

PEEL GROUP

TRAFFORD QUAYS DRAFT CONCEPT STATEMENT

**REPRESENTATIONS ON THE TRAFFORD BOROUGH COUNCIL DRAFT
CORE STRATEGY PREFERRED OPTIONS DOCUMENT**

DOCUMENT 3

AUGUST 2008

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1. Introduction

Purpose

1.1 This draft Concept Statement has been prepared by Turley Associates on behalf of Peel Group in respect of the Trafford Quays site, which is located within the Trafford Centre Rectangle, within Trafford Park. It sets out the key ideas and proposals for the Trafford Quays neighbourhood.

1.2 It is Document No. 3 in a suite of three documents which comprise Peel's representations to the Draft Core Strategy Preferred Options Document (CSPOD) which was published by Trafford Borough Council for the purposes of public consultation on the 16th July. The other documents are:

- Document 1: General Representations
- Document 2: Trafford Rectangle Planning and Development Framework

1.3 The documents are inter-related and should therefore be read together for Peel's representations to be fully understood.

1.4 The document is a working draft and has been prepared having regard to discussions with, amongst others, the Council, Manchester City Council and Salford City Council. The draft is intended to form part of the evidence base for the Council's Core Strategy.

1.5 Trafford Quays is one of six neighbourhoods identified in the draft Trafford Centre Rectangle Development Framework (TRDF Document 2). The TRDF provides the overarching neighbourhood framework and establishes the land use, movement, landscape and environmental principles within which this Concept Statement has been brought forward.

1.6 In particular, this Statement sets out:

- The central role of Trafford Quays in connecting the Trafford Centre Rectangle to the Manchester Ship Canal waterfront
- The pivotal contribution of Trafford Quays, and the wider Trafford Centre Rectangle, as one of a sequence of emerging 'waterfront nodes' focusing upon the Manchester Ship Canal Corridor – in linking Salford and Manchester City Centre, Salford Quays and Media City to Trafford

- The inherent capacity of the site's existing infrastructure, and ability to contribute towards the delivery of an enhanced infrastructure, with a focus upon delivering sustainable development patterns - most notably public transport, higher density 'walkable' neighbourhoods, and green infrastructure
- The opportunity to create a residential led neighbourhood with the ability to strengthen connections between the Trafford Centre Rectangle and residential neighbourhoods to the north, and to provide a distinct and diverse contrast to residential neighbourhoods in the city and across the south of Trafford.

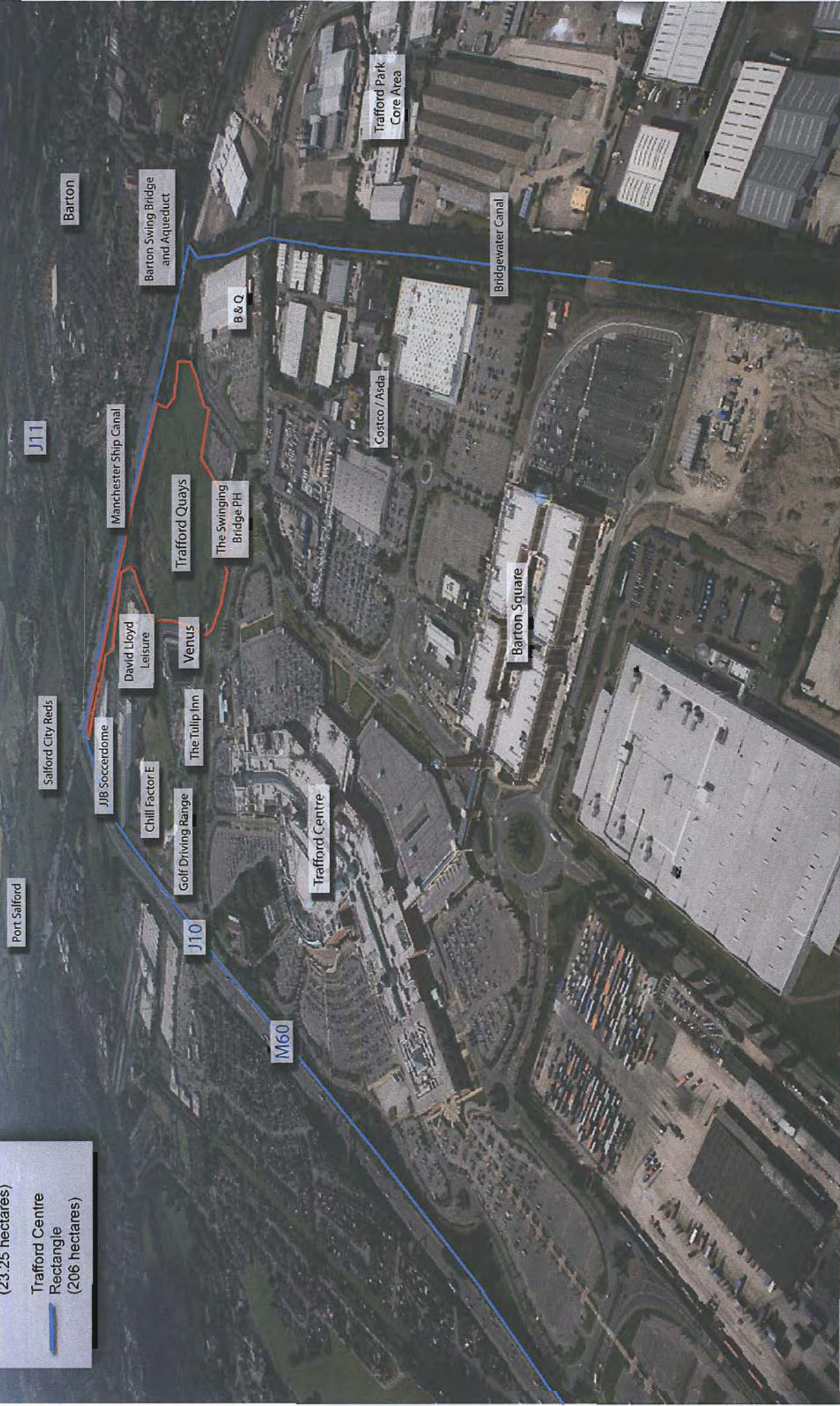
Scope and Structure

- 1.7 This Concept Statement begins with an understanding of the challenges and opportunities presented by the Trafford Quays site and sets out a responding Vision; leading to key masterplanning principles across the site; supported by more detailed proposals for specific opportunities.

- 1.8 The scope set out above is presented as follows:
- Chapter 2: The Opportunity
 - Chapter 3: Development Concept
 - Chapter 4: Illustrative Masterplan
- 1.9 Our approach and scope has been informed by current guidance and best practice relating to urban design and masterplanning, most notably:
- Creating Successful Masterplans – A Guide for Clients (CABE 2008)
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 - Urban Design Guidance (Urban Design Group 2002)

key

- Trafford Quays
(23.25 hectares)
- Trafford Centre
Rectangle
(206 hectares)



urban design appraisal: study area

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2. The Opportunity

A Waterfront for Trafford

2.1 The Manchester Ship Canal, Trafford Park, the Bridgewater Canal and M60 Orbital Corridor form strategic movement corridors which link Trafford, Salford and Manchester together, and offer connections to the wider City Region and beyond. The historic role of these corridors and the focus for movement and growth provide a diversity of valuable assets to inform future development proposals and create a unique sense of place.

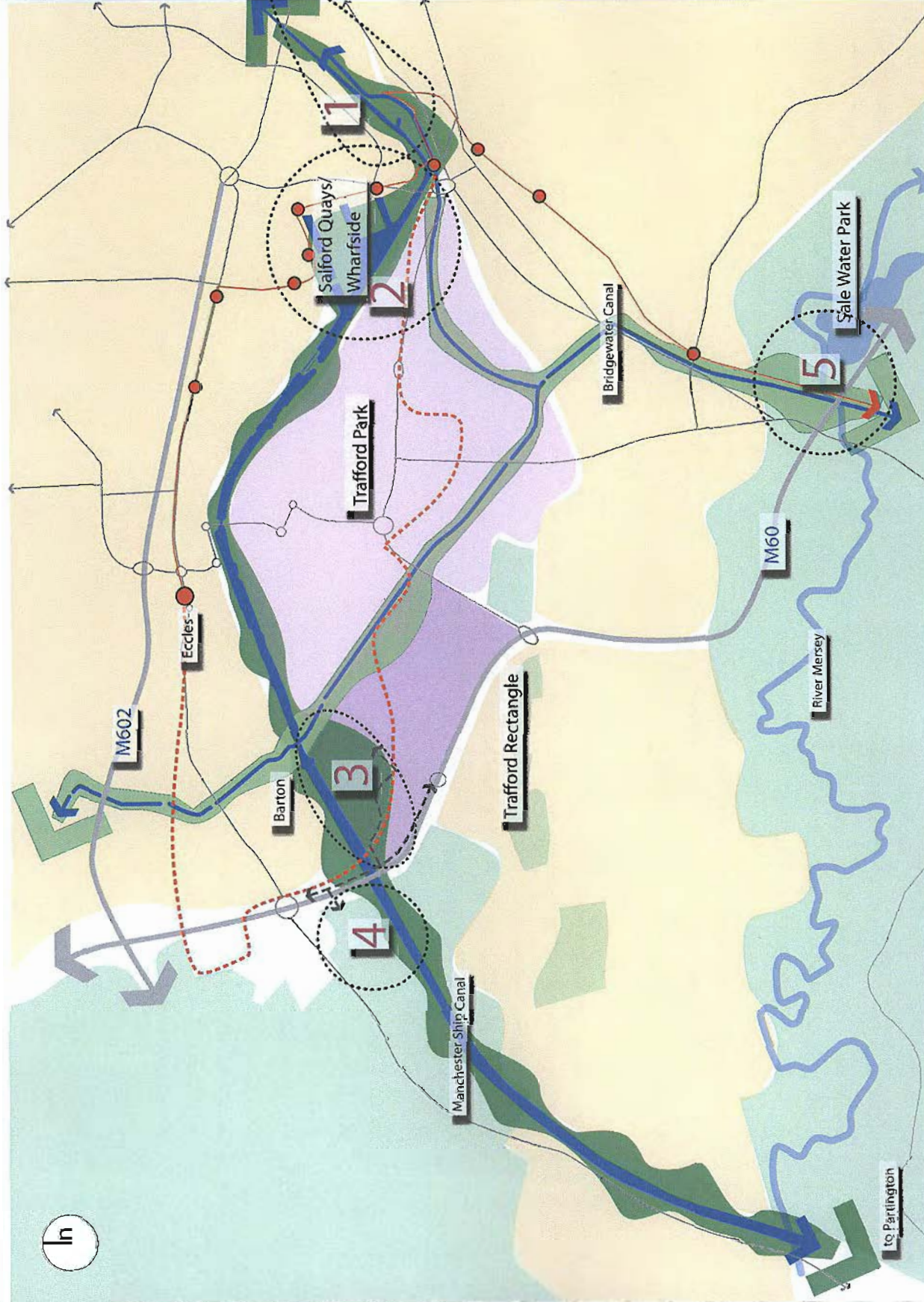
2.2 The Manchester Ship Canal corridor is undergoing a renaissance, emerging as a focus for transport and logistics, environmental technology and 'green infrastructure', and the creation of more diverse residential and economic neighbourhoods.

2.3 This renaissance is particularly apparent along those canal reaches heading west from Manchester City centre, with established 'waterfront nodes' including Castlefields, St George's Island, Salford Quays, Media City and Wharfside. The importance of this strategic corridor as a distinctive, interconnected setting and catalyst for regeneration is recognised in the scale and ambition of emerging projects, most notable Media City and Pomona.

2.4 Whilst the Canal reaches closest to Salford and Manchester city centres are already being transformed, those further west within Trafford Park Industrial Area and the Trafford Centre Rectangle remain vacant or largely underused.

