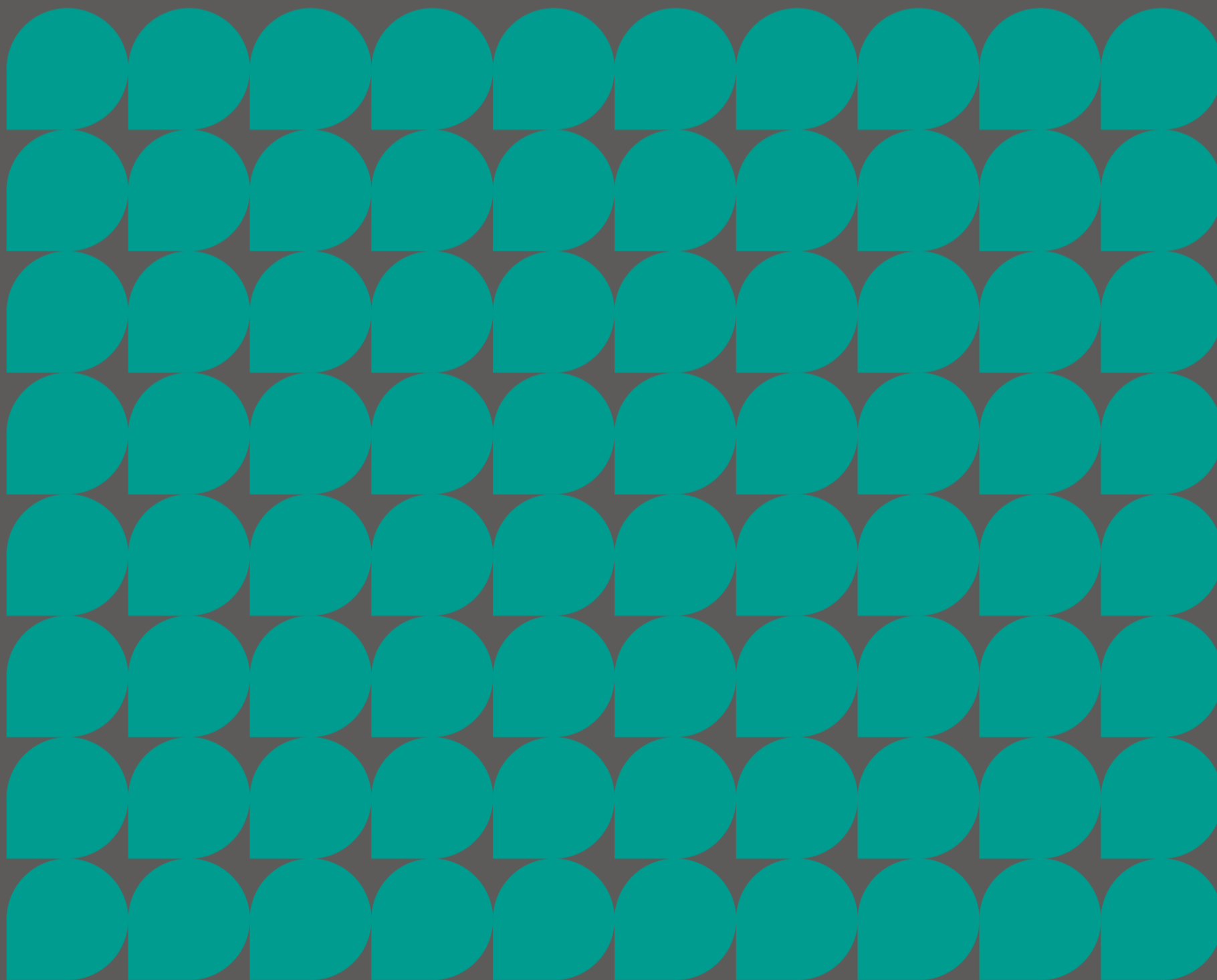


# Places for Everyone

Allocations: Cross Boundary Timperley  
Wedge Issues Summary

February 2022



# Chapter 11 – Allocations: Cross-Boundary Strategic Allocations

A summary of the issues raised in relation to the policies within PfE 2021 Chapter 11 and the relevant respondents to PfE 2021 is set out below:

## PfE 2021 Policy JP Allocation 3.2 Timperley Wedge

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
	<b>Principle / scale of development:</b>		
JPA 3.2.1	More housing is not needed in the area, it could better be provided in other urban areas in Trafford, Carrington and GM.	The site is needed to meet housing needs and has been proposed for allocation in line with the Growth and Spatial Options Paper <a href="#">[02.01.10]</a> and the Site Selection Background Paper <a href="#">[03.04.01]</a> . More detail is set out within section 5 of the JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Katherine Worsley Bernie Burns Gary Swannell Warburton Parish Council
JPA 3.2.2	Lack of evidence that the allocation can be delivered in the plan period because of a lack of certainty with regard to the timing of the phasing. Delivery concerns due to significant housing numbers, and complications of many landowners, road infrastructure, open space, master planning and HS2. Concerned that development is dependent on HS2 which may not happen.	It is considered the allocation can be delivered in line with industry best practice as set out in more detail in section 27.0 of the JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> and the Masterplan for the Timperley Wedge Allocation <a href="#">[10.01.23]</a> .  The allocation is not dependant on HS2. This is set out in more detail in the Masterplan for the Timperley Wedge Allocation <a href="#">[10.01.23]</a> . Section 6 of the Masterplan sets out an option for development without HS2. The Plan as proposed is therefore considered sound and no change is necessary.	Cheshire Masonic Properties Ltd Alun Davies PD Northern Steels Gerard Dolan
JPA 3.2.3	Wait until effects of the coronavirus pandemic and Brexit are known before proposing development.	The development proposed in the Plan has been informed by the Employment Land Needs in Greater Manchester <a href="#">[05.01.02]</a> and COVID-19 and Places for Everyone Growth Options <a href="#">[05.01.03]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Katherine Worsley Mark Fish Bernie Burns David Brownhill
JPA 3.2.4	Land adjacent to Manchester Airport HS2 station is a sustainable well connected location for housing and employment development.	Noted	Gerard Dolan

