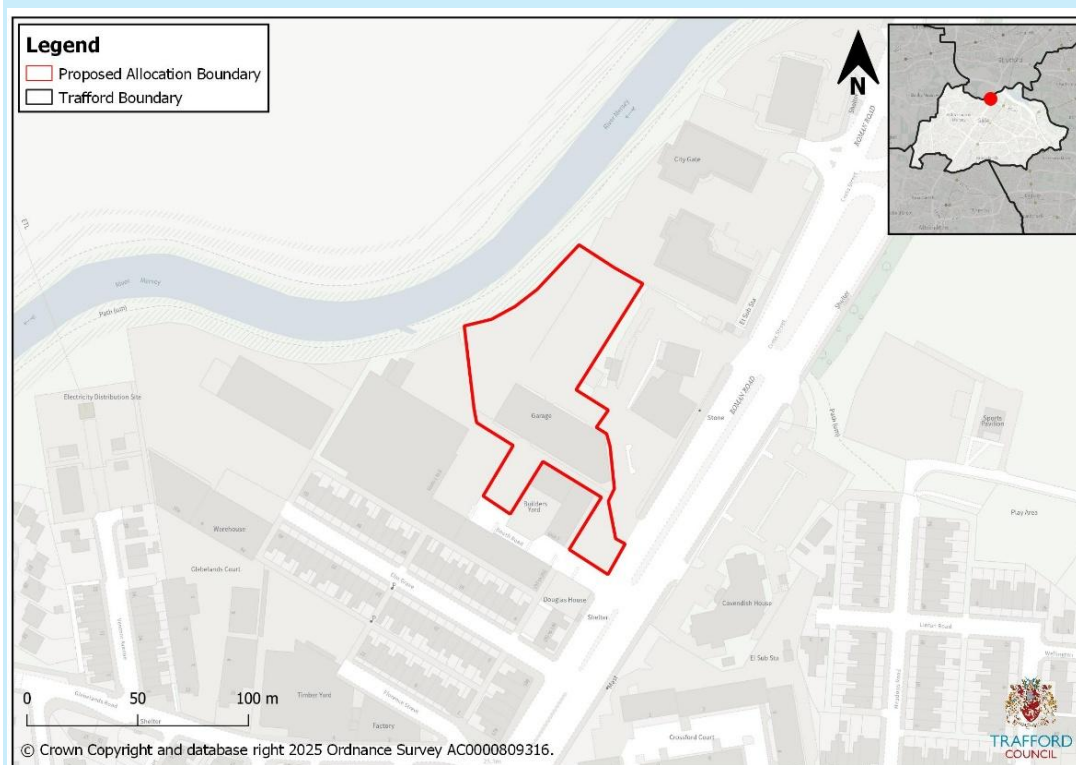


## Proposed Modern Economy Allocation

### AC8: Citygate 3, Cross Street, Sale



<b>Address:</b>	Citygate 3, Cross Street, Sale			
<b>Site Size (Ha):</b>	0.70			
<b>Allocated for:</b>	5,000 sqm (gross) employment land			
<b>Anticipated delivery time scale:</b>	<b>2025-2030</b>	<b>2030-2035</b>	<b>2035-2042</b>	<b>2042+</b>
	<b>0-5</b>	<b>6-10</b>	<b>11-17</b>	<b>18+</b>
		5,000 sqm		

### **AC8: Citygate 3, Cross Street, Sale Site Requirements**

Land at Citygate 3, Cross Street, Sale is allocated for a minimum 5,000 sqm industry and warehousing employment floorspace.

Development of this site will be required to:

- A. Provide modern, flexible employment space suitable for industrial and warehousing uses, including small and medium-sized enterprises (SMEs), light industrial, research and development, and logistics uses (Use Class E(g), B2, and B8), where compatible with surrounding uses.
- B. Address pedestrian access and ensure strong, direct links to nearby public transport hubs, including Sale Town Centre and Dane Road Metrolink station. Proposals need to:
  - i. Contribute to improvements of pedestrian and cyclist crossing points at the A56/Glebelands Road and Dane Road junctions to enhance connectivity and safety.
  - ii. Provide safe, legible pedestrian and cycle routes through the site.
  - iii. Support wider key transport improvements along corridors such as the A56, including pedestrian crossings, cycle routes, and traffic calming measures.
- C. Prepare a site-specific Flood Risk Assessment (FRA), as part of the site falls within Flood Risk Zone 3. Development must demonstrate flood risk mitigation through appropriate site layout, ground levels, and sustainable drainage systems (SuDS), and must incorporate flood resilience and resistance measures in the building design.
- D. Protect the openness and visual character of the Green Belt, with no development on that part of the site. Proposals should include appropriate landscaping and boundary treatments, avoid encroachment or visual harm, and comply with Policy G12 to maintain Green Belt integrity.
- E. Design principal elevations to front the A56 promoting street vitality and creating a strong sense of place. Higher storey development will be appropriate along the A56 frontage, subject to high-quality, context-sensitive design. Proposals must ensure appropriate transitions in scale to the rear of the site to respect adjoining land uses.

- 4.36 The site falls within the Cross Street Employment Area and is a strategically located brownfield site in a well-connected part of Sale. Its allocation for modern economy employment uses supports Trafford's ambition to grow a high-value and diverse employment base while making efficient use of previously developed land.
- 4.37 Given that part of the site lies within the Green Belt at the rear, and it is also located within Flood Risk Zone 3, a cautious and context-sensitive approach has been applied. This approach balances economic growth with the need to manage environmental risk, protect the openness and visual character of the Green Belt, and safeguard local amenity. Development will be required to demonstrate appropriate flood mitigation and resilience through site layout, levels, sustainable drainage systems (SuDS), and building design, while ensuring that any development near the Green Belt complies with national and local Green Belt policy and avoids visual harm or encroachment.
- 4.38 The site benefits from strong strategic connectivity including proximity to the A56 corridor, local bus routes, and the Dane Road Metrolink station. Development must improve access to and through the site, enhancing connectivity for all users. This includes contributing to improved pedestrian and cyclist crossing points at the A56/Glebelands Road and Dane Road junctions, and providing safe, legible walking and cycling routes that link directly to Sale Town Centre, public transport hubs, and the wider local network. These measures will promote safe, inclusive and sustainable movement patterns, supporting Trafford's ambitions for active travel.
- 4.39 The site's prominent frontage onto the A56 provides an opportunity to strengthen street vitality and local character. Principal elevations should address the A56 to create a strong visual presence. Higher storey development will be appropriate along this frontage, subject to high-quality, context-sensitive design. Development must also ensure appropriate transitions in scale to the rear of the site.
- 4.40 The site includes existing Green Infrastructure land and this must be protected and enhanced (Policy G12). Development should incorporate additional green corridors and landscaped buffer zones, particularly along southern boundaries

to support biodiversity, deliver urban greening, and improve visual amenity. Retention or appropriate replacement of existing vegetation will be expected. Development must also protect the openness and visual character of the adjacent Green Belt through sensitive site layout, landscaping, and boundary treatments that avoid encroachment or visual harm.

**Consultation Question 4-10**

Do you support this proposed allocation? Yes / No

**Consultation Question 4-11**

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?