2.5 The Salford Reds Stadium project, located on the northern Canal bank to the western side of the M60 Orbital Motorway is the closest development proposal with planning permission to Salford Quays and Manchester City centre along the Canal corridor. It offers an additional, significant dimension to the emerging Trafford Leisure Village across the Canal, but remains isolated from the Trafford Centre Rectangle to the south across the Canal.

2.6 The introduction at Trafford Quays of a range of residential, civic, commercial and leisure activities to complement the leisure and retail offers of Trafford Leisure Village and Salford Reds Stadium provides the opportunity to create a significant destination – a 'waterfront node' forming the next step in the sequence of destinations along the Canal corridor. Both the Trafford Centre Rectangle and Trafford Quays are well placed to deliver high profile projects which will help to drive the regeneration of North Trafford and improved connections to



development framework: strategic corridors and hubs

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Salford Quays, Media City and the wider Manchester Ship Canal corridor.

A New Neighbourhood Identity and Offer

2.7 Positioned at the northern extent of the Trafford Centre Rectangle, Trafford Quays lies adjacent to the residential neighbourhoods, shops and services of Eccles, Winton and Barton across the Canal to the north. The Quays is therefore well located to provide a connection from these established residential neighbourhoods to a diversity of regional employment and retail opportunities within the Rectangle and the wider Trafford Park area. The scale of the site also provides the opportunity to deliver the 'critical mass' of development required to establish the location as a new residential neighbourhood with a clear identity and sense of place.

2.8 The Trafford Centre Bus Station is already the focus for excellent public transport connections with the surrounding neighbourhoods and these connections may be further enhanced through the proposed Metrolink extension. In any event, additional development at Trafford Quays will stimulate a growth in public transport connections and these connections provide the opportunity to consider a wider range of civic, community, commercial, leisure and local retail uses as part of a wider residential led neighbourhood.

2.9 Trafford Quays benefits from a high quality landscape and built environmental setting, with open aspects across the Manchester Ship Canal and associated tree and 'riverbank' planting. Barton Swing Bridge and Aqueduct and All Saints' Church form an impressive group of buildings and structures connecting the residential neighbourhoods of Eccles, Winton and Barton in the north to the Trafford Centre Rectangle and other parts of Trafford Park. At present however they remain concealed and isolated from the wider Trafford Rectangle.

2.10 These underlying qualities of the Trafford Quays site and its immediate setting, its strategic location on the Canal, the immediate access which it affords to retail and leisure facilities and public transport stops and services, provide the opportunity to create a higher density, residential led mixed use neighbourhood.

2.11 The waterfront aspect of the Manchester Ship Canal and proposed Canal Arm, with immediate access to a distinct leisure and retail offer, and the potential for a new development to incorporate a high quality public realm and waters edge, provides the opportunity to create a residential environment that is unique within Trafford and Salford and a housing 'offer' which would complement the more established residential neighbourhoods across the Canal to the north, and across the south of Trafford Borough.

A Connected and Inclusive Neighbourhood

2.12 The Trafford Centre Rectangle occupies a pivotal position connecting the M60 Orbital corridor to the industrial areas within Trafford Park. With excellent road and public transport connections, the Rectangle is the focus for sub-regional retail and leisure activities, creating significant employment and economic benefits.

2.13 Emerging public transport proposals may further enhance the strategic connections between Trafford, Salford and Manchester - in particular the proposed Metrolink Extension and the proposed Canal Water Taxi. The WIGIS proposals will provide better linkages between the two sides of the Ship Canal with the bridge being of sufficient width for separate cycle/pedestrian/metrolink routes. A wider diversity of higher density development within the Rectangle is well placed to make best use of existing and any proposed public transport infrastructure and services but in any event will provide additional demand which will stimulate new services.

2.14 The location of Trafford Quays provides the opportunity to deliver an accessible 'community hub' offering a range of community services for existing and new residents and employees and to deliver significantly improved pedestrian crossing facilities between Trafford Quays and The Trafford

Centre Bus Station/The Trafford Centre. Given the excellent public transport connections focusing upon the Trafford Centre Bus Station, this 'hub' also provides the opportunity to serve the wider Trafford Centre Rectangle and other parts of Trafford Park.

2.15 Trafford Quays occupies a key position between Barton Bridge, the Trafford Leisure Village, the Trafford Centre and wider Trafford Centre Rectangle. It provides the opportunity to deliver a connected 'waterfront for Trafford' through the creation of an animated canal-side public realm and greenspace network.

Key Opportunities

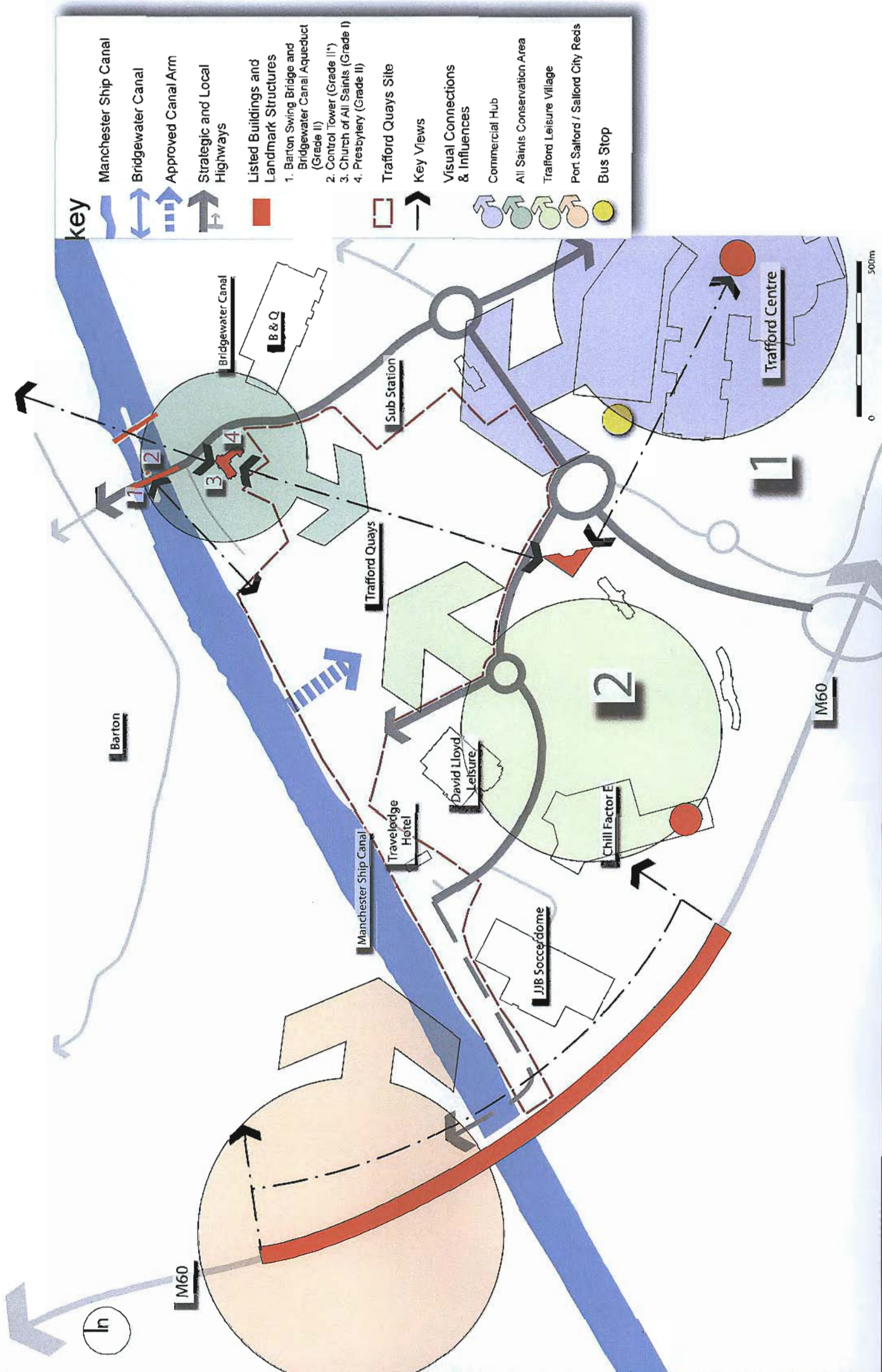
2.16 In summary, Trafford Quays provides a number of unique opportunities. They are:

- Both the Trafford Centre Rectangle and Trafford Quays are well placed to deliver high profile projects driving the regeneration of North Trafford and improved connections to Salford Quays and Media City
- Improved connections to the North through WIGIS
- The Quays is well located to connect residential neighbourhoods to the north and Trafford Leisure

Village to the west, with the Trafford Centre and Rectangle to the south through the creation of a residential led, mixed use neighbourhood

- The unique environmental setting, access to public transport and employment, and the scale of the site together combine to provide the opportunity for a high density, waterfront residential neighbourhood to complement more established 'offers' in Salford and across the south of the Borough
- The Trafford Centre Bus Station and associated bus services together with the improvements proposed will place Trafford Quays at the heart of public transport connections, and defines the location as an ideal location for future 'community hubs'
- The underlying quality of the landscape and built environment provide the starting point to create a high quality, distinctive, attractive sense of place.

2.17 The Development Concept for Trafford Quays has been developed to realise these significant and very positive opportunities.



3. The Development Concept

Introduction

3.1 The Chapter sets out the Development Concept for Trafford Quays within the context of existing established uses and relationships as set out in the Trafford Centre Rectangle Development Framework (Document 2).

3.2 The Rectangle includes a sub-regional shopping centre and leisure destination adjacent to the strategic employment hub also within Trafford Park. Development proposals must have regard to the importance of these existing uses and facilities, as well as the wider area linkages to neighbouring parts of Salford and Trafford. As such, the starting point in considering Trafford Quays is an understanding of the wider principles set out in the Trafford Centre Rectangle Development Framework.

Trafford Rectangle Development Framework

3.3 The Trafford Centre Rectangle Development Framework sets out the principles and parameters within which this Trafford Quays Concept Statement has been progressed. The Development Framework presents ideas and proposals under the following headings:

- Neighbourhood Framework
 - Movement and Connections Framework
 - Landscape and Public Realm Framework
- 3.4 The Trafford Centre Rectangle is the focus for a number of wide ranging development projects. In response to the diversity of challenges, opportunities and limescales, and in accordance with best practice, the Trafford Centre Rectangle Development Framework is being progressed as a family of neighbourhoods, supported by a clear hierarchy of arrival points and movement corridors, and a network of landscape, greenspace and public realm proposals.
- 3.5 The composite Trafford Centre Rectangle Development Framework is illustrated below under the following headings:
- Neighbourhoods
 - Movement and Connections, Landscape and Public Realm



key

- Manchester Ship Canal
- Bridgewater Canal
- Motorway
- Local Road Network
- Existing Lesiure
- Existing Retail
- Existing Offices
- Existing Neighbourhoods
- 1 All Saints
- Proposed Neighbourhoods
- 2. Trafford Quays
- 3. Trafford Leisure Village
- 4. Trafford Centre & Barton Square
- 5. Kratos Hub & Parkway Approaches
- 6. Ashburton Approaches
- Proposed Hubs
- 7. Commercial Hub
- Trafford Centre Bus Station

