy JP-C1: An Integrated Network	Establishes strategy to embed integration of sustainable modes of transport through strategically located infrastructure; and Establishes the hierarchy of modes.
Policy JP-C2: Digital Connectivity	Sets vision-led principles for developments and Masterplans to reduce the overall need to travel through co-location of amenities and good digital connectivity.
Policy JP-S5: Clean Air	Establishes measures to support improvements in air quality

13.5. The following evidence and information have informed the policies of this Chapter:

- a) Trafford Design Code 2024
- b) Trafford Cultural Strategy 2023–2028



Policy BE1: Well-Designed Places and Buildings

- 13.6. High quality design of buildings and places shapes how people experience, use and value their environment. Setting clear design requirements ensures development delivers high-quality, attractive, inclusive and sustainable places.

Policy BE1: Well-Designed Places and Buildings

A. In Trafford this means that all proposals will be required to, where appropriate:

Design Quality

- i. Make best use of opportunities to improve the distinctive character and qualities of Trafford, demonstrating that development proposals have been landscape and context-led;
- ii. Address scale, density, height, massing, form, siting, layout, views into and out from the site, elevation treatment, materials, hard and soft landscaping works and boundary treatment;
- iii. Make provision for tree-lined streets, open space and public realm;
- iv. Respect and enhance prominent skylines and important views, making best use of opportunities to better reveal and enhance landmarks;
- v. Promote public art to enhance spaces and reinforce the creation of a distinct identity for the area;
- vi. Incorporate tree-lined streets, high quality open space and public realm with high-quality landscaping;
- vii. Provide areas of hard surfacing, including car parking (Policy TM5), in high quality materials, including permeable surfacing;

Accessibility and Functionality

- viii. Be fully accessible and useable by all sections of the community;
- ix. Give priority first to walking, wheeling and cycling (Policy TM1) and public transport (Policy TM2);
- x. Incorporate vehicular access, egress and servicing arrangements in accordance with Policy TM1 (safety of walking, wheeling and cycling criteria);



- xi. Incorporate vehicular access, egress, servicing and car parking arrangements in accordance with Policies TM1 and TM5 in ways which do not compromise layout, design and key place-making principles;
- xii. Where appropriate, incorporate measures that contribute to climate change mitigation and adaption and the transition to net zero whilst reflecting and respecting character, heritage and context, and the need for alternative solutions for heritage assets;
- xiii. Provide appropriate provision and siting for waste and recycling facilities;
- xiv. Increase permeability through the creation of clear, direct, convenient, safe and well-signed routes, through and within development sites (Policy TM1);
- xv. Support the principles of Active Design to promote health and wellbeing and to encourage physical activity;
- xvi. Demonstrate that development is designed in a way that reduces opportunities for crime and does not have an adverse impact on public safety, including the incorporation of hostile vehicle mitigation;

Protecting Amenity

- xvii. Not prejudice the amenity of the future occupiers of the development and/or occupants of adjacent properties by reason of overbearing impact, overshadowing, overlooking, visual intrusion, noise and/or disturbance, odour or in any other way; and
 - xviii. Ensure that acceptable amenity standards are achieved in all new residential development, including the provision of acceptable levels of daylight and sunlight, including to external amenity areas, together with the provision of sufficient private and communal external amenity space.
- B. All proposals should have regard to the appropriate sections of the Trafford Design Code and any other appropriate design guidance adopted by the Council.

PfE Links

JP-P1

**Relevant Strategic Objectives**

SO8, SO9 and SO10

- 13.7. National policy states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It sets a requirement that Local Plans should set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable.
- 13.8. In addition, national policy highlights the key role that Design Guides and Codes can have in decision making. The Trafford Design Code was adopted in 2024 setting out additional design expectations and guidance which reflects and responds to the unique character and appearance of Trafford's places. Development proposals should aim to comply with the relevant elements of the Trafford Design Code, and any equivalent future design related documents, including guidance on house extensions and alterations. In addition, neighbourhood plans (including Altrincham Town Centre Business Neighbourhood Plan and Warburton Neighbourhood Development Plan) provide local policies and guidance for their respective areas, as will any future neighbourhood plans.
- 13.9. The Trafford Design Code defines Trafford through a series of 'Places'. These are the areas within the borough which are recognisable as having a unique character, defined by their architecture, spaces, history, heritage, culture, landscape and land uses.
- 13.10. Applicants will be required to understand the unique characteristics of the Place in which they are proposing to develop and demonstrate how their design approach has been influenced by this context. This may include more localised characteristics that should be researched and responded to through the design of the proposed scheme.
- 13.11. Through the landscape and place-led approach set out in the Trafford Design Code, Trafford is establishing a new design standard in the borough. It will help shape the kind of places where people want to live, work and spend quality



time by delivering more accessible, sustainable, and well-designed development.

- 13.12. Within the Trafford Design Code, the Area Coding Plan splits the borough into a series of Area Types, to which all new development proposals should respond. These are:
 - a) Existing suburbs
 - b) Industrial and commercial areas
 - c) Town centres
 - d) New Places – High Rise, High Density
 - e) New Places – Low Rise, Low Density
 - f) Rural and Villages
 - g) Green Belt and River Valley
- 13.13. New Places ‘High Rise, High Density’ include four major strategic locations in the north of the borough (Wharfside, Pomona, the Civic Quarter, and Trafford Waters), where development proposals are expected to deliver new residential-led high density schemes. In addition to site allocation policies, masterplans will be prepared for these areas with parameter plans indicating the scale, height, density, form and mix of new development that will be considered appropriate. This approach means that high residential densities, significantly exceeding those set out in PfE, are likely to be delivered in these allocations.
- 13.14. New Places ‘Low Rise, Low Density’ includes two key allocations (New Carrington and Davenport Green), where elements of medium density development in addition to more traditional suburban development is expected to be delivered. Masterplans are being prepared for these allocations.
- 13.15. The existing suburbs, villages and rural areas of the borough are characterised by low rise buildings. New development within these areas should be delivered at a scale, height and form, having regard to existing character, whilst taking



advantage of opportunities, where they arise, to deliver appropriate densification.

- 13.16. Trafford's town centres include important civic and heritage assets where new development will need to be sensitively designed to sustain and enhance their significance whilst also respecting and complementing the existing character.
- 13.17. Given Trafford's enviable position as one of the leading drivers of economic growth in Greater Manchester, demand exists for large houses set in spacious grounds, particularly in the south of the borough and such proposals will be considered on a case by case basis.



Policy BE2: Tall Buildings

- 13.18. Proposals for tall buildings (defined as one that is either 6 storeys or more, or 18 metres or more in height) will be supported where they are considered to be appropriate in their context, having regard to the Trafford Design Code, or a Council approved masterplan, parameter plan(s) or design framework for the site.

Policy BE2: Tall Buildings

A. Proposals for tall buildings in Trafford must:

- i. Be in accordance with Policy BE1;
- ii. Demonstrate early and effective engagement with the Local Planning Authority and local community, including appropriate use of design review panels;
- iii. Carefully consider building form, proportion, massing, composition, silhouette, detailing, legibility and materials;
- iv. Carefully consider relationships with existing buildings including where appropriate the use of stepping down in height, scale and grain;
- v. Not harm the setting of heritage assets and other important views, that are defined as part of the planning process;
- vi. Where proposed adjacent to an existing tall building cluster, follow established principles of group composition, including stepping down in height around clustered edges and a balanced range of heights including mid-rise and low-rise elements (where appropriate), to achieve an acceptable relationship with existing buildings;
- vii. Not result in un-planned isolated tall buildings or tall buildings in close proximity to mid-rise or low-rise buildings, unless the context is considered to be acceptable, and they follow the established principle of stepping down in height, scale and grain to achieve an acceptable relationship with existing buildings;
- viii. Provide private and shared amenity space within residential schemes.
- ix. Have an active relationship with the street and make a positive contribution to townscape;



- x. Demonstrate that the scheme minimises noise impacts from wind both within the site and wider;
- xi. Ensure that servicing, deliveries and refuse storage and collection are well-integrated and minimises impacts on townscape and amenity;
- xii. Incorporate safe and accessible access to all floors, including lift access; and
- xiii. Ensure proposals do not interfere with air traffic control systems or aviation safety, taking account of advice from NATS and any other aerodrome safeguarding advice.

PfE Links

JP-P1

Relevant Strategic Objectives

SO9 and SO11

- 13.19. Tall buildings can provide a sense of place and distinctiveness. High density development can however have a substantial impact on an area and careful consideration should be given to each proposal.
- 13.20. The National Design Guide (January 2021) states that “well-designed tall buildings play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline”.
- 13.21. Conversely, tall buildings by their very nature can dominate the street scene and be highly visible over long distances. They can also have an impact on the local micro-climate conditions, most notably through creating wind tunnels. It is for these reasons that it is considered particularly important that tall buildings are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding spaces.
- 13.22. Tall buildings will not generally be considered appropriate outside those site allocations which specifically identify opportunities for tall buildings. Some tall buildings may be appropriate in town centres, subject to site context, heritage considerations and/or an approved masterplan.



13.23. Further design expectations relating to tall buildings are set out in the Trafford Design Code.



Policy BE3: Historic Environment

- 13.24. Trafford's historic environment reflects the borough's rich industrial, cultural and civic heritage, and makes a major contribution to the attractiveness, character and local distinctiveness of the borough which will be appropriately conserved, maintained and where possible enhanced.

Policy BE3: Historic Environment

Main Heritage Features

- A. Trafford's designated heritage assets other than listed buildings are identified on the Policies Map and comprise:
- i. Conservation Areas listed in Appendix 8;
 - ii. Scheduled Monument Watch Hill Motte and Bailey Castle; and
 - iii. Registered Parks and Gardens:
 - Dunham Massey;
 - Sale and Brooklands Cemetery; and
 - Stamford Park, Altrincham.
 - iv. Listed buildings as identified in the National Heritage List for England.
- B. Trafford's non-designated heritage assets identified on the latest List of Local Heritage Assets.

Conservation and Enhancement Strategy

- C. The Council will identify, conserve and enhance the positive features and characteristics of Trafford's historic environment, through the maintenance of and contribution to the National Heritage List for England, Trafford Historic Environment Record, Trafford Urban Historic Landscape Characterisation Report as well as the provision and review of:
- i. A heritage at risk survey identifying those heritage assets most at risk through neglect and decay and strategies for their repair and appropriate re-use, to proactively safeguard their significance and opportunities to positively contribute to regeneration and place making. New and sustainable uses for heritage assets at risk should be consistent with their conservation, where appropriate.
 - ii. The Council's List of Local Heritage Assets. The identification of non-designated heritage assets to inform the maintenance and review of



the Council's List of Local Heritage Assets, in accordance with national policy. Previously unknown non-designated heritage assets (e.g. archaeological remains) may also be identified during the planning application process and will be material to decision making in accordance with national planning policy.

- iii. Conservation areas, including the designation of new conservation areas, as appropriate, and the preparation, periodic review and adoption of conservation area appraisals and management plans, in accordance with national planning policy.
 - iv. The preparation and adoption of conservation area regeneration plans and accompanying design codes, plot codes or masterplans including identifying opportunities for new development in order to enhance or better reveal the significance of heritage assets, as appropriate.
- D. Particular consideration will be given to identifying, conserving, and enhancing key elements of the historic environment that contribute to Trafford's distinctive identity, character and sense of place and protecting them from harm, including:
- i. Watling Street; the principal route through the district still in use today as Chester Road (A56);
 - ii. Medieval villages including Bowdon, Dunham and Warburton;
 - iii. Remnants of deer parks at Warburton, Hale and Old Trafford;
 - iv. Historic town centres and rural settlements including Altrincham;
 - v. Historic agricultural landscape and horticulture;
 - vi. Home textile industries, masonry, brick-making and small-scale workshops;
 - vii. Workers' housing and large grid iron developments;
 - viii. Transport systems and engineering achievements in the 18th, 19th and early 20th centuries including:
 - The Bridgewater Canal, Manchester Ship Canal;
 - The Manchester; and
 - South Jnc & Altrincham Railway, associated buildings & structures.
 - ix. Planned industrial estates at Broadheath Industrial Park and Trafford Park including Trafford Park Village;



- x. Fine residences constructed from slate, sandstone, terracotta, red brick and the distinctive Bowdon 'white brick';
- xi. Buildings and structures associated with the borough's rich history of inventions, movements and notable residents; and
- xii. Sports and recreation facilities.

Development Proposals

- E. The Council will take a positive approach to the conservation and, where possible, enhancement of designated and non-designated heritage assets and their settings.
- F. Development proposals should positively respond to the significance of heritage assets and their settings, ensuring all new development takes account of local historic character and distinctiveness and contributes to a sense of place.
- G. Development proposals will be supported which are sensitively designed and sustain or enhance the significance of heritage assets and their settings, in accordance with national planning policy and where relevant, the Council's adopted conservation area appraisals and management plans, the List of Local Heritage Assets and conservation area regeneration plans.
- H. The Council will support opportunities for the sensitive restoration of heritage assets and where they are put to viable and sustainable uses consistent with their conservation.
- I. Development proposals should maximise opportunities for integrating heritage assets including archaeology within new development, through high-quality design, landscaping, public realm, the interpretation and reinforcement of lost historical and cultural landscapes and enhancing connectivity between identified heritage assets and the historic townscape.
- J. Proposals for the retention and restoration of heritage assets, including through adaptive re-use of vacant historic buildings, the reinstatement of street frontages and historic urban grain will be supported, particularly where this is part of a wider development proposal and where it has placemaking benefits.



- K. Development proposals for a site, building and/or elements within Conservation Areas that do not contribute to its significance, should be enhanced to make a positive contribution to the heritage assets significance, character or appearance.
- L. Proposals affecting heritage assets must submit a Heritage Statement proportionate to the asset's significance. The statement must:
 - i. Describe the significance of the affected heritage asset, including its setting;
 - ii. Demonstrate how development proposals will sustain or enhance existing features of heritage significance;
 - iii. Assess the impact / identified harm the proposal has on its significance and / or clearly set out any heritage benefits; and
 - iv. Provide clear and convincing justification for the proposed works.
- M. The Council will take a proactive approach to secure the appropriate restoration or maintenance of heritage assets at risk, including enforcement action which includes compulsory purchase orders, urgent works notices, repair notices, untidy site notices (S215) where appropriate.
- N. Proposals that would result in the total or partial loss of a heritage asset or archaeological remains, will require applicants to record and fully advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact of the development. This evidence should be deposited with the Local Planning Authority, Local Studies Library, the Historic Environment Record and any other relevant local depository. Recording shall take into account any other heritage asset or archaeological remains discovered during the removal of a heritage asset. However, the record shall not be used as a factor in deciding whether harm or loss of a heritage asset should be permitted.

PfE Links

JP-P2

Relevant Strategic Objectives

SO11



- 13.25. Trafford's historic environment is extensive, yet irreplaceable. The Council recognises the vital importance of heritage to a communities' sense of belonging to a place, and so 'culture, sport and heritage for everyone' is one of the Council's five corporate priorities. The Council has adopted a Heritage Framework which along with the Trafford Design Code and Cultural Strategy provide a clear vision that supports the conservation, enjoyment and enhancement of the historic environment in Trafford for all its residents and visitors. These documents recognise and embed the role of heritage in place-making, the contribution it makes to local distinctiveness, vibrancy and the quality of development in the borough, together with its benefits to Trafford's visitor economy.
- 13.26. Trafford's historic environment makes a major contribution to the attractiveness, character and local distinctiveness of the borough. There are numerous designated heritage assets in Trafford, including listed buildings, scheduled monuments, conservation areas, and registered parks and gardens. Much of Trafford's heritage is non-designated, but still significant. These are identified in the Council's List of Local Heritage Assets and include buildings, archaeological sites, structures, landscapes, and public art. These assets, both designated and non-designated, are an irreplaceable resource which greatly contribute to the borough's distinctive character and should continue to be enjoyed by present and future generations.
- 13.27. In accordance with national planning policy, Policy BE3 outlines how the significance of the borough's rich and unique historic environment will be appropriately conserved, maintained and where possible enhanced.
- 13.28. The Council will work supportively with applicants on proposals to ensure the continued use of heritage assets, particularly where they are 'at-risk' or vulnerable to ensure that Trafford's distinctive character is maintained, that heritage assets play a role in helping to meet our development needs and that heritage can be an asset for future generations to enjoy.



Policy BE4: Agent of Change

- 13.29. Trafford will see a significant level of residential-led development, predominately located in the north of the borough, of mid to high density over the Plan Period (and beyond). To help facilitate the ongoing function of existing land uses, development proposals must apply the Agent of Change principle, which means:

Policy BE4: Agent of Change

- A. Development should be designed to ensure that established noise and other nuisance generating uses remain viable and can continue to grow without unreasonable restrictions being placed on them.
- B. New noise and other nuisance generating development proposed close to residential and other noise sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.
- C. Development proposals should manage noise and other potential nuisances by:
 - i. Ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area;
 - ii. Exploring mitigation measures early in the design stage, with necessary and appropriate provisions (including ongoing and future management of mitigation measures secured through planning obligations); and
 - iii. Separating new noise sensitive development where possible from existing noise generating businesses and uses through distance, screening, internal layout, sound proofing, insulation and other acoustic design measures.



PfE Links

JP-P1 and JP-P3

Relevant Strategic Objectives

SO9

- 13.30. National policy advises that new development should be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.
- 13.31. The agent of change principle is clearly embedded in national policy which states that the responsibility for mitigating impacts lies with the developer or land user introducing the new use. This means that where new developments are proposed close to existing noise generating uses, for example, applicants will need to design them in a more sensitive way to protect the new occupiers, such as residents, businesses, schools and religious institutions, from noise and other impacts.
- 13.32. The Agent of Change principle also works both ways. For example, if a new noise-generating use is proposed close to existing noise-sensitive uses, such as residential development, the onus is on the new use to ensure its building or activity is designed to protect existing users or residents from noise impacts.
- 13.33. Given the scale of change set out in this Local Plan particular regard to the potential impacts on existing residents and businesses must be appropriately assessed and considered, to ensure that growth does not undermine existing operations or community assets.



Policy BE5: Environmental Protection

- 13.34. Development that would result in unacceptable pollution or land condition risks will not be permitted, unless such impacts can be effectively mitigated and the site made suitable for its proposed use. In Trafford this means:

Policy BE5: Environmental Protection

A. Development that has the potential to cause adverse pollution (of air, light, water, ground), noise or vibration will be required to demonstrate that it can adequately demonstrate, where appropriate, the following requirements:

- i. Is appropriate to its location and does not result in unacceptable risks to human health, the natural environment and / or existing uses (arising individually or cumulatively with existing or proposed developments);

Pollution

- ii. That pollution impacts (including land, air, water, noise, vibration, light and odour) are avoided, minimised and / or mitigated so that development does not cause harm to existing and / or future occupiers, surrounding sensitive uses, or the wider environment;
- iii. Where development is proposed close to existing sources of pollution, noise or vibration, developers will be required to demonstrate that it is sited and designed in such a way as to confine the impact of nuisance from these sources to acceptable levels appropriate to the proposed use concerned;

Ground conditions

- iv. That ground conditions (including contamination, ground instability, mining legacy and groundwater risks) have been properly assessed through appropriate site investigation and risk assessment; and
 - v. Where necessary, effective remediation and mitigation measures are secured to make the site suitable for its proposed use, with verification of works provided prior to occupation where required.
- B. Where unacceptable risks cannot be satisfactorily mitigated, planning permission will not be granted.



PfE Links

Policy JP-P1; and JP-P6

Relevant Strategic Objectives

SO13

- 13.35. In accordance with national planning policy the focus of Policy BE5 is on whether proposed development is an acceptable use of land, rather than the control of processes or emissions. These are subject to separate pollution control regimes, which are beyond the scope of the Local Plan.
- 13.36. This will primarily be achieved through ensuring that proposals which have the potential to cause adverse pollution impacts are sited in appropriate locations which would not result in detrimental impacts on existing nearby land uses. Where is not practical achievable or realistic, appropriate mitigation will be required.
- 13.37. This policy ensures that development proactively avoids and mitigates pollution impacts through appropriate design and assessment and supports growth while safeguarding existing communities, businesses and sensitive environments.



Policy BE6: Hazardous Installations

Policy BE6: Hazardous Installations

- A. Development near hazardous installations will only be permitted where it would not result in an unacceptable increase in the risk or consequences of a major accident. In determining whether there would be an unacceptable risk, regard will be had to:
- i. The proximity of the development to the hazardous installation, particularly whether it would be within the inner, middle, or outer safety zone of the installation as identified by the Health and Safety Executive;
 - ii. The type of hazardous substance and the nature of the hazard resulting from it; and
 - iii. The number of people likely to occupy, use or visit the development, their vulnerability, and the potential duration of their exposure to the risk.

Control of hazardous uses

- B. Applications for hazardous substances consent, and developments involving the use of hazardous substances, will only be permitted where:
- i. There would be no unacceptable risk to the public, having regard to the number and vulnerability of people who would potentially use developments that would fall within the Health and Safety Executive safety zones;
 - ii. They would not unacceptably hamper or reduce the development options for adjacent sites or the wider area; and
 - iii. The hazardous substances would be stored in a way that minimises any potential harm to the environment.

**PfE Links**

Policy JP-P1; and JP-P6.

Relevant Strategic Objectives**SO13**

- 13.38. Where hazardous installations already exist, it is necessary to carefully control development that takes place near them so as to ensure that the public is not put at an unnecessary level of risk. This does not automatically preclude development within the safety zones around hazardous installations, even if this would significantly increase the number of people that would be at risk in the event of a major accident. However, the resultant risk must be acceptable and manageable, and this will affect the type and scale of development that is appropriate in some locations.
- 13.39. The production and use of hazardous substances is a crucial part of the local and national economy. However, by definition, hazardous substances have the potential to cause significant harm to the public and the built environment if there is an accident involving them, and it is therefore essential that the location of associated facilities is carefully controlled. In doing so, it will be important to consider the constraints that a hazardous use could apply to the positive future use of surrounding sites, rather than just the impact on existing uses.
- 13.40. Trafford Park and Carrington both contain a significant number of industrial activities that handle hazardous substances. As these activities are subject to stringent controls under Health and Safety legislation, the Council will consult the Health and Safety Executive to determine the risks to the proposed development and its occupants from the nearby hazardous installation.



Policy BE7: Hot Food Takeaways and Fast-Food Outlets

- 13.41. Managing the number and distribution of hot food takeaways and fast-food outlets will help protect the health and wellbeing of residents and maintain public amenity. In Trafford this means:

Policy BE7: Hot Food Takeaways and Fast-Food Outlets

- A. New and/or extensions to existing hot food takeaways or fast-food outlets or proposals to increase opening hours will not be permitted where the development is:
- i. Located within 800m of any school (primary or secondary), or any place where children and young people congregate, including but not limited to:
 - Parks and playgrounds;
 - Youth centres or community centres used for youth activities; and
 - Sports facilities commonly used by children and young people.
 - ii. Located within a Designated Centre where existing outlets already make up 25% or more of total units, or where the proposal would contribute to clustering, including where it would result in two or more consecutive fast-food outlet frontages.

PfE Links

Policy JP-P1; and JP-P6.

Relevant Strategic Objectives

SO10

- 13.42. National Planning Policy states that local planning authorities should refuse applications for hot food takeaways and fast-food outlets under certain criteria linked to distance to schools and to places where children and young people congregate and / or where there is evidence that such uses have adverse impacts on local health, pollution or anti-social behaviour.
- 13.43. Trafford experiences significant public health challenges linked to excess weight and obesity, particularly among children and those living in more



deprived communities. Local evidence shows that the borough has a high density of fast-food outlets (145 per 100,000 population, compared to the England average of 116), with clear clustering in deprived neighbourhoods and in close proximity to schools. This contributes to an unhealthy food environment that disproportionately exposes children and young people to foods high in fat, salt and sugar.

- 13.44. Data from the National Child Measurement Programme demonstrates a steep social gradient in obesity, with prevalence in Year 6 more than twice as high in the most deprived areas compared to the least deprived. This reflects the influence of the local environment on health behaviours, rather than individual choice alone. National research further shows that greater exposure to fast-food outlets is associated with higher obesity risk and poorer health outcomes. Planning policy therefore has a critical role in shaping a healthier food environment, reducing inequalities and supporting healthier lifestyles by managing the location and concentration of hot food takeaways across Trafford.
- 13.45. Policy BE7 also seeks to avoid an over-concentration of the above uses within Local Centres, to help maintain their economic vitality and viability whilst promoting healthier lifestyles.
- 13.46. The latest town centre health checks (updated annually) will be used to determine whether a proposal would increase the number of outlets above 25%.

Monitoring

- 13.47. Tables 12.1 to 12.7 of PfE set out a monitoring framework covering the full range of topic areas contained within the plan. Key indicators relating to the Built Environment contained within this chapter of the Local Plan include the following:
- a) Increase percentage of buildings on the “at risk register” with a strategy for their repair and re-use.
 - b) Number of premises with full fibre connectivity.



13.48. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan's Built Environment policies.

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Number of centres exceeding the 25% threshold for hot food takeaways.	Zero	Not available 2026 Town Centre Heath Checks	BE7	SO10
Number of entries on the heritage at risk survey.	Reduction in number of entries on survey	Not currently monitored Trafford Heritage at Risk survey	BE3	SO11



14. Infrastructure, Planning Obligations and Conditions

Introduction

- 14.1. Planning obligations enter developers/ landowners into a legal commitment to undertake specific works, provide land/facilities, or provide a financial contribution towards the provision of a service or piece of infrastructure. Planning obligations are used to address negative impacts of a development
- 14.2. The three legal tests governing the use of planning obligations are set out in CIL Regulation 122, which require state that planning obligations must be:
 - a) Necessary to make the development acceptable in planning terms.
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
- 14.3. Almost all development has some impact on the need for infrastructure, services and amenities, or benefits from it, so it is only fair that such development pays a share of the cost.
- 14.4. Where this Local Plan sets out the contributions expected from development, applications that comply with them are assumed to be viable. However, that does not mean that every contribution expected will be secured. In some cases, it may be possible to secure the requirement via a planning condition or a Section 278 agreement, and in others, it may not be necessary or viable for a development to provide every contribution, in which case a balanced judgement will be made as to what is secured and what is not.

Community Infrastructure Levy (CIL)

- 14.5. CIL is a mandatory charge on all relevant new development over 100 square meters and is charged on a per square metre basis. Its purpose is to ensure that development provides for infrastructure to support planned growth



- 14.6. Trafford has been collecting CIL since the adoption of the Trafford CIL Charging Schedule in July 2014, and it is intended that the current CIL charge will remain in place until such time as it is updated.

Relationship with Planning Obligations

- 14.7. The relationship between CIL and planning obligations is complementary, with both acting as developer contributions to infrastructure. CIL is a fixed, standardized charge for general infrastructure, while S106 agreements are negotiated for site-specific mitigation. They are designed to operate alongside each other, with CIL covering broad needs (e.g., schools and roads) and S106 handling immediate impacts (e.g., affordable housing, site access).
- 14.8. The restriction on pooling more than five planning obligations for a single infrastructure project was removed in September 2019, enhancing flexibility for local authorities, allowing them to combine unlimited contributions from planning obligations with Community Infrastructure Levy (CIL) funds for the same infrastructure, provided they comply with the three statutory tests.
- 14.9. It is likely therefore that many developments will be required to pay the mandatory CIL charge as well as provide physical and/or financial contributions set out in site-specific planning obligation.

Planning Obligations

- 14.10. The Council expects new development to contribute to site-related and wider infrastructure needs, such as those set out in the Council's Infrastructure Delivery Plan (IDP).
- 14.11. This Local Plan includes a range of sizes for development, above which the Council will seek a planning obligation. The Council may also seek to secure contributions where a development proposal is below the minimum size but creates an exceptionally large impact.
- 14.12. This chapter does not cover all the planning obligations that may be sought by the Council. Larger development schemes may have wide ranging impacts, which will require more significant measures to be put in place to address them in addition to the standard charges. These will be set out by the Council when and where necessary.



14.13. The contribution amount due for each obligation is calculated using the formulas and methodologies set out in this Local Plan and are based on:

- a) An assessment of the scale and nature of the impacts of a new development; and
- b) Needs and planning requirements applicable to development throughout the borough or in a particular part of the borough.

Conditions

14.14. Planning conditions are used to make a development acceptable when it might otherwise cause problems or be refused. They can control how a development is carried out, reduce or mitigate negative impacts such as traffic, noise and landscaping, require certain works or information before development starts and ensure that the development is built and operated as approved. They are enforceable and must be strictly followed.

14.15. This chapter does not cover all types of planning condition that may be attached to a planning permission; rather it seeks to set out the detailed requirements for conditions that may be needed and could be secured via this route instead of a through a legal planning obligation.

Policy Numbering

14.16. This chapter deals with three interrelated and close connected areas – infrastructure, financial contributions and other planning obligations and conditions. Accordingly, the policy numbering of this chapter is deliberately not consistent – as is the case in other chapters.

14.17. Policy IP1 deals with infrastructure, where it is and will be set out and identified and that in-kind and/or financial contributions to infrastructure will be required.

14.18. Policies pre-fixed with 'FC', set out the requirements and calculations that will be used to work out necessary financial contributions.

14.19. Policies pre-fixed with 'OC' set out other types of obligation or condition that may be required and that could, depending on the circumstances of a development proposal, either be secured via a planning obligation or a planning condition.



Places for Everyone

14.20. PfE sets out the overall Spatial Strategy for the Local Plan, as well as a range of thematic policies.

14.21. Table 14-1 details the relevant PfE policies and how they apply to Trafford.

Table 14-1: PfE – Trafford Local Plan: Infrastructure, Planning Obligations and Conditions Relationship

PfE Strategy / Policy	Trafford Requirement/ Application
Policy JP-D1: Infrastructure Implementation	Requires infrastructure to be planned, funded and delivered alongside development to ensure impacts are mitigated and growth is sustainable.
Policy JP-D2: Developer Contributions	Requires development to contribute to the funding and delivery of infrastructure, with developer contributions secured where necessary to mitigate impacts and support sustainable growth.

14.22. The following evidence and information have informed the policies of this Chapter:

a) Trafford Cultural Strategy 2023–2028



Policy IP1: Infrastructure Delivery and Contributions

- 14.23. Development must be supported by the timely delivery of infrastructure, so its impacts are properly mitigated, and that sustainable growth can be achieved without placing unacceptable pressure on existing services and communities. Accordingly, in Trafford this means:

Policy IP1: Infrastructure Delivery and Contributions

A. Infrastructure identified to deliver the growth in this Local Plan as set out in the following documents, are required and where necessary in-kind and/or financial contributions towards them will be required:

- i. Trafford Infrastructure Delivery Plan;
- ii. PfE;
- iii. Local Transport Plan; and
- iv. Site specific Masterplans

PfE Links

Policy JP-D1 and JP-D2.

Relevant Strategic Objectives

SO2, SO6 and SO10

- 14.24. The National Planning Policy Framework (NPPF) places the alignment of growth and infrastructure at the heart of sustainable development, requiring plans to identify and coordinate infrastructure provision and to ensure that development needs are met in a sustainable manner. Policy IP1 ensures that the infrastructure necessary to support the level and distribution of growth planned in Trafford is identified, coordinated and delivered alongside development.
- 14.25. The policy therefore provides a clear mechanism for securing financial and in-kind contributions towards infrastructure identified through the Trafford Infrastructure Delivery Plan, Places for Everyone, the Local Transport Plan and site-specific masterplans. This approach is also consistent with national Planning Practice Guidance, which advises that infrastructure planning should be undertaken as an integral part of plan-making and that infrastructure



funding and delivery requirements should be identified to support planned growth and demonstrate deliverability of Local Plans.



Policy FC1: Financial Contributions

- 14.26. Developments will be required to mitigate their direct impacts and make acceptable in planning terms by delivering or funding necessary infrastructure and community benefits, secured through appropriate developer contributions and planning obligations. For development in Trafford, this means:

Policy FC1: Financial Contributions

A. Where necessary and appropriate, developments may be required to provide, enable and/or contribute to the following:

- i. Affordable housing;
- ii. Sustainable transport, accessibility and highways;
- iii. Green and blue infrastructure;
- iv. Open space, play, recreation and/or leisure;
- v. Sports facilities;
- vi. Education;
- vii. Health;
- viii. Flood defence;
- ix. Community facilities;
- x. Public realm;
- xi. Skills development;
- xii. Public art; and
- xiii. Other provisions as necessary to make development acceptable in planning terms.

- 14.27. Where appropriate, financial contributions will be sought from development where it is necessary to ensure that the impacts of growth on infrastructure are appropriately mitigated and that supporting infrastructure is delivered in a timely, coordinated and sustainable manner. New development can increase demand for, or place pressure on, a wide range of infrastructure, including transport and highways networks, public transport services, walking and cycling routes, utilities, drainage and flood management systems, green and blue infrastructure, community facilities, social infrastructure, and public realm.



- 14.28. Securing contributions through planning obligations enables the provision, improvement or expansion of infrastructure required to support development, promote sustainable and inclusive growth, enhance environmental quality, and maintain the safe, efficient and effective functioning of infrastructure systems across Trafford.



Policy FC2: Education Contributions

- 14.29. Quality education provision is at the heart of sustainable communities and, therefore, should be a fundamental consideration of all new housing developments that have the potential to generate an increased demand for school places. For Trafford this means:

Policy FC2: Education Contributions

- A. All major residential developments of 10 or more dwellings (excluding one-bedroom properties and non-family units) must make a financial contribution towards education provision based on the following calculation:

$$\text{Number of homes} \times \text{Pupil yield factor} \times \text{Cost per pupil place}$$

- B. Pupil yields will be calculated in accordance with either Table 14-2 or Table 14-3, whichever is relevant – indexed to the relevant quarter at the time of the education contribution calculation, using the Building Cost Information Service (BCIS) All in Tender Price Index.
- C. Using the formula under A) to calculate the financial contribution towards early years, primary, secondary, post 16 and SEND school places, for permanent extensions to existing schools and/or where necessary new build provision.
- D. For large strategic sites, the developer will be required to set aside land that is an appropriate size and location for the provision of a school. The value of the land will be taken into consideration when determining the financial contribution requested.

- 14.30. To support the supply of school places, Trafford Council and local schools receive grants from Central Government. However, programmes such as the Basic Need Grant and Free Schools and other capital funding do not negate housing developers' responsibility to mitigate the impact of development on education. Where new housing development creates a demand for school places in excess of those available, it is critical that developers make a contribution towards school places in order to mitigate against the effect of any new development on local infrastructure.



Calculating the Pupil Yield Factor

- 14.31. The Council will use the Department for Education's (DfE's) pupil yield dashboard to calculate the estimated number of pupils to arise from new housing development. However, in line with the DfE Guidance, pupil yields will be updated when this is refreshed and/or when more local evidence is gathered by the Council.
- 14.32. For pre-application discussions (where detailed information may not be available) and for outline planning permissions, pupil yield will be calculated according to Table 14-2 – as updated by DfE. This high-level approach uses the 'All' pupil yield rate which does not drill down into type of unit, bedrooms or tenure; consequently, no projected surplus can be allocated to a development at this stage.

Table 14-2: Pre-application and Outline Pupil Yields 2021/22 (2020/21 Post 16)

Early Years	Primary	Secondary	Special	Post 16
0.0290	0.1635	0.0972	0.0048	0.0346

- 14.33. For all other types of applications involving residential development, pupil yield will be calculated according to Table 14-3 – as updated by DfE. For full planning permission, reserved matters and hybrid, a detailed education contribution calculation is produced.

Table 14-3: Full Planning Applications, Reserved Matters and Variation of Condition (2020/21 Post 16)

Home Type	Early Years	Primary	Secondary	Special	Post 16
2+ Bed Flats	0.0245	0.0677	0.0266	0.0008	0.0200
2+ Bed Houses	0.0577	0.4143	0.2632	0.0136	0.0686

- 14.34. Any pupil yield resulting from the proposed development which can be accommodated through surplus capacity will be discounted from the contributions calculation.



Cost Per Pupil Place

- 14.35. The cost of provision rates per place are derived from the latest DfE LA School Places Scorecard. For the cost of provision of SEND places the latest National School Delivery Cost Benchmarking report for Primary, Secondary and Special Schools has been used: F07125-National School Delivery Cost Benchmarking - Primary, Secondary and_ SEN Schools - November 2023 Ver 18
- 14.36. Trafford Education has a strategic priority to expand existing schools to protect financial viability. This means in most cases, creation of additional places to address the impact of a development will be through expansion of an existing local school(s). The 'Permanent Expansion' national cost is adjusted by the regional variation factor for the North West, as shown in Table 14-4.

Table 14-4: Permanent Expansion Cost per Pupil – North West (2024)

Type of Place	Source	Published Cost	Indexed To
Primary	School Places Scorecard	£20,450	Q1 2025
Secondary	School Places Scorecard	£28,127	Q1 2025
SEND	National School Delivery Cost Benchmarking (2023)	£96,806	Q1 2023

- 14.37. Where it is not possible to expand existing local schools, the need for a new school may be identified as part of the assessment process. In these cases, the 'New School' national cost is adjusted by the regional variation factor for the North West, as shown in Table 14-5.

Table 14-5: New School Cost per Pupil – North West (2024)

Type of Place	Source	Published Cost	Indexed To
Primary	School Places Scorecard	£24,416	Q1 2025
Secondary	School Places Scorecard	£29,579	Q1 2025
SEND	National School Delivery Cost Benchmarking (2023)	£91,960	Q1 2023



Policy FC3: Health Contributions

- 14.38. Accessible, high-quality primary healthcare provision is essential to creating healthy and sustainable communities and, therefore, should be a fundamental consideration of all new housing developments that have the potential to generate increased demand for local health services. For Trafford this means:

Policy FC3: Health Contributions

A. The Council will:

- i. Require all residential developments over 50 homes to make a financial contribution towards primary care facilities based on the ICB's (or equivalent) latest standard requirement of gross internal area needed to provide the requisite additional primary care floorspace.
- ii. Determine the cost of additional primary care provision in accordance with ICB (or equivalent) build cost benchmarks for primary care facilities.

B. Require (where needed) on-site provision in the form of:

- i. A 'shell' facility transferred to the NHS at no cost; or
- ii. The provision of a serviced plot of land at no cost with a financial contribution equivalent to the full capital cost of a new build facility of the required size

- 14.39. PfE Policy JP-P6 relates to how new developments should contribute to improved health outcomes and requires the provision of new or improved health facilities proportionate to the additional demand generated by the development. The level of housing growth planned for in this Local Plan, will require the provision of new primary care facilities to cope with the needs generated by developments, in accordance with policy JP-P6.

- 14.40. The Local Planning Authority will continue to work closely with the National Health Service (NHS), Greater Manchester Integrated Care Board's (ICB) Primary Care and Estates teams for Trafford to determine the specific nature of health provision required. In doing so, consideration will be given to alignment with the ICB's Infrastructure Strategy, investment plans, and specific priorities for Trafford to ensure that healthcare services for new communities



are available and delivered in a way that promotes NHS objectives related to the delivery of population-based healthcare.

