

## Proposed Industry and Warehousing Allocations

### AN25 – AN36: Trafford Park

Sites listed within this policy are allocated for industrial and warehousing uses (use class B2 / B8) in the Trafford Park area. Site plans for each allocation are provided in Appendix 2.

In addition to the requirements set out in Local Plan policies EJ2 and EJ3, and with other relevant policies in the adopted Trafford Development Plan, development of sites with a floorspace of 5,000 sqm and above allocated by this policy will be required to:

- A. Provide appropriate contributions towards the improvement of the public transport and walking, wheeling and cycling infrastructure throughout the Trafford Park area;
- B. Be accompanied by a travel plan which prioritises sustainable, non-road modes of transport for freight and employee movement;
- C. Improve Trafford Park's public realm, through provision on site improvements or through a joined-up approach with neighbouring users or developments; and
- D. Incorporate a Sustainable Urban Drainage system on site as part of on-site landscaping improvements.

In addition to the requirements set out in Local Plan Policies EJ2 and EJ3, and with other relevant policies in the adopted Trafford Development Plan, all sites over 1,000 sqm allocated by this Policy will be required to:

- E. Meet the requirements of Policy JP-Strat 1, where appropriate, reflecting Trafford Park's role within the Core Growth Area, ensuring Trafford Park continues to provide lower density employment opportunities;
- F. Strongly represent the Trafford Park brand through high quality, well designed, modern employment premises which reflect its key role in the Greater Manchester and North West economy;
- G. Ensure Trafford Park is net Zero Carbon by 2038 by:
  - i. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2.
  - ii. Setting out how any carbon generating uses will be off-set onsite.

- H. Incorporate minimum levels of car parking which must either be provided as on-site podium parking, and/or centrally designated parking barns/ multi-storey car parks;
- I. Enable the connection of developments to public transport nodes and walking, wheeling and cycling routes;
- J. Prioritise the use of non-road based forms of transport for employees and freight;
- K. Protect and enhance existing green infrastructure corridors and opportunity areas through Trafford Park, providing links through adjacent development sites directly to them;
- L. Achieve a Greener Trafford Park by development being landscape-led which adds to and recognises the network of accessible public spaces, green spaces and corridors throughout the site and surrounding area;
- M. Incorporate tree planting and areas of non-linear accessible and publicly accessible open space within all development proposals;
- N. Have regard to the Grade II listed Trafford Park Hotel and Trafford Park War Memorial including its setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment;
- O. Have regard to the Biodiversity Opportunity Area at Trafford Ecology Park, ensuring that any biodiversity improvements are not undermined or compromised; and
- P. Provide an enhanced waterside environment on sites adjacent to canals or bodies of water within Trafford Park, providing improvements to planting, habitats and biodiversity.

Ref	Site	Site size (ha)	Floorspace (sqm)	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AN25	Land to East and West of A5181 (Kelloggs Plant) Park Rd, Trafford Park	11.40	45,000	0	45,000	0	0
AN26	Site of Tenmat, Ashburton Road, Trafford Park	3.72	20,000	20,000	0	0	0
AN27	Site of SCA Hygiene Products, Trafford Park Road, Trafford Park	2.88	10,800	0	10,800	0	0
AN28	125 Trafford Park Road, Trafford Park	0.77	4,140	4,140	0	0	0
AN29	10 Tenax Road, Trafford Park	1.02	3,570	0	0	3,570	0
AN31	Former Builders Yard, First Avenue, Trafford Park	0.87	3,045	0	3,045	0	0
AN32	Former Trafford Bakery, Ashburton West, Trafford Park	0.65	2,758	0	2,758	0	0
AN33	F and G Commercials, Trafford Park Road	0.44	2,338	0	2,338	0	0
AN34	Unit 24 Severnside Trading Estate, Trafford Park	0.33	1,319	1,319	0	0	0

Ref	Site	Site size (ha)	Floorspace (sqm)	Anticipated delivery timescale			
				2025-2030	2030-2035	2035-2042	2042+
				0-5	6-10	11-17	18+
AN36	Former Washington Mills Electro Minerals, Trafford Park	1.34	1,050	0	1,050	0	0

- 2.132. Trafford Park is recognised as a regionally and nationally significant employment area with over 1,300 businesses which employ over 35,000 people.
- 2.133. Trafford Park falls within the Places for Everyone Core Growth Area as allocated under PfE policy JP-Strat 1, recognising the key role it has to play in the economy of Trafford and Greater Manchester as a whole. PfE acknowledges the role Trafford Park has in providing lower density employment development.
- 2.134. Whilst Trafford Park is an existing, well established employment location, opportunities for growth and modernisation of uses exist within the area. Trafford Park's role as a key employment location needs to be protected, promoted and enhanced, while protecting it from non-employment uses.
- 2.135. Recent approved schemes have seen other uses be located in Trafford Park including for leisure. Allocating sites for new premises within Trafford Park enables it to continue to be able to meet the needs of a changing economy whilst also addressing demand for more traditional premises.
- 2.136. 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 strong brand and history.