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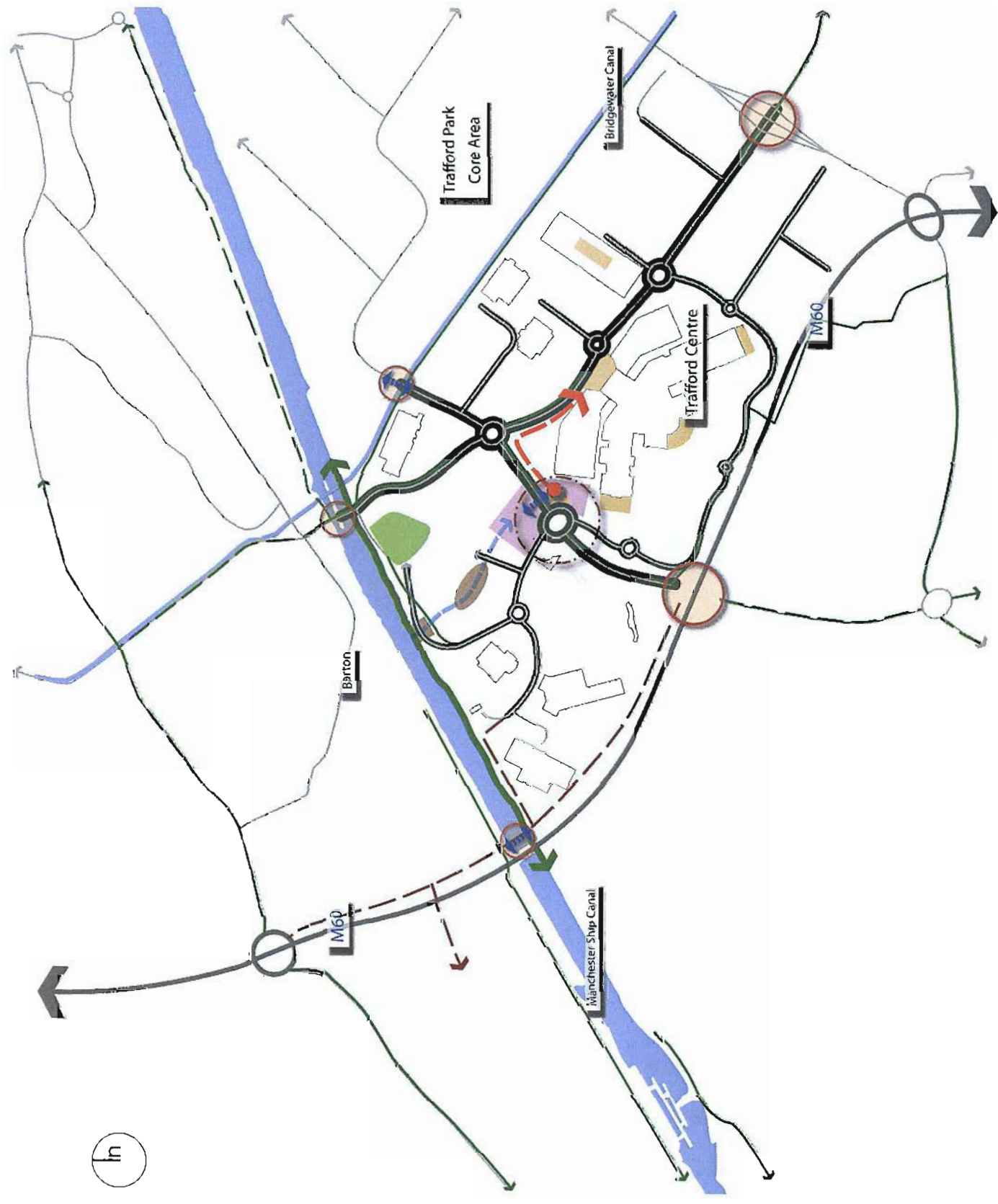
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In



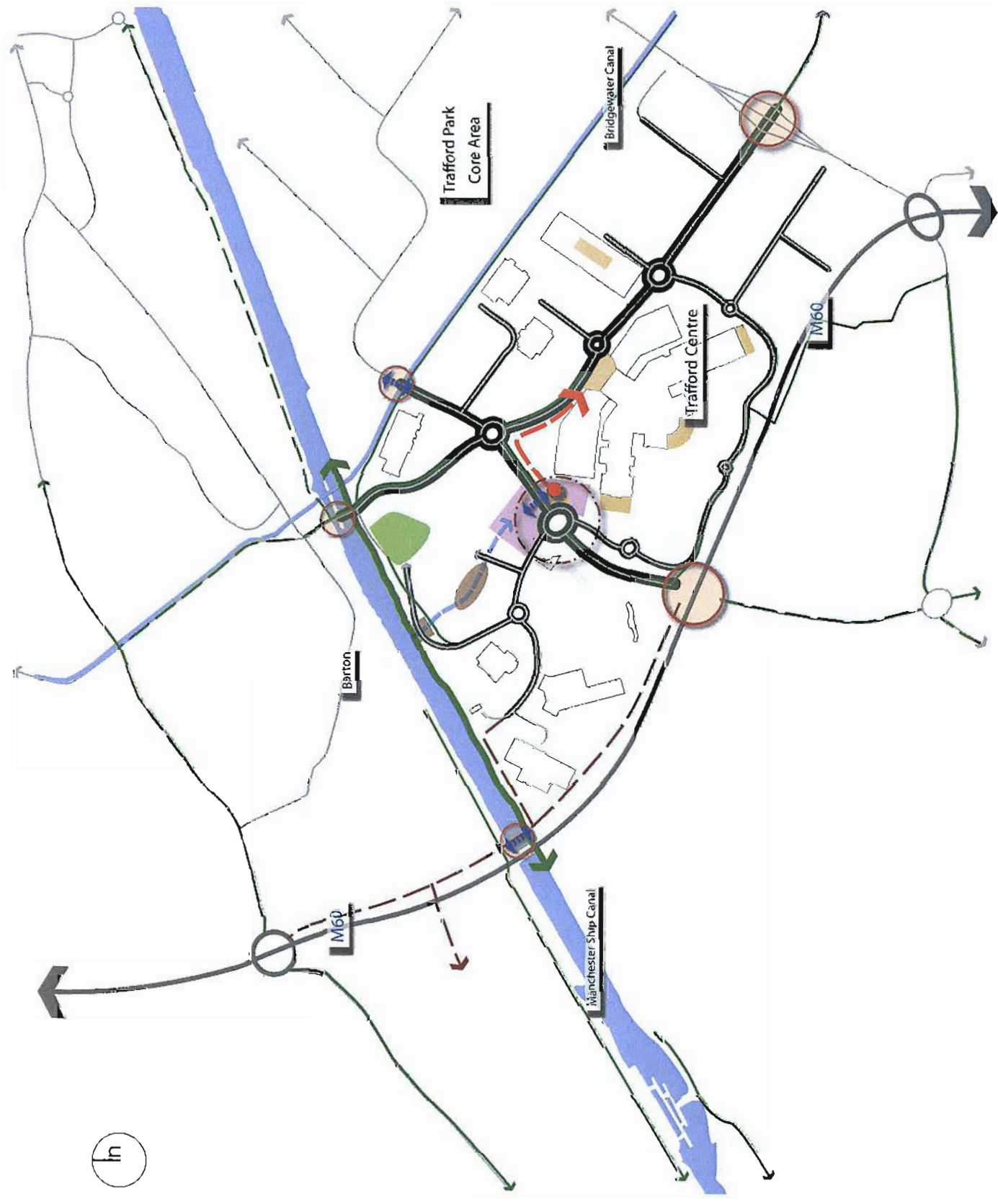
key

- Movement & Connections
- Proposed/Improved Pedestrian Crossing
- Existing Cycle/Walking Route
- Proposed Cycle/Walking Route
- Proposed Highway (WGIS)
- Potential Metrolink
- Proposed Canal Link/Water Taxi
- Strategic Gateways
- Local Gateways
- Arrival Point
- Approach Boulevards
- Neighbourhood Boulevards
- Landscape & Public Realm
- The Square / Trafford Centre Bus Station
- All Saints Church & Stevens Garden
- Barton Banks
- Trafford Centre & Barton Square Plazas
- Canal Terraces & Junction
- Trafford Centre Rectangle Boulevards

development framework:
movement and connections, landscape and public realm

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In



key

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development framework:
movement and connections, landscape and public realm

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3.6 The **Neighbourhoods Framework** defines the key neighbourhoods, each with particular roles and identities. They are:

- 1) All Saints
- 2) Trafford Quays: A residential led mixed-use development comprising a range of dwelling types and quarters, animated by additional appropriate uses
- 3) Trafford Leisure Village
- 4) Commercial and Transport Hub
- 5) Trafford Centre and Barton Square
- 6) Kratos Hub and Parkway Approaches
- 7) Ashburton Approaches

3.7 The **Movement and Connections Framework** sets out a clear hierarchy of approaches, arrival points and connections. The Trafford Centre Rectangle is the focus for excellent public transport and cycleway connections focusing upon the Trafford Centre Bus Station. This public transport infrastructure is supported by excellent strategic highway connections and immediate access to the M60 Orbital corridor.

3.8 To define a clear hierarchy of arrival points and connections throughout the neighbourhoods, particular roles and identities are proposed for each arrival point and movement corridor.

3.9 Key elements of the Movement Framework are:

- 1) Gateways and Arrival Points
- 2) Approach and Neighbourhood Boulevards
- 3) Crossing Points

3.10 The **Landscape and Public Realm Framework** sets out a clear hierarchy of landscape infrastructure, green spaces and public realm. The Manchester Ship Canal and Bridgewater Canal corridors support tree groups and associated grasslands. There are also established woodland and tree groups with the Trafford Centre neighbourhood. These landscape elements provide the starting point for the creation of a more integrated landscape structure, connected by green space and public realm networks.

3.11 Key elements of the Landscape and Public Realm Framework are:

- 1) All Saints' Church and Stevens Gardens
- 2) Barton Banks
- 3) Trafford Centre and Barton Square Plazas
- 4) The Square and Trafford Centre Bus Station
- 5) Canal Terraces and Junction
- 6) Trafford Centre Rectangle Boulevard

Trafford Quays Development Concept

- 3.12 In response to the above opportunities, the Development Concept for Trafford Quays is:

A diverse choice of residential led neighbourhood quarters, connecting existing and new communities to the water's edge, offering all of the benefits of city living with access to new and existing leisure and employment opportunities, set within a lush network of gardens and canal-side squares and terraces.

- 3.13 This Development Concept is taken forward within the headings set out in Trafford Centre Rectangle Development Framework. Each is considered in more detail below as:

- Neighbourhoods
- Movement and Connections
- Landscape and Public Realm

Neighbourhoods

- 3.14 The scale of the Trafford Quays site (23.25ha) presents a significant opportunity to create a residential neighbourhood with a strong 'critical mass' and identity, offering a diverse choice of housing types and sizes, green spaces and public realm. In response to the scale of the site and diversity of the setting, three Trafford Quays neighbourhood quarters are proposed, each with a particular residential 'offer'. They each provide the starting point to create a place with its own identity and reinforce locally distinctive characteristics, and are illustrated through the development concept: neighbourhood quarters below.

