Overview of Proposed North Trafford Heat Network Zone Boundary Edge

The heat network zone for North Trafford was developed using outputs from the National Zoning Model (NZM) which were then checked and refined based on local information, including details relating to proposed new developments and other locally specific opportunities and constraints.

The National Zoning Model uses information on buildings to assess heat demands and couples this with information on heat sources to identify the area within which a heat network is likely to represent the lowest cost low carbon solution for delivering space heating and hot water to buildings. The refinement process involves checking the outputs from the National Zoning Model and accounting for new developments and other local details that the model does not include. The refinement may also include merging neighboring zones and reflecting key physical constraints to the expansion of networks within a zone.

An overview of the proposed North Trafford heat network zone boundary is presented below.

- The proposed northern boundary edge follows the Manchester Ship Canal, which represents a physical constraint to the network zone.
- The proposed eastern boundary edge follows the borough boundary line between Trafford and Manchester. As well as representing an administrative boundary and following existing road layout and property boundaries, this area is predominantly residential with a low heat density and therefore represents a sensible boundary with the neighboring heat network zone that could be designated in Manchester.
- The proposed southern boundary edge is predominantly aligned with the boundary of Trafford Park, capturing the commercial and industrial buildings within this area, and also aligning with a section of the M60 motorway, which represents another physical constraint to the zone.