- 14.41. The latest figures used by the ICB when assessing the additional primary care floorspace requirement from new housing sets a standard requirement of 150sqm gross internal area (GIA) per 1,750 patients. This has been derived from Health Building Note 11:01: Facilities for Primary and Community Care (HBN 11-01)⁶ to identify the scale of additional infrastructure required to provide primary care services to a modern standard of care for residents of new housing in efficient, flexible, and user-friendly environments. This floorspace standard is kept under review by the ICB to ensure it reflects the most up-to-date best practice guidance and may be revised accordingly.
- 14.42. The capital costs of additional health provision, whether for upgrades to existing facilities or construction of new facilities, are based on providing spaces that are specified to be ready for occupation, as opposed to shell and core condition. This reflects the full costs of delivering health infrastructure projects. Where facilities are delivered on-site, measures to ensure that they are fit for purpose and affordable will be applied including consideration of input from the District Valuer.
- 14.43. The specific location of new provision will be determined by the Council in consultation with the ICB, taking account of factors such as accessibility and location in relation to key infrastructure.
- 14.44. On-site health provision must be within a single building with a planned mix of compatible uses in proximity. Provision split across multiple sites would not accord with the ICB strategy of development of integrated hubs. The design of any on-site health facility will need to meet the most up to date model of health care provision standards and be sized to incorporate the building as well as operational requirements related to parking, servicing and access for emergency vehicles.

⁶ [HBN 11-01 Final.pdf](#)



- 14.45. Wherever possible, opportunities to consolidate existing health provision within the area will be explored. Colocation of front-line staff from primary, community, social and Voluntary, Care and Social Enterprise (VCSE) sector providers all caring for the same local people around a defined neighbourhood geography is embedded within ICB priorities to support an increase in delivering more care closer to home and a reduction in inequalities. Where there is potential for co-location of the primary care services required by developments with other complementary services, this will need to ensure that the specific clinical design requirements of primary care can be satisfied.



Policy FCN1: Northern Strategic Cluster Infrastructure Contributions

- 14.46. Infrastructure is fundamental to the creation of new sustainable, well-connected communities, and new development within the northern cluster must make a proportionate contribution towards the transport, social, green and other infrastructure to enable planned largescale regenerative development to be delivered. Accordingly, this means:

Policy FCN1: Northern Strategic Cluster Infrastructure Contributions

- A. All major developments within AN1, AN2 and AN4 will be required to make financial contributions towards the provision of infrastructure in accordance with the following rates:
 - i. Residential (Class C3 and C4): £150 per sqm
 - ii. All other development: £70 per sqm
- B. The above infrastructure contribution is the only additional contribution that should be applied to schemes within the allocations, except for:
 - i. Affordable housing which will be calculated in accordance with Policy R2;
 - ii. Identified site specific on and/or off-site infrastructure not also required by AN1, AN2 or AN4;
 - iii. Education which will be calculated in accordance with Policy FC2; and
 - iv. Health contributions which will be calculated in line with Policy FC3.
- C. In-kind contributions may be accepted where they deliver and/or directly support the delivery of transport, social and/or green infrastructure, or other measures required by this Plan, and where the Council is satisfied that the contribution provides an equivalent or greater benefit than a financial contribution.

- 14.47. Over the plan period, around 11,000 new homes, 120,000 sq.m of office and commercial floorspace and many other supporting uses and developments will be delivered, within an area covering approximately 2.3 sq.km; accommodating around 22,000 homes in total in the long term. This will place



very significant strain on existing infrastructure, requiring the provision of new and improved services and facilities.

- 14.48. Plans to develop a new 100,000 seat world-class multi-purpose football stadium and event space, alongside other existing sporting, visitor, leisure and tourism attractions and venues will place even further pressure on the areas' infrastructure.
- 14.49. The close proximity of the allocations means that much of the required new and improved infrastructure will be needed to deal with the cumulative impacts of the three largescale allocations. Correspondingly, the infrastructure solutions to address the cumulative impacts of the planned development will, in most cases, be holistic – necessitating proportionate contributions from all development.
- 14.50. A large amount of development in these allocations will be comprised of high-density and higher rise flatted development, which is currently excluded from the Community Infrastructure Levy (CIL), which would otherwise be used to help fund infrastructure. Hence until such time as CIL in Trafford is reviewed, an appropriate and effective mechanism to secure funds towards, or provision of, the necessary infrastructure is required. Money and in-kind contributions secured via planning obligations will assist in unlocking the full potential of each of the allocations and reduce the burdens on public finances to deliver the transport, social and green infrastructure needed to create sustainable mixed communities.
- 14.51. Contributions secured from residential development will be pooled, mainly, to:
 - a) Improve and/ or provide new transport infrastructure and services
 - b) Provide new and/or improved public realm and/or green infrastructure and spaces (including maintenance)
 - c) Improve and expand existing and/or provide new utility infrastructure



Policy FCS1: Davenport Green Infrastructure Contributions

- 14.52. Strategic infrastructure is essential to the successful delivery of Davenport Green and, therefore, in accordance with PfE Policy JPA 3.2 all development within the allocation must make a proportionate contribution towards the transport, social, green and other infrastructure required to support the planned homes and employment development and create a sustainable, well-connected new community. For Davenport Green this means:

Policy FCS1: Davenport Green Infrastructure Contributions

- A. Financial contributions will be required from all development within the allocation at a cost of £2,021,246.00 per Net Developable Area (ha) (NDA).
- B. The above infrastructure contribution is the only contribution that should be applied to development within the allocation, except for:
 - i. Affordable housing which will be calculated in accordance with Policy JPA 3.2 of PfE and Local Plan Policy R2;
 - ii. Education which will be calculated in accordance with Policy FC2; and
 - iii. Health contributions which will be calculated in line with Policy FC3.
- C. In-kind contributions may be accepted where they deliver and/or directly support the delivery of transport, social and/or green infrastructure, or other measures required by this Plan, the Davenport Green Masterplan, and where the Council is satisfied that the contribution provides an equivalent or greater benefit than a financial contribution.

- 14.53. PfE policy JP Allocation 3.2 requires development within the allocation to (among other things) provide proportionate contributions to fund necessary infrastructure.
- 14.54. The Davenport Green strategic allocation is a linear site, with limited geographic spread and a single new strategic road required to unlock and deliver a significant amount of housing and commercial development. The site, unlike other strategic allocations, is intended to deliver a wide range and mix



of house types and densities which can sit comfortably alongside commercial development, new extended tram line and new Metrolink stop.

- 14.55. With the exception of education and health contributions which will be calculated on a case-by-case basis, all of the necessary infrastructure identified in the masterplan must be proportionately contributed to by all developments.
- 14.56. It is therefore appropriate to adopt a net developable area (NDA) charge to calculate and collect the required proportionate contribution. This approach aligns the contribution with land capacity rather than built form, which can change significantly during design.
- 14.57. Taking the NDA approach fixes the obligation to the land area, allowing developers to adjust unit size, tenure mix and density without constantly recalculating obligations. It also:
 - a) Encourages policy compliant density, making the most efficient use of land.
 - b) Provides a simpler and more predictable method for calculating contributions.
 - c) Aligns more directly with site value.
 - d) Avoids over or under-charging due to design variations.
 - e) Avoids distorting design decisions, allowing design to be driven by planning policy, market demand and place making considerations; and
 - f) Provides a stable baseline, reducing negotiation complexity
- 14.58. Policy FCS1 does not override or replace any of the other site-specific requirements set out in JP Allocation 3.2. All the criteria contained therein still apply, including affordable housing requirements.



Policy FCW1: New Carrington Infrastructure Contributions

- 14.59. Strategic infrastructure is essential to the successful delivery of New Carrington and, therefore, in accordance with PfE Policy JP Allocation 30 all development within the allocation must make a proportionate contribution towards the transport, social, green and other infrastructure required to support the planned homes and employment development and create a sustainable, well-connected new community. For New Carrington this means:

Policy FCW1: New Carrington Infrastructure Contributions

- A. Financial contributions will be required from all development within the allocation on a per residential unit and per sq. m of B2 and B8 employment floorspace basis, as set out in the New Carrington Masterplan.
- B. 'Charging zones' across the site will be established, reflecting the variability of market conditions and viability in different areas of the site. These 'charging zones', will broadly align with the character areas identified in PfE Policy JPA 30 as follows:
 - i. Sale West;
 - ii. Partington East;
 - iii. Warburton Lane; and
 - iv. Central Carrington
- C. The value of the proportionate contribution for each 'charging zone' will reflect the cost of providing the necessary infrastructure directly needed for the zone, as well as an appropriate proportion of the necessary site-wide infrastructure needed for the whole allocation. Values will have regard to the different impacts between residential and employment development.
- D. Proportionate contributions will be index-linked to the Building Cost Information Index (BCIS) and a revised schedule published at least annually.
- E. Relevant financial contributions received will be pooled to fund, in the main:
 - i. Strategic SuDs
 - ii. Strategic green and blue infrastructure



- iii. Sale West Link Road
- iv. Southern Link Road
- v. Eastern Link Road
- vi. Bridges and associated structures
- vii. Off-site junction improvements
- viii. Footpath and 'ride' improvements
- ix. Active travel links
- x. Bus services and infrastructure
- xi. Carrington Relief Road
- xii. Utility improvements and upgrades
- xiii. Heat and/or energy infrastructure

In-kind contributions

F. In-kind contributions may be accepted where they deliver and/or directly support the delivery of transport, social and/or green infrastructure, or other measures required by this Plan, the New Carrington Masterplan, and where the Council is satisfied that the contribution provides an equivalent or greater benefit than a financial contribution.

Exclusions from Standard Proportionate Contributions

- G. Affordable housing requirements will be calculated in accordance with PfE Policy JP Allocation 30 PfE and Local Plan Policy R2.
- H. Education contributions will be calculated in accordance with Policy FC2; and
- I. Health contributions will be calculated in line with Policy FC3.

14.60. The approach in FCW1 will ensure that the site-wide infrastructure is contributed to by all developments, as intended by JP Allocation 30 and confirmed in the case of *Trafford MBC v Secretary of State & Peel NRE Ltd* [2026] EWHC 261 (Admin). This approach further ensures that developments within the allocation only contribute proportionately to the costs of necessary infrastructure that meet the tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).

14.61. Proportionate contributions for the New Carrington Masterplan were previously consulted upon in Autumn 2025, proposing financial contributions as follows:



Employment Development

Use Class and Size	Viable Financial Contribution per sqm	Viable Financial Contribution per sq ft
Large B8	£179.79	£16.70
Medium B8	£188.22	£17.49
Small B8	£189.81	£17.63
Open Storage*	£147.38	£13.69
B2 Large	£190.67	£17.71
B2 Medium	£193.93	£18.02
B2 Small	£200.40	£18.62

Residential Development – with 15% on-site affordable housing

Zone	Viable Financial Contribution per dwelling
1. Partington	£10,700
2. Warburton	£40,400
3. Sale West	£28,400
4. Carrington	£3,700

14.62. Work on the Masterplan is ongoing, however it is anticipated that the proportionate contributions likely to be sought will reflect this approach.

14.63. Policy FCW1 does not override or replace any of the other site-specific requirements set out in JP Allocation 30. All the criteria contained therein still apply, including affordable housing requirements.



Policy FC4: Sustainable Transport and Highways

- 14.64. An efficient, accessible and sustainable transport network is fundamental to the creation of connected and sustainable communities and, therefore, new development should contribute towards the transport and highway infrastructure needed to support growth, mitigate its impacts and improve accessibility for all users. For Trafford this means:

Policy FC4: Sustainable Transport and Highways

- A. Where development gives rise to a need for sustainable transport or highway improvements, and/or impacts upon a planned transport or highway scheme contained in the Local Transport Plan or Trafford Infrastructure Delivery Plan (IDP), a financial and/or in-kind contribution will be required to:
- i. Mitigate the direct and cumulative impacts of development;
 - ii. Improve accessibility, connectivity and performance of the Bee Network;
 - iii. Support and improve the performance of the local and/or strategic road network; and/or
 - iv. Support the delivery of strategic transport infrastructure.
- B. Contributions and/or provision may include (but are not limited to):
- i. Provision or upgrade of walking, wheeling and cycling infrastructure;
 - ii. Public transport infrastructure, services and interchange improvements;
 - iii. Junction improvements and highway capacity enhancements;
 - iv. Traffic management, safety and accessibility measures; and
 - v. Travel demand management measures, including parking controls.
- C. Contributions will be secured through Section 106 planning obligations; and/or Section 278 (or equivalent) highway agreements.

- 14.65. Development generates additional demand on the transport network, including walking, wheeling, cycling, public transport and highways. In Greater Manchester, transport policy seeks to support sustainable growth by prioritising active travel and public transport and reducing reliance on the private car. This policy ensures that development contributes to the delivery of a safe, efficient



and integrated transport network, consistent with the Bee Network and “Streets for All” approach. Contributions will be calculated on a case-by-case basis in discussion with the Local Highway Authority and/or National highways as appropriate, enabling necessary sustainable transport and highways infrastructure to be delivered in step with growth, ensuring that the impacts of development are properly mitigated.



Policy FC5: Managing and Monitoring Arrangements

- 14.66. Effective planning obligations are essential to ensuring that the infrastructure, services and mitigation measures required to support development are delivered and maintained and, therefore, robust monitoring and administration arrangements are necessary to secure agreed outcomes and ensure compliance over the lifetime of a development. For Trafford this means:

Policy FC5: Managing and Monitoring Planning Obligations

A. A monitoring contribution will be applied to all agreements secured under Section 106 of the TCPA 1990. The basis for the monitoring contribution will be:

- i. £500 charge for each non-financial obligation included in the agreement, and each financial obligation where the amount has not been specified, up to a maximum of £7,000.
- ii. 5% of the total financial contributions in the agreement where the amount has been specified, up to a maximum of:
 - £13,000 for minor developments
 - £18,000 for major and standard obligations
 - £25,000 for largescale and/or complicated obligations

Travel Plan Monitoring

B. Where a Travel Plan is required, a standard Monitoring contribution of £8,000 will be required, in addition to any other monitoring fee.

C. Fees for monitoring stadia and high-capacity event venues will be determined on an individual basis.

PfE Links

Policy JP-D1 and Policy JP-D2

Relevant Strategic Objectives

All

- 14.67. Charging for the monitoring and administration of planning obligations is both financially necessary and in the public interest.
- 14.68. Planning obligations often involve complex, long-term commitments on developers, such as funding infrastructure, affordable housing, or community



services, which require ongoing oversight to ensure compliance. Without the ability to recover these administrative costs, the council will be required to divert limited public funds away from essential services, effectively subsidising private development.

- 14.69. Charging appropriate fees ensures that developers contribute fairly to the true cost of delivering and managing these obligations, promotes transparency and accountability, and helps guarantee that agreed community benefits are actually delivered, thereby protecting local residents and maintaining trust in the planning system.
- 14.70. In publishing updated Community Infrastructure Levy (CIL) Regulations in 2019, additional burdens were placed on authorities with regards to monitoring planning obligations, in particular, it requires the publishing of an Infrastructure Funding Statement on an annual basis. In the same regulations, the government clarified that Local Planning Authorities are entitled to seek proportionate and reasonable monitoring contributions to cover the costs involved in monitoring the implementation of planning obligations.

Obligations without a monetary value

- 14.71. Planning obligations without a monetary value need to be monitored to ensure correct and timely implementation, requiring in most instances communication with the developer/ landowner and a site visit, resulting in less time and cost expended by the Council on monitoring agreements.
- 14.72. Each trigger, nonetheless, needs to be monitored and the fee therefore is based upon the occurrence of triggers for compliance of a planning obligation rather than each obligation individually.
- 14.73. A cap of £5,000 is included to ensure that the monitoring fees are not excessive and remain proportionate and reasonable.

Obligations with a financial value

- 14.74. Planning obligations with a financial value are more likely to have several triggers across one or more areas, be payable in phases, be index linked, include stage review mechanisms and in many cases require monitoring over several years.



- 14.75. A blanket monitoring fee is therefore considered to be neither proportionate nor reasonable.
- 14.76. In a similar fashion to CIL, where 5% of the levy is retained for the administration costs of the charge, it is considered that a 5% charge is reasonable and allows for the scale and complexity of developments and contributions to be proportionately recognised.
- 14.77. Notwithstanding this, caps are included – relative the size and complexity of developments, to ensure that the monitoring fees are not excessive.

Travel Plan Monitoring

- 14.78. Monitoring Travel Plans is a specialist area, and as such where one is required, the council will secure a financial contribution to procure expert services to undertake this monitoring on its behalf.
- 14.79. This charge will replace the standard monitoring charge, to avoid double charging.

Payment of the Fees

- 14.80. All planning obligations will require some degree of administration and monitoring even if the development does not ultimately go ahead. Requiring the monitoring fee to be paid upon grant of planning permission ensures that the Councils' costs are covered in any event.
- 14.81. Accordingly, the monitoring fee is non-refundable.

Use of the Monitoring Fee

- 14.82. Monies received via this monitoring fee will be used by the Council to fund resources for monitoring the provisions secured via planning obligations, including (but not limited to):
- Data entry and maintenance of planning obligations database.
 - Monitoring of trigger points for obligation actions and for receiving payments.
 - Developer liaison and confirmation of compliance of obligations
 - Site visits, as required.
 - Monitoring financial obligation time limits and spend.



- Calculation of indexation and interest applied to planning obligations.
- Issuing of Demand Notices (invoicing).
- Processing of payments.
- Chasing unpaid invoices.
- Arranging bank transfer of financial obligations.
- Contacting infrastructure providers and organising drawdowns.
- Gathering and recording of spend data evidence.
- Reviewing projects to comply with legal obligations.
- Reconciliation of data as appropriate; and
- Regular reporting and production of the S106 Report, Infrastructure List and Infrastructure Funding Statement.

Additional Monitoring

- 14.83. Separate monitoring contributions for specific obligations which require the procurement of specialist services will still be sought as required.



Other Obligations and Conditions

Policy OC1: Viability Reviews

- 14.84. Ensuring that development contributes its fair share towards affordable housing, infrastructure and other planning obligations is essential to creating sustainable communities and, therefore, viability review mechanisms are necessary to capture improvements in scheme viability over time and maximise the benefits delivered by development. Accordingly, this means:

Policy OC1: Viability Reviews

Affordable Housing

- A. To ensure maximum delivery of affordable housing in Trafford:
- i. Early, late-stage and where appropriate mid stage review mechanisms will be secured via planning obligations for all residential development where the minimum amount of affordable housing is not being provided.
 - ii. Early-stage reviews will be carried out for all residential development not providing the minimum levels of affordable housing where an agreed level of progress on implementing the permission has not been reached within two years of the grant of planning permission.
 - iii. Late-stage reviews will be carried out at a point at which 75% of residential units have been sold or let.
 - iv. Mid stage reviews will be carried out for larger schemes which will be delivered over multiple phases.
 - v. Any surplus developer profit identified through early, mid or late-stage viability reviews will, in the first instance, result in additional affordable housing units being provided on site. Developers will need to submit an affordable housing strategy to demonstrate how the affordable units are to be delivered. The delivery of social rent/ affordable rent should be prioritised where any viability review of Built for Sale (BfS) schemes demonstrates the additional affordable housing units are required to be provided.



vi. Developers will be required to secure necessary planning approvals for any revisions to the scheme that require a variation to the planning permission to enable delivery of the additional affordable housing.

vii. Review mechanisms in planning obligations will be upwards only.

Other Obligations

B. Early, late-stage and where appropriate mid stage review mechanisms will be secured via planning obligations for developments which do not provide the minimum amounts of necessary financial contributions.

C. Early-stage reviews will be carried out for all developments not providing the minimum amounts of necessary financial contributions where an agreed level of progress on implementing the permission has not been reached within two years of the grant of planning permission.

D. Review mechanisms in planning obligations will be upwards only.

14.85. Viability reviews are necessary to ensure that affordable housing delivery is maximised as a result of any future improvement to a scheme's viability and development value. This is particularly relevant in the case of the north locality and the PfE strategic allocations of Davenport Green and New Carington where the ongoing and significant regeneration of the areas and improved connections are likely to result in an uplift in the value of properties for market sale and rent which can provide additional value to support the delivery of more affordable homes.

14.86. The council will typically expect any surplus identified through viability reviews, including late-stage reviews, to result in additional affordable housing units provided on site. Given the high need for social rent, any additional units secured through viability review of a built for sale scheme should be provided as social rent/ affordable rent on site, or where this is not feasible, a payment in lieu of offsite delivery may be acceptable. This will help deliver policy objectives for the creation of mixed and balanced communities throughout Trafford.



Policy OC2: Safeguarding of Homes in Build to Rent schemes

- 14.87. A diverse and professionally managed private rented sector can play an important role in meeting Trafford's housing needs and, therefore, measures are required to safeguard Build to Rent homes as long-term rental accommodation and ensure that any affordable housing provided continues to benefit eligible households over time. Accordingly:

Policy OC2: Safeguarding of homes in Build to Rent Schemes

To ensure that Built to Rent schemes provide a stable supply of homes for Trafford's residents, the Council will:

- A. Require the long-term safeguarding of homes as rental properties to be secured via a planning obligation.
- B. Require all units, block or phase within a development to stay under single ownership and management under a 15-year covenant, meaning that individual homes cannot be separately sold on. This covenant will include a clawback mechanism in the event of units being sold out of the Build to Rent sector during the protected period.
- C. Require any affordable housing provided by Build to Rent providers to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing.

- 14.88. It is important to safeguard Build to Rent (BTR) schemes as long-term rental properties through planning obligations to ensure that they continue to deliver a stable supply of professionally managed rental housing, including any secured affordable units, over time. Without such safeguards, there is a risk that developments could be converted to for-sale housing or other uses, undermining housing policy objectives, reducing rental supply, and eroding affordability commitments.
- 14.89. Long-term restrictions also provide certainty for institutional investors and help maintain consistent management standards, ensuring that the benefits of the



BTR model—such as quality, security of tenure, and service provision—are preserved for residents and the wider housing market.

- 14.90. All homes that have been built as part of a Build to Rent development will need to stay under single ownership and management under a covenant of at least 15 years, meaning that individual units cannot separately be sold, or an overall ownership of the development can only change if the scheme remains as Built to Rent. This will ensure a commitment to invest in place making and will provide better management standards and higher quality homes than much of the mainstream private rented sector.
- 14.91. In accordance with national policy, affordable housing provided by Build to Rent providers should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing.



Policy OC3: Provision of Publicly Accessible Open Space and Public Realm

- 14.92. High-quality, accessible and well-managed public open spaces and public realm are essential to creating healthy, attractive and sustainable communities and, therefore, measures are required to secure long-term public access, management and maintenance of these spaces so that they continue to benefit residents, workers and visitors. In Trafford this means:

Policy OC3: Provision of Publicly Accessible Open Space and Public Realm

The Council will:

- A. Require developments delivering publicly accessible open space and/or public realm to secure public access for these spaces through planning obligations. This will include:
 - i. Defining the boundary of publicly accessible open space(s);
 - ii. Defining the areas of dedicated play space to be delivered;
 - iii. Agreeing unrestricted public access to the spaces, except for the purposes of essential maintenance and upkeep at defined periods of time; and
 - iv. A long-term commitment to manage publicly accessible open space.
- B. Expect applicants providing significant new public open spaces, in particular new parks, to engage with the council early in the planning process regarding their potential for adoption. Where the council is to adopt a space, a commuted sum will be secured towards its future upkeep and management.

- 14.93. Adequate provision of open space is particularly important in high density development, where demand for different types of public space is high. To ensure a sufficient quantity of space is provided as part of development, particularly within the north locality.
- 14.94. It is necessary therefore to ensure that these areas are secured as publicly accessible open spaces in perpetuity via planning obligations.



- 14.95. Where publicly accessible open spaces are being delivered, it is important that they are properly managed as truly public spaces which everybody can enjoy. In securing public access to new spaces through planning obligations, the council will expect applicants to commit to managing spaces in line with the council's principles.
- 14.96. Where proposals are delivering local parks, or other significant new spaces on site, developers must enter discussions with the council regarding their adoption into public ownership early in the planning process. It is however recognised that financial constraints have curtailed the ability of the council to adopt new public spaces and that they may need to remain in private ownership and management. Where the open space is to be owned and managed privately the legal agreement will include obligations for the ongoing maintenance of the open space by the owner.
- 14.97. The management of new public open spaces by community trusts or other not-for-profit organisations may also be an appropriate model in certain circumstances as an alternative to private or local authority management. In these circumstances a commuted sum would be paid to the Community Trust or other not-for-profit organisation.



Policy OC4: Local Labour Agreements

- 14.98. Supporting local employment, skills development and inclusive economic growth is fundamental to ensuring that the benefits of development are shared by Trafford's communities and, therefore, major development should contribute towards creating jobs, training opportunities and local supply chain benefits for borough residents and businesses. For Trafford this means supporting local job growth and workforce upskilling by:

Policy OC4: Local Labour Agreements

- A. Requiring all major development involving construction and demolition to enter into local labour and training agreements through planning obligations and other mechanisms (where appropriate) that set out the following:
- i. An agreed percentage target for local labour;
 - ii. A training and recruitment plan for local borough residents; and
 - iii. A commitment to an agreed proportion of local procurement of services and supplies.

PfE Links

Policy JP-J1

Relevant Strategic Objectives

SO2, SO4 and SO5

- 14.99. Local labour agreements are a necessary tool to ensure that major developments are meeting the councils a socio-economic regeneration priority, in particular that local communities share in the benefits the development in the borough will bring.
- 14.100. Local labour agreements requiring the use of local labour, skills and suppliers contribute towards reducing overall commuting journeys, minimising vehicle mileage and associated emissions and thus are part of the measures available to mitigate the transport and environmental impacts of development.
- 14.101. Economic growth through development provides a good opportunity for local residents to gain increased access to new jobs and training, helping to reduce



unemployment rates and economic inequalities, whilst also boosting skill levels and personal fulfilment.

14.102. Local job growth is therefore supported through seeking agreement with employers and developers to enter into local labour and training agreements, where appropriate.

14.103. The Council will encourage partnership working between employers, local training providers and the Voluntary, Community, Faith and Social Enterprise (VCFSE) sector to help develop the skills of the local resident work force and sections of the community that are disadvantaged in the labour market.



Policy OC5: Early Activation and Community Initiatives

- 14.104. Strong, connected communities are created not only through the delivery of homes and infrastructure but also through the early establishment of activities, spaces and initiatives that foster community identity, social interaction and a sense of place and, therefore, major development should support measures that help new communities to become vibrant, inclusive and active from the outset. Accordingly:

Policy OC5: Early Activation and Community Initiatives

To assist in the creation of new sustainable communities within largescale development areas, the Council may, where appropriate:

- A. Require obligations from major development proposals to support projects which contribute to the early activation of new areas, including community-based projects, events or other initiatives which build upon the art, culture and heritage of the local area. Obligations may include in kind measures and/ or financial contributions and will be based on the scale, nature and the context of the proposed development.

- 14.105. Securing early activation and community initiatives helps to ensure that new development supports the timely creation of vibrant, inclusive and functional places from the outset. Early activation—such as temporary uses, events, and community programmes—helps to build social cohesion, encourage footfall and foster a sense of identity before a scheme is fully built out, reducing the risk of inactive or underused spaces.
- 14.106. This will be particularly important in the north locality, where significant change and regeneration is planned, creating new communities where currently they do not exist.
- 14.107. Securing funding and support for such purposes ensures that delivery is certain, proportionate and directly linked to the impacts of development, rather than reliant on voluntary or uncertain measures. This approach helps to create sustainable communities, supports local economies and aligns development with wider place-making and wellbeing objectives set out in the local plan.



14.108. The council will work with developers to identify opportunities to deliver such projects alongside emerging schemes and the Council's cultural and community strategies.



Policy OC6: Design Monitoring

14.109. High-quality design is fundamental to creating attractive, sustainable and enduring places and, therefore, appropriate mechanisms are required to ensure that the design quality approved through the planning process is maintained and delivered throughout the detailed design and construction of development. Accordingly:

Policy OC6: Design Monitoring

To ensure that high quality design is delivered as approved, major developments must (where appropriate) through a planning obligation:

- A. Provide a Design Team, setting out how the lead architect at planning application stage or another suitably qualified architect (as agreed with the local planning authority) will be retained or appointed to oversee the detailed design and build out of the scheme following the grant of planning permission.
- B. Provide a design and monitoring contribution where the lead architects are not retained or a suitable alternative is not appointed as requested under A). The contribution may only be related to the reasonable costs incurred by the council in procuring design advice in reviewing relevant applications and will be capped at a maximum of £50,000.

14.110. While planning permission may establish strong design principles, ongoing monitoring is necessary to review detailed design, materials and construction to prevent erosion of quality through value engineering or incremental changes.

14.111. Detailed design proposals or amendments to the design of major applications following planning permission can have a significant impact on the quality of the design, if the changes are unsympathetic to the design concept developed by the original scheme architect. Where the original architect is not retained to oversee the construction phase and champion design quality, there is an increased risk that the design quality of the development could be eroded through inappropriate detailed design changes.



- 14.112. In this first instance, a design team statement should be provided setting out the details of the design team involved in the scheme post approval. If the original architect and/ or landscape architect is not retained or a suitable alternative appointed, then a financial contribution will become payable. If it is required to be paid, the financial contribution will be used by the council to secure design advice on the approval of design details, and for any applications for revisions to the scheme design.
- 14.113. Securing a commitment to retain the original design team will ensure that the quality of development approved at planning stage is consistently delivered on the ground, while a financial contribution will ensure that the council has the resources to undertake effective oversight, engage design expertise where needed, and maintain compliance with approved standards.
- 14.114. Monitoring design will help to safeguard the integrity of schemes, deliver high-quality and durable places, and ensure that development aligns with the design expectations and objectives set out in this Local Plan and the Trafford Design Code.

Monitoring

- 14.115. Table 12.7 of PfE sets out a monitoring framework for the infrastructure and planning obligations related policies within that plan. Key indicators include the following:
- a) Developer contributions for the delivery of affordable housing
- 14.116. The Local Plan will not replicate the above PfE monitoring indicators.
- 14.117. The monitoring of planning obligations and financial contributions received will be reported on as part of the annual Infrastructure Funding Statement (IFS).

15. Site Allocations

- 15.1. To meet future development needs, Trafford Council is required to identify and allocate sites for housing, employment and other purposes over the Plan period 2022 – 2039. These requirements are set in PfE, as well national planning policy. The allocations in this plan have been identified as being appropriate to help deliver the Spatial Strategy, in line with all policies in the Local Plan.
- 15.2. Across Trafford, 22 allocations have been identified for residential, employment and mixed-use development purposes. These are in addition to the two strategic allocations of Timperley Wedge (Davenport Green) and New Carrington in the adopted PfE plan.
- 15.3. In line with the spatial strategy adopted in PfE, the majority of the proposed development sites in this Local Plan are located within the existing urban area, with a substantial amount of development identified within the Core Growth and Inner Areas (Policy ST1) located in the north locality.
- 15.4. Similar to the distribution of new homes, land for new employment development, comprising industry and warehousing and office floorspace, is largely concentrated in the north locality. Significant industry and warehousing floorspace is also identified in the west as a result of the PfE allocation at New Carrington, while the office floorspace in the south locality reflects the PfE Timperley Wedge (Davenport Green) allocation.
- 15.5. Some of the allocations are a significant size and are therefore likely to come forward in phases, however they should be planned for comprehensively to ensure a coordinated and optimised layout of the site, alongside the delivery of required infrastructure.
- 15.6. The site allocations are ordered by Locality, and each proposed allocation policy includes a site boundary plan, site details – including address, site size, what it is allocated for, the anticipated delivery timescales, any necessary on / off site infrastructure requirements and the site-specific policy requirements.

- 15.7. All other policies in the adopted Development Plan, such as PfE policies and the thematic policies of the Local Plan, equally apply to all the allocations. Policy requirements set out in other policies have not been duplicated as part of the allocation policies and the Plan must be read as a whole. Any allocation that comes forward for development will be subject to site specific development management considerations at the point of determining any planning application.

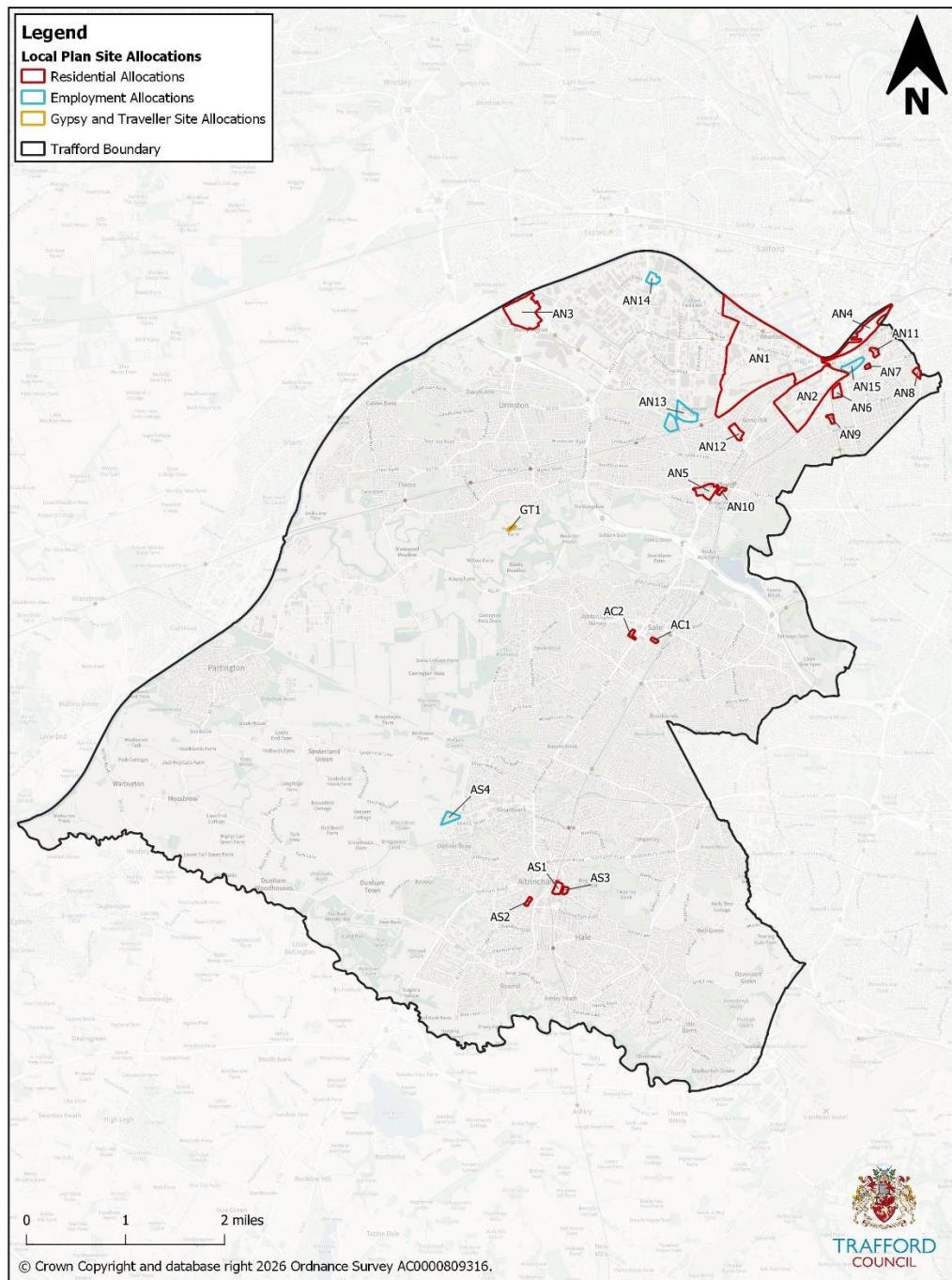


Figure 15-1: Local Plan Site Allocations

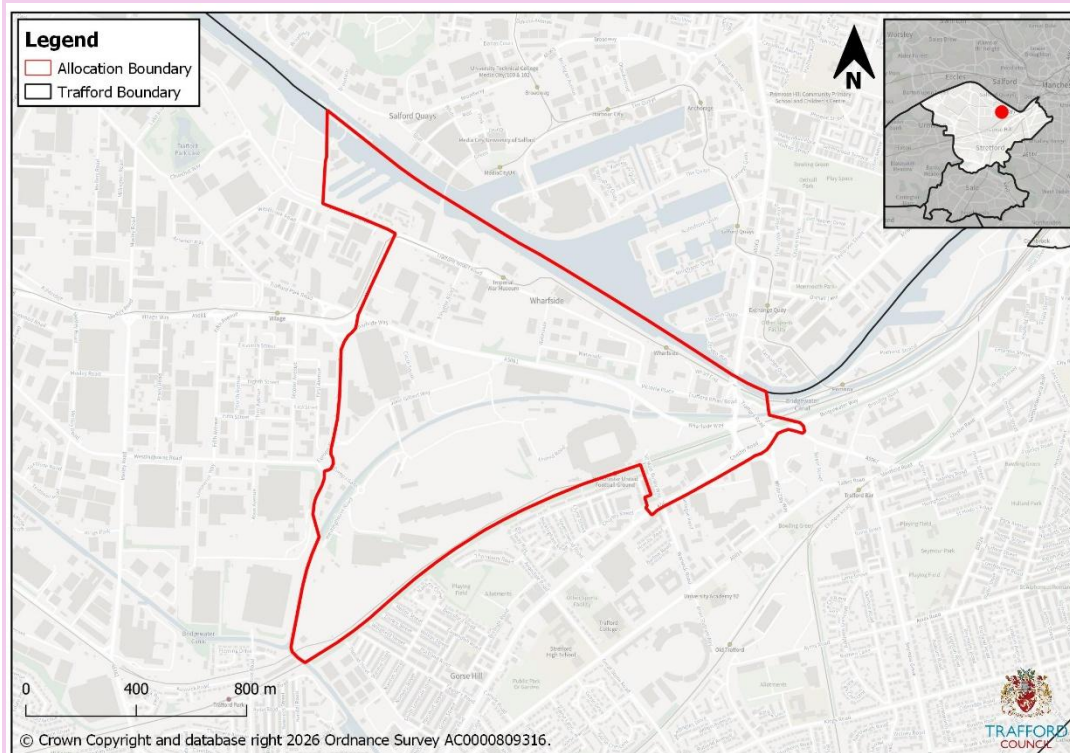
15.8. The following sites are allocated for the following uses.