- 3.15 The **Neighbourhood Quarters** are:

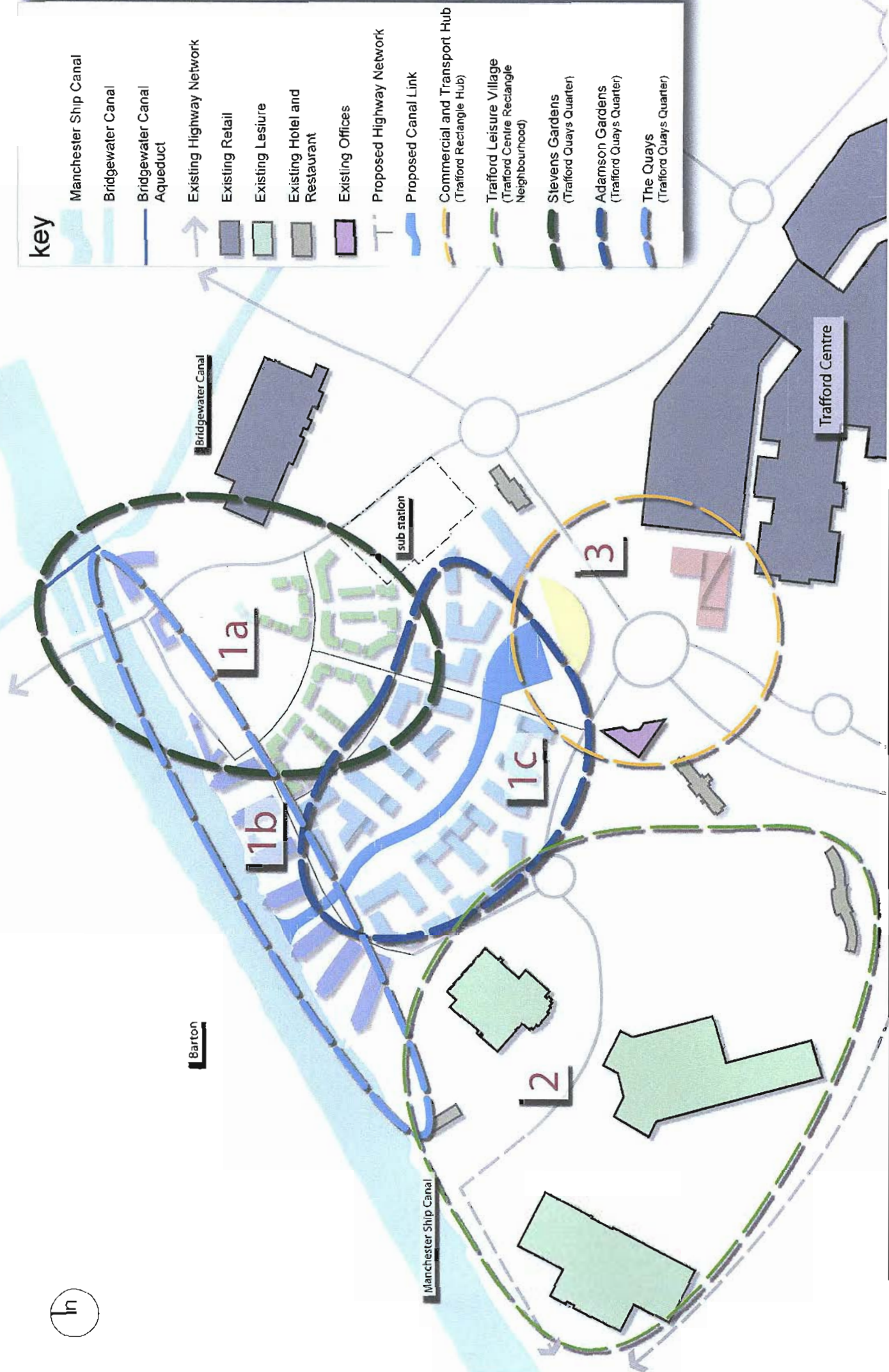
- **1a. Stevens Gardens:** focusing upon the high quality, more intimate landscape and built environment of All Saints' Church and Grounds, Barton Swing Bridge and Aqueduct and the enclosing tree groups along the Manchester Ship Canal. This quarter offers scope for a diversity of low/medium rise family and executive housing and apartments, set within a semi formal parkland landscape. The existing Church grounds, including the impressive Stevens family memorial, will

be supplemented by greenspaces offering safe, attractive playgrounds.

- **1b. The Quays:** focusing upon the environmental quality and tranquil setting of the Manchester Ship Canal frontage, panoramic views of the wider landscape setting to the west and Barton Swing Bridge and Aqueduct, and Manchester City centre to the east. *This high density, residential tall building* quarter extends to include the vacant land around Barton Swing Bridge and Aqueduct.
- **1c. Adamson Gardens:** focusing upon the public realm, terraces and square created by the new Canal link, this higher density, residential-led, mixed use quarter offers a diversity of higher density apartments. The Canalside public realm (Adamson Terraces) will be the focus for restaurants, bars, local retail and services.

3.16 The proposed quarters offer a diversity of development types and forms. To help people find their way around and to integrate Stevens Gardens, Adamson Gardens and the Quays with existing landmarks and places, a clear development form and visual structure is proposed. This will create recognisable

routes, intersections and landmarks with clear movement and visual corridors.



3.17 In addition to the indicative development heights identified for each neighbourhood quarter, key **Development Form** and **Visual Structure** principles are:

- **Barton Swing Bridge Gateway:** the Barton Swing Bridge and Aqueduct, together with the existing topography, enclosing tree groups and framed vistas up and down the Manchester Ship Canal corridor and All Saints' Church, create a distinctive gateway into the Trafford Rectangle from Eccles, Winton and Barton. A tall building is proposed, on the vacant site at the junction of the Manchester Ship Canal and Bridgewater Canal, to strengthen this Gateway.

- **Bridgewater Circle Gateway:** defining the key arrival point at Trafford Quays from the south along Trafford Boulevard. The existing Venus building and landscape structure relating to the Trafford Centre provide a valuable starting point. A tall building is proposed to complete and enclose this Gateway to the north.

- **Canal Link:** creating a clear visual connection between the Manchester Ship Canal and proposed tall building at Bridgewater Circle Gateway. It is proposed that this visual corridor is enclosed by

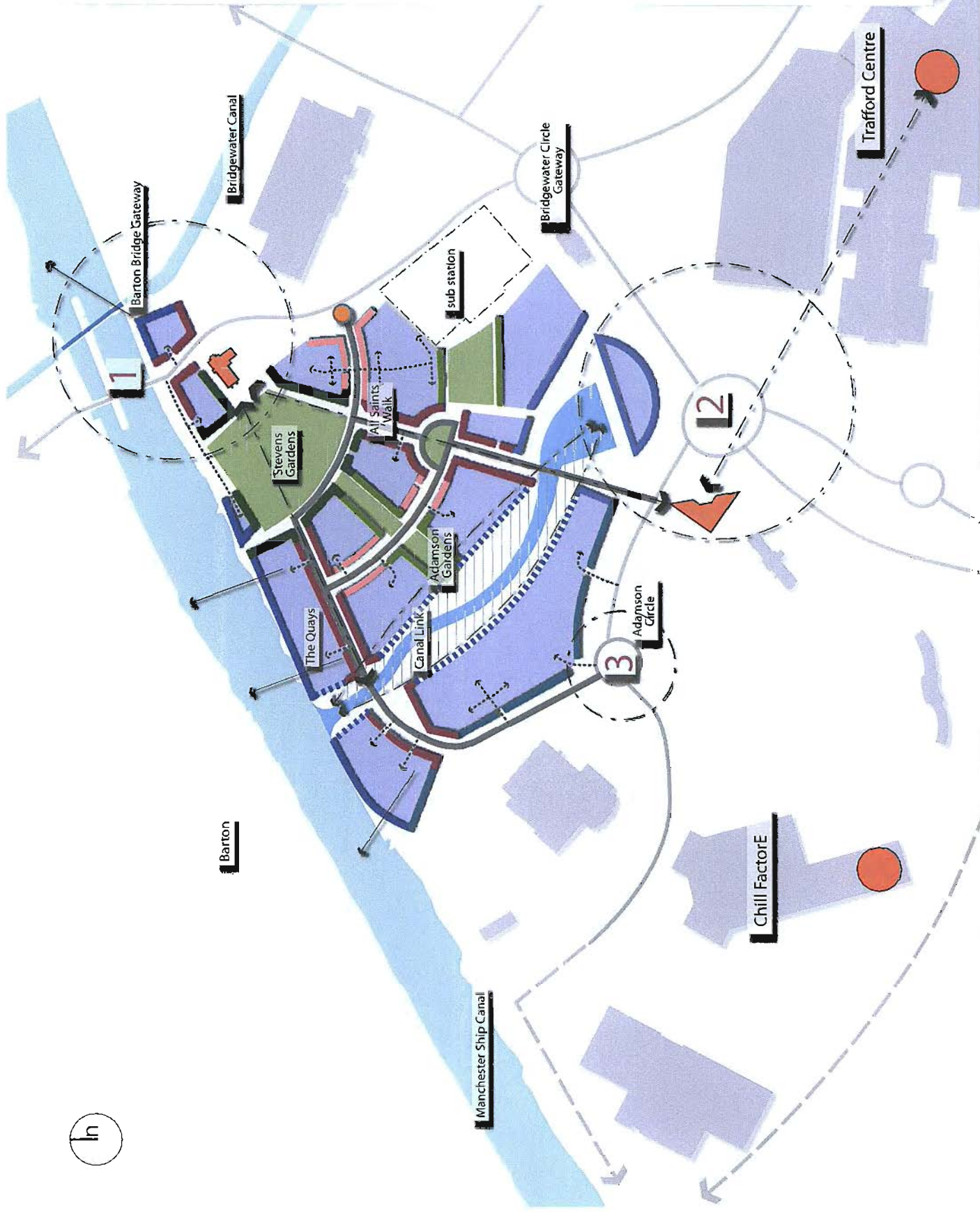
medium/high rise buildings to create a sense of continuity and enclosure.

- **Old Barton Road:** reinforcing the existing connection between Adamson Circle and Barton Bridge. This connection provides a sequence of events and reveals, including the crossing point over the Canal Link and glimpses of the Manchester Ship Canal corridor through the tall buildings of 'the Quays'.
- **All Saints' Walk:** creating a strong visual corridor between the spire of All Saints' Church and the Venus building. This visual corridor should be enclosed by medium rise buildings to create a sense of continuity and enclosure.

3.18 These principles are illustrated through the development concept: development form and structure plan and precedent images below.

key

- Manchester Ship Canal
- Bridgewater Canal
- Bridgewater Canal Aqueduct
- Existing Highway Network
- Existing Landmark Building
- Proposed Routes
- Proposed Access to Blocks
- Bus Access/Gate only
- Proposed Canal Link
- Boulevard Frontage
- Canal Link Frontage
- 'The Quays' Waterside Frontage
- Frontage to 'The Square'
- Leisure Village Frontage
- Residential Street Frontage
- Neighbourhood Park Frontage
- Stevens Gardens Frontage
- Public Greenspace
- Key Views and Vistas
- Visual Corridor
- Gateway' Landmark Building Group
 - 1. Barton Bridge Gateway
 - 2. Bridgewater Circle Gateway
 - 3. Adamson Circle



development concept: development form and structure

Barton Bridge Gateway

Key Principles:

- Enhance profile as key visual & physical gateway into the Trafford Centre Rectangle from the North
- Enhance existing sense of place comprising Barton Swing Bridge, Aqueduct & All Saints Church
- New iconic, tall building to strengthen existing gateway



1
3 2

1. Barton Bridge
2. Gravestone detail, All Saints Church
3. Facade detail, All Saints Church

Bridgewater Circle Gateway

Key Principles:

- Enhance profile as the prominent arrival point to Trafford Quays
- New tall building to enclose square to the North, complement the Venus Building and strengthen gateway identity
- Enhance structure planting at gateway



