

## **Proposed A56 Broad Development Location**

- 1.57. The A56 is a key route running north to south through Trafford. It connects three of the main town centres: Stretford, Sale and Altrincham and connects to Manchester City Centre in the north.
- 1.58. The route is well served by sustainable travel modes, with various bus routes, as well as walking, wheeling and cycling infrastructure. This is most developed in the northern sections of the A56 but there are plans to improve the whole A56 corridor, as outlined in Local Plan Policy TM6. The Bridgewater Canal also runs parallel to much of the corridor and offers an existing active travel route.
- 1.59. Historically, various sites directly along the A56 corridor have been developed for employment uses, primarily offices. Many of these continue to operate today and form part of the designated employment areas identified by Local Plan Policies EJ3: Industry and Warehousing and EJ4: Offices. However, in recent years, there has been a move towards residential development along the A56 corridor, often via office to residential conversions, utilising current permitted development rights. While this has contributed to the housing land supply, it has often resulted in poor quality schemes which do not meet space standards, or which have poor natural light.
- 1.60. In addition, there are areas which may be suitable for redevelopment and/or increased development densities. For example, Highfield Road / Brunswick Street near Stretford town centre, is currently low density housing and there is an opportunity for a higher density redevelopment of the area, making more efficient use of the land.
- 1.61. Various call for site exercises have been undertaken to inform the preparation of the Local Plan and as part of this process sites along the A56 corridor have been submitted for proposed residential development.
- 1.62. Taking all of the above into account, it is therefore proposed that the A56 corridor is identified as a Broad Location in the Local Plan as an area suitable for mixed use schemes, which provide relatively high-density residential

development, alongside office space. This would be a more efficient use of the land along this corridor and take advantage of the good links to services and facilities, as well as existing sustainable transport connections.

- 1.63. The sites which the Council is currently aware of are set out in the policy below. The Council would be interested in any views on the proposed approach to residential development on the A56 corridor, on the proposed density, as well as any other sites which may be suitable and should be allocated for development.

## **A2: A56 Broad Development Location**

Residential-led development proposals within the A56 Broad Location will be encouraged and supported where schemes:

- A. Are located on previously developed land and not allocated or designated for alternative purposes.
- B. Deliver a range of dwelling sizes and types which help to meet the identified housing need as set out in Local Plan Policy R4, having regard to the latest Housing Needs Assessment.
- C. Make provision for affordable housing in accordance with the relevant Locality requirements of Local Plan Policy R3.
- D. Deliver development at a minimum density of 120 dwellings per hectare (dph);
- E. Enable, contribute to and/or provide sustainable transport infrastructure improvements along the A56, including pedestrian crossings, cycle routes, and traffic calming measures.
- F. Achieve low car developments through a reduced level of car parking having regard to a site's location and proximity to a town centre, and in accordance with all relevant parking standards set out in Local Plan Policy TM10.
- G. Retain mature trees and incorporate green buffers and public realm enhancements to mitigate noise and air quality impacts.
- H. Provide green and open spaces in accordance with Local Plan Policy OS1; and
- I. Incorporate appropriate noise and air quality measures in accordance with Policies BE1 and BE8.

Site-specific details for each identified allocation within the A56 Broad Location is provided below:

Policy Ref	Site	Site size (ha)	Dwellings	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AB1	Cavendish House, Cross Street, Sale	0.49	47	0	47	0	0
AB2	Charter House, Woodlands Road, Altrincham	0.28	26	0	26	0	0
AB3	Citygate 1 and 2, Cross Street, Sale	0.68	65	0	65	0	0
AB4	Crossgate House, Cross Street, Sale	0.53	50	0	50	0	0
AB5	Dunham House, Cross Street, Sale	0.17	17	0	17	0	0
AB6	Marshall House, Cross Street, Sale	0.16	16	0	16	0	0
AB7	Stafford Court, Washway Road, Sale	0.40	38	0	38	0	0

