



# Trafford Core Strategy: Background Note on the 5 Proposed Strategic Locations Update

September 2010

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## CONTENTS

<b>1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
<b>2</b>	<b>SL1 – POMONA ISLAND .....</b>	<b>3</b>
<b>3</b>	<b>SL2 – TRAFFORD WHARFSIDE .....</b>	<b>11</b>
<b>4</b>	<b>SL3 – LCCC QUARTER .....</b>	<b>20</b>
<b>5</b>	<b>SL4 - TRAFFORD CENTRE RECTANGLE .....</b>	<b>29</b>
<b>6</b>	<b>SL5 – CARRINGTON.....</b>	<b>39</b>

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# 1 INTRODUCTION

- 1.1 The purpose of this note is to set out the justification for the inclusion of each of the 5 proposed Strategic Locations in the Core Strategy Publication Document (September 2010). The 5 proposed Strategic Locations are:
  - Pomona Island;
  - Trafford Wharfside;
  - LCCC Quarter;
  - Trafford Centre Rectangle;
  - Carrington.
- 1.2 The reasoning behind the selection of these 5 Strategic Locations is detailed in the separate Technical Note on Strategic Sites and Locations Selection (March 2010). That note defines what a Strategic Site and a Strategic Location are and assesses each potential Location/Site against the criteria. This note brings together the evidence on the 5 selected Strategic Locations and thereby supports the Delivery Strategy of the Trafford Core Strategy.
- 1.3 In summary, this note sets out what is being proposed, why the proposal is justified, who will deliver the proposal, how it will be delivered and when.
- 1.4 For each proposed Strategic Location, the **‘What’** section includes a written description of the Location setting out where it is; details of land ownership; any known site constraints; a description of the existing infrastructure in the area and; the development proposal for the Location.
- 1.5 The **‘Why’** section of this document provides the main justification for the proposals in each Location. It does this by detailing the policy justification for the proposals – in national and regional terms; setting out how the proposals contribute to the Key Objectives of the Sustainable Community Strategy and the Core Strategy Strategic and Place Objectives and; what the key issues are for the Location (mainly derived from the Core Strategy evidence base) and how they might be resolved. The key issues for each Location are:
  - Accessibility
  - Housing Supply
  - Family Housing / Affordable Housing
  - Employment Land Supply
  - Town Centre Uses
  - Market Conditions
  - Flood Risk
  - Environmental Protection
  - Natural Environment / Green Infrastructure / Open Space
  - Historic Environment
  - Utilities and Waste
  - Education
  - Social Infrastructure
  - Other Relevant Issues
- 1.6 The Sustainability Appraisal section provides a summary of the appraisal that has been undertaken on the sustainability of the proposals for the Location, full details can be found in the Sustainability Appraisal.
- 1.7 The Summary of Benefits / Disbenefits of Proposal section summarises the key elements of the proposals.

- 1.8 The **'Who'** section sets out who will develop the proposals in each Location, alongside support from which infrastructure providers, and what role the public sector may play.
- 1.9 The **'How'** section details what is required to deliver the proposals in a sustainable way. It sets out the planning mechanism for delivery (e.g. the Land Allocations Plan DPD, an SPD, a Masterplan, etc.); what the key development requirements are; what the key infrastructure requirements are and the funding sources for the proposals.
- 1.10 The **'When'** section sets out a timetable for the delivery of the proposals including the phasing of development and infrastructure provision and identifies what the key milestones are in the delivery programme.
- 1.11 Together, the 'what, 'why' 'who' 'how' and 'when' provides the justification for the Strategic Location and a strategy for delivery of the proposals. The information in this document has been compiled from the LDF evidence base, developer / landowner submissions, external organisations and officer knowledge. It represents the best available and most up-to-date information on each of the Strategic Locations.
- 1.12 **As further information becomes available, this background note will be updated.** The note was originally published in March 2010. This first update was undertaken in September 2010.

## 2 SL1 – POMONA ISLAND

- 2.1 Pomona Island has been identified as a priority for mixed development in the Delivery Strategy for the Borough and plays a significant role at the regional level as it is within the Regional Centre for the Manchester City Region.

### **What**

2.2 ***Location Description***

The Pomona Island Strategic Location is defined as the long lozenge-shaped area of largely vacant / derelict land that was formerly known as Pomona Docks. The Strategic Location is bounded to the north and west by the Manchester Ship Canal (MSC) and to the south and east by the Metrolink and mainline rail viaduct.

2.3 ***Land Ownership***

The majority of the site is in a single ownership, that of the Manchester Ship Canal Company / Peel Holdings, and this would enable most of the site to be developed out. However, a small area of land at the northern end would need to be acquired to complete the whole opportunity site.

2.4 ***Site Constraints***

- a The existing viaduct provides a hard edge to the site.
- b Vehicular access routes are restricted by the existing arches.
- c A below ground parking strategy will not be feasible due to site constraints.
- d The site has remained derelict for a number of years.
- e Remediation issues associated with infill of docks and contamination from previous industrial uses.
- f Site is susceptible to flooding.

2.5 ***Existing Infrastructure***

- a In terms of public transport, there are two existing Metrolink stops at Cornbrook and Pomona directly servicing this area, and the following bus services operate within the vicinity: – 54, 69, 255, 256, 263, 264, 270, 290, 291 and 294;
- b Drinking water is currently provided from major Lake District aqueducts and the Manchester Ring Main, and there are no foreseeable water provision issues and;
- c Davyhulme Wastewater Treatment Works is the primary facility servicing this area, and it has some scope to accommodate additional capacity.

2.6 ***Development Proposal***

A new mixed-use commercial district will be created to complement the offers of the city centre and Salford Quays / Mediacity:uk. It will be a new destination for business and leisure users combining significant commercial and recreational development for communities in the city centre and Old Trafford areas.

In addition to the 546 residential units that have the benefit of an extant planning permission, the Council considers that this Location can deliver:

- a. 10 Ha of employment activity;
- b. New commercial leisure facilities;
- c. Small scale ancillary retail and restaurant uses;
- d. Appropriate new community facilities to support those people using the development;
- e. A substantial new area of open space for informal recreation, and,

f. New and improved pedestrian links.

- 2.7 The site specific implications of this proposal will be detailed and identified in the Land Allocations DPD. Specifically the character and appearance of the proposed development will need to reflect the existence of the residential permission. In the event that this extant permission is not implemented, and that subsequent residential development proposals cannot be justified in PPS25 terms, the remaining elements of the scheme will be required to adopt similar design principles.

## Why

### 2.8 **Policy Justification – National / Regional**

- a Bringing this brownfield site back into use is supported through general policies and principles defined within PPS1: Delivering Sustainable Development (2005).
- b The retail and leisure component is in accordance with recommendations in PPS4 in that it is designed principally to serve the users of the new development with facilities within walking distance, reducing the need to travel.
- c The proposal will contribute to the vitality and viability of the Regional Centre.
- d Promote local economies by providing, in support of the Regional Economic Strategy, a positive planning framework for sustainable economic growth.
- e Pomona lies within the Salford Quays / Irwell Corridor Strategic Regional Site as identified in July 2009 by the NWDA. The purpose of this designation is to expand and integrate the area with the rest of the regional centre of Manchester through a mixed-use framework.
- f Development here will also assist in the delivery of the objectives of the Irwell River Park, Bridgewater Way and Ordsall South Strategies by enhancing and opening up the waterfront for safe use and enjoyment.

### 2.9 **Contribution to Sustainable Community Strategy and Core Strategy Objectives**

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
<b>KEY OBJECTIVE(S) OF THE SCS</b>	<b>SE2, SE4, SE5, SE7, SE10 PE1, PE3, PE5, PE6 BH1, BH2, BH3, BH4</b>
<b>STRATEGIC OBJECTIVE(S)</b>	<b>SO2, SO3, SO5, SO6, SO7 &amp; SO8</b>
<b>PLACE OBJECTIVE(S)</b>	<b>OTO8, OTO13, OTO14, OTO19</b>

### 2.10 **Key Issues (from Evidence Base):**

- a **Accessibility:** Pomona is located within the Most Accessible Area in accordance with the Accessibility Plan in Appendix 4 of SPD1: Developer Contributions to Highway and Public Transport Schemes. The site is very accessible by public transport, with two Metrolink stations directly serving the site, and will be accessible to local shops and services and to the major employment areas within the Regional Centre and Trafford Park. The development of this site for mixed employment uses on the scale proposed will generate increased demand for and usage, of existing public transport services, and further enhances the viability of these for the benefit of all patrons. The development will also open up the waterfront for safe use by pedestrians and cyclists, providing an additional important link in the network of routes in the Irwell River Park area and beyond. Opportunities will be created to improve pedestrian and cycle movements to the existing Metrolink stations at Cornbrook and Pomona and to the wider City Region through new foot/cycle paths, including the giving consideration to the creation of a new canal crossing. Evidence



from the GM LDF Transport Modelling shows the following outcomes between 2011 and 2026:

- Increase in the number of car trips within Trafford, which are most prominent on the motorways and roads in the north of the borough;
- Increases in journey time along the A56 towards the Regional Centre in the morning peak and outbound in the evening peak;
- Increases in journey time along the A5081 (the main route from J9 of the M60 through Trafford Park) towards White City;
- Increases in journey time along the A576/A5081 (the main route between J2 of the M602 in Salford and J9 of the M60 in Trafford Park), in both directions;
- A reduction in patronage on public transport and;
- Increases in vehicle emissions (carbon dioxide and particulate).

This is a sustainable location with good transport links to Trafford and Manchester. It will benefit from increased frequencies on the Metrolink line as a result of the extension to MediaCity. Also, the implementation of appropriate pedestrian and/cycle links to the Pomona and Cornbrook Metrolink stations and the consideration of new canal crossing could potentially off-set and provide carbon reduction through the provision of walking/cycling facilities. In terms of the Strategic Road Network (SRN), as part of a national programme of works, the Department for Transport (DfT) and Highways Agency (HA) are investigating the potential to introduce managed motorways (the opening up of the hard shoulder as a running lane), including implementing a scheme between J8-12 on the M60. A contribution towards highways and public transport provision will be required through SPD1.

- b **Housing Supply:** As a result of the Sequential Testing undertaken in accordance with PPS25, Pomona is not identified as a preferred location for residential uses. There is an outstanding full planning permission for 546 residential units on part of Pomona which does not expire until May 2012.
- c **Family Housing / Affordable Housing:** As a result of the Sequential Testing undertaken in accordance with PPS25, Pomona is not identified as a preferred location for residential uses.
- d **Employment Land Supply:** The commercial (office) components of the proposals provide an opportunity to make a marked improvement in the stock of quality office accommodation in Trafford and will assist in ensuring that the Borough achieves its full potential as part of the Regional Centre of the City Region. The creation of new employment at this Location, both in terms of construction work and permanent positions will provide opportunities for people living in the nearby disadvantaged communities in Trafford, Salford and Manchester. Given its location and high degree of visibility from the Metrolink line and the A56 this will have a very positive impact on the image of Trafford as an employment location and visitor destination.
- e **Town Centre Uses:** The Trafford Other Main Town Centre Uses Study (2009) concluded that due to a low number of suitable and available sites in town centre locations, it may be necessary to consider further sites for office development situated in regeneration areas. Pomona is a long term vacant and derelict site within the Old Trafford Priority Regeneration Area (see Core Policy L3), and the creation of new employment opportunities here would provide a valuable economic boost for the area and will serve to enhance Trafford's image as a tourism destination.
- f **Market Conditions:** The future success of development at Media City and/or within the City Centre will have an impact on the marketability of this site.
- g **Flood Risk:**

Proposed Land Uses	Flood Risk Vulnerability (PPS25, table D2) Classification
Offices	Less Vulnerable
Leisure	Less Vulnerable
<b>Flood Zone (Environment Agency Mapping)</b>	

Flood Zone 3 – 51%
Flood Zone 2 – 42%
Flood Zone 1 – 7%
<b>Susceptibility to Surface Water Flooding (Environment Agency Mapping)</b>
Areas within the location are susceptible to surface water flooding, to a lesser or greater degree.

The Sequential Testing of the Strategic Locations undertaken in accordance with PPS25 did not identify Pomona Island as a preferred location for residential development. Subsequent to that, the Sustainability Appraisal (SA) further concluded that other “more vulnerable uses” such as certain leisure uses, healthcare and educational facilities would be unlikely to pass the “Exceptions Test”, and therefore such uses should be excluded from the Pomona Island Strategic Location.