1
2 3

1. San Mateo, California - Structure planting
2. Mid-Embarcadero, San Francisco
3. Venus building

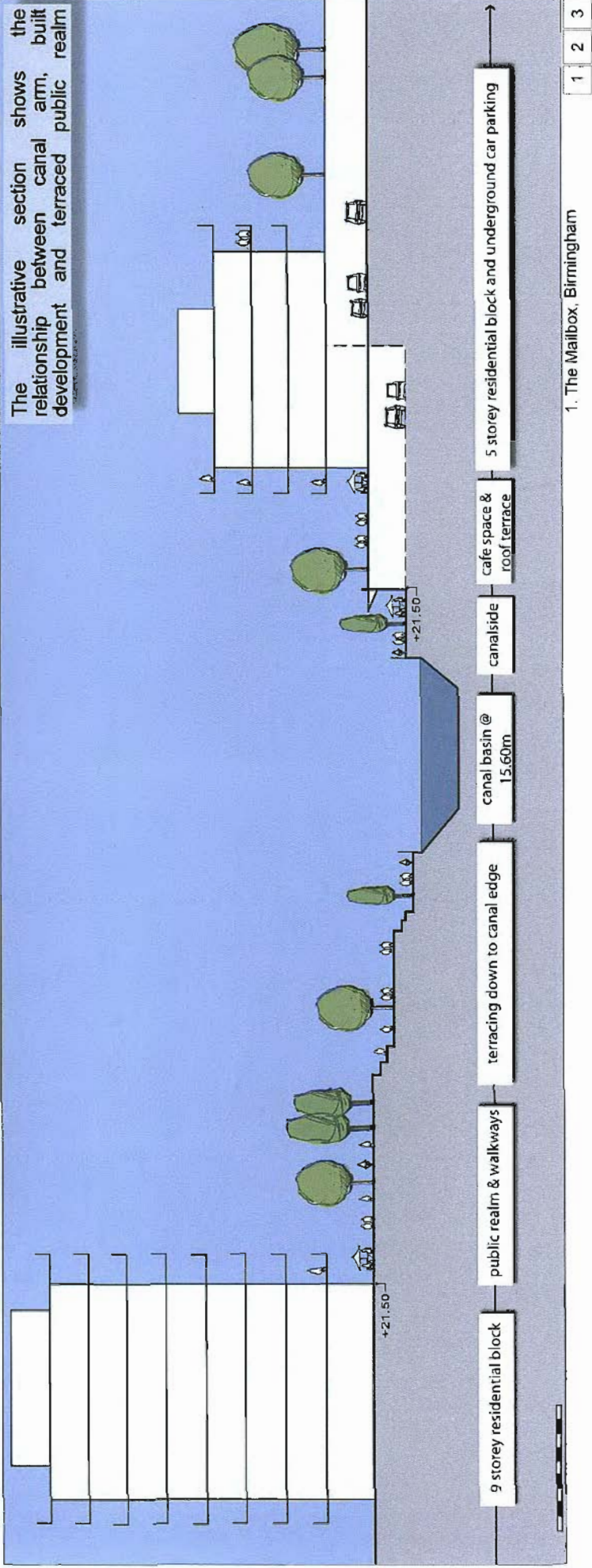
Canal Link

Key Principles:

- New development of medium rise buildings fronting onto the canal
- Built form defines the visual corridor along the canal link to create a sense of continuity and enclosure
- Opportunity to create a leisure destination



The illustrative section shows the relationship between canal arm, built development and terraced public realm



Old Barton Road

Key Principles

- New built development to enhance existing connection between Adamson Circle and Barton Swing Bridge
- Create a sequence of visual events including the crossing point over the canal link, glimpse views of the Manchester Ship Canal



1
2

1. Bridge Crossing, Bornse Sporenburg, Amsterdam
2. Abbots Wharf, London

All Saint's Walk

Key Principles

- New medium rise buildings form a strong building edge and create continuity and enclosure
- Built form to channel views and reinforce the visual connection between the spire of the All Saints' Church and Venus building



3
4
1
2

1. Boundary treatment and Gardens
2. Accordia, Cambridge - Townhouses with a strong frontage
Source: CABE
3. All Saints' Church spire
4. Neu-Oerlikon, Zurich
Source: CABE

Movement and Connections

3.19 The excellent public transport, cycleway and highway connections provide the opportunity to create a 'walkable neighbourhood', with walking and cycling as the most attractive and first choice of moving around. The Trafford Centre Bus Station provides high quality bus service connections to surrounding neighbourhoods, Salford and Manchester City centres. These connections would be further enhanced through the proposed extension to the Metrolink.

3.20 Key **Movements and Connections** principles are:

- **Trafford Boulevard Crossing Point:** improving existing connections between the Trafford Centre Bus Station and Trafford Quays. Improving the profile of the crossing is a priority.
- **Trafford Way:** providing a choice of vehicular access points into Trafford Quays.
- **Canal Link:** creating the principal pedestrian/cycleway connection between the Manchester Ship Canal and The Square. The terraces provide the opportunity to create a waterside leisure destination leading from Bridgewater Circle

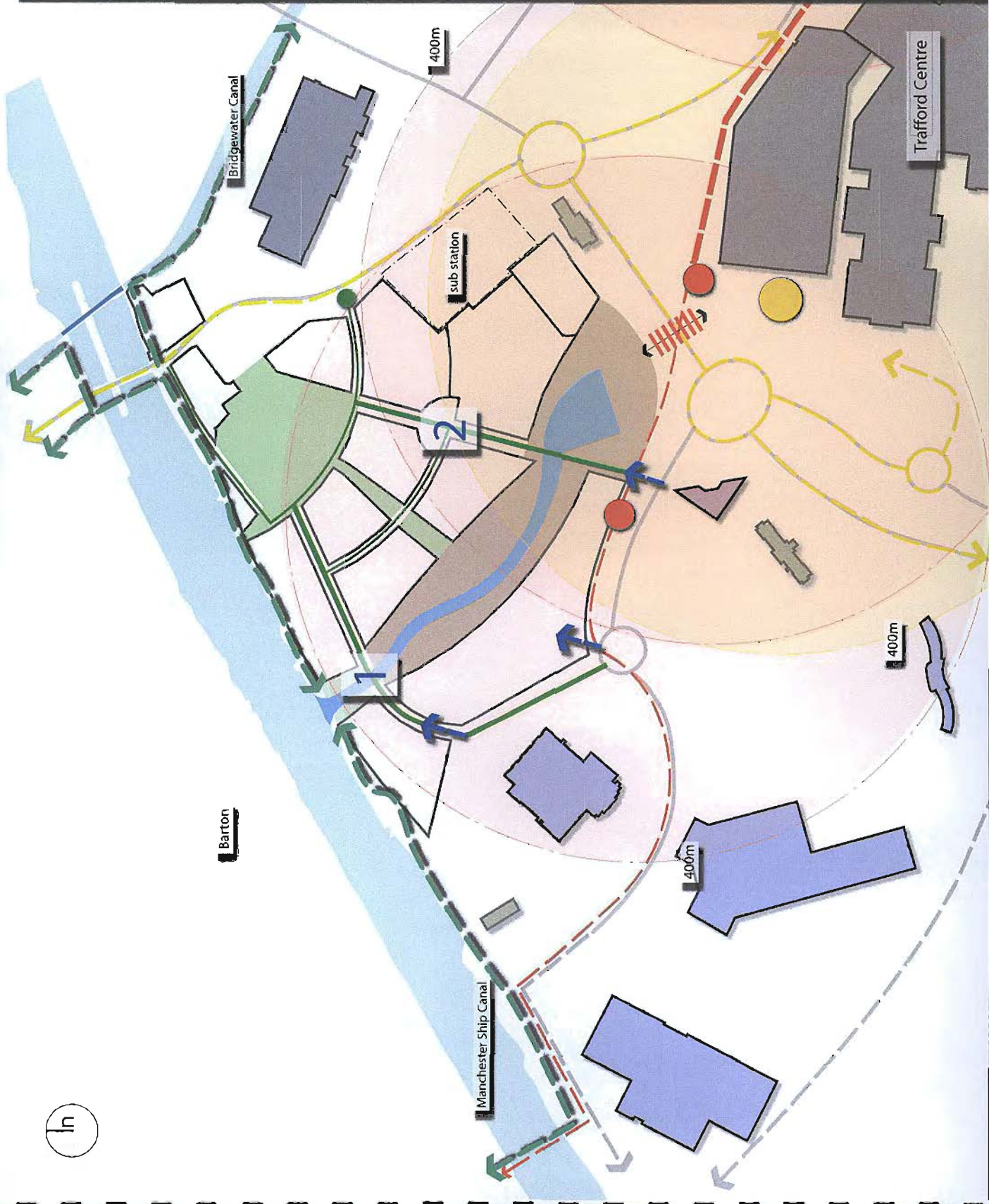
Gateway, with ground floor bars and restaurants, overlooking the Canal. The potential for services to animate the public realm and managed car access/taxis for pick up/drop off is to be considered.

- **All Saints' Walk:** creating a local neighbourhood, pedestrian priority, shared surface connection along part or all of its route linking All Saints' Church and Stevens Gardens to Bridgewater Circle Gateway.
- **Redclyffe Road Bus Gate:** a managed access point onto Redclyffe Road is proposed to allow bus services to penetrate into the core of Trafford Quays. This connects to Old Barton Road, Adamson Circle and Trafford Boulevard.

3.21 These principles are illustrated through the development concept: movement and connections plan and precedent images below:

key

- Manchester Ship Canal
- Bridgewater Canal
- Bridgewater Canal Aqueduct
- Existing Highway Network
- Existing Retail
- Existing Hotel and Restaurant
- Existing Office
- Proposed Highway Network
- Proposed Canal Link
- Proposed Development Parcel
- Proposed Greenspace
- Proposed Public Realm
- Proposed Main Boulevard
 - 1. Old Barton Road
 - 2. All Saints Walk
- Proposed Local Boulevard
- Proposed Access Points
- Proposed Bus Access/Gate
- Proposed Pedestrian and Cycleway Connections
- Proposed Supercrossing
- Proposed Metrolink (UDP), Stop and Pedestrian Catchment
- Potential Metrolink, Stop and Pedestrian Catchment
- Existing Bus Routes
- Trafford Centre Bus Interchange and Pedestrian Catchment



development concept: movement and connections

TURLEY ASSOCIATES

Trafford Boulevard Crossing Point

Key Principles:

- Improve existing connections between the Trafford Centre Bus Interchange and Trafford Quays
- Upgrade crossing point
- Enhance the identity of the crossing through signage and structure planting



1. Maid Marian Way, Nottingham

Boulevard with structure planting & wide pedestrian crossing points Source: CABE



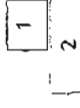
2. Trafford Centre Bus Station, structure planting & signage

3. Pedestrian Crossing at High Street Kensington

Old Barton Road

Key Principles:

- Provides a possible principal access into Trafford Quays
- Route to follow the existing highway alignment
- Ensure priority for pedestrians and cyclists

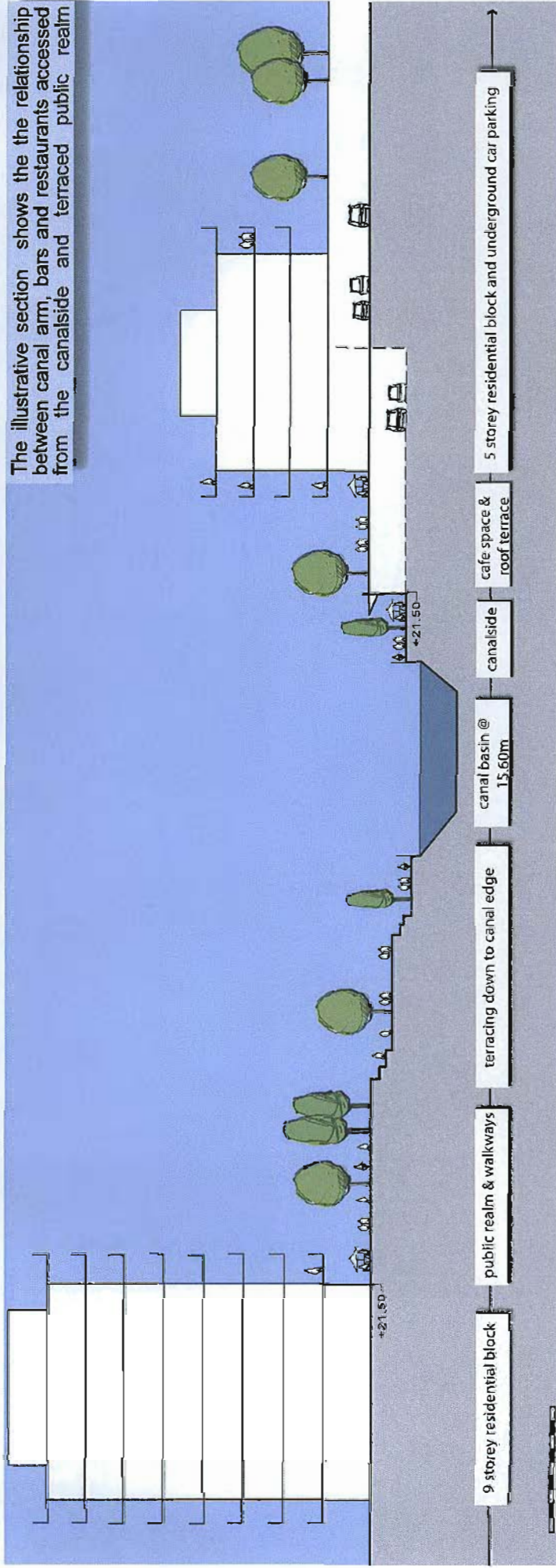


1. Existing highway, Old Barton Road
2. Neu-Oerlikon, Zurich, Street with cycle lane, SUDS, tree planting and pedestrian pavements Source: CABE