Table 15-1: Trafford Local Plan Allocations

Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development gross (plan period)
AN1	Wharfside	Comprehensive mixed-use residential-led regeneration and redevelopment.	145	15,000 dwellings (8,400 dwellings)
AN2	Civic Quarter	Residential led large scale mixed-use regeneration area.	53	4,000 dwellings 50,000 sqm office floorspace
AN3	Trafford Waters	Residential led large scale mixed-use development.	29.80	3,000 dwellings 80,000 sqm office floorspace.
AN4	Pomona	Residential led large scale mixed-use development.	14.41	3,200 dwellings (1,950 dwellings) 70,000 sqm office floorspace
AN5	Stretford Mall, Chester Road,	Residential led redevelopment	3.73	750 dwellings 10,000 sqm office floorspace
AN6	Land west of Skerton Road, Old Trafford	Residential development	2.41	540 dwellings
AN7	499 Chester Road, Old Trafford	Residential development	0.57	285 dwellings
AN8	88-118 Chorlton Road, Old Trafford	Residential development	1.56	188 dwellings
AN9	Land on Brixham Road, Old Trafford	Residential development	1.12	145 dwellings
AN10	Land at Lacy Street, Stretford	Residential development	0.93	52 dwellings
AN11	Empress Mill, Former Trafford Press, Veno Building and Adjacent Land	Residential development	1.36	146 dwellings

Ref	Site Name/ Address	Purpose	Size (ha)	Amount of Development gross (plan period)
AN12	Land at Thomas Street, Stretford	Residential development	3.2	180 dwellings
AN13	Land to east and west of A5181 (Kellogg's Plant)	Employment development	11.90	45,000 sqm employment floorspace
AN14	Site of SCA Hygiene Products, Trafford Park	Employment development	2.94	10,800 sqm employment floorspace
AN15	2 Brindley Road, Old Trafford	Employment development	4.12	19,000 sqm employment floorspace
AS1	Land at Oakfield Road, Altrincham	Mixed use	2.24	Mixed use: 100 dwellings
AS2	Land at New Street, Altrincham	Residential	0.80	88 dwellings
AS3	Land at Moss Lane, Balmoral Road, Altrincham	Residential	0.89	60 dwellings
AS4	Land at Dairyhouse Lane, Broadheath	Industrial and Warehousing	3.46	12,040 sqm
AC1	Land at Stanley Square, Sale	Residential	0.63	75 dwellings
AC2	Land at Sale Lido / Oaklands Drive, Sale	Residential	0.93	50 dwellings

AN1: Wharfside



Address	Wharfside
Site Size (Ha)	145 ha
Existing use	A mixed use area at the eastern end of Trafford Park, containing Manchester United's Old Trafford stadium, several large scale freight operations, modern logistics, industrial, commercial and office space, cultural and heritage assets including the Imperial War Museum North and canal frontages to the Manchester Ship Canal and Bridgewater Canal, together with an emerging residential community. (Brownfield)
Allocated for	Comprehensive mixed-use residential-led regeneration and redevelopment anchored by a new 100,000-seater stadium for Manchester United Football Club. 15,000 dwellings (8,400 in plan period)

Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. A comprehensive walking, wheeling and cycling network (Policy TM1), including: • East–west and north–south routes; • A processional route connecting Sir Matt Busby Way with a new stadium; • A central north-south route through a new city-scale park connecting the Manchester Ship Canal with the Gorse Hill community via new railway and canal bridges; and • New or improved connections to surrounding communities; • Provision of new and improved bridges and crossings to overcome severance caused by canals, railway lines and major roads and to improve permeability and walkability; ii. Enhanced public transport provision, including: • Bus network improvements and prioritisation; • Improved Metrolink capacity to serve the area with seamless integration into a high-quality public realm; • Improved passenger rail capacity to serve the area embedded within a high-quality, well-integrated environment; and • A new or improved rail station to serve the area. <u>Travel Hubs</u> iii. New travel hubs with integrated vehicle and cycle parking together with cycle and car hire facilities; <u>Local and Strategic Road Network</u> iv. Transformation of major junctions and

	rationalisation, downgrading and / or rebalancing of highways including Wharfside Way, Europa Way, White City Circle and Village Circle to prioritise sustainable transport modes and active travel, improve permeability, reduce severance and improve the public realm; v. Junction, signage and traffic control measures to/ from and within Trafford Park and Wharfside from the local and strategic road networks; vi. Managing the movement of traffic through prioritisation of M60 J9 for traffic accessing Trafford Park; <u>Heat and Energy</u> vii. A district heat network; and <u>Utilities and Digital Infrastructure</u> viii. New and/or improved utilities and digital infrastructure.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32 - 2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	800 homes	3600 homes	4000 homes	6600 homes
Site Specific requirements	<u>Masterplan</u> B. Development proposals must: i. Be in accordance with a site-wide strategic masterplan that: - includes a phasing and delivery strategy, as required by policy JP D1 of PfE to ensure the whole allocation is planned and delivered in a coordinated and comprehensive manner; - has been prepared in partnership with key stakeholders and in consultation with the local community and businesses; and has been approved by the local planning authority.				

	• Demonstrate how they contribute to the creation of an integrated, mixed-use neighbourhood; and • Where appropriate, also be prepared in accordance with any site-specific development brief approved by the Council; ii. Enable and/or result in the significant reduction of existing surface parking areas, consolidating extensive surface parking areas wherever possible to make best use of available land; <u>Placemaking, Design and Character</u> C. Development proposals must: iii. Deliver a distinctive network of neighbourhoods reflecting the following identified character areas or as may be identified in an adopted masterplan: • Wharfside Waters; • Wharfside Central; • City Threshold • Stadium District; • Wharfside South; and • Waters Meeting. iv. Respond positively to: • The area's industrial heritage and cultural assets; • The setting of key landmarks including a new Manchester United stadium, Imperial War Museum North and Victoria Warehouse; and • Surrounding residential neighbourhoods and urban context. v. Provide: • A coherent skyline, including appropriate locations for tall buildings in accordance with the Building Heights Parameters Plan (Appendix 9) and Policy BE2;
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	• Variations in height across the whole area, particularly adjacent to the Imperial War Museum and new stadium where buildings should step down towards them, with reduced building height near existing residential communities at Gorse Hill, and adjacent to new areas of lower density housing; • High-quality building and public realm design, with a strong and distinctive identity, landscape led in accordance with Policy BE1 and with regard to the Trafford Design Code; • Active ground floor frontages along key routes, spaces and waterfronts; and • New high quality open space, public realm and waterfront integration. <u>Residential Development</u> D. New homes within the allocation should broadly be delivered at the following densities: i. Very High: Wharfside Waters, City Threshold and Wharfside South. ii. Medium to High: Wharfside Central and Stadium District. iii. Medium: Waters Meeting E. Proposals which seek to maximise the amount of residential development to the detriment of high-quality design, open space, public realm and/or the creation of mixed-use neighbourhoods will not be permitted; <u>Manchester United Football Club Stadium</u> F. Development of a new stadium for Manchester United F.C. will be supported where it delivers a world-class sporting destination of exceptional architectural quality that contributes positively to the
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	identity, character and regeneration of the area. G. The new stadium must: i. Be of outstanding and enduring design quality, demonstrating architectural excellence, innovation and high-quality materials and detailing appropriate to its landmark status and prominence within the city-region; ii. Create a distinctive civic landmark whilst remaining sensitive to its surrounding context, including nearby residential communities, townscape character, heritage assets and key views; iii. Positively connect with existing and future communities, streets, walking and cycling routes, public transport infrastructure, waterways and surrounding development sites; iv. Include active frontages and animate surrounding streets and spaces, including on non-matchdays; v. Satisfy the requirements of Policy CL4, ensuring that civic spaces, routes and public realm surrounding the stadium remains open and publicly accessible throughout the year except where temporary restrictions are necessary for public safety or major events; vi. Incorporate renewable and low-carbon energy technologies integrated into the design of the stadium, including solar generation, heat recovery, district energy opportunities and smart energy systems where feasible; and vii. Retain and appropriately relocate within the stadium complex the following onsite non designated heritage assets: Sir Matt Busby Statue, The Holy Trinity: Best, Law & Charlton Statue, Jimmy Murphy Statue, Sir Alex Ferguson Statue,
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	Munich Memorial and Munich Clock. <u>Retail and Other Complementary Uses</u> H. Small-scale convenience retail (Use Classes Ea and F2a) to meet local needs will be supported throughout the allocation, particularly at key nodes and along primary routes; I. Leisure uses and small-scale comparison retail will be supported where it meets local needs and / or is complementary to and associated with a new stadium offer; J. Where proposals would not prejudice the residential-led regeneration of Wharfside, a range of other complementary uses will be supported including: i. Office and other commercial floorspace (Use Classes E(c) and E(g)); ii. Cafés, bars and restaurants; iii. Hotels/aparthotel accommodation; iv. Community uses and local services, such as health provision, schools and higher/further education buildings, creches and children’s nurseries; and v. Uses that would enhance the tourism function of the area, such as museums, exhibition halls, event space, public parks and art galleries. K. Proposals for main town centre uses will need to demonstrate compliance with Policy TC4 in relation to out-of-centre development; <u>Movement, Accessibility and Connectivity</u> L. Development must prioritise sustainable transport and connectivity, minimising reliance on private vehicles and support a significant modal shift in accordance with Policies TM1 and TM2; <u>Parking Provision</u> M. Parking provision must either be provided on-site or
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	in travel hubs or shared designated parking barns/ multi-storey car parks, in accordance with the parking standards set out in Policy TM5 and the Wharfside Parking Parameter Plan. Parking provision above these standards will not be permitted; N. With the exceptions of appropriate disabled and car club spaces and deliveries/ servicing, surface and/or on-street parking will not normally be permitted; O. Parking should not dominate or intrude into the public realm or residential amenity areas. Parking areas should be integrated into the overall form of a development, making use of facilities such as podium parking to maximise active frontages; P. Stadium parking should, where possible, serve retail, and complementary uses including leisure, and other uses on non-match and event days; <u>Public Realm and Green Infrastructure</u> Q. Development proposals must contribute to, enable and/or deliver a comprehensive network of high-quality, multifunctional public spaces in accordance with the Public Realm and Green Infrastructure Parameter Plan, including: i. A new city-scale park of approximately 3 hectares; ii. Enhanced Manchester Ship Canal and Bridgewater Canal corridors, including continuous walking and cycling routes and waterfront integration; iii. A network of neighbourhood parks, pocket parks and civic spaces; iv. High quality, well designed and integrated landscaping and public realm; and v. Integrated blue-green infrastructure to support biodiversity, climate resilience, drainage and wellbeing.
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	R. Development proposals must be landscape led and maximise opportunities to enhance waterfront access and ecological networks. <u>Heritage</u> S. Identify and positively respond to the areas heritage and cultural assets (Policy BE3); T. Enhance the setting of the Entrance Portal and Lodges to Former White City Greyhound Track (Grade II Listed); U. Protect key views of the clocktower of Trafford Town Hall (Grade II Listed) and Weaste Cemetery (Park and Garden Grade II Listed); V. Maximise opportunities for integrating heritage assets (including archaeology) within the development; W. Be accompanied by a detailed views analysis when they have the potential to affect key views of heritage assets, including all remaining sporting, cultural and institutional heritage; and X. Ensure that identified non-designated heritage assets are retained and incorporated into any redevelopment in accordance with their significance; <u>Existing Uses</u> Y. Development proposals must consider the ‘agent of change’ principle and: i. Avoid unacceptable impacts on existing businesses, infrastructure and cultural venues; and ii. Where sites are currently in employment use, development proposals for alternative uses must satisfy the requirements of Policy EJ1 or be required for strategic regeneration purposes;
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	<u>Meanwhile Uses</u> Z. Proposals for meanwhile uses will generally be supported provided: i. they do not undermine or prejudice the comprehensive delivery of the allocation; ii. justification is provided for why a site is unable to be delivered for comprehensive redevelopment at the time of the application; and iii. they can be controlled appropriately using temporary planning permissions. <u>Planning Obligations</u> AA. Obligations securing financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5, FCN1 and other relevant planning obligation and condition policies in this plan will be required from all development.
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- 15.9. Wharfside is a predominantly brownfield site extending to approximately 145 hectares on the edge of Manchester City Centre. Despite its scale and highly sustainable location, much of the land is currently underutilised. The area benefits from excellent public transport accessibility, located between the Trafford Park and Altrincham Metrolink lines, and is served by high-frequency bus services along the A56 corridor, and the Manchester–Liverpool railway line, resulting in a high Greater Manchester Accessibility Level (GMAL) of between 6 and 8.

- 15.10. Given its proximity to Manchester City Centre and Salford Quays, and the availability of existing infrastructure, services and amenities, Wharfside is well placed to accommodate substantial growth, including high-density residential development. It represents one of the most significant regeneration opportunities in the UK, capable of delivering new homes, employment and economic growth at scale. The allocation will support the transformation of a largely industrial area into a sustainable, mixed-use city district anchored by a major stadium; with development guided by a clear policy framework and the Trafford Wharfside Strategic Masterplan to ensure coordinated delivery, high-quality design and integration with surrounding communities.

Necessary on / off site infrastructure

- 15.11. The scale and comprehensive nature of the Wharfside allocation requires the timely provision of significant infrastructure to ensure that development is sustainable, well-connected and capable of delivering a high-quality place. Infrastructure has been identified through engagement with stakeholders and providers during the masterplaning process and as part of the Infrastructure Delivery Plan (IDP) accompanying this Local Plan.
- 15.12. The Trafford Wharfside Strategic Masterplan demonstrates the critical role of a coordinated movement network, including high-quality walking, wheeling and cycling routes, new bridges and enhanced public transport, in overcoming existing barriers and improving connectivity to surrounding communities and key destinations. Investment in travel hubs, junction improvements and the rebalancing of key routes will be essential to prioritising sustainable transport and facilitating modal shift, while maintaining appropriate access to the strategic road network and Trafford Park.
- 15.13. In addition, the provision of low-carbon energy infrastructure, including a district heat network, will support the transition to a more sustainable and climate-resilient development.

Masterplan

- 15.14. A site-wide strategic masterplan is necessary for Wharfside. The allocation is of exceptional scale and complexity, spanning multiple landholdings and combining new homes, employment, visitor uses, major infrastructure and a

new stadium within a highly accessible but fragmented urban area. A coordinated masterplanned approach is therefore necessary to align land use, infrastructure, design, delivery and phasing across the whole site, and secure the creation of an integrated, high-density mixed-use district rather than piecemeal development that could undermine connectivity, place quality and comprehensive regeneration.

- 15.15. A site-wide masterplan will ensure that infrastructure is planned and delivered in a coordinated manner alongside development, supporting the creation of a connected, low-carbon and high-quality urban district.

Placemaking, Design and Character

- 15.16. The policy establishes a clear set of placemaking, design and character principles to ensure that development at Wharfside is delivered in a coordinated and locally distinctive manner, with a comprehensive spatial articulation provided in the Trafford Wharfside Strategic Masterplan. By requiring a network of complementary character areas, the policy ensures that the scale of growth is structured into legible neighbourhoods with a strong sense of identity, consistent with national policy objectives to create well-designed, sustainable places.
- 15.17. The emphasis on responding to industrial heritage, cultural assets and key landmarks reflects the need to embed new development within its context, recognising the importance of townscape, heritage significance and the setting of strategic assets such as the new stadium and Imperial War Museum North. Criteria relating to skyline composition, building heights and design quality establish a robust framework for managing density and tall buildings, ensuring a coherent urban form and high standards of architecture. The requirement for active frontages and high-quality public realm supports vitality, safety and inclusive place-making, particularly along key routes and waterfronts.
- 15.18. The building height parameters reflect the need to accommodate significant growth at Wharfside while ensuring a coherent and contextually appropriate townscape. A maximum building height, alongside the Building Height Parameter Plan, provides a clear framework to manage the location and scale of tall buildings, ensuring that higher density development is delivered in the

most suitable locations without compromising design quality or amenity. This approach aligns with national policy which supports the efficient use of land, including through increased densities, where it is well designed and responds positively to its context.

- 15.19. Requiring development to step down in height towards the Imperial War Museum North and new stadium, is necessary to preserve their visual prominence, setting and legibility within the wider skyline. This ensures that important cultural assets and landmarks remain defining features of the area, whilst allowing surrounding development to contribute positively to a balanced and distinctive urban form.

Residential

- 15.20. The distribution of residential development across the character areas manages growth in a way that reflects accessibility, context and place function, directing higher densities to the most suitable locations. This approach supports the efficient use of land in accordance with national policy while allowing flexibility where site-specific design considerations justify variation.
- 15.21. Densities have been set to guide the quantum of development that is capable of coming forward, however it is possible that in some locations within the allocation a higher or lower density of development may be more appropriate when considering site specific and/or design matters etc. The Trafford Wharfside Strategic Masterplan demonstrates how these densities can be delivered in practice.
- 15.22. While the allocation optimises land to help meet Trafford's identified housing requirements, it is not intended to promote overdevelopment. A balanced approach to density, design quality, public realm and land use mix is essential to creating a cohesive and sustainable neighbourhood. Hence, proposals that prioritise development quantum at the expense of design quality, functional public space or mixed-use integration will not be permitted.

Manchester United Football Club Stadium

- 15.23. Manchester United Football Club (MUFC) officially unveiled initial design concepts for a new 100,000-seat stadium in March 2025.

- 15.24. As a globally recognised institution, a world-class stadium of exceptional design quality is essential, not only to reinforce the international profile of the club and the city-region but also by reason of the scale, visibility and long-term presence of a new national landmark. The new stadium will be transformational for the regeneration and placemaking of Wharfside, and ensuring that it contributes positively to the skyline, townscape and identity of the area is key.
- 15.25. Whilst the principal catalyst for regeneration, the new stadium will sit within and alongside a series of existing and new communities and must function as part of the wider area. As such it is critical that it is integrated with surrounding communities, heritage assets and key views, enabling an iconic development that is both locally responsive and widely valued to be secured.
- 15.26. In this regard, the requirements for connectivity, active frontages and year-round public access reflect the need for the stadium to function as more than a single-use venue. Embedding strong links to public transport, walking and cycling networks, and surrounding neighbourhoods will support sustainable travel patterns and maximise accessibility. While active edges and publicly accessible civic spaces will help ensure the stadium contributes to vibrancy, safety and economic activity beyond matchdays, supporting wider regeneration objectives and economic growth.
- 15.27. The incorporation of renewable and low-carbon technologies into and as part of the stadium development is imperative to achieving climate objectives and reducing carbon emissions. A development of global interest, it must demonstrate leadership in sustainable and climate resilient design.

Retail Development and Other Complementary Uses

- 15.28. The scale and mixed-use nature of the Wharfside allocation requires a range of supporting uses to create a vibrant, inclusive and sustainable urban district. Supporting small-scale convenience retail throughout the area, particularly at key nodes and along primary routes, will ensure that day-to-day needs are met locally, reducing the need to travel. The provision of small-scale comparison retail in and around the new stadium reflects its role as a major visitor destination, helping to support the wider leisure and tourism economy while maintaining an appropriate scale that complements, rather than competes

with, established centres. In addition, a broad range of complementary uses, including offices and commercial floorspace, food and drink, hotel accommodation, community facilities and cultural destinations, will support economic growth, enhance vitality and viability, and contribute to a strong sense of place.

- 15.29. This mix of uses is essential to delivering a balanced, mixed-use environment that supports employment, services, tourism and social infrastructure, in line with national policy objectives to promote sustainable patterns of development and create thriving communities.
- 15.30. It is not proposed to designate a new centre within the allocation, instead the provision of non-residential uses is focused along key routes and at key nodes within the Wharfside allocation. This approach allows for a clustering of local convenience retail and food and drink provision together with employment and commercial floorspace as well as other non-residential uses.
- 15.31. Wharfside already contains major visitor attractions and event venues, including Victoria Warehouse, Imperial War Museum North and Manchester United Football Club stadium, and is close to Lancashire County Cricket Club stadium. The new stadium and its surrounding uses are expected to strengthen this visitor economy and increase demand for supporting facilities, including visitor accommodation. Limited new accommodation can support the local economy and sustainable travel, but Wharfside is not expected to meet all its visitor demand given the existing provision in Manchester City Centre and Salford Quays. The scale and type of any accommodation should therefore be considered through the strategic masterplan and planning applications, supported by an assessment of need. As a residential-led mixed-use allocation, residential use must remain the dominant use and proposals that would undermine this will not be supported.

Movement, Accessibility and Connectivity

- 15.32. The scale and intensity of development proposed at Wharfside requires and provides a clear opportunity to support significant modal shift away from the private car, with priority given to walking, wheeling, cycling and public transport. This is reinforced by the allocation's highly sustainable and

accessible location, with a high Greater Manchester Accessibility Level (GMAL) and direct access to the Metrolink network, high-frequency bus services and nearby rail infrastructure.

- 15.33. This approach reflects national policy and Local Transport Plan objectives to promote sustainable transport and reduce congestion, while ensuring that major developments are designed to prioritise movement by active and low-carbon modes – helping to meet the GM 2038 carbon neutral target.

Parking Provision

- 15.34. The coordinated approach to parking provision, including the use of shared parking structures such as managed multi-storey facilities and travel hubs along with strict adherence to the standards set out in Policy TM5, will support efficient land use and enable higher density development without compromising design quality or public realm. Separating residential parking from stadium-related parking ensures that the needs of permanent residents are safeguarded, whilst allowing parking associated with major events to be managed flexibly and utilised effectively throughout the year.
- 15.35. Shared parking is expected to be managed through a coordinated and centralised approach, incorporating time-based allocation, user-specific access controls and demand-responsive management to ensure efficient utilisation of spaces across different uses and times of day. This is anticipated to enable parking associated with residential, commercial and stadium uses to be shared without conflict, whilst safeguarding dedicated provision for residents through controlled access arrangements. The use of booking systems, permits and pricing mechanisms is expected to regulate demand, discourage unnecessary car use and support a shift towards sustainable transport.
- 15.36. Restricting surface and on-street parking is necessary to avoid car-dominated environments, ensuring that streets and spaces are designed primarily for people, supporting high-quality placemaking, safety and accessibility.
- 15.37. Collectively, these measures will help to deliver a well-connected, accessible and sustainable urban district, consistent with national policy requirements to

promote sustainable transport, optimise land use and create healthy, liveable communities.

Public Realm and Green Infrastructure

- 15.38. The Wharfside allocation presents a significant opportunity to deliver a high-quality, landscape-led urban environment, with public realm and green infrastructure forming a fundamental component of its placemaking framework. Requiring a comprehensive network of multifunctional public spaces, including a new city-scale park, enhanced canal corridors and a hierarchy of neighbourhood and civic spaces, ensures that development supports healthy, inclusive and accessible communities in accordance with national policy. The integration of blue-green infrastructure across the site will play a critical role in supporting biodiversity net gain, improving climate resilience and contributing to overall environmental quality.
- 15.39. Maximising opportunities to enhance waterfront access and ecological networks will reinforce the area's unique assets, support active travel and create a distinctive sense of place, ensuring that growth is underpinned by a coherent and sustainable green infrastructure strategy.
- 15.40. The Trafford Wharfside Strategic Masterplan demonstrates how this network can be spatially realised, connecting key destinations and structuring development around high-quality public realm.

Heritage

- 15.41. The Wharfside area contains several locally distinctive heritage assets and historic structures which contribute to its character and sense of place. Requiring development to have regard to these assets, including Throstles Nest Bridge, Trafford Road Bridge, and historic elements of the Telephone Exchange and former Electric Cable Factory, ensures that their significance and settings are appropriately considered as part of the regeneration process. This approach is consistent with national policy, which requires heritage assets to be conserved in a manner appropriate to their significance, including consideration of both direct and indirect impacts on their setting.
- 15.42. The preparation of proportionate heritage impact assessments for proposals affecting these assets will ensure that potential harm is robustly identified,

assessed and, where necessary, avoided, minimised or mitigated. This will help to secure a positive strategy for the conservation and enjoyment of the historic environment, whilst enabling the sustainable redevelopment of the Wharfside allocation.

Existing Uses

- 15.43. The comprehensive regeneration of Wharfside will require the careful management of existing industrial, logistics and cultural uses as the area transitions to a high-density mixed-use environment. Requiring development to support the managed transition of these uses ensures that displacement is minimised, opportunities for integration are considered where appropriate, and the economic function of the area is maintained during the regeneration process. This approach is consistent with national policy which seeks to support sustainable economic growth while avoiding undue harm to existing businesses and ensuring that development is coordinated and deliverable. Safeguarding remaining operational uses, infrastructure and venues from unacceptable impacts is essential to maintaining continuity, supporting local employment and avoiding conflict between new and existing activities.

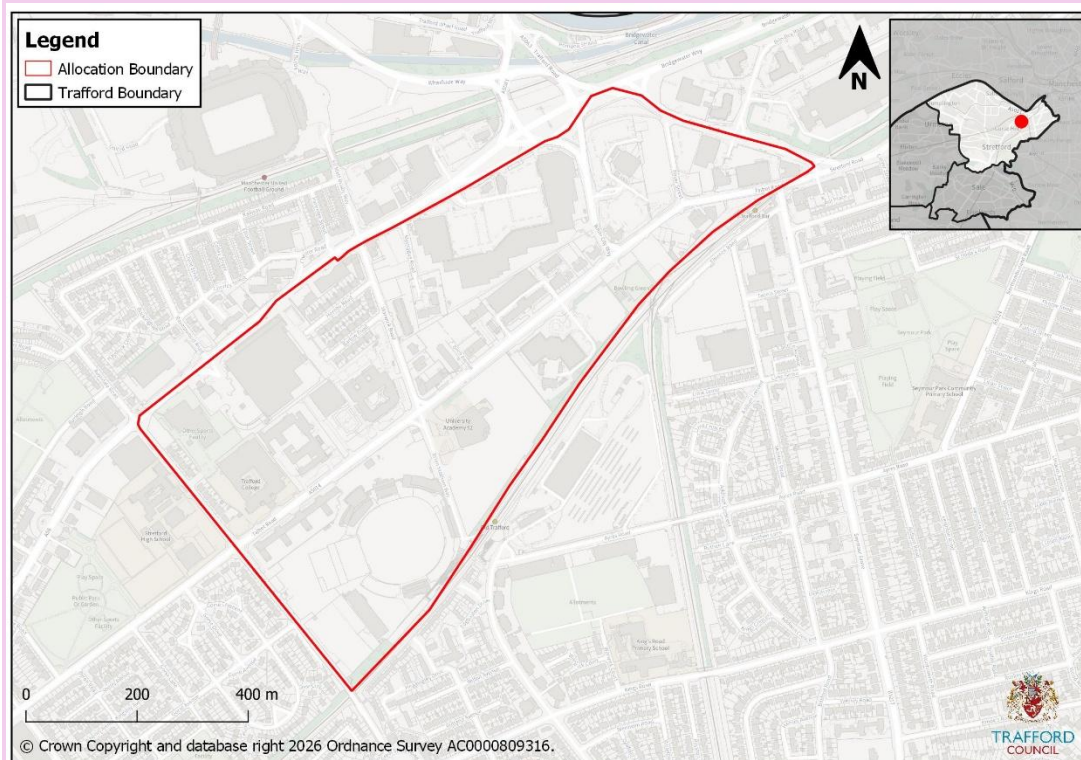
Meanwhile Uses

- 15.44. The support for meanwhile uses reflects the need to ensure that land is used productively during the transition period, contributing to vitality, animation and community benefit without prejudicing long-term redevelopment. Requiring clear justification, safeguards against sterilisation, and the use of time-limited permissions ensures that such uses remain genuinely temporary and compatible with the comprehensive delivery of the allocation.
- 15.45. This balanced approach enables flexibility and early activation of sites, while maintaining a clear focus on the long-term regeneration objectives, in accordance with national policy principles of effective land use and sustainable mixed communities.

Planning Obligations

- 15.46. Requiring financial contributions in accordance with Policy FCN1 ensures that development mitigates its impacts and supports the delivery of both on-site and off-site infrastructure, consistent with national policy.

AN2: Civic Quarter



Address	The Civic Quarter
Site Size (Ha)	53 ha
Existing use	Mixed use area made up of offices, apartments, low rise housing, Old Trafford Cricket Ground and Trafford Town Hall
Allocated for	Comprehensive mixed-use residential-led redevelopment. Around 4,000 dwellings in plan period Up to 50,000 sqm new offices and other commercial floorspace (Use Class Eg(i)).
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. A 'Wellbeing Route' along Talbot Road which will enhance cycle and pedestrian permeability. This should be in accordance with Policy TM1 and

	include: • the provision of multiple road crossings to aid permeability and to facilitate pedestrian movement; • the creation of an 'active ribbon' along one side of the street to accommodate street furniture and local information boards/signage to promote activities and recreation; • Opportunities for spill-out space • New supercrossings at the junctions with Great Stone Road and White City Way ii. A Processional Route between Old Trafford Metrolink stop and Sir Matt Busby Way. This should be in accordance with Policy TM1 and include: • The pedestrianisation of Brian Statham Way • A consolidated arrival square at Old Trafford Metrolink stop • Secure space for independent food and beverage vendors • Opportunities for active street frontages and spill-out from existing and new developments • Opportunities for public art and local information boards to celebrate the area's rich history iii. Exhibition Walk which will be a major green link running along the line of the historic boundary of the former botanical gardens. This should be in accordance with Policy TM1 and include: • Walking and cycling infrastructure connecting neighbourhoods and development sites; • Gateway spaces at key entrance points to the route; • Opportunities for seating and dwell time
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	iv. The refurbishment of Stretford Leisure Centre v. Heat and Energy Networks, in accordance with Policy CR3				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	1,957 homes	1,762 homes	207 homes	0 homes
Site Specific requirements	B. Development proposals will be supported in this location where they: i. Contribute to the area becoming one of Trafford's most sustainable and accessible locations; ii. Enhance the area as a visitor destination; iii. Reinforce the area's sporting, cultural and institutional heritage, by its proposed use and design; iv. Are designed such that they would not prejudice the comprehensive development of the Civic Quarter, including the ability of neighbouring development sites to come forward; v. Are in accordance with the Land Use Parameter Plan; <u>Residential development</u> C. Development proposals must broadly deliver new homes at a very high density in accordance with the Building Heights Parameters Plan (Appendix 10); D. The following sites are identified for residential development i. Former B&Q site, Great Stone Road for around 230 dwellings ii. Chester House, 1 Boyer Street for around 1,200 dwellings iii. Centrica, 97 Talbot Road (former British Gas site) for around 730 dwellings				

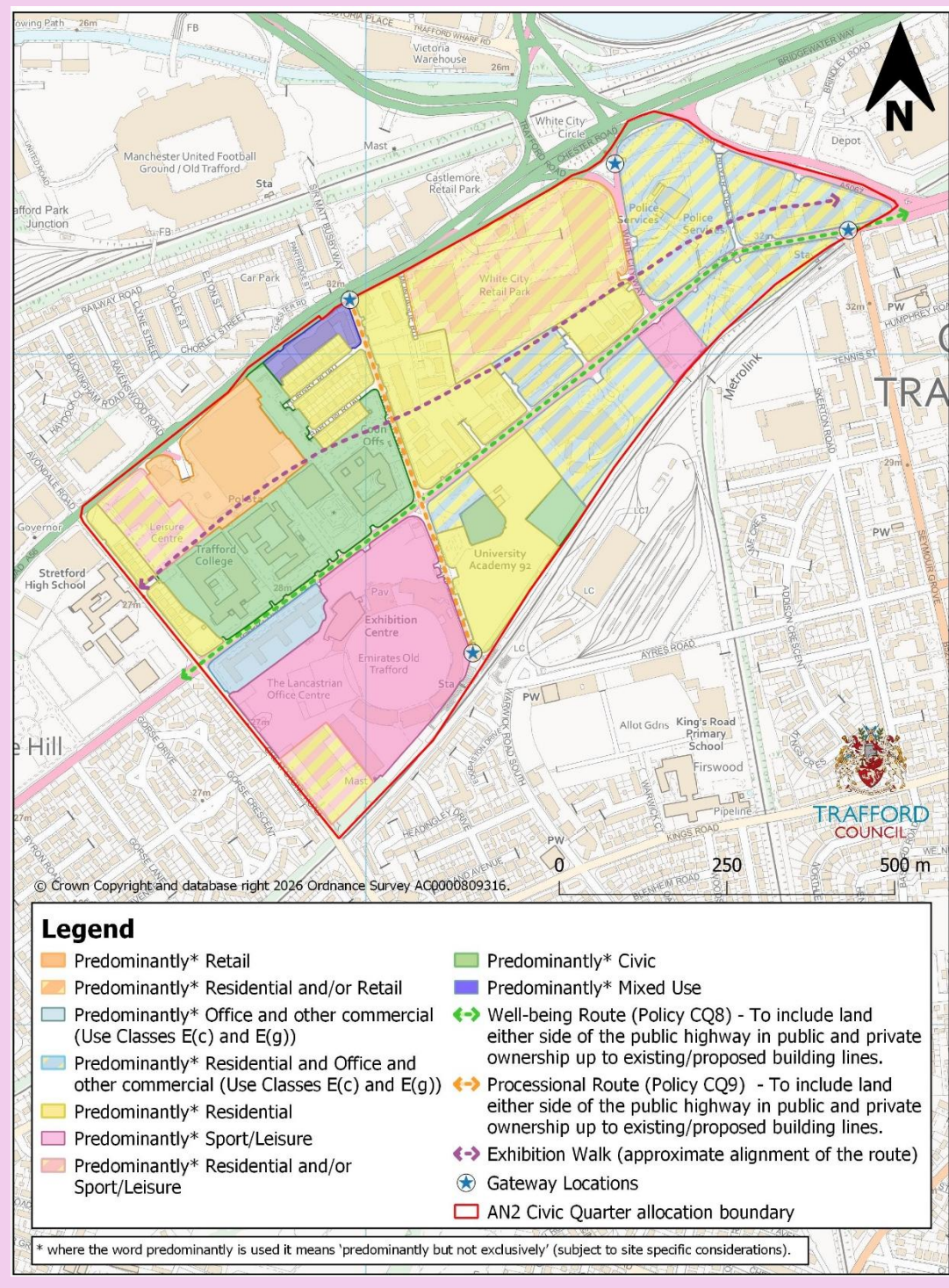
	iv. 39 Talbot Road for around 70 dwellings v. 94a and 94b Talbot Road for around 125 dwellings vi. Charlton House, 687 Chester Road and former Car Depot, 3 Warwick Road for around 200 dwellings vii. Bingo 3000, Talbot Road for around 195 dwellings viii. Halfords, 709-713 Chester Road for around 70 dwellings ix. 17-19 Talbot Road for around 55 dwellings E. A phased approach to the development and redevelopment of major sites within the Civic Quarter may be acceptable (subject to a justified and appropriate phasing strategy); F. Proposals for major development on sites identified on the Land Use Parameter Plan for Predominantly Residential and/or Office/Commercial use should ensure that a proportion of any floorspace proposed includes an office/commercial element (Use Classes E(c) and E(g)). This must be proportional to the scale of the development proposed and reflects the necessity to deliver a mixed use community; <u>Other complementary uses</u> G. A range of complementary uses will be supported, in accordance with the Land Use Parameter Plan, including: i. Up to 50,000sqm of new offices and other commercial floorspace (Use Classes E(c) and E(g)); ii. A refurbished Stretford Leisure Centre; iii. Cafés, bars and restaurants; iv. Hotels/aparthotel accommodation to meet market demand; v. Community uses and local services, such as small-
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	scale health provision, schools and higher/further education buildings, creches and children's nurseries; vi. Uses that would enhance the civic and tourism function of the area, such as museums, exhibition halls, event space, public parks and art galleries; and vii. Development to support the growth of LCC as an international sporting venue and tourist attraction H. Conditions removing permitted development rights will be used to prevent the loss of new office floorspace; I. Proposals for main town centre uses will need to demonstrate compliance with Policy TC4 in relation to out-of-centre development; <u>Meanwhile uses</u> J. Meanwhile uses will generally be supported, where: i. they do not undermine the overall aspirations for the Civic Quarter ii. they are controlled appropriately by the use of temporary planning permissions iii. justification is provided for why a site is unable to be delivered for comprehensive redevelopment <u>Lancashire Cricket Club</u> K. The continued use and enhancement of Lancashire Cricket Club (LCC) as an international sports venue will be supported (Policy OS4); L. Development must not undermine LCC's role as a major sport and leisure attraction and must consider the overall impact of major events, noise and access at LCC;
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	<u>Design and Tall Buildings</u> M. Development proposals must: i. Have regard to the Trafford Design Code, the Civic Quarter Design Code and Public Realm Code; ii. Demonstrate how proposals contribute to the creation of an integrated, high-density, mixed-use district; iii. Create active ground floor street frontages, particularly for uses that front on to Brian Statham Way and Warwick Road; N. Tall buildings in appropriate locations in accordance with the Building Heights Parameters Plan (Appendix 10) and Policy BE2 will be supported; <u>Heritage</u> O. Development proposals must: i. Identify and positively respond to the areas heritage and cultural assets (Policy BE3); ii. Protect the Entrance Portal and Lodges to the Former White City Greyhound Track and their setting; iii. Protect key views of the clock tower of Trafford Town Hall (Grade II listed); iv. Maximise opportunities for integrating heritage assets (including archaeology) within new development; v. Be accompanied by a detailed views analysis when they have the potential to affect key views of heritage assets, including all remaining sporting, cultural and institutional heritage;
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	<u>Green Infrastructure and Open Space</u> P. Open space must be provided in accordance with Policies OS1 and OS2; Q. The following sites must provide open space on site as part of the development: i. Chester House, 1 Boyer Street ii. Centrica, 97 Talbot Road (former British Gas site) iii. White City Retail Park <u>Planning Obligations</u> R. Obligations securing financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5, FCN1 and other relevant planning obligation and condition policies in this plan will be required from all development.
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AN2: Policy Plan



15.47. The Civic Quarter is a sustainable and accessible location and is one of the most visited places in the borough. The area is home to Lancashire Cricket Club (circa 500,000 visitors per year) and is adjacent to the strategic Wharfside allocation (Policy AN1).

- 15.48. The Council is supportive of a mix of uses within the Civic Quarter area as this will help to enhance sustainability and deliver objectives for a new vibrant destination, creating both active day time and night time economies and a real sense of place.
- 15.49. The area can achieve large scale residential-led redevelopment, with complementary commercial uses to support sustainable growth, interspersed with existing sporting, civic and historic assets to deliver a rejuvenated, high quality, attractive, green and well-connected neighbourhood. A significant opportunity exists to create a vibrant neighbourhood for local residents, businesses and visitors, addressing the existing fragmented nature of much of the area.
- 15.50. The Civic Quarter was previously covered by the Civic Quarter Area Action Plan (adopted in 2023). The CQAAP has been incorporated / replaced by the Trafford Local Plan, with policies replaced by both thematic policies and the area specific requirements set out in Policy AN2 (see the Replaced Policies Schedule, Appendix 2).
- 15.51. The detailed neighbourhood area analysis and design requirements set out in the CQAAP continue to provide relevant guidance for developments within the Civic Quarter and development proposals should have regard to this guidance.

Residential development

- 15.52. The Civic Quarter area is allocated for residential-led redevelopment, making the best use of the highly accessible location within the existing built-up area of Old Trafford and close to a range of local services and facilities.
- 15.53. The area provides an opportunity for higher density housing (in appropriate locations) and an average of 170 dph will be expected across the Civic Quarter. Apartments must include / be delivered alongside family housing, in accordance with Policy R3.
- 15.54. Developments in the Civic Quarter must deliver affordable housing in accordance with Policy R2, making an important contribution to the acute affordable housing need in the borough.

- 15.55. Many of the residential redevelopment opportunities relate to large footprint single uses, which incorporate significant areas of surface car parking, for example the vacant Chester House site and the vacant Centrica site. The redevelopment of these and other similar sites will make more efficient use of land and increase the resident population
- 15.56. Nine specific allocations have been identified within the Civic Quarter which will need to be delivered in accordance with Policy AN2 and the wider Development Plan. Other sites may also come forward in the plan period for development.
- 15.57. A phased approach to the development of major sites may be acceptable in some situations, recognising the significant level of change which will be required to deliver the redevelopment opportunities. Unlocking these opportunities could be complex, particularly where there are existing uses, and a phased approach may be necessary in order to aid delivery.

Other complementary uses

- 15.58. A broad range of uses, alongside residential development, will be encouraged to provide a sustainable and balanced community. Such uses will help to enhance sustainability and deliver objectives for a new vibrant destination, creating both active day time and night-time economies and a real sense of place.
- 15.59. Complementary uses will be supported where they accord with the Land Use Parameter Plan and where they would enhance the area as a visitor destination, building on the role and opportunity of LCC as an international sporting venue and tourist attraction.
- 15.60. Where both practicable and feasible, such uses will be encouraged to form part of the ground and lower floors of higher density residential development to generate active frontages and in turn help create more vibrant streets and spaces.
- 15.61. In the interests of supporting the economic growth of the Civic Quarter, the Council will use conditions to remove permitted development rights to prevent the loss of new office floorspace

Design and Tall Buildings

- 15.62. The redevelopment of the Civic Quarter provides an opportunity to drive a step change in the built environment by delivering high quality design both within the architecture of new buildings and in the approach to landscaping and public realm.
- 15.63. Areas of the Civic Quarter are suitable for tall buildings and the Building Height Parameter Plan (Appendix 10) sets out the expected normal maximum height across the area, noting that the maximum height may not always be achievable. Particular opportunities for tall buildings exist at Oakland House (Talbot Road) and at the northern gateway facing Chester Road/Bridgewater Way.
- 15.64. Buildings of a lower height are required around historic assets and around the residential communities on Hornby Road and Barlow Road. It is also not envisaged that the maximum height parameters will be achieved within the immediate setting of heritage assets or adjacent to existing residential communities.

