

PEEL

TRAFFORD QUAYS

DELIVERY REPORT

AUGUST 2009

CONTENTS

1.	Introduction	1
2.	Background	2
3.	Strategic Fit	5
4.	Revised Illustrative Masterplan	32
5.	Technical Assessment of Deliverability	38
6.	Summary and Conclusions	43

Plans (bound into the report)

Plan 1 – Primary School Provision in the Local Area

Plan 2- Secondary School Provision in the Local Area

Plan 3 – Primary Health Care Provision in the Local Area

Plan 4 – Green Space Provision in the Local Area

Revised Illustrative Masterplan

Appendices: (separately bound)

Appendix 1 – Transport Considerations (TTHC Consultants)

Appendix 2 – Flood Risk (Capita Symonds Structures)

Appendix 3 – Air Quality Delivery Report (Air Quality Consultants)

Appendix 4 – Strategic Noise Assessment (Colin Waters Associates)

Appendix 5 – Bulk Earthworks and Servicing (Capita Symonds Structures)

1. Introduction

1.1 This Delivery Report has been prepared by Turley Associates, with inputs from other specialist consultants, on behalf of Peel Group in respect of Peel's proposals for a residential led mixed use development of the Trafford Quays site in Trafford Park. The document has been prepared and submitted as part of Peel's representations to Trafford Borough Council in support of the allocation, within the Council's draft Core Strategy, of Trafford Quays as a Strategic Site for development.

1.2 The current draft of the Core Strategy is the 'single preferred option' draft stage which has been published for consultation prior to it being endorsed by the Council and progressing to the formal stage of submission to Government Office for the North West early in 2010. This Delivery Report seeks to inform and support the Council's evidence base that will be required to be in place to demonstrate the soundness of the Core Strategy at that formal submission stage. It follows and builds off earlier reports submitted to the Council at the last stage of consultation on the Core Strategy and should be read in conjunction with these (see paragraphs 2.3 – 2.10 below). However, this new report is focused on demonstrating that there are no significant obstacles to the delivery of Trafford Quays as a major mixed use development; that the development can be brought forward in a sustainable manner, and that it can make a substantial contribution to meeting Trafford's housing and employment needs over the plan period of the Core Strategy.

1.3 This Delivery Report is accompanied by a number of separately bound Technical Appendices as detailed below:

Appendix 1 : Transport Considerations (TTHC Consultants)

Appendix 2 : Flood Risk (Capita Symonds Structures)

Appendix 3 : Air Quality Delivery Report (Air Quality Consultants)

Appendix 4 : Strategic Noise Assessment (Colin Waters Associates)

Appendix 5 : Bulk Earthworks and Servicing (Capita Symonds Structures)

2. Background

- 2.1 The Trafford Quays sites extend to 23.25ha of land adjacent to the Manchester Ship Canal in very close proximity to the Trafford Centre, the Trafford Leisure Village, and the Trafford Centre Bus Station. Largely comprising land which has not previously been developed it is the largest remaining development site within the Trafford Centre Rectangle (TCR) and the wider Trafford Park area. Its scale and location means the Trafford Quays presents an opportunity, unequalled elsewhere in Trafford, to create a wholly new and high quality residential neighbourhood, with a strong critical mass and offering a diverse choice of housing types and sizes, green spaces and public realm.
- 2.2 The site was considered for development in the various stages of preparation of the Trafford Unitary Development Plan which was adopted in 2006. However, it was not carried forward into the adopted plan because the UDP Inspector concluded that its release for development was not required to meet the Borough's housing and employment requirements at that time. However, he recognised its strategic potential and suitability for development and recommended that the Council should look at this again, in discussion with neighbouring authorities, as part of its new Local Development Framework. That consideration and assessment has been ongoing for the past 4 years between Peel, the Council and the neighbouring authorities of Manchester and Salford and there is broad agreement between the 3 authorities that Trafford Quays should be identified for development in the Core Strategy. Indeed the site was identified by the Association of Greater Manchester Authorities (AGMA) as a significant potential housing site as part of its successful bid for New Growth Point Status.
- 2.3 As part of the work undertaken by Peel over this period, Turley Associates have also looked at the wider Trafford Centre Rectangle and have identified a number of other potential development opportunities within the area that are likely to come forward for development. These have also been discussed with the Council.
- 2.4 The Core Strategy 'Preferred Options' consultation document which was published in 2008 set out 3 broad spatial options for how Trafford development needs might best be met; the key differences between these options relating to how much new development should be focused in the north of the Borough. However, in all 3 options the Trafford Centre Rectangle was identified as a strategic site for a range of uses and Trafford Quays was specifically referred to as a key opportunity for a residential led mixed use scheme.

2.5 Peel submitted representations in support of those allocations and provided the Council with two reports prepared by Turley Associates, as evidence of the suitability of the Rectangle and Trafford Quays for allocation as development opportunities and of their capacity and potential for new housing and other complementary development. These two reports are:

Trafford Centre Rectangle Draft Development Framework (August 2008)

2.6 This document outlined Peel's long term vision for its landholdings within the Rectangle, identified the relevant planning policy and socio-economic context, and set out the extent to which Peel's aspirations could deliver a 'strategic fit' within that context. The document also identified the key opportunity sites and set out a broad planning framework in terms of land uses, movement and connections, and design principles within which those development opportunities might be brought forward.

2.7 This Draft Development Framework still remains relevant and valid in terms of identifying the scale and broad potential of the various sites as development opportunities within the plan period of the Core Strategy. The Delivery Report should, therefore, be read in conjunction with the draft Development Framework although a number of changes/developments within the context of the TCR have taken place since the Draft Framework was produced. These include the following:

- Construction has commenced on the new canal arm and basin within the Trafford Quays site;
- Planning permissions have been granted for:
 - a 200 bed 4* hotel on a site adjacent to Junction 9 of the M60 (outline)
 - the redevelopment of the Kratos site with 27,870sqm of BCO Grade A offices (outline)
 - the change of use of the Argos distribution unit to a museum (full)
 - the change of use of part of the upper level of Barton Square for leisure use (full). This is now to be occupied as a LegoWorld attraction
 - The Trafford component of the Western Gateway Infrastructure Scheme (WGIS) (full permission)
 - The Salford component of WGIS and the Port Salford Development (full planning permission)

- 2.8 Also of relevance with regard to infrastructure is the rejection, by referendum, of the GMPTE's Transport Investment Fund package of proposals and the falling away of the compulsory acquisition power in relation to the previously approved and safeguarded alignment of the proposed extension of Metrolink to the Trafford Centre. The implications of this are considered in this report and the report also deals with the newly published Trafford Economic Assessment (April 2009) and the ongoing work in relation to the proposed Trafford Park Masterplan.

Trafford Quays Draft Concept Statement (August 2008)

- 2.9 The draft Concept Statement is related only to the Trafford Quays site and sets out a much more detailed assessment of that site's suitability, capacity and potential to accommodate a substantial mixed use development and to make a significant contribution to meeting Trafford's housing development needs over the next 15 years or more. In particular the statement and accompanying Illustrative Masterplan, show how the site could provide for a range of housing types and sizes in an attractive and high quality landscaped environment and with a small number of distinctive 'Neighbourhood Quarters'.
- 2.10 Again that report remains relevant and valid as a statement of the site's suitability and potential for a residential led, but mixed use potential and the urban design analysis and principles that informed and underpinned the Illustrative Masterplan still hold good. However, a more detailed assessment of the potential technical constraints to the site's development has been carried out as part of the preparation of this Delivery Report together with a review of the access and highway routing options. These and other factors have led to an updating and refinement of the Illustrative Masterplan and a revised version is included within this new report. The implications of these changes are dealt with in Section 4 of the Report.

3. Strategic Fit

- 3.1 This section of the Delivery Report comprises an assessment of the site's allocation as a strategic site against strategic policy and key baseline evidence relevant to the Trafford Core Strategy. This includes an assessment of the proposed allocation against the Borough's housing needs, healthcare and education provision, and green infrastructure, drawing on key evidence where required.