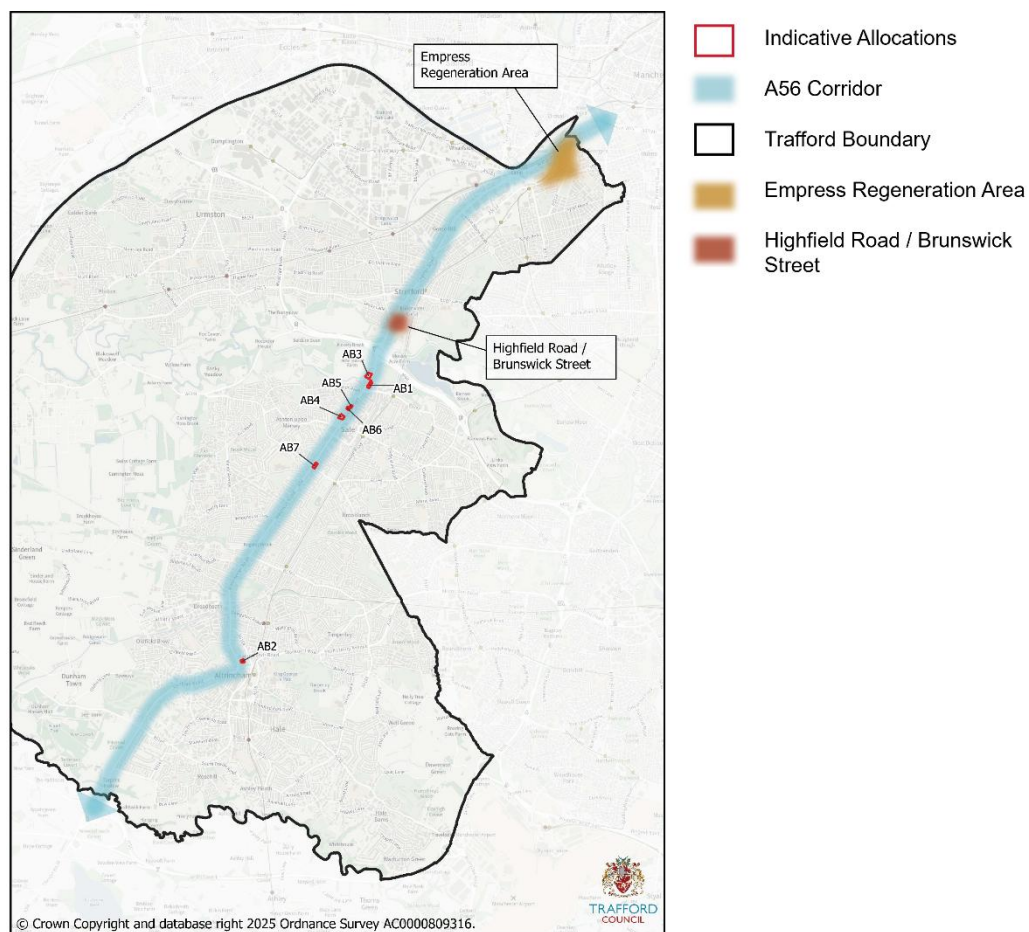


Figure 1-7: Proposed A56 Broad Development Location

- 1.64. Sites along the A56 corridor offer an opportunity to make more efficient use of the land and to contribute to the housing land supply. A minimum density of 120 dph is required. This is in excess of the minimum PfE Policy JP-H4 requirements but is considered to be appropriate in this location given the sustainable transport links along the corridor, and proximity to local services particularly near to the town centres.
- 1.65. A feature of sites along the corridor is surface car parking which can often take up over half of a site. A lower level of car parking would be acceptable on these sites, enabling a greater part of the site to be utilised for residential development.
- 1.66. While benefitting from existing transport links, sites along the corridor will be expected to enhance and contribute to transport infrastructure, helping to support a greater sustainable mode share on the corridor.
- 1.67. There is also a significant opportunity for improved green infrastructure as part of the redevelopment of these sites, contributing to the wider greening of the corridor. This will create a more attractive environment and help to mitigate air quality and noise impacts.

### **Consultation Question 1-3**

Do you support the proposed broad location? Please explain your reasons.