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
JPA 3.2.5	Support for the development of land at 39 Clay Lane, Thorley Lane site and a site north of Dobbinetts Lane. Thorley Lane can deliver in the early part of the plan period.	Noted	Ted Shorto Harlex Alun Davies Dobinetts Regen
JPA 3.2.6	Supportive of the policy wording. Support for the allocation to meet housing need and the policy to provide a clear future strategic direction.	Noted	The Cartilage Family Bowdon Rugby Club Miri Roshni J M Gibney W R Halman C L Halman F I Carless Ted Shorto Manchester University Hospitals NHS Historic England
JPA 3.2.7	Trafford should not just rely on two allocations. These should be supplemented and supported with other smaller, viable sites within the wider south Trafford area.	In line with the NPPF, the Plan seeks to promote the development of brownfield land within the urban area and to use land efficiently. The approach to growth and spatial distribution is set out in the Growth and Spatial Options Paper <a href="#">[02.01.10]</a> and the Site Selection Background Paper <a href="#">[03.04.01]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Alun Davies PD Northern Steels
JPA 3.2.8	Merging the character of different residential areas together will cause Timperley to lose its identity and appeal.	Policy JPA 3.2 criteria 3 sets out a requirement for new development to be integrated with existing development to respect its character. The Plan as proposed is therefore considered sound and no change is necessary.	Save Greater Manchester Green Belt Bernie Burns
JPA 3.2.9	Need sufficient evidence to justify the allocation.	Proportionate evidence gathering has been undertaken to inform and justify the proposed allocation and has been made available. Details of this can be found in the Timperley Wedge Topic Paper <a href="#">[10.01.58]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Mark Fish

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
JPA 3.2.10	Consider the cumulative impact on infrastructure for all the development for Medipark, Timperley Wedge and Airport developments.	Each allocation must meet the needs of its own infrastructure requirements in line with Policy JP-D2. Cumulative transport impacts of the allocations have been considered in the Transport Locality Assessments Cross boundary [09.01.07] and Transport Locality Assessments Addendum [09.01.19].  The Plan as proposed is therefore considered sound and no change is necessary.	CPRE
JPA3.2.11	Concerned that there is insufficient commercial, industrial, retail and social development in Timperley and surrounding boroughs to support the Development.	Infrastructure requirements are highlighted in the Timperley Wedge policy JPA 3.2 and all development will be expected to contribute to the provision of additional school places, health care facilities etc. A new Local Centre will provide local shopping facilities. More details of this can be found in the Timperley Wedge Topic Paper [10.01.58] and the Masterplan for the Timperley Wedge Allocation [10.01.23].  The Plan as proposed is therefore considered sound and no change is necessary.	Caroline Davies
JPA3.2.12	The policy is unduly detailed and prescriptive.	Timperley Wedge is a strategically important allocation for Greater Manchester, and is a significant opportunity to deliver a site for substantial housing and employment development. Given the scale of the development proposed, it is important that the key policy principles are embedded within the allocation from the outset.  The Plan as proposed is therefore considered sound and no change is necessary.	The Cartilage Family Bowdon Rugby Club Miri Roshni J M Gibney W R Halman C L Halman F I Carless
JPA3.2.13	A detailed masterplan, and technical assessments, for each allocation is not available.	A concept Masterplan for the Timperley Wedge Allocation [10.01.23] has been produced to demonstrate that the site is deliverable within the plan period, including indicative phasing of development. Criteria 1 of Policy JPA3.2 requires a detailed masterplan/SPD to be adopted prior to delivery of the site. More technical assessments will be produced to inform these, and will be required alongside any future planning application(s).  The Plan as proposed is therefore considered sound and no change is necessary.	Alun Davies PD Northern Steels
	<b>Housing</b>		

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
JPA3.2.14	There is a need for affordable housing which is suitable for first time buyers.	Policy JP 3.2 sets a requirement for 45% affordable housing. A proportion of these will be for first time buyers in line with National Planning Policy on 'First Homes'. The Plan as proposed is therefore considered sound and no change is necessary.	Katherine Worsley
JPA3.2.15	Object to the boundary of residential allocation on the policy map including the new Masonic Centre. The New Masonic Centre is a community use and not residential.	The residential allocation shown in picture 11.10 in PfE shows areas suitable for residential use to be integrated with existing uses. It does not prevent the continued use of or propose the removal/ demolition of existing community uses. As set out in JPA3.2 Timperley Wedge Allocation Topic Paper [10.01.58] up to 80% of this land is envisaged as being residential. The Plan as proposed is therefore considered sound and no change is necessary.	Cheshire Masonic Properties Ltd
JPA3.2.16	There is already a lot of affordable housing in the area.	Affordable housing has been identified in line with Trafford's Housing Needs Assessment (December 2019) ( <a href="#">Trafford-HNA-2019-Final-Report.pdf</a> ). The Plan as proposed is therefore considered sound and no change is necessary.	Katherine Worsley
JPA3.2.17	Affordable housing policy is not flexible enough. Delivery of 45% affordable housing is not deliverable/viable and hasn't been justified. Policy should refer to 30-45% affordable housing which can be determined at application stage. The evidence is considered to be high-level and relatively out of date. A more detailed, comprehensive, and up-to date viability appraisal is required that reflects different market conditions affecting individual parcels/plots	A Strategic Viability Assessment has been undertaken for the whole of PfE, including the allocations (see [03.01.01 – 03.01.04]). This has demonstrated that a minimum 45% affordable housing contribution is viable see JPA3.2 Timperley Wedge Allocation Topic Paper [10.01.58] Viability section.  In addition and in line with the NPPF, it will be considered that planning applications which comply with the adopted PfE will be viable, however NPPF paragraph 58 provides provision for applicants to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. No change is therefore required to Policy JP-A 3.2. The Plan as proposed is therefore considered sound and no change is necessary.	The Cartilage Family Bowdon Rugby Club Miri Roshni J M Gibney W R Halman C L Halman F I Carless Royal London Asset Management RLAM Prospect GB and Dobinetts Regen Mrs L Thompson Ted Shorto Harlex