Strategic Policy

Northwest Regional Spatial Strategy (RSS)

Spatial Approach

- 3.2 RSS for the Northwest was adopted in September 2008. Its key objectives include promoting more sustainable patterns of development in the context of continuing economic growth and expansion. The focus of spatial policy in emerging RSS is the City Regions. Policy RDF1 identifies the Regional Centres of the Manchester and Liverpool City Regions as the first priority for growth and development, followed by their surrounding inner areas. Trafford Quays lies within the Manchester City Region, though is located outside of the Regional Centre.
- 3.3 Policy MCR2 which identifies the priority growth areas for the Manchester City Region, echoes the approach set out through Policy RDF1. It confirms that the Regional Centre should be the priority area for economic development and its surrounding Inner Area should be the priority area for housing development in order to secure the area's repopulation and deliver its regeneration.
- 3.4 Adopted RSS states that the Inner Area in Trafford comprises Trafford Park and North Trafford and the TCR, including Trafford Quays, would normally be regarded as falling within both of these geographical locations. Despite this, the Core Strategy Preferred Option places the TCR and Trafford Quays outside both of the Regional Centre and its surrounding Inner Area. Separate representations have been prepared regarding the soundness of the Council's proposed definition of the Inner Area.

Housing

- 3.5 RSS sets out a number of key housing objectives for the region, as follows:

- Build on current knowledge of housing markets in the region so as to deliver a better balance between housing demand and supply;
 - Provide for additional housing so as to meet changing needs, support economic development, address the requirement for affordable accommodation, and ensure a choice in housing types;
 - Improve the quality of the housing stock and its environment
- 3.6 RSS requires Local Authorities to develop an understanding of local and sub-regional housing markets to enable them to adopt a concerted and comprehensive approach to achieve a better match between supply and demand in terms of housing type, size, tenure and value, support housing market restructuring and renewal and overcome increasing issues of affordability.
- 3.7 Policy MCR1 of RSS states that housing growth should be accommodated in locations that are accessible by public transport to areas with strong economic growth prospects.
- 3.8 Policy L4 establishes a housing provision for each borough. In accordance with L4, Trafford is required to plan for the provision of 578 dwellings net of clearance to 2021. However, this figure has recently been increased by 20% to 694 dwellings over the period 2008/09 to 2016/17 as a result of the designation of the Greater Manchester Growth Point. The Borough's overall housing requirement for the period 2003 to 2021 is therefore 12,052 dwellings. This figures are treated as the minimum, rather than maximum requirement.

Economy

- 3.9 RSS considers the spatial implications of the region's economic growth objectives. It requires Local Authorities to promote opportunities for economic development which will strengthen the economy of the northwest by building on the region's strength and the City Region's key growth opportunities. RSS also supports the provision of sufficient and appropriate housing to support economic growth.

Trafford Core Strategy: Further Consultation on Preferred Option

- 3.10 The Trafford Core Strategy: Further Consultation on the Preferred Option Paper (June 2009) sets out spatial strategy for the future development of the Borough. This confirms that economic and housing growth will be concentrated within the urban area and states that the first priority for development will be the Regional Centre and the Inner Areas, the second priority will be Altrincham Town Centre,

Carrington, Partington and Sale West, the third priority will be Sale Town Centre, Stretford Town Centre, the Trafford Centre Rectangle and Woodfield Road, Broadheath, with growth outside these areas focusing on meeting local needs.

- 3.11 The Preferred Option identifies the Trafford Centre Rectangle as a strategic location which will accommodate mixed-use development to provide substantial new residential accommodation at Trafford Quays and, where appropriate, further commercial office, hotel and leisure accommodation in other locations.
- 3.12 Trafford Quays is identified as a Strategic Site which will provide a high quality, residential led mixed-use development to also include commercial office accommodation and ancillary retail, leisure and education accommodation.
- 3.13 More generally, the Preferred Option identifies the need to deliver housing development to support economic growth, and the need to deliver additional quality family housing in the north of the Borough.

Northwest Housing Strategy (2005)

- 3.14 The North West Housing Strategy was published in 2005. It seeks to set out a comprehensive review of the strategic housing issues facing the region, develop spatial and thematic priorities for the region to better direct investment decision making and set long term objectives for the region, against which shorter term priorities for action can be established.
- 3.15 The Strategy sets out a vision as follows:

'Our region is a region working together to deliver a housing offer that will promote and sustain maximum economic growth within the region, ensuring all residents can access a choice of good quality housing in successful, secure and sustainable neighbourhoods'
- 3.16 The Strategy's overriding concern is that housing is holding back the economy, through a mismatch between supply and demand in many parts of the region, including both the region's high demand and prosperous neighbourhoods, such as those to the south of the Manchester City Region and its more deprived neighbourhoods, where demand is low and the housing market has collapsed.
- 3.17 The Strategy sets out a number of key priorities including delivering an urban renaissance, providing affordable homes to maintain balanced communities and delivering decent homes in thriving neighbourhoods.

Trafford Housing Strategy (June 2009)

- 3.18 The Trafford Housing Strategy was published in June 2009. The Strategy sets out the principal strategic priorities for the future delivery of housing.
- 3.19 The strategy identifies a number of key challenges and opportunities which the Borough must respond to, based on a review of a range of evidence. These include spatial variations in affordability, meeting future demand arising from household growth and demographic changes, meeting the needs of an increasingly diverse community, meeting regeneration needs in certain parts of the borough, and staying abreast of dynamic housing issues.
- 3.20 From these challenges and opportunities, a number of strategic priorities have been set out based around affordability, contributing to economic development, quality and sustainability, sustainable and cohesive communities and housing for vulnerable people. Key objectives under these priorities include:
- Ensuring the delivery of a level of new housing which is appropriate and supports economic development ambition;
 - Continuing to ensure that development occurs in sustainable locations and contributes to wider sustainability objectives including the process of delivering regeneration to the most deprived parts of the Borough;
 - Ensuring the provision of a range of house types and tenures that is appropriate to the diverse and changing needs of Trafford's population

North West Economic Strategy (2006)

- 3.21 The Regional Economic Strategy (RES) sets out objectives and priority actions to delivery the vision of creating a dynamic, sustainable international economy which competes on the basis of knowledge, advanced technology and an excellent quality of life for all.
- 3.22 RES sets out three drivers of change to achieve the vision. These are as follows:
- 1) Improve productivity and grow the market
 - 2) Grow the size and capability of the workforce
 - 3) Create and maintain the conditions for sustainable growth
- 3.23 A number of action areas under these drivers are identified. One action area identified under the last of these drivers is delivering housing to support

regeneration or knowledge based economic growth. The delivery of appropriate housing to support economic growth is further identified as a key challenge for the Manchester City Region.

Manchester City Region Development Programme

3.24 The Manchester City Region Development Programme (CRDP) forms part of the Government's Northern Way Strategy and sets out the sub-region's action plan for reducing the £30 billion gap in economic productivity between the north and the rest of the Country.

3.25 The CRDP profiles the City Region's economy and identifies a range of challenges and opportunities facing it, out of which a number of areas for development are identified, including:

- Combating worklessness
- Expanding gateways to the region
- Completing an integrated transport system
- Housing development to support economic growth

3.26 From these, a number of drivers of GVA growth are identified which underpin priority actions. These are as follows:

- Productivity
- Growing Demand/Markets
- Growing the Labour Force
- Creating the Conditions for Sustainable Growth

3.27 In terms of housing provision, the CRDP supports the delivery of a housing supply which supports and contributes to economic growth. The CRDP identifies that the City Region does not provide the type and quality of choice within the housing market which the expanding and emerging knowledge economy will demand. As a result of this economic restructuring, there will be an increasing demand for larger and more expensive dwellings. On this matter, the CRDP states that:

'In the context of continuous national and international competition for well qualified labour, the housing market will act as a constraint on economic performance unless it provides the quality and choice necessary to attract and retain wealth

creators and skilled workers who are disproportionately likely to be geographically mobile'

- 3.28 The CRDP identifies particular affordability problems in the south of the City Region associated with the area's popularity, which will grow as a result of continued economic expansion and restructuring.

Baseline Evidence

- 3.29 The Trafford Core Strategy Preferred Option has been informed by a range of baseline evidence. It is important to take into account this evidence in considering Trafford Quays' strategic fit.