- h **Environmental Protection:** Any proposals should give consideration to the impact on air quality of existing and new development and any specific mitigation measures, in particular transport related schemes, which may be appropriate.
- i **Natural Environment / Green Infrastructure / Open Space:** Public realm proposals provide for the enhancement of open space for recreational use and as an ecological corridor based on the MSC. The proposals will protect and enhance, and give increased access to the canal in this location. The Bridgewater Way Scheme along the Bridgewater Canal will provide an important function for the canal corridor adjacent to this Location, as an alternative sustainable mode of transport (walking/cycling) throughout the Borough, connecting it with Salford, Warrington and Manchester. Pomona Island is in an area deficient in accessible natural greenspace. An informal recreation facility, centred around the canal basin, will provide valuable amenity space for the new community; will help to reduce inequalities in open space provision in Old Trafford; and will enhance the ecological value of the wildlife corridor along the MSC and Bridgewater Canal.
- j **Historic Environment:** The Bridgewater Canal opened in 1761 and was the first canal to be built in Britain without following an existing watercourse. The canal is a recognised historical regional asset and on a list of UNESCO “tentative world heritage sites”. The Location includes a listed structure known as Brindley’s Weir. The canal has the potential to be an attractive environment utilised for a range of leisure, tourist and cultural activities.
- k **Utilities and Waste:** Telecommunications, gas and electricity providers do not foresee any infrastructure constraints, and any requirements for reinforcement will be agreed directly with developers. United Utilities (UU) do not foresee any water provision issues for Trafford and its predicted growth. Reinforcement of the local water supply network may be necessary in this location. There are sewer capacity issues to the immediate East of Pomona Island, which signals a need to consider drainage issues. Waste issues will be dealt with through the GM Joint Waste DPD. Opportunities for the provision of on site renewable or low carbon generation in new developments will need to be discussed with developers.
- l **Education:** Not applicable given that Pomona is not identified as a preferred location for residential uses as a result of the Sequential Testing undertaken in accordance with PPS25. The Sequential Testing of the Strategic Locations undertaken in accordance with PPS25 did not identify Pomona Island as a preferred location for residential development. Subsequent to that, the Sustainability Appraisal (SA) further concluded that other “more vulnerable uses” such as certain leisure uses, healthcare and educational facilities would be unlikely to pass the “Exceptions Test”, and therefore such uses should be excluded from the Pomona Island Strategic Location.

m **Social Infrastructure:** Development at the Location will be required to provide appropriate community facilities to support those people using the development. In terms of health requirements, NHS Trafford has indicated the need for a small GP practice to supplement Media City practice.

n **Other Relevant Issues:** None.

## 2.11 ***Sustainability Appraisal***

The proposals for Pomona have the potential to deliver a range of significant sustainability benefits. The key ones relate to reducing poverty and social exclusion; conserving land resources; enhancing Trafford's economic performance; and improving the Borough's image as a business location. By resulting in the redevelopment of a prominent, vacant site the proposals would also have a positive impact on the objectives relating to enhancing townscape character; reducing crime and fear of crime; and improving local neighbourhood quality.

2.12 The accessibility of the site by public transport and its proximity to areas of deprivation could also result in positive effects on a range of sustainability objectives, including reducing the effect of traffic on the environment; reducing contributions to climate change and improving air quality. The inclusion of a requirement for development to enhance pedestrian and cycle links to existing Metrolink stations at Cornbrook and Pomona will further strengthen the performance of the proposals against these objectives. Other objectives that the proposals would have some positive impact on include those relating to the social and environmental performance of the economy; transport infrastructure; sense of community identity; and water quality.

2.13 Due to an extant planning permission, 546 residential units will be provided at Pomona. The majority of these will be 2 bed dwellings and it is therefore anticipated that the proposals will make a positive contribution to achieving a better balance in the housing market. However, a significant proportion of the Pomona site is at a high risk of flooding. Consequently, the inclusion of a residential element within the proposals means that they are likely to have a negative impact on the objective of reducing the impact of climate change.

2.14 As a result of the Sequential Testing of the Strategic Locations, the amended proposals for Pomona no longer include certain leisure uses, healthcare and educational facilities. Consequently, the degree to which the proposals impact positively on the objectives relating to accessibility to services and facilities and reducing disparities is reduced.

2.15 As there has been re-vegetation on a portion of the site there is the possibility that its redevelopment could have a negative impact on biodiversity, flora and fauna. However, the amended policy now stipulates that an assessment of biodiversity must be carried out prior to development and that appropriate sites for nature conservation must be provided to compensate for any loss. As a result, it is considered that the proposals will have a positive impact in the long term on the objective of protecting and enhancing biodiversity, flora and fauna.

## 2.16 ***Summary of Benefits / Disbenefits of Proposal***

- a Redevelopment will encourage the regeneration of Trafford's northern gateway.
- b The redevelopment of the Pomona site will significantly increase public safety in the area by introducing new levels of activity in the area and providing extensive opportunities for natural surveillance of paths and open space areas. The development will also incorporate Secured by Design principles throughout.
- c Transport connections can be supported through greater patronage associated with increased activity.

- d Good city centre connections will encourage people to commute using existing transport infrastructure.
- e Opportunity to bring the redundant viaduct arches back into use.
- f The development of Pomona as proposed will assist in the delivery of the objectives of the Irwell River Park, Bridgewater Way and Ordsall South Strategies by enhancing and opening up the waterfront for safe use and enjoyment.

### **Who**

- 2.17 Implementation will be through private sector development with support from infrastructure providers and public sector where necessary.

### **How**

2.18 ***Planning Mechanism (LADPD, SPD, Masterplan)***

The site specific implications of this proposal will be detailed and identified in the Land Allocations Plan DPD. The Council will also give consideration as to whether an Area Action Plan (AAP) for North East Trafford covering Pomona, Wharfside and LCCC would be appropriate.

2.19 ***Development Requirements:***

In order for development in this Location to be acceptable the following will be required:-

- a. A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall.
- b. An assessment of potential contamination must be carried out prior to development and any necessary remediation carried out in accordance with an agreed schedule;
- c. The provision of suitable pedestrian and cycle links to and from the existing Metrolink stations at Cornbrook and Pomona, to key bus routes and to the wider Irwell River Park area;
- d. The provision of a new informal recreation facility, centred around the canal basin;
- e. Improvements to local highway network and public transport infrastructure;
- f. The provision of ancillary community facilities;
- g. A contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;
- h. Protect, preserve and enhance the grade II Brindley's Weir and its setting;
- i. An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss.

2.20 ***Infrastructure Requirements / Funding Sources***

Project	Status	Costs	Phasing	Responsibility	Funding Source
Bridgewater Way Scheme (Bridgewater Canal) Watersmeet To Trafford Park And Manchester	Priority 2	Approx £500k	Required By 2011	<b>Bridgewater Canal Trust/</b> Trafford Council/ Sustrans	Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106
Reinforcement Of Water Supply Network	Priority 2	Unknown	Required By 2013/14	<b>United Utilities/</b> Private Developer	UU AMP 05-06/ Private Developer
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2016	HA/ GMPTE/ <b>Local Highway Authority/</b> Private Developer	Private Developer/ Section 106
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	<b>Trafford Council/</b> Private Developer	Private Developer/ Section 106
Development Of Small GP Practice To Supplement Media City Practice (Also Supports Development In SL2)	Priority 3	Unknown	Subject To Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106
Reinforcement Of The Local Waste Water Treatment Works	Priority 3	Unknown	Unknown	United Utilities	UU Amp 05-06/ Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest Ltd	ENW Funds/ Private Developer

Project	Status	Costs	Phasing	Responsibility	Funding Source
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds/ Private Developer
Provision Of A New Canal Crossing Across Manchester Ship Canal	Priority 4	Unknown	Required By 2026	Private Developer	Private Developer

## When

### 2.21 Phasing & Milestones

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	240	306	0	546
Employment	0	4	4	2	10

Residential – expressed in terms of units

Employment – expressed in terms of hectares

Action Category	Key Actions	Timing	Lead
Managing Delivery	Continue regular communication with Peel re progress	Ongoing	TMBC
Feasibility	Investigate potential funding options, especially via HCA, to test delivery of new products	2010-11	TMBC/ Peel
	Undertake regular review of scheme viability to influence marketing strategy	2010 onwards	TMBC
Planning & Procurement	Consider AAP for North East Trafford encompassing Old Trafford, LCCC and Pomona	2010-11	TMBC
	Monitor implementation of planning consent	2010-12	TMBC
	Obtain planning consent for remaining phases	2015/18/ 21/24	Peel/ Developer
Pre-construction	Assess remediation/access requirements	2010-12	Peel
	Undertake remediation/access works as appropriate	2012/13	Peel/ Developer
Construction	Office / Leisure / Community elements	2013-15	Developer
	Office / Leisure / Community elements	2016-26	Developer

### 3 SL2 – TRAFFORD WHARFSIDE

- 3.1 Trafford Wharfside has been identified as a priority for mixed development in the Delivery Strategy for the Borough and plays a significant role at the regional level as it is within the Regional Centre for the Manchester City Region.

#### **What**

3.2 ***Location Description***

The Trafford Wharfside Location includes a large area of land bordering the Manchester Ship Canal that includes elements of industrial and warehouse use, the Imperial War Museum and Manchester United Football Club. The Strategic Location is bounded to the north by the Manchester Ship Canal, to the east by Trafford Road, to the south by the mainline rail network, and to the west by the freight terminal, Europa Way and Warren Bruce Road. The Bridgewater Canal also runs through the Location east-west.

3.3 ***Land Ownership***

The land is in multiple private ownerships, including Peel Holdings, Manchester United Football Club and SEGRO.

3.4 ***Site Constraints***

- a The land is under multiple ownerships.
- b Owners of Victoria Warehouses went into administration in August 2009.
- c Potential Contamination issues.

3.5 ***Existing Infrastructure***

- a In terms of public transport, there are two existing Metrolink stops at Cornbrook and Pomona indirectly servicing this area, and the following bus services operate within the vicinity: – 54, 69, 255, 256, 263, 264, 270, 290, 291 and 294;
- b Drinking water is currently provided from major Lake District aqueducts and the Manchester Ring Main, and there are no foreseeable water provision issues;
- c Davyhulme Wastewater Treatment Works is the primary facility servicing this area, and it has some scope to accommodate additional capacity;
- d The following schools currently serve this area: - Barton Clough Primary, Old Trafford Primary, Seymour Park Primary, St Alphonsus RC Primary, Stretford High School, Stretford Grammar and Lostock College;
- e There are 18 General Practitioners (GP) Practices in north Trafford with 99,000 registered patients, some coming from outside of the borough, the ability to take on more patients at these practices is unknown and;
- f Trafford General Hospital is the principal hospital covering this area, although it's maternity and paediatrics services have recently been transferred to St Mary's and Wythenshawe Hospitals in Manchester.

3.6 ***Development Proposal***

The Council will identify and promote land for development within this Location to create a major mixed-use area of regional and international significance. The focus will be on opportunities for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development.

The Council considers that this Location can deliver:

- a. In the Mediacity:uk area: high quality mixed-use development for employment activity (10 hectares of mainly B1 office and light industrial uses), leisure (including hotels) residential development (900 units) and an appropriate scale of supporting retail and community uses;

- b. A high quality, high density, multi-storey mixed-use redevelopment of Victoria Warehouses which is a prominent long-standing, under-used, 1.4 hectare site located at the Trafford Wharfside eastern gateway. The mixed-use redevelopment to comprise: residential apartments; commercial office accommodation; hotel accommodation; and ancillary leisure and retail accommodation, and,
- c. In the Manchester United stadium area: development that supports the existing football stadium and associated hospitality, conference, retail and visitor facilities.

## Why

### 3.7 **Policy Justification – National / Regional**

- a Rejuvenating this brownfield site is supported through general policies and principles defined within PPS1: Delivering Sustainable Development (2005).
- b Residential uses proposed will be supported through PPS3 that recommends that 60% of new homes are built on brownfield sites with a good access to transport, shops, services and jobs.
- c The retail and leisure component is in accordance with recommendations in PPS4 in that it is designed principally to serve new residents and office workers with facilities within walking distance, reducing the need to travel.
- d The proposal will contribute to the vitality and viability of the Regional Centre.
- e Promotes local economies by providing, in support of the Regional Economic Strategy, a positive planning framework for sustainable economic growth.
- f Trafford Wharfside lies within the Salford Quays / Irwell Corridor Strategic Regional Site as identified in July 2009 by the NWDA. The purpose of this designation is to expand and integrate the area with the rest of the regional centre of Manchester through a mixed-use framework.