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
JPA3.2.18	The requirement for sites within the north of the allocation to provide an average density of 35 dph is supported.	Support noted	The Cartilage Family Bowdon Rugby Club Miri Roshni J M Gibney W R Halman C L Halman F I Carless Greater Manchester Housing Providers
JPA3.2.19	A density of 35dph within 800m of a designated centre is too low. Other designated centres should deliver approx 50dph due to proximity to Metrolink and HS2 / NPR. Flexibility in the policy to allow for higher densities to be achieved beyond the identified distance thresholds is needed.	All densities are an average and represent a minimum in line with recommended densities as per the PfE Chapter 7 Policy JP-H 4. More detail is set out in the Masterplan for the Timperley Wedge Allocation <a href="#">[10.01.23]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Royal London Asset Management RLAM
JPA3.2.20	Timperley Wedge housing figure should be higher and expressed as a minimum.	Trafford has identified sufficient housing and employment land to meet the requirements in PfE in line with the Growth and Spatial Options Paper <a href="#">[02.01.10]</a> and the land identified is sufficient to meet them. Details of the housing land supply can be found in the Housing Topic Paper <a href="#">[06.01.03]</a> . The minimum targets for employment and housing development are set out in Chapters 6 and 7. The Plan as proposed is therefore considered sound and no change is necessary.	Royal London Asset Management RLAM
JPA3.2.21	The land at Davenport Green has the potential to accommodate additional housing capacity.	Numbers for different areas within the allocation are indicative as set out in the Timperley Wedge masterplan <a href="#">[10.01.23]</a> . They are considered to be appropriate to meet the housing needs set out in the Growth and Spatial Options Paper <a href="#">[02.01.10]</a> and the need to make more efficient use of land in line with paragraph 8.53 of PfE. The Plan as proposed is therefore considered sound and no change is necessary.	Royal London Asset Management RLAM
JPA3.2.22	A proportionate/sliding roof tax to reflect individual parcels/plots should be applied.	Policy JPA 3.2 criteria 12 sets out the requirement for an equalisation mechanism to be set out in the masterplan/ SPD for the allocation.	Prospect GB and Dobinetts Regen

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
		The Plan as proposed is therefore considered sound and no change is necessary.	
JPA3.2.23	Planning obligations should not cross-fund /subsidise development at Medipark.	Inclusion of Timperley Wedge and Medipark as a cross boundary allocation provides an opportunity for the integration of infrastructure for the allocations and the wider benefits they can bring to the local area collectively. However, an equalisation mechanism as required by Policy JPA 3.2 criteria 12 and the masterplan/ SPD will set out the methodology for planning obligations to be distributed in a fair and proportionate way. The Plan as proposed is therefore considered sound and no change is necessary.	Prospect GB and Dobinetts Regen
	<b>Employment and Economy:</b>		
JPA3.2.24	There are enough existing empty office spaces already in the surrounding area, and there is no evidence for the amount of proposed office space.	The level of office development proposed in the Plan has been informed by the Employment Land Needs in Greater Manchester [05.01.02] and COVID-19 and Places for Everyone Growth Options [05.01.03]. This land is already allocated for high quality office use in the existing land supply as detailed in PfE Chapter 6 and in accordance with Trafford Core Strategy policy R4.3 and R4.4. It will support the expansion of Manchester Airport and University Hospital South Manchester. See JPA3.2 Timperley Wedge Allocation Topic Paper [10.01.58]. The Plan as proposed is therefore considered sound and no change is necessary.	Martha Hughes David Brownhill Katherine Worsley
JPA3.2.25	Only a few market garden businesses remain in Sale and Altrincham.	Noted	Katherine Worsley
	<b>Green Belt:</b>		
JPA3.2.26	Significant objection to the loss of Green Belt land. General concern that the level of Green Belt loss in Trafford is disproportionate considering the currently small amount of Green Belt in Trafford when compared with other GM districts. Concern that development in this area will set a precedent for more housing and changes to the Green Belt in the future.	The approach to growth and spatial distribution is set out in the Growth and Spatial Options Paper [02.01.10]. The PfE Plan sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs in line with NPPF 119. However, given the scale of development required to meet the objectives of the Plan, a limited amount of development is identified on land outside of the urban area on greenfield and/or Green Belt land.	Gerard Dolan Katherine Worsley CPRE Siobhan Maskell Peter Christie Joe Allsopp Christine Chrystal Save Greater Manchester Green Belt