Greater Manchester Strategic Housing Market Assessment (2008)

- 3.30 The Greater Manchester Strategic Housing Market Assessment (GMSHMA) was commissioned by AGMA and published in December 2008. The GMSHMA identifies the City Region as consisting of four housing market areas. The Borough of Trafford, including the TCR but with the exception of the Old Trafford area, falls within the defined southern housing market area.
- 3.31 The southern housing market area contains some of the City Region's most prosperous and popular neighbourhoods including the suburbs of Chorlton and Didsbury within Manchester and Hale and Bowden within Trafford, where house prices are significantly above the sub-regional average. These areas contain the highest income households and are under greatest pressure for additional development due to their continued popularity. This stems from each area's varied and attractive housing offer, its attractive green environment and its good transport connections to the Regional Centre.



Figure 3.1: Manchester City Region Housing Market Areas

- 3.32 The MCRSHMA notes that the lower density form of much of the housing within the southern housing market area and its large attractive areas of green space present particular issues regarding the future capacity for new housing development and sustained growth. This area is under increasing pressure to accommodate a level of additional growth which exceeds its capacity to deliver this in a sustainable manner.
- 3.33 This is particularly true of the southern most areas of the housing market area including Hale, Altrincham and Bowden where house prices are particularly high and which lie on the edge of the urban area. These areas provide the fewest opportunities to satisfy the high level of demand through development of sustainable sites within the existing urban area.

Trafford Housing Market Assessment (2006)

- 3.34 Based on household movement within the Borough, the Trafford Housing Market Assessment (THMA) identifies two distinct housing sub-markets operating within Trafford, a northern housing market area and a southern housing market area. Trafford Quays falls within the northern housing market area.
- 3.35 The assessment identifies the Borough as having a relatively buoyant housing market with higher than average house prices for the City Region.

- 3.36 The assessment looks at future housing demand within the Borough, including the need for affordable housing. It identifies that, based on DCLG projections, the number of households within the Borough is expected to grow by 800 per annum from 2006 to 2026. It also identifies strong pressure for further housing growth into the future linked to continued economic expansion.
- 3.37 The assessment identifies that the provision of affordable housing is a particular challenge facing the Borough, with an estimated annual requirement for 541 affordable units.

Trafford Strategic Housing Land Availability Assessment (SHLAA) (2009)

- 3.38 In accordance with PPS 3, Trafford produced its first SHLAA in 2008. This sought to identify sites to deliver the Borough's required level of new housing over the next 15 years. A revised SHLAA was published in June 2009.
- 3.39 The 2009 SHLAA identifies sites capable of delivering 10,990 dwellings over the 15 year period from 2008. In accordance with RSS and taking into account the Growth Point allowance, the Borough is required to plan for the provision of 9,652 dwellings net of clearance over this period. The developable supply therefore equates to approximately 17 years of supply.
- 3.40 In terms of spatial distribution, the Regional Centre and surrounding Inner Area can deliver a total of 5,140 dwellings over the next 15 years, including 1,050 dwellings at Trafford Quays. This equates to approximately 53% of the total Trafford requirement over this period.

Trafford Economic Viability Study (May 2009)

- 3.41 The Trafford Economic Viability Study was commissioned by Trafford MBC to consider the viability of providing affordable housing across the Borough and as part of the development of a number of strategic sites, under varied market conditions. The study concludes that,

In respect of Trafford Quays, 30% affordable housing across the site would represent a viable level of provision at Code for Sustainable Homes level 3, and 20% if level 6 were sought.

Trafford Draft Economic Assessment (April 2009)

- 3.42 The Trafford Economic Assessment was published in draft in April 2009. It comprises a review of the Borough's economy which will inform the production of a revised Economic Development Plan for Trafford. It also provides important evidential input to the Trafford LDF.
- 3.43 The assessment provides a review of the Borough's key economic areas. It identifies that Trafford Park, which includes the TCR, is the most important economic area of the Borough containing 1,300 businesses (12% of the Borough's total) and providing 32,000 jobs (23% of the Borough's total). It identifies that, whilst historically a manufacturing centre, the economic role of the area is diversifying and is now home to a wide range of commercial, tourism, leisure and retail development reflecting changes in the wider City Region economy.
- 3.44 The assessment identifies that the Borough's housing offer is important to maintaining the success of its economy and particularly in attracting the labour required to ensure businesses remain competitive. The assessment supports the need to consider links between jobs and housing both spatially, and in the form of new housing provision, to ensure the housing offer can support continued economic growth.

Trafford Park Masterplan

- 3.45 A Trafford Park Masterplan is being commissioned by the Trafford Economic Alliance, and a Vision and Implementation Report was published in October 2008 as a first stage of that work. This identifies Trafford Park as consisting of three key areas, namely Trafford Wharfside, Trafford Park Core and the Trafford Rectangle (TCR).
- 3.46 The report identifies the TCR as a major retail destination with scope for this to be complemented by a range of other office, leisure and residential development. It states that Trafford Quays provides the opportunity to establish a significant residential community and that Trafford Quays is identified in the Greater Manchester Growth Point Programme of Development as a strategic housing site, with scope to provide in the order of 2,000 new homes.
- 3.47 The report goes on to state that the creation of a sustainable residential community in the TCR would offer the potential to create a more mixed use environment, anchor public transport connections outside of peak hours, and provide the opportunity for people to live closer to their place of work and, hence, recognises the important economic role which the TCR and the wider Trafford Park area plays.

Strategic Fit

- 3.48 The spatial approach set out through both RSS and the Trafford Core Strategy Preferred Option is one of concentrating development within the Regional Centre and surrounding Inner Area with targeted development focal points elsewhere based on need and opportunity.
- 3.49 Whilst the Core Strategy Preferred Option places Trafford Quays just outside of and immediately adjacent to the City Region's Inner Area, Peel believe that it should be more logically included within the Inner Area and have made separate representations to the Core Strategy Preferred Option to this effect.
- 3.50 Notwithstanding this, the allocation of Trafford Quays would be entirely consistent with Policy MCR1 of RSS which seeks to direct residential development to locations that are accessible by public transport and well connected to areas with strong economic prospects.
- 3.51 Trafford Quays is highly accessible by public transport and through the creation of a critical mass of residential development, there exists an opportunity to improve the level of transport connectivity with the rest of Trafford Park, Salford Quays and the Regional Centre as well as proposed new employment opportunities emerging in the surrounding area through forthcoming development, such as Port Salford and Salford City Reds.
- 3.52 Policy at all levels requires local authorities to ensure the delivery of housing that supports economic growth. This is expressed through RSS, the Regional Economic Strategy, the Regional Housing Strategy and the CRDP. This relates to the quality, range and quantum of housing provision in meeting the demands of future household growth associated with economic growth and, particularly, its spatial proximity to key economic areas. In the context of Trafford, its key economic asset is Trafford Park, which includes the TCR.
- 3.53 As the evidence set out above has demonstrated, Trafford Park is of strategic economic importance to the Borough and City Region. This area contains around 1,300 businesses of varying types, providing 32,000 jobs, and is undoubtedly the City Region's second most important economic area after the Regional Centre. In view of its strategic economic importance, and having regard to the policy approach set out above there is plainly a very strong case for directing a significant level of new residential development to the Trafford Centre Rectangle to support Trafford Park's continued growth and that of the Borough and City Region.

- 3.54 The majority of Trafford is characterised by prosperous neighbourhoods, with pockets of commercial activity concentrated within a few key areas, namely Sale, Urmston, Stretford and Altrincham town centres, together with Carrington and Broadheath. Whilst these areas are important to the Borough, none of these areas share the same level of strategic importance as Trafford Park/Trafford Rectangle. Carrington for example provides just 2,000 jobs, or 2% of the Borough's total, in contrast to Trafford Park which provides 32,000 jobs or 26% of the Borough's total.
- 3.55 There are also small areas across the Borough which are in regeneration need, such as Partington. There is a strong case for directing a proportion of new housing development to such areas to deliver their regeneration. However, for the large part, such cases of need and opportunity are not common across the Borough.
- 3.56 In contrast, in view of its strategic location within the TCR and Trafford Park, Trafford Quays represents a major opportunity to provide a new high quality, mixed and sustainable community which is able to make a significant contribution to supporting the continued growth of Trafford Park and, thereby, securing long term economic growth for the Borough and the City Region. This aligns with the strategic objective set out through policy, of managing the supply and location of housing delivery to ensure it contributes to economic growth.