Canal Link

Key Principles:

- Create a principal pedestrian/cycleway link between the Manchester Ship Canal & commercial hub
- Terraces provide key opportunity for canal-side leisure destinations with ground floor bars and restaurants
- Managed car access for pick up and drop off



The illustrative section shows the relationship between canal arm, bars and restaurants accessed from the canal-side and terraced public realm

1. The Mailbox, Birmingham
2. Copenhagen, Canalside
3. Hafencity, Hamburg

All Saints' Walk

Key Principles:

- Create local neighbourhood, pedestrian priority connection along all or part of the route
- Link All Saints' Church and Stevens Gardens to the Commercial hub



1. St. Austell Terraces. Rumble strip to slow traffic and promote pedestrian and cyclist priority
Source: CABE
2. Newhall Phase 1, Harlow - Residential street with pedestrian priority
Source: CABE

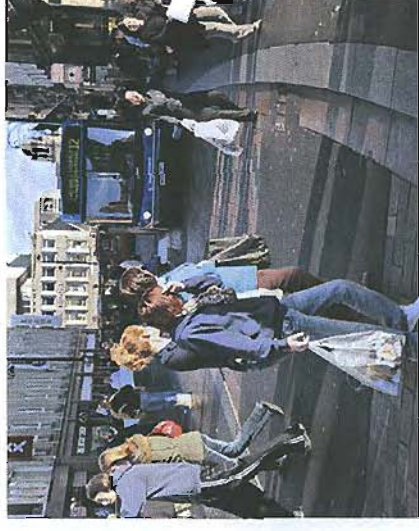
1

2

Redclyffe Road Bus Gate

Key Principles:

- Create a managed access point into Redclyffe Road to allow buses to penetrate into the core of Trafford Quays
- Connect via main boulevard to Adamson circle and Trafford Boulevard



1

2

1. Blackett Street, Newcastle
Source: CABE
2. Queen Street, Oxford

Landscape and Public Realm

3.22 The Manchester Ship Canal and Bridgewater Canal corridors and All Saints Church and Churchyard support linked tree groups. They provide the beginning of a wider 'green infrastructure' of greenspaces and public realm. A key opportunity is to reveal the distinct identity of the 'riverbank' setting, through a lush framework of tree and grassland planting as the backdrop for high density development and a contemporary public realm network of terraces and squares.

3.23 The Landscape and Public Realm principles are:

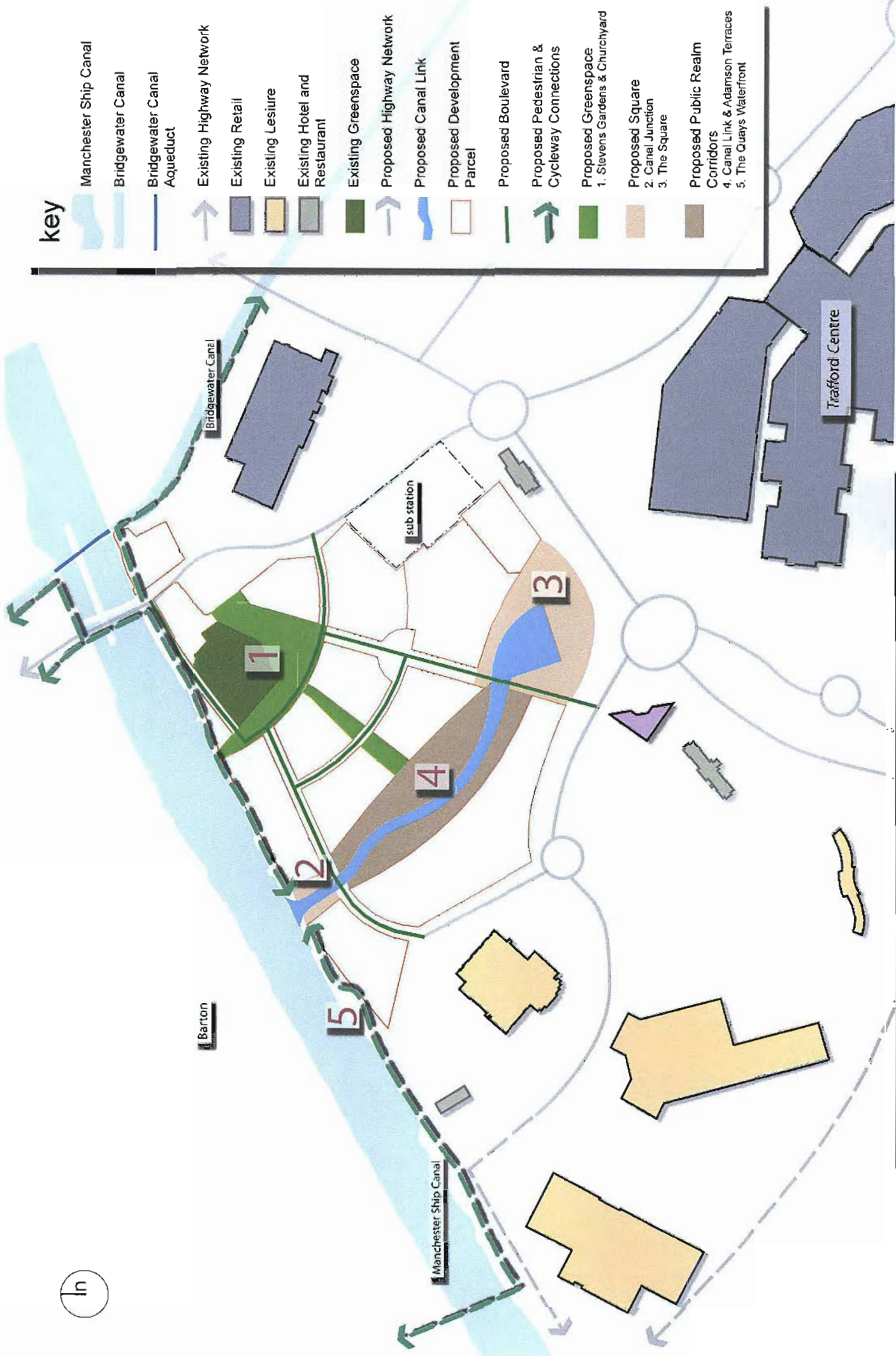
- **Stevens Gardens and All Saints' Church:** creating a new local neighbourhood park for residents, acting as a focus for local community events, play and recreation. The new park 'wraps around' the existing churchyard, reanimating and strengthening connection to All Saints' Church.
- **Canal Junction:** creating a focal point overlooking the Manchester Ship Canal and terminating the Canal Link from The Square. The Junction provides the opportunity for a smaller cluster of bars/cafes, relative to the Canal Link.

- **Canal Link and Adamson Terraces:** the creation of an active, animated public realm with canal-side bars, cafes and restaurants. The scale of this public 'square', the canal-side setting, the proximity to adjacent Trafford Centre Rectangle neighbourhoods, together with the strategic public transport connections, provide the opportunity to create a high quality, distinctive leisure destination for Trafford Quays, the Trafford Centre Rectangle and wider residential neighbourhoods. The canal edges provide the opportunity to create 'Adamson Terraces', a focus for the Canal Link.

- **The Square:** creating a new public square and focus for the commercial hub. The Square is also an arrival/departure point for a water taxi service to Salford Quays, Salford and Manchester city centres.

3.24 The Development Concept and supporting Neighbourhood, Development Form and Visual Structure, Movement and Connections and Landscape and Public Realm principles provide the parameters within which more detailed masterplan proposals may be progressed.

3.25 These principles are illustrated through precedent images below.



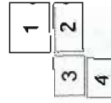
All Saints Church and Stevens Gardens

Key Principles:

- Provide a new local neighbourhood park as focus for local community events, play and recreation
- Create a strong visual and physical relationship with All Saints' Church



1. Stevens Family Headstone, All Saints' Church.
A Founder and Manager of the Ship Canal,
Developer of Trafford Park and Member of
Parliament
2. Park Stage
3. Children playing in local park
4. St. Paul's Green, London
Source: C&BE



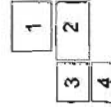
Canal Junction

Key Principles:

- Create a strong visual connection and overlook onto the Manchester Ship Canal
- Provide opportunity for a smaller cluster of bars & cafes
- Create a mix of hard and soft landscape spaces



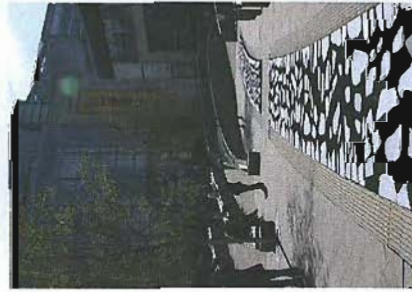
- 1.
2. Canal Junction, Castlefield, Manchester
3. Brindley Place Square, Birmingham
Source: C&BE
4. Port Olympic, Barcelona



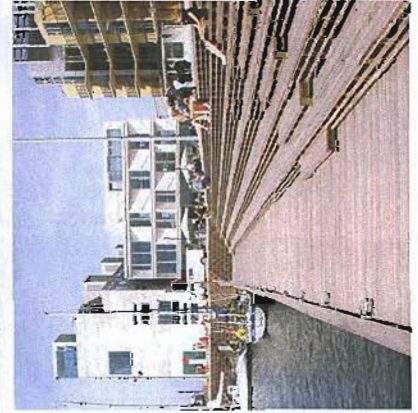
The Square

Key Principles:

- Create a new public square and focus for the Civic and Commercial Hub
- Provide arrival/departure point for the water taxi service to Salford Quays, Salford and Manchester



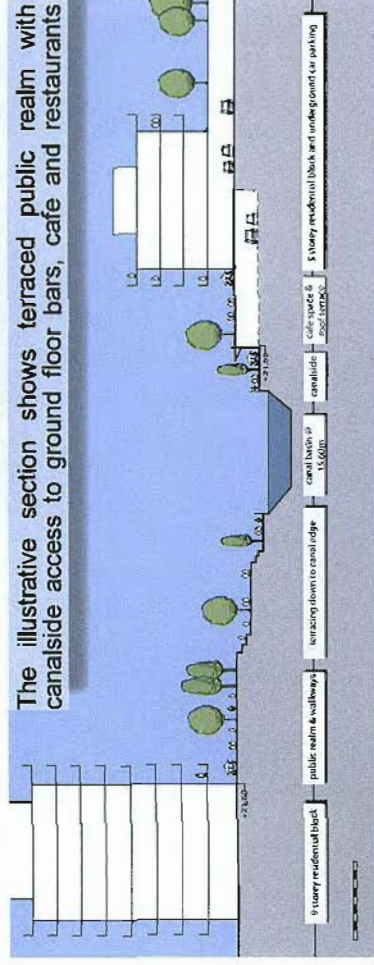
1. City Hall Square, Southbank, London
2. The Bull Ring, Birmingham
3. Exchange Square, Manchester
4. Western Docks, Malmö, Sweden



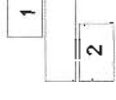
Adamson Terraces

Key Principles:

- Create active, animated public realm with canal-side bars, cafes and restaurants
- Create a high quality distinctive leisure destination for Trafford Quays



The illustrative section shows terraced public realm with canal-side access to ground floor bars, cafe and restaurants