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
		<p>A proportionate evidence base has been provided to support this approach. In particular, the exceptional circumstances for development have been provided in the Green Belt Topic Paper Green Belt Topic paper <a href="#">[07.01.25]</a>, for Timperley Wedge see Appendix 2 page 44. Policy JP-G10 protects Green Belt in the future.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Martha Hughes Jeremy Williams Amy Jourdain David Brownhill Thomas Shrubsole Bernie Burns Mark Fish Gary Swannell Tracy Raftery Anthony And Diane Voss Susan Theodossiadis</p>
JPA3.2.27	<p>Green Belt is needed to separate the airport expansion from Hale Barns, Timperley and Well Green.</p> <p>The decision to remove Timperley Wedge Green Belt rather than Green Belt closer to Hale Barns is not adequately explained.</p>	<p>The Timperley Wedge allocation maintains a corridor of Green Belt to the west with the rural park.</p> <p>The process for site selection and consideration of alternatives is set out in the Site Selection Background paper <a href="#">[03.04.01]</a>. Appendix 9 sets out the list of all sites submitted for consideration and Appendix 7 sets out a summary of the planning assessments carried out.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Gerard Dolan Joe Allsopp Martha Hughes Bernie Burns Gary Swannell Anthony And Diane Voss Mark Fish</p>
JPA3.2.28	<p>Remove Green Belt in the south-east and allocate for development to ensure higher densities at the new local centre at Davenport Green.</p>	<p>The proposed development boundaries for the Timperley Wedge allocation were proposed after careful consideration of the evidence. This area is less preferable due to environmental and heritage constraints. More detail is set out in JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> and the Masterplan for the Timperley Wedge Allocation <a href="#">[10.01.23]</a>.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>20 West</p>
JPA3.2.29	<p>The Rural Park does not require release from the Green Belt to be delivered and the allocation boundary should exclude the area currently shown as a 'Rural Park'.</p>	<p>The allocation boundary includes the Rural Park as this will be delivered as part of infrastructure needs and mitigation for development of the land to be removed from Green Belt. This is set out in section 15 of JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a>.</p>	<p>Save Manchester Green Belt Group</p>



Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
		The Plan as proposed is therefore considered sound and no change is necessary.	
JPA3.2.30	It is my understanding there is a covenant on land on Thorley Lane protecting it from development.	It is not clear exactly where this land is. However developable land has been identified in liaison with land owners and is considered deliverable based on the information they have submitted. Not all land within the allocation will be developed. Approximately 80% of land identified in the proposed development parcels is considered suitable for development. This is set out in more detail in the JPA3.2 Timperley Wedge Allocation Topic Paper [10.01.58] and the Masterplan for the Timperley Wedge Allocation [10.01.23].  The Plan as proposed is therefore considered sound and no change is necessary.	Katherine Worsley
JPA3.2.31	Rich history of Ridgeway Road has not been adequately considered in evaluating Green Belt parcels.	The historic environment has been fully examined in the Historic Environment Background Paper [08.01.12], Timperley Wedge Historic Environment Assessment - Headline Report [10.01.48] Timperley Wedge Historic Environment Assessment - Appendix 1 - Historic Environment Characterisation [10.01.49], Timperley Wedge Historic Environment Assessment - Appendix 2 - Archaeological Resource [10.01.50] and Timperley Wedge Historic Environment Assessment - Appendix 3 - Built Heritage [10.01.51], Timperley Wedge Historic Environment Assessment - Appendix 4 - Historic Landscape [10.01.52].  The Plan as proposed is therefore considered sound and no change is necessary.	Mark Fish
	<b>Brownfield:</b>		
JPA3.2.32	More brownfield sites should be identified throughout Trafford and Greater Manchester such as empty homes and land that was previously industrial.  The development of brownfield sites should be prioritised before Green Belt development.	The approach to growth and spatial distribution is set out in the Growth and Spatial Options Paper [02.01.10], around 90% of the new housing land is within the existing urban area. More detail is set out in the Housing Topic Paper [06.01.03] and the Employment Land Topic Paper [05.01.04].  The PfE Plan sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development	Caroline Davies E Bowles Christine Chrystal David Brownhill Bernie Burns Katherine Worsley Siobhan Maskell Joe Allsopp

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
		needs in line with NPPF 119. However, given the scale of development required to meet the objectives of the Plan, a limited amount of development is identified on land outside of the urban area on greenfield and/or Green Belt land.  The Plan as proposed is therefore considered sound and no change is necessary.	Martha Hughes Gary Swannell Charlotte Starkey
	<b>Transport – Highways / Public Transport / Cycling / Walking:</b>		
JPA3.2.33	Significant concern that the roads are already too congested and the country lanes and surrounding road network, including the M56 motorway corridor, will be impacted by the additional cars that more houses will bring to the area.	Transport analysis contained in the Locality Assessment has identified necessary mitigation measures to accommodate additional traffic generated by the proposed allocation including a new spine road and extensions to bus services as well as new cycling and walking routes to encourage more active transport. Please see Transport Locality Assessments – Trafford – Greater Manchester Spatial Framework <a href="#">[09.01.15]</a> and JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> .  The Plan as proposed is therefore considered sound and no change is necessary.	Caroline Davies Katherine Worsley E Bowles Peter Christie David Brownhill Joe Allsopp Martha Hughes Bernie Burns
JPA3.2.34	More investment in the Metrolink line and public transport is needed rather than new roads and the widening of existing roads.  Concern if there are adequate plans for increased public transport, the allocation requires improved sustainable and active travel links between the Timperley Wedge allocation and the airport.	There will be a need for new roads to mitigate impacts of the development, please see Transport Locality Assessments – Trafford – Greater Manchester Spatial Framework <a href="#">[09.01.15]</a> , JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> .  New and improved public transport and active travel infrastructure needed by the development is set out in Policy JP3.2. The Western Leg Metrolink extension will provide a link from Timperley Wedge to the existing metrolink network and Manchester Airport. It is envisaged the spine road will be delivered incrementally by the development as and when access to/ from it is required. More detail can be found in the Masterplan for the Timperley Wedge Allocation <a href="#">[10.01.23]</a> .  The Plan as proposed is therefore considered sound and no change is necessary.	E Bowles Joe Allsopp Anthony And Diane Voss Alistair Andrew Caroline Davies