Housing Need

Quantity

- 3.57 The 2009 SHLAA identifies potential sites to deliver the borough's housing needs over the next 15 years to 2023. In summary, it identifies sites which potentially are capable of delivering 10,990 new dwellings over this period, against a requirement to provide 9,652 new dwellings net of clearance. The supply set out through the SHLAA includes 1,050 dwellings at Trafford Quays. The study does therefore assume that Trafford Quays will make a significant contribution to meeting the Borough's housing needs over the next 15 years. It should be noted that this figure does not represent the total development capacity of Trafford Quays but reflects the SHLAA's proposed phased approach to its development over the next 15 years
- 3.58 Furthermore, Trafford Quays is in one ownership providing certainty of deliverability and flexibility of phasing, enabling the Borough to maintain control over housing delivery over the Core Strategy plan period. This is particularly important when it is considered that the SHLAA assessment of potential supply is dependant upon a significant proportion of future housing (54%) coming from a

large number of small sites (less than 2.5ha in size), with 31% coming from sites under 0.8 ha in size. The deliverability and the ability of all of these sites to contribute to providing the desired mix of dwellings is therefore questionable.

- 3.59 Without the allocation of Trafford Quays, the adequacy of the Borough's housing land supply would be in doubt. Evidence set out above has pointed to pressures for future housing development in the most prosperous southern parts of the Borough, which provide least opportunity to provide for additional housing development in a sustainable manner and in a way which can contribute to wider strategic objectives.
- 3.60 In view of the uncertainty of deliverability of many smaller sites identified through the SHLAA, Trafford Quays is an essential component of the identified supply and one which will serve to alleviate pressure for development in less sustainable locations in the south of the Borough which cannot make the same contribution to support regeneration and economic development as Trafford Quays.

Quality/Mix

- 3.61 Delivering mixed communities which provide a wide range of house types in terms of price, tenure, type and size, is a theme which runs through all layers of planning policy.
- 3.62 By virtue of its size, Trafford Quays has the potential to accommodate a broad mix of dwelling types, tenures and values. This is likely to include:
- Studio apartments
 - 2 bedroom 3 person apartments
 - 2 bedroom 4 person apartments
 - 3 bedroom apartments and houses
- 3.63 Ensuring that Trafford provides an appropriate mix of dwellings is central to maintaining the stability of its housing market and in ensuring that it continues to cater for a range of households and meets the long terms needs of its current and future residents. Further to this, in order that Trafford is able to provide a housing offer which can support economic growth, it is important that its future housing offer is tailored to achieve this through its mix, quality, and location.
- 3.64 The CRDP identifies that there will be a growing need for higher quality, larger housing to support economic growth and satisfy the housing requirements of the

growing and changing labour force associated with growth. Few sites are sufficient in size to provide the diverse mix of properties that Trafford requires in this respect. In view of its size, Trafford Quays represents an exception to this, and is a clear opportunity to provide a diverse mix of dwellings to meet the needs of a wide range of households, responding to the Borough's housing needs, and particularly those associated with economic growth.

- 3.65 The setting of Trafford Quays is also important to consider in this respect. The housing evidence has identified that the popularity of many of the Borough's southern suburbs stem from their attractive and green environment. These areas attract high income households and the families that are required to grow the knowledge based economy.
- 3.66 The location of Trafford Quays, adjacent to the Manchester Ship Canal and Bridgewater Canal, and its significant size, provide the opportunity to create an attractive and green residential environment, equal in quality and appeal to housing areas in the south of the Borough. Providing this attractive residential location is important in attracting families and high income households to the area, and for the residential offer in the north of the borough genuinely to compete with that in the south.
- 3.67 In view of the small size of the majority of other housing sites across the Borough, as identified through the SHLAA, there no alternative opportunities within north Trafford to create a residential development of equal quality, mix and appeal in a green and attractive setting. There are no other opportunities to provide an aspirational residential environment in the north of Trafford to compete with suburbs in the south of the Borough, as required to support the Borough's economic growth and create a more sustainable pattern of development.

Affordability

- 3.68 The evidence reviewed identifies affordability pressures in the Borough, particularly in southern areas. However, the Borough's reliance on a large number of small sites for its housing land supply will make the delivery of affordable housing challenging by virtue of its size, Trafford Quays is able to make a contribution to meeting the Borough's affordable housing needs. This contrasts with the majority of other housing sites identified through the SHLAA which, in view of their small size, will either not be required to make a contribution of affordable housing or affordable housing will not be viable due to economies of scale. This is supported by the Economic Viability Study.

- 3.69 The level of affordable provision will need to be a matter of negotiation. In view of the mix of housing provision at Trafford Quays, the development provides the opportunity to provide a wide mix of affordable housing to respond to affordable housing needs in qualitative, as well as quantitative terms.

Complementary Uses

- 3.70 In view of the size and location of Trafford Quays there will be a need for the residential development to be supported by a range of complementary uses, including retail services provision, open space, and, possibly, education and healthcare facilities in the interest of creating a sustainable and thriving community.
- 3.71 The provision of other facilities including office and commercial space will play an important role in furthering the economic diversification and growth of the TCR and the wider Trafford Park area, as supported by the Trafford Park Masterplan, the Trafford Economic Assessment and the Trafford Economic Strategy.
- 3.72 The provision of new, high quality accommodation will play an important role in attracting and retaining within the borough, organisations operating within key growth sectors of the regional economy as identified in the RES and CRDP.

Accessibility

- 3.73 As noted above, Trafford Quays is well placed to serve as a location for a significant new residential location because of its proximity to employment opportunities within the TCR, Trafford Park and the Regional Centre. The Trafford Centre and, hence, Trafford Quays also enjoys a relatively good level of accessibility by non car modes of transport. However, there is an opportunity to improve the site's accessibility created by the site's development. The issue of the site's accessibility and how this can further be enhanced is considered fully in TTHC's Transport Considerations Report at Appendix 1 and the main conclusions of that report are summarised below.
- 3.74 The existing Trafford Way cul-de-sac will become part of the WGIS link over the new MSC crossing, hence providing a direct connection from the site into Salford without the need to use the M60 and Barton Bridge. Trafford Boulevard is a major existing route into Trafford Park and is part of a Quality Bus Corridor (QBC) linking Urmston and Stretford and each of the site's boundary roads is, or is proposed to, become a bus route. The site will also be connected to the Trafford Bus Station (TBS) by a new pedestrian bridge, and eventually will be served by the proposed

water taxi service to Salford Quays and Manchester City Centre. Hence Trafford Quays is exceptionally well located with regard to:

- strategic and local road access;
- direct connection to the rest of Trafford Park;
- TBS
- proposed water taxi.

- 3.75 The Trafford Centre and its immediate locality is already well served by buses although services are heavily influenced by the opening times of the Trafford Centre. The introduction of new residential and office (B1) trip demand as proposed would balance the daily provision of services, improve their viability and extend their hours of operation, to the benefit of all users.
- 3.76 TBS is served by 16 different bus routes including connections to rail links at Eccles and a bus shuttle connection to Metrolink at Stretford, running at 15-20 minute intervals. There are currently 66 services running to/from TBS in the morning peak and 89 services in the afternoon peak. In addition to the pedestrian connections to TBC it is proposed that all services approaching the TBS from the north should be re-routed through the Trafford Quays site.
- 3.77 New shuttle connections and other services to improve linkages to other parts of Trafford Park would be introduced as part of the Trafford Quays development and further new routes proposed in the Trafford Park Masterplan and the Trafford Park Accessibility Study would also benefit the site.
- 3.78 The Trafford Quays proposals safeguard a corridor along the edge of the site and over the new MSC crossing, which has been approved under the planning permissions for the WGIS proposals, to accommodate a high capacity public transport service. Although this may now be some alternative system to Metrolink, Peel will continue to work with GMPTE and others to secure a new public transport service (light rail/guided bus or similar) from Salford Quays/Pomona/Carisbrook to the TBS and beyond into Salford.
- 3.79 The Trafford Quays site is accessible by existing cycle and pedestrian routes and the scheme will facilitate safe and convenient access for pedestrians and cyclists into and through the development.

