

- 1.47. This approach is fully compliant with that advocated in PfE Policy JP-G6, and is the starting point for open space provision in Trafford that will be supplemented with additional open and green spaces as part of new development.
- 1.48. Full details on all sites proposed for development and designation are set out in the respective locality sections that follow.

Infrastructure Requirements

- 1.49. To ensure that growth within Trafford is both inclusive and sustainable, development must enable and contribute towards, and/or where necessary deliver, appropriate infrastructure to support the additional burdens placed on existing infrastructure.
- 1.50. This includes strategic borough-wide and local infrastructure, such as affordable housing, transport, flood mitigation, biodiversity and open space, alongside investment in social & community infrastructure (such as health and education).
- 1.51. Whilst it is not the responsibility of new development to address or resolve existing infrastructure deficiencies or issues, the additional strain placed on Trafford's civil, social and green infrastructure by them must be provided for.
- 1.52. Consequently, there is also a role for the public sector, utility/infrastructure providers, and/or third parties in planning for the future infrastructure needs and demands arising from the Local Plan.
- 1.53. Accordingly, to assist both existing and prospective landowners, developers and site promoters, as well as public sector stakeholders and infrastructure providers; a high-level strategic framework outlining a potential indicative list of future infrastructure requirements resulting from the Local Plan are set out below.

Carbon and Energy Infrastructure

District heating networks and/or energy centres in:

North Locality

- North Trafford Heat Zone (inc. Civic Quarter)
- Stretford Town Centre

South Locality

- Timperley Wedge PfE allocation
- Broadheath

Central Locality

- Sale Town Centre

West Locality

- New Carrington PfE allocation
- Urmston Town Centre

Education Infrastructure

- Additional early education and childcare facilities across the borough where required.
- Expansion of existing primary schools throughout the borough with potential new schools if required.
- Expansion of existing secondary schools throughout the borough
- Potential long-term need for one new secondary school to serve the borough by the end of the plan period in 2042
- Additional specialist places for Special Educational Needs and Disabilities pupils where required throughout the borough.

Health and Social Care Infrastructure

- A new or expanded community/ neighbourhood health facility in each of the north, south and west localities.
- Improvements to and/or expansion of Trafford's Community Hubs and/or libraries

Green and Blue Infrastructure

- Improvements and enhancements to the Mersey Valley identified as a Green Infrastructure Opportunity Area - Local Plan Policy GI5

North Locality

- Improvements and enhancements to the North Trafford Linear Open Space identified as a Green Infrastructure Opportunity Area – Local Plan Policy GI5

South Locality

- Improvements and enhancements to Green Infrastructure Opportunity Areas – Local Plan Policy GI5
 - River Bollin Corridor
 - Timperley Brook Corridor
 - Davenport Green Rural Park
 - Fairywell Brook Corridor
 - Sinderland Brook Corridor

Central Locality

- Improvements and enhancements to Green Infrastructure Opportunity Areas – Local Plan Policy GI5
 - Baguley Brook Corridor
 - Sale Water Park

West Locality

- Improvements and enhancements to The Greater Manchester Wetlands Nature Improvement Area (NIA)
- Improvements and enhancements to Green Infrastructure Opportunity Areas – Local Plan Policy GI5
 - Red Brook Corridor
 - New Carrington
 - Wellacre Country Park
 - Urmston Meadows

Transport Infrastructure

North Locality

Active Travel infrastructure:

- At White City Circle including segregated cycle/pedestrian movement to facilitate active travel journeys across the junction
- Throughout Pomona Masterplan area as well as linking to Pomona/Cornbrook Metrolink stops/Castlefield Viaduct
- Throughout Wharfside Masterplan area as well as linking to Metrolink stops, Trafford Park Station and Moss Road
- Segregated cycle lanes along key roads (including A56, Talbot Road, Stretford Road, Old Chester Road, Seymour Grove) and crossing points at key locations and junctions (including A5145 Edge Lane/Kings Road)
- From development sites to nearby Metrolink stops/ rail stations
- Processional Route from Old Trafford Metrolink stop to Old Trafford Football Stadium including public realm and active travel improvements along the route, including enhanced crossing facilities at the Talbot Road/Warwick Road junction
- Further public realm/active travel improvements in Stretford Town Centre

Infrastructure directly related to the A56:

- Cycling and pedestrian crossing infrastructure at the A56/Kings Road /Edge Lane Junction in Stretford
- Cycling and pedestrian crossing infrastructure at the A56/Davyhulme Rd East junction in Stretford
- Active travel links connecting the Cornbrook Metrolink stop to the junction between Cornbrook Road/A56
- Cycling and pedestrian crossing infrastructure at the A56/Warwick Road/Sir Matt Busby Way junction as part of the Processional Route
- Improvements to Stretford Gyratory with a focus on better addressing congestion, walking, wheeling and cycling use and access and use of the existing green space
- Public realm and facilities including cycle hire/ mobility hub along the A56 as it passes through Stretford/Gorse Hill local centres

Other transport infrastructure:

- Enable the extension to Metrolink from the Trafford Centre towards Port Salford, including safeguarding land for the route and a stop at Trafford Waters alongside associated infrastructure including good links by Active Travel
- Facilitate the reopening or relocation of Old Trafford railway station
- Potential bus priority measures alongside active travel infrastructure at key junctions along the A56 and other key roads

South Locality

Active Travel infrastructure:

- Parallel cycle route providing a safe and low vehicular trafficked North/South cycle link between Altrincham Town Centre, Sale Town Centre and Trafford Central.
- Cycle facilities along the B5164 Barrington Road corridor from the A56 towards Altrincham Town Centre
- Enhanced segregated cycle lanes along the A560 Woodlands Road Corridor and cycling and pedestrian crossing infrastructure at all key junctions
- Active travel link via new crossing over the Bridgewater Canal towards Broadheath
- Upgrades to highway space for public realm, pedestrian crossings, quiet routes and active travel in and around Altrincham Town Centre
- A safeguarded route for the future delivery of the Carrington Greenway
- Pedestrian/cycle crossing points across Hale Road, Ashley Road and Moss Lane.