Movement, Accessibility and Public Realm

- 15.65. Development must achieve high quality public realm; linking development sites and creating a more coherent and robust sense of place within a diverse framework of streets and spaces (Policy BE1). This will be achieved through the provision of high-quality routes and civic spaces. Other measures will include the improvement of permeability for walking, wheeling and cycling (in accordance with Policy TM1), enhancing public transport (Policy TM2) and ensuring that all new and upgraded parts of the public realm achieve the highest quality design.
- 15.66. The 'Wellbeing Route' (see the Indicative Land Use Parameter Plan) on Talbot Road will form part of a wider link between Stretford town centre and Manchester city centre. Mature trees that line the road already give it a green character and this should be further enhanced.
- 15.67. The 'Processional Route' (see the Indicative Land Use Parameter Plan) along Brian Statham Way and Warwick Road will link the Civic Quarter to MediaCityUK. There is an opportunity to pedestrianise much of the route;

creating a space to accommodate fans on match days and welcome other visitors. Full vehicle access to existing properties along Warwick Road, Hornby Road and Barlow Road will be maintained.

- 15.68. Exhibition Walk (see the Indicative Land Use Parameter Plan) will form a new route through the Civic Quarter, linking different neighbourhoods and providing a new walking, wheeling and cycling route.

Heritage

- 15.69. The Civic Quarter includes a number of designated and non-designated heritage assets, which have historic, architectural, communal and evidential significance.
- 15.70. Designated heritage assets include the Grade II listed Trafford Town Hall, Old Trafford Bowling Club and the entrance / gates to White City. Development will therefore need to respond sympathetically to heritage assets and also sporting and cultural assets (such as Old Trafford Cricket Ground).
- 15.71. The redevelopment of the area seeks to not only ensure that the remaining heritage assets are retained and enhanced but also to ensure that the historic urban grain is strengthened and that the untold history of the area is celebrated

Green Infrastructure and Open Space

- 15.72. There are currently limited parks and open spaces within the Civic Quarter and therefore a key objective of development will be the provision of new open spaces (Policies OS1 and OS2), as well as green infrastructure and the greening of the environment.
- 15.73. Strategic green spaces should be provided as part of the redevelopment of the sites identified in AN2, these are significant developments that provide an opportunity for onsite provision helping to improve the overall quantum of parks and open space in the area.

AN3: Trafford Waters



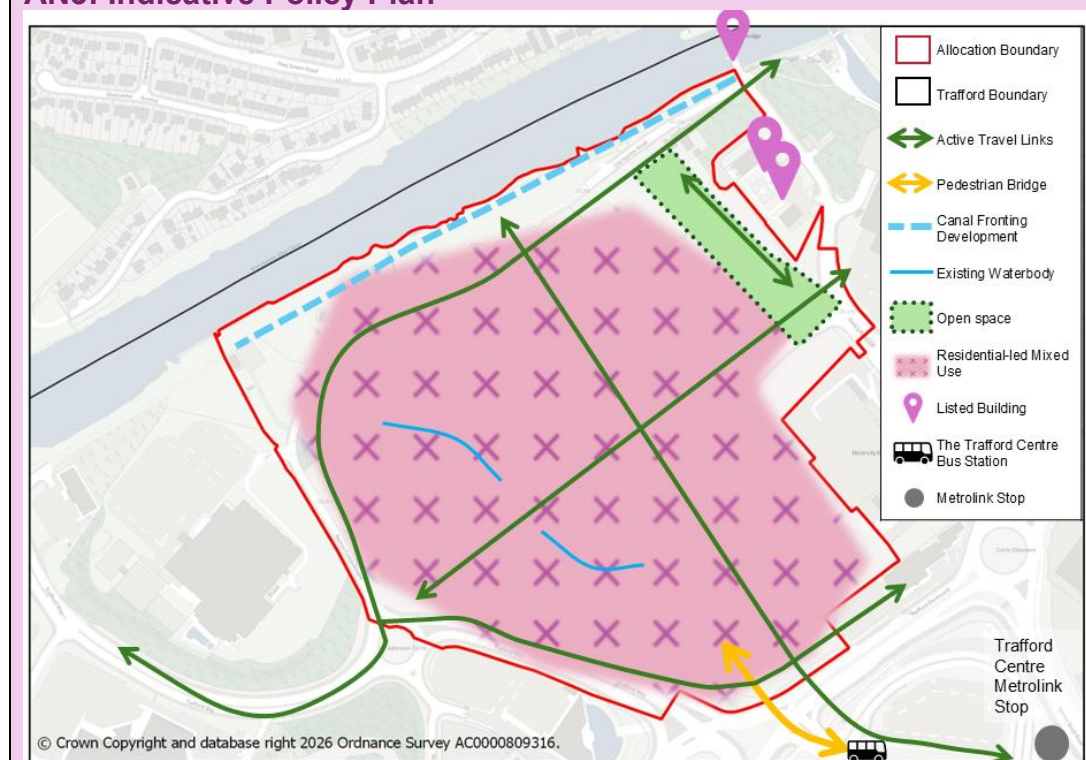
Address	Land Between Ship Canal and Trafford Boulevard/Old Barton Road, Urmston
Site Size (Ha)	29.80
Existing use	Mixed – partly vacant, partly redeveloped.
Allocated for	Residential development for around 3,000 dwellings 80,000 sqm of office floorspace (gross) (Use Class E(g)), commercial, leisure and community facilities in plan period.
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. A “green” bridge that can be used by those wheeling, walking or cycling over Trafford Boulevard between the site and The Trafford Centre Bus Station; ii. Walking, wheeling and cycling access to/from Old

	Barton Road, the B5211 Redclyffe Road, the B5214, and Trafford Way; iii. New and improved pedestrian and cycle crossings, including at Redclyffe Road; iv. Improved canal access; v. Accommodate, and contribute to the delivery of, the Trafford Park Metrolink line extension and Trafford Waters Metrolink stop (Policy TM7); vi. Deliver bus service improvements throughout the build out of the allocation to achieve at least GMAL 6 across the allocation by completion of the scheme; vii. Deliver the Redclyffe Road bus diversion; viii. Provide a bus gate on Redclyffe Road and Trafford Way; ix. Deliver the Ellesmere Circle improvement; x. Deliver an advanced traffic signal control junction improvements (MOVA) at Redclyffe Road and Peel Green; xi. Provide the necessary improvements to M60 Junction 10; xii. An appropriate level and range of on-site mitigation for areas at risk of flooding, in accordance with Policy WA1.				
Anticipated delivery time scale	2022/23 - 2025/26	2026/27- 2030/31	2031/32- 2035/36	2036/37- 2038/39	2039+
		0-5	6-10	11-13	14+
	47 homes	1,155 homes	1,020 homes 31,000 sqm	825 homes 49,000 sqm	0 homes / sqm

Site Specific requirements	Development proposals must: B. Provide a phasing and delivery strategy, as required by PfE Policy JP-D1 to ensure the allocation is planned and delivered in a coordinated and comprehensive manner; C. Deliver broadly high density development across the site; D. Deliver 20-25% of new homes which must be suitable for families, with at least half being a minimum of 3 bedrooms (Policy R3); E. Create a network of permeable streets and connections prioritising walking, wheeling and cycling; F. Ensure that an extended Metrolink Trafford Park Line can be realised through the allocation (connecting the Trafford Centre to Port Salford); G. Identify and positively respond to the areas heritage and cultural assets (Policy BE3), including: i. Church of All Saints (Grade I Listed); ii. All Saints' Presbytery (Grade II* Listed); iii. Barton Bridge, Barton Aqueduct and Control Tower (Grade II* Listed); iv. Barton Lane Aqueduct Portal (Grade II Listed); v. Bridgewater Canal's Barton Aqueduct and embankment and retaining walls (Scheduled Monument); and vi. Barton upon Irwell Conservation Area; H. Retain mature tree planting to All Saints Church and St. Catherine's Graveyard; I. Maximise opportunities for integrating heritage assets (including archaeology) within the development; J. Make financial contributions towards necessary
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	transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan. K. Provide appropriate contributions towards delivery of the full Western Gateway Infrastructure Scheme (WGIS) or equivalent alternative, to be determined through engagement and collaboration between Trafford Council, Salford Council, GMCA / TfGM and National Highways. WGIS is required to support the development. No more than 1,050 dwellings shall be occupied before the scheme has been completed.
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AN3: Indicative Policy Plan



- 15.74. Located within the Core Growth Area as defined by Policy ST1, and to the north-west of The Trafford Centre, Trafford Waters offers significant potential for large scale residential development, new office floorspace, commercial and community uses along with publicly accessible open space and public realm.
- 15.75. The site is largely clear, with the exception of development of the first residential phase, a separate care home development and some associated

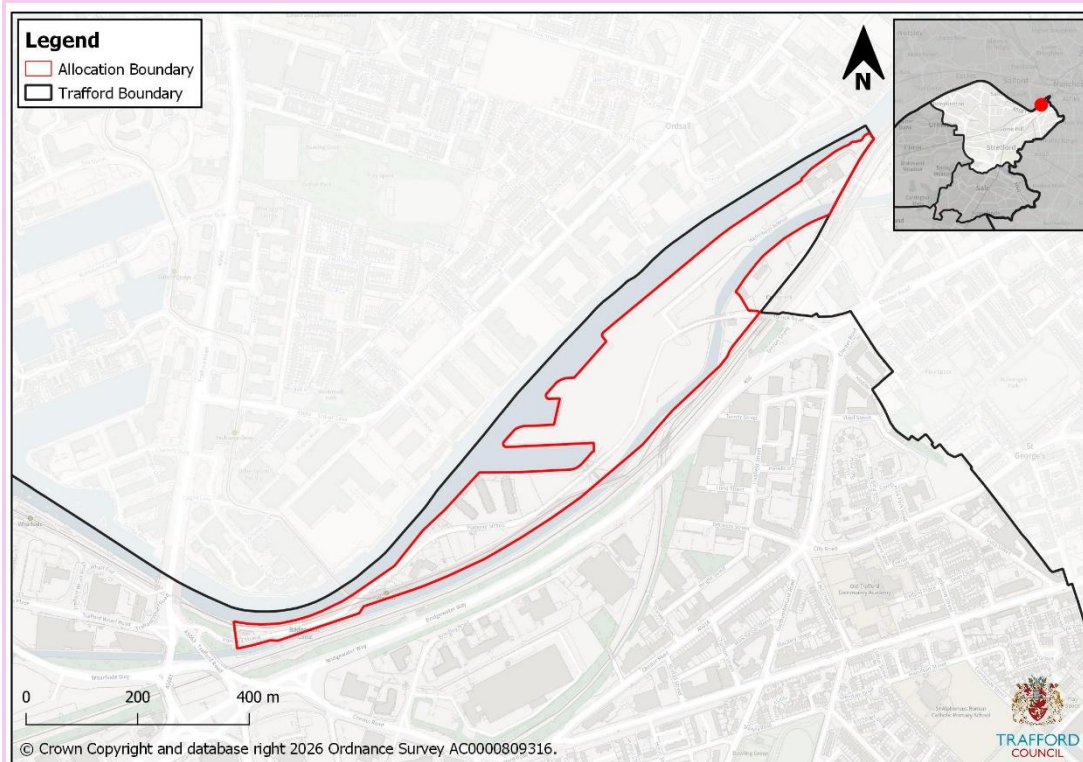
infrastructure. Outline planning permission for the whole of the site was granted in December 2018.

- 15.76. The site will deliver 3,000 homes in the plan period. A care home has already been delivered on the site which forms part of the total number of homes within the allocation total.
- 15.77. Residential development will be expected to be delivered at an average density of around 125 dwellings per hectare across the allocation. The expected density across the site reflects the range of services and employment opportunities in close proximity to the site, most notably at The Trafford Centre and Trafford Park. A maximum height for development will be applicable to allow for the safe operation Barton Airport which is in close proximity to the site.
- 15.78. In combination with residential development the site will deliver up to 80,000 sqm of office floor space and commercial floorspace including offices. Where both practicable and feasible, such uses should form part of the ground and lower floors of higher density residential development to provide active frontages and in turn help create more vibrant streets and spaces.
- 15.79. The delivery of new and improved sustainable transport infrastructure is integral to both the success of Trafford Waters and in helping enable a modal shift from car travel to sustainable travel modes. Development will therefore be required to enable and incorporate a series of safe and convenient sustainable transport routes throughout the site and linking to the surrounding area, particularly to points of public transport provision. Development will also be expected to ensure that it does not prejudice the future delivery of a Metrolink Trafford Park Line extension, allowing for future connection from the Trafford Centre to Port Salford.
- 15.80. Consideration should be given to how the development interacts with the Manchester Ship Canal (a designated heritage asset) to the north-west. Development along this corridor should incorporate high quality publicly accessible green space and public realm along with active frontages at ground level. Development should also include a network of green corridors and

publicly accessible green spaces in accordance with the requirements of Policy OS1.

- 15.81. Trafford Water's canal side location results in a portion of the site being located within Flood zone 2. In addition, the Manchester Ship Canal which runs adjacent to the site to the north is identified as Flood zone 3. A detailed Flood Risk Assessment will therefore be required to support proposals before any development can take place. This should incorporate a range of flood mitigation and management measures appropriate to the proposed use and location, in accordance with the requirements of Policy WA1.

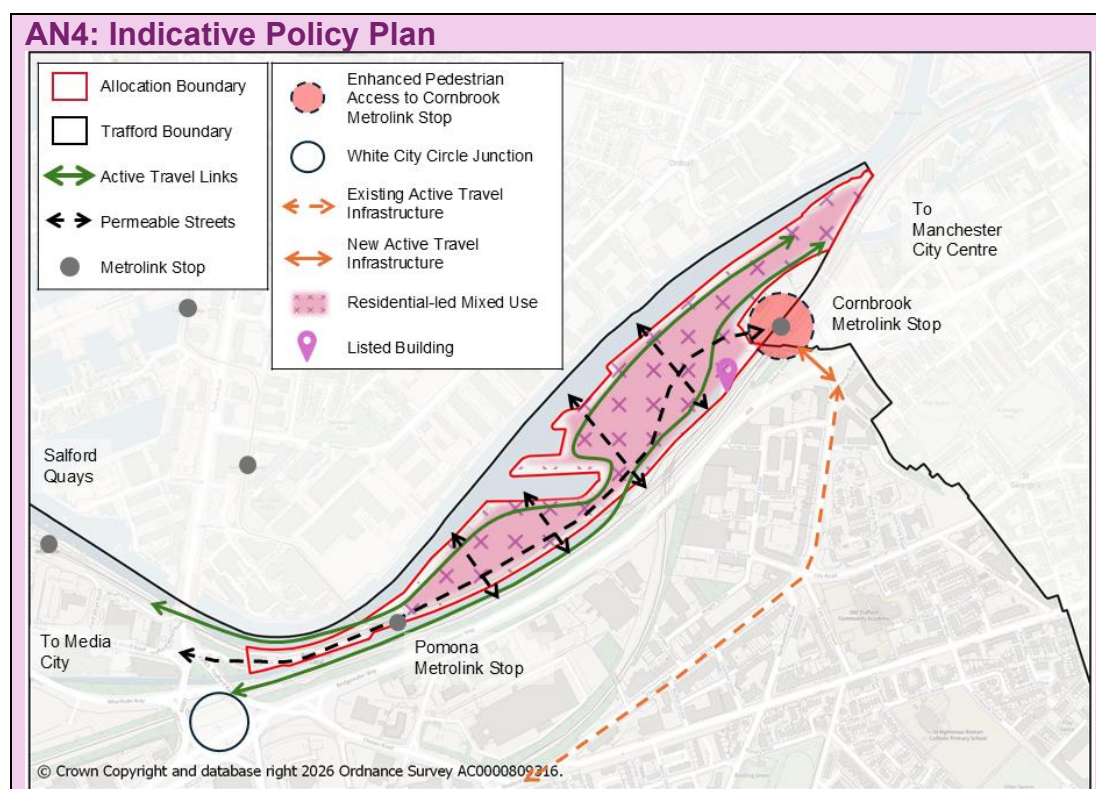
AN4: Pomona



Address	Pomona Docks, Pomona Strand
Site Size (Ha)	14.41
Existing use	Cleared former dockland with 570 dwellings completed. (Brownfield)
Allocated for	Residential development of around 3,200 dwellings with around 2,050 dwellings in plan period 70,000 sqm of office floorspace (gross) (Use Class Eg(i)), ancillary commercial uses (up to a combined maximum of 7,000 sqm), new community facilities in the plan period.
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. A network of permeable streets (including opening up of Cornbrook Road) and connections that prioritise sustainable travel to, through and within

	the site; ii. High quality walking, wheeling and cycling links to Pomona and Cornbrook Metrolink Stops; iii. A strategic cycle route the full length of the site through to the White City Circle Junction; iv. An appropriate level and range of on-site mitigation for areas at risk of flooding, in accordance with Policy WA1; v. A network of high quality publicly accessible open spaces and public realm, and a new informal recreation facility, centred around the canal basin; vi. Heat and Energy Networks, in accordance with Policy CR3;				
Anticipated delivery time scale	2022/23 – 2025/26	2026/27- 2030/31	2031/32- 2035/36	2036/37- 2038/39	2039+
		0-5	6-10	11-13	14+
	570 homes	682 homes	814 homes	554 homes	580 homes
Site Specific requirements	Development proposals must: B. Be delivered in accordance with a site wide masterplan that includes a phasing and delivery strategy, as required by policy JP-D1 of PfE to ensure the whole allocation is planned and delivered in a coordinated and comprehensive manner; C. Incorporate high quality design which reflects and responds well to the site's location as a gateway into Trafford; D. Deliver broadly very high density development across the site; E. Deliver a proportion of the residential development as family housing (Policy R3); F. Demonstrate through a Flood Risk Assessment that development will be safe and would not increase flood risk elsewhere, and where possible would help reduce overall flood risk in accordance with Policy				

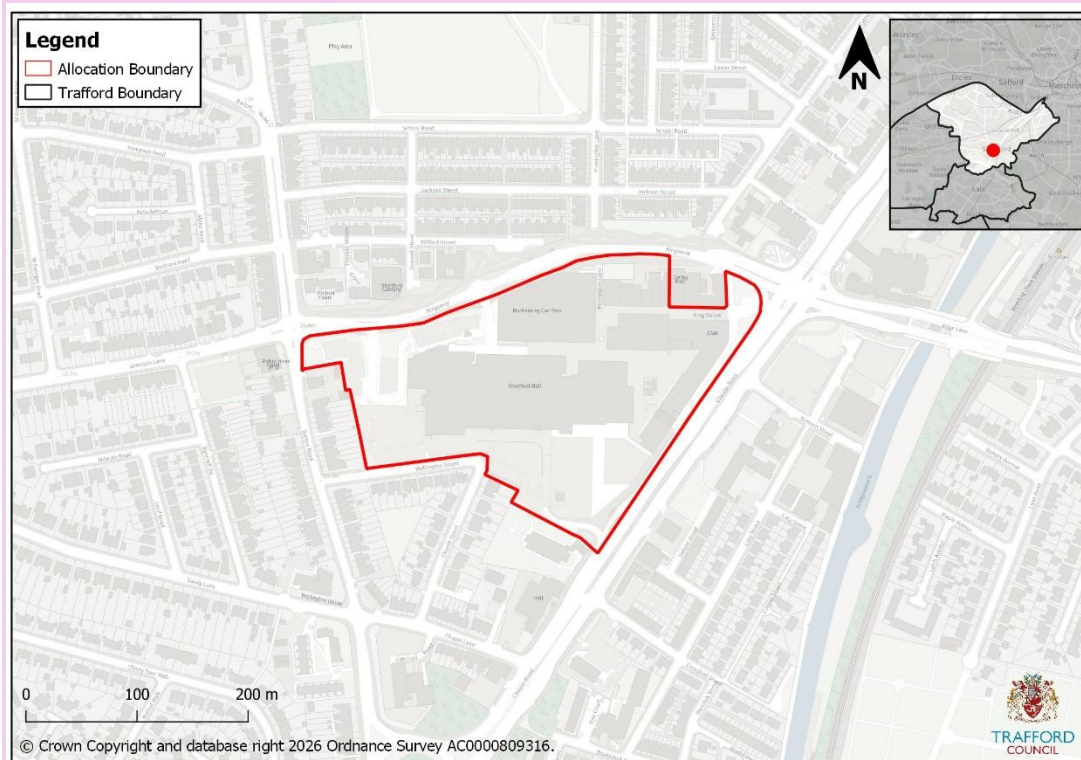
	WA1; G. Provide ancillary community facilities; H. Provide a range of appropriate ancillary small-scale commercial uses capable of meeting local needs. Such uses will be expected to contribute to the creation of active frontages at ground floor level; I. Maximise opportunities for better use of waterfronts to deliver an active green link along the Manchester Ship Canal and Bridgewater Canal capable of multifunctional uses including open space, leisure and wildlife / biodiversity habitat; J. Identify and positively respond to the areas heritage and cultural assets (Policy BE3); K. Enhance views of Brindleys Weir (Grade II Listed) and Manchester Ship Canal; L. Maximise opportunities for integrating heritage assets (including archaeology) within the development. The design response must take account of the archaeology of the site such as Pomona Docks and Pomona Gardens; M. Demonstrate how key views towards, from and within the Empress Conservation Area have informed the design evolution of the scheme; and N. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5, FCN1 and other relevant planning obligation and condition policies in this plan.
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- 15.82. Located within the Core Growth Area as defined by Policy ST1, and to the west of Trafford's boundary with Manchester, the Pomona allocation offers significant potential for large scale residential development, community uses along with high-quality publicly accessible open space and public realm, in a highly sustainable and accessible location.
- 15.83. Pomona will deliver approximately 2,050 homes in the plan period and around 3,200 in total (with 570 homes already completed). Given the site's highly accessible location within the Core Growth Area for Trafford, residential development will be expected to be delivered at an average density of around 200 dwellings per hectare across the allocation. The expected density across the site reflects the range of services, employment opportunities and public transport links in close proximity to the site.
- 15.84. The site offers an opportunity to deliver a significant amount of affordable housing and therefore make an important contribution to addressing the acute affordable housing need in the north of the borough. Development across the site will be expected to deliver affordable housing at a minimum of 25%, in line with the requirements of Policy R3

- 15.85. Pomona has a strong historic character due to its previous use as a dock along with its unique location in between the Manchester Ship Canal and Bridgewater Canal. Development of the site should therefore reflect and build on this unique heritage, primarily through provision of high-quality publicly accessible open space and public realm which provide strong links through the site, with particular attention given to how development interacts with the various waterfronts. This should be complemented by areas of wildlife and biodiversity habitats, and where appropriate space for outdoor leisure.
- 15.86. Pomona's waterside location also results in a significant portion of the site being located within Flood Zone 2. In addition, the Bridgewater Canal which runs through the site is identified as Flood zone 3. A detailed Flood Risk Assessment will therefore be required to support proposals before any development can take place. This should incorporate a range of flood mitigation and management measures appropriate to the proposed use and location, in accordance with the requirements of Policy WA1.
- 15.87. Pomona has an existing Metrolink stop at the southern edge via the Pomona stop. The northern half of the site is also served by the Cornbrook stop. The Bridgewater Canal Towpath also leads into Manchester City Centre to the north-east and Trafford Park to the west. Development of the site should therefore place a strong emphasis on incorporating high-quality, safe and accessible routes which connect to nearby existing sustainable transport provision.
- 15.88. All development will also be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure.

AN5: Site of the former Stretford Mall, Chester Road, Stretford

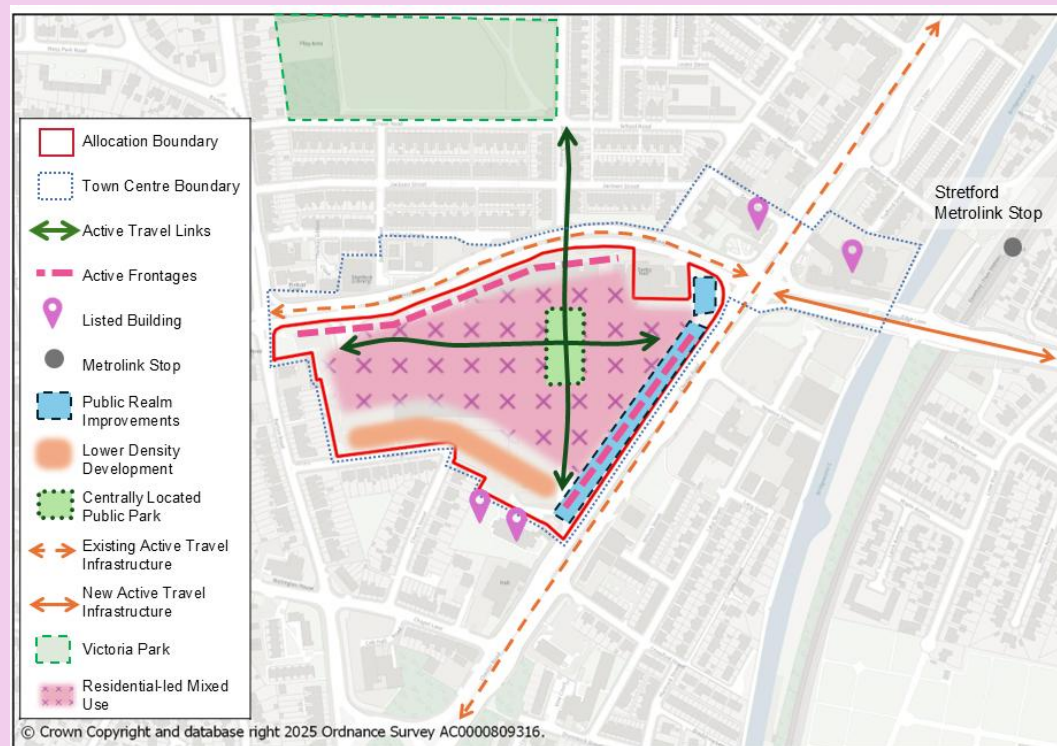


Address	Site of the former Stretford Mall, Chester Road
Site Size (Ha)	3.73
Existing use	Shopping centre (vacant / occupied) / multi-storey car park / surface-level parking / landscaping (Brownfield)
Allocated for	Mixed use development of around 750 dwellings, a minimum of 10,000 sqm of office and commercial floorspace (including retail), leisure and community facilities in plan period.
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.
Necessary on / off site infrastructure	A. In accordance with Policy IP1.

Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes/sqm	750 homes 10,000 sqm	0 homes / sqm	0 homes / sqm	0 homes / sqm
Site Specific requirements	Development proposals must: B. Deliver broadly very high density development across the site. Lower density development will be most appropriate on the southern boundary of the site; C. Provide a substantial amount of high-quality accessible and publicly accessible public realm across the site consummate to the town centre location. Including the creation of a new centrally located accessible and publicly accessible park, providing green links from it towards the north of the site and Victoria Park beyond and east/west to the A56; D. Provide high-quality public realm and site frontages adjacent to the A56 and A5145, and provide public realm improvements in the north-eastern corner of the site; E. Provide a new pedestrian crossing over the A5145 and A56. There should be links from this crossing to the site; F. Adopt Travel Hub principles, as set out in Policy TM4, when planning for sustainable transport for the site to serve Stretford Town Centre; G. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3. Including the following assets:				

	i. Civic Theatre (Stretford Public Hall) ii. The Top Rank Club (Former Essoldo Cinema) iii. Church of St Matthew and Former Cross Base in St Matthew's Churchyard iv. Church of St Ann and St Ann's Presbytery v. Former Post Office, 10 King Street vi. Derby Hall, 20 King Street vii. Stretford Library, Bennett Street viii. The Robin Hood, 125 Barton Road H. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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AN5: Indicative Policy Plan



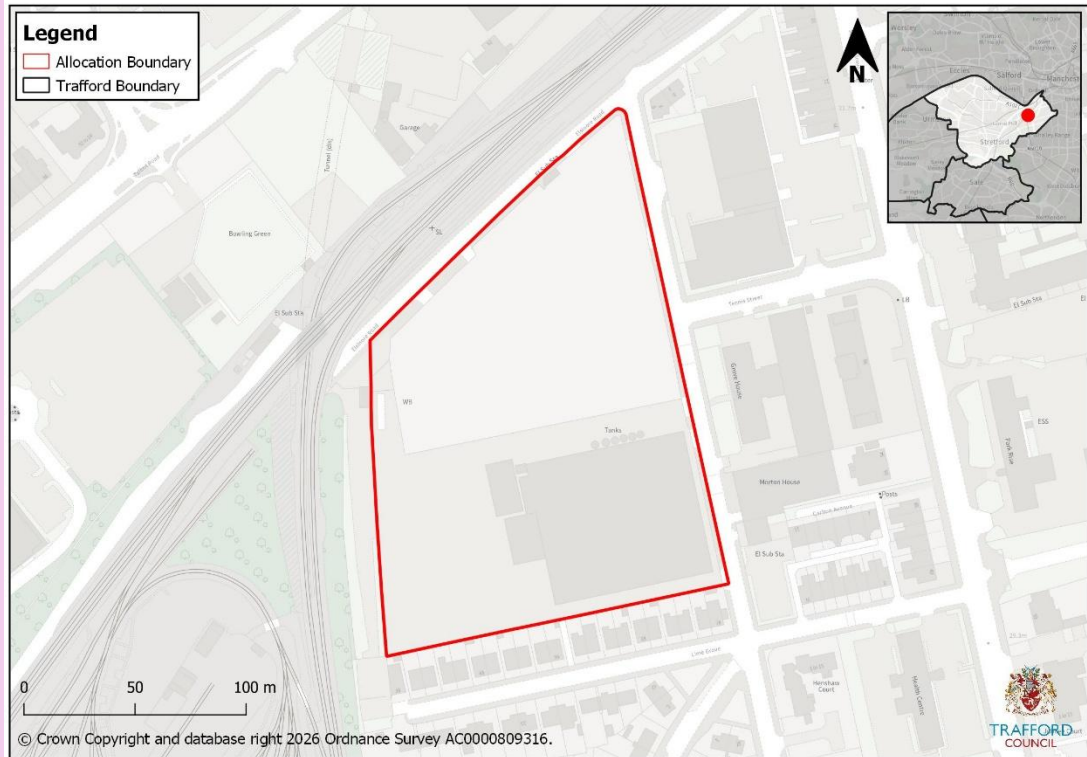
15.89. The site of the former Stretford Mall allocation offers a unique opportunity to redevelop the site of the former 1960s shopping centre complex, which dominates Stretford Town Centre, to deliver a new high street, significant

number of new homes, new commercial and community floorspace, along with new publicly accessible open space and public realm.

- 15.90. In total the allocation will deliver around 750 homes. Development will be expected to be delivered at a very high density across the site, with lower density development more appropriate on the southern boundary of the site to reduce potential impacts on the Grade II listed St Matthews Church and its setting. Other heritage assets include St Ann's Church, Stretford Public Hall and other non-designated heritage assets.
- 15.91. The very high density of development across the site reflects its status as a accessible Town Centre location, and the range of services, facilities, employment opportunities and public transport links in the immediate area.
- 15.92. The site offers an opportunity to deliver a significant amount of affordable housing in a highly sustainable and accessible location. The site is expected to deliver affordable housing across the site at a minimum of 25%, in line with the requirements of Policy R3. This level of provision will make an important contribution to addressing the acute affordable housing need in the north of the borough.
- 15.93. The site is also expected to deliver a range of commercial uses (including retail) and community services and facilities to reflect and strengthen the status of Stretford Town Centre. Where practicable and feasible, such uses will be encouraged to form part of the ground and lower floors of the higher density residential development to help generate more active frontages and in turn help create more vibrant streets and spaces.
- 15.94. In addition to the above built development, a key element of the overall successful regeneration of the former Stretford Mall site will be the quality and quantity of its publicly accessible green spaces and public realm. The incorporation of a new centrally located area of publicly accessible green space will enhance permeability through the site and make Stretford Town Centre more accessible, helping to support its long-term attractiveness, vitality and viability.
- 15.95. Given the site's location, the development should provide a pedestrian crossing over the A5145 and A56 to further facilitate improving accessibility to

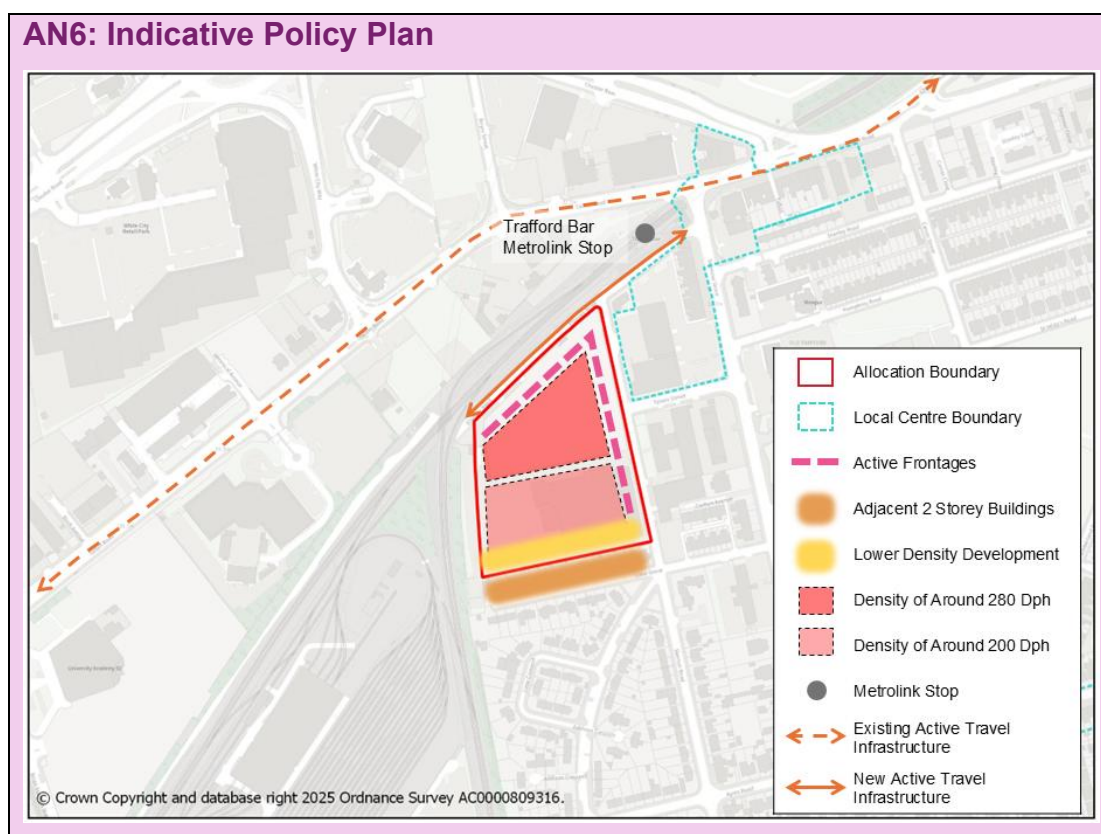
sustainable transport provision in the area. In addition, adopt Travel Hub principles, as set out in Policy TM4, when planning for sustainable transport for the site to serve Stretford Town Centre.

AN6: Land west of Skerton Road, Old Trafford



Address	Land west of Skerton Road, Old Trafford				
Site Size (Ha)	2.41				
Existing use	Vacant land and B2 industry (Brownfield)				
Allocated for	Residential development of approximately 540 dwellings in plan period.				
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. A high-quality walking and cycling link between the allocation and the Trafford Bar Metrolink stop.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	367 homes	173 homes	0 homes	0 homes
Site Specific requirements	Development proposals must: B. Deliver broadly very high density across the site, incorporating an appropriate stepping down of				

	development within the southern half of the site; C. Ensure that development on the southern boundary of the site is no greater than 3 storeys in height. Development beyond this should also incorporate an appropriate step up in height from 3 storeys to the higher density elements of the allocation; D. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3, including the following: i. Old Trafford Bowling Club Pavilion (Grade II Listed). ii. Stretford Local Board Office (Trafford Hall Hotel). iii. Station Booking Office (junction of Seymour Grove and Talbot Road). iv. Broome House, 54-56 Seymour Grove. v. Terraces along 2-30 Seymour Grove. vi. Buildings at 52-54 and 56-62 Talbot Road. E. Ensure that building frontages along Elsinore Road and Skerton Road avoid blank elevations (through the use of windows, doors and soft landscaping). F. Preserve the appearance and setting of the Listed Old Trafford Bowling Club Pavilion; and G. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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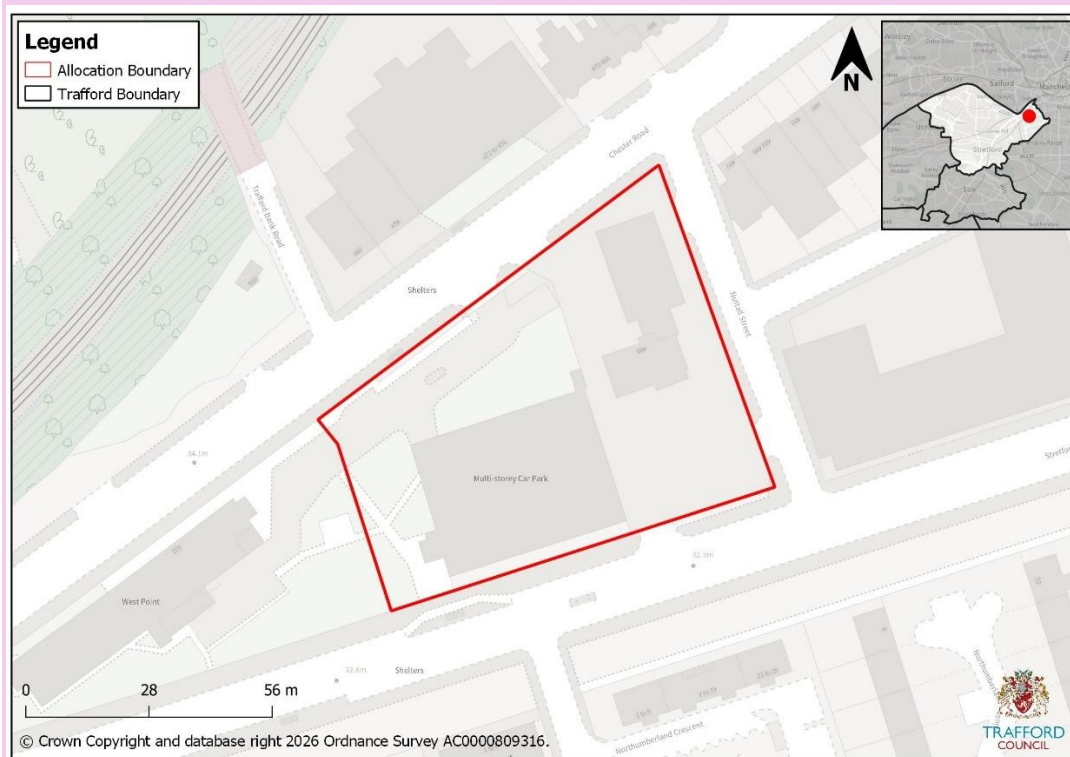


- 15.96. Land west of Skerton Road, Old Trafford provides an opportunity to deliver a significant number of new homes on a brownfield site, in a highly sustainable location.
- 15.97. The site is located within a short walking distance of Trafford Bar Metrolink stop and is also situated adjacent to the boundary of the Inner Area (Trafford) as defined by Policy ST2. The Civic Quarter mixed-use allocation is also located adjacent to the Metrolink line to the north.
- 15.98. Given the high level of development planned within the north of Trafford in close proximity to the site, and the existing public transport links, development of the site will be expected to deliver around 280 dwellings per hectare (dph), reducing in density to 200 dph in the southern portion of the site. This will help to reduce any potential impacts from development on surrounding existing lower density residential areas.
- 15.99. The level of development proposed offers an opportunity to deliver a significant amount of affordable housing in a highly sustainable and accessible location.