Other Considerations

- 3.80 In view of the scale of the proposed development and the size of the community it will support, the delivery of Trafford Quays demands that consideration be given to the education, healthcare and green infrastructure requirements arising from the development. In undertaking this assessment a review of existing provision is required to understand the extent to which there is an over or under supply in provision within the surrounding area. The impact of increasing the local population through the development of Trafford Quays can then be considered to identify to what extent provision for additional facilities is required.
- 3.81 The Trafford Quays Concept Statement produced in August 2008 set out a proposed development schedule. Although an updated illustrative Masterplan is included in this delivery report and the total number of dwellings in the development is c. 100 less on this revised Masterplan we have not revisited the detailed breakdown of accommodation types as part of that update. The August 2008 indicative schedule does therefore provide the best basis on which an estimate of the population which Trafford Quays when it is completed can be established. The accommodation schedule is as follows:
- 168 no. studio apartments
 - 674 no. 1-bedroom apartments
 - 1518 no. 2-bedroom apartments
 - 1012 no. 3-bedroom apartments/houses
- 3.82 Policy OS9 of the Trafford UDP sets out a methodology for calculating the population that a residential development would be expected to accommodate based on its housing mix. This is as follows:
- 1-bedroom property = 1.2 resident persons
 - 2-bedroom property = 1.9 resident persons
 - 3-bedroom property = 2.7 resident persons
 - 4-bedrooms or more = 3.2 resident persons
 - Other types of accommodation = 1 resident person per bed space
- 3.83 Using this methodology and based on the accommodation schedule set out above, Trafford Quays would accommodate c. 6,593 residents. From this position, the

health, education and green infrastructure needs arising from the development can be established.

3.84 A review of existing education (primary and secondary school) provision around the Trafford Centre Rectangle area has been undertaken. In the case of primary schools, this is limited to a review of provision within a 3km radius of Trafford Quays. This has been extended for secondary schools to take in a wider catchment area. This review identifies the extent to which there is space capacity within existing schools to absorb the additional demand for school places arising from the development of Trafford Quays and includes schools in both the Trafford and Salford local authority areas. The locations of the primary schools within the local area are shown on Plan 1 and those of the secondary schools in the area is shown on Plan 2 at the end of this report.

Trafford Provision

3.85 A total of 13 primary schools and 6 secondary schools have been reviewed. Tables 3.1 and 3.2 below set out the current capacity and number of pupils at each school.

Table 3.1 Trafford Primary Schools

School Name	Current Capacity (January 2008)	Number of pupils of roll (May 2009)	Spare capacity
Barton Clough Primary School	210	231	-21
Davyhulme Primary School	485	505	-20
English Martyrs R.C.	182	211	-29
Flixton Infant	224	249	-25
Highfield Primary	280	289	-9
Moss Park Infant	170	218	-48
Moss Park Junior	233	230	3

Our Lady of the Rosary	210	204	6
St Marys C of E	193	185	8
St Monica's RC	204	342	-138
Urmston Infant	206	251	-45
Urmston Junior	270	281	-11
Woodhouse Primary	210	237	-27

Table 3.2 Trafford Secondary Schools

School	Current Capacity 2008/2009	Number of pupils on roll (January 2009)	Spare capacity
Flixton Girls	1000	935	65
Lostock College	684	383	301
Wellacre Technology	730	892	-162
Stretford Grammar	812	754	58
Stretford High	780	710	70
St. Anthony's Catholic College	1008	718	290
Urmston Grammar	1051	887	164

3.86 The tables above show that, of 13 primary schools within a 3km radius of Trafford Quays located in the Trafford authority area, 3 are under subscribed and 10 are over subscribed. Cumulatively, the 13 primary schools are currently oversubscribed by a total of 356 pupils based on the May 2009 roll.

3.87 Six out of the seven secondary schools reviewed within the Trafford authority area are under subscribed and only one is over subscribed. Cumulatively, the 7 secondary schools have spare capacity to accommodate an additional 786 pupils based on the May 2009 roll.

Salford Provision

3.88 A total of 12 primary schools and 5 secondary schools have been reviewed. Tables 3.3 and 3.4 below set out the current capacity and number of pupils at each school.

Table 3.3 Salford Primary Schools

School Name	Current Capacity	Number of pupils of roll (January 2009)	Spare capacity
Barton Moss Community	210	191	19
Beech Street Community	189	192	-3
Christ Church CoE	208	203	5
Clarendon Road Community	315	288	27
Godfrey Ermen Memorial CoE	358	299	59
Holy Cross and All Saints RC	208	234	-26
Lewis Street	210	188	22

Monton Green	266	295	-29
St Andrew's CoE (Eccles)	206	170	36
St Gilberts RC	210	236	-26
St Marys RC (Eccles)	198	242	-44
Westwood Park Community	315	321	-6

Table 3.4 Salford Secondary Schools

School	Current Capacity 2008/2009	Number of pupils on roll (January 2009)	Spare capacity
Buile Hill	900	738	162
Oasis Academy	900	550	350
Salford City Academy	750	677	73
St Patricks RC	900	881	19
Wentworth High	900	750	150
All Hallows RC Business and Enterprise College	600	572	28

3.89 The tables above show that, of 12 primary schools within a 3km radius of Trafford Quays located in the Salford City authority area, 6 have spare pupil capacity based on January 2009 roll. Cumulatively, the 12 schools could accommodate an additional 34 pupils.

3.90 All of the 5 secondary schools reviewed within the Salford City authority area have capacity to accommodate additional pupils. Cumulatively, these 5 schools could

accommodate an additional 782 pupils based on the number of pupils in January 2009.

- 3.91 Taken together, the primary schools located within 3km of the Trafford Quays site are operating at 322 pupils over capacity based on latest available roll numbers. However, there are significant variations in the level of over/under subscription between primary schools ranging from 138 pupils over capacity, to 59 pupils under capacity. On average, each primary school is operating at 9 pupils over capacity.
- 3.92 A different picture emerges from a review of secondary school provision. Taken together, the secondary schools reviewed are operating at 1,568 pupils under capacity. As with primary schools, there are significant variations in the level of over/under subscription, ranging from 162 pupils over capacity to 350 pupils under capacity. On average, each secondary school is operating at 142 pupils under capacity.
- 3.93 As primary schools within the local area are operating at full capacity at present these would not be able to absorb any additional demand for primary school places arising from the development of Trafford Quays if the site was fully developed today.
- 3.94 To understand whether the overall level of spare capacity within secondary schools is sufficient to absorb the additional demand arising from the development of Trafford Quays, and to understand how many additional primary school places may possibly need to be provided to absorb the demand arising from the development of Trafford Quays, it is necessary to consider how many school age residents the development could be expected to accommodate based on the development schedule set out above.
- 3.95 It is common practice to use the standard of 3x pupils per year group per 100 dwellings containing 2+ bedrooms. This equates to 21 primary school pupils, 15 secondary school pupils and 4 sixth form pupils, based on a 'stay on rate' of 72%, per 100 dwellings containing 2+ bedrooms. The indicative development schedule (August 2008) proposes a total of 2,530 dwellings containing 2+ bedrooms. In terms of school age pupils, a development of this type could therefore potentially accommodate families with a total of:
- 531 primary school pupils
 - 380 secondary school pupils
 - 101 sixth form pupils

- 3.96 Hence, if the Trafford Quays development was built out today it is likely that up to 531 additional primary school places would need to be provided to absorb the demand arising from the development. Based on the latest information available, existing schools/colleges would be able to absorb the additional demand for secondary/sixth form places arising from the development of Trafford Quays without additional investment in existing provision.
- 3.97 It is important to note, however, that this assessment represents a “snapshot in time” both because school roles are constantly changing and because the actual mix of development on the Trafford Quays site has not as yet been finalised. However it will be necessary for an updated assessment to be undertaken as and when a planning application is brought forward for the Trafford Quays site. This would need to confirm the numbers of school/ college age children which the scheme is likely to accommodate. Detailed discussions will then be required as part of the application process with the Education departments in both local authorities to update the capacity picture and to discuss the most appropriate strategy for increasing capacity. This may be a matter of contributing to the expansion or improvement of existing schools within a comfortable distance of the site since the work undertaken by TTHC, in their report at Appendix 1, shows that there are a number of schools which meet the appropriate accessibility criteria.
- 3.98 Alternatively, if there is a demand for additional primary school places, it may be appropriate to include some new provision within the development itself. The current illustrative masterplan does assume that there will be an element of “community” use within the overall development mix and, although it does not specifically provide for a new primary school, it does envisage the possible provision of Pre School and possibly some primary health care facilities. It also makes provision for a possible “civic” use component of substantial scale so there would be more than sufficient scope for an amended masterplan to provide for the accommodation needs of a school should one be required.