Infrastructure directly related to the A56:

- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Sinderland Road, George Richards Way, Navigation Road, Barrington Road, Woodlands Road and Charcoal Road.
- Provision of segregated cycle infrastructure along the A56 corridor from Langdale Road to Charcoal Road

- Wider pavements and more pedestrian crossings on the Dunham Road section of the A56.

Other transport infrastructure:

- Ensure the safeguarding of land associated with future rail link and potential rail station to the west of the M56/Manchester Airport, as well as associated infrastructure to ensure active travel/public transport links
- Facilitate potential future Metrolink extension to/from Manchester Airport Terminal 2 (Western Leg)
- Potential bus priority measures alongside active travel infrastructure at key junctions along the A56 and other key roads

Central Locality

Active Travel infrastructure:

- Parallel cycle route between M60, Dane Road and Marsland Road, continuing along Walton Road to connect into Trafford South Locality, via segregated or low vehicular trafficked route
- Potential to upgrade highway space for public realm, pedestrian crossings, quiet routes and active travel in and around Sale Town Centre, including potential for cycle route on School Road and crossing upgrades at the junction of Tatton Road/B5166/School Road.
- Improving walking, wheeling and cycling links to Sale and Brooklands Metrolink stops; including but not limited to those on: Sibson Road, Springfield Road, Hayfield Road, Ashfield Road and Tatton Road
- Cycle route linking Sale Town Centre and Sale Moor/Sale Water Park along Northenden Road and Old Hall Road with associated junction improvements
- Potential for quiet street on Broad Road

Infrastructure directly related to the A56:

- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Glebelands Road / Dane Road, Atkinson Road / Ashfield Road, Ashton Lane / School Road, Washway / Oaklands Road / Sibson Road, Washway Road / Marsland Road and Marsland Road / Harboro Road

- Provision of segregated cycle infrastructure along the A56 corridor from Glebelands Road/Dane Road to Langdale Road
- More frequent crossing points beyond existing junctions and at side roads at suitable locations (including linking attractors such as retail and green space)

Other transport infrastructure:

- Potential bus priority measures alongside active travel infrastructure at key junctions along the A56 and other key roads
- Contributing to improvements of pedestrian and cycle crossing points on Sibson Road and Springfield Road, enhancing connections to the wider active travel network and supporting the Sale Town Centre Public Realm and Movement Strategy.
- Contribute to improving active travel infrastructure, including new and enhanced pedestrian and cycle crossing points at the A56 junction with Oaklands Road and Sibson Road.

West Locality

Active Travel infrastructure:

- Active Travel improvements along the A6144 serving East – West connections.
- Provision of integrated high quality active travel infrastructure delivered as part of the Carrington Relief Route.
- Wider New Carrington connectivity by active travel both within and to/from the Masterplan area connecting to Partington, Warburton and Carrington
- Improved active travel infrastructure measures that enhance sustainable travel and connectivity within Partington
- Upgrade highway space for public realm, pedestrian crossings, quiet routes and active travel along key routes; including but not limited to: Crofts Bank Road, Stretford Road, Church Road, Moss vale Road and Carrington Road.
- A safeguarded route for the future delivery of the Carrington Greenway

Other transport infrastructure:

- Carrington Relief Route to be brought forward in parallel with the wider New Carrington allocation area and will support extended and prioritised bus movements as well as enhanced active travel connectivity
- Potential bus priority measures alongside active travel improvements at junctions along key routes

Electricity Infrastructure

- Additional substations and/or underground cabling in all localities

Water Infrastructure

- Additional potable water distribution mains and/or pumping stations in all localities.

Sewerage and Foul Water Infrastructure

- Upgrade and/or expansion of foul water network and/or waste water treatments works within and/or adjacent to Trafford.

Flooding and Drainage Infrastructure

North Locality

- Longford Brook flood alleviation scheme
- Trafford Park SuDS network – Greening Trafford Park (2023)

South Locality

- Timperley Brook flood prevention / alleviation measures
- Fairywell Brook flood alleviation / alleviation measures
- Flood water storage areas – PfE JPA 3.2: Timperley Wedge
- Surface water management and SuDS – PfE JPA 3.2: Timperley Wedge

Central Locality

- Baguley Brook flood prevention/ alleviation measures

West Locality

- River Mersey flood defences
- Red Brook flood prevention/ alleviation measures
- Sinderland Brook flood preventions/ alleviation measures
- Surface water management and SuDS – PfE JPA 30 New Carrington

- 1.54. Additional information on the likely infrastructure requirements for Trafford over the plan period is required and the above indicative framework is neither complete nor exhaustive, and as such is subject to change.
- 1.55. The Council would therefore be interested in any views on the indicative infrastructure framework outlined above, particularly from statutory undertakers and utility and infrastructure providers.

Consultation Question 1-1

What infrastructure improvements (e.g., transport, schools, healthcare) do you think are needed to support the proposed allocations?