The site is expected to deliver affordable housing across the site at a minimum of 25%, in line with the requirements of Policy R3.

- 15.100. To achieve the level of development proposed, residential development will likely be delivered in residential blocks of between 6 to 10 stories in the northern portion of the site. This will be required to reduce in height appropriately in the southern half of the allocation, to no more than 3 storeys in height on the southern edge to minimise impacts on the occupants of existing low density residential properties.
- 15.101. The suitability of the site for residential development has already been established through the granting of planning for 367 dwellings on the northern part of the site.

AN7: 499 Chester Road, Old Trafford



Address	499 Chester Road, Old Trafford
Site Size (Ha)	0.57
Existing use:	Vacant multi-storey carpark and petrol station (Brownfield)
Allocated for	Residential development of approximately 285 dwellings in plan period
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. Provide open space and public realm on the western side of the site, adjacent to the West Point building; and ii. Incorporate an appropriately sized drop off space for deliveries and associated highway access.

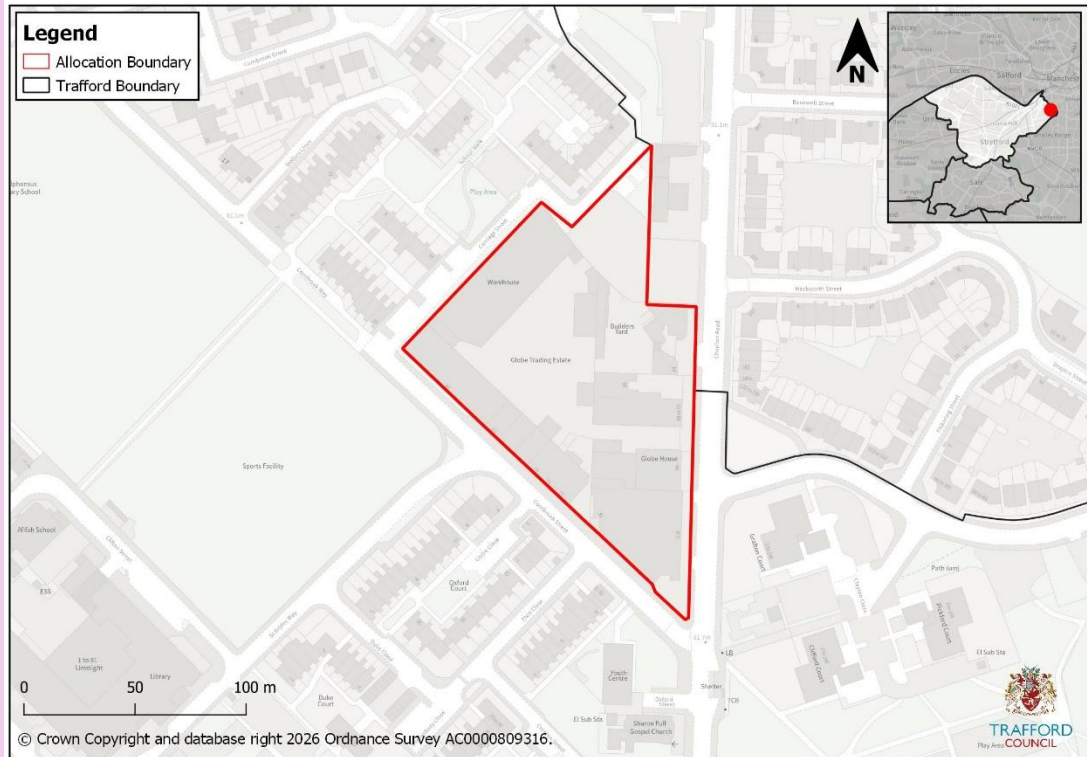
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	0 homes	285 homes	0 homes	0 homes
Site Specific requirements	Development proposals must: B. Deliver broadly very high density development, incorporating an appropriate stepping down in development towards the eastern boundary of the site; C. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3, including the following assets: i. The Essence Factory (Grade II); and ii. Empress Conservation Area, and all heritage assets located within it. D. Have appropriate regard to the Empress Conservation Area Regeneration Plan. E. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.				

15.102. Land at 499 Chester Road, Old Trafford provides an opportunity to deliver a significant number of new homes on a brownfield site in a highly sustainable location. The site is expected to deliver affordable housing across the site at a minimum of 25%, in line with the requirements of Policy R3.

15.103. The site is located within a short walking distance of Trafford Bar Metrolink stop and is also situated within the boundary of Trafford's Inner Area as defined by Policy ST2. Given the high level of development planned in close proximity to the site, and the existing public transport links, development of the site will be expected to deliver around 200 dwellings per hectare.

15.104. The site is also located in close proximity to the Empress Conservation Area to the east. Development will therefore need to be sympathetic to heritage assets (both designated and non-designated) within this area and take full account of the Empress Conservation Area Regeneration Plan.

AN8: 88-118 Chorlton Road, Old Trafford



Address	88-118 Chorlton Road, Old Trafford				
Site Size (Ha)	1.56				
Existing use	Industrial estate (Brownfield)				
Allocated for	Residential development of approximately 188 dwellings in plan period				
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	0 homes	188 homes	0 homes	0 homes
Site Specific requirements	Development proposals must: B. Deliver broadly high density residential development across the site;				

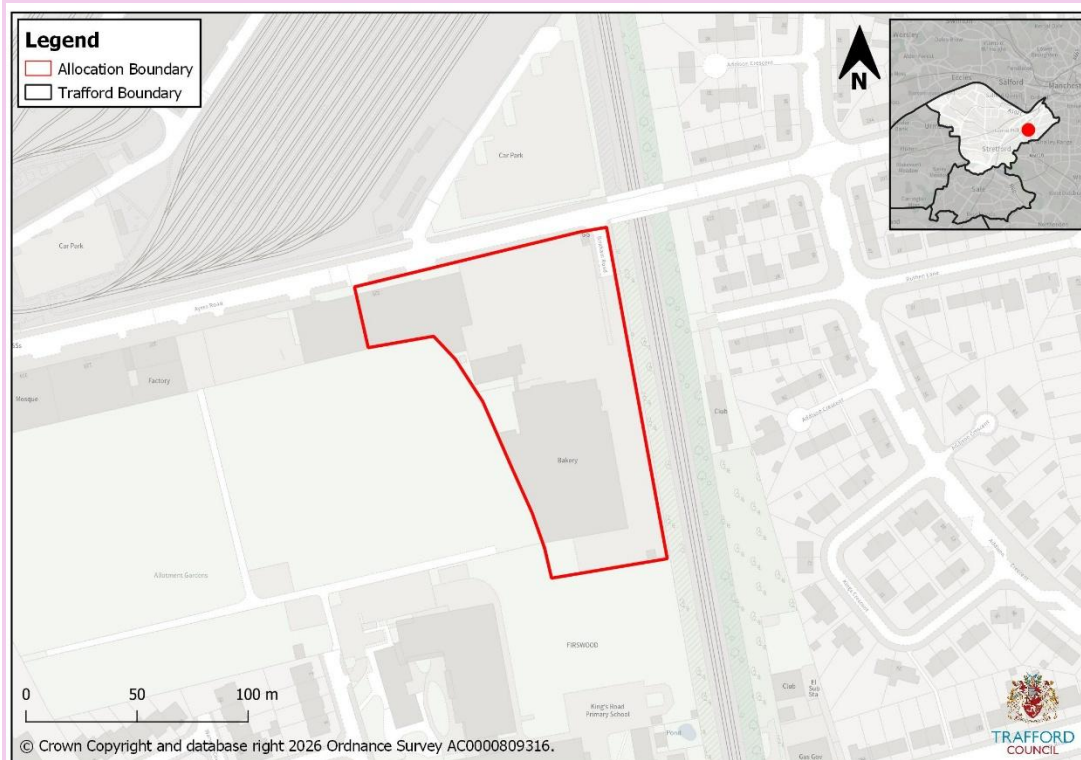
	C. Connect to the existing segregated cycle lanes and pedestrian infrastructure on Chorlton Road; D. Strengthen the historic and local character by identifying and positively responding to non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3, including the following: i. Manchester Carriage & Tramway Co's Depot, Chorlton Road and 118 Chorlton Road (Globe House) should be retained and incorporated in accordance with their significance E. Ensure the design incorporates active frontages on Chorlton Street, Carriage Street and Cornbrook Street, as well as good permeability through the site; F. Address fluvial flood risk (Flood Zones 2 and 3) and provide appropriate mitigation; and G. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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15.105. The site currently comprises the Globe Trading Estate which has historically been used for various low-density employment uses. The site is no longer considered to be performing successfully as an employment use, and alongside landowner intentions it is considered appropriate that the site is allocated for future residential development.

15.106. The site is located close to Manchester City Centre as well as existing services in the Old Trafford area. Residential development on this site would bring benefits to the wider area and would make the most of a highly accessible site in a sustainable location. Part of the site is within the Manchester City Council area, with the need for a comprehensive scheme.

- 15.107. The site is identified for 188 dwellings, with a mix of houses and apartments to be determined in accordance with the latest Housing Needs Assessment. Given the location of the site, the scheme is expected to be apartment-led as a higher density of development can be achieved.
- 15.108. Development will be delivered at a high density, reflecting the site's central location and the density of development in the surrounding area. This is in excess of the minimum density requirements outlined in Policy JP-H4 but is considered appropriate given the site's highly accessible and sustainable location and the uses which surrounding it.
- 15.109. The site is well served by sustainable travel links, being located along a strategic active travel route linking Manchester City Centre and Chorlton to the south. This provision supports a low car ownership development.
- 15.110. The site contains a number of non-designated heritage assets which are the Manchester Carriage & Tramway Co's Depot and 118 Chorlton Road. It is important that development of this site retains and incorporates these non-designated heritage assets on site, and delivers new build dwellings which respect the character, setting and appearance of the wider area.
- 15.111. The site is located in a prominent position between Chorlton Road, Carriage Street and Cornbrook Street and the scheme design should therefore incorporate active frontages along these routes. There is also an opportunity to link to the existing sports ground and open space on Cornbrook Street.
- 15.112. The site is identified on the Environment Agency Flood Map as being partly within both Flood Zones 2 and 3. Development would be expected to provide appropriate mitigation for this.

AN9: Land on Brixham Road, Old Trafford

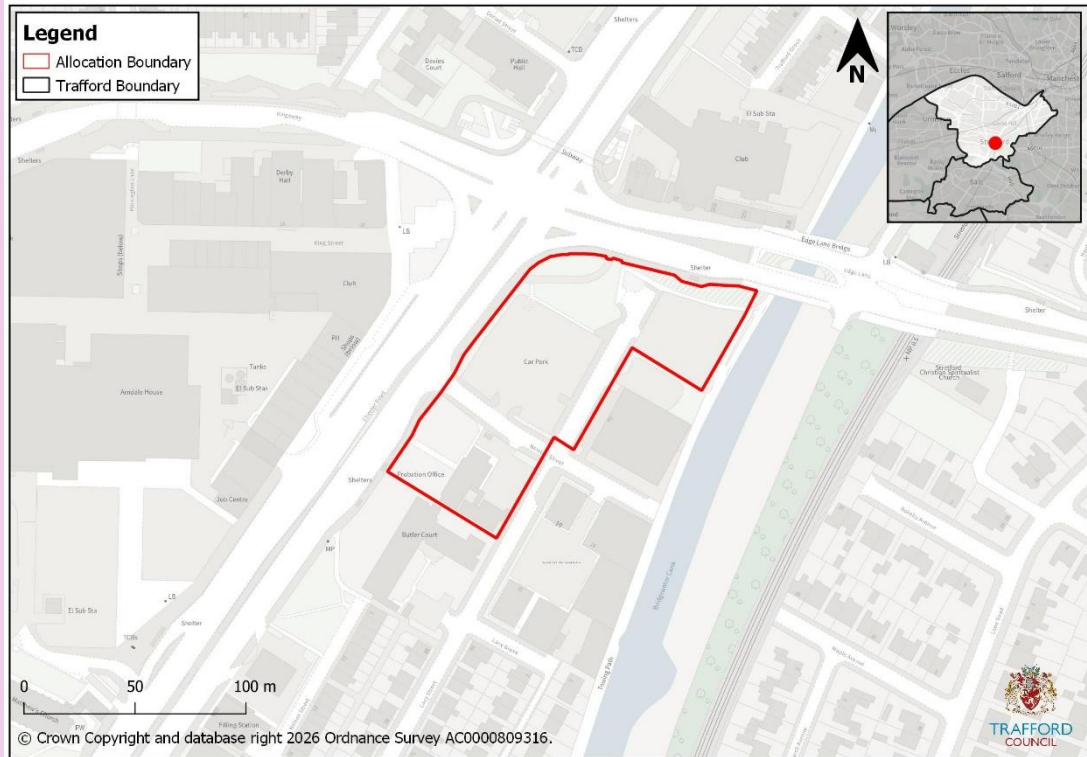


Address	Land on Brixham Road, Old Trafford				
Site Size (Ha)	1.12				
Existing use	Industrial buildings (largely vacant) (Brownfield)				
Allocated for	Residential development of approximately 145 dwellings in plan period				
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	145 homes	0 homes	0 homes	0 homes
Site Specific requirements	Development proposals must: B. Deliver broadly high density residential development across the site;				

	C. Providing walking, wheeling and cycling access to Ayres Road and link to the wider strategic cycle network in this area to Talbot Road and Seymour Grove; D. Ensure the design incorporates active frontages on Brixham Road and Ayres Road, as well as good permeability through the site; E. Have regard to the Metrolink line and Metrolink Depot to the east of the site and provide appropriate noise mitigation; F. Strengthen the historic and local character by identifying and positively responding to non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3. Including the following assets: i. Seymour Grove Allotments, Warwick Court ii. Faizan-e-Islam Mosque, 235 Ayres Road iii. Progress Works, 227-229 Ayres Road G. Have regard to Seymour Grove allotments to the west of the site and provide appropriate mitigation during construction and effects of boundary treatments on allotments closest to the development; and H. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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- 15.113. The site is located off Brixham Road and Ayres Road and is currently used for open storage and low-density employment uses. The western boundary of the site adjoins Seymour Grove allotments.
- 15.114. A number of apartment-led schemes have come forward in close proximity to the site, and the allocation of this site reflects the wider trend towards residential uses in this area. In addition, given the transition over the railway line, this scheme should incorporate family housing.
- 15.115. The site is in a highly sustainable location, close to the Old Trafford Metrolink stop, and it is therefore suitable for a high-density development, ensuring the most efficient use of the site.
- 15.116. To support access to the site via sustainable modes, improved and new sustainable transport links will be required. Consideration should be given to how the site links to the strategic cycle route on Talbot Road, and the emerging Seymour Grove cycle scheme.
- 15.117. The site is located in a prominent position between Brixham Road and Ayres Road and the scheme design should therefore incorporate active frontages along these routes.
- 15.118. The East Didsbury / Manchester Airport Metrolink line and Metrolink Depot runs immediately to the east of the site. The design of the scheme should therefore consider any noise impacts from the route and seek to minimise the impact.
- 15.119. There are a number of non-designated heritage assets within the vicinity of the site. The design of the scheme therefore should consider any impact on these assets.
- 15.120. Seymour Grove allotments are to the west of the site. The design of the scheme should therefore consider any impacts to the allotments during consultation and boundary treatments on allotments closest to the development.

AN10: Lacy Street, Stretford



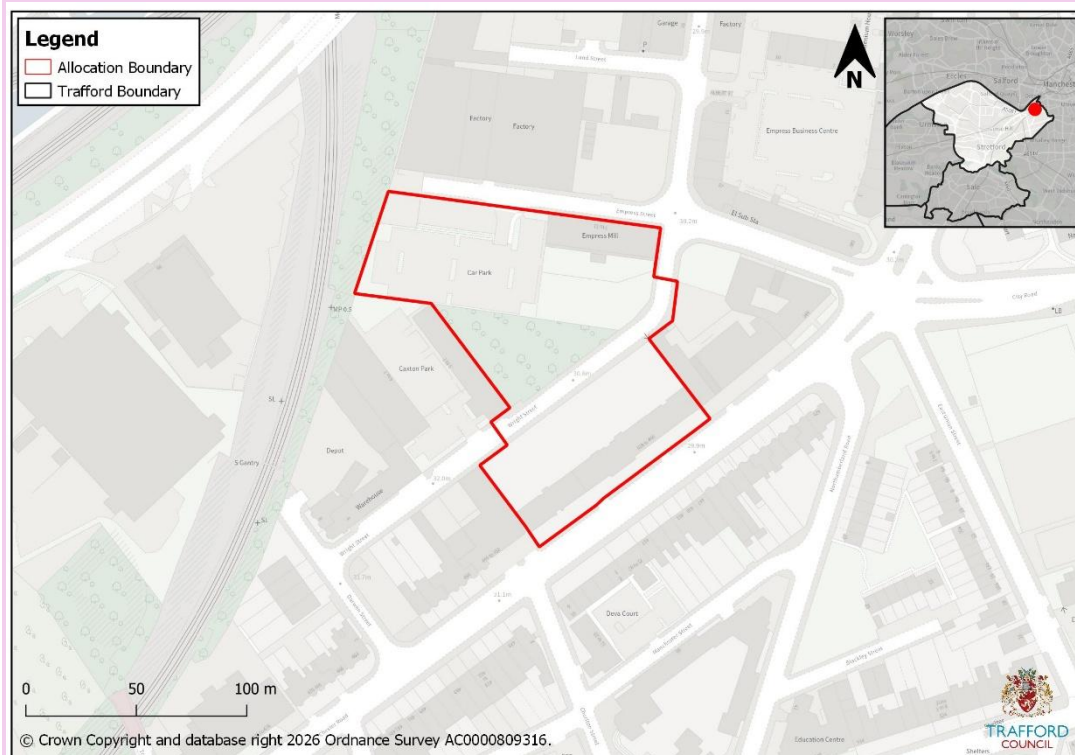
Address	Lacy Street, Stretford				
Site Size (Ha)	0.93				
Existing use	Vacant land (Brownfield)				
Allocated for	Residential development of approximately 52 dwellings in plan period				
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. Provide and/or contribute to improved walking, wheeling and cycling links across the A56 from this site towards Stretford town centre;				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	52 homes	0 homes	0 homes	0 homes

Site Specific requirements	Development proposals must: B. Deliver broadly medium density development, including family housing; C. Provide walking, wheeling and cycling link(s) through the site to the Bridgewater Way (along the Bridgewater Canal) and towards Stretford Town Centre; D. Provide improved walking, wheeling and cycling route(s) from the site to Edge Lane crossing point towards Stretford Metrolink Stop; E. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3. Including the following assets: i. Civic Theatre (Stretford Public Hall) ii. The Top Rank Club (Former Essoldo Cinema) iii. Former Post Office, 10 King Street iv. Derby Hall, 20 King Street v. Bridgewater Canal vi. Stretford Station Booking Hall, 49 Edge Lane F. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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15.121. The site is in a prominent position on the corner of Chester Road and Edge Lane in Stretford. It is directly to the east of Stretford town centre and close to Stretford Metrolink Stop.

- 15.122. Stretford town centre is currently undergoing major redevelopment with a revitalised town centre, alongside significant, apartment-led residential development. This site provides an opportunity to support this growth while diversifying the housing offer by providing lower density, larger homes, with accommodation suitable for families.
- 15.123. Improved links from this site to Stretford town centre are required to enable greater sustainable movement around the town centre, and across Edge Lane and the Stretford Metrolink stop.
- 15.124. This site provides an opportunity to link the Bridgewater Way footpath (alongside the canal) to Stretford town centre. High quality links, suitable for walking wheeling and cycling, will integrate this route with the wider Stretford town centre area.
- 15.125. There are a number of designated and non-designated heritage assets within the vicinity of the site. The design of the scheme therefore should consider any impact on these assets.

AN11: Empress Mill, Former Trafford Press, Veno Building and Adjacent Land



Address	Empress Mill, Former Trafford Press, Veno Building and Adjacent Land				
Site Size (Ha)	1.36				
Existing use	Former industrial buildings and vacant land (Brownfield)				
Allocated for	Residential development of around 146 dwellings in plan period				
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. An improved junction for walking, wheeling and cycling at Chester Road/ Empress Street.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	0 homes	146 homes	0 homes	0 homes

Site Specific requirements	Development proposals must: B. Deliver broadly high density development across the site; C. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3, including the following: i. Enhance the significance and setting of the Essence Factory (Grade II Listed); ii. Retain and re-use the existing Empress Mill, Veno Building and Former Trafford Press building; iii. Have regard to the Empress Conservation Area Regeneration Plan; D. Deliver a new publicly accessible green open space; E. Deliver new pedestrian routes through the site to improve permeability; F. Incorporate active frontages at ground level; G. Deliver street greening on Chester Road; H. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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15.126. Empress Mill, the Former Trafford Press, and Veno Building are identified as non-designated heritage assets and positive contributors to the Empress Conservation Area. The site is located within the Empress Conservation Area Regeneration Plan boundary and also partly within the Empress Conservation Area. The site also lies within the setting of the Grade II Listed former Essence Factory.

- 15.127. Any proposed development within the Empress Conservation Area should be appropriate in its context, respect the setting of designated and non designated heritage assets and must pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. Development should retain and re-use Empress Mill, Former Trafford Press and Veno Building and respond sympathetically to both designated and non-designated heritage assets in the immediate surrounding area.
- 15.128. The site is located within a 10 minute walking distance of Cornbrook Metrolink stop. It is also situated within the boundary of Trafford's Inner Area as defined by Policy ST2. The site is expected to deliver affordable housing across the site at a minimum of 25%, in line with the requirements of Policy R3.
- 15.129. Reflecting its highly accessible location, development will be expected to achieve low car ownership through a reduced level of resident car parking, along with appropriate provision of cycle parking and car club spaces. The site should connect to the surrounding pedestrian and cycle network, contributing to the improvement of the Empress Street / Chester Road junction for walking wheeling and cycling. The site should form a key arrival space as set out in the Empress Conservation Area Regeneration Plan. The site's frontage onto Chester Road should also be enhanced through additional planting/ greening on Chester Road.
- 15.130. The site should also deliver a new publicly accessible green open space and new pedestrian routes, improving permeability across the site and to the wider Empress Conservation Area. The landscape and open space strategy for the site should build on the site's rich heritage, seeking to incorporate heritage features such as the gateposts on Wright Street and the red boundary brick wall to the south of the Empress Building.
- 15.131. Development proposals should have regard to the Empress Conservation Area Regeneration Plan and Empress Conservation Area Appraisal and Management Plan.

AN12: Land at Thomas Street, Stretford



Address	Land at Thomas Street, Stretford				
Site Size (Ha)	3.2ha				
Existing use	Employment use (Use Class B2/B8) (Brownfield)				
Allocated for	Residential development of approximately 180 dwellings in plan period.				
Affordable housing requirement	25% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	30 homes	150 homes	0 homes	0 homes
Site Specific requirements	Development proposals must: B. Deliver broadly medium density residential development;				

	C. Be informed by site-specific contamination risk assessments and remediation strategy; D. Maximise the canal side setting through planting, improvements to the public realm and habitat enhancements; E. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3; and F. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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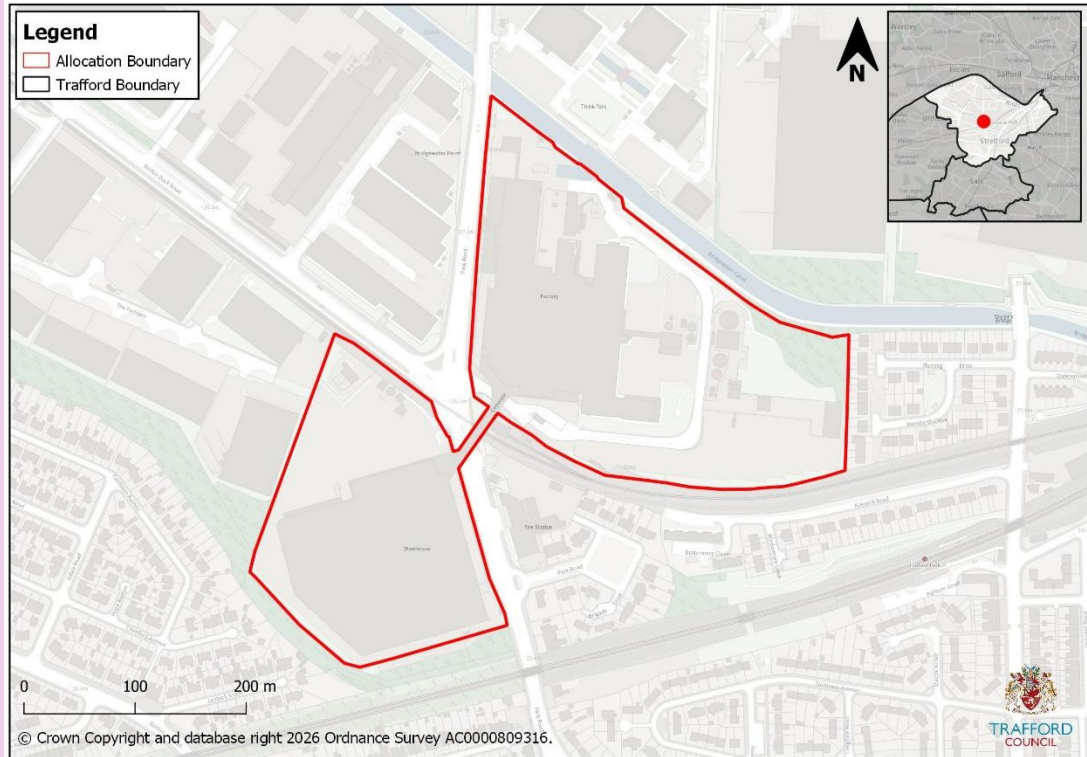
15.132. Land at Thomas Street, Stretford is the location of the Longford Trading estate, which was home to the RAC in Old Trafford as well as former gas holder uses. As part of the evidence base for this Local Plan this site has been considered suitable for residential development, presenting the opportunity for canalside living within walking distance of Stretford Town Centre.

15.133. The site is considered well accessed by non car transport modes, it is just over 800m from Stretford Town Centre and Metrolink line and is on the A56 which is well served by frequent bus services.

15.134. Development of the site should make the most of the adjacent canal, creating a strong frontage on to it, maximising planting opportunities, improving public realm and habitat enhancements along the canal edge.

15.135. Development of the site should maximise walking, wheeling and cycling links through the site that connect with the A56 and onwards to Stretford Town Centre.

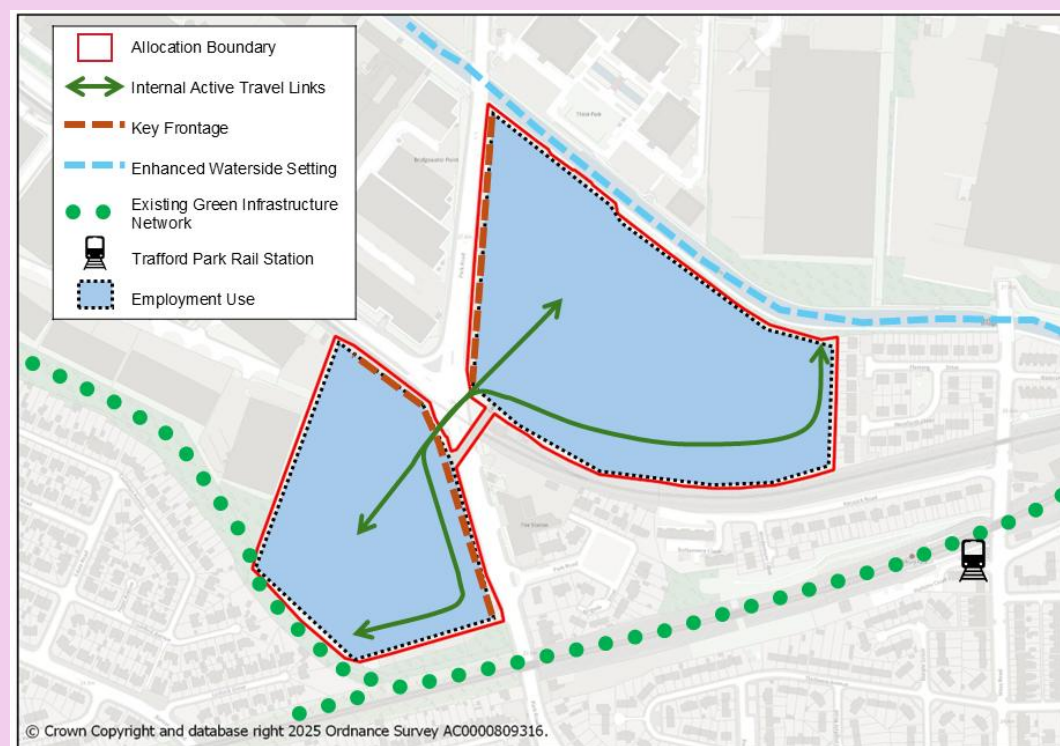
AN13: Land to East and West of A5181 (Kellogg's Plant) Park Road, Trafford Park



Address	Land to East and West of A5181 (Kelloggs Plant) Park Road, Trafford Park				
Site Size (Ha)	11.90				
Existing use	Employment use (Use Class B2) (Brownfield)				
Allocated for	Employment development (in line with Policy EJ2: Trafford Park) of approximately 45,000sqm new floorspace.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 sqm	22,500 sqm	22,500 sqm	0 sqm	0 sqm
Site Specific requirements	Development proposals must: B. Maximise the canal side setting through planting, improvements to the public realm and habitat				

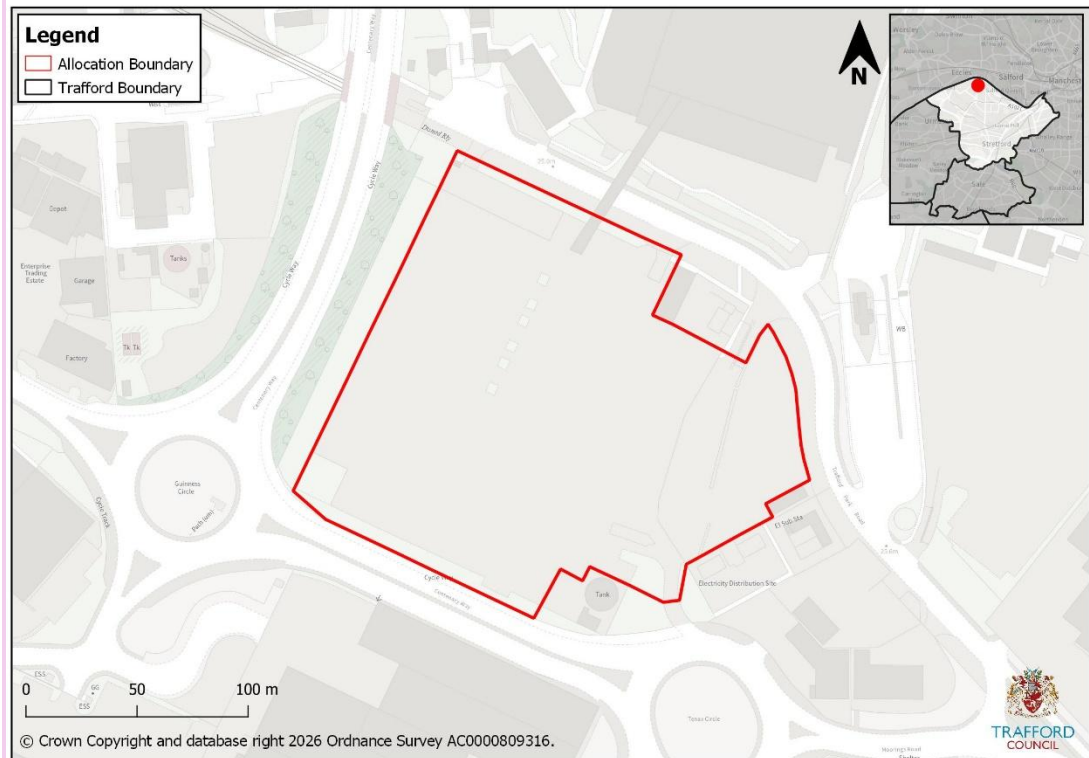
	enhancements; C. Retain and enhance landscaped boundaries; D. Provide active travel links and infrastructure within and around the site; E. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3, including the following assets: i. War Memorial outside All Saints' Church (Grade II); and F. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1, FC4, FC5 and other relevant planning obligation and condition policies in this plan.
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AN13: Indicative Policy Plan



- 15.136. The site of the Kelloggs Plant is made up of two development parcels on either side of Park Road at the entrance to Trafford Park. The prominent gateway location of this site at the entrance to Trafford Park from the south, should be maximised in the design of any scheme allowing it to strongly represent the Trafford Park brand and the southern entrance to Trafford Park.
- 15.137. Prominent sites within Trafford Park should make the most of their location in being able to promote the Trafford Park brand. Development should inspire others and should reflect Trafford Park's rich history.
- 15.138. Redevelopment of this site should consider the proximity of Trafford Park Metrolink stop and maximise on opportunities for employees and visitors to use non-car based transportation
- 15.139. The history and heritage of water and the role it played in industry should be respected and built upon, alongside the key role it plays in the green and blue infrastructure environments and the improvements it can achieve towards biodiversity.
- 15.140. Improving sustainable transport networks alongside the public realm within Trafford Park can be achieved through inclusive green infrastructure alongside safe and attractive routes for walking and cycling within and around both parts of the site.

AN14: Site of SCA Hygiene Products, Trafford Park Road, Trafford Park



Address	Site of SCA Hygiene Products, Trafford Park Road, Trafford Park				
Site Size (Ha)	2.94				
Existing use	Open storage (B8) (Brownfield)				
Allocated for	Employment development (in line with policy EJ2: Trafford Park) of approximately 10,800sqm new floorspace.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 sqm	0 sqm	10,800 sqm	0 sqm	0 sqm
Site Specific requirements	Development proposals must: B. Make the most of the site's prominent location at a key node within Trafford Park – with strong				

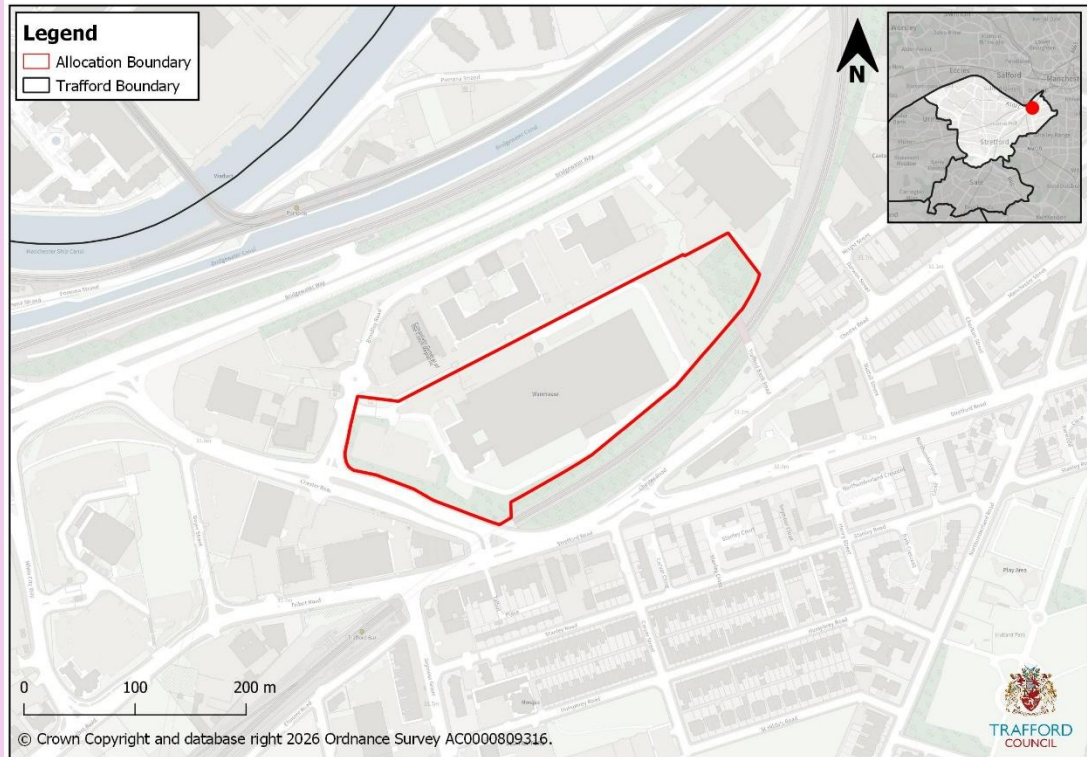
	frontages to Centenary Way and Guinness Circle; and C. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1, FC4, FC5 and other relevant planning obligation and condition policies in this plan.
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15.141. The allocation site is currently in industrial / warehousing use. The allocation of the site in the Local Plan identifies the site as being suitable new additional and modernised premises. The retention and protection of the role of Trafford Park is critical to the Local Plan strategy; this needs to be alongside the opportunity to modernise Trafford Park's employment offer to allow for flexibility.

15.142. The development site fronts a key entry / exit point to Trafford Park and any redevelopment of the site should take advantage of this, helping to promote Trafford Park through attractive design and modern industrial development.

15.143. Development of the site should ensure that Trafford Park can become a low carbon and greener employment area in line with policy EJ2.

