

Trafford Local Plan: Land allocations Response from Trafford Labour Group

Summary

The plan focuses on five strategic sites for major development including residential and commercial investment:

- Pomona Island
- Wharfside
- Lancashire Cricket Club
- Trafford Quays
- Carrington

We support this approach although we are sceptical that the Lancashire Cricket Club area provides as much land supply as is indicated in the plan. It looks to us that the base assumption is that major land occupiers would be moving out e.g. Trafford College and Police. In the early planning of the cricket stadium renewal these plots were identified for development but have not been progressed since that time. In fact Trafford College have been making major investment on their Talbot Road site.

However, generally we do support the strategic locations identified.

Housing Supply

We want to see a commitment to affordable housing within each location. Trafford is a desirable location with prices that reflect that demand. There is a desperate need for affordable housing if we're to maintain a healthy mix.

This needs to be built into the plan

Services

We do not want to see a repeat of the Stamford Brook Development in Broadheath, whereby access to bus services and importantly, broadband access were afterthoughts to the build and not included in design. This plan makes reference to broadband at the Wharfside location but is otherwise silent. We would argue that we should have a consistent approach in favour of services and broadband across all the strategic locations.

Economic Activity

The plan needs to protect existing employment and businesses operating within the strategic locations. There are major industrial operations that will continue in Carrington but we the allocations plan needs to protect their interest. It would be helpful if the plan made a statement to this effect. Air Products in particular have voiced concern that investment could be impeded if those protections were not built into the plan.

Active Travel and access to Strategic Locations

We would like to see a more assertive statement to the effect that active travel options will be integral to the planning of these locations. Similarly connections to public transport are paramount.

Next

Specific Locations

Specific Locations

Pomona Island Strategic Location

Proposal

1100 Residential Units primarily in High Rise

Offices 20,000sqm at the most accessible areas of the location (equiv to CIS Tower/3)

2 hectares of green park at waterfront

Retail and leisure to support the community

Comments

Accessibility

At present the location is very inaccessible

Greater emphasis should be placed on connection to public transport and particularly active travel routes. Reference is made to “preserving and enhancing the existing canalside walkways and improving public access to these routes and thus their role within the active travel route network”. The development should provide separation from vehicular access to allow for direct connectivity to transport (ideally) on both sides of the Ship Canal.

Broadband – The requirements should specify that access to broadband should be a requisite of the scheme for office and residential. We saw with the Stamford Brook development that Broadband was an afterthought.

Wharfside Strategic Location

WHA 1

This is the area along Trafford Wharf Road and the promenade and then up past Old Trafford Football Stadium

Protects the wharfside for Metrolink and provides for a 'processional route' down Warwick Road through to (Sir Alex Ferguson Way).

Comments: The processional route is supported, however it should be expanded slightly at the junction with Chester Road to include 'Red Chippy Village' to encourage appropriate area for congregating visitors to sit, meet and eat.

WHA 2

Media City Area

900 housing units in high rise

Comments The wharfside frontage is currently a sterile environment which does little to enhance the visitor experience beyond the views of iconic buildings and waterfront. The introduction of 900 housing units makes pressing the need for waterfront cafes etc to serve new residents, visitors to the attractions including the Victoria Warehouse music venue and new hotels.

Green Infrastructure

Trafford Ecology Park This green asset is not delivering to its full potential as a peaceful haven for Quays residents or workers within the area. The park should be protected with improved pedestrian access from Trafford Wharf Road.

WHA3

Essentially this is the stadium itself and immediate vicinity

Comments:

<p>3.31 Visitors to the Stadium and associated facilities will be encouraged to do so by sustainable modes of transport This will be achieved through the provision of increased levels of remote park and ride in suitable locations and by ensuring that where new car parking is deemed to be appropriate and necessary, it does not increase the level of single use car parking provision for stadium use.</p>

We saw during the Olympic Football events in 2012 an increased temporary focus on sustainable transportation to the stadium setting the standards which should be applied to future development at the stadium. We believe should be explicit within the plan.

The temporary Olympic provisions included increased park and ride and integration of event-ticketing with local public transport passes, as well as increased cycling provision.

Lancashire Cricket Club Area

LAN1

Covers town hall area down to Chester Road and across to Gorse Hill Park

Proposed Residential development

- A minimum of 400 residential units will be delivered in this Plan period;
- Residential development will be encouraged at densities of between 30 and 150 dwellings per hectare in the form of a number of apartment blocks varying in height storeys;
- There will be a range of 2, 3 and 4-bed dwellings provided in well-designed buildings with approximately two thirds of the units suitable for families.

Comment – Really not clear how 400 residential units can be accommodated in this quarter which is already developed. There is limited development opportunities in Warwick Road for which planning permissions have already been granted but insufficient to provide housing to this standard/quantity. The proposed 400 new residential units would require the removal of existing incumbents who have not been identified e.g. College/police/British Gas/Kelloggs/PC World etc.