### 3.8 **Contribution to Sustainable Community Strategy and Core Strategy Objectives**

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE2, SE4, SE5, SE7, SE10 PE1, PE3, PE5, PE6 BH1, BH2, BH3, BH4
Strategic Objective(s)	SO1, SO2, SO3, SO5, SO6, SO7 & SO8
Place Objective(s)	TPO1, TPO3, TPO14 OTO13, OTO17

### 3.9 **Key Issues (from Evidence Base):**

- a **Accessibility:** Trafford Wharfside is located within the Most Accessible Area in accordance with the Accessibility Plan in Appendix 4 of SPD1: Developer Contributions to Highway and Public Transport Schemes. Evidence from the GM LDF Transport Modelling shows the following outcomes between 2011 and 2026:
  - o Increase in the number of car trips within Trafford, which are most prominent on the motorways and roads in the north of the borough;
  - o Increases in journey time along the A56 towards the Regional Centre in the morning peak and outbound in the evening peak;
  - o Increases in journey time along the A5081 (the main route from J9 of the M60 through Trafford Park) towards White City;
  - o Increases in journey time along the A576/A5081 (the main route between J2 of the M602 in Salford and J9 of the M60 in Trafford Park), in both directions;
  - o A reduction in patronage on public transport and;
  - o Increases in vehicle emissions (carbon dioxide and particulate).



This is a sustainable location with good transport links to Trafford and Manchester. It will benefit from increased frequencies on the Metrolink line as a result of the extension to MediaCity. Also, the implementation of appropriate pedestrian and/cycle links to the Pomona and MediaCity Metrolink stations and a new canal crossings could potentially off-set and provide carbon reduction through the provision of walking/cycling facilities. In terms of the SRN, as part of a national programme of works the DfT and HA are investigating the potential to introduce managed motorways, including implementing a scheme between J8-12 on the M60. A contribution towards highways and public transport provision will be required through SPD1.

- b **Housing Supply:** This Location could provide up to 900 high quality homes, including for families, and affordable homes, that would contribute towards meeting the Borough's housing needs. The delivery of these homes is phased between 2011/12 to 2025/26.
- c **Family Housing / Affordable Housing:** Currently residential development does not exist at this Location. In situations like this, the Economic Viability Study recommended that the affordable housing contribution should be determined via a site specific viability study, but will not normally exceed 40%.
- d **Employment Land Supply:** Specific consideration will be given to public transport, which has been identified as being a constraint, to attracting and retaining employees and employers. It is anticipated that Trafford Wharfside will accommodate a significant amount of employment land demand in future through more efficient use of existing employment land.
- e **Town Centre Uses:** Trafford Park has not historically been considered a key office location and its location means that it competes against the larger, more established centres of Manchester City Centre and Salford Quays. Despite this, this part of Trafford Park has seen increased growth in office development over the past five years. It is also anticipated that the arrival of the BBC and the relocation of The University of Salford to the MediaCity site (which is proposed in the neighbouring local authority area of Salford) will help to grow demand for office space in Trafford Wharfside. Trafford Employment Land Study (May 2009).
- f **Market Conditions:** The future success of development at Media City and/or within the City Centre will have an impact on the marketability of this site.
- g **Flood Risk:**

Proposed Land Uses	Flood Risk Vulnerability (PPS25, table D2) Classification
Residential (up to 900 units)	More Vulnerable
Offices (up to 10,000sqm)	Less Vulnerable
Hotels (unspecified)	More Vulnerable
Leisure (unspecified)	More / Less Vulnerable
<b>Flood Zone (Environment Agency Mapping)</b>	
Flood Zone 3 – 2%	
Flood Zone 2 – 41%	
Flood Zone 1 – 57%	
<b>Susceptibility to Surface Water Flooding (Environment Agency Mapping)</b>	
Areas within the location are susceptible to surface water flooding, from a lesser to a moderate degree.	

- h **Environmental Protection:** Any proposals on Trafford Park should give consideration to the impact on air quality of existing and new development and any

specific mitigation measures, in particular transport related schemes, which may be appropriate.

- i **Natural Environment / Green Infrastructure / Open Space:** The Bridgewater Way Scheme along the Bridgewater Canal will provide an important function for the canal corridor adjacent to this Location, as an alternative sustainable mode of transport (walking/cycling) throughout the Borough, connecting it with Salford, Warrington and Manchester. A Water Taxi scheme will provide an alternative sustainable form of transport connecting the Trafford Wharfside Location with Media City and Salford Quays, and wider links to the Trafford Centre, Trafford Quays and the Regional Centre. SPG28 / New Open Space SPD will require the provision of open space and/or contribution towards off-site provision, and improvements to existing and development of new outdoor sports facilities.
- j **Historic Environment:** The Bridgewater Canal opened in 1761 and was the first canal to be built in Britain without following an existing watercourse. The canal is a recognised historical regional asset and on a list of UNESCO “tentative world heritage sites”. The canal has the potential to be an attractive environment utilised for a range of leisure, tourist and cultural activities.
- k **Utilities and Waste:** Telecommunications, gas and electricity providers do not foresee any infrastructure constraints, and any requirements for reinforcement will be agreed directly with developers. UU do not foresee any water provision issues for Trafford and its predicted growth. Reinforcement of the local water supply network may be necessary in this location. The area to the South of Wharfside has severe sewer capacity problems and surface water from new development must not be allowed into the foul/combined sewer. Waste issues will be dealt with through the GM Joint Waste DPD. Opportunities for the provision of on site renewable or low carbon generation in new developments will need to be discussed with developers.
- l **Education:** Increases in intake are required in present primary schools to accommodate existing needs. Need for a new 2 form entry primary school (1 form required by 2016, 2 forms by 2021) – this will serve new pupils within Old Trafford and the Trafford Wharfside and LCCC Quarter Locations. Existing secondary schools can accommodate some of the pupils. A new secondary school will be required by 2021- this will serve new pupils within Old Trafford and the Trafford Wharfside, LCCC Quarter and Trafford Centre Rectangle Locations.
- m **Social Infrastructure:** Development at the Location will require community facilities including health and retail provision, to support those using the development. In terms of health requirements, NHS Trafford has indicated the need for a small GP practice to supplement Media City practice.
- n **Other Relevant Issues:** None.

### 3.10 **Sustainability Appraisal**

The proposals for Trafford Wharfside are expected to have a largely positive impact on the sustainability objectives. In particular, the proposals are expected to have a major positive effect on economic performance; reducing poverty and social exclusion; Trafford’s image as a business destination; the conservation of land resources; and reducing economic disparities. Other high scoring objectives include improving accessibility for all to services and facilities; improving health; improving qualifications and skills; reducing crime and fear of crime and improving the social and environmental performance of the economy. The proposals place a strong emphasis on securing a high quality design for the redevelopment of Victoria Warehouse and ensuring that tall buildings, in particular, are well designed and iconic. This should enhance the performance of the proposals against the objective of protecting and improving local neighbourhood quality.

- 3.11 The site is well connected to, or within walking distance of, the public transport network and the proposals would also support walking and cycling through the provision of a

pedestrian bridge crossing to the Quays and the creation of a processional route to the LCCC Strategic Location. Furthermore, it is stated that development in this location will be expected to contribute to the provision of a high frequency public transport system. Consequently, it is anticipated that the proposals would have a positive impact on traffic generation and, by extension, air quality and contributions to climate change. However, there is only limited certainty about this correlation due to the proposals also having the potential to exacerbate congestion, with the GM transport model forecasting a significant increase in journey times on the A56 and A5081.

- 3.12 Trafford Wharfside is immediately adjacent to the Manchester Ship Canal and the Level 2 SFRA has demonstrated that a significant proportion of the site is at risk of flooding, with 42% of the site falling within Flood Zone 2 and 2% in Flood Zone 3. As a result, the proposal is likely to have an adverse impact on the objective of reducing the effects of climate change. It is however noted that the proposals have been amended to specify that all uses classified by PPS25 as being More Vulnerable to flooding must be located outside the part of the site that is within Flood Zone 3. In addition, the amended policy now stipulates that development proposals at Wharfside will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a consequence of these amendments, the proposals are no longer considered to have a negative effect on the objective of reducing the impact of climate change.

3.13 **Summary of Benefits / Disbenefits of Proposal**

- a The proposals would strengthen the Location's leisure / tourism focus through improved traffic flows, better access, public realm improvements, pedestrian walkways, and the proposed extension of the Manchester Cycleway and visitor destinations/facilities.
- b Whilst offering scope to link into the Mediacity:uk development, its physical separation from Mediacity:uk provides the opportunity to deliver a different product.
- c The proposals offer scope for the enhancement of accessibility to bus services through the masterplanning of the Trafford Wharfside area.
- d Development will create a very large number and diverse range of new jobs that will be accessible to local people living in the surrounding residential communities in Trafford, Salford and Manchester.

**Who**

- 3.14 Implementation will be through private sector development with support from infrastructure providers and public sector where necessary.

**How**

3.15 **Planning Mechanism (LADPD, SPD, Masterplan)**

The site specific implications of this proposal will be detailed and identified in the Land Allocations Plan DPD. The Council will also give consideration as to whether an Area Action Plan (AAP) for North East Trafford covering Pomona, Wharfside and LCCC would be appropriate.

3.16 **Development Requirements:**

In order for development in this Location to be acceptable, the following will be required:

- a. the provision of a new high-frequency public transport system for the area;
- b. the provision of a strategic processional route, suitable for a variety of users that will link Mediacity:uk to Irwell River Park, MUFC, and the LCCC Area providing high quality green infrastructure that will be a key element of the visitor experience

and will link to existing and future public transport infrastructure improvements and canal crossings;

- c. new pedestrian bridge crossings at Clippers Quay and Mediacity:uk;
- d. the provision of a new 2-form primary school and a new secondary school by 2021 to serve the new residential community in this and the surrounding area (including SL3 LCCC Area and SL4 Trafford Centre Rectangle);
- e. A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall;
- f. Provision of affordable housing, in accordance with Policy L2;
- g. Design of development at Victoria Warehouses should be high quality given its strategic position as a gateway to The Quays and Trafford Borough. In particular, any tall buildings should be well-designed and iconic.
- h. Residential development in this Location will be largely apartments, appropriate to its Regional Centre location. However a proportion of the residential development should be suitable for families, either in terms of size or type, in accordance with Policy L2;
- i. Uses classified in PPS25 as being More Vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3; and
- j. Due to previous industrial uses in this area, development cannot proceed unless potential contamination and its effect on controlled waters has been assessed and any potentially negative impacts have been remediated.

### 3.17 *Infrastructure Requirements / Funding Sources*

<b>Project</b>	<b>Status</b>	<b>Costs</b>	<b>Phasing</b>	<b>Responsibility</b>	<b>Funding Source</b>
Direct Pedestrian Link Across Manchester Ship Canal at Mediacity:uk	Priority 1	Approx £10m	Required by 2011	<b>Private Developer</b>	Private Developer
Bridgewater Way Scheme (Bridgewater Canal) Watersmeet To Trafford Park And Manchester	Priority 2	Approx £500k	Required By 2011	<b>Bridgewater Canal Trust/ Trafford Council/ Sustrans</b>	Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106
Reinforcement Of Water Supply Network	Priority 2	Unknown	Required By 2013/14	<b>United Utilities/ Private Developer</b>	UU AMP 05-06/ Private Developer
Increase Intake At Kings Road Primary	Priority 2	Unknown	Required By 2016	<b>Trafford Council</b>	Section 106

On-Site Provision Or Contribution Towards Off-Site Provision Of New 2 Form Entry Primary School (Will Also Support Development In Policy SL3)	Priority 2	Approx £7-8m (plus any land costs)	1 Form Required By 2016, 2 Form By 2021	<b>Trafford Council</b>	Section 106
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2016	HA/ GMPTE/ <b>Local Highway Authority/</b> Private Developer	Private Developer/ Section 106
On-Site Provision Or Contribution Towards Off-Site Provision Of New Secondary School (Will Also Support Development In Policies SL3 and SL4)	Priority 2	Approx £10m (plus any land costs)	Required By 2021	<b>Trafford Council</b>	Private Developer/ Section 106
Provision Of Open Space And/Or Contribution Towards Off-Site Provision	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	<b>Trafford Council/</b> Private Developer	Private Developer/ Section 106
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	<b>Trafford Council/</b> Private Developer	Private Developer
Direct Pedestrian Link Across Manchester Ship Canal at Clippers Quay	Priority 2	Unknown	Unknown	<b>Irwell River Park/</b> Private Developer	Private Developer/ Section 106
Strategic Processional Route (Sir Matt Busby Way / Waters Reach)	Priority 3	Unknown	Unknown	Local Highway Authority/ MUFC/ Irwell River Park/ Private Developer	Private Developer/ Section 106
Water Taxi	Priority 3	Unknown	Unknown	Private	Private

				Developer	Developer
Development Of Small GP Practice To Supplement Media City Practice (Also Supports Development In SL1)	Priority 3	Unknown	Subject To Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106
Reinforcement Of The Local Waste Water Treatment Works And Infrastructure	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06/ Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest Ltd	ENW Funds/ Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds/ Private Developer

\* Lead responsibility is highlighted in bold, where known

## When

### 3.18 Phasing & Milestones

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	400	300	200	900
Employment	0	3	3	4	10

Residential – expressed in terms of units  
Employment expressed in terms of Ha

Action Category	Key Actions	Timing	Lead
Managing Delivery	Ongoing communication between landowners/developers and TMBC to understand positioning of Wharfside and likely progress	Ongoing	TMBC
Feasibility	Develop masterplan – aim for a mix of apartments and other forms of high density housing	2010	TMBC
	Potential feasibility work: <ul style="list-style-type: none"> <li>Access</li> <li>Floodrisk</li> <li>Negotiations with existing occupiers and land leaseholders</li> </ul> Site investigations	2011-2013	TMBC

Planning & Procurement	Investigate potential funding options, especially via HCA, to test delivery of new products	2010-2012	TMBC
	Undertake regular review of scheme viability to influence marketing strategy.	2010 onwards	TMBC
	Obtain planning consent	2014 onwards	Developer
	Procure developer(s)	2015 Onwards	Developer
Pre-construction Construction	Undertake relevant works	2016 Onwards	Developer

## 4 SL3 – LCCC QUARTER

- 4.1 Lancashire County Cricket Club Quarter has been identified as a priority for mixed development in the Spatial Strategy for the Borough and plays a significant role at the regional level as it is within the Inner Area for the Manchester City Region.

