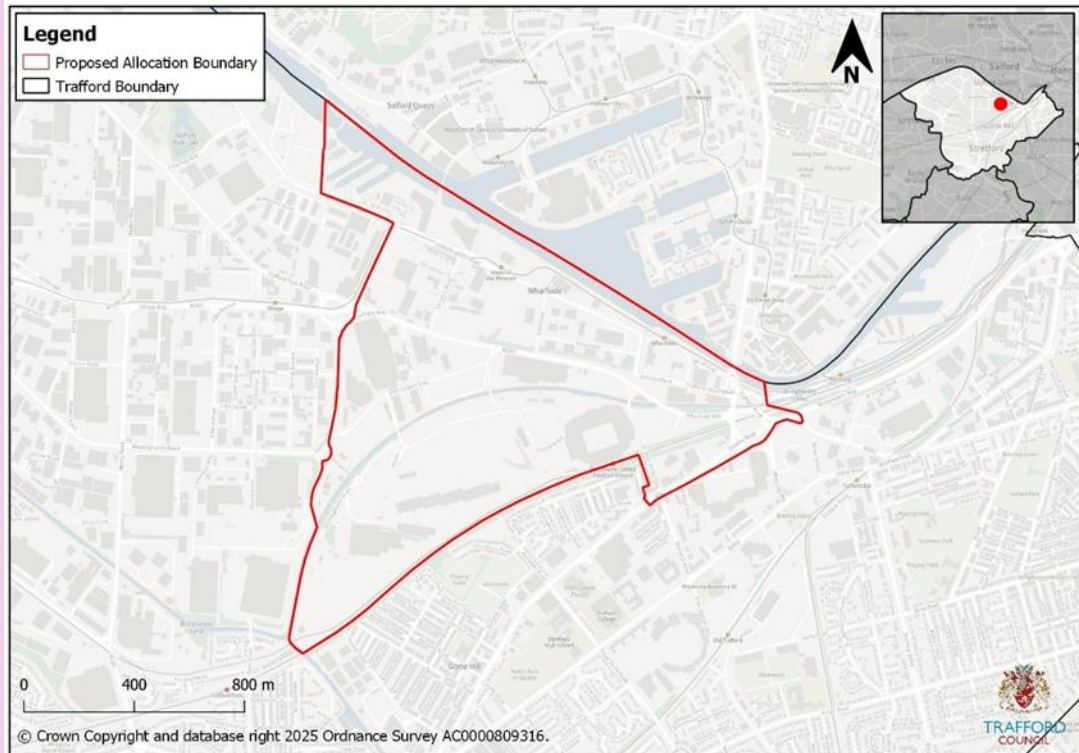


Proposed Residential Allocations

AN1: Wharfside



Address:	Wharfside			
Site Size (Ha):	150.49			
Allocated for:	15,000 (8,000 in plan period to 2042)			
Anticipated delivery timescale:	2025-2030	2030-2035	2035-2042	2042+
	0-5 Yrs	6-10 Yrs	11-17 Yrs	18+ Yrs
	3,000	2,000	3,000	7,000

AN1: Wharfside Site Requirements

Land at Wharfside will undergo major redevelopment and regeneration, providing a minimum of 15,000 new homes, with 8,000 delivered within the Plan Period, alongside a new world class football stadium and new commercial, retail and leisure floorspace.

Significant new accessible and publicly accessible green spaces, public realm and new community facilities will also be created alongside substantial improvements to both public transport and active travel infrastructure.

Enhancements and improvements to the accessibility and setting of existing cultural institutions, such as the Imperial War Museum North and ITV Studios, will also be achieved.

Development of this site will be required to:

- A. Be in accordance with a site-wide strategic masterplan that:
 - i. has been approved by the local planning authority
 - ii. must include a phasing and delivery strategy, as required by policy JP-D1 of Places for Everyone (PfE)
 - iii. will be prepared in partnership with key stakeholders and in consultation with the local community and businesses, to ensure the whole allocation is planned and delivered in a coordinated and comprehensive manner.

Residential

- B. Deliver an appropriate mix of apartments and houses (except for level access/bungalows) to meet identified housing needs, as set out in Policy R3N, broadly distributed across the site as follows:
 - i. 1,300 dwellings (primarily houses), in the Stadium West area indicated on the illustrative policy plan (Figure 2-2)
 - ii. 13,700 dwellings throughout the remainder of the allocation as indicated on the illustrative policy plan (Figure 2-2).
- C. Provide a minimum of 25% on-site affordable housing in accordance with the North Locality requirements of Local Plan Policies R3, R3N and IP1.
- D. Deliver development at a density of:
 - i. Approximately 55 dwellings per hectare (dph) in the Stadium West area indicated on the illustrative policy plan (Figure 2-2); and

- ii. Approximately 200 dwellings per hectare throughout the remainder of the allocation as indicated on the illustrative policy plan (Figure 2-2).