AN15: 2 Brindley Road, Old Trafford



Address	2 Brindley Road, Old Trafford				
Site Size (Ha)	4.12				
Existing use	Industry and warehousing (Brownfield)				
Allocated for	Employment development (in line with policy EJ3) of approximately 19,000 sqm of new floorspace.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 sqm	19,000 sqm	0 sqm	0 sqm	0 sqm
Site Specific requirements	Development proposals must: B. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3, including the following				

	assets: i. Empress Conservation Area and all heritage assets located within it. C. Incorporate appropriate noise mitigation measures to ensure noise from HGV movements along the access road do not detrimentally impact nearby residential properties; and D. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1, FC4, FC5 and other relevant planning obligation and condition policies in this plan.
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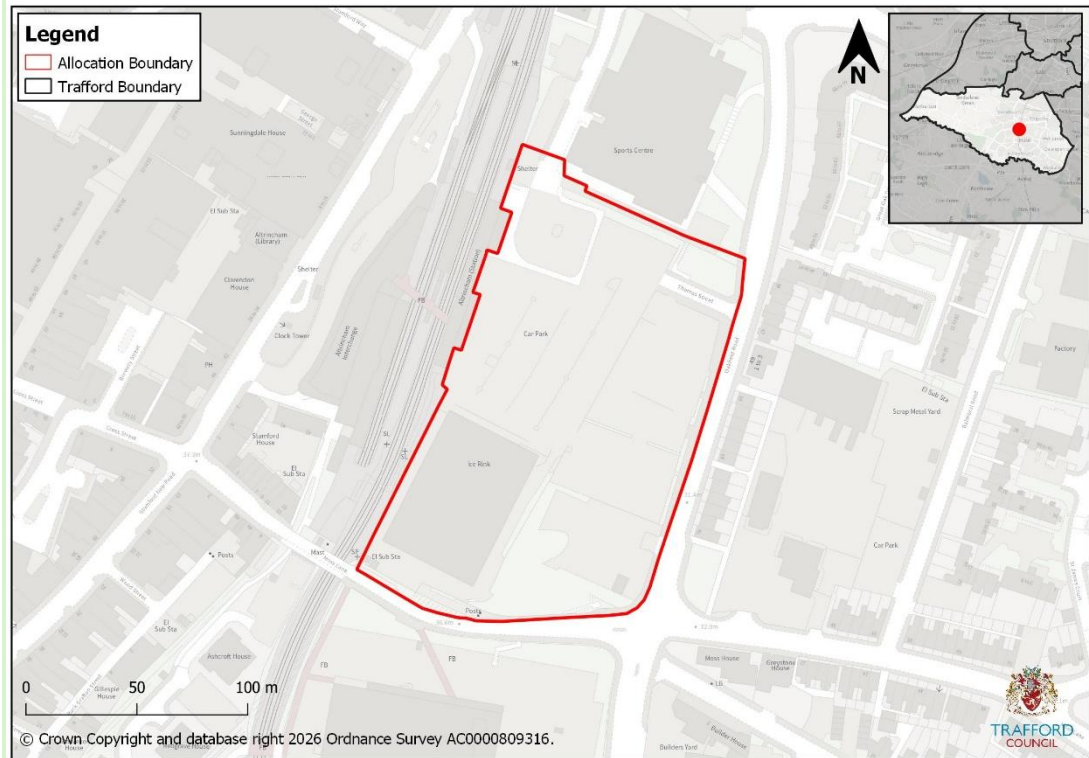
15.144. Land at 2 Brindley Road, Old Trafford provides an opportunity to redevelop the site for modernised employment logistics uses. The site is located within the Inner Area (Trafford) as defined by Policy ST2, and is a short drive from Manchester City Centre, Salford Quays and Trafford Park. The proximity of these locations makes the site attractive for continued logistic uses.

15.145. The current logistic unit on site has a total floorspace of 14,865 sqm. To ensure continued use of the site for B2 / B8 uses, and to help enable its modernisation, the site is allocated for a minimum gross figure of 19,000 sqm B2 / B8 floorspace.

15.146. To the east of the site, on the opposite side of the Metrolink track, lies the Empress Conservation Area. Redevelopment of the site will therefore be required to respond positively to nearby heritage assets and, where appropriate, their settings. A number of sites in close proximity to this allocation have recently been developed for residential use or are identified for future high-density residential development, and the site also falls within the Empress Regeneration Area (Policy A4). In light of this context, redevelopment will need to incorporate appropriate noise mitigation measures to minimise the impact of

HGV movements accessing and operating within the site, particularly in relation to existing and future residential uses.

AS1: Land at Oakfield Road, Altrincham

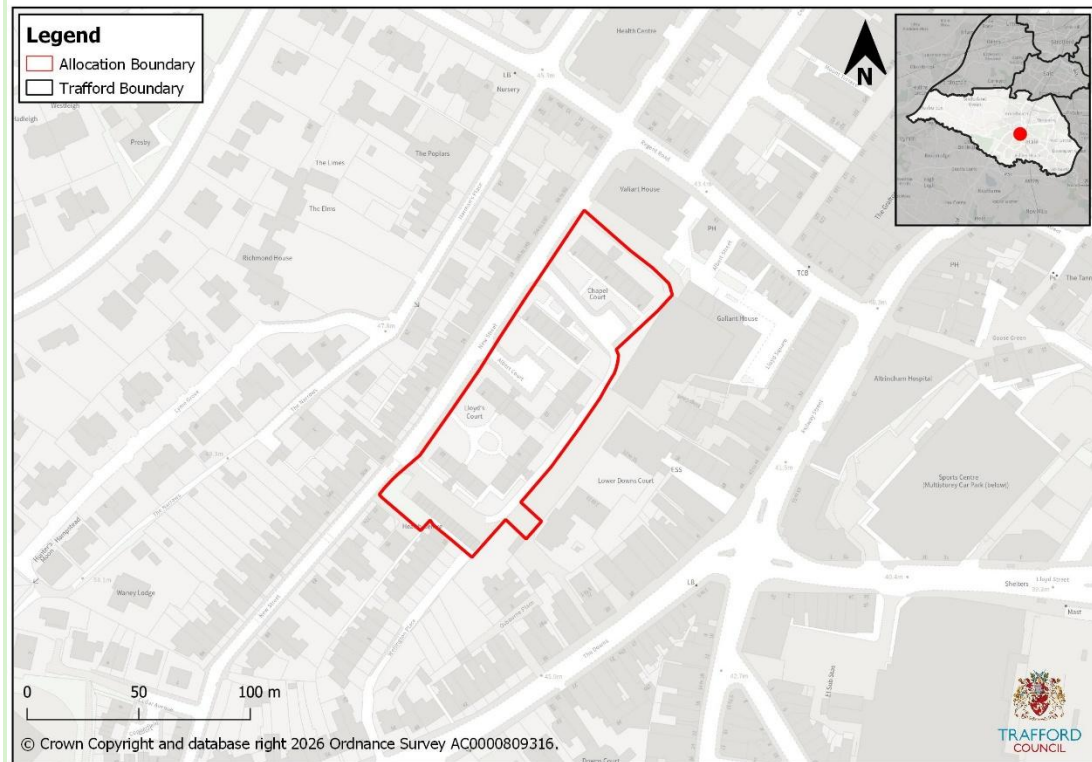


Address	Land at Oakfield Road, Altrincham				
Site Size (Ha)	2.24				
Existing use	Surface level car parking (Brownfield)				
Allocated for	Residential lead mixed use for around 100 dwellings				
Affordable Housing Requirement	45% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	0 homes	100 homes	0 homes	0 homes
Site Specific requirements	Development proposals must:				

	B. Deliver broadly high density residential development; C. Maintain direct, permeable walk, wheel and cycle routes linking Oakfield Road and Moss Lane with Altrincham Town Centre and Interchange alongside public realm improvements along Moss Lane; D. Deliver high-quality, locally distinctive design that mitigates any harm to key views and preserves the setting of nearby listed buildings and Conservation Areas; E. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3. Including the following assets: i. Grade I Stamford House; ii. Grade II Clock Tower and Kingsway (South side) No.s 2, 4, 6 & right 3 bays of 8; and iii. Stamford New Road and Old Market Place Conservation Areas. F. Ensure that level changes on the site are fully integrated into the layout and design of a scheme and do not compromise placemaking or accessibility; G. Active frontages along Moss Lane and Oakfield Road would be encouraged, with building heights transitioning appropriately to nearby two-storey residential properties; and H. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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- 15.147. The allocation supports the redevelopment of a brownfield site on the eastern edge of Altrincham Town Centre. The site currently comprises surface-level car parking and the existing ice rink, which is expected to remain operational in the short to medium term.
- 15.148. The allocation is in close proximity to Altrincham Interchange, retail and leisure uses, and the wider town centre, making it highly suitable for higher-density development.
- 15.149. The site is allocated for a mixed-use development comprising approximately 200 dwellings, reflecting the site's highly accessible town centre location near Altrincham Interchange.
- 15.150. The site lies close to several heritage assets and conservation areas as detailed in the policy. Development must preserve and, where possible, enhance their setting, informed by a heritage impact assessment which should identify key views of the affected heritage assets
- 15.151. Development should deliver high-quality, locally distinctive design. Taller buildings may be appropriate along town centre frontages, with sensitive transitions in height towards the two-storey residential properties on Oakfield Road. Active frontages are encouraged along Moss Lane and Oakfield Road.
- 15.152. The development must prioritise sustainable transport modes, providing direct, safe, and permeable routes linking Oakfield Road and Moss Lane with Altrincham Town Centre and the Interchange. These routes should be supported by comprehensive public realm enhancements, particularly along Moss Lane, and integrated within the site layout to ensure seamless connectivity to surrounding streets, destinations, and transport infrastructure

AS2: Land at New Street, Altrincham



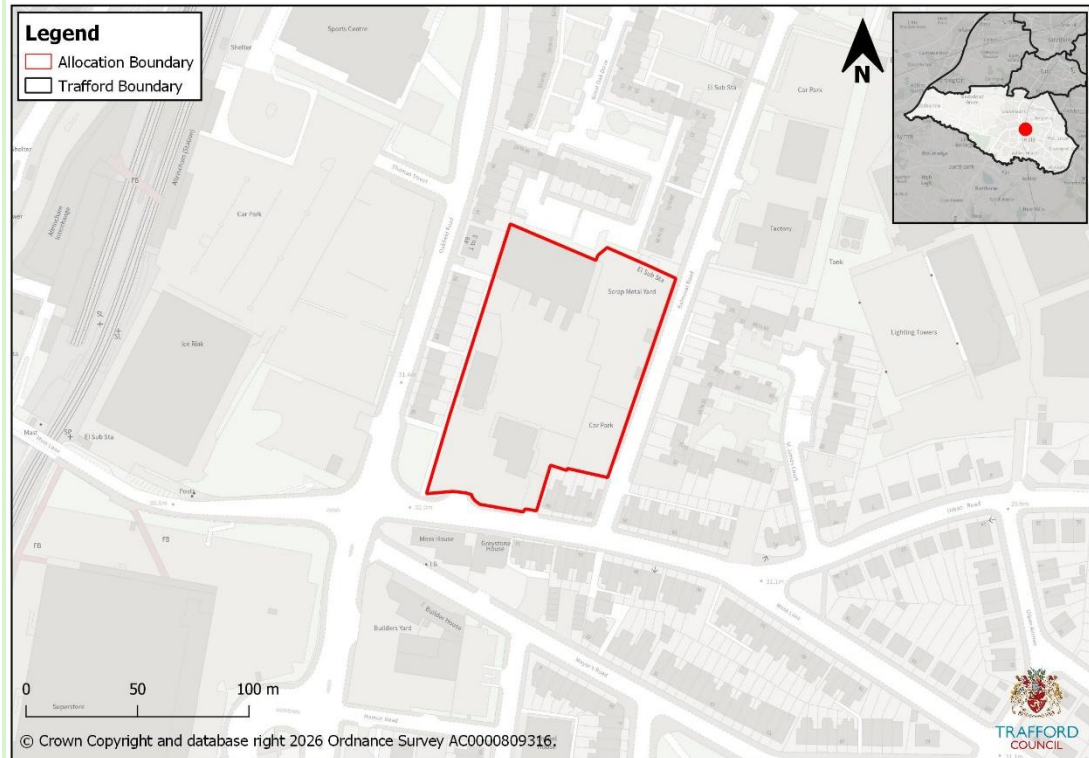
Address	Land at New Street, Altrincham				
Site Size (Ha)	0.80				
Existing use	Vacant residential blocks (Brownfield)				
Allocated for	Residential development approximately 88 dwellings				
Affordable Housing Requirement	45% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	88 homes	0 homes	0 homes	0 homes

Site Specific requirements	Development proposals must: B. Deliver broadly high density residential development; C. Obligations securing financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery will be required from all development; D. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3. Including the following assets: i. Grade II 32 And 34, The Downs, 2, 4, 6 And 8, Normans Place Victoria Terrace, Downs Place and ii. The Downs, Old Mark Place, George Street, and Stamford New Road Conservation Areas. E. Deliver high-quality, locally distinctive design reinstates the historic terraced frontage along New Street. Car parking, boundary treatment, spaciousness, green space and soft landscaping must also be carefully included into any proposed design. F. Provide appropriate green space and landscaping within the development, including new tree planting, with particular sensitivity to the New Street frontage; G. Wherever feasible, retain, integrate and enhance high-value trees, green spaces and important existing vegetation on the site; H. Provide a permeable, well-connected development, with onsite pedestrian routes and forming linkages to the surrounding area including Altrincham town centre; and
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	I. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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- 15.153. Land at New Street, Altrincham is a brownfield site adjacent to Altrincham Town Centre, providing an opportunity to deliver new homes in a highly sustainable location. The site currently comprises six detached apartment blocks dating from the 1960s (Lloyds Court, Albert Court and Chapel Court) arranged around three courtyards, together with a row of residential garages. The majority of the site is owned and managed by L&Q Housing Trust, which intends to redevelop the site.
- 15.154. The site also contains areas of existing green space and a number of mature and notable trees, including a Cherry tree, which contribute positively to the character of the area and create a strong sense of place. These features should be retained and positively incorporated into any redevelopment.
- 15.155. The site benefits from excellent accessibility, being close to Altrincham Town Centre and Altrincham Interchange, providing convenient access to public transport and town centre services. Its sustainable location supports higher-density residential development, ensuring efficient use of land and supporting the vitality of the town centre.
- 15.156. Development should also incorporate high-quality design that responds positively to its context, reflecting and reinstating the historic terraced frontage along New Street where appropriate.
- 15.157. Part of the site lies within The Downs Conservation Area and the site also sits within the setting of several heritage assets, including Old Market Place and Stamford New Road Conservation Areas, as well as a number of Grade II listed buildings. Development must therefore be sensitively designed to respect and enhance the significance and setting of these heritage assets.
- 15.158. The site was granted planning permission February 2026 for the demolition of the existing buildings and the construction of 88 dwellings.

AS3: Land at Moss Lane, Balmoral Road, Altrincham



Address	Land at Moss Lane, Balmoral Road, Altrincham				
Site Size (Ha)	0.89				
Existing use	A builders' merchant, scrapyard and car park (Brownfield)				
Allocated for	Residential development approximately 60 dwellings				
Affordable Housing Requirement	45% affordable housing requirement, in accordance with Policy R2.				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	0 homes	60 homes	0 homes	0 homes

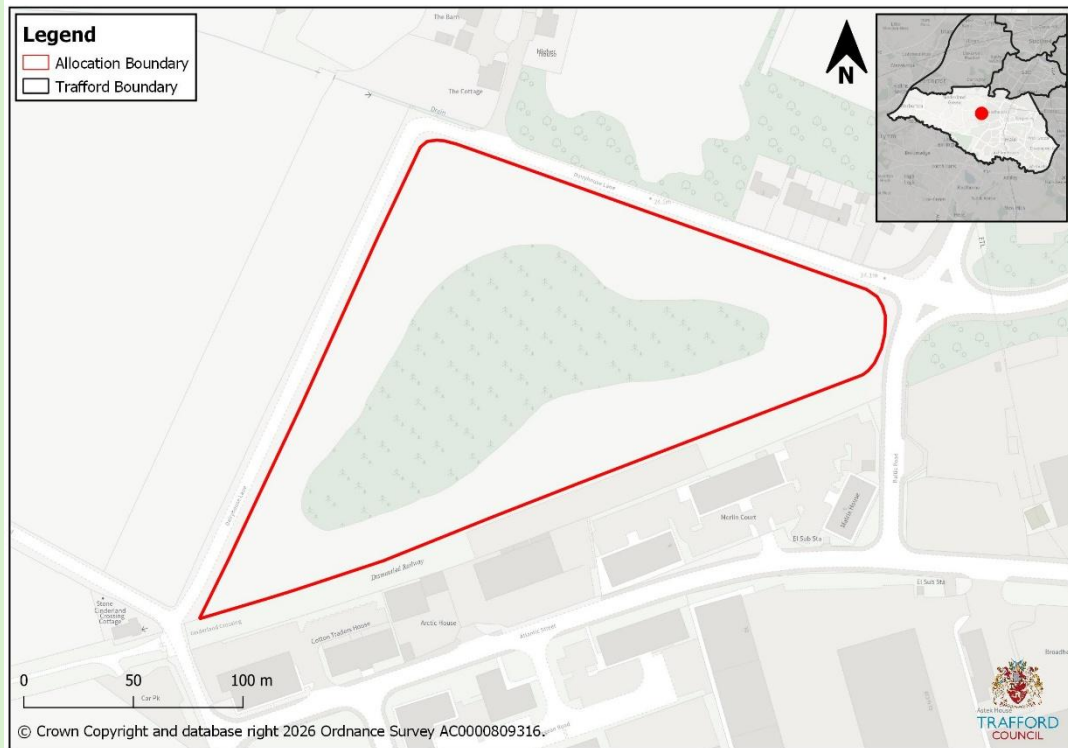
Site Specific requirements	Development proposals must: B. Deliver broadly medium density residential development; C. Provide active frontages particularly Oakfield Road and Moss Lane, to reinforce town centre character, legibility and activity; D. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3. E. Wherever feasible, retain, integrate and enhance high-value trees, green spaces and important existing vegetation bordering the site; F. Deliver a mix of housing and apartments up to three storeys, with building heights carefully transitioning to adjacent two-store transitioning sensitively to adjacent two-storey housing and designed to protect residential amenity, reflecting the tight urban grain and proximity of surrounding development; and G. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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15.159. The allocation site is located off Moss Lane and Balmoral Road, Altrincham. It is currently occupied by a builders' merchant, scrapyards and car park with EV charging.

15.160. The site is adjacent to the Altrincham Town Centre boundary, in close proximity to public transport, local services and green space such as Stamford Park. The surrounding area comprises commercial and residential properties, with residential buildings largely two to three-storey terraced houses.

- 15.161. The site is identified in the Altrincham Town Centre Neighbourhood Business Plan for 43 dwellings. Since the adoption of the Neighbourhood Plan in 2017, policy guidance has changed and PfE JP-H4 requires a minimum of 70 dwellings per hectare for sites in this kind of location.
- 15.162. Development should respect the building heights of up to four storeys considered appropriate, subject to careful design to ensure a sensitive transition to adjacent lower-density residential properties.

AS4: Land at Dairyhouse Lane, Broadheath



Address	Land at Dairyhouse Lane, Broadheath				
Site Size (Ha)	3.46				
Existing use	Undeveloped (Greenfield)				
Allocated for	Industrial and warehousing floorspace development approximately 12,000 sqm (gross)				
Necessary on / off site infrastructure	A. In accordance with Policy IP1.				
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 sqm	0 sqm	0 sqm	12,000 sqm	0 sqm
Site Specific requirements	Development proposals must:				

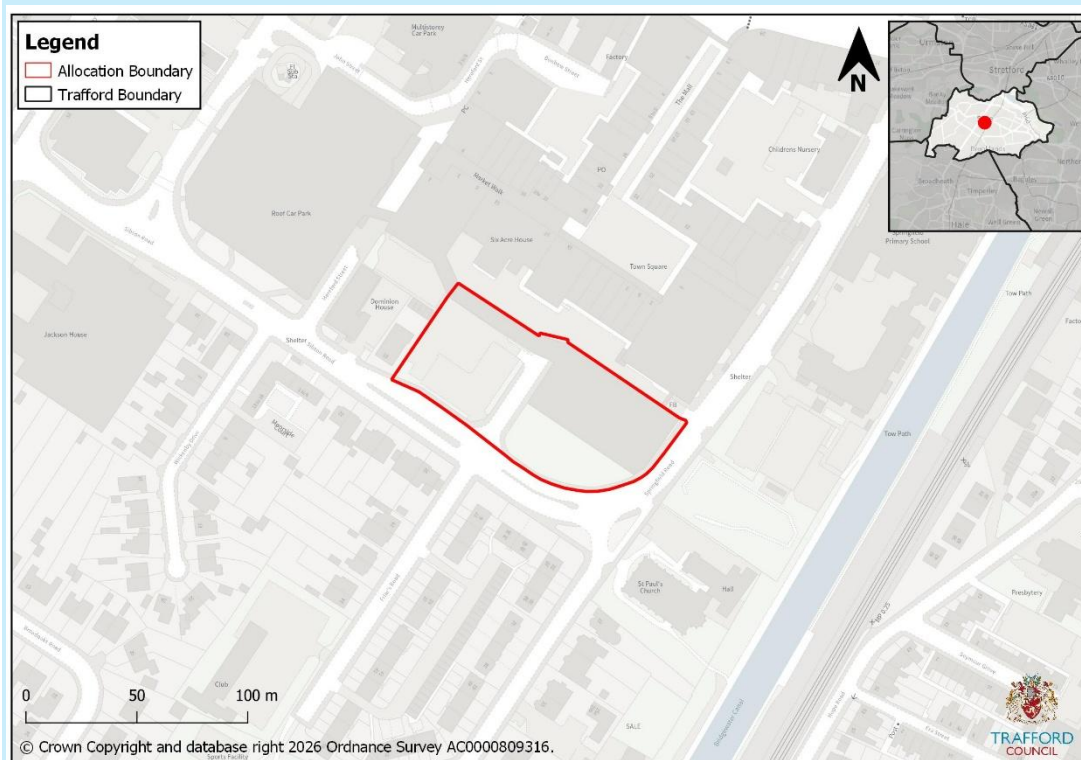
	B. Avoid, minimise or mitigate impacts on Grade 2 (best and most versatile) agricultural land; C. Enhance connectivity by providing or contributing to improvements to the TransPennine Trail and other active travel routes; D. Strengthen landscape buffers along the northern and western boundaries to strengthen the Green Belt boundary; E. Respect the countryside setting through the protection and enhancement of biodiversity features, retaining existing trees, wherever possible, and compensating for any woodland loss; F. Undertake hydrological and ground investigations as necessary to inform the redevelopment of the site and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats elsewhere; G. Deliver high-quality, locally distinctive design that responds sensitively to the Sandlands Landscape Character Area and the adjacent Mosslands and Lowland Farmland. H. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3. Including the following assets including Dairyhouse Farm and Cinderland Crossing Cottage;
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	I. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1, FC4, FC5 and other relevant planning obligation and condition policies in this plan.
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- 15.163. The allocation at Dairyhouse Lane is triangular-shaped and is within the western part of the Broadheath Employment Area (Policy EJ3), comprising greenfield land with a central wooded area. The site is allocated for approximately 2,040 sqm of industrial and warehousing floorspace, supporting the continued growth of the employment area.
- 15.164. The site is located on the edge of the Altrincham / Broadheath urban area and is bounded by the Green Belt and open countryside to the west. Development should respond to this context by strengthening landscape buffers and retaining existing trees where possible.
- 15.165. Parts of the allocation may include areas of deep peat and investigations will be required to determine the depth and quality of the peat and, where identified, a suitable mitigation strategy must be provided. Development must also have regard to ecological designations in close proximity to the site, including Brookheys Covert SSSI, in accordance with Policy NE3.
- 15.166. The surrounding landscape character and nearby heritage assets, including Cinderland Crossing Cottage and Dairyhouse Farm, contribute to the site's rural setting. Development should respond sensitively to the Sandlands Landscape Character Area and adjacent Mosslands and Lowland Farmland LCAs. Soft landscaping and spaciousness should be incorporated into the design. Any boundary treatments to the perimeter of the site should also be soft landscaped and a sufficient depth of planting provided to help screen the development.
- 15.167. The site also presents an opportunity to enhance sustainable connectivity, including improvements to the TransPennine Trail and wider walking, wheeling and cycling networks.

15.168. The allocation will attract high-quality employment investment to the Broadheath Employment Area, supporting Strategic Objective,

AC1: Land at Stanley Square, Sale



Address	Land at The Square, Sale
Site Size (Ha)	0.63
Existing use	Vacant land and Multi Storey Car park (Brownfield)
Allocated for	Residential development of approximately 75 dwellings in plan period
Affordable Housing Requirements	30% affordable housing requirement, in accordance with Policy R2.
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. Improvements to sustainable transport crossing points on Sibson Road and Springfield Road, enhancing connections to the wider active travel network; and ii. High-quality public realm improvement to support movement, accessibility and integration with Sale Town Centre.

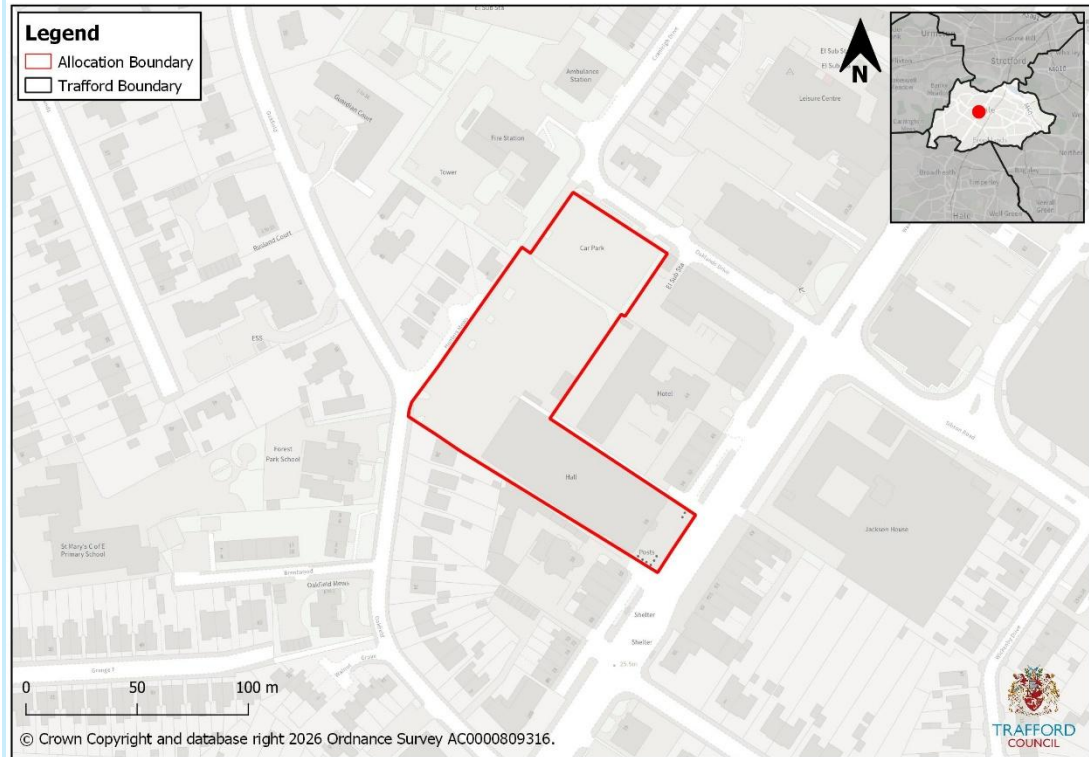
Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	0 homes	75 homes	0 homes	0 homes
Site Specific requirements	Development proposals must: B. Deliver broadly high density residential development, with higher densities closer to Sale Town Centre in the north, with sensitive transitions to surrounding properties, including St Paul's Church; C. Provide active frontages along key pedestrian routes, particularly Springfield Road; D. Where possible, create legible and safe sustainable transport connections to Springfield Road, Stanley Square and Sibson Road, incorporating enhanced wayfinding, signage and lighting; E. Respond to site constraints and opportunities, including the rationalisation or removal of redundant infrastructure such as the elevated car park access, to support improved connectivity and a coherent layout; F. Retain and enhance green infrastructure, including the green space and mature trees at the Sibson Road/Springfield Road frontage, recognising their contribution to visual amenity and townscape, alongside additional high-quality landscaping; G. Strengthen the historic and local character by identifying and positively responding to designated and non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3. The development should minimise impacts on the setting and key views of Grade II Listed St Paul's Church and nearby non-designated heritage assets, including Springfield School. H. Soft landscaping and a sense of openness should be incorporated into the design. The green and open				

	character of the corner of Sibson Road should be retained to help preserve the setting of the Grade II Listed Church. I. Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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- 15.169. The site's allocation supports the regeneration of underused brownfield land in Sale Town Centre, accessibility located near public transport, including Sale Metrolink station, is highly sustainable.
- 15.170. The multi storey car park has been retained within the allocation on the basis that it remains in active use. However, its inclusion within the site boundary allows for longer-term flexibility should requirements change, enabling the site to be brought forward comprehensively in the future. The indicative capacity of 60 units reflects redevelopment of the site excluding the multi-storey car park.
- 15.171. The site sits in a key location within Sale Town Centre, currently used for car parking and hard landscaping, acting as an important pedestrian junction and southern gateway. Redevelopment will deliver new housing, updated town centre uses, and improved public spaces that can enhance connectivity and accessibility.
- 15.172. Development should optimise the site's highly sustainable location through appropriate density and scale, with taller elements focused towards the higher densities of Sale Town Centre, including sensitive transitions to surrounding properties. Particular regard should be given to the setting of nearby heritage assets, including St Paul's Church and Springfield School, ensuring their characters and settings are preserved and enhanced.
- 15.173. Development proposals should be in line with the Updated Sale Town Centre Public Realm and Movement Strategy (2021) which looks to include improved crossings, wayfinding, signage and lighting for safe and inclusive access.

- 15.174. Creating active frontages will support vitality along key routes. The prominent green space and mature trees at Sibson Road/Springfield Road should be retained and enhanced, alongside new planting and high-quality public realm improvements.

AC2: Land at Sale Lido / Oaklands Drive, Sale



Address	Land at Sale Lido / Oaklands Drive, Sale
Site Size (Ha)	0.93
Existing use	Vacant building and car park (Brownfield)
Allocated for	Residential development of approximately 50 dwellings in plan period
Affordable Housing Requirements	30% affordable housing requirement, in accordance with Policy R2.
Necessary on / off site infrastructure	A. In accordance with Policy IP1 and the following: i. Sustainable transport infrastructure, including improvements to existing pedestrian and cycle crossings at the A56 junction with Oaklands Road and Sibson Road; ii. Improvements to the crossing point at the A56/ Washway Road adjacent to the site frontage.

Anticipated delivery time scale	2022/23-2025/26	2026/27-2030/31	2031/32-2035/36	2036/37-2038/39	2039+
		0-5	6-10	11-13	14+
	0 homes	0 homes	50 homes	0 homes	0 homes
Site Specific requirements	Development proposals must: B. Deliver broadly medium density residential development; C. Strengthen the historic and local character by identifying and positively responding to the non-designated heritage assets and their setting, in accordance with the requirements of Policy BE3, including the following: i. The retention and appropriate re-use / refurbishment of the Sale Lido should be incorporated into any redevelopment of the site. The Lido building should remain the landmark building as part of any wider development, with any new surrounding development subservient in scale, height and massing. ii. Non-Designated Heritage Assets: Oak Lea, 58 Washway Road and Amblehurst Hotel. D. Wherever feasible, retain and integrate high-value trees, green spaces and important existing vegetation on the site. E. Enhance connectivity by retaining key pedestrian routes through the site, including the existing footpath link between Oakfield and Oaklands Road. F. Deliver high-quality landscaping, urban greening and public realm improvements, particularly along the A56 frontage and at the Oakfield entrance, to enhance visual amenity and environmental quality; and				

	G.Make financial contributions towards necessary transport, social and green infrastructure and/or their enablement and delivery in accordance with Policies IP1, FC1- FC5 and other relevant planning obligation and condition policies in this plan.
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- 15.175. The allocation of land at Sale Lido / Oaklands Drive supports the regeneration of a brownfield site in a highly accessible location close to Sale Town Centre. Redevelopment will deliver new homes, secure the re-use of the former Sale Lido building and enhance the quality of the A56 corridor and surrounding public realm.
- 15.176. The former Sale Lido building is a non-designated heritage asset, constructed in the 1930s in a Art Deco style. Adapted for leisure uses, most recently as a Mecca Bingo Hall (closed February 2024), the building forms an important cultural and architectural local landmark. Its retention and re-use / refurbishment will be central to the site's redevelopment. The Lido building should remain the landmark building as part of any wider development, with any new surrounding development subservient in scale, height and massing. Proposals should deliver a high-quality design that conserves and, where possible, enhances its significance and setting.
- 15.177. The site can accommodate approximately 45 dwellings taking into consideration its size, context and constraints. Development should respond to the surrounding residential character, with building scale and layout providing appropriate transitions to neighbouring properties.
- 15.178. The site is subject to a number of constraints, including its location on the A56 future residents may be exposed to noise and air quality impacts, the presence of Tree Preservation Orders and the need to conserve heritage assets. A comprehensive approach to development will be important to ensure these constraints are addressed in an integrated way and to achieve an efficient layout and high-quality design.
- 15.179. The site lies adjacent to the A56, which can act as a barrier to movement. Development should enhance connectivity by improving walking, wheeling and

cycling routes, including links to surrounding streets and Sale Town Centre, and by supporting improvements to nearby crossing points.

- 15.180. High-quality landscaping and public realm improvements along the A56 frontage are important in enhancing visual amenity, creating a positive gateway into the town centre and mitigating environmental impacts. While opportunities for additional tree planting on the frontage are limited, other forms of urban greening and landscaping should be incorporated. The entrance to Oakfield should also be sensitively designed and enhanced as part of the scheme.

Appendices

Appendix 1: Glossary of Terms

For the purposes of this Local Plan, the following terms shall have the meanings set out below

A

Accessible Greenspace

Greenspace that is located, designed, and managed so it can be easily reached and used by all members of the community, including people with disabilities, older persons, and children, and which meets recognised accessibility, distance, and quality standards.

Active Frontages

Building façades or street edges designed to be visually engaging, encourage pedestrian activity, and contribute to a safe and vibrant public realm through overlooking, entrances, windows, or active uses at ground floor level.

Air Quality Assessment / Pollution Mitigation

A requirement for major developments to assess potential air quality and pollution impacts and to identify appropriate mitigation measures to protect human health and environmental quality.

Amenity Greenspace

Informal green spaces that provide opportunities for quiet enjoyment, visual amenity, and informal recreation close to where people live or work, including grassed areas, landscaped spaces, and small local green areas.

B

Build to Rent (BTR)

Purpose-built housing that is typically 100% rented. It may form part of a wider multi-tenure development comprising flats or houses but should be on the same or a

contiguous site. Schemes will usually offer longer tenancy agreements (typically three years or more) and be professionally managed under single ownership and management control.

C

Carbon Neutral

The point beyond which Greater Manchester's annual carbon dioxide emissions fall below 0.5MtCO₂ (representing a reduction of over 98% from 1990 levels).

Circular Economy

An economic system in which waste is minimised and materials are kept in use for as long as possible through reuse, repair, and recycling, rather than a linear model of extraction, consumption, and disposal.

Civic Hubs

Centralised locations where multiple community, health, cultural, and social services are co-located to maximise accessibility, efficiency, and social interaction.

Co-living Developments

Large-scale shared living developments typically aimed at single-person households, providing private living space alongside shared communal facilities such as gyms, cinemas, cafés, and co-working areas.

Co-location

The siting of multiple services or facilities together to optimise land use, improve accessibility, and strengthen the role of community hubs.

Community Use Agreement

A Community Use Agreement is designed to formalise the use of facilities by community members while protecting the interests of the facility owner. It ensures that the facility is used safely, responsibly, and in accordance with applicable laws, and it clarifies responsibilities for maintenance, insurance, and costs. They are commonly

used for schools, sports facilities, and other public or private community spaces to allow access outside normal operational hours while maintaining oversight and accountability.

Core local nature sites

Core local nature sites are the best remaining wildlife sites across Greater Manchester and cover Trafford. These sites are identified in the Greater Manchester Local Nature Recovery Strategy (LNRS) and already recognised for their importance for biodiversity. These include statutory and non-statutory designated sites and irreplaceable habitats, including sites in Trafford: Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR) and Sites of Biological Importance (SBI). Irreplaceable habitats as defined by Defra, in Greater Manchester this includes ancient woodland, ancient trees and veteran trees, lowland fen and blanket bog.

D

Data Centre(s)

Buildings that house IT infrastructure including computer servers, storage systems, and networking equipment, used for delivering digital services and storing and managing data.

Density (Residential Development)

A measure of the intensity of residential development on a site, typically expressed as the number of dwellings per hectare (dph).

For the purposes of this Local Plan references to density in relation to residential development is defined as:

- Low density - up to 35 dph
- Medium density - 35 - 70 dph
- High density - 70 - 150 dph
- Very High density - 150 dph +

E

Embodied Carbon

Carbon emissions arising from the extraction, manufacture, transport, construction, maintenance, and disposal of building materials throughout the lifecycle of a development, excluding operational energy use.

Employment Uses

In this Local Plan, employment uses include industrial and warehousing (manufacturing and logistics) uses (use classes B2 and B8), offices (E(g)(i)), modern economy uses and some suitable sui generis uses.

G

Greater Manchester Accessibility Level (GMAL)

A quantitative measure of access to public transport in Greater Manchester. GMAL scores range from 1 (low accessibility) to 8 (high accessibility). A score of 5 or above indicates good or better access to bus, Metrolink, rail, and Local Link services and is published by Transport for Greater Manchester.

Green and Blue Infrastructure (GBI) network

Trafford's Green and Blue Infrastructure (GBI) network comprises green elements ranging from large country parks, open spaces, active travel routes, wildlife corridors, woodlands and countryside areas to smaller parks, allotments, amenity green spaces, street trees and green roofs and walls. It also includes blue elements: lakes, ponds, SuDS, rivers, streams, canals, and other waterbodies.

H

Heritage Asset

A heritage asset is a building, monument, site, place or landscape identified as having a degree of significance meriting consideration in planning decisions. Heritage assets include designated heritage assets (such as scheduled monuments, listed buildings,

registered parks and gardens, and conservation areas) and non-designated assets identified on the Local List.

Houses in Multiple Occupation (HMO)

Residential properties occupied by at least three people from more than one household who share basic amenities such as a kitchen or bathroom.

L

Lead Local Flood Authority (LLFA)

The statutory body responsible for managing local flood risk from surface water, groundwater, and ordinary watercourses within its administrative area, including duties relating to flood risk assessment and drainage.

Local Area for Play (LAP)

A small area of open space (0.01–0.04 hectares) designed primarily for very young children to play close to their homes, generally within one minute's walking distance. LAPs focus on informal play and supervision and do not require formal play equipment.

Local Equipped Area for Play (LEAP)

An area of open space (0.04–0.1 hectares) laid out with play equipment for children who are beginning to play independently, typically within five minutes' walking distance of home.

Local Labour Agreements

Planning-related commitments, usually secured through a legal agreement (such as a Section 106 obligation), requiring developers to support local employment, apprenticeships, and training opportunities.

Low Carbon Heat Network

A heat network where the carbon intensity of delivered heat is below 100 gCO₂e/kWh, in line with the Department for Energy Security and Net Zero Green Heat Network Fund criteria.

M

Major Development

For residential development: the provision of 10 or more dwellings or development on a site of 0.5 hectares or more.

For non-residential development: the creation of 1,000 square metres or more of floorspace or development on a site of 1 hectare or more, unless otherwise defined in national planning legislation.

Meanwhile Use

The temporary use of land or buildings prior to their long-term development, making productive use of sites during transitional periods.

Mechanical Ventilation

The movement of air into and out of a building through mechanically powered systems, such as fans and ductwork.

Modern Economy

Modern economy uses are defined in national policy as including laboratories, gigafactories, digital infrastructure (including data centres), freight and logistics. Modern economy uses in this plan are also considered to include certain specialised (sui generis) uses.

Multi-Use Games Area (MUGA)

An enclosed, all-weather sports facility designed to accommodate multiple sports within a single space, commonly including football, basketball, netball, and tennis, using hard or synthetic surfaces.

N

Nature-Based Solutions

Interventions inspired and supported by natural processes that provide environmental, social, and economic benefits, including climate adaptation and mitigation.

Neighbourhood Equipped Area for Play (NEAP)

An area of open space greater than 0.1 hectares, equipped primarily for older children, with some opportunities for younger children, generally located within 15 minutes' walking distance of home.

Net Zero Carbon

In construction: A condition where carbon emissions arising from a building's product and construction stages up to practical completion are zero or negative.