### **What**

#### 4.2 ***Location Description***

The Lancashire County Cricket Club Quarter forms part of a leisure and tourism 'hub' with destinations such as Old Trafford Football Ground and the Imperial War Museum to the north. The Strategic Location is bounded by the Metrolink line to the south, the A56 Chester Road to the north, to the east by Warwick Road and the Kelloggs offices and to the west by Great Stone Road and Stretford High School with Talbot Road running NE/SW through the centre of the site.

#### 4.3 ***Land Ownership***

The Location is in a mix of private and public sector ownerships. However opportunities for the utilisation of public sector land in the area and Joint Ventures with public sector partners will be explored on a site by site basis.

#### 4.4 ***Site Constraints***

- a The land is under multiple private and public sector ownership.
- b Heritage constraints in the form of Grade II Listed Trafford Town Hall.
- c Poor connections to Trafford Wharfside for pedestrians and cyclists – particularly between Old Trafford Football Ground, Mediacity:uk and the Canal.
- d There are no known environmental constraints within the Location.
- e Major road dissecting the Location.

#### 4.5 ***Existing Infrastructure***

- a In terms of public transport, there are two existing Metrolink stops at Trafford Bar and Old Trafford directly servicing this area, and the following bus services operate within the vicinity: – 69, 253, 255, 256, 263 and 264;
- b Drinking water is currently provided from major Lake District aqueducts and the Manchester Ring Main, and there are no foreseeable water provision issues;
- c Davyhulme Wastewater Treatment Works is the primary facility servicing this area, and it has some scope to accommodate additional capacity;
- d The following schools currently serve this area: - Kings Road Primary, St Hilda's CE Primary, St Teresa's RC Primary, Old Trafford Primary, Seymour Park Primary, St Alphonsus RC Primary, Stretford Grammar and Stretford High School;
- e There are 18 General Practitioners (GP) Practices in north Trafford with 99,000 registered patients, some coming from outside of the borough, the ability to take on more patients at these practices is unknown and;
- f Trafford General Hospital is the principal hospital covering this area, although it's maternity and paediatrics services have recently been transferred to St Mary's and Wythenshawe Hospitals in Manchester.

#### 4.6 ***Development Proposal***

A major mixed-use development will be delivered in this Location to provide a high quality experience for visitors balanced with a new, high quality residential neighbourhood centred around an improved stadium at Lancashire County Cricket Club.

- 4.7 The Council considers that this Location can deliver:

- a A redeveloped LCCC sports stadium with ancillary sports and leisure facilities;



- b. 400 residential units comprising predominantly accommodation suitable for families;
- c. A redeveloped and renovated Trafford Town Hall providing new accommodation for Trafford Council's Civic and Administrative functions;
- d. Improvements to education, community and commercial facilities (including a superstore), and,
- e. Improvements to the local highway network and better linkages with public transport infrastructure.

## **Why**

### **4.8 Policy Justification – National / Regional**

- In accordance with PPS1, the proposed redevelopment focused on the Cricket Ground will contribute to promoting urban regeneration and the creation of an inclusive, safe and sustainable community for the people of Old Trafford, through the active reuse of vacant brownfield sites, underused land and the improvement of existing facilities and services. Identifying it as a Strategic Location within the Core Strategy will assist in the delivery of a high density mixed-use development in a highly accessible location.
- In line with the PPS1 Supplement, the redevelopment of the LCCC Quarter would utilise previously developed land, situated in a highly accessible, highly sustainable location.
- The Location's residential element will seek to add to Trafford's choice of housing types and tenures within a sustainable mixed use community, in line with the objectives of PPS3. The inclusion of residential units within the Location will assist the delivery of national targets for housing development on Brownfield sites.
- The residential development proposed will maximise the use of brownfield land, with good access to transport, shops, services and jobs in accordance with PPS3.
- In particular the proposals within this location support Policy EC2 of PPS4. The redevelopment will improve one of the assets of the Manchester City Region's 'golden triangle of visitor destinations', attracting business and tourism which will help to deliver sustainable economic development for both the Borough of Trafford and the region. Additionally the food retail element of the proposal is to be limited to a scale that will address any outstanding deficiencies within the Old Trafford area.
- The Location is readily accessible by a choice of means of sustainable transport. A number of bus stops are located within walking distance along Chester Road, which is a Quality Bus Corridor and, equally significantly, the Old Trafford Metrolink station is within easy reach providing frequent access to a number of destinations, including Manchester City Centre to the north and Altrincham to the south.
- The immediate local highway network provides elements of safe and convenient facilities for cyclists. For example, Talbot Road provides an on-road cycle lane on the southern side of the carriageway.
- Development proposals must seek to protect, preserve and enhance the listed Grade II Trafford Town Hall building and its setting.
- The proposal seeks to create a landmark entrance to the Cricket Ground opposite Trafford Town Hall, and invest in significant public realm works in this central hub area, which will enhance the setting of the listed building.
- The redevelopment proposals in this Location will encourage increased participation by the local community in sport and recreation activities.
- The Proposals promote local economies by providing, in support of the Regional Economic Strategy, a positive planning framework for sustainable economic growth.
- This Location lies within the Manchester City Region Inner Area which is a focus for future leisure, tourism, retail and business development.

#### 4.9 **Contribution to Sustainable Community Strategy and Core Strategy Objectives**

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE2, SE10 PE1, PE3, PE5 BH1, BH2, BH3, BH4 HQ8
Strategic Objective(s)	SO1, SO2, SO3, SO5, SO6, SO7 & SO8
Place Objective(s)	OTO1, OTO2, OTO3, OTO5, OTO11, OTO17, OTO25

#### 4.10 **Key Issues (from Evidence Base):**

- a **Accessibility:** The LCCC Quarter is located within the Most Accessible Area in accordance with the Accessibility Plan in Appendix 4 of SPD1: Developer Contributions to Highway and Public Transport Schemes. The Location is readily accessible by a choice of means of sustainable transport. A number of bus stops are located within walking distance along Chester Road, which is a Quality Bus Corridor and, equally significantly, the Old Trafford Metrolink station is within easy reach providing frequent access to a number of destinations, including Manchester City Centre to the north and Altrincham to the south. Evidence from the GM LDF Transport Modelling shows the following outcomes between 2011 and 2026:
- o Increase in the number of car trips within Trafford, which are most prominent on the motorways and road in the north of the borough;
  - o Increases in journey time along the A56 towards the Regional Centre in the morning peak and outbound in the evening peak;
  - o Increases in journey time along the A5081 (the main route from J9 of the M60 through Trafford Park) towards White City;
  - o A reduction in patronage on public transport and;
  - o Increases in vehicle emissions (carbon dioxide and particulate).
- This is a sustainable location with good transport links to Trafford and Manchester. It will benefit from increased frequencies on the Metrolink line as a result of the introduction of new trams on the Altrincham line. Also, the implementation of appropriate pedestrian and/cycle links including a strategic processional route, could potentially off-set and provide carbon reduction through the provision of walking/cycling facilities. A contribution towards highways and public transport provision will be required through SPD1.
- b **Housing Supply:** This is a sustainable Location, which could provide up to 400 high quality homes, predominantly for families, and affordable homes, that would contribute towards meeting the Borough's housing needs. The delivery of these homes is phased between 2011/12 to 2025/26.
- c **Family Housing / Affordable Housing:** The development will be expected to perform differently to generic developments within the Old Trafford locality, therefore in line with Policy L2, the affordable housing contribution will be determined via a site specific viability study, but will not normally exceed 40%.
- d **Employment Land Supply:** Development at this Location offers capacity for further employment led development activity and would contribute to the wider regeneration of the area. Employment development within the Inner Area is also a key objective.
- e **Town Centre Uses:** The Other Main Town Uses Study identified demand by budget and mid-market/high end of mid-market hotel operators for new sites in Trafford. Locations which are of interest include sites in Old Trafford (near the football ground). The Chester Road frontage will benefit from the development of a

foodstore that will address the existing deficiencies in retail provision in the Old Trafford area.

- f **Market Conditions:** The wider regeneration scheme for this area is private sector led, and the impetus for this is dependent on the redevelopment of the cricket club and the associated foodstore. Current market trends will influence the scale and type of housing delivered. Delivery is dependent on the willingness of existing occupiers to vacate and the availability of key sites which deliver critical mass.
- g **Flood Risk:** The Level 1 SFRA work eliminated the need for this location to be included in the Level 2 work, because the Location falls within Flood Zone 1.

Proposed Land Uses	Flood Risk Vulnerability (PPS25, table D2) Classification
Residential (up to 400 units)	More Vulnerable
Commercial Uses (unspecified)	More / Less Vulnerable
Processional Route	
<b>Flood Zone (Environment Agency Mapping)</b>	
Flood Zone 3 – 0%	
Flood Zone 2 – 0%	
Flood Zone 1 – 100%	
<b>Susceptibility to Surface Water Flooding (Environment Agency Mapping)</b>	
Areas within the location are susceptible to surface water flooding, to a lesser or a moderate degree.	

- h **Environmental Protection:** It is not considered that air quality will be significantly affected by the redevelopment of this Location; however this will need to be confirmed by way of planning applications for specific development. Appropriate mitigation measures should ensure that there are no adverse noise and vibration impacts associated with proposals. An historical review for the wider masterplan area reveals little likelihood of a potentially contaminative historical land use.
- i **Natural Environment / Green Infrastructure / Open Space:** Tree planting will be required in order to mitigate the loss of vegetation as a result of developments. SPG28 / New Open Space SPD will require the provision of open space and/or contribution towards off-site provision, and improvements to existing and development of new outdoor sports facilities. The Leisure Review acknowledges that the development of a new replacement facility at Stretford Leisure Centre, including a swimming pool, sports hall and fitness facility is being considered. Suitable mitigation measures will ensure that the proposals do not result in a cumulative erosion of habitats and thus generally lead to a decreased level of biodiversity in the wider Old Trafford area.
- j **Historic Environment:** Trafford Town Hall stands in a large site at the junction of Talbot Road and Warwick Road, directly opposite Lancashire County Cricket Club. It was designated a Grade II Listed Building in March 2007. This listed building and its setting will be protected, preserved and enhanced as part of the redevelopment plans for this area.
- k **Utilities and Waste:** Telecommunications, gas and electricity providers do not foresee any infrastructure constraints, and any requirements for reinforcement will be agreed directly with developers. UU do not foresee any water provision issues for Trafford and its predicted growth. Reinforcement of the local water supply network may be necessary in this location. There are sewer capacity issues to the immediate west of the LCCC Quarter, which signals a need to consider drainage issues. Waste issues will be dealt with through the GM Joint Waste DPD. Opportunities for the provision of on site renewable or low carbon generation in new developments will need to be discussed with developers.

- l **Education:** Increases in intake are required in 2 present primary schools to accommodate existing needs. This will see an increase in spaces by 50 in 2011 and 170 by 2016. Need for a new 2 form entry primary school (1 form required by 2016, 2 forms by 2021) - this will serve new pupils within Old Trafford and the Trafford Wharfside and LCCC Quarter Locations. Existing secondary schools can accommodate some of the pupils. A new secondary school will be required by 2021 - this will serve new pupils within Old Trafford and the Trafford Wharfside, LCCC Quarter and Trafford Centre Rectangle Locations.
- m **Social Infrastructure:** Development at the location may require community facilities including health provision, to support the users of the development. This will be discussed with the Primary Care Trust.
- n **Other Relevant Issues:** None

#### 4.11 ***Sustainability Appraisal***

The proposals for the LCCC Strategic Location have the potential to have a positive impact on a wide range of sustainability objectives deliver a wide range of sustainability benefits. The redevelopment of the stadium will significantly enhance Trafford's reputation as a location for national and international sporting events and strengthen Trafford's reputation as a tourism destination. The proposals would also result in the provision of a range of employment opportunities, a superstore, and education, community and leisure facilities in a location that is well related to areas of deprivation and accessible by public transport. As a consequence, it is anticipated that the proposals would have a major positive impact on the objectives relating to economic disparities; poverty and social exclusion; access to services and facilities; health; and skills and qualifications. There would also be some positive impact on the objectives relating to enhancing Trafford's high economic performance and improving the social and environmental performance of the economy. In addition, the policy stipulates that the proposed superstore would be limited to a scale that will address the deficiencies in retail provision in the Old Trafford/Stretford area, which addresses previous uncertainties about the impact of the proposals on Trafford's town centres. As a result, it is now concluded that the proposals are unlikely to have any significant impact on the Borough's town centres.