1. The Mailbox, Birmingham
2. Lindholmen, Sweden

4. Illustrative Masterplan

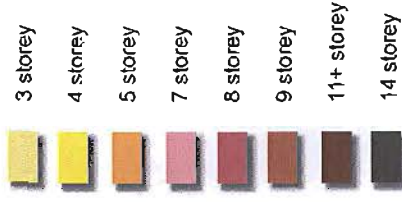
Introduction

- 4.1 The Development Concept and Principles set out above define the key characteristics of the Trafford Quays neighbourhood. An underlying principle for the Trafford Quays residential quarters is the provision of a diversity of homes, providing a choice of type and location.
- 4.2 To demonstrate how the Concept and Principles may be interpreted, an Illustrative Masterplan is provided, supported by Illustrative Typologies for each neighbourhood quarter and a Trafford Quays Development Schedule, are set out below.





key



development concept: illustrative masterplan

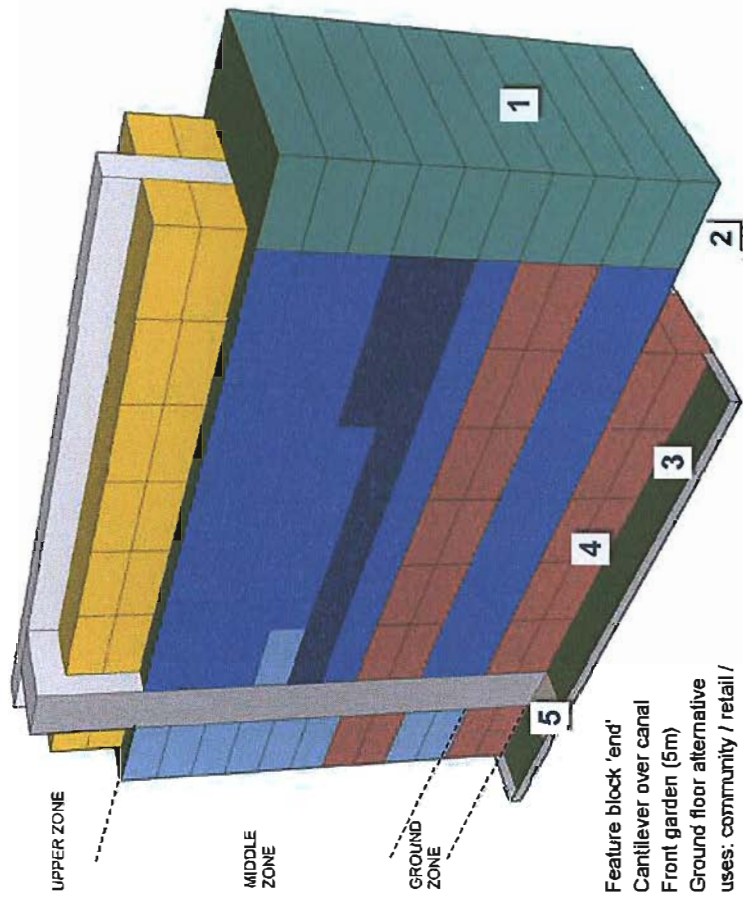
TURLEY ASSOCIATES

'The Quays' Illustrative Typologies



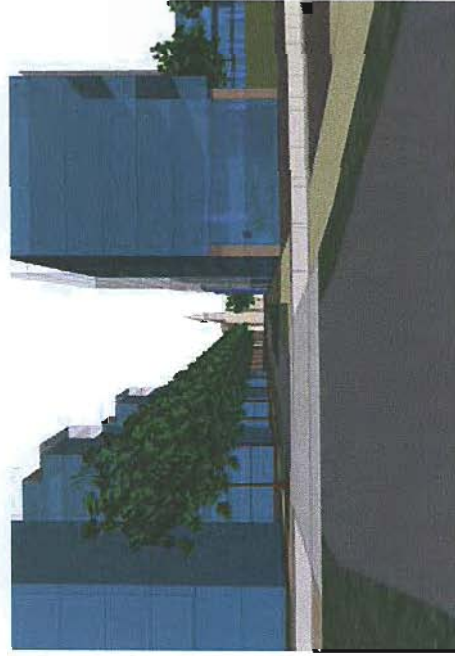
Strong urban form created by linear blocks with well defined edges to canal front and main routes. The arrangement of blocks will allow a direct visual and physical relationship between canal and spaces, with the maximum number of units benefitting from waterfront views. The blocks will range from a minimum height of 8 storeys, potentially stepping up to a massing appropriate in scale in relation to the canal. The typologies provide for high density living and family housing in the higher density areas of the masterplan, acting as landmark buildings. Continuous canal walk and cycleway along the western edge and main boulevard along the east.

Indicative Block

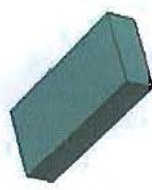


1. Feature block 'end'
2. Cantilever over canal
3. Front garden (5m)
4. Ground floor alternative uses: community / retail / commercial
5. Access to block

Indicative Views



Indicative Housing Unit Sizes



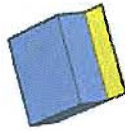
- 3-bed 'end' apartment
- 16m x 7m
- (112 sqm)



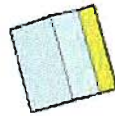
- 3-bed apartment
- 15m x 6.7m
- (100.5 sqm)
- Range 85-105 sqm



- 2-bed apartment
- 11.25m x 6.7m
- (75 sqm)
- Range 67-75 sqm



- 1-bed apartment
- 7.5m x 6.7m
- (50 sqm)
- Range 45-67 sqm



- 1-bed studio
- 5.2m x 6.7m
- (35 sqm)
- Range 30-35 sqm



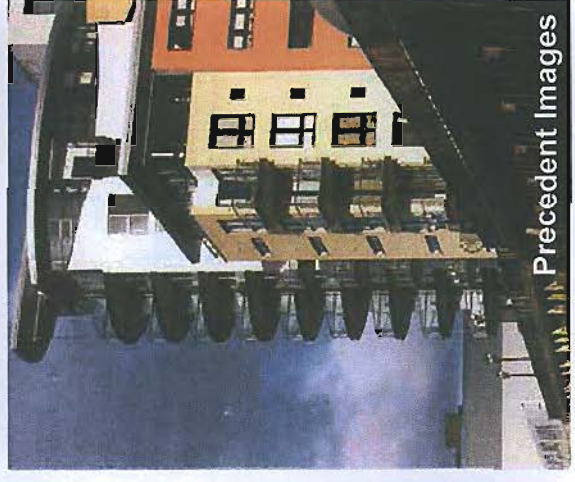
- Maisonette (ground floor)
- 2-storey
- (95 sqm)
- 5 sqm internal terrace



- Maisonette (middle zone)
- 7.5m x 6.7m x 2-storey
- (100.5 sqm)



- Maisonette (ground floor)
- 7.5m x 6.7m x 2-storey
- (100.5 sqm)
- 5m front garden



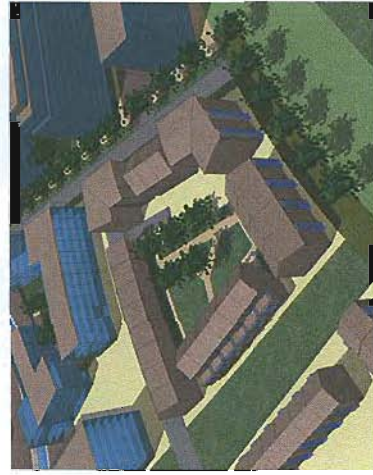
Precedent Images

All typologies are based on a 2m external balcony zone (not shown on block plan opposite)

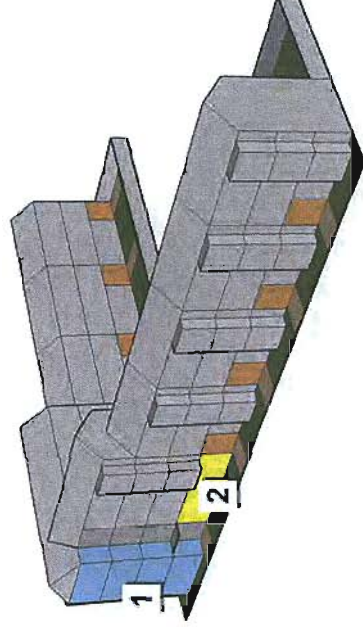
'Stevens Gardens' Illustrative Typologies



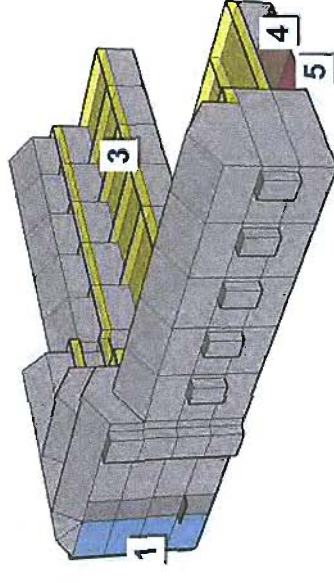
Clearly defined perimeter blocks of 3-4 storeys with animated edges that form a gradual transition and interface with the more intimate environs of All Saints Church, Barton Swing Bridge and Aqueduct crossings. Townhouses and terracing will provide more traditional scale accommodation within the less formal, medium density parts of the masterplan. The typologies will create strong, positive street frontages connecting intimate streets to parkland settings.



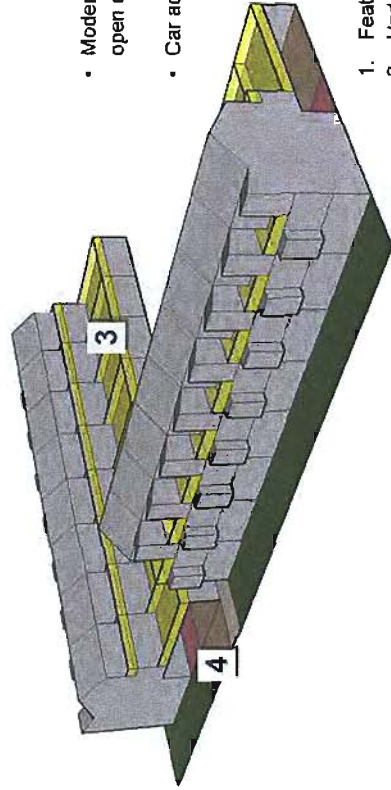
Indicative Views



- Apartments turn corner
- 4-storey apartment block
- Undercroft parking to apartments
- Linked to 3-storey traditional townhouses
- Integral parking



- Apartments turn corner
- 4-storey apartment block
- Undercroft parking with deck
- Linked to 3-storey modern townhouses with car access to rear

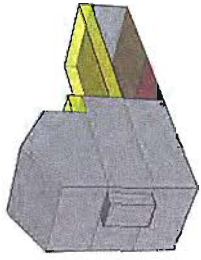


- Modern townhouses with open corner to block
- Car access to rear of units

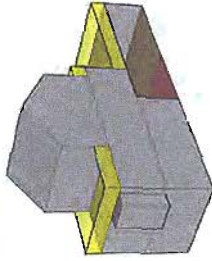
1. Feature design
2. Undercroft parking
3. Deck terrace area
4. Car access
5. Car port

Indicative Blocks

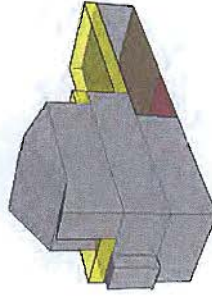
Indicative Housing Unit Sizes



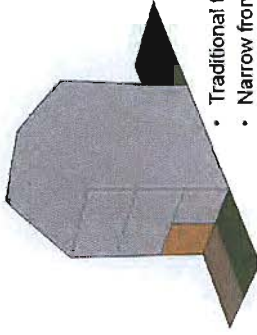
- Modern townhouse
- 245 sqm
- 3-storey
- Building depth 8.7m
- Building width 6.0m
- Car access and carport to rear
- Rear deck terrace areas



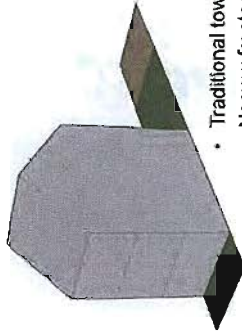
- Modern townhouse
- 211 sqm
- 3-storey
- Building depth 11.7m
- Building width 6.2m
- Car access and carport to rear
- Front and rear deck terrace areas