In operation: A condition where annual operational carbon emissions are zero or negative through high energy efficiency, renewable energy, and offsetting, in line with the UK Green Building Council framework.

New Renewable Energy Development

Non-domestic or minor development falling below the generating capacity thresholds for a Nationally Significant Infrastructure Project (NSIP).

Non-Family Units

Residential accommodation not intended for families with school-age children, including sheltered housing, retirement housing, residential institutions, and houses in multiple occupation.

O

Older Persons Accommodation

Includes residential care bedspaces, extra care dwellings and/or specialist older person dwellings.

Open Space

All land and water areas of public value that are not built upon, regardless of public access. This includes green and blue infrastructure providing recreational, ecological, visual, or amenity benefits.

For the avoidance of doubt, open space includes:

- a) Parks, gardens and recreation grounds
- b) Provision for children and teenagers (including playgrounds)
- c) Natural and semi-natural greenspace
- d) Amenity greenspace
- e) Allotments
- f) Cemeteries and churchyards

Opportunity Areas

Nature Recovery Opportunity Areas, as identified in the LNRS, are areas where action to enhance, restore or create different types of habitats (i.e. woodlands, grasslands, moorlands, waterbodies and wetlands) would expand and better connect our core local nature sites. These are our opportunity areas for nature recovery (our 'areas which could become of particular importance for biodiversity' under national regulations and guidance), where more ambitious action for nature should be prioritised and where we can have the greatest impact by planning, coordinating and focusing efforts and resources. An ecological modelling approach was used as part of the basis for developing the opportunity areas, based on best available data.

P

Passive Cooling

Design measures that cool buildings without the use of electrically powered systems.

Passive Ventilation

The movement of air through a building using natural forces, such as wind and temperature differences, without mechanical systems.

Primary Care Facilities

Healthcare facilities and services including general practitioners, community pharmacies, dental practices, and optometry services.

Public Realm

Publicly accessible spaces within the built environment, including streets, squares, plazas, and parks, designed to support social interaction and movement.

Q

Quiet Routes

Designated low-traffic, low-speed roads that are conducive to safe and efficient use by pedestrians and/or cyclists.

R

Recreation Ground

Public land used primarily for organised or informal outdoor sports and games, often forming part of a wider park or open space.

Renewable Energy

Energy for heating, cooling, and electricity generated from self-replenishing natural sources such as wind and solar power.

Retrofitting

The upgrading of existing buildings to improve energy performance and reduce or eliminate reliance on fossil fuel heating.

S

Safeguarded Land

Land protected through the planning system to prevent development that would prejudice the delivery or operation of existing or future infrastructure.

Sports and Recreation Land and Facilities

For the avoidance of doubt references to sports and recreation land and facilities include:

- a) Playing fields, including playing pitch sports (including, but not limited to, those identified in the Playing Pitch and Outdoor Sports Strategy (PPOSS) (2025)), such as football, rugby union, rugby league, cricket, Gaelic football, lacrosse, and archery
- b) Artificial grass pitches (AGPs), including hockey pitches
- c) Bowling greens
- d) Tennis courts and padel courts
- e) Athletics tracks and stadia
- f) Golf courses and associated facilities
- g) Indoor sports facilities, including leisure centres

Sustainable Transport Modes

Forms of transport that reduce reliance on private car use, including walking, cycling, wheeling, and public transport.

T

Tall Buildings

Buildings that are either 6 storeys or more, or 18 metres or more in height.

Travel Hubs

Locations where different transport modes are integrated with high-quality public realm and ancillary facilities such as seating, lighting, parcel lockers, and changing facilities.

V

Visitor Economy

Economic activity associated with tourism and leisure, including expenditure on attractions, accommodation, retail, food and drink, and cultural venues.

W

Waste Hierarchy

A ranked approach to waste management prioritising prevention, followed by reuse, recycling, recovery, and disposal as the least preferred option.

Appendix 2: Replaced Policies Schedule

Civic Quarter Area Action Plan

The Civic Quarter Area Action Plan policies will be replaced by the Trafford Local Plan, as set out below.

Civic Quarter AAP Policy	Replaced by Local Plan Policy / Policies
CQ1: Civic Quarter Regeneration	AN2
CQ2: Housing	AN2, R2, R3, BE1, OS2
CQ3: Mixed Use Communities	AN2, BE4, TC1, TC2, TM1, TM2
CQ4: Sustainability and Climate Change	CR1, CR5, CR6, WA1, WA2, NE2, TM5
CQ5: Conservation and Heritage	AN2, BE3
CQ6: High Quality Design	AN2, BE1
CQ6.1: Tall Buildings	AN2, BE1, BE2
CQ7: Public Realm Principles	AN2, TM1, WA2, NE2, BE1
CQ8: Wellbeing Route Talbot Road	AN2, TM1, TM1N
CQ9: Processional Route	AN2, BE1, TM1, TM1N
CQ10: Movement, Permeability and Parking	AN2, TM1, TM1N, TM2, TM5
CQ11: Infrastructure and Obligations	IP1, FC1, FCN1

Core Strategy 2012

The Core Strategy policies were partly superseded by Places for Everyone (2024), and this is set out in Appendix A of PfE.

The remaining saved Core Strategy policies will be replaced by the Trafford Local Plan, as set out below.

Core Strategy policy	Sub section	Replaced by Local Plan policy / policies
SL1 – Pomona Island	SL1.2	AN4
	SL1.3	AN4
	SL1.4	AN4
	SL1.5	AN4
	SL1.6	AN4
	SL1.7	AN4
SL2 – Trafford Wharfside	SL2.2	AN1
	SL2.3	AN1
	SL2.4	AN1
	SL2.5	AN1
	SL2.6	AN1
	SL2.7	AN1
SL4 – Trafford Centre Rectangle	SL4.1	CL2, AN3
	SL4.2	CL2, AN3
	SL4.3	CL2, AN3
	SL4.4	CL2, AN3
	SL4.5	AN3
	SL4.6	CL2, AN3
L1 – Land for new homes	L1.1	R1, R2, R3
	L1.4	R1
	L1.9	Not Replaced
	L1.10	BE1
	L1.11	PfE Policy JP-C8
L2 – Meeting housing needs	L2.1	R2, R3
	L2.2	BE1
	L2.3	R2
	L2.4	R3
	L2.5	R3
	L2.6	R3
	L2.7	R3
	L2.8	R2
	L2.9	R2
	L2.10	R2
	L2.11	R2
	L2.12	R2
	L2.13	R2
	L2.14	R2
	L2.15	R2
	L2.16	R2

Core Strategy policy	Sub section	Replaced by Local Plan policy / policies
	L2.17	R4
	L2.18	R4
	L2.19	R5
L3 – Regeneration and reducing inequalities	L3.1	Not Replaced
	L3.2	Not Replaced
	L3.3	AN1
	L3.4	PfE Policy JPA30
	L3.5	PfE Policy JPA30
	L3.6	PfE Policy JPA30
	L3.7	Not Replaced
	L3.8	Not Replaced
	L3.9	Not Replaced
	L3.10	Not Replaced
L4 – Sustainable transport and accessibility	L4.1(c)	TM1, TM2, TM3
	L4.1(e)	TM6
	L4.1(f)	TM6
	L4.1(g)	TM6
	L4.1(h)	TM3
	L4.6	TM3
	L4.7	TM3
	L4.8	TM3, TM6
	L4.9	PfE Policy JP-C8
	L4.10	TM7
	L4.11	TM4, TM7
	L4.12	TM1, TM4
	L4.14	TM5
	L4.15	TM5
	L4.16	TM5
	L4.17	TM4
L5 – Climate Change	L5.1	CR1, WA1, BE1
	L5.10	CR1
	L5.13	BE5
	L5.14	BE1, BE5
	L5.17	WA1
L6 – Waste	L6.1	GM Waste Plan 2012
	L6.2	GM Waste Plan 2012
	L6.3	GM Waste Plan 2012
L7 – Design	L7.2	BE1, TM5
	L7.3 (bullet point 2)	BE1
L8 – Planning Obligations	L8.2	FC1
	L8.3	FC1
	L8.4	FC1, FC2, FC3
	L8.5	IP1, FC1, CL3
	L8.6	IP1, FC1
	L8.7	IP1, FC1

Core Strategy policy	Sub section	Replaced by Local Plan policy / policies
	L8.8	IP1, FC1
	L8.9	IP1, FC1
	L8.11	IP1, FC1
	L8.12	IP1, FC1
W1 - Economy	W1.1	EJ1
	W1.2	EJ1
	W1.3	EJ1, EJ3, EJ4
	W1.8	EJ3, EJ4
	W1.10	TC2, EJ3, EJ4
	W1.11	ST1
	W1.12	EJ1
	W1.13	BE4
W2 – Town centres and retail	W2.1	TC1
	W2.2	TC2S
	W2.3	TC2S, AS1
	W2.4	TC2N, TC2C, TC2W
	W2.5	TC2C, AC1
	W2.6	TC2N, AN5, AN10
	W2.7	TC3H, TC3S, TC3T
	W2.8	TC3H, TC3S, TC3T
	W2.9	TC4
	W2.10	TC1
	W2.11	TC2
	W2.12	TC4
	W2.13	CL2
	W2.14	TC4
W3 – Minerals	W3.1	GM Minerals Plan (2013)
	W3.2	GM Minerals Plan (2013)
	W3.3	GM Minerals Plan (2013)
R1 – Historic environment	R1.1	BE3
	R1.3	BE3
	R1.4	BE3
	R1.5	BE3
	R1.6	BE3
	R1.7	BE3
	R1.9	Not Replaced
R2 – Natural environment	R2.1	NE1, NE3, NE5, NE7, NE8,
	R2.2	NE3
	R2.3	NE1, NE2, NE3, NE4, NE5, NE8
	R2.4	NE2, NE3, NE4, NE8
R3 – Green Infrastructure	R3.1	NE1, NE2, NE3, NE4, NE5, NE6, NE7, NE8
	R3.2	NE1, NE2, NE3, NE4, NE5, NE8, OS1
	R3.3	NE1, NE2, NE3, NE4, NE5, NE8, OS1

Core Strategy policy	Sub section	Replaced by Local Plan policy / policies
	R3.4	NE2, NE4
	R3.5	NE1, NE2, NE3, NE4, NE6
R4 – Green Belt, Countryside and Other Protected Open Land	R4.6	EJ5
R5 – Open Space, Sport and Recreation	R5.1	OS1, OS2, OS3
	R5.2	OS1, OS2, OS3
	R5.3	OS1, OS2, OS3
	R5.4	OS1, OS2, OS3
	R5.5	OS1, OS2, OS3
R6 – Culture and Tourism	R6.1	CL1
	R6.2	CL1
	R6.3	CL1
	R6.4	CL1
	R6.5	CL1

Unitary Development Plan

The Unitary Development Plan policies were partly superseded by the Trafford Core Strategy (2012), and this is set out in Appendix 5 of the Core Strategy.

The remaining saved Unitary Development Plan policies will be replaced by the Trafford Local Plan, as set out below.

Unitary Development Plan Policy	Replaced by Local Plan policy / policies
ENV9: Sites of Importance for Nature Conservation	NE3
ENV10: Wildlife Corridors	NE3
ENV13: River Valley Flood Risk	Not replaced
ENV17: Areas of Landscape Protection	NE8
ENV18: The Devisdale	Not replaced
ENV19: Special Landscape features	Not replaced
ENV20: Skylines	BE1
ENV21: Conservation Areas	BE3
ENV22: Conservation Areas Designation	BE3
ENV27: Road Corridors	Not replaced
ENV32: Derelict Land Reclamation	Not replaced
E3: Land for Commercial Office Development	EJ1, EJ4
E7: Main Industrial Areas	EJ1, EJ3
E15: Priority Regeneration Area: Carrington	PfE Policy JPA30
TP1: Trafford Park Core Industrial Area	EJ2
TP2: Pomona Strategic Development Area	AN4
TP3: Hadfield Street Industrial Improvement Area	EJ3
TP4: Cornbrook Business Park	EJ4
TP5: Wharfside Strategic Area	AN1
TP6: Village Business Park and Centre	EJ2
TP7: Electric Park Strategic Site	Not replaced
TP8: Thompson Road Local Strategic Site	Not replaced
TP9: The World Freight Centre	EJ2
TP10: The Trafford Park Ecology Park	EJ2, NE4, OS1
TP11: The Trafford Park Rail Corridors	TM7
TP12: The Barton-upon-Irwell Conservation Area and Industrial Heritage and Interpretation Centre	Not replaced
TP13: The Manchester United Stadium Area	AN1
H3: Land Release for New Housing Development	Allocation Policies
H4*: Release of Other Land for Development	Allocation Policies
H7*: Accommodation for Elderly Persons	R4
H9*: Priority Regeneration Area Gorse Hill	Not replaced
H10: Priority Regeneration Area – Old Trafford	Not replaced
H11: Priority Regeneration Area – Partington	Not replaced
OSR2*: Major Leisure Developments	OS1
OSR5: Protection of Open Space	OS1
OSR6: Protected Linear Open Land	NE2, NE3, OS1
OSR7: Improvement and Provision of Informal Recreation and Children's Play Space Provision	OS1, OS2

Unitary Development Plan Policy	Replaced by Local Plan policy / policies
OSR8: Improvement and Provision of Outdoor Sports Facilities	OS1, OS2
OSR10*: Allotments	OS1
OSR11*: Golf Courses	OS1
OSR12*: Country Parks and Informal Recreation Areas	NE2, OS1
OSR13*: Sale Water Park	NE2, NE3, NE6
OSR14: Recreational Use of the Bridgewater Canal	TM1
OSR15*: Integrated Access Network for Trafford	NE2
OSR16*: Protection of Access Network	NE2
OSR17: Disused Railway Lines	NE2
OSR18: District Outdoor Sports Stadium	OS1
OSR19: Major Indoor Sports Facilities	OS1
S6: Development in Altrincham Town Centre	TC2S
S7: Development in Sale Town Centre	TC2C
S8: Development in Stretford Town Centre	TC2N
S9: Development in Urmston Town Centre	TC2W
S10: Local and Neighbourhood Shopping Centres	TC3H, TC3S, TC3T
S11: Development outside Established Centres	TC4
S12: Retail Warehouse Park Developments	TC4
S13*: Non Shop Service Uses within Town and District Shopping Centres	Not replaced
S14: Non Shop Uses within Local and Regional Shopping Centres	Not replaced
T8: Improvements to the Highway Network	TM3
T10*: Transport and Land Use in Town Centres	TM1, TM2, TM5
T11: High Quality Integrated Public Transport Network Improvements	TM2
T18: New Facilities for Cyclists	TM1
C8: Protected Open Land	Not replaced
M1: Protection of Mineral Deposits	GM Mineral Plan (2013)
M2: Extraction of Minerals	GM Minerals Plan (2013)
MD1: The Sinderland Road Development	Not replaced
D5*: Special Health and Safety Development Control Sub-areas	BE6
D6*: House Extensions	BE1
* Saved policies September 2007. Other policies in table saved December 2008	

Appendix 3: Monitoring the Local Plan

The monitoring indicators for each thematic policy area are set out at the end of each chapter, alongside any relevant PfE monitoring indicators.

Climate Resilience

Indicator	Target / direction of travel	Baseline / source	Local Plan Policy	Strategic objective addressing
Total territorial carbon dioxide emissions (kt CO ₂ e)	Significant reduction, working towards carbon neutrality by 2038.	1,301.2 kt CO ₂ e (2023) DESNZ 2005 to 2023 UK local and regional greenhouse gas emissions	CR1	SO2
Total number of registered district heat networks	Increase	4 (2019-2022) Heat Networks registered under the Heat Network (Metering and Billing) Regulations	CR3	SO2
Solar PV schemes in ENW Embedded Capacity Register (MW)	Increase	5.54 MW Already connected Registered Capacity* (MW)	CR2, CR4	SO2

*For schemes with Solar PV as Energy Source 1 within ENWL Embedded Capacity Register 1 (Under 1MW) and ENWL Embedded Capacity Register 2 (1MW & Above)

1.1 Relevant Places for Everyone (PfE) monitoring indicators:

- Percentage of net additional residential development completed with an Energy Performance Certificate rating of A and B.

Residential Development

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Net increase in number of dwellings by Locality	Increase	Not available Source: Planning records	R1, R3	SO1 SO3 SO9
% of all new homes delivered which are affordable in line with Policy R2 locality requirements	25% North locality 30% Central Locality 30% West Locality 45% South Locality	Not available Source: Planning records	R2	SO3 SO4 SO10
Number of homes by type within each locality (including specialist housing)	Number of homes which are in accordance with Housing Needs Assessment (HNA) requirements	Not available Source: Planning records / HNA	R3, R4	SO3 SO9
Supply of plots for self-build and custom housebuilding	Meet the annual requirement for self build plots	Not available Source: self build register / Planning records	R3	SO1 SO3
Supply of plots for self-build and custom housebuilding	Number of 150+ housing schemes which provide a proportion of self build and custom build plots	Not Monitored Source: Planning records	R3	SO1 SO3

1.2 Relevant Places for Everyone (PfE) monitoring indicators:

- Delivery of approx. 9,063 homes annually by 2025, 10,305 by 2030, and 10,719 by 2039 – across the PfE Plan Area.
- The number of new affordable homes completed.

- Percentage of new homes meeting Nationally Described Space Standard (NDSS)
- Percentage of new homes meeting Accessible and Indicator(s).

Economy and Jobs

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Amount of floorspace completions to non-employment uses within the employment designations (sqm) gross.	0 sqm increase	Not available Source: planning records	EJ1	SO1; SO5
Amount of floorspace completions to uses not specified in EJ2 in Trafford Park (sqm) gross.	0 sqm increase	Not available Source: planning records	EJ2	SO1; SO5
Completed industry and warehousing development (in key employment areas) by square metres (sqm) gross	Deliver at least 469,000 sqm new industry and warehousing floorspace by 2039.	Not available Source: planning records	EJ3 PfE JP-J1-J4	SO1; SO5
Completed office development (in key employment areas) by square metres (sqm) gross	Deliver at least 157,000 sqm new office floorspace by 2039.	Not available Source: planning records	EJ4 PfE JP-J1-J4	SO1; SO5

1.3 Relevant Places for Everyone (PfE) monitoring indicators:

- Percentage increase in GVA per job.
- Proportion of our residents (working age) in employment.

- Number of local labour agreements.
- Increase in office floorspace (gross).
- Increase in industry and warehousing floorspace (gross).

Transport and Movement

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Number of pedestrians/ cyclists killed or seriously injured in road traffic collisions on Trafford network	Decrease to zero, in line with GM Vision Zero	32 (2023 – Source: Trafford Data Lab Road casualties in GM)	TM1/TM3	SO8, SO10
Proportion of journeys under 2km taken by foot or bicycle	Increase to 70%	54% (2024 – Greater Manchester Travel Diary Survey/TRADS Greater Manchester Travel Diary Survey 2024 - district summaries - TRADS 2024 - Trafford district summary - data.gov.uk)	TM1	SO8, SO10
Proportion of trips using public transport (combined bus, rail, Metrolink mode share %)	Increase to 18%	14% (2024 - Greater Manchester Travel Diary Survey/TRADS Greater Manchester Travel Diary Survey 2024 - district summaries - TRADS 2024 -	TM2 PfE JP-C1	SO2, SO8, SO10

		Trafford district summary - data.gov.uk		
Proportion of applications in compliance with Parking Standards	90%	Not currently monitored. Source: planning records	TM5	SO8, SO9

1.4 Relevant Places for Everyone (PfE) monitoring indicators:

- Daily trips made by walking, wheeling and cycling, public transport, car and other modes.
- Percentage of new housing (net) within 800m of good public transport accessibility and percentage of new employment floorspace within 800m of good public transport accessibility.
- Number of EV charging points

Town Centres and Retail

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Number of vacant ground floor units within designated Town, District and Local Centres.	No more than 14% within each designated Town Centre; and no more than 7% within each designated District Centre.	Altrincham 12.1% Sale 9.3% Stretford – n/a due to Stretford Mall redevelopment Urmston 9.1% Hale 9.8% Sale Moor 1.5% Timperley 1.6% (Trafford Retail and Leisure Study Update, 2026)	TC1	SO7

		Trafford Town Centre Health Checks		
New convenience retail floorspace delivered within Partington and New Carrington.	2/3 medium sized convenience retail units (with a floorspace of within 10,000-20,000 sqm each).	Not currently monitored Source: Planning Records	TC2	SO7
Number of public realm improvement schemes approved across all designated centres.	Increased delivery over next 5 years.	Not currently monitored Source: Planning records	TC2	SO7 & SO9

1.5 Relevant Places for Everyone (PfE) monitoring indicators:

- Number of residential units (net) delivered in main town centres
- GVA in and within 800m of the main town centres

The Natural Environment

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Retention of Nature Conservation sites: • Sites of Special Scientific Interest (SSSI) • Ancient Woodland • Local Nature Reserves	No net loss	Dunham Park SSSI (79.18 ha) Brookheys Covert SSSI (2.37 ha) Total SSSI (81.55ha) Source: Natural England (2025) Ancient Woodland (21.76 ha) Source:	NE1; NE3	SO6

		Natural England (2024) Trafford Ecology Park LNR (4.39 ha) Broad Ees Bole LNR (8.78 ha) Total LNR (13.17 ha) Source: Natural England (2025)		
Number of GBI funding opportunities obtained in the GBI opportunity areas	Increase	Not currently monitored Source: Sustainability Team	NE2	SO6
% of applications approved in line with NE4 UGF requirements	100% of applications	Not currently monitored Source: Planning Records	NE4	SO2; SO6; SO9
Land Area of Woodlands and Copses (Hectares)	No net loss	574 ha Source: National Forestry Commission (2018)	NE7	SO2; SO6

1.6 Relevant Places for Everyone (PfE) monitoring indicators:

- Gross area of new habitat created from the application of biodiversity net gain
- Number, area and condition of sites of biological importance (SBIs)
- Number of trees planted annually (metric to be determined with respect to tree planting programmes and on-site delivery as a result of planning decisions, where available)

- Number of hectares of green infrastructure (metric will consider publicly accessible GI where information is available).

Open Space, Play, Sport and Recreation

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Number of planning applications that result in the loss of designated open space, contrary to Policy OS1	None	Not currently monitored Source: Planning Records	OS1	SO2; SO6; SO9; SO10
Number of major planning applications approved not meeting the OS2 requirements (by type of provision)	None	Not currently monitored Source: Planning Records	OS2	SO2; SO6; SO9; SO10

1.7 Relevant Places for Everyone (PfE) monitoring indicators:

- Amount (hectares) of green infrastructure.

Water, Flooding and Drainage

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Number of planning permissions approved against Lead Local Flood Authority (LLFA) advice.	None	Not currently monitored Source: Development Management / LLFA	WA1 / WA2 PfE JP-S4	SO2; SO12
Number of new major developments incorporating	Increase to 90% of new major developments	Not currently monitored Source:	WA2 PfE JP-S4	SO2; SO6; SO12

Sustainable Drainage System (SUDS) to Ciria standard.		Development Management / LLFA		
Water Framework Directive status of all waterbodies in the borough.	To achieve a 'good' status, with no deterioration of all water bodies	Irwell catchment: Irwell/Manchester Ship Canal (Irk to confluence with Upper Mersey) – Moderate Upper Mersey catchment: Bollin (Ashley Mill to Manchester Ship Canal) – Moderate Bollin (River Dean to Ashley Mill) – Moderate Mersey (upstream of Manchester Ship Canal) – Moderate Mersey/Manchester Ship Canal (Irwell/Manchester Ship Canal to Bollin) – Moderate Sinderland Brook – Poor Sinderland Brook (Fairwell Brook and Baguley Brook) – Moderate Timperley Brook – Moderate Environment Agency (2022)	WA1 PfE JP-S4 / JP-G3	SO6; SO12; SO13

1.8 Relevant Places for Everyone (PfE) monitoring indicators:

- Number of planning permissions approved against Environment Agency (EA) advice.

Culture, Leisure, Tourism and Community

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Net change in number of cultural and tourism facilities lost through planning permissions	Zero net loss per year	Not currently monitored Source: Planning records	CL1	SO5 SO10 SO11
Number of planning approvals for main town centre uses, excluding those listed in Policy CL2(B)	Zero approvals per year	Not currently monitored Source: Planning records	CL2	SO1 SO5 SO7
Number of community facilities lost through planning permissions	Zero net loss per year	Not currently monitored Source: Planning records	CL3	SO10

1.9 Relevant Places for Everyone (PfE) monitoring indicators:

- Numbers of school places (Annual School Capacity survey).
- Percentage of working age population with Higher Level (4+) qualification(s) and percentage of working age population with a sub-Level 2 qualification.

Built and Historic Environment

Indicator	Target / direction of travel	Baseline / source	Local Plan / PfE Policy	Strategic objective addressing
Number of centres exceeding the 25% threshold for hot food takeaways.	Zero	Not available 2026 Town Centre Heath Checks	BE7	SO10
Number of entries on the heritage at risk survey.	Reduction in number of entries on survey	Not currently monitored Trafford Heritage at Risk survey	BE3	SO11

1.10 Places for Everyone (PfE) monitoring to note include:

- Increase percentage of buildings on the “at risk register” with a strategy for their repair and re-use.
- Number of premises with full fibre connectivity.

Appendix 4: Parking Standards

Residential Uses						
Type	Dwelling Size	Car Parking				All Zones
		Zone A+ (Strategic Sites)	Zone A (GMAL 6-8)	Zone B (GMAL 3-5)	Zone C (GMAL 1-2)	
		Max	Max	Max	Expected	Minimum Provision
Dwelling Houses	1 Bedroom	0.2 spaces per unit	0.5 spaces per unit	0.75 spaces per unit	1 space per unit	Space for 1 cycle
	2 Bedrooms	0.2 spaces per unit	0.75 spaces per unit	1 space per unit	1.25 spaces per unit	Space for 2 cycles
	3 Bedrooms	0.2 spaces per unit	1 space per unit	2 spaces per unit	2 spaces per unit	Space for 3 cycles
	4 Bedrooms	0.2 spaces per unit	1.25 spaces per unit	2 spaces per unit	2 spaces per unit	Space for 3 cycles
Apartments/ Flats	1 Bedroom	0.2 spaces per unit	0.2 spaces per unit	0.5 spaces per unit	1 space per unit	1 secure cycle space per bedroom, or 2 secure spaces per dwelling (whichever is greater)
	2 Bedrooms	0.2 spaces per unit	0.5 spaces per unit	1 space per unit	1.5 spaces per unit	

	3 Bedrooms	0.2 spaces per unit	1 space per unit	1.5 spaces per unit	2 spaces per unit	
	4 Bedrooms	0.2 spaces per unit	1 space per unit	1.5 spaces per unit	2 spaces per unit	
Houses in Multiple Occupation	N/A	0.5 spaces per bedroom	0.5 spaces per bedroom	0.5 spaces per bedroom	0.5 spaces per bedroom	Determined on a case-by-case basis
Sheltered, Extra Care, Specialist Housing	N/A	1 space per 3 units	1 space per 3 units	1 space per 2 units	1 space per 2 units	Determined on a case-by-case basis

Employment Uses					
	Car Parking				Cycle Parking
Type	Zone A+ (Strategic Sites)	Zone A (GMAL 6-8)	Zone B (GMAL 3-5)	Zone C (GMAL 1-2)	All Zones
	Max	Max	Max	Expected	Minimum Provision
Offices (Use Class E(g)(i))	0 spaces	0 spaces	1 space per 120-200sqm GIA	1 space per 80-120sqm GIA	1 space per 250sqm GIA for staff, and 1 space per 1,000sqm GIA for visitors
Industrial and Warehousing (Use Class E(g)(iii))	0 spaces	0 spaces	1 space per 150-	1 space per 100-	1 space per 500sqm GIA for staff

			250sqm GIA	150sqm GIA	
Town Centre Retail (Use Class E(a))	0 spaces	0 spaces	1 space per 200- 350sqm GIA	1 space per 150- 250sqm GIA	1 space per 300sqm GIA (minimum 2)
Food and Drink Uses	0 spaces	0 spaces	1 space per 10- 15 covers	1 space per 8-12 covers	1 space per 20 covers (minimum 2)

Community & Leisure Uses		
	Car Parking	Cycle Parking
Type	Expected Provision	Minimum Provision
Primary & SEND Schools	1 space per 2-3 staff (visitor/parent parking assessed separately)	1 space per 5 pupils, and 1 space per 5 staff
Secondary Schools	1 space per 3-4 staff (visitor/parent parking assessed separately)	
Leisure Centres	1 space per 25-40sqm activity area	Determined on a case-by-case basis
Healthcare Facilities	1 space per 2-3 consulting rooms (staff provision assessed separately)	Determined on a case-by-case basis
Places of Worship	Determined on a case-by-case basis	Determined on a case-by-case basis

Other Parking		
Across all zones and use types	Disabled parking	Minimum 5% of overall car parking provision
	Motorcycle Parking	Expected 5% of overall car parking provision
	Micromobility Parking	Determined on a case-by-case basis
	Electric Vehicle Charging Infrastructure	To be in line with Building Regulations in force at the time of determination

Appendix 5: Urban Greening Factor Scores

Major planning applications must provide a UGF calculation using the established Natural England formula and values set out in the Trafford UGF Scoring Table below (Table 1).

The UGF score provides a figure for the proportion of urban greening in comparison to the total area of the development site. It is calculated by:

- Assigning each surface cover type in the development the applicable UGF factor using the Trafford Urban Greening Factor Scores;
- Measuring the area of each surface cover type in square metres;
- Multiplying the area of each surface cover type by its factor;
- Adding each figure together; and
- Dividing by the total area within the development site boundary that is commonly referred to the red-line boundary.

$$\text{Urban Greening Factor Score} = \frac{\text{Sum of each Surface Area type (m}^2\text{)} \\ (\text{Surface Area A} \times \text{Factor A} + \text{Surface Area B} \times \text{Factor B} + \text{Surface Area C} \times \text{Factor C, etc.})}{\text{Total site area (m}^2\text{)}}$$

The resulting score is then compared with the target UGF score for the development site and the score indicates whether the urban greening proposals achieve, exceed or fail to meet the defined targets.

Table 1: Trafford Urban Greening Factor Scores

No.	UGF Surface Cover Type	Factor	General Description
Vegetation and Tree Planting			
1	Semi-natural vegetation and wetlands retained on site (including existing / mature trees)	1.0	Protection and enhancement of existing vegetation within the development site including mature trees and habitats.
2	Semi-natural vegetation established on site	1.0	New areas of vegetation and species-rich habitats within the development site that are connected to sub-soils at ground level.

3	Standard / semi-mature trees (planted in connected tree pits)	0.9	Tree planting established within engineered and interconnected systems with structural soils to maintain tree health at maturity.
4	Native hedgerow planting (using mixed native species)	0.8	Dense linear planting of mixed native hedgerow species, at least 800mm wide and planted two or more plants wide.
5	Standard / semi-mature trees (planted in individual tree pits)	0.7	Tree planting established within separate designed tree pits with structural soils to maintain tree health at maturity.
6	Food growing, orchards and allotments	0.8	Areas and facilities provided for local allotment and community based food growing including formal orchards with fruit trees.
7	Flower rich perennial and herbaceous planting	0.7	New areas of mixed native and ornamental herbaceous and perennial plant species to support seasonal cycles of pollinating insects.
8	Mixed hedge planting (including linear planting of mature shrubs)	0.6	Dense linear planting of native or ornamental shrub and hedgerow species, closely spaced with one or more plants wide.
9	Amenity shrub and ground cover planting	0.5	Areas of formal and informal nonnative shrub and ground cover planting connected to sub-soils at ground level or in planters.
10	Amenity grasslands including formal lawns	0.4	Areas of short-mown grass and lawn used for active sports or informal recreation that is regularly cut and generally species-poor.
Green Roofs and Walls			
11	Intensive green roof (meets Green Roof Organisation / GRO Code)	0.8	High maintenance accessible green roof with planting and a depth of growing substrate with a minimum settled depth of 150mm.
12	Extensive biodiverse green roof (meets the GRO Code, may include Biosolar)	0.7	Green roof with species-rich planting, with limited access, may include photovoltaics, the depth of growing substrate is 100 - 150mm.
13	Extensive green roof (meets GRO Code)	0.5	Low maintenance green roof, limited species mix in planting and with no access, the depth of growing substrate is 80 - 150mm.
14	Extensive sedum only green roof (does not meet the GRO Code)	0.3	Low maintenance sedum green roof, no access, combined depth of

			growing substrate, including sedum blanket, is less than 80mm.
15	Green facades and modular living walls (rooted in soil or with irrigation)	0.5	Vegetated walls with climbing plants rooted in soil supported by cables or modular planted systems with growing substrate and irrigation.
SuDS and Water Features			
16	Wetlands and semi-natural open water	1.0	Areas of semi-natural wetland habitat with open water for at least six months per year contributing to surface water management.
17	Rain gardens and vegetated attenuation basins	0.8	Bio-retention drainage features including vegetated rain gardens and attenuation basins that also provide biodiversity benefit.
18	Open swales and unplanted detention basins	0.5	Sustainable drainage systems to convey and temporarily hold surface water in detention basins with minimal vegetation cover.
19	Water features (unplanted and chlorinated)	0.2	Ornamental and generally chemically treated water features providing amenity value but with minimal biodiversity and habitat benefit.
Paved Surfaces			
20	Open aggregate and granular paving	0.3	Porous paving using gravels, sands and small stones as well as recycled materials that allow water to infiltrate across the entire surface.
21	Partially sealed and semi-permeable paving	0.2	Semi-permeable paving using precast units and filtration strips that allow water to drain through defined joints and voids in the surface.
22	Sealed paving (including concrete and asphalt)	0.0	Impervious paving constructed of concrete, asphalt or sealed paving units that do not allow water to percolate through the surface.

Appendix 6: Sites of Biological Importance (SBIs)

Site Name	Grid ref	Grade
Altrincham Sewage Works	SJ753909	B
Ashley Heath Wood	SJ766859	B
Ashton-upon-Mersey Sewage Works	SJ768932	C
Bentley & Tomfield Banks	SJ785852	A
Birchmoss Covert	SJ749909	B
Black Moss Covert	SJ745889	B
Brickkiln Nursery Wood	SJ730876	B
Bridgewater Canal	SJ728874-SJ767975	A
Broad Ees Dole	SJ800933	B
Broadoak Wood	SJ725909	C
Brook Wood	SJ769917	C
Brookheys Covert	SJ742903	A
Carrington Power Station	SJ728930	C
Coroners Wood	SJ706907	B
Davenport Green Wood	SJ804861	A
Davyhulme Sewage Works	SJ744961	A
Devisdale Meadow	SJ755875	C
Dunham New Park	SJ751877	C
Dunham Park	SJ740870	A
Field by Electricity Sub-Station	SJ816918	C
Flixton Sludge Beds	SJ735937	C
Fox Covert and Meadows	SJ708886	B
Hanging Bank Covert	SJ753855	C
Headman's Covert	SJ744868	C
Hogswood Covert	SJ745903	A
Jack Lane	SJ733939	B
King George V Pool	SJ775879	C
Malljurs Covert	SJ753902	C
Meadows at Sale Water Park	SJ805927	C
Moss Wood	SJ720899	C
Oakwood near School Lane	SJ740885	C
Partington Nature Reserve	SJ720919	C
Pitstead Covert	SJ747868	C
Ponds at Davenport Green	SJ799869	B
Red Brook	SJ717905	C
Redmoor Covert	SJ740863	C
River Mersey	SJ742937–	B

Site Name	Grid ref	Grade
	SJ772936	
Rookery Wood	SJ745863	C
Rossmill	SJ791847	A
Salford Quays (South)	SJ807968	C
Sinderland Green Wood	SJ733905	B
The Priory Wood	SJ761856	B
Trafford Ecology Park	SJ792974	B
Vicarage Gorse Covert	SJ756854	B
Watch Hill	SJ749860	A
Wetland at Carrington Moss	SJ746919	A
Wetland near Balfour Road	SJ771894	C
Whiteoaks Wood	SJ732880	C

Appendix 7: Designated Open Spaces

Typology and Hierarchy of Open Spaces

Open spaces within the borough have been categorised according to their typology (the function of the open space) as established by the Open Space Assessment (April 2024). These are Allotments; Amenity Greenspace; Cemeteries and Churchyards; Natural and Semi-Natural Greenspace; Outdoor Sports Provision; Parks, Gardens and Recreation Grounds; and Provision for Children and Teenagers. School playing fields did not form part of the Open Space Assessment.

Each of the accessible greenspaces (Amenity Greenspace; Natural and semi-natural greenspaces; and Parks, Gardens and Recreation Grounds) have been categorised according to the provision of facilities at the site – often related to size, known as the site's hierarchy. These hierarchies are:

Hierarchy	Explanation
District level	Sites more than 100ha
Wider Neighbourhood level	Sites between 20ha and 100ha
Neighbourhood level	Sites between 10ha and 20ha
Local level	Sites between 2ha and 10ha
Doorstep level	Sites between 0.5ha and 2ha
Incidental Greenspace	Sites smaller than 0.5ha

Types of Areas for Children and Teenagers

There is a three-tiered structure for children's informal recreation and equipped play which is specific to the location, minimum land area and style of provision required to be provided for a range of age groups, appropriate to their need. These are LAPs (Local Area for Play), LEAPs (Local Equipped Area for Play) and NEAPs (Neighbourhood Equipped Area for Play).

LAP – Local Area for Play

A LAP is a small area of open space (0.01-0.04ha) specifically designated and primarily laid out for very young children to play close to where they live i.e. within 1 minute walking time. The LAP is designed to allow for ease of informal observation and supervision and its primary function is to encourage informal play and social interaction. A LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged.

LEAP – Local Equipped Area for Play

The LEAP is an area of open space (0.04-0.1ha) specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live, usually within 5 minutes walking time.

NEAP – Neighbourhood Equipped Area for Play

A NEAP is an area of open space (>0.1ha) specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well. Located within 15 minutes' walk from home, the NEAP is sufficiently large to enable provision for play opportunities that cannot be provided within a LAP or LEAP.

In line with Local Plan Policies OS1: Open Space and OS2: Outdoor Sports and Recreation Facilities and Provision, the following sites identified on the schedules below and as identified on the Policies Map will be protected, and any loss will be resisted.