- 4.12 The policy states that the residential element of the proposal will comprise principally of accommodation suitable for families, with an appropriate affordable housing contribution. As a result, the Strategic Location should make a significant contribution to Trafford's identified housing needs and thereby have a major positive effect on the objective of achieving a better balance and mix in the housing market. The requirement for development in this location to deliver improvements to the local highway network and better linkages to public transport infrastructure should have a positive impact on the objective of enhancing transport infrastructure and improving accessibility. Similarly, the new reference to protecting and enhancing the Grade II listed Trafford Town Hall and its setting should ensure that the proposals have a positive impact on the objective of protecting and enhancing the diversity and distinctiveness of townscape character.
- 4.13 There are no anticipated negative effects from the proposals for the LCCC area. Nevertheless, there is uncertainty over the impact of the proposals on traffic generation and, by extension, air quality and contributions to climate change. However, the greater emphasis placed upon improvements to the local highway network and enhanced linkages to public transport infrastructure in the amended proposals should reduce the impact on these objectives.

- 4.14 It is recognised that the wider masterplan proposals for the LCCC area have the potential to result in cumulative erosion of habitats and thus generally lead to a decreased level of biodiversity in the area. Nevertheless, it is now specified that development at this location will be required to incorporate features to enhance the level of biodiversity in the area, such as green roofs and appropriate landscaping. As a result, it is concluded that the proposals have the potential to have a positive impact on the objective relating to biodiversity, flora and fauna.

4.15 **Summary of Benefits / Disbenefits of Proposal**

- a A range of end uses, including cricket and entertainment, hotels, conferencing, corporate hospitality, community sport and training, housing and employment uses, retailing, open space and public realm will be provided.
- b A significant contribution will be made to the area as a tourism hub and as a destination that is critically important to the economic health and competitiveness of the northwest region.
- c The creation of a fitting gateway to Old Trafford football and cricket grounds.
- d The Chester Road frontage will benefit from the development of a foodstore that will address the deficiencies in retail provision in the Old Trafford area.
- e Sporting activities associated with Stretford High School which would contribute to this sporting 'hub' of the cricket and football grounds. Maximising the capacity for further employment led development activity in the area that would contribute to the wider regeneration of the area.
- f The permeability and connectivity of area will be improved through public realm works and the creation of a Strategic Processional Route.
- g Opportunities will arise to incorporate 'Green Roofs' and tree planting in the development.

**Who**

- 4.16 Implementation will be through private sector development with support from infrastructure providers and public sector where necessary.

**How**

4.17 **Planning Mechanism (LADPD, SPD, Masterplan)**

The site specific implications of this proposal will be detailed and identified in the Land Allocations Plan DPD. The Council will also give consideration as to whether an Area Action Plan (AAP) for North East Trafford covering Pomona, Wharfside and LCCC would be appropriate.

**Development Requirements:**

In order for development in this Location to be acceptable the following will be required:

- a. The size of the new superstore will be limited to a scale that will address outstanding need within the Old Trafford/Stretford areas;
- b. The provision of community facilities to support the new community, including school provision, health facilities;
- c. A contribution to the provision of a strategic processional route, suitable for a variety of users with a high quality public realm area incorporating green infrastructure along Warwick Road and Brian Statham Way to enhance visitor experience and to link to existing and future public transport improvements;
- d. A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall;

- e. To protect, preserve and enhance the listed Trafford Town Hall and its setting and secure its use for civic and community purposes;
- f. To contribute towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;
- g. To incorporate features to enhance the level of biodiversity in the area, such as green roofs and appropriate landscaping, and,
- h. Provision of affordable housing in accordance with Policy L2.

#### 4.18 *Infrastructure Requirements / Funding Sources*

<b>Project</b>	<b>Status</b>	<b>Costs</b>	<b>Phasing</b>	<b>Responsibility</b>	<b>Funding Source</b>
Increase Intake At Kings Road Primary	Priority 2	Unknown	Required By 2016	<b>Trafford Council</b>	Section 106
On-Site Provision Or Contribution Towards Off-Site Provision Of New 2 Form Entry Primary School (Will Also Support Development In Policy SL2)	Priority 2	Approx £7-8m (plus any land costs)	1 Form Required By 2016, 2 Form By 2021	<b>Trafford Council</b>	Private Developer/ Section 106
On-Site Provision Or Contribution Towards Off-Site Provision Of New Secondary School (Will Also Support Development In Policies SL2 and SL4)	Priority 2	Approx £10m (plus any land costs).	Required By 2021	<b>Trafford Council</b>	Private Developer/ Section 106
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2021	HA/ GMPTE/ <b>Local Highway Authority/</b> Private Developer	Private Developer/ Section 106
Provision Of Open Space And/Or Contribution Towards Off-Site Provision	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	<b>Trafford Council/</b> Private Developer	Private Developer/ Section 106
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	<b>Trafford Council/</b> Private Developer	Private Developer/ Section 106
Improvement of Local GP Practices And Facilities	Priority 3	Unknown	Subject To Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106
Development Of A	Priority 3	Approx £5-	Required By	Trafford	Capital &

New Replacement Facility At Stretford Leisure Centre, Including a Swimming Pool, Sports Hall And Fitness Facility		7.5m	2026	Council/ Trafford Community Leisure Trust/ Private Developer	Revenue Funds/ Prudential Borrowing/ Private Developer
A strategic processional route with a high quality public realm area along Warwick Road and Brian Statham Way	Priority 3	Unknown	Unknown	Trafford Council/ Private Developer	Private Developer/ Section 106
Reinforcement Of The Local Waste Water Treatment Works	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06/ Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest Ltd	ENW Funds/ Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds/ Private Developer

## When

### 4.19 Phasing & Milestones

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	60	300	40	400

Residential – expressed in terms of units

Action Category	Key Actions	Timing	Lead
Managing Delivery	Widen working group (if required) to ensure all key partners represented – ensure view to wider outcomes as opposed to detail of current cricket ground/Tesco proposal	Immediate	TMBC
	Review delivery arrangements in context of wider area and consider need for wider JV	2010	TMBC
	Negotiate and agree terms of wider JV if pursued	2010-2012	TMBC
Feasibility Planning & Procurement	Consider AAP for North East Trafford covering Pomona, Wharfside and LCCC	2011-2012	TMBC
	Develop masterplan proposals for wider area	2010	TMBC
	Undertake appropriate feasibility work including: <ul style="list-style-type: none"> <li>Market assessment developer testing</li> </ul> Negotiation with landowners/occupiers, including College, Police, Sports and Leisure Trust	2010-2012	TMBC

	Procure developer partner on residential sites	2014	TMBC
Pre-construction	Obtain planning consent for residential sites	2015	Developer
	Land acquisition, relocation, clearance and other site preparation on residential sites	2016-2017	Developer
Construction	Begin construction on residential sites	2018	Developer



## 5 SL4 - TRAFFORD CENTRE RECTANGLE

- 5.1 Trafford Centre Rectangle has been identified as a priority for mixed development in the Delivery Strategy for the Borough and plays a significant role at the sub-regional level due to its contribution to housing and employment land supply.

### **What**

5.2 ***Location Description***

The Trafford Centre Rectangle is a key strategic part of Trafford, forming the western part of Trafford Park. The Location is bounded by the Manchester Ship Canal, the Bridgewater Canal, the M60 and Park Way and includes the Trafford Centre at its heart.

5.3 ***Land Ownership***

The Location is largely within a single private sector ownership, that of Peel Holdings, who have invested significantly in the area. However other ownership does exist within the Location, for example, the All Saints church is in the ownership of The Order of Friars Minor Conventual, and the old school house is in separate private ownership.

5.4 ***Site Constraints***

- a Highway capacity constraints on the M60 and the local highway network.
- b Ground conditions including potential contamination and ground gas.
- c Availability and capacity of utility services in the area.
- d Flood risk as part of the Location borders the Manchester Ship Canal and the Bridgewater Canal, and is within a high flood risk zone.
- e Air quality issues as some areas in this Location are within Air Quality Management Areas (AQMAs).
- f Environmental issues such as water quality of canals, landscaping and trees.
- g Ecology constraints including Sites of Biological Importance (SBIs) and wildlife corridors.
- h Heritage constraints in the form of Grade I Listed All Saints Church, Grade II\* Barton Bridge, Grade II All Saints Presbytery, and the Barton upon Irwell Conservation Area.

5.5 ***Existing Infrastructure***

- a In terms of public transport, the following bus services operate within the vicinity: – 18, 22, 23, 54, 68, 100, 110, 126, 132, 23A, 241, 243, 247, 250, 270, 290, 293, 294, 297, 300, 51A, ML1, and X50;
- b Drinking water is currently provided from major Lake District aqueducts and the Manchester Ring Main, and there are no foreseeable water provision issues;
- c Davyhulme Wastewater Treatment Works is the primary facility servicing this area, and it has some scope to accommodate additional capacity;
- d The following schools currently serve this area: - Barton Clough Primary, Kings Road Primary, Wellacre Technology College, Flixton High School for Girls, Urmston Grammar and Lostock College;
- e There are 18 General Practitioners (GP) Practices in north Trafford with 99,000 registered patients, some coming from outside of the borough, the ability to take on more patients at these practices is unknown and;
- f Trafford General Hospital is the principal hospital covering this area, although it's maternity and paediatrics services have recently been transferred to St Mary's and Wythenshawe Hospitals in Manchester.

## 5.6 **Development Proposal**

A major mixed-use development will be delivered in this location, providing a new residential neighbourhood, together with commercial, leisure and community facilities and substantial improvements to the public transport infrastructure.

## 5.7 The council considers that this Location can deliver:

- 1,050 residential units comprising, predominantly, accommodation suitable for families, on the land known as “Trafford Quays”, commercial office (B1) space and, community facilities;
- 15 hectares of land for employment activity providing high quality commercial (B1) development, and including a landmark building, not exceeding 30,000 sq m at the Former Kratos site;
- New community facilities to support those people using the development;
- A high quality (4\* minimum) hotel and conference facility, in the region of 200 bed spaces located close to Junction 9 of the M60, and,
- A new museum facility on land at the corner of Barton Dock Road and Phoenix Way.

## **Why**

## 5.8 **Policy Justification – National / Regional**

- The redevelopment of the Trafford Centre Rectangle would utilise previously developed land, the only exception to this is Trafford Quays, and this will however be developed to be a highly accessible and sustainable location.
- The residential element will seek to add to Trafford's choice of housing types and tenures within a sustainable mixed use community, in line with the objectives of PPS3. Although Trafford Quays is largely a green field site it is one of the few large sites, in the urban area, which are likely to come forward in the Borough over the Plan period. As such, its development in a sustainable manner, will reduce the need for the development of greenfield sites on the urban fringe or which are currently used as playing fields or other public open space or which have other amenity value.
- The proposed development will provide high quality commercial development which would improve the economic performance of Trafford, providing significant new employment and investment opportunities.
- It will deliver significant improvements to public transport infrastructure, the re-routing of public transport and the provision of a pedestrian link to the Trafford Centre. This will enhance the accessibility of the Trafford Centre Rectangle and Trafford Park from the Borough's more disadvantaged communities and will help to reduce staff and visitor reliance on private car journeys.
- The retail element at Trafford Quays will be of an appropriate scale to serve the users of the development.