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
JPA3.2.35	Support the evidence and text stressing the indicative nature of the line of the Spine Road.	Support noted	Cheshire Masonic Properties Ltd
JPA3.2.36	Lack of evidence showing that the indicative line of the Spine Road has been considered against reasonable alternatives and its effect on the Cheshire Masonic Properties site. The proposed Spine Road and roundabout junction should follow an alternative indicative layout.	The route identified is indicative at this stage as there are several options for its final alignment and further work on the most appropriate alignment will be required as part of more detailed masterplanning. See Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Cheshire Masonic Properties Ltd
JPA3.2.37	More certainty is needed on the phasing and the alignment of the Spine Road to ensure it does not disrupt existing uses such as at Cheshire Masonic Properties.	The need for the spine road and an indicative alignment is set out in the Transport Locality Assessments Cross boundary <a href="#">[09.01.07]</a> . There are several options for the alignment and further more detailed work will be done as part of detailed masterplanning to establish phasing of its delivery and a final layout. See Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Cheshire Masonic Properties Ltd 20 West Paul Shaw
JPA3.2.38	Transport Locality Assessment makes unsubstantiated and undeliverable assumptions about the percentage of traffic accessing / egressing the Timperley Wedge allocation utilising the Thorley Lane Bridge over the M56 motorway.	The Locality Assessments have been carried out by independent transport experts and are considered to be accurate and proportionate to support a strategic plan. They use recognised modelling techniques to predict future traffic projections. More information can be found in The Transport Strategic Modelling Technical Note <a href="#">[09.01.03]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Manchester Airport Group
JPA3.2.39	Untenable for background traffic to be utilising the rainbow works to access Timperley Wedge to transit through the Manchester Airport estate to access the A555. Cannot support an all traffic link that would feed traffic directly into the airport site.	The Locality Assessments have been carried out by independent transport experts and are considered to be appropriate and proportionate to support a strategic plan. They use recognised modelling techniques to predict future traffic projections. More information can be found in the Transport Strategic Modelling Technical Note <a href="#">[09.01.03]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Manchester Airport Groups
JPA3.2.40	Object to the new spine road, it will increase pressures caused by traffic.	The Spine Road is required to support the allocation as set out in in the Transport Locality Assessments – Trafford – Greater Manchester Spatial	David Brownhill

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
		<p>Framework <a href="#">[09.01.15]</a>, Timperley Wedge Site Allocation Topic JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> and Masterplan for the Timperley Wedge Allocation <a href="#">[10.01.23]</a>.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	
JPA3.2.41	Objection to Metrolink extension, it is not needed in the area.	<p>The Metrolink Extension to Manchester Airport has been a long term ambition for TfGM and is included in the GM Transport Strategy 2040 <a href="#">[09.01.01]</a> and GM Transport Strategy Our Five Year Delivery Plan 2021-2026 <a href="#">[09.01.02]</a>. The Timperley Wedge allocation supports the scheme and more information can be found in JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> and Masterplan for the Timperley Wedge Allocation <a href="#">[10.01.23]</a>.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	David Brownhill
JPA3.2.42	Development in the north part of the Masterplan will require a flow of heavy goods vehicles that will put pressure on local roads in particular Hale Road, which is already congested. If the spine road is built at the outset this could be avoided	<p>Noted. It is considered that a proportionate evidence base has been provided to support the policy. The need for the spine road and an indicative alignment is set out in the Transport Locality Assessments Cross boundary <a href="#">[09.01.07]</a>. Further more detailed work will be done as part of detailed masterplanning to establish phasing of its delivery and a final layout as set out in the Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a>.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	Antony Woolf
JPA3.2.43	Concern at lack of current parking and if more will be provided.	<p>A current lack of parking is outside the scope of PfE. This will be addressed through the Trafford Local Plan and future planning applications.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	Caroline Davies
JPA3.2.44	Transport evidence - incomplete on infrastructure requirements at the SRN, and on what future studies will be required.	<p>The Transport Locality Assessments - Cross boundary allocations Timperley Wedge and Medipark <a href="#">[09.01.19]</a> provide detailed information on the nature, scale and timing of infrastructure requirements on the SRN.</p>	National Highways