Manchester United Football Stadium

- E. Any new development at/ of the stadium must be in accordance with Local Plan Policy CL1N.

Employment, Commercial and Retail

- F. Incorporate non-residential ground floor uses throughout the allocation, particularly in the areas indicated on the illustrative policy plan (Figure 2-2). Such uses must cumulatively provide a mix of commercial, employment, retail, leisure and community uses for residents, workers and visitors to the area.
- G. Deliver new hotel development in the areas indicated on the illustrative policy plan (Figure 2-2) to accommodate the majority of visitors to Wharfside's attractions.
- H. Have regard to existing and retained businesses already within the allocation, ensuring proposals do not detrimentally affect their ability to continue to operate viably and successfully, enhancing their environments wherever possible.

Climate Change and Renewable Energy

- I. Connect to / provide a Heat and Energy Network in accordance with PfE Policy JP-S3 and Local Plan Policy RT2.Transport, Integration and Accessibility.
- J. Enable, contribute and/or provide an on-site energy centre.

Transport, Integration and Accessibility

- K. Enable, provide contributions towards and/or deliver additional and improved active travel and other physical connections into and out of the allocation to/from neighbouring areas and communities such as Gorse Hill, north Stretford, Trafford Park, Old Trafford, the Civic Quarter and Salford Quays.
- L. Create a network of permeable streets and connections within and through the allocation that prioritise active travel as indicated on the illustrative policy plan (Figure 2-2) including:
 - i. East to West: Ship Canal Walk, Trafford Wharf Road, Wharfside Way, John Gilbert Way, Stadium Approach and Bridgewater Canal.

- ii. North to South: Sir Matt Busby Way, Old Stretford End Way, Parkside West, Quays Connection and Western Wharfside.
- M. Enable and facilitate greater permeability over the Trafford Park Metrolink line to the east of Quay West.
- N. Enable, provide contributions towards and/or deliver:
 - i. A new bridge over the Manchester Ship Canal to Clippers Quay in Salford.
 - ii. Accessible links to/ from the existing Trafford Park train station and any additional passenger rail stations within the allocation.
 - iii. Public transport improvements; and
 - iv. Interventions to address the barrier to movement caused by the White City Circle roundabout.
- O. Enable and facilitate the creation of mobility hubs at key clusters and/or transport nodes as indicated on the illustrative policy plan (Figure 2-2).
- P. Retain the use of the docks and their immediate surrounds as indicated on the illustrative policy plan (Figure 2-2) to the north west of the allocation for freight use.

Parking Provision

- Q. Incorporate minimum levels of car parking which must either be provided as on-site podium parking, or by using centrally designated parking barns/ multi-storey car parks.
- R. Provision of surface parking adjacent to waterfront locations will not be supported.

Community and Social Facilities

- S. Enable the provision of a new on-site primary school, neighbourhood health centre and/or new community facility.
- T. Make contributions towards:
 - i. The provision of early years, primary school and secondary school places, a proportion of which will be for Special Educational Needs (SEN).
 - ii. The improvement, enhancement and/or provision of neighbourhood health facilities.
 - iii. The improvement, enhancement and/or provision of community facilities as set out in Local Plan Policy CT3.

Green Infrastructure

- U. Deliver a substantial new accessible and publicly accessible urban park to meet the needs of a wholly new mixed-use neighbourhood and visitor destination as indicated on the illustrative policy plan (Figure 2-2).
- V. Enable and contribute to the creation and provision of significant new areas of accessible and publicly accessible green and open space as set out in Policy OS1.

Design and Public Realm

- W. Enable the creation of a substantive linear area of accessible and publicly accessible public realm, incorporating green and open space fronting the Manchester Ship Canal between the Imperial War Museum and Wharf End Road/ Trafford Road.
- X. Have regard to the local landmark of the Imperial War Museum North and it's setting, protecting and/or enhancing key views to/from it.

Historic Environment

- Y. Have regard to impacts on the distinct and unique heritage assets of Throstles Nest Bridge, Trafford Road Bridge, the historic elements of the Telephone Exchange and the former Electric Cable Factory; including their respective settings, and where necessary / appropriate mitigate any harmful impacts as informed by a detailed heritage impact assessment.