## 5.9 **Contribution to Sustainable Community Strategy and Core Strategy Objectives**

Which Objective(s) delivered by this Strategic Location/Policy	Reference Number(s)
Key Objective(s) of the SCS	SE2, SE4, SE5, SE7, SE10 PE1, PE3, PE5, PE6 BH1, BH2, BH3
Strategic Objective(s)	SO1, SO3, SO5, SO6, SO7 & SO8
Place Objective(s)	TPO1, TPO2, TPO3, TPO4, TPO5, TPO6, TPO7, TPO8, TPO9, TPO10, TPO12, TPO13, TPO14, TPO15, TPO16,

	TPO17, TPO18, TPO20, TPO21, OTO17, OTO20
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5.10 **Key Issues (from Evidence Base):**

- a **Accessibility:** The majority of the Trafford Centre Rectangle is located within the “accessible” area in accordance with the Accessibility Plan in Appendix 4 of SPD1: Developer Contributions to Highway and Public Transport Schemes. Evidence from the GM LDF Transport Modelling shows the following outcomes between 2011 and 2026:
  - o Increases in the number of car trips within Trafford, which are most prominent on the motorways and roads in the north of the borough;
  - o Increases in journey time between Junctions 7 to 9 on the M60 in both directions in the evening peak period;
  - o Increases in journey time along the M60 anti-clockwise between Junctions 11 and 9, and in the opposite direction in the morning peak period;
  - o Increase in journey time along the A5081 (the main route from J9 of the M60 through Trafford Park) towards White City;
  - o A reduction in patronage on public transport and;
  - o Increases in vehicle emissions (carbon dioxide and particulate).

Development in the Rectangle will deliver significant transportation improvements including the Western Gateway Improvement Scheme (WGIS), diversion of bus routes, provision of a pedestrian bridge over Trafford Boulevard, connecting the Bus Station and the Trafford Centre with the Trafford Quays development area and other improvements to pedestrian and cycle links and a water taxi service. Development be phased to reflect the timing of the proposed infrastructure provision. The Trafford Quays Delivery Report submitted by the landowner to the Council’s consultation on the Preferred Option in June 2009, contains further information regarding these transportation benefits.
- b **Housing Supply:** Residential development will be concentrated on the Trafford Quays development area, delivering some 1050 residential units during the Plan period.
- c **Family Housing/Affordable Housing:** Trafford Quays has the potential to deliver a range of housing type and tenure in order to meet Trafford’s housing needs as expressed in Policy L2 of the Core Strategy in particular relating to the provision of family homes and affordable accommodation.
- d **Employment Land Supply:** Trafford Other Town Centre Uses Study concludes that the Borough needs between 100-170ha of general employment land to 2026 (B1 office requirements are not specified). Trafford’s forward supply of land is 190ha, indicating a modest over-supply. Sites coming forward in the short to medium term are likely to involve recycling of existing employment sites. Whilst Trafford Park has not historically been considered a key office location, it has seen increased office development in recent years. It further concludes that one of the Park’s major issues relates to the availability of suitable sites and that in relation to the 63,000 sq.m of floorspace across some 19.3ha of land that will contribute a proportion of Trafford’s office requirements, the report concludes that:
  - The committed office developments may not necessarily be suitable for Trafford’s growth sectors.
  - Not all of the 19.29ha of land identified is proposed for office use: a number of the sites are proposed for mixed-use development incorporating both office and other uses.
  - Not all of the office development commitments will come forward for development.
- e. **Town Centre Uses:** The Trafford Other Town Centre Uses Study concluded that a qualitative need exists for upper mid market hotel provision (and associated

conference centre provision) together with a qualitative demand for new hotel provision exists in certain geographical areas of Trafford serving distinct markets. For example, particular demand exists along the A56 Corridor (e.g. between Sale and Altrincham) with easy access to the airport as well as in locations close to the motorway network. This need is in addition to existing commitments such as the 4\*, high quality full service hotel, in the Trafford Centre Rectangle Location, which the study concludes would serve a distinct market meeting leisure needs associated with the nearby Trafford Centre and sports facilities.

The Study also suggests that there is an under-provision of museums in Trafford (particularly provision meeting a local/regional need), the proposal within this location would help to address this deficiency.

- f. **Market Conditions:** The development at this Location is dependent on the private sector. The Trafford Economic Viability Study tested the viability of residential development at Trafford Quays and concluded that it would be viable with between a 20% and 30% affordable housing contribution being required sought.
- g. **Flood Risk:**

Proposed Land Uses	Flood Risk Vulnerability (PPS25, table D2) Classification
Residential (up to 1,050 units)	More Vulnerable
Offices (unspecified)	Less Vulnerable
Hotel (unspecified)	More Vulnerable
Leisure (unspecified)	More / Less Vulnerable
<b>Flood Zone (Environment Agency Mapping)</b>	
Flood Zone 3 – 4%	
Flood Zone 2 – 20%	
Flood Zone 1 – 76%	
<b>Susceptibility to Surface Water Flooding (Environment Agency Mapping)</b>	
Areas within the location are susceptible to surface water flooding, from a lesser to a more degree.	

- h. **Environmental Protection:** In terms of air quality: -  
It is anticipated that appropriate balancing measures will mitigate impact from the commercial and residential development.  
The Location's worst air quality areas are adjacent to Trafford Boulevard and Barton Bridge, therefore residential development should not face these roads..  
The Location is in the close proximity of two significant Wastewater Treatment Works (WwTW). Davyhulme WwTW is one of the largest WwTW's in Europe and has seen considerable investment over recent years, in odour prevention to the benefit of the Trafford Centre and the surrounding population.  
In term of ground conditions/contamination: -  
Information submitted by the landowner by way of the Council's consultation on the Preferred Option in June 2009 suggests that there are no obstacles or prohibitive costs to the development of the Trafford Quays development area resulting from the underlying geology, and analysis work has not revealed any widespread contamination. Notwithstanding this information, a phase one contaminated land report would be required at planning application stage
- i. **Natural Environment/Green Infrastructure/Open Space:** An ecological assessment will be required in connection with any future planning application at this Location, line with Policy R2. SPG28 / New Open Space SPD will require the provision of open space and/or contribution towards off-site provision, and improvements to existing and development of new outdoor sports facilities. A contribution to Red Rose Forest will also be required.

- j. **Historic Environment:** An archaeological evaluation was undertaken for the Water Taxi proposal which has the benefit of planning permission. It requires some further work in relation to the former Dimplington Hall site next to Trafford Boulevard. The former settlement of Bromyhurst, which has medieval origins, will require further archaeological work ahead of any development.

A desk based assessment has been carried out for the Trafford Quays development area. Although no follow up evaluation or excavation work has been carried out to date, it is not anticipated that these outstanding archaeology issues would prevent development.

Development at the Trafford Quays development area will need to respect the strong visual impact and setting of All Saint's Church (Listed Grade I), All Saints presbytery (Listed Grade II) and Barton Bridge swing aqueduct and control tower (Listed Grade 2\*), and the Barton upon Irwell conservation area. The school house should also be retained. Furthermore, the Bridgewater Canal is on the UNESCO "tentative world heritage sites" list.

- k. **Utilities and Waste:** Telecommunications, gas and electricity providers do not foresee any infrastructure constraints, and any requirements for reinforcement will be agreed directly with developers. UU do not foresee any water provision issues for the Trafford Centre Rectangle area and its predicted growth. A full waste management plan for construction waste will need to be agreed prior to any development taking place. Waste issues will be dealt with through the GM Joint Waste DPD. Opportunities for the provision of on site renewable or low carbon generation in new developments will need to be discussed with developers. Trafford Quays is identified as an area in need of a Utility Impact Assessment. Key constraints 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 and; various other utility services within the corridor of the public highway known as Old Barton Road. A preliminary drainage strategy prepared on behalf of Peel holdings suggests that Trafford Quays site's drainage requirements can adequately be provided for. Proposals should incorporate SUDS where appropriate within Trafford Centre Rectangle, to reduce water runoff into water courses and reduce the risk of flooding from sewers in order to maintain water quality of the Ship Canal.

- l. **Education :** Trafford's Children and Young Persons Service have indicated that: - Although transportation to schools may be an issue and contributions to transportation may be required to ensure the sustainability of the site, the children that would result from the proposal to develop 1050 dwellings could be accommodated in the following ways:

- The present primary schools could take the increase in pupils.
- A new secondary school would be required by 2021 - this will serve new pupils within Old Trafford and the Wharfside, LCCC and Trafford Centre Rectangle locations.

The implications for school provision in relation to any residential provision beyond that proposed in this Plan period, would need to be assessed by way of a future Plan review.

- m. **Social Infrastructure**

The existing GP practices are operating at overcapacity and would not be able to absorb the additional demand arising from the development.

Developer contributions to health facilities will therefore be required as part of a residential development. Discussions with NHS Trafford indicate a requirement for a branch surgery with walk in centre service.

- n. **Other Relevant Issues:** None.

#### 5.11 ***Sustainability Appraisal***

The Trafford Centre Rectangle Strategic Location has the potential to deliver a range of significant sustainability benefits. The key ones relate to enhancing Trafford's economic performance and improving the Borough's image as a business and tourism location. It is specified that the residential elements of the proposal will comprise predominantly of accommodation suitable for families, with an appropriate affordable housing contribution. As a result, the proposal should make a significant contribution to Trafford's identified housing needs and thereby have a major positive effect on the objective of achieving a better balance and mix in the housing market.

5.12 A significant emphasis is placed upon enhancing the accessibility of the location by public transport, with reference made to the need to significantly improve public transport infrastructure including an integrated, frequent public transit system; re-route local public transport provision through the site and provide a direct pedestrian link to the Trafford Centre Bus Station. As a result, it is concluded that the proposals are likely to have some positive impact on the objectives relating to transport infrastructure; poverty and social exclusion; the effects of traffic on the environment; contributions to climate change; air quality; and economic disparities. The detail provided on the ancillary community facilities means that it can be concluded with a reasonable degree of certainty that the proposals would have a positive impact on the objectives of improving accessibility for all to services and facilities; improving qualifications and improving health.

5.13 The inclusion of a requirement for the development to preserve or enhance the Barton-upon-Irwell Conservation Area, deliver improvements to the Barton Bridge Swing Aqueduct (Grade II\* listed) and protect and enhance Pugin's Grade I listed church of All Saints and the Grade II Presbytery and their settings should ensure that the amended proposals have a significant positive impact on the objective relating to townscape character. Similarly, the proposals now incorporate a requirement for an assessment of biodiversity to be carried out prior to development and for appropriate sites for nature conservation to be provided to compensate for any loss. As a result, the proposals are likely to have a positive impact on the objective relating to open space, biodiversity, flora and fauna

5.14 The Level 2 SFRA demonstrated that 20% of the Trafford Centre Rectangle is in Flood Zone 2 and 4% in Flood Zone 3. This flood risk is particularly acute in the Trafford Quays section of the site, 44% of which is in Flood Zone 2 and 15% is in Flood Zone 3. Consequently, development in this area may be particularly vulnerable to the effects of climate change. Nevertheless, the amended proposals specify that uses classified in PPS25 as being More Vulnerable to flooding must be located outside of Flood Zone 3 and that development proposals will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a result, it is no longer considered that the proposals would have a negative effect on the objective of reducing the impact of climate change.

#### 5.15 ***Summary of Benefits / Disbenefits of Proposal***

Trafford Centre Rectangle

- a The location is predominantly a brown-field development location with the exception of the green-field Trafford Quays development area.
- b It can deliver a range of residential accommodation that will help meet Trafford's housing needs.
- c It will provide a range of employment opportunities to meet the economic regeneration and development needs of the Borough.

- d By using this land efficiently within this location will reduce the need to release further green-field land elsewhere in the Borough.
- e Proposals to improve the highway and public transport infrastructure serving the area will improve accessibility and sustainability of the location as a focus of development.
- f The area lies immediately to the west of the Trafford Park employment location which itself lies immediately to the west of the RSS Regional Centre and Trafford Wharfside. The proximity of these to one another and the interaction between them will create opportunities to improve the sustainability of the three locations in trip generation terms.

#### 5.16 Trafford Quays

- a It will provide a significant amount of new high quality family housing, commercial and community accommodation that will support the regeneration and development of the Borough.
- b There will be substantial improvements to transport infrastructure ensuring that the development area will be accessible to the highway and public transport infrastructure servicing the Trafford Centre, thus improving the accessibility and sustainability of the area.
- c The development of this area will help reduce pressure for development on the urban fringe and the Green Belt.
- d It will provide a significant opportunity for attractive new accommodation built to a high standard of sustainable construction in a quality setting adjoining the Manchester Ship Canal
- e It results in an opportunity to enhance the wildlife corridor along the Manchester Ship Canal.
- f The development will complement the existing visitor attractions that already exist within the Trafford Centre Rectangle.
- g The scheme will provide high grade homes in close proximity to employment sources in Trafford Park.
- h It provides the opportunity to enhance the setting of the Barton Bridge Swing Aqueduct, All Saints Church and the Presbytery and, the Barton-upon-Irwell Conservation Area.

#### **Who**

- 5.17 Implementation will be through private sector development with support from infrastructure providers and public sector where necessary.

#### **How**

#### 5.18 **Planning Mechanism**

The site specific implications of this proposal will be detailed and identified in the Land Allocations DPD.