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
		<p>With respect to future assessments, all sites associated with the allocations will be expected to prepare Transport Assessments as part of a planning application, rather than indicative proposals, which will mitigate the impact of the site. The full scope of the Transport Assessments will be determined by the Local Planning Authority (in consultation with the Local Highway Authority and National Highways) on a site-by-site basis, depending on the nature, scale and timing of the application, in accordance with the NPPF.</p> <p>In addition, the Local Authorities and TfGM have a clear policy direction and major programme of investment in sustainable transport which is expected to transform travel patterns in GM and help achieve our “Right Mix” vision of no net increase in motor-vehicle traffic by 2040. The transport strategy is set out in the GM Transport Strategy 2040 <a href="#">[09.01.01]</a> and GM Transport Strategy Our Five Year Delivery Plan 2021-2026 <a href="#">[09.01.02]</a>. Work alongside National Highways to prepare a further piece of work examining a “policy-off/worst-case” impact on the SRN to help address National Highways remaining concerns, is currently taking place. The Plan as proposed is therefore considered sound and no change is necessary.</p>	
JPA3.2.45	There is objection to the HS2 Airport Station location and safeguarded land.	<p>HS2 is a national infrastructure project and therefore is beyond the scope of this Plan.</p> <p>The representation of the HS2 route in Policy JP-3.2 reflects the status of the proposal at the PfE Regulation 19 stage.</p> <p>The proposals in the Plan are not dependent on the delivery of HS2, instead it reflects its current status.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	CPRE
JPA3.2.46	Development is proposed on land located within the HS2 construction boundary, which is likely to extend beyond the plan period. This safeguarded area required for HS2 should be reflected in policy wording.	<p>The HS2 construction boundary covers the southern parcel of the Timperley Wedge allocation (Phase 4 in the Masterplan), regard has therefore been had to the HS2 works and this land is not proposed for development in the PfE plan period. See Timperley Wedge Masterplan <a href="#">[[10.01.23]</a> and Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a>.</p>	High Speed Two Alun Davies

Row	Summary of issues raised to PfE 2021	Summary response to issues raised to PfE 2021	Respondent name(s)
	Critical to coordinate access routes for delivery of HS2 works and overall development in allocation area	<p>However, the allocation is not dependant on HS2 and if HS2 does not progress then an alternative development phasing has been prepared in the Masterplan which would allow the Phase 4 area to come forward in the plan period. See Timperley Wedge Masterplan <a href="#">[10.01.23]</a>, Section 6. The proposed HS2 works have been taken into account.</p> <p>Trafford would welcome further discussion with HS2 to coordinate access routes for delivery of HS2 works and to ensure that this does not compromise the delivery of the Timperley Wedge allocation.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	
	<b>Physical Infrastructure and utilities:</b>		
JPA3.2.47	Concerned about the existing poor levels of utilities and digital infrastructure and that the requirement for major investment in these could be very disruptive in the area.	<p>More detailed work will be required for this infrastructure as part of the masterplan/ SPD prior to planning applications in line with Policy JPA 3.2. The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Caroline Davies Katherine Worsley Peter Christie Joe Allsopp Martha Hughes David Brownhill Gary Swannell Anthony And Diane Voss</p>
JPA3.2.48	Any new development will need to take account of the effect on existing water supply and wastewater infrastructure, including wastewater treatment works. Additionally, housing standards for water consumption. Alternative wording has been provided.	<p>Water efficiency measures in new developments will be a matter for district local plans to determine. This approach is considered consistent with the NPPF, particularly paragraph 28 which confirms that it is for local planning authorities 'to set out more detailed policies for specific areas, neighbourhoods or types of development'.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	United Utilities Group PLC
JPA3.2.49	There should be a comprehensive site wide foul and surface water drainage strategy. This would identify the needs of different phases and interrelationships between them.	<p>Policy JP-A 32 has detail in relation to foul and surface water management requirements. A site-wide foul and surface water strategy, incorporating Sustainable Drainage Systems (SuDS) and flood alleviation measures is required for the site. See JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> – Section 13 Utilities.</p>	United Utilities Group PLC

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		The Plan as proposed is therefore considered sound and no change is necessary.	
JPA3.2.50	On sustainable drainage systems new wording has been suggested.	Policy JP-S5 provides further detailed policy in relation to Flood Risk. Therefore, the Plan as a whole, is considered to provide an appropriate policy framework to deal with this matter. The Plan as proposed is therefore considered sound and no change is necessary.	United Utilities Group PLC
	<b>Social Infrastructure:</b>		
JPA3.2.51	Concern that the existing services in the area are already overstretched and that new provision will be required to support the development. Support for new health centre.	Social infrastructure requirements are highlighted in the Timperley Wedge policy JPA 3.2. In line with Policies, JP-G6, JP-P1 and JP- D2 which states that new development must be supported by the necessary infrastructure, including, where appropriate new and/or improved/ expanded, medical facilities. More details can be found in the JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Caroline Davies Peter Christie Joe Allsopp Katherine Worsley Martha Hughes David Brownhill Gary Swannell Anthony And Diane Voss Manchester University Hospitals NHS Trust E Bowles
JPA3.2.52	Policy Point 18: Further information in the policy wording is needed to better define the extent and scale of development expected in a local centre and that small local villages in Timperley and Hale Barnes will not be overwhelmed.  Details are needed on new shops.	The scale of development in the Local Centre is set out Policy JPA 3.2 criteria 13 and should be in line with convenience shopping for a local centre to meet the needs of new residents in line with Policies, JP-G6, JP-P1 and JP- D2 which states that new development must be supported by the necessary infrastructure, JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Caroline Davies Royal London Asset Management RLAM