North Locality

Allotments

Name	Area (ha)
Chadwick Park Allotments	1.76
Church Street Allotments	0.13
Gorse Hill Community Allotments	2.72
Humphrey Lane Allotments	1.37
Lesley Road / Moss Park Allotments	1.04
Seymour Grove Allotments	2.78

Amenity Greenspace

Name	Hierarchy	Area (ha)
Audley Avenue	Incidental	0.21
Chester Road	Incidental	0.22
Circle Court	Doorstep	0.58
City Road	Doorstep	0.84
Humphrey Crescent Centre	Incidental	0.09
Stretford Marina	Incidental	0.28
The Bowling Green	Incidental	0.07
Virgil Street	Incidental	0.2

Cemeteries and Churchyards

Name	Area (ha)
All Saints Parish Church	0.27

All Saints' Roman Catholic Church	1.73
Christ Church Davyhulme	0.40
Church of Jesus Christ of Latter-Day Saints	0.28
Sharon Full Gospel Church	0.19
St Alphonsus Roman Catholic Church	0.21
St Ann's Church	0.27
St Antony's Roman Catholic Church	0.08
St Matthew's Church	0.40
Stretford Cemetery	7.68

Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Ecology Park	Local	4.40
Ivy Green Wood	Doorstep*	0.19
Keswick Road	Doorstep	0.52
Kickety Brook (also within West Locality)	Wider Neighbourhood / Town	21.49
Kickety Brook East	Local	2.90
Penningtons	Local	7.89
Stretford Ees	Neighbourhood	10.53
Stretford Meadows	Wider Neighbourhood / Town	48.46
Turn Moss Woodland	Local	2.65

*Wider site crosses Trafford Boundary

Outdoor Sports Provision

Name	Area (ha)
Humphrey Park Community Centre	0.22
Longford Park Stadium	2.09
Metros Sports and Social Club	0.20
Old Trafford Bowling Club	0.57
St Brides Fields	1.35
Stretford Cricket Club	1.61

Outdoor Sports Provision within Parks and Gardens and recreation grounds

Name	Area (ha)
Gorse Hill Park	0.53
Hullard Park	0.34
Longford Park	0.23
Longford Park	6.45
Longford Park	0.48

Name	Area (ha)
Lostock Park	0.18
Seymour Park	0.81
Seymour Park	0.16
Victoria Park	0.55
Victoria Park	0.13

Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Audley Avenue Recreation	Local	3.84
Clifford Court	Local	2.59
Gorse Hill Park	Local	4.41
Highfield Close	Local	2.32
Hullard Park	Local	4.02
Humphrey Park	Doorstep	0.52
Kingsway Park	Neighbourhood	14.02
Longford Park	Wider Neighbourhood / Town	28.89
Lostock Park	Local	7.76
Marje Kelly Park	Doorstep	1.23
Moss Park	Local	2.46
Nansen Street	Local	2.14
Newcroft Road	Doorstep	1.32
Seymour Park	Local	6.04
Stephenson Road	Incidental	0.23
Thirlmere Avenue Community Garden	Incidental	0.03
TTH Formal Gardens	Incidental	0.38
Turn Moss	Wider Neighbourhood / Town	39.08
Victoria Park	Local	7.33

Provision for Children and Teenagers

Name	Hierarchy	Area (ha)
Burleigh Court	LAP	0.01
Longford Close Play Space	LAP	0.01
Milton Close Play Space	LAP	0.01
Rainbow Park Play Area	LEAP	0.07
St Hugh of Lincoln RC Community Park	LEAP	0.09

Provision for Children and Teenagers within Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Clifford Court	NEAP	0.07
Clifford Court	NEAP	0.05

Name	Hierarchy	Area (ha)
Gorse Hill Park	LAP	0.04
Gorse Hill Park	NEAP	0.15
Highfield Close	LEAP	0.05
Hullard Park	LEAP	0.17
Kingsway Park	LEAP	0.02
Longford Park	LEAP	0.20
Longford Park	LEAP	0.47
Lostock Park	NEAP	0.14
Lostock Park	NEAP	0.05
Lostock Park	NEAP	0.003
Marje Kelly Park	LEAP	0.07
Marje Kelly Park	LAP	0.02
Moss Park	LEAP	0.07
Nansen Street	LEAP	0.06
Nansen Street	LEAP	0.06
Newcroft Road	LEAP	0.05
Seymour Park	LEAP	0.16
Seymour Park	NEAP	0.19
Seymour Park	LAP	0.02
Seymour Park	NEAP	0.09
Stephenson Road	LAP	0.01
Victoria Park	LEAP	0.42
Victoria Park	LEAP	0.12
Victoria Park	LEAP	0.07
Victoria Park	LEAP	0.07

Provision for Children and Teenagers within Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Stretford Meadows	LAP	0.03
Stretford Meadows	LAP	0.03

School playing fields

Name	Area (ha)
Barton Clough Primary School	2.11
Detached field off Loreto Rd by Motorway	4.43
Egerton High Special School	2.77
Highfield Primary School	1.54
Kings Road Primary School	0.59
Lostock College	2.21
Manor Road Playing Field	1.32
Moss Park Junior & Infant School	0.51
Old Trafford Community School	0.53

Name	Area (ha)
St. Alphonsus RC Primary School	1.76
St. Alphonsus RC Primary School	0.16
St. Ann's R.C. Primary School	0.58
St. Antony's Catholic College	1.76
St. Hilda's CE Primary School	0.39
St. Hugh's of Lincoln RC Primary School	0.18
St. Matthew's CE Primary School	1.15
St. Teresa's RC Primary School	0.27
Stretford Grammar School	5.61
Stretford High School Community Language College	0.39
Victoria Park Junior School	0.87

South Locality

Allotments

Name	Area (ha)
Broadheath Triangle	0.21
De Quincey Road Allotments	0.24
Eaton Road Allotments	0.22
Grove Lane Allotments	0.98
Moss Lane/Golf Road Allotments	2.94
Pickering Lodge Allotments	0.52
Riddings Allotments (also within Central Locality)	1.70
Trafford Drive / Beech Avenue Allotments	1.26
Vicarage Lane Allotments	1.04
Wellfield Lane Allotments	1.75
Woodstock Road Allotments	0.32

Amenity Greenspace

Name	Hierarchy	Area (ha)
Applemint Close	Incidental	0.46
Buckingham Way	Doorstep	1.30
Burnside	Incidental	0.18
Clarke Crescent	Incidental	0.07
Green Courts	Doorstep	0.63
Overton Crescent	Incidental	0.25
Shaftesbury Avenue	Local	2.00
The Calm Corner	Incidental	0.09
The Crescent	Incidental	0.46
Vale Road	Incidental	0.35
Warwick Drive	Incidental	0.17

Cemeteries and Churchyards

Name	Area (ha)
All Saints' Church	0.21
Altrincham Crematorium	7.37
Altrincham United Reformed Church	0.17
Bowdon Shul	0.32
Christ Church	0.78
Church of the Holy Angels	0.54
Dunham Road Unitarian Chapel	0.15
Hale Cemetery	3.89
Hale Chapel	0.19
Holy Cross Church in the Parish of Timperley	0.26
Oldfield Congregational Church	0.10
Shaare Hayim Synagogue	0.32
St Alban's Church	0.21
St George's Church	0.41
St John's Church	0.23
St John's Church	0.71
St Margaret's Church	0.38
St Mark's Church	0.15
St Mark's Church Cemetery	0.40
St Mary's Church	1.54
St Peter's Church	0.53
St Vincent's Roman Catholic Church	0.31
St Werburg's Church	0.21
St Werburg's Old Church	0.35
Timperley Congregational Church	0.25
Timperley Methodist Church	0.59
Woodlands United Reformed Church	0.20

Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Back Lane Wood	Local	2.84
Bluebell Wood	Local	3.90
Broom Wood	Doorstep	0.92
Convent Wood	Doorstep	0.82
Dark Lane Wood	Local	2.50
Dunham New Park	Local	2.42
Fairywell Brook	Doorstep	0.94
Fairywell Wood	Doorstep	0.78
King George V Pool	Local	2.74
Moss Wood	Local	2.20
Norman Road to John Leigh Park through Swale Drive	Doorstep	0.83
Redbrook	Local	2.42

Name	Hierarchy	Area (ha)
Rothsay Crescent (also within Central Locality)	Doorstep	0.67
Sinderland Brook	Local	7.46
Stamford Brook Community Woodland	Local	7.44
Stelfox Avenue/Stockport Road	Incidental	0.46
The Devisdale	Local	8.75
Tomfield Bank	Local	5.83
Wood near Broadheath	Local	2.53
Wood next to Bollin	Local	2.55

Outdoor Sports Provision

Name	Area (ha)
Altrincham & District Athletics Club	2.40
Altrincham Borough Bowling Club	0.09
Altrincham Golf Course	48.54
Altrincham Kersal Rugby Football Club	4.48
Bowdon Bowling & Lawn Tennis Club	0.90
Bowdon Cricket Hockey and Squash Club	2.45
Bowdon Cricket Hockey and Squash Club	0.94
Bowdon Croquet Club	0.56
Bowdon Lawn Tennis Club	1.01
Bowdon Vale Bowling Club	0.20
Bowdon Vale Cricket Club	1.22
Budenbergs Bowling & Social Club	0.15
Claremont Tennis Club	0.32
Dunham Forest Golf Club	52.72
Hale Barns Cricket Club	1.64
Hale Barns Tennis Club	0.38
Hale Golf Club	22.11
Hale Lawn Tennis Club	0.51
Hale Road Bowling Green (Hermitage)	0.21
Hale Village Bowling Green	0.24
Hale Village Tennis Club	0.16
Heyes Grove Tennis Club	0.47
LMRCA Railway Club	0.15
Manor Farm	10.49
Navigation Hotel	0.11
Quarry Bank Inn	0.09
Riddings Acre	0.36
Ringway Golf Course	40.76
Timperley Sports Club	5.32
Timperley Village Bowling Club	0.27

Outdoor Sports Provision within Parks and gardens and recreation ground

Name	Area (ha)
Broomwood Park	0.05
Denzell Gardens	0.12
Halecroft Park	0.07
John Leigh Park	0.25
John Leigh Park	0.10
John Leigh Park	0.09
Navigation Road Recreation Ground	0.34
Pickering Lodge	0.28
Pickering Lodge	0.18
Stamford Park	0.41

Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Altrincham Memorial Gardens	Doorstep	0.73
Beech Avenue	Neighbourhood	11.54
Bowdon Recreation Ground	Doorstep	1.15
Broomwood Park	Doorstep	1.29
Cow Field / Stokoe Avenue	Local	2.37
De Quincey Park	Local	3.19
Denzell Gardens	Local	3.62
Dunham Park	District	117.79
Grange Road	Doorstep	1.69
Grange Road Play Area	Incidental	0.28
Grove Park	Local	8.34
Halecroft Park	Local	4.18
Hendam Drive Play Area	Doorstep	0.98
John Leigh Park	Local	6.01
Kings Acre	Incidental	0.39
Larkhill	Doorstep	1.71
Minster Drive	Incidental	0.26
Navigation Road Recreation Ground	Local	3.96
Newton Park (also within Central Locality)	Local	2.24
Pickering Lodge	Doorstep	1.76
Salisbury Fields	Local	9.63
Springbank Recreation Ground	Doorstep	1.26
Stamford Park	Local	6.14
Sylvan Avenue (also within Central Locality)	Local	2.64
Timperley Community Garden	Incidental	0.08
Timperley Green (Aimson Rd)	Local	2.22

Name	Hierarchy	Area (ha)
Timperley Recreation Ground	Doorstep	1.76
Wellfield Lane Park	Doorstep	0.76
Welman Way	Doorstep	1.55
Woodheys Park	Local	7.04
Woodstock Park	Doorstep	1.04

Provision for Children and Teenagers

Name	Hierarchy	Area (ha)
Bankhall Lane (also known as Pirate Park)	LEAP	0.16
Clarke Crescent play area	LAP	0.01
Park Road Play Area	LEAP	0.37
The Mount Play Area	LAP	0.13

Provision for Children and Teenagers within Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Bowdon Recreation Ground	LEAP	0.13
Broomwood Park	NEAP	0.04
Broomwood Park	NEAP	0.02
Broomwood Park	NEAP	0.04
Broomwood Park	NEAP	0.05
Cow Field / Stokoe Avenue	LEAP	0.06
Grange Road Play Area	LAP	0.02
Grove Park	LAP	0.01
Halecroft Park	LEAP	0.41
Hendam Drive Play Area	LAP	0.03
Hendam Drive Play Area	LAP	0.02
John Leigh Park	LEAP	0.27
Kings Acre	LAP	0.02
Minster Drive	LAP	0.03
Navigation Road Recreation Ground	NEAP	0.08
Navigation Road Recreation Ground	NEAP	0.27
Navigation Road Recreation Ground	NEAP	0.01
Newton Park	LEAP	0.11
Pickering Lodge	LEAP	0.07
Pickering Lodge	LEAP	0.07
Stamford Park	NEAP	0.33
Stamford Park	NEAP	0.19
Stamford Park	NEAP	0.01

Name	Hierarchy	Area (ha)
Sylvan Avenue	LEAP	0.03
Timperley Green (Aimson Rd)	LEAP	0.09
Wellfield Lane Park	LEAP	0.11
Welman Way	LEAP	0.05
Woodheys Park	LEAP	0.09
Woodstock Park	NEAP	0.07
Woodstock Park	NEAP	0.12
Woodstock Park	NEAP	0.02

Provision for Children and Teenagers within Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Sinderland Brook	LAP	0.04

School playing fields

Name	Area (ha)
Altrincham CE Primary School	1.04
Altrincham College of Arts	1.57
Altrincham Grammar School for Boys	7.69
Altrincham Grammar School For Girls (Sixth Form Centre)	1.88
Altrincham Preparatory School	0.32
Altrincham Preparatory School	0.38
Blessed Thomas Holford Catholic College	0.2
Blessed Thomas Holford Catholic College	0.98
Bollin Primary School	0.79
Bowdon CE Primary School	0.61
Bowdon Preparatory School	0.54
Broadheath Primary School	0.71
Broomwood Primary School	0.94
Cloverlea Primary School	0.75
Elmridge Primary School	0.89
Heyes Lane Primary School	0.98
North Cestrian Grammar School Playing Fields	7.67
Oldfield Brow Primary School	0.31
Oldfield Brow Primary School	0.06
Park Road Academy Primary School	0.49
Park Road Academy Primary School	0.09
Pictor Special School	0.70
South Trafford College	0.69
St. Ambrose College	2.35
St. Ambrose College	2.43
St. Hugh's Catholic Primary School	1.27
St. Vincent's Catholic Primary School	0.95

Name	Area (ha)
Stamford Park Junior School	0.46
Tyntesfield Primary School	0.89
Well Green Primary School	0.87
Wellington School	1.32
Wellington School Football Pitches	1.33
Willows Primary School	1.09

Central Locality

Allotments

Name	Area (ha)
Grosvenor Road Allotments	1.72
Moor Nook Allotments	2.29
Riddings Allotments (also within South Locality)	1.70
Sale West Community Garden	0.03
Tavistock Allotments	0.11
Totnes Road Allotments	0.20
Walton Road Allotments	0.76
Warslow Drive Allotments	0.75
Winstanley Road Allotments	3.11

Amenity Greenspace

Name	Hierarchy	Area (ha)
Arnesbury Avenue	Local	2.42
Baguley Lane	Incidental	0.22
Dalebrook Road	Local	2.09
Manor Avenue	Incidental	0.08
Northenden Road Rest Garden	Incidental	0.25
Oakwood	Doorstep	0.51
Pimmcroft Way	Incidental	0.47
Poolcroft	Incidental	0.48
Woodhouse Lane	Doorstep	1.16

Cemeteries and Churchyards

Name	Area (ha)
Ashton on Mersey United Reformed Church	0.21
Quaker Meeting House and burial ground	0.80
Sale Cemetery	2.59
Sale Cemetery	4.91
St Anne's Church	0.19
St Martin's Church	1.37
St Mary Magdalene's Church	0.39

St Paul's Church	0.33
The Avenue Methodist Church	0.49

Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Baguley Brook	Doorstep	1.03
Firs Plantation and Firsway (also within West Locality)	Local	6.54
Granary Wood	Incidental	0.46
New Hall Road woodland	Incidental	0.18
Old Sale Boys Grammar site	Doorstep	0.74
Priory Gardens	Neighbourhood	13.34
Rothsay Crescent (also within South Locality)	Doorstep	0.67
Sale Water Park	Wider Neighbourhood / Town	57.06

Outdoor Sports Provision

Name	Area (ha)
Ashton On Mersey Cricket Club	2.39
Ashton-On-Mersey Golf Course	14.81
Brooklands Dragons FC	0.99
Brooklands Dragons JFC (Budworth Road)	1.46
Brooklands Sports Club	5.92
Sale Conservative Club	0.15
Sale Excelsior Club	0.11
Sale Golf Course	44.90
Sale Harriers (Athletics Ground)	2.71
Sale Sports Club	1.99
The Legh Arms	0.17
The Linden Club	0.13
Trafford MV RFCC	7.39
Trinity Bowling club	0.43
United Services Club	0.10
Wythenshawe Sports Ground	11.48

Outdoor Sports Provision within Parks and gardens and recreation ground

Name	Area (ha)
Ashton Park	0.47
Moor Nook Park	0.18
Moor Nook Park	0.11
Walton Park	0.37
Walton Park	0.10
Worthington Park	0.32

Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Ashton Park	Local	4.98
Baguley Brook Recreation	Doorstep	1.69
Bramhall Close	Doorstep	0.74
Brooklands Rest Gardens	Incidental	0.41
Cecil Avenue	Local	5.29
Clarendon Crescent	Local	5.03
Crossford Bridge	Local	8.43
Dainewell Park (also within West Locality)	Local	6.1
Harley Road	Incidental	0.15
Kelsall Street	Doorstep	0.55
Kirklands Play Area	Incidental	0.28
Manor Avenue	Local	2.86
Moor Nook Park	Local	5.64
Newton Park (also within South Locality)	Local	2.24
Riding Close Play Area	Incidental	0.15
Sale West Manor	Doorstep	1.25
St James Drive Play Area	Incidental	0.18
Sylvan Avenue (also within South Locality)	Local	2.64
Walkden Gardens	Doorstep	1.68
Walton Park	Local	4.42
Weathercock Farm	Local	4.47
Worthington Park	Local	6.51

Provision for Children and Teenagers within Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Ashton Park	NEAP	0.15
Ashton Park	NEAP	0.11
Ashton Park	NEAP	0.25
Bramhall Close	LEAP	0.05
Crossford Bridge	LEAP	0.16
Dainewell Park	NEAP	0.07
Dainewell Park	NEAP	0.03
Dainewell Park	NEAP	0.05
Harley Road	LEAP	0.04
Kelsall Street	LEAP	0.05
Kelsall Street	LEAP	0.04
Kirklands Play Area	NEAP	0.12
Moor Nook Park	LEAP	0.04
Moor Nook Park	LEAP	0.11
Newton Park	LEAP	0.11
Riding Close Play Area	LAP	0.01
Sale West Manor	NEAP	0.04
Sale West Manor	NEAP	0.19
St James Drive Play Area	LAP	0.02
Sylvan Avenue	LEAP	0.03
Walton Park	NEAP	0.11
Weathercock Farm	LEAP	0.31
Worthington Park	NEAP	0.13
Worthington Park	NEAP	0.01

Provision for Children and Teenagers within amenity greenspace

Name	Hierarchy	Area (ha)
Baguley Lane	LEAP	0.02
Baguley Lane	LEAP	0.05

School playing fields

Name	Area (ha)
Ashton-on-Mersey School	4.45
Ashton-on-Mersey School	0.22
Brentwood High School and Community College	0.73
Brooklands Primary School	0.92
Firs Primary School	0.67
Holy Family Catholic Primary School	0.76
Lime Tree Primary School	0.24
Lime Tree Primary School	0.72

Lime Tree Primary School	0.1
Manor High School	0.29
Moorlands Junior School	1.15
Park Road Primary School (Sale)	0.28
Sale Grammar School	4.38
Sale High School	3.92
Springfield Primary School	0.27
St. Margaret Ward Catholic Primary School	0.81
St. Margaret Ward Catholic Primary School	0.17
Templemoor Infant School	0.17
Wellfield Infant School	1.47
Woodheys Primary School	0.7
Worthington Primary School	0.69

West Locality

Allotments

Name	Area (ha)
Brookfield Allotments	1.19
Granville Park Allotments	1.40
Laneheads Allotments	0.67
Leagate Allotments	0.22
Mansfield Allotments	1.95
Marlborough Allotments	2.07
Moss View Allotments	1.24
Mossfield Allotments	1.60
St Mary's Allotments	0.26
The Grove Allotments	0.56
Wyndcliffe Drive Allotments	0.10

Amenity Greenspace

Name	Hierarchy	Area (ha)
Amersham Close	Doorstep	0.59
Bents Lane	Incidental	0.39
Bodmin Road	Incidental	0.18
Flixton Road / Irlam Road	Doorstep	0.52
Gleneagles Road	Incidental	0.35
Landsdowne Crescent	Incidental	0.10
Lowther Gardens	Doorstep	0.77
Lytham Road	Doorstep	1.37
Manor Gardens	Incidental	0.14
Norfolk Gardens	Incidental	0.33
Pollard Square	Incidental	0.12
Redesmere Park	Doorstep	0.60
Rest Garden	Incidental	0.10
Roedean Gardens	Doorstep	0.98
Snowden Avenue	Incidental	0.25
Stamford Road	Incidental	0.27
The Green	Incidental	0.11
Welwyn Close	Incidental	0.45
Woodsend Gardens	Doorstep	0.59
Wycombe Close	Incidental	0.40

Cemeteries and Churchyards

Name	Area (ha)
All Saints Roman Catholic Church	0.37
Chapel Grove Cemeteries	1.36
Church of St Monica	0.52
Cornerstone Methodist Church	0.18
Davyhulme Wesley Methodist Church	0.17
Our Lady of Lourdes Church	0.20
St Clement's Church	0.27
St George's Church	0.27
St John's Church	0.30
St Mary's Church	0.27
St Mary's Church	0.36
St Michael's Church	0.96
The Peoples Church	0.27
Urmston Cemetery	3.58

Natural and semi-natural green space

Name	Hierarchy	Area (ha)
Banky Meadow	Neighbourhood	14.98
Cob Kiln Lane	Neighbourhood	12.68

Dainewell Woodlands	Local	4.77
Davyhulme Millenium Nature Reserve	Wider Neighbourhood / Town	22.82
De Brook Court	Local	5.58
Firs Plantation and Firsway (also within Central Locality)	Local	6.54
Fly Ash Tip	Neighbourhood	11.13
Former William Wroe Golf Course	Wider Neighbourhood / Town	26.45
Irlam Road	Doorstep	1.02
Jack Lane	Local	3.03
Kickety Brook (also within North Locality)	Wider Neighbourhood / Town	21.49
Old Ees Brook	Local	8.20
Trans Pennine Trail Banky Lane	Local	4.04
Urmston Meadows	Wider Neighbourhood / Town	31.18
Wellacre Wood	Local	2.89
Wood Lane	Doorstep	0.98

Outdoor Sports Provision

Name	Area (ha)
Ashton-on-Mersey RUFC	3.84
Carrington Rugby Club	2.76
Davyhulme Park Golf Course	36.34
Davyhulme Social Club	0.21
Flixton Conservative Club	0.23
Flixton Cricket and Sports Club	2.05
Flixton Football Club	1.05
Flixton Golf Club	27.35
Manchester Road, Carrington	1.45
Mersey Valley Sports Club	2.04
Moss View	1.92
Roebuck Hotel	0.13
Sale Rugby Club Training Ground	6.52
The Fuse	0.07
The John Alker Club Flixton	0.30
Urmston Mens Club	0.13
Urmston Sports Club	2.49

Outdoor Sports Provision within Parks and gardens and recreation ground

Name	Area (ha)
Abbotsfield Park	0.17

Name	Area (ha)
Abbotsfield Park	0.14
Broadway Park	0.39
Cross Lane Park	0.20
Davyhulme Park	0.14
Davyhulme Park	0.15
Davyhulme Park	0.26
Golden Hill Park	0.22

Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Abbotsfield Park	Local	4.52
Broadway Park	Neighbourhood	11.08
Central Road	Doorstep	0.52
Chassen Road Football Ground	Doorstep	1.00
Christchurch Avenue Play Area	Incidental	0.2
Cross Lane Park	Neighbourhood	12.1
Dainewell Park (also within Central Locality)	Local	6.1
Davyhulme Park	Local	5.8
Flixton Park	Local	8.99
Golden Hill Park	Local	2.07
Higher Road	Doorstep	0.64
Lees Field	Local	2.85
Oak Road	Local	4.22
Valley Fields	Doorstep	0.59
Wood Lane Playing Field	Doorstep	1.30
Woodsend Park*	Local	5.48

*Includes NEAP

Provision for Children and Teenagers

Name	Hierarchy	Area (ha)
Ackers Lane	LEAP	0.07
Davis Road Play Area	LEAP	0.10
Wood Lane Play Area	LAP	0.02

Provision for Children and Teenagers within Parks and gardens and recreation ground

Name	Hierarchy	Area (ha)
Abbotsfield Park	LEAP	0.06
Broadway Park	NEAP	0.08
Broadway Park	NEAP	0.04
Christchurch Avenue Play Area	LAP	0.01
Cross Lane Park	NEAP	0.06

Name	Hierarchy	Area (ha)
Cross Lane Park	NEAP	0.13
Dainewell Park	NEAP	0.07
Dainewell Park	NEAP	0.03
Dainewell Park	NEAP	0.05
Davyhulme Park	NEAP	0.15
Davyhulme Park	LAP	0.02
Davyhulme Park	LEAP	0.05
Davyhulme Park	NEAP	0.16
Flixton Park	LEAP	0.07
Golden Hill Park	LEAP	0.07
Higher Road	LEAP	0.07
Oak Road	LEAP	0.06
Valley Fields	LEAP	0.05

Provision for Children and Teenagers within amenity greenspace

Name	Hierarchy	Area (ha)
Lytham Road	LAP	0.47

School playing fields

Name	Area (ha)
Acre Hall Primary School	1.32
Acre Hall Primary School	0.26
All Saints Catholic Primary School	0.72
Broad oak School	7.4
Broad oak School	0.26
Davyhulme Primary School	1.46
Flixton Girls High School	2.31
Flixton Junior & Infant	0.64
Forrest Gate Primary School	0.32
Our Lady of Lourdes Catholic Primary School	0.83
Our Lady of the Rosary RC Primary School	0.88
Partington Primary School	0.92
St. Michael's CE Primary School	0.75
Trafford High School	0.72
Urmston Grammar School	0.46
Urmston Grammar School	1.90
Wellacre Technology College	6.69
Woodhouse Primary School	1.27

Appendix 8: Conservation Areas

- Ashton upon Mersey
- Barton-upon-Irwell
- Flixton
- Longford
- Ashley Heath
- Bowdon
- Brogden Grove
- Dunham Town
- Dunham Woodhouses
- Empress
- George Street
- Goose Green
- Hale Station
- Linotype Housing Estate
- Old Market Place
- Sandiway
- South Hale
- Stamford New Road
- Devisdale
- The Downs
- Warburton Village

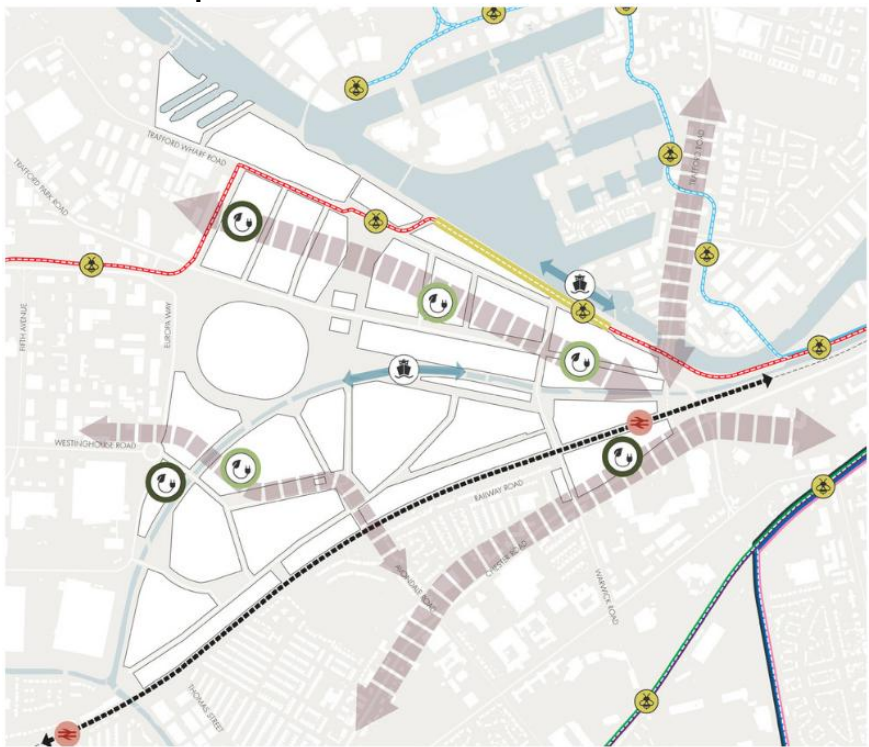
Appendix 9: AN1 Wharfside Parameter Plans

Active Travel Parameter Plan



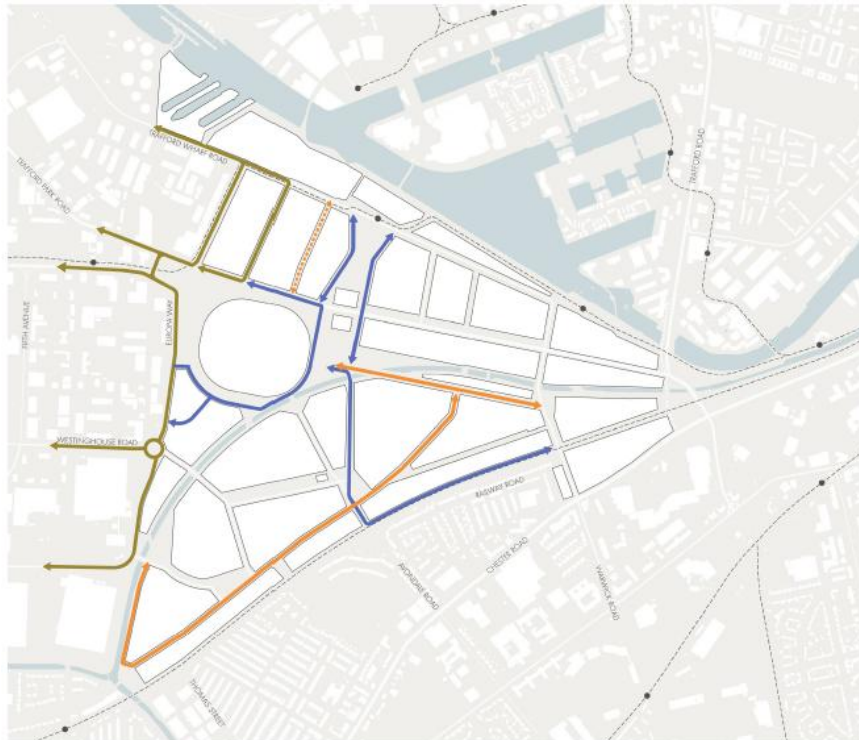
- Key**
- Pedestrian route
 - - - Potential pedestrian route
 - Cycle route

Public Transport Parameter Plan



- Key**
- Bus priority corridor
 - Ⓢ Water taxi
 - Ⓢ Indicative location for neighbourhood Mobility Hub / MSCP
 - Ⓢ Indicative location for event day priority Mobility Hub / MSCP
 - Ⓢ Train station
 - Train line
 - Ship Canal Walk improvements
 - Ⓢ Metrolink line
 - Ⓢ Metrolink stop
 - The Trafford Centre - Crumpsall
 - Ashton-under-Lyne - Eccles
 - Altrincham - Bury
 - Altrincham - Piccadilly/Etihad Campus
 - East Didsbury - Rochdale Town Centre
 - Manchester Airport - Victoria
 - East Didsbury - Shaw and Crompton

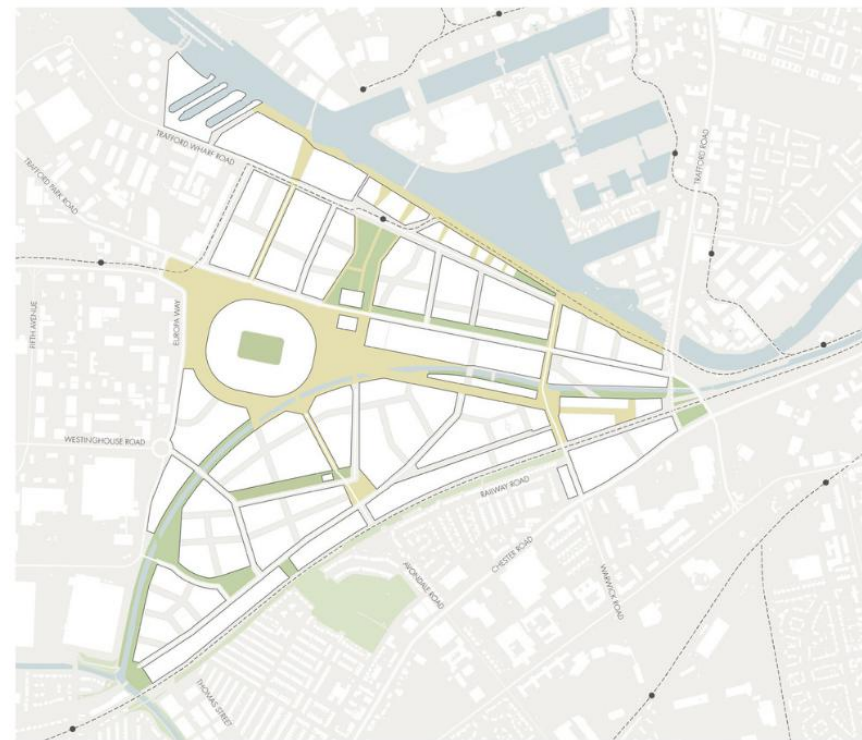
Vehicle Access Parameter Plan



Key

- Industrial traffic
- Servicing only (restricted) traffic
- Servicing & residential traffic

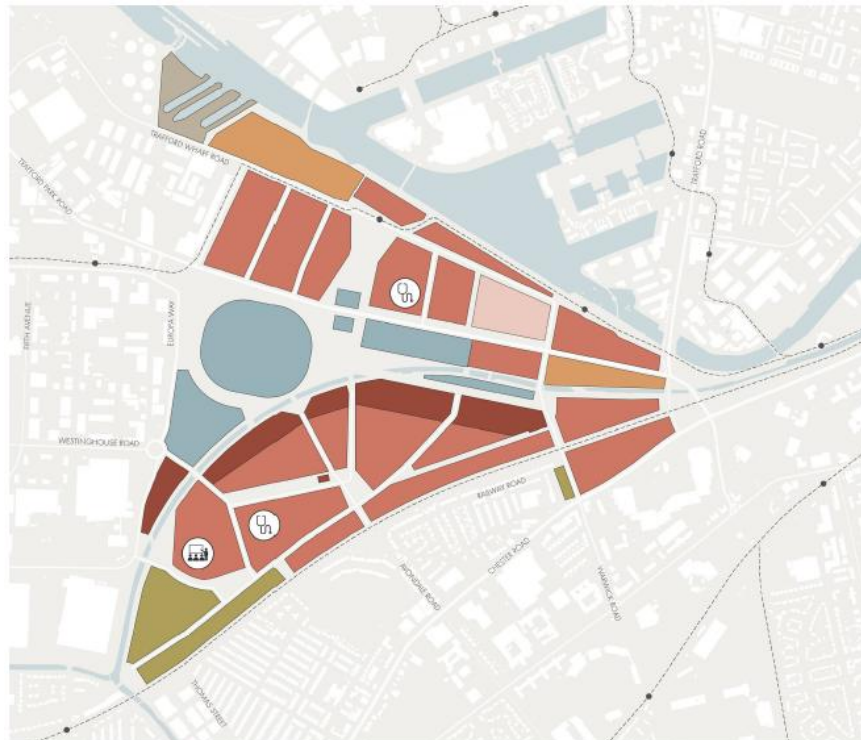
Public Realm Parameter Plan



Key

- Soft landscaping
- Hard landscaping

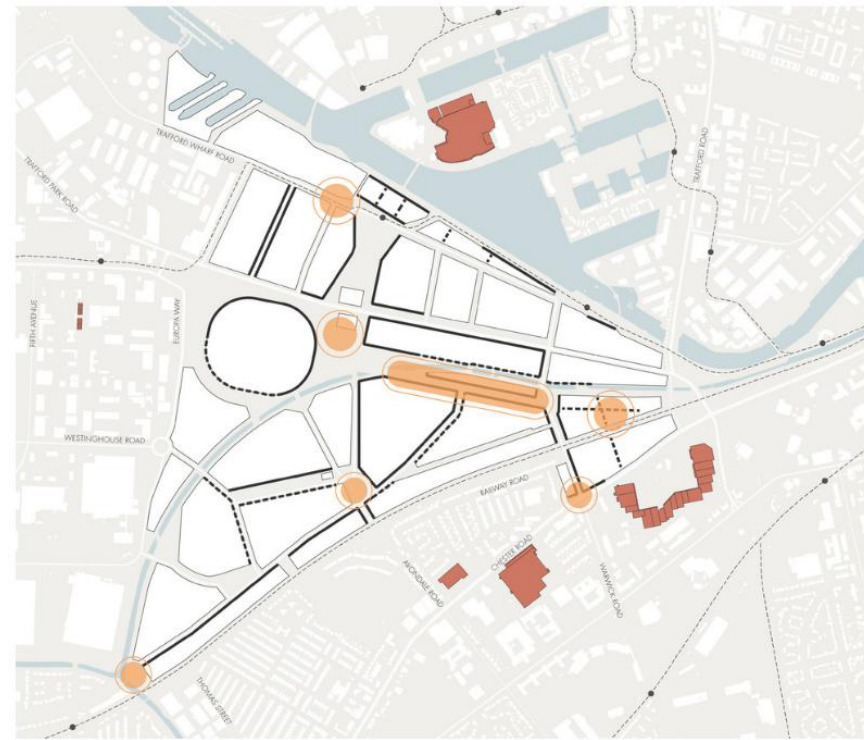
Land Use Parameter Plan



Key

- | | |
|---|---|
| Mixed use residential (housing led with commercial / community use) | Cultural |
| Residential (primarily housing) | U Education |
| Mixed use with commercial (commercial led with residential) | H Health centre |
| Sports / commercial (stadium related hospitality, dining and retail etc.) | |
| Technology & innovation (tech offices, R&D, digital enterprises & education) | |
| Industrial & logistics (manufacturing, distribution, employment) | |

Frontages Parameter Plan



Key

- Potential ancillary retail
- Active frontages
- Local retail locations

The map displays a complex urban layout with several key features:

- Legend:**
 - A:** A small black square.
 - B:** A white circle.
 - C:** A small green square.
- Scale:**
 - 0 to 1000 Feet
 - 0 to 1 Mile
- Geographic Labels:**
 - Streets:** RAYFORD WAY, WESTINGHOUSE ROAD, BIRCH AVE, ERIKSON WAY, MENARD ROAD, CHERRY ROAD, WATKINS ROAD, FISHKILL ROAD, and WESTINGHOUSE ROAD.
 - Water Bodies:** A large blue area representing a river or lake, with a smaller blue area labeled "WATKINS CREEK".
 - Other Labels:** "WESTINGHOUSE ROAD" is labeled twice, and "WATKINS CREEK" is labeled once.
- Color-coded Zones:**
 - Green:** Several irregularly shaped areas, primarily along the top and left edges of the main development.
 - Blue:** A large central area, mostly rectangular and triangular in shape.
 - Grey:** A large area on the right side of the map, containing a large white circle.
- Other Features:**
 - A large white circle in the center of the map, labeled "B".
 - A small black square labeled "A" near the top center.
 - A small green square labeled "C" near the bottom center.
 - A dashed line running diagonally across the map, possibly representing a boundary or a path.

- Tall - Up to 40 storeys
- Mid rise with tall - 6 to 25 storeys
- Low to mid rise - 2 to 6 storeys
- Restricted height - height limitations to protect view corridors

A Restricted height - IWMN

B Restricted height - New stadium

- Priority areas for road narrowing
- Major junction remodelling
- Bus Priority Corridors
- Rail line and station
- Metrolink stop
- Metrolink crossing improvements
- Mobility hub
- Education
- Health centre
- Key green spaces
- Bridgewater Canal green route
- Stadium
- Proposed bridge connection

Appendix 10: AN2 Civic Quarter Building Heights Parameter Plan