Healthcare

- 3.99 A review of existing healthcare provision has been undertaken to identify the extent to which existing facilities are operating at capacity and from this, to establish their ability to absorb the additional demand for healthcare facilities arising from the development of Trafford Quays.

3.100 It is common practice for a standard of one GP per 1,800 persons to be used in identifying deficiencies in GP provision and planning for new provision, from which the extent of spare capacity within existing facilities can be calculated. Existing facilities within the area surrounding the Trafford Centre Rectangle have been mapped and are shown on Plan 3 at the end of the report. .

3.101 In calculating the capacity of each practice/clinic, the maximum number of registered patients that the practice/clinic could accommodate has been calculated using the above standard against the number of GPs at each practice/clinic. The number of actual registered patients is then taken from this figure to identify the extent of spare capacity as set out in the Tables 3.5 and 3.6 below.

3.102 As patients now have more choice in selecting their GP, rather than being restricted to those in their local area only, it is not considered appropriate to calculate spare capacity through assessing existing facilities against the size of the local population. In practice, it is likely that most residents will register with a GP in their local area and so a review of local provision is appropriate, but this should be assessed in the context of existing registered patient numbers, rather than the size of the local population.

3.103 Discussions have been held with both Trafford and Salford Primary Care Trusts in undertaking this assessment.

3.5 Trafford Primary Care Trust – Existing Provision

Practice/Clinic	Spare Capacity
Fairview Medical Centre	267
The Urmston Group Practice	- 712
Alliston Medical Centre	693
Primrose Avenue Surgery	- 410
Gloucester House Medical Centre	- 460
Davyhulme Medical Practice	1,522

Crescent Medical Practice	- 1,075
The Delamere Centre	- 1,449
Chester Road Surgery	- 1,220
Gorse Hill Medical Centre	- 4,004
Bennett Street Surgery	- 802

Note: Information on capacity provided directly by Trafford NHS Trust

3.104 Cumulatively existing GP practices/clinics within the Trafford Primary Trust area are operating at 7,650 patients over capacity, using the standard of 1 GP per 1,800 patients.

Table 3.6 Salford Primary Care Trust – Existing Provision

Practice/Clinic	Number of GPs FTE	Number of Registered Patients	Spare Capacity
Eccles Gateway	1.0	2,554	- 754
Salford Health Matters	Unknown	Unknown	Unknown
St. Andrews Medical Centre	7.39	14,156	- 854
Dr Finegan and Partners	Unknown	Unknown	Unknown
Monton Medical	2.0	8,645	-5,045

Centre			
Springfield House Medical Practice	5.69	8,972	1,270
Orient Road Medical Practice	2.0	4,836	-1,236
The Willows Medical Practice	1.0	2,236	-436
Cornerstone Medical Practice	2.83	2,530	2,564

3.105 Cumulatively existing GP practices/clinics within the Salford Primary Trust area located close to the Trafford Centre Rectangle are operating at 4,491 patients over capacity, using the standard of 1 GP per 1,800 residents. Information for two practices was not available as patients for these practices are registered at a number of different centres across the City of Salford, including in areas remote from the Trafford Centre Rectangle such as Little Hulton. In these cases it has not been possible to identify how many patients are registered at each of the practices' sites.

3.106 Taken together, the 18 practices in Trafford and Salford for which patient figures were available are operating at 12,141 patients over their capacity using a standard of 1 GP per 1,800 residents. There are however significant differences between individual centres, ranging from 2,564 patients under capacity to 5,045 over capacity. If taken together however, the existing GP facilities would not have the capacity to absorb any the additional demand arising from the development of Trafford Quays if it was built out today.

3.107 Again this represents a snapshot in time and it will be necessary to undertake a updated and more detailed assessment as and when a planning application is brought forward. However the illustrative masterplan does envisage the inclusion of some level of primary care provision within the development mix and it will be necessary, at that stage, to liaise with the relevant agencies to define what needs to be provided for to meet the likely needs of residents in the most effective way.

3.108 In respect both of educational and health provision there will also be a need for the assessments to take account of the likely phasing of development once this has been confirmed.

Green Infrastructure

Quantity

3.109 A full quantitative review of existing green infrastructure has been undertaken to understand the adequacy of this provision in meeting the needs of the existing population and an increased population arising from the development of Trafford Quays.

3.110 The review has had regard to both the Trafford Green and Open Spaces Assessment of Need (June 2009) and the Salford Greenspace Strategy (June 2006). The assessment includes green spaces within the Trafford wards of Gorse Hill, Davyhulme East and Davyhulme West and within the Eccles Community Committee Area within Salford. This includes green spaces identified through the two local authority assessments, as well as other green spaces which have been identified based on a review of the local area. Plan 4 identifies all areas of open green space which have been identified within the study area and the related schedule provides further detail on their size and function.

3.111 Cumulatively, these areas provide a total of 246.86 ha of green space. In considering the adequacy of this provision in serving the existing population, the standard of 2ha of accessible greenspace per 1,000 persons has been used, as is used through the review of Trafford's open and green space (June 2009).

3.112 Based on best fit Super Output Areas (SOA), the current population of the assessment area totals 64,235. Using the established standard, a total of 129ha of open space would be required to serve this population. The assessment area is therefore a significant surplus of open space within the assessment area and the existing area is more than adequately served.

3.113 As identified above, based on the 2008 masterplan, Trafford Quays could accommodate a total of 6,593 residents. Using the standard of 2ha of open space per 1,000 population, there would be a need for 13.2 ha of green space to serve the population of Trafford Quays.

3.114 There is a total surplus of green space within the assessment area of 117 ha, based on the required level of provision to serve the existing population. The

development of Trafford Quays will create demand for an additional 13.2 ha of open space. Based on the level of surplus within the existing provision, the open space needs of the development, in quantitative terms, can be adequately met by existing provision.

3.115 . Whilst there is a sufficient level of open space located within an accessible distance of the site, there are currently a number of barriers which constrain access including the Manchester Ship Canal and the M60 motorway. The approved WGIS scheme and the public transport improvements set out in the TTHC report will all assist in improving accessibility to such areas and the masterplan provides for new paths and cycle routes through the TQ site to connect to existing routes to encourage non car trips to such facilities.

3.116 The illustrative masterplan provides for a substantial area of public realm within the site itself and detailed work will be required at the next stage of masterplanning to define the character and use of the different areas of public realm including how they can provide for local play space and other specific needs in accordance with the Council's policies on such provision. However, whilst there are potential qualitative deficiencies in provision, in view of the general adequacy of the quantitative supply, there will be no requirement to identify significant areas of land either on site or off-site to provide open space to serve the development, with the exception of forms of open space to serve these very localised needs

4. Revised Illustrative Masterplan

- 4.1 As indicated above, a number of factors have enabled the consultancy team to review and refine the Illustrative Masterplan to ensure that it presents a reliable picture of what can be delivered on the Trafford Quays site. The key inputs into this review are as follows:

Site Levels

- 4.2 Since the production of the August 2008 Concept Statement work has commenced on the construction of a new canal arm and turning basin within the Trafford Quays site in accordance with a planning permission granted by Trafford Council in December 2005. This canal arm follows the line of a natural valley and watercourse within the site and will connect with and give access to/from the Manchester Ship Canal (MSC) with the intention of this creating the opportunity for the introduction of a Water Bus Service between Trafford Quays/The Trafford Centre and Salford Quays and Manchester City Centre. Given the desire to minimise the journey times for such a service, a fundamental design requirement has been that of not introducing new canal locks along the route since this would build in delay. Hence, the water level in the canal arm will be fixed by means of being the same as that in the MSC.
- 4.3 It was known that this would require a detailed assessment of the existing topography of the Trafford Quays site and of the opportunities for, and potential costs, of reshaping or terracing the site to ensure a positive interaction between the canal and basin and the new development proposed alongside it, such that the canal arm and basin will serve both as a focal point and a key public realm and movement corridor within the development scheme. This assessment has now been undertaken by Capita Symonds who have prepared a scheme of cut and fill across the site to provide an appropriate development platform. These proposals are shown in the plans within Appendix 5.
- 4.4 Capita Symonds have confirmed that much of the excavation required to achieve the revised site levels would be of good quality sandstone and sand which would be of marketable quality for construction aggregates. Although off site disposal of material may not be necessary and some of the material is of poorer quality, the proportion of useable to non-usable material is such that Capita Symonds are confident that the necessary reshaping of the site can be undertaken without any negative impact on development viability.