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JPA3.2.53	Local leisure centre is inadequate for more housing.	Policy JPA 3.2 criteria 25 requires development to provide sports infrastructure to meet the needs of the development. The Plan as proposed is therefore considered sound and no change is necessary.	Joe Allsopp
JPA3.2.54	Bin collections, street/park maintenance is inadequate.	This will be considered as part of planning applications. The Plan as proposed is therefore considered sound and no change is necessary.	Joe Allsopp Martha Hughes
JPA3.2.55	No need for more shops, there are many empty shops already.	The scale of development in the Local Centre is set out Policy JPA 3.2 criteria 13 and should be in line with Policies, JP-G6, JP-P1 and JP- D2 which states that new development must be supported by the necessary infrastructure, JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Katherine Worsley
JPA3.2.56	One additional primary school is not adequate for the proposed number of new homes.	Policies, JP-G6, JP-P1 and JP- D2 which states that new development must be supported by the necessary infrastructure including education provision. See section 24 of JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	David Brownhill
JPA3.2.57	Ensure Multi-faith Community Centres are part of new local centres and change policy 18 to support other Class E uses not just retail.	Noted. This type of use is compatible with a Local centre. The Plan as proposed is therefore considered sound and no change is necessary.	Miri Roshni
JPA3.2.58	Support for more than one local centre - particularly close to the metrolink stop.	One local centre is proposed close to the metrolink stop and is considered appropriate for the allocation. See JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> – section 28 Indicative Masterplanning. The Plan as proposed is therefore considered sound and no change is necessary.	Miri Roshni
	<b>Environmental – Green Infrastructure, Biodiversity, open space:</b>		
JPA3.2.59	Significant concern about the loss of species, wildlife corridors and habitats including SBIs (Ponds at Davenport Green and	Policies in Chapter 8 of the Plan sets out policy protection and enhancement of natural environment assets including SBIs, woodland,	Caroline Davies David Bentley



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	<p>Davenport Green Woods) and ancient woodland. Policy believed to be unsound.</p> <p>There are potential priority habitats (semi-natural woodland, ponds and semi-natural grassland within the TW allocation.</p>	<p>and hedgerows. SBIs (ponds at Davenport Green and Davenport Green Woods are largely within the area to remain in Green Belt and are not within any development parcels as set in the and Masterplan for the Timperley Wedge Allocation [10.01.23].</p> <p>Policy JP-G 9 seeks a net enhancement of biodiversity resources across the plan as a whole. Policy JP-A 3.2 Timperley Wedge also requires development to deliver a clear and measurable net gain in biodiversity. As regards impact in general on habitats, appropriate assessment will be carried out through the planning application process.to protect/mitigate any harm as appropriate.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Katherine Worsley CPRE David Brownhill Bernie Burns Mark Fish Gary Swannell Tracy Raftery Anthony And Diane Voss The Wildlife Trusts</p>
JPA3.2.60	<p>Concern over the loss of open space and playing fields, and harm to amenity of existing residents. There is a need to ensure countryside is still available and promoted for physical and mental health.</p>	<p>The JPA 3.2 and picture 11.10 policy specifically protects Manor Farm playing fields and requires provision of new accessible green infrastructure links through the allocation, landscape buffers and a new rural park. A network of new footpaths and cycleways through a new 100 hectare rural park will give access to a much larger area of countryside to enjoy than the existing position.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Caroline Davies Siobhan Maskell Martha Hughes Bernie Burns Mark Fish Bowdon Rugby Club Gary Swannell Charlotte Starkey</p>
JPA3.2.61	<p>Concern over the loss of agricultural land.</p>	<p>The plan should be read as a whole. Taking into account the housing needs set out in the Growth and Spatial Options Paper [02.01.10] and the need to make most efficient use of land outlined in paragraph 8.53, it should be recognised that while development would ordinarily be directed away from valuable soils, the overall scale requires that a limited amount of development on higher grade agricultural land is necessary. Taking into account a variety of factors, on balance the proposed approach is considered appropriate and proportionate.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Charlotte Starkey</p>

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JPA3.2.62	Development shall add to global warming. Review allocation in light of Trafford's declaration of a climate emergency.	<p>The GMSF 2019 Integrated Assessment (IA) document reviewed how the draft 2019 GMSF policies could impact upon the environment, economy, local communities, equality and public health against IA objectives. The IA also recommended ways which the GMSF 2019 could be improved to ensure the policies are as sustainable as possible, including climate change. Changes were suggested to strengthen Policy GM Allocation 3.2 and taken into account at the GMSF 2020 IA. See section 8 (GMSF Integrated Assessment 2019) and section 9 (GMSF 2020 Integrated Assessment) of the JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a>.</p> <p>The PfE IA Scoping Report 2021 <a href="#">[02.01.01]</a> noted the declaration of climate emergencies by the GMCA and districts, but concluded that no additions or changes were required to the IA objectives or criteria.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Anthony And Diane Voss</p> <p>Gary Swannell</p> <p>Peter Christie</p> <p>Amy Jourdain</p> <p>Bernie Burns</p>
JPA3.2.63	Object to the use of local standards informing the provision of outdoor sport pitches. The use of local standards is in conflict with NPPF, Local Plan policies and Sport England's Planning for Sport Principles. Suggested amendment to part 25 of policy provided.	<p>Wording in criteria 25 references standards as set out in Trafford current Local Plan. However it is clear that this would only be where appropriate and having regard to evidence of existing and future needs. Consistent with NPPF, paragraph 98, policies in district Local Plans would therefore be based on up-to-date assessments.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	Sport England
JPA3.2.64	Bowdon Rugby Club should be protected in the allocation policy and Sport England would be a statutory consultee for any planning application affecting the site. Suggested new text in policy: protect Bowdon Rugby Club either through retention of the club site or replacement to an equivalent or greater quantity and equivalent or better quality.	<p>Bowdon Rugby Club is protected under Policy R5 of Trafford's Local Plan Core Strategy. It is not the intention of the Timperley Wedge policy to lose this facility but relocate it to another part of the site referenced in para 11.79. It is acknowledge there is potential opportunity for the club to meet its aspirations for expansion and improvement in the quality of its provision. Criterion 25 ensures new development will provide sufficient provision for outdoor sports to meet its needs. This is also a requirement of Policy D2 in the PfE Plan.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	Sport England