4.10 LCCC Quarter already lies within an area deficient in accessible open space. The level of new housing proposed generates the need for an additional 1 Ha of open space. Due to the limited amount of available land in this location, it is essential that the existing elements of public realm and open space at Trafford Town Hall and Gorse Hill Park are protected and enhanced alongside the provision of the Strategic Processional Route in order to provide suitable levels of open space to support the needs of the residents and visitors. The provision of green roofs and green walls will create opportunities for further green infrastructure and amenity space.

We welcome green roofing and green walls but do not believe they are a substitute for open space.

LAN2

Cricket Ground Area itself

Don't really know why this is in the plan. Nothing suggested that isn't under construction

Trafford Centre Rectangle

TCR 1 – Defined on the map as the Trafford Centre itself together with ASDA / Events City

5.4 Approximately 40,000sqm of new B1a/b office floorspace and similar appropriate uses will be delivered within the Trafford Centre Rectangle during the Plan period. The office space will be high quality BCO Grade A, delivered as part of an innovative, attractive mixed-use neighbourhood.

Comment

Paragraph 5.4 under the TCR1 heading proposes office space equivalent to 2/3 of Manchester CIS Tower. Not sure that this actually applies to TCR1 or to the greater rectangle itself. Unclear that it should be under the TCR1 heading as no mention of where in TCR1 it's going.

TCR2 Defined as the Dumplington/Barton-on-Irwell area adjacent to the church

5.16 Residential development

- A minimum of 1,050 residential units will be delivered in this Plan period;
- A mix of houses and apartments will be provided in an attractive, functional and innovative new mixed-use neighbourhood;
- Two thirds of these units will be suitable for families;
- There will be a mix of housing densities and building heights;
- Higher density levels will be closest to the employment area(s), community facilities and the canal frontage;
- Lower density levels will be located towards the centre and east of the site.

5.17 Employment Development

- Approximately 28,000sqm of new B1a/b office floorspace and similar appropriate uses will be delivered during the Plan period;
- The office space will be high quality BCO Grade A, delivered as part of an innovative, attractive mixed-use neighbourhood;
- Development will be in the form of high quality, individual blocks;
- Appropriate levels of amenity space will be provided within and between the individual blocks;
- On-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.

Comment – We recognise that detailed arrangements will be described in a masterplan for the area but we do not consider 2 hectares of greenspace allocated here is sufficient and it should be at least doubled to 4 hectares commensurate with a small park.

Carrington

- A minimum of 1,560 residential units will be delivered in this Plan period, with an indicative 80% target proportion being delivered on brownfield land;
- There will be a range of 2, 3 and 4-bed dwellings provided in well-designed buildings with approximately 80% of the units suitable for families;
- Housing densities and heights of units will vary across the site with higher densities and taller buildings to be located adjacent to the community hub and along the new road transport corridor route;
- Lower density development will be located towards the edge of the site to establish an attractive edge to the development area, reflecting its countryside setting.

Agree with safeguarding indicated in the plan of:

- As part of the development within this location the Council will secure a significantly improved and new public transport network in this locality alongside an active travel route network;
- The Council will, safeguard the indicative route of a new transport corridor as detailed in Policy TR3 of this Plan, including a new road crossing over the Manchester Ship Canal from Carrington to Cadishead;
- The Council will safeguard the route of the Broadheath – Irlam railway line as a sustainable transport corridor (see LA Policy TR2).

However we want to make sure that active travel route network works within the site rather than just to its boundary. The experience of Stamford Brook suggests this needs to be at the heart of the planning.

Similarly we would like to see commitment to broadband built into the planning from the initial stages and not left as an afterthought.

Industrial and Commercial operations to be safeguarded

Transport

Trafford Labour Group would promote and encourage feasibility study into the potential for 'Tram-Train' on the heavy rail line between Manchester and Flixton with the potential to extend Tram running to Carrington. There are models of Tram-Trains which can switch from electric running to Diesel.

Stretford

STR1.2 – Land at Bennett Street

16. 5 This site, incorporating the existing Stretford Library and adjacent Mitford Street Clinic, is allocated for 20 residential development units. The redevelopment of this site will be subject to the satisfactory relocation of the community facilities currently on the site.

The Stretford Masterplan recognises that the relocation of Stretford Library is not acceptable to the community. This proposal should be removed to accord with the Stretford Masterplan.

Local Shopping Parades

Derbyshire Lane West shops (Stretford) should be added to the list

Winchester Road Stretford shops should be added (new build)

District Centres

We believe Ayres Road, Old Trafford should be upgraded to District Centre given its increased status as a shopping facility serving wider than the immediate area.

Similarly Partington Village Centre should be upgraded to District Centre