#### 5.19 **Development Requirements**

In order for development in this Location to be acceptable the following will be required:

- Significant improvements to public transport infrastructure including an integrated, frequent public transit system;
- Contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60;
- The provision of the Western Gateway Infrastructure Scheme (WGIS);
- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Uses classified in PPS25 as being More Vulnerable to flooding such as

residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3;

- Contribution towards the provision of additional utility capacity, including the reinforcement of the local waste water treatment works;
- Improvements to both the physical and environmental qualities of the Manchester Ship Canal, the Bridgewater Canal and the Barton Bridge Swing Aqueduct;
- Provision, where appropriate, to maintain, and/or enhance the Manchester Ship Canal and the Bridgewater Canal for leisure and transportation purposes, and,
- The preservation or enhancement of the Barton-upon-Irwell Conservation Area, and its wider setting.

5.20 Specifically for development at the Trafford Quays site, the following will be required:

- That two thirds of the housing to be provided is made up of family accommodation;
- Community facilities including convenience retail, school provision and health facilities of a scale appropriate to the needs of the new community;
- An attractive, direct pedestrian link across Trafford Boulevard, connecting Trafford Quays to the Trafford Centre Bus Station, and the Trafford Centre;
- The re-routing, through the site, of local public transport provision;
- That 30% of the new residential provision will be affordable housing, in accordance with Policy L2;
- To protect, preserve and enhance the setting of Pugin's Grade I listed Church of All Saints and the Grade II Presbytery;
- An assessment of biodiversity must be carried out prior to development and appropriate sites for nature conservation must be provided to compensate for any loss, and,
- That residential development is not located in areas of potentially poor air quality.

#### 5.21 *Infrastructure Requirements / Funding Sources*

<b>Project</b>	<b>Status</b>	<b>Costs</b>	<b>Phasing</b>	<b>Responsibility</b>	<b>Funding Source</b>
Bridgewater Way Scheme (Bridgewater Canal) Watersmeet To Trafford Park And Manchester	Priority 2	Approx £500k	Required By 2011	<b>Bridgewater Canal Trust/</b> Trafford Council/ Sustrans	Sustrans Connect2 Lottery Funds/ LTP Funds/ Local Authority Funds/ Private Developer/ Section 106
Improvements To Local Highway & Strategic Networks And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2016	HA/ GMPTE/ <b>Local Highway Authority/</b> Private Developer	Private Developer/ Section 106
On-Site Provision Or Contribution Towards Off-Site	Priority 2	Approx £10m (Plus Any Land	Required By 2021	<b>Trafford Council</b>	Private Developer/ Section 106



Provision Of New Secondary School (Will Also Support Development In Policies SL2 And SL3)		Costs)				
Provision Of Open Space And/Or Contribution Towards Off-Site Provision	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	Trafford Council/ Private Developer	Private Developer/ Section 106	
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	Trafford Council/ Private Developer	Private Developer/ Section 106	
Western Gateway Improvement Scheme (WGIS) Project	Priority 2	Unknown	Unknown	HA/ Private Developer	Private Developer/ Section 106/ DfT Funds	
Extension Of Metrolink To Trafford Park/Or Some Alternative Form Of Public Transport	Priority 2	Unknown	Unknown	Private Developer	Private Developer/ Section 106	
Direct Pedestrian Link Across Trafford Boulevard	Priority 2	Unknown	Unknown	Private Developer	Private Developer/ Section 106	
Managed Motorways Scheme – M60 J8 to12	Priority 3	Unknown	Unknown	HA	DfT Funds	
Additional Lane To Westbound M60 Between J12 and J15	Priority 3	Unknown	Unknown	HA	DfT Funds	
Water Taxi	Priority 3	Unknown	Full Planning Consent, Work Commenced On-Site 2009	Private Developer	Private Developer	
Development Of A Branch Surgery With Walk In Centre Service	Priority 3	Unknown	Subject To Phasing Of Development	NHS Trafford / Private Developer	NHS Trafford/ Private Developer/ Section 106	
Reinforcement Of The Local Waste Water Treatment	Priority 3	Unknown	Unknown	United Utilities	UU Amp 05-06/ Private Developer	

Works Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest Ltd	ENW Funds/ Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds/ Private Developer
Renewable Heat Opportunity From Davyhulme WwTW	Priority 4	Unknown	Unknown	United Utilities	United Utilities/ Private Developer/ Section 106

\* Lead responsibility is highlighted in bold, where known

## When

### 5.22 *Phasing and Milestones*

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	250	250	550	1050
Employment	0	2	6	7	15

Residential – expressed in terms of units  
Employment expressed in terms of hectares.

Action Category	Key Actions	Timing	Lead
Managing Delivery	Continue regular communication with Peel re progress	Ongoing	TMBC
Planning & Procurement	Consider sites to allocate within the LADPD,	2010-11	TMBC
	Monitor implementation of current planning consents within TCR	2010-12	TMBC
	Obtain planning consent for Trafford Quays residential development and other sites in accordance with the LADPD and general principles set out in the Core Strategy	2015/18/ 21/24	Peel/ Developer
Pre- construction	Assess remediation/access requirements	2010-12	Peel
	Assess archaeological implications	2010-11	Peel/ Developer
	Undertake remediation/access works as appropriate	2012/13	Peel/ Developer
Construction	Deliver Part WGIS	2011- 2014	Peel
	Deliver 250 units of family accommodation	2013-16	Peel/ Developer
	Deliver areas to provide mixed use development, commercial and family dominated accommodation	2016-26	Peel/ Developer

## 6 SL5 – CARRINGTON

- 6.1 Carrington has been identified as a priority for mixed development in the Delivery Strategy for the Borough and plays a significant role at the sub-regional level due to its contribution of both large-scale housing numbers and employment land.

### **What**

6.2 ***Location Description***

Carrington is located in the west of the Borough on the banks of the Manchester Ship Canal and is currently characterised by industrial use. It is surrounded by Green Belt to the south, east and north.

6.3 ***Land Ownership***

The area is primarily within the ownership of a private landowner, Shell International Ltd. Other parts of the area are within a range of different ownerships.

6.4 ***Site Constraints***

- a There is a need to improve accessibility by public transport to other local neighbourhoods and employment opportunities.
- b There is a need to relieve congestion on the existing A6144.
- c Contamination from former and current land-uses needs to be identified and a mitigation strategy developed, particularly if developing land for residential and open space/recreational use.
- d The location is physically bounded by Green Belt to the south, east and north and by the Manchester Ship Canal and River Mersey along the north-west boundary.
- e Potential environmental constraints in the form of sites of nature conservation habitat and biological importance.
- f Heritage constraints whereby consideration will need to be given to the protection of the listed St George church and its setting.
- g Provision of existing and future capacity of utilities will need to be identified.

6.5 ***Existing Infrastructure***

- a In terms of public transport, the following bus services operate within the vicinity: – 241, 243, 247, 252, 255, 260, and 290;
- b Drinking water is currently provided from major Lake District aqueducts and the Manchester Ring Main, and there are no foreseeable water provision issues;
- c Partington Wastewater Treatment Works is the primary facility servicing this area, and it has some scope to accommodate additional capacity;
- d There are no schools at present, but the following schools would serve this area: Firs Primary, Partington Primary, Forest Gate Primary, Our Lady of Lourdes RC Primary, Broadoak Secondary School, Wellacre Technology College, Urmston Grammar and Flixton High School for Girls;
- e There are 29 General Practitioners (GP) Practices in south Trafford with 131,000 registered patients, some coming from outside of the borough, the ability to take on more patients at these practices is unknown and;
- f Altrincham General and Trafford General are the principal hospitals covering this area, although all of their maternity and paediatrics services have recently been transferred to St Mary's and Wythenshawe Hospitals in Manchester.

6.6 ***Development Proposal***

A major mixed-use development will be delivered in this Location, providing a new residential community, together with employment, educational, health and recreational facilities. This will be supported by substantial improvements to both public transport and road infrastructure.

6.7 The Council considers that this Location can deliver:

- 1,560 residential units comprising, predominantly, accommodation suitable for families;
- 75 hectares of land for employment activities;
- New road infrastructure to serve the development area to relieve congestion on the existing A6144;
- Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system;
- Community facilities including convenience retail, school provision, health and recreational facilities of a scale appropriate to support the needs of the new community, and,
- High quality green infrastructure within the new community and connects with the surrounding open countryside and protects and enhances the existing sites of environmental importance.

### Why

6.8 ***Policy Justification – National / Regional***

Carrington is a large former petrochemical, industrial brownfield area. Identifying this site for continual employment use is supported in PPS1 and constitutes the re-use of a brownfield site.

6.9 In order for the development to be sustainable there is a need to develop a critical mass which is able to offer a range of services and amenities within the local area or via improving links to surrounding neighbourhoods. As proposed the mixed development at Carrington conforms with PPS1 by creating places that are vibrant and offering new opportunities to residents. Where access to jobs, health, education, shops, leisure and community facilities would be on foot, bicycle or public transport rather than by car.

6.10 The proposal would be in line with PPS3 which recommend 60% of new homes are built on brownfield sites with good access to transport, shops, services and jobs.

6.11 The residential element will add to Trafford's choice of housing types and tenures within the sustainable mixed use community, which is in line with the objectives of PPS3.

6.12 The contribution that Carrington will make towards the provision of employment land for the Borough and the sub-region conforms to PPS4. Measures will be undertaken to improve access and investment will be focused on regenerating Carrington as an employment location.

6.13 ***Contribution to Sustainable Community Strategy and Core Strategy Objectives***

WHICH OBJECTIVE(S) DELIVERED BY THIS STRATEGIC LOCATION/POLICY	REFERENCE NUMBER(S)
<b>KEY OBJECTIVE(S) OF THE SCS</b>	<b>SE2, SE4, SE5, SE10 PE1, PE3, PE5 BH1, BH2, BH3, BH4</b>
<b>STRATEGIC OBJECTIVE(S)</b>	<b>SO1, SO2, SO3, SO4, SO5, SO6, SO7 &amp; SO8</b>

PLACE OBJECTIVE(S)	RCO9 PAO14 CAO1, CAO2, CAO3, CAO4, CAO5, CAO6, CAO8, CAO10, CAO11, CAO13, CAO14, CAO15, CAO16, CAO17, CAO18, CAO19, CAO20, CAO21, CAO26
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6.14 **Key Issues (from Evidence Base):**

- a **Accessibility:** The majority of Carrington is located within the Least Accessible Area in accordance with the Accessibility Plan in Appendix 4 of SPD1: Developer Contributions to Highway and Public Transport Schemes. Evidence from the GM LDF Transport Modelling shows the following outcomes between 2011 and 2026:

- o Increase in the number of car trips within Trafford, which are most prominent on the motorways and roads in the north of the borough;
- o Increases in journey time between Junctions 7 to 9 on the M60 in both directions in the evening peak period;
- o Increases in journey time along the A6144 from Warrington to J8 of the M60 in both directions, and along Carrington Spur to J6 of the M60 in both directions;
- o A reduction in patronage on public transport;
- o Increases in vehicle emissions (carbon dioxide and particulate) and;
- o An increase in reliance on the private car, particularly in relation to accessing employment opportunities in the west of the borough.

Currently this is a less sustainable location with poor transport links to Trafford and Manchester; however proposals for improvements to the highway and public transport infrastructure will significantly improve the sustainability of this location as a focus for development. A contribution towards highways and public transport provision will be required through SPD1. Improvements are currently programmed for the Flixton Road/Manchester Road junction. The link road through the development area will be important to release the wider potential of the site and will be required to be delivered during the first phase of the development. In terms of the SRN, a proposal to increase the capacity of Carrington Spur will be investigated, along with other potential options. The provision of a more frequent bus service providing links to commercial centres and local railway and Metrolink stations is also being investigated, with a longer-term ambition to establish a dedicated public transport system to run south-east towards Timperley and Altrincham. Also, schemes to link cycle routes into wider networks and station improvements, and the consideration of a new canal crossing, could potentially off-set and provide carbon reduction through the provision of walking/cycling facilities. Consideration will also be given to improving access to the Manchester Ship Canal for transportation purposes.

- b **Housing Supply:** The provision of some 1,560 residential units on brown field land will contribute towards the Borough's housing needs.

**Family Housing / Affordable Housing:** Information submitted by the landowner indicates that the proposal will deliver approximately 80% family housing, making a significant contribution to the Council's housing needs as expressed in Policy L2 of the Core Strategy. The residential development is expected to perform differently to generic residential developments within the Carrington locality, therefore in line with Policy L2, the affordable housing contribution will be determined via a site specific viability study, but will not normally exceed 40%.

- c **Employment Land Supply:** A large amount of land in Carrington is required for employment purposes, the provision of 75 hectares of land over the plan period will help Trafford provide a regular supply of employment land and help support the mixed use development and community facilities proposed at Carrington.