- 4.5 Capita Symonds proposals in respect of the optimal site levels have also been informed by their Flood Risk Assessment which is considered in Section 5 of this Delivery Report.

Utility Services

- 4.6 Capita Symonds have undertaken a review of existing utility services within and around the site and have plotted the horizontal and vertical alignment of these services routes and any related easements and wayleaves. In consultation with the relevant utility companies Capita Symonds have also researched the function and role of these services and the potential for their abandonment, diversion or replacement and the likely costs associated with such options. This has resulted in a fully considered position with regard to the extent to which the existing services operate as practical and/or costs constraints to the siting and layout of new buildings and other structural components of the site masterplan. This information is summarised in Capita Symonds Structures report at Appendix 5 and has provided a significant input into the review and revisions to the Illustrative Masterplan. The key constraints in this regard are:

- The Thirlmere Aqueduct and Easement
- The Trafford Centre storm water drain
- High Voltage electricity cable connections to the Primary Sub station in the eastern corner of the site
- Various other utility services within the corridor of the public highway known as Old Barton Road.

- 4.7 Capita Symonds have also considered the capacity of the existing utility services to support the needs of the Trafford Quays development and have investigated the logistics of making the necessary connections to these services. This information is also considered in Section 5 of this report.

Highway Accessibility and Public Transport connections

- 4.8 Although the previous masterplan took account of the WGIS proposals these have been subsequently increased in their status by virtue of the planning permission which has been granted by Trafford Council and the expectation that Salford Council will also grant planning permission for its component of WGIS. The Salford part of the WGIS is comprised within the larger planning application for the Port Salford Freight Interchange. In addition, and as explained more fully below,

there is a reappraisal currently underway in relation to the provision of a high capacity public transport link from Salford Quays/Manchester City Centre to the Trafford Centre following the rejection of the TIF package of proposals. This reappraisal involving the consideration of alternative routes and transport options will have implications for the potential 'onward' connection of such a service to Trafford Quays and into Salford across the new WGIS bridge over MSC.

- 4.9 These factors, together with the harder information now available with regard to services and engineering constraints have informed a review by the masterplanning team of the options as to the location and form of the main vehicular accesses and the routing of public transport connections to and through Trafford Quays. These changes are explained below and the transport solutions and impact issues are also dealt with more fully in Section 5.

Accommodation Needs

- 4.10 The revised Masterplan also reflects further work being undertaken by Peel in respect of accommodating the accommodation needs of a specific occupier, resulting from a current enquiry. The revised Illustrative Masterplan does, therefore, incorporate the architects' current proposal on the siting and scale of that development component.

Key Changes

- 4.11 The revised Illustrative Masterplan is included at the end of this report. It is emphasised that this remains as 'illustrative' and, hence, not necessarily the basis on which a future planning application might be brought forward. However, having been tested and revised by means of the various inputs into this Delivery Report, the Masterplan is put forward as a realistic and robust representation of the site's potential in terms of:

- the overall quantum of development;
- the range and mix of land uses that can be achieved;
- the range and mix of housing typologies that that is possible;
- the quality of development that can be achieved and the potential for the creation of distinct and distinctive quarters within the overall scheme;
- the creation of walkable neighbourhoods within Trafford Quays and a high level of accessibility by foot, cycle and public transport;

- the potential for the development to deliver a major upgrading of the environmental quality of this stretch of the Manchester Ship Canal and part of the TCR.

4.12 The key revisions to the Illustrative Masterplan can be summarised as follows:

i) Access Routes:

- It is proposed that the development be served by main vehicular accesses from a point off Adamson Circle (Trafford Way) and a point off of the new WGIS route adjacent to the MSC. In addition there would be a bus gate access from Redclyffe Road which would also be available for pedestrians, cycles and emergency services. There will be additional pedestrian/cycle access points around the perimeter of the site and a pedestrian bridge link to the Trafford Centre and the Trafford Centre bus station.

The access roads will be connected internally within the site with two crossing points for vehicles over the new canal arm and will be designed to a 20mph speed limit standard. Other routes will be designed to give priority to pedestrians and cyclists over cars and other vehicles.

(ii) Layout Amendments to Accommodate Service Constraints

- Further assessment in respect of the HV cables which run underground across the south east corner of the site has confirmed that the costs of diverting this could be prohibitive and that these may need to be retained in situ. This has resulted in:
 - a rearrangement of the canal basin and that this will now be sited to the west of the cables and their associated easement corridor and will not extend across this line as previously envisaged;
 - the evolution of design options for the commercial building to accommodate the significant step in site levels that retaining the cables in their current vertical alignment might require;
 - the resolution of vehicular and service access to a major commercial building in this part of the site;
 - the illustrative Masterplan shows one option for the layout of the buildings in this part of the site but others are also possible subject

to the final decision with regard to the retention or diversion of the cables

- The retention and use of most of the existing line of Old Barton Road as part of the site access infrastructure and services corridor has also required the re-planning of parts of the site fronting the MSC because of the reduction in plot depth that this results in. .
- At the western extremity of the site some re-planning of the building blocks has been undertaken to accommodate the confirmed easement for the Thirlmere Aqueduct. This has resulted in a reorientation of buildings but has provided for an improved entrance to a new 'linear park' extending along the ship canal frontage in the narrow section of the site between the ship canal and the WGIS corridor. An additional building has been included at the northern end of this strip but along most of its length it is too constrained in width to provide for new built development.

iii) Changes Resulting from Ground Reshaping Proposals

- The work undertaken by Capita Symonds in terms of the re-profiling of the site has provided the opportunity to revisit the site planning along the new canal corridor to maximise the extent to what the new buildings relate to the water and public realm along this key route. This has resulted in a slight increase in the overall quantum of development in this part of the site to bring buildings closer to the water, an introduction of a clear differentiation between the treatment of the north and south banks of the canal arm, and the proposed provision of an additional footbridge crossing at roughly mid point on the length of the new canal.

Revised Accommodation Schedule

4.13 Notwithstanding these amendments the revised masterplan provides for much the same overall quantum and mix of development, with only a small reduction in the number of dwellings indicated compared to the previous version. The revised schedule of accommodation includes:

3269 dwellings

48,024 sq m Commercial floorspace

10,000 sq m Major corporate/Civic buildings

10,468 sq m Ancillary (small scale retail and services and community accommodation)

(Note: All figures are gross amounts)

5. Technical Assessment of Deliverability

Introduction

5.1 The potential technical obstacles to the deliverability of Peel's proposals for Trafford Quays have been identified as:

- Highways capacity;
- Ground conditions;
- Availability and capacity of utility services;
- Flood risk;
- Air Quality Environment;
- Noise Environment;
- Ecology.

5.2 These matters have been reviewed and considered by a team of specialist consultants and their separate technical reports are provided as separately bound appendices as follows.

Appendix 1: Transport Considerations – TTHC

Appendix 2: Flood risk – Capita Symonds Structures

Appendix 3: Air Quality Delivery Report – Air Quality Consultants

Appendix 4: Strategic Noise Assessment – Colin Waters Associates

Appendix 5: Engineering & Services Report – Capita Symonds Structures

5.3 The following paragraphs set out a summary of each consultant's findings and conclusions in respect of these technical considerations.

Highways Capacity

5.4 The WGIS proposals which have received planning permission are the culmination of many years work by various partners to provide transport solutions to facilitate further major development either side of the MSC in the Western Gateway area.

When implemented the WGIS proposals will bring significant improvements to the operation of the motorway and major road network in this area.

- 5.5 The full transport assessment/analysis for WGIS has included a 'notional' mixed use development of the Trafford Quays site and its anticipated trip generation. Although the assumed quantum and mix of development used in the WGIS modelling does not match exactly what is now proposed the WGIS approval does demonstrate that a substantial scale of development at Trafford Quays can satisfactorily be accommodated on the improved network. A subsequent re-running of the transport modelling using updated floorspace and dwelling numbers for Trafford Quays shows that there would be no adverse impact on the transport benefits which WGIS will deliver and only a small increased traffic demand close to the site. Furthermore, this extra demand can be accommodated by the proposed site access arrangements and modifications to Bridgewater Circle. Accordingly the vehicular access arrangements proposed have sufficient capacity to cater for peak demand whilst enabling the introduction of local bus lanes on WGIS and Trafford Way.
- 5.6 The proposed development will help to deliver and support a package of public transport improvements and new/improved cycle and pedestrian links as summarised in Section 3 above and set out in great detail in Appendix 1.