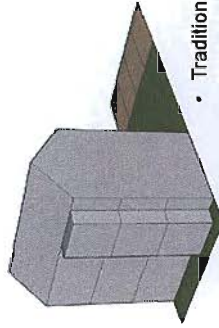
- Modern townhouse
- 211 sqm
- 3-storey
- Building depth 11.7m
- Building width 6.2m
- Car access and carport to rear
- Front and rear deck terrace areas



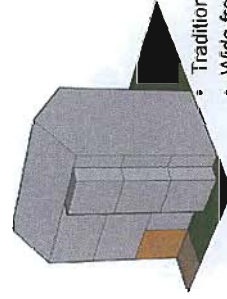
- Traditional townhouse
- Narrow frontage plan
- 3-storey
- Building depth 10m
- Building width 6m
- Integral garage
- Front garden depth 6m
- Rear garden depth 10m



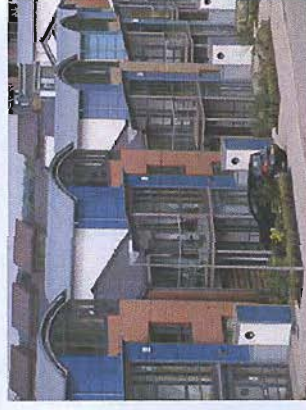
- Traditional townhouse
- Narrow frontage plan
- 3-storey
- Building depth 10m
- Building width 6m
- Rear parking option
- Front garden depth 3m
- Rear garden depth 10m



- Traditional townhouse
- Wide frontage plan
- 3-storey
- Building depth 6m
- Building width 10m
- Rear parking option
- Front garden depth 2m
- Rear garden depth 10m



- Traditional townhouse
- Wide frontage plan
- 3-storey
- Building depth 6m
- Building width 10m
- Integral parking option
- Front garden depth 3m
- Rear garden depth 10m



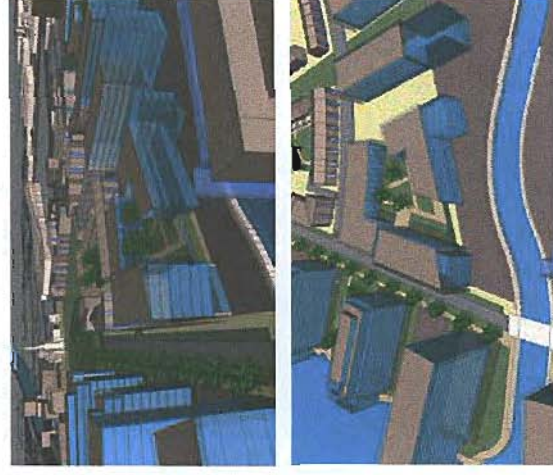
'Adamson Gardens' Illustrative Typologies



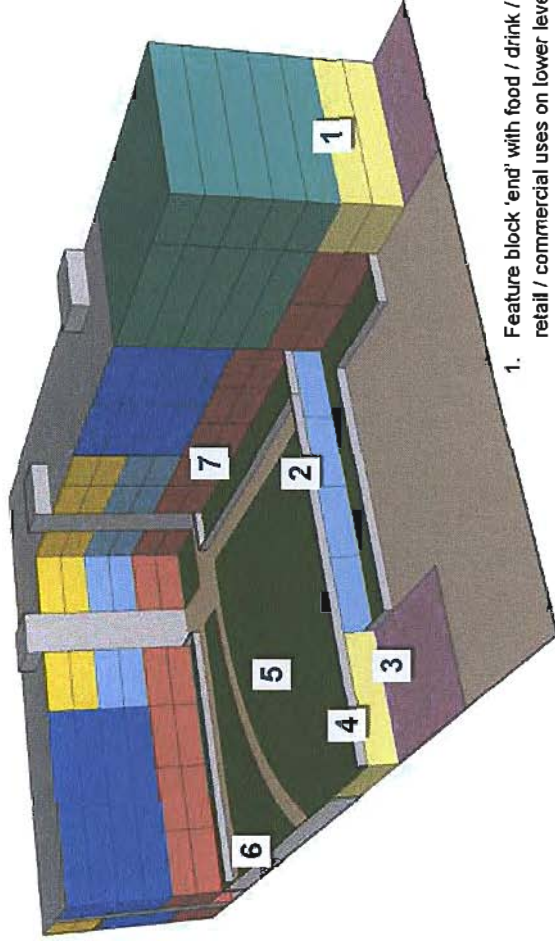
Combination of linear and perimeter blocks with well defined edges to the north and south of the new canal link and terraces. The arrangement of blocks will allow a direct visual and physical relationship between canal and spaces. The blocks will range from a minimum height of 5 storeys to a maximum of 9 storeys, potentially stepping up to a massing appropriate in scale in relation to the canal. The typologies provide for high density living and family housing.



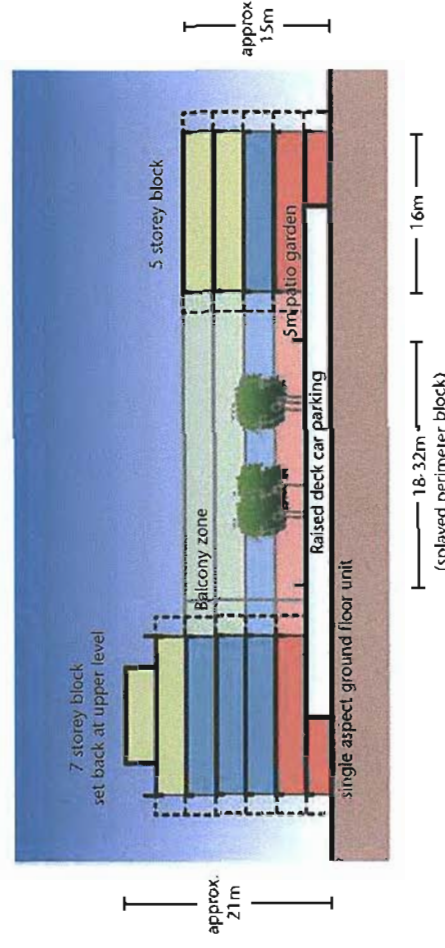
Indicative Views



Indicative Block

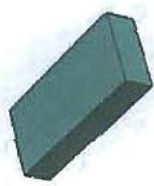


1. Feature block 'end' with food / drink / retail / commercial uses on lower levels
2. Single aspect housing
3. Terrace area for spill-out activity along canal side public realm
4. Food / drink / retail / commercial units to animate spaces
5. Raised communal space
6. Car parking under deck
7. Front garden (5m)



Indicative Section

Indicative Housing Unit Sizes



- 3-bed 'end' apartment
- 16m x 7m
- (112 sqm)



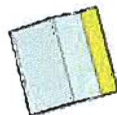
- 3-bed apartment
- 15m x 6.7m
- (100.5 sqm)
- Range 85-105 sqm



- 2-bed apartment
- 11.25m x 6.7m
- (75 sqm)
- Range 67-75 sqm



- 1-bed apartment
- 7.5m x 6.7m
- (50 sqm)
- Range 45-67 sqm



- 1-bed studio
- 5.2m x 6.7m
- (35 sqm)
- Range 30-35 sqm



- Maisonette (ground floor)
- 2-storey
- (95 sqm)
- 5 sqm internal terrace



- Maisonette (middle zone)
- 7.5m x 6.7m x 2-storey
- (100.5 sqm)



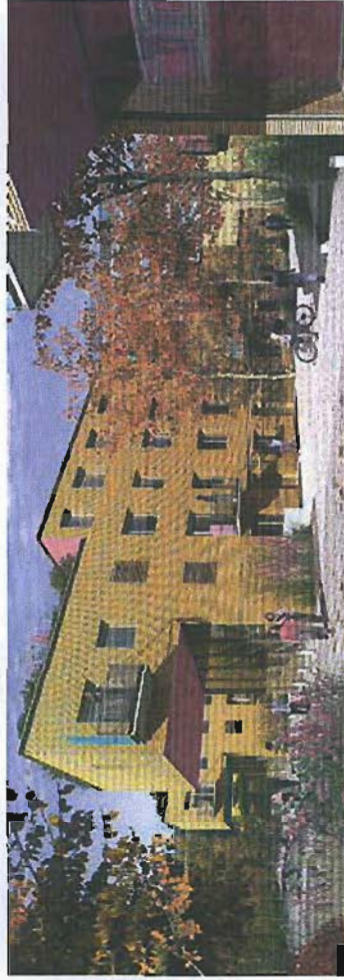
- Maisonette (ground floor)
- 7.5m x 6.7m x 2-storey
- (100.5 sqm)
- 5m front garden



- Penthouse/duplex
- 2-storey
- (95 sqm)
- Range 95-105 sqm
- Internal terrace 5 sqm



- Penthouse/duplex
- 7.5m x 6.7m x 2-storey
- (100.5 sqm)
- Range 95-105 sqm



All typologies are based on a 2m external balcony zone (not shown on block plan opposite)

Precedent Images

**Trafford Quays
Schedules of Accommodation
27.08.08**

1. Preliminary dwelling sizes mix (tbc)

	Average Size sqm	Average Size Sqft	Mix %
Studio	35	376.74	5
1 bedroom flat	48	516.67	20
2 bedroom 3p flat	63	678.13	20
2 bedroom 4p flat	70	753.48	25
3 bedroom flat/duplex/ Maisonette/house	87	936.47	30

2. Average Dwelling Size (from above)

Average Size sqm	67.55
Average Size Sqft	727.11

3. Area/Plot Yields

A. Residential

Area	Gross Area Sqm	Net Area	No. Dwellings
R.1	100,634 sqm	80,507 sqm	1192 dwellings
R.2	37,824 sqm	30,259 sqm	448 dwellings
R.3	37,702 sqm	30,161 sqm	447 dwellings
R.4	20,970 sqm	16,776 sqm	248 dwellings
R.5	21,746 sqm	17,397 sqm	257 dwellings
R.6	8,084 sqm	6,467 sqm	96 dwellings
R.7	8,580 sqm	6,864 sqm	101 dwellings
R.8	7,204 sqm	5,763 sqm	85 dwellings
R.9	13,072 sqm	10,458 sqm	155 dwellings
R.10	10,850 sqm	8,680 sqm	128 dwellings
R.11	6,316 sqm	5,053 sqm	75 dwellings
O.1	3,500 sqm	2,800 sqm	41 dwellings
O.2	8,449 sqm	6,759 sqm	100 dwellings

Totals

3373 dwellings

(Gross Area
(Net Area

284,931 sqm)
227,944 sqm)

B. Community

Area	Gross Area Sqm	Net Area
------	-------------------	----------

R.10 4,597 sqm 3678 sqm

C. Ground Floor Mixed Use: Food/Drink/Retail/Commercial etc.

Area	Gross Area Sqm	Net Area
R.1	2,766 sqm	2,213 sqm
R.2	480 sqm	384 sqm
R.3	480 sqm	384 sqm
R.4	1,064 sqm	851 sqm
R.5	1,082 sqm	866 sqm

Total 5,871 sqm 4,697 sqm

D. Office

Area	Gross Area Sqm	Net Area
------	-------------------	----------

R.10 48,024 sqm 38,419 sqm

E. Civic Centre / Office

Area 10,000 sqm

Notes

1. Assume storey heights as revised to areas R.2 and R.3 for Quays (e.g. up to 14 storeys for blocks E and F)
2. Allowing 0.5 storey for undercroft parking at ground floor level adjacent to internal block landscape deck at 1st floor blocks – J, K, M, N (except for commercial/mixed use frontage onto canal)
3. Assume a gross to net of 80%, allowing for internal circulation (cores and corridors) and external walls etc applicable to all areas
4. Assume mix at 1. above for all areas (need to consider Stephen's Gardens area and bias using this assumption as more likely to be developed via townhouses and therefore larger end of unit scale)
5. Allowing for 60% of the ground floor, of Adamson's Garden's and the Quay's accommodation, fronting the internal canal arm as mixed use: food/drink/retail/commercial etc.