- d **Town Centre Uses:** The level of retail provision will be such that it will support the needs of the new community. The other Main Town Centre Uses Study concluded, through a quantitative analysis of office need, that whilst it is unlikely that there will be a significant shortfall of employment land, there may be a need to identify further sites. The Study considers that in addition to the potential to 'recycle' existing buildings in the town centres for office use, consideration should be given (in accordance with PPS4) to sites situated in regeneration areas of the Borough where offices could form part of mixed-use developments, or that are ancillary to other forms of economic development.
- e **Market Conditions:** The development proposed includes a mixed use sustainable community that will assist and promote the regeneration of the area. The early driver for this proposal is family housing which will need to be of a scale that can support community facilities and new infrastructure.

f **Flood Risk:**

Proposed Land Uses	Flood Risk Vulnerability (PPS25, table D2) Classification
Residential (up to 2,000 units)	More Vulnerable
Employment (up to 4.5m sqft)	Less Vulnerable
Retail (unspecified)	Less Vulnerable
Community Uses / School (unspecified)	More Vulnerable
<b>Flood Zone (Environment Agency Mapping)</b>	
Flood Zone 3 – 5%	
Flood Zone 2 – 16%	
Flood Zone 1 – 79%	
<b>Susceptibility to Surface Water Flooding (Environment Agency Mapping)</b>	
Areas within the location are susceptible to surface water flooding, from a lesser to a more degree.	

- g **Environmental Protection:** The Greater Manchester Ecological Framework states that different forms of Biodiversity Opportunity Areas have been identified in Carrington that are suitable for habitat creation, repair or management. These specifically relate to a habitat mosaic (an area of high habitat diversity across a relatively small area), which encourages mixed land use and a range of landscaping measures. A Priority Biodiversity Opportunity site is identified and has significant potential for creating and enhancing new wetland habitats and this area is a Species Hotspot for bird populations.
- h **Natural Environment / Green Infrastructure / Open Space:** When proposing improvements to green infrastructure and accessibility to open space and countryside, consideration will need to be given to the Historic Landscape Characterisation Study that identifies Carrington as a mossland sub-type, a drained wetland sub-type, and as a Historic Settlement Core,. The Chemical Works are deemed to be of historic interest. The New Open Space SPD will require the provision of open space and/or contribution towards off-site provision, and improvements to existing and development of new outdoor sports facilities.
- i **Historic Environment:** The Listed Church of St George and its setting should be protected, preserved and enhanced.
- j **Utilities and Waste:** There are no foreseen issues with regards to water provision for Carrington, provided additional capacity is not sought from new industrial development. The construction of new development should not result in any additional surface water entering the combined sewerage network. The drainage of the site is currently dependent on a privately owned pumping station and rising main, its current condition is unknown. Waste issues will be dealt with through the

GM Joint Waste DPD and opportunities for the provision of on site renewable or low carbon generation in new developments will need to be discussed with developers. The potential to utilise waste heat from the nearby proposed power station(s) is encouraged in line with the AGMA Decentralised Energy Study and Policy L5 of the Core Strategy.

- k **Education:** A new 3 form entry primary school will be required by 2026. This will serve the new pupils within this location. Existing secondary schools can accommodate all of the older pupils. The implications for school provision in relation to any residential development beyond that proposed in this Plan period would need to be assessed by way of a future Plan review.
- l **Social Infrastructure:** A community facility is proposed as part of the mixed use development, this may form part of a multi-use facility with services such as health provision. Discussions with NHS Trafford indicate that a small GP practice would be required to service the development.
- m **Contamination/Mitigation/Environmental Impact:** Any proposals at Carrington should give consideration to the impact on air and noise quality of existing and new development and any specific mitigation measures, in particular new industrial processes and transport related schemes.
- n **Other Relevant Issues:** The Economic Development Plan states that ongoing investment in transport infrastructure is required and it is necessary to build on the existing infrastructure.

#### 6.15 ***Sustainability Appraisal***

It is anticipated that the proposals for the Carrington Strategic Location will have a significant positive impact on the objectives relating to enhancing Trafford's economic performance; improving the Borough's image as a business location; reducing disparities; and conserving land resources and reducing land contamination. As the proposals involve the remediation and redevelopment of an under-utilised brownfield site there would also be some positive impact on local neighbourhood quality; water quality and townscape character.

- 6.16 The inclusion of a substantial residential element within the proposals and the specification that approximately 80% of this will be accommodation suitable for families should ensure that the proposals have a major positive impact on the objective of achieving a better balance and mix in the housing market. Similarly, the requirement for the development to be accompanied by ancillary community facilities may have some positive impact on the objectives of improving accessibility for all to services and facilities; improving qualifications and skills and improving the health. The proposals now unequivocally stipulate that development in this location will be required to protect and enhance the Mosslands and other sites of nature conservation and biological importance, including Carrington Rides, Broadoak Wood and Brookheys Covert. In addition, new habitats may be created through the required Green Infrastructure provision. As a result, the revised proposals could have a significant positive impact on the objective of protecting, enhancing and restoring open space, biodiversity and flora and fauna.
- 6.17 Carrington is presently poorly served by public transport and development in this area has the potential to result in unsustainable patterns of transport. The proposal would however deliver significant enhancements to public transport and also provide new road infrastructure to serve the development area, including a contribution towards a scheme to mitigate the impact of traffic generated by the development on the M60, which would have a positive impact on transport infrastructure and the social performance of the economy. The impact of the proposals on the objectives relating to the effect of traffic on the environment and air quality is however less certain. The inclusion of a requirement to protect the Mosslands as a carbon sink, should however

ensure that the proposals have some positive impact on the objective of reducing contributions to climate change.

- 6.18 The Level 2 SFRA demonstrated that 16% of the site is in Flood Zone 2 and 5% in Flood Zone 3. Consequently, development in this area may be particularly vulnerable to the effects of climate change. Nevertheless, the amended proposals for Carrington now specify that uses classified in PPS25 as being More Vulnerable to flooding must be located outside of Flood Zone 3 and that development proposals will be required to be accompanied by a Flood Risk Assessment which demonstrates that the development will be safe from flooding without increasing flood risk elsewhere. As a result of these amendments, the proposals for Carrington are no longer considered to have a negative effect on the objective of reducing the impact of climate change.

6.19 ***Summary of Benefits / Disbenefits of Proposal***

- a The proposal will deliver substantial housing numbers as part of a mixed use scheme which will maximise the use of brown-field land and will incorporate local retail, health, education and recreational facilities.
- b The development will deliver a large number of family housing for the Borough including a range of sizes and tenures.
- c The development will deliver and support significant economic growth which will contribute towards the economic growth of the sub-region.
- d The proposal will make significant contributions to the Green Infrastructure network, improving connections with the open countryside, Partington, Carrington and Sale West communities.
- e The proposal will offer the potential to utilise waste heat from the nearby proposed power station(s) as detailed in the AGMA Decentralised Energy Study.

**Who**

- 6.20 Implementation will be through private sector development with support from infrastructure providers and public sector where necessary.

**How**

6.21 ***Planning Mechanism (LADPD, SPD, Masterplan)***

The site specific implications of this proposal will be detailed in the Carrington Area Action Plan.

6.22 ***Development Requirements:***

In order for development in this Location to be acceptable the following will be required:

- A Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood risk elsewhere, and that it will where possible reduce flood risk overall. Uses classified in PPS25 as being More Vulnerable to flooding such as residential, certain leisure uses, healthcare and educational facilities must be located outside Flood Zone 3;
- Contributions towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks;
- Contribution towards scheme(s) to mitigate the impact of traffic generated by the development on the M60;
- That approximately 80% of the housing to be provided is made up of family accommodation;
- Development must demonstrate high standards of sustainable urban design in accordance with Policy L7;



- Provision, where appropriate, to maintain, and/or enhance the Manchester Ship Canal for transportation purposes;
- Provision of Affordable housing to be made in accordance with Policy L2;
- Improved access for residents on foot or cycling, to the surrounding green space and open countryside;
- A contribution towards the provision of additional utility capacity;
- The protection and enhancement of the Mossland as a carbon sink to mitigate the effects of climate change;
- The protection and enhancement of the sites of nature conservation and biological importance, including the Carrington Rides, Broadoak Wood and Brookheys Covert, and,
- To protect, enhance and preserve the Listed Church of St George and its setting.

#### 6.23 **Infrastructure Requirements / Funding Sources**

<b>Project</b>	<b>Status</b>	<b>Costs</b>	<b>Phasing</b>	<b>Responsibility</b>	<b>Funding Source</b>
Refurbishment Of 132kV High Voltage Electricity Distribution Network Between Barton And Carrington	Priority 1	Unknown	Required By 2011	<b>Electricity Northwest Ltd</b>	ENW Funds
Flixton Road/ Manchester Road Junction Improvement Works	Priority 1	Approx £1.3m	Required By 2011	<b>Local Highway Authority</b>	Integrated Transport Fund/ NWDA/ Private Developer/ New Growth Point Fund
860MW Gas Fired Combined Cycle Gas Turbine Generating Power Station	Priority 1	Unknown	Full Consent Granted under the Electricity Act (1989), To Commence On-Site By 2013	<b>Utility Provider</b>	Private Sector
1520MW Gas Fired Combined Cycle Gas Turbine Power Station	Priority 1	Unknown	Awaiting Full Consent under the Electricity Act (1989), To Commence On-Site Between 2013 And 2016	<b>Utility Provider</b>	Private Sector
Carrington Link	Priority 2	Approx £24m	Required By	<b>Private</b>	Private

Road Through The Development Site			2017	<b>Developer</b>	Developer/ Section 106
Improvements To Local Highway Network And Public Transport Provision	Priority 2	As Required By SPD1	Required By 2024	HA/ GMPTE/ <b>Local Highway Authority/</b> Private Developer	Private Developer/ Section 106
On-Site Provision Or Contribution Towards Off-Site Provision Of New 3 Form Entry Primary School	Priority 2	Approx £10-12m (plus any land costs)	Required By 2026	<b>Trafford Council</b>	Private Developer/ Section 106
Provision Of Open Space And/Or Contribution Towards Off-Site Provision	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	<b>Trafford Council/</b> Private Developer	Private Developer/ Section 106
Improvements To Existing And Development Of New Outdoor Sports Facilities	Priority 2	As Required By SPG28/ New Open Space SPD	Required By 2026	<b>Trafford Council/</b> Private Developer	Private Developer/ Section 106
Development Of Small GP Practice	Priority 3	Unknown	Subject To Phasing of Development	NHS Trafford/ Private Developer	NHS Trafford/ Private Developer/ Section 106
Significant Investment In The Local Waste Water Treatment Assets	Priority 3	Unknown	Unknown	United Utilities	UU AMP 05-06/ Private Developer
Reinforcement Of The Local Electricity Supply Network	Priority 3	Unknown	Unknown	Electricity Northwest Ltd	ENW Funds/ Private Developer
Reinforcement Of The Local Gas Supply Network	Priority 3	Unknown	Unknown	National Grid	National Grid Funds/ Private Developer
Provision Of A New Canal Crossing Across Manchester Ship Canal	Priority 4	Approx £49m	Unknown	Private Developer	Private Developer

\* Lead responsibility is highlighted in bold, where known

## When

### 6.24 Phasing & Milestones

	2008/9 – 2010/11	2011/2 – 2015/6	2016/7 – 2020/1	2021/2 – 2025/26	Total
Residential	0	360	600	600	1,560
Employment	0	25	25	25	75

Residential – expressed in terms of units

Employment expressed in terms of Ha

Action Category	Key Actions	Timing	Lead
Managing delivery	Ongoing communication between TMBC and Shell.	ongoing	TMBC
	Widen working group to ensure all partners are represented and the views of key stakeholders are gained.	Immediate	Shell
Feasibility	Develop masterplan which details the development of a sustainable community.	2010	Shell
	Continue feasibility work including: <ul style="list-style-type: none"> <li>▪ Appropriate mix of uses (market and technical feasibility)</li> <li>▪ Financial Appraisal</li> </ul>	2010	Shell
	Site investigation works – contamination, utility provision, expansion of road network, public transport route alignment and potential for an improved public transport service.	2010	Shell
Planning and Procurement	Production of Carrington AAP.	2011/2012	TMBC
	Obtain planning consent for mixed use development in accordance with the Carrington AAP.	2012/2013	Shell/ Developer
	Investigate potential funding options.	2010/2011	Shell/ TMBC
	Undertake regular review of scheme viability to influence marketing strategy.	2010-onwards	Shell
	Procure developer.	2011/12	Shell
	Obtain planning consents and appoint developers for later sites as appropriate throughout scheme delivery.	2014 onwards	Shell
Pre-construction/ Construction	Undertake remediation works following findings from feasibility stage to bring sites forward.	2012/2013	Shell/ Developer
	Pre-construction periods for later sites as appropriate throughout scheme delivery.	2015 onwards	Shell/ Developer
	Earliest housing delivered 2014	2014	Developer