#### Greening Trafford Park

- 2.137. Greening Trafford Park and Low Carbon Trafford Park studies have been undertaken to establish ways that the area can meet its target to be net zero carbon by 2038.
- 2.138. Trafford Park has amongst the lowest quantity of open space in Trafford and development should ensure that nearby residents and workers are able to access good quality natural, semi-natural and recreational open space.
- 2.139. The "greening" of Trafford Park should be achieved through the development of sustainable transport and green infrastructure networks, which must be planned cohesively in order to connect people and businesses to, from and

within the Park, improving its amenity value, biodiversity and climate resilience.

2.140. Sites adjacent to canals and other bodies of water in the area should make the most of their setting by enhancing the waterside environment, for example through planting, improvements to the public realm, habitat enhancements. 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.

2.141. Improving the walking, wheeling and cycling networks alongside the public realm within Trafford Park can be achieved through inclusive green infrastructure alongside safe and attractive travel routes.

## Transport

2.142. Trafford Park is well served by public transport including the Metrolink, with a line running through the area and on to the Trafford Centre.

2.143. Larger developments must be accompanied by a Travel Plan setting out how employees and visitors to the site will be able to access the site without relying on private vehicle.

2.144. Car and cycle parking provision should be in line with Local Plan policies whilst taking in to account, and making the most of, Trafford Park's existing Metrolink route, other public transport provision as well as existing and future planned improvements to the walking, wheeling and cycling infrastructure.

## Land to East and West of A5181 (Kelloggs Plant) Park Rd, Trafford Park

2.145. The site of the Kelloggs Plant is made up of two development parcels on either side of Park Road. The prominent 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.

2.146. The proximity of the site to the Trafford Park Metrolink stop should be capitalised on, through promoting and maximising the use of non-car based transport methods for visitors to and employees of the business.

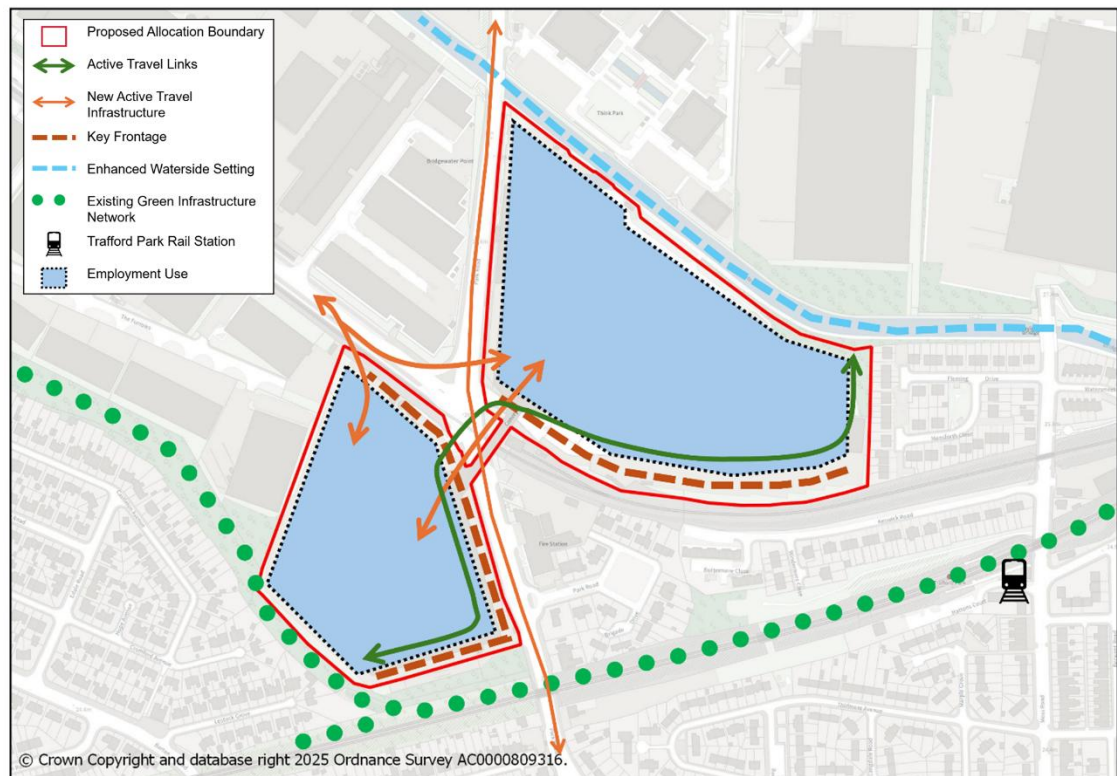


Figure 2-9: Land to East and West of A5181 (Kelloggs Plant) Indicative Policy Plan

### Consultation Question 2-28

Do you support the proposed allocations at Trafford Park? Yes/No

### Consultation Question 2-29

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site? (please specify which site your comments relate to)