Ground Conditions

- 5.7 The site drift geology is predominantly incompetent, saturated and silty clays over the solid geology of weathered and traditional sandstone. The drift and solid geology will require different treatment both across the re-profiling works and in terms of excavation replacement, compaction and the resulting foundation design. However, there are no obstacles or prohibitive costs to the development of the site resulting from the sites underlying geology.
- 5.8 Chemical analysis of the drift deposits across Trafford Quays has not identified any significance to widespread contamination and confirms the uncontaminated expectation of the site.

Utility Services

- 5.9 A preliminary drainage strategy has been developed by Capita Symonds which shows that the site's drainage requirements can adequately be provided for. The key elements of this strategy are:

- Re-routing within the site of sections of the existing Trafford Centre Storm Water Sewer and the use of this to collect storm water from the development and discharge it into the Manchester Chip Canal.
- The creation of new drainage connections and outfalls to the canal arm for storm water drainage, providing the added benefit of maintaining an adequate water flow in the canal arm to provide aeration and minimise the risk of water stagnation in the canal and basin.
- The incorporation of sustainable urban drainage methods within the drainage system to provide appropriate levels of attenuation
- The storm water system will be gravity fed throughout
- The construction of a gravity sewerage system to collect the flows from all quarters of the development to an on site interceptor sewer before being pumped to the public sewer(s) located in adjacent streets. No issues are expected to arise in terms of securing connection to the public sewer.

5.10 With regard to other main services the main findings of Capita Symonds assessment are:

Electricity: adequate capacity is available within the local network. A local point of connection will need to be defined and agreed.

Gas: adequate capacity is available within the local network. A local point of connection will need to be defined and agreed.

Water: adequate capacity is available within the local network and a connection point is available in Redclyffe Road.

Telecoms: significant infrastructure follows the site perimeter and adequate capacity is available within the local network.

5.11 The report has considered the impact of fluvial, pluvial and infrastructure derived flooding on to the Trafford Quays site and has concluded that the residual flood risk is minimal.

Flood Risk

5.12 The report has considered the impact of fluvial, pluvial and infrastructure derived flooding onto the Trafford Quays site and has concluded that the residual flood risk is minimal.

Air Quality Environment

- 5.13 Air Quality Consultants (AQC) have considered the air quality impacts associated with the proposed development. This work has included a review of available baseline data available and an assessment of the construction, traffic and other potential impacts of the proposals. The assessment takes account of the WGIS proposals and other committed developments.
- 5.14 The site lies close to two Air Quality Management Areas although most of its land area is outside of the AQMA boundaries and Trafford Council's most recent Review and Assessment Progress Report (2008) confirmed that the AQMA boundary remains appropriate and does not need to be extended.
- 5.15 Existing conditions show nitrogen dioxide concentrations above air quality objectives at locations alongside the M60 and other busy roads in the area but both annual mean and 24-hour PM10 objectives are being achieved. Nitrogen dioxide levels are expected to reduce over coming years and, by 2016/18, it is anticipated that the annual mean objective is only likely to be exceeded in locations in very close proximity to the M60 motorway.
- 5.16 The AQC study shows that the impact of changes to traffic volumes resulting from the development would be extremely small even at these locations most affected by the changed traffic flows. AQC conclude both that road traffic emissions do not provide any constraints to the scheme and that a satisfactory environment in terms of air quality impacts can be created for residents and workers occupying and using the new development. AQC have also considered the potential for adverse odour effects being experienced because of the site's location relative to the Davyhulme waste water treatment facility and have concluded, by reference to monitoring and measurements undertaken at that site boundary by United Utilities, that this would not be a factor affecting the residential development of the site. Accordingly AQC conclude that air quality considerations are not an obstacle to the development of Trafford Quays for the mix of use proposals.

Noise Environment

- 5.17 Colin Waters Acoustic Consultants (CWA) have undertaken an assessment of the potential noise environment within the proposed development and of potential noise impacts of the development upon its local area. The assessment has also considered what measures if any might be required to enhance the residential and leisure potential of the Trafford Quays site. The noise assessment has taken

account of the WGIS proposals and the Port Salford and Salford City Reds developments across the MSC in Salford.

- 5.18 CWA conclude that the Trafford Quays site is not exposed to levels of noise that would prejudice the residential development proposed although enhancement/mitigation measures should be included in the final design for example of buildings close to the electrical sub-station. CWA also conclude that the noise sources introduced into the area as a consequence of the development would not change the existing noise climate to a degree that would be perceptible; hence there would be no adverse effects on the existing noise climate in the area.

Ecology

- 5.19 The ecological value of the Trafford Quays site has been assessed on a number of occasions in the past, most comprehensively in respect of the previous outline planning application that was lodged in 1999 and more recently for the new canal arm and basin planning application in 2005. These assessments have shown that the site contains nothing of major ecological value of nature conservation importance, and that no statutory or non statutory designations either exist or are justified.
- 5.20 The only features of any value that have been found have been assessed as being only of a very local wildlife interest. Amongst these were 4 ponds which supported dragonflies and low number of amphibians but translocation of these was agreed under the terms of the planning permission for the canal arm which has subsequently been implemented. There are also a small number of trees which are subject to a Tree Preservation Order which have some limited value for wildlife. These are mainly located along the line of Old Barton Road which is retained in the illustrative masterplan as an access corridor and, hence, are likely to be retained in the detailed development proposals.
- 5.21 Given these previous assessments the fact that construction of the canal arm has subsequently commenced with major excavation works and stockpiling of excavated materials on the site, it was considered that there was no requirement to undertake further survey work as part of this Delivery Report. Clearly an updated assessment is likely to be required in connection with any future planning application but it is considered that the previous findings do provide sufficient information for it to be concluded that ecological issues are highly unlikely to be a significant constraint on the development of the site; indeed as in respect of the previous application proposals the site's development is likely to provide an opportunity for the positive enhancement of the site's bio-diversity.

6. Summary and Conclusions

- 6.1 This report has set out the strategic need for the allocation of land in appropriate locations to provide good quality new housing to meet housing needs and support economic development. It has also demonstrated the importance of Trafford Park as an economic driver both for Trafford and the Manchester City Region. Indeed it is the second largest and most important area of economic activity outside of the Regional Centre.
- 6.2 Following on from the above the Report has set out the many reasons why Trafford Quays is so well located to meet a significant part of Trafford's housing development requirements over the next 15 years or more because of its location within the TCR and Trafford Park. Hence there is a very close strategic fit with spatial policy at the Regional and City Region levels and with Trafford's own policy of focusing most of the Borough's new development in the north of Trafford.
- 6.3 The report has also demonstrated the strategic fit that the site represents in terms of its existing accessibility by road and by public transport/cycle/foot and explained how it can be made even more sustainable through the enhancement of public transport services. In addition the development proposed will improve services for other parts of Trafford by introducing residential and office trip demands which will improve service viability and extend the hours of operation of existing bus services.
- 6.4 The Delivery Report has also demonstrated how the site is accessible to existing employment, leisure and shopping facilities in the TCR and education and health facilities in Salford and Trafford. With the mix of housing types and other development proposed Trafford Quays does, therefore, provide a sound basis for the development of a sustainable residential community.
- 6.5 Reference is also made in the report to Peel's aspirations with regard to achieving a high level of sustainability in the Trafford Quays development in respect of building design, energy production and use, waste management and drainage.
- 6.6 Finally the Report and the Technical Appendices have demonstrated that there are no technical obstacles to the site's development for the scale and mix of use envisaged in the Illustrative Masterplan.
- 6.7 Following on from all of the above considerations, it is concluded that the allocation of Trafford Quays as a strategic site is necessary to the achievement of the Core Strategy's development objectives and is sound in terms of policy justification and deliverability.

Appendix 1 – Transport Considerations (TTHC Consultants)

Appendix 2 – Flood Risk (Capita Symonds Structures)

**Appendix 3 – Air Quality Delivery Report (Air Quality
Consultants)**

Appendix 4 – Strategic Noise Assessment (Colin Waters Associates)

**Appendix 5 – Bulk Earthworks and Servicing (Capita Symonds
Structures)**