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JPA3.2.65	Lack of supporting evidence for how the biodiversity net gain target of 10% will be achieved.	Policies JP G 9 and JPA 3.2 set out the requirement for Biodiversity Net Gain (BNG). Details on how this will be delivered will be part of the detailed Materplan/SPD and individual planning applications. However, the rural park offers very good opportunities for delivery of BNG. More information on opportunities is also set out in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020) <a href="#">[07.01.12]</a> . The Plan as proposed is therefore considered sound and no change is necessary.	Mark Fish Ross Harding
	<b>Flood risk:</b>		
JPA3.2.66	Concern about increased flooding as a result of development particularly as areas like Clay lane fields and Fairywell Brook flood now.	The Plan should be read a whole. A Strategic Flood Risk Assessment has been undertaken <a href="#">[04.02.01]</a> across the plan, identifying the allocation as less vulnerable to flood risk and the need for a site specific Flood Risk Assessment at the planning application stage in accordance with national policy and guidance. Policy JP-S5 provides further detailed policy in relation to Flood Risk. The Plan as proposed is therefore considered sound and no change is necessary.	David Bentley Katherine Worsley David Brownhill Mark Fish
	<b>Heritage</b>		
JPA3.2.67	The existence of a deer park is not adequately supported by evidence.	It is considered the Timperley Wedge Historic Environment Assessment <a href="#">[10.01.48]</a> provides sufficient and proportionate evidence to inform policies within the allocation on potential heritage assets and their protection. The Plan as proposed is therefore considered sound and no change is necessary.	Mark Fish
	<b>Noise, Light and Air Quality/Pollution :</b>		
JPA3.2.68	Significant concern about an increase in air pollution particularly with the existing pollution from Manchester Airport and the effect of this on the health of residents.	Policy JP-S 6 sets out a comprehensive range of measure to support improvements in air quality and any development at Timperley Wedge will need to be in accordance with this policy. Development will incorporate appropriate air quality mitigation particularly along major transport	Caroline Davies Katherine Worsley Siobhan Maskell Gary Swannell

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		corridors and a full air quality assessment will need to be submitted as part of the planning application process. See JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> – Section 22 Air Quality. The Plan as proposed is therefore considered sound and no change is necessary.	Charlotte Starkey
JPA3.2.69	Concern about an increase in noise and light pollution from proposed development. The airport can already be heard.	Development at the allocation will be required to incorporate appropriate noise mitigation particularly along the M56 motorway, the Metrolink and HS2 corridors. A noise assessment will be required to be submitted as part of the planning application process. See JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a> – Section 23 Noise. Light pollution will also be addressed in any planning application. The Plan as proposed is therefore considered sound and no change is necessary.	Bernie Burns Anthony And Diane Voss
	<b>Other:</b>		
JPA3.2.70	No mention of the need for new public houses in the policy.	The policy refers to the provision of community facilities as part of the allocation. Community Facilities include public houses. The Plan as proposed is therefore considered sound and no change is necessary.	Trafford & Hulme CAMRA
JPA3.2.71	The consultation has not been properly publicised and has not met the requirements of the Statement of Community Involvement.	Comment not relevant to the content of the Chapter 11. Matter addressed elsewhere. The Plan as proposed is therefore considered sound and no change is necessary.	Gary Swannell
JPA3.2.72	Failure to comply with Duty to Co-operate.	Comment not relevant to the content of Chapter 11. Matter addressed elsewhere.	Amy Jourdain
JPA3.2.73	Concerned relationship of RLAM with the authorities may be having undue impact on developing Green Belt land.	The Council have been working with a group of major landowners of land in the Timperley Wedge allocation for a number of years, jointly producing and funding the Masterplan for the Timperley Wedge Allocation <a href="#">[10.01.23]</a> . RLAM are part of this group. The Plan as proposed is therefore considered sound and no change is necessary.	Gerard Dolan
JPA3.2.74	The collaborative approach taken for the masterplan is not reflected in the policy.	The Policy reflects many aspects of the masterplan but also a number of evidence sources including Viability, transport and Housing Needs and	The CartilageFamily Bowdon Rugby Club

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		<p>comments made to the GMSF consultation in 2019. All of this information has been used to inform the policies in JPA 3.2 and more detail is set out in the JPA3.2 Timperley Wedge Allocation Topic Paper <a href="#">[10.01.58]</a>.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Miri Roshni J M Gibney W R Halman C L Halman F I Carless</p>
JPA3.2.75	An SPD should be twin tracked alongside the progression of the PfE Plan.	<p>A detailed masterplan/SPD will be produced and adopted by the Council as a policy requirement of JPA3.2 prior to commencement of any development on the allocation. Work on this will be progressed as more information becomes available and PfE goes through the Examination.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Royal London Asset Management RLAM</p>
JPA3.2.76	A masterplan should be progressed for the Davenport Green site.	<p>The Davenport Green site is part of the wider Timperley Wedge allocation and will need to be integrated as regards infrastructure requirements with the development proposals for the whole allocation therefore a masterplan for the whole allocation is required by policy JPA 3.2.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Royal London Asset Management RLAM</p>
JPA3.2.77	'Where appropriate' should be added to a number of policies e.g.) 15,19,31	<p>It is considered that taking this policy as a whole, together with other policies in the Plan, provides sufficient guidance to ensure effective delivery of the allocation.</p> <p>The Plan as proposed is therefore considered sound and no change is necessary.</p>	<p>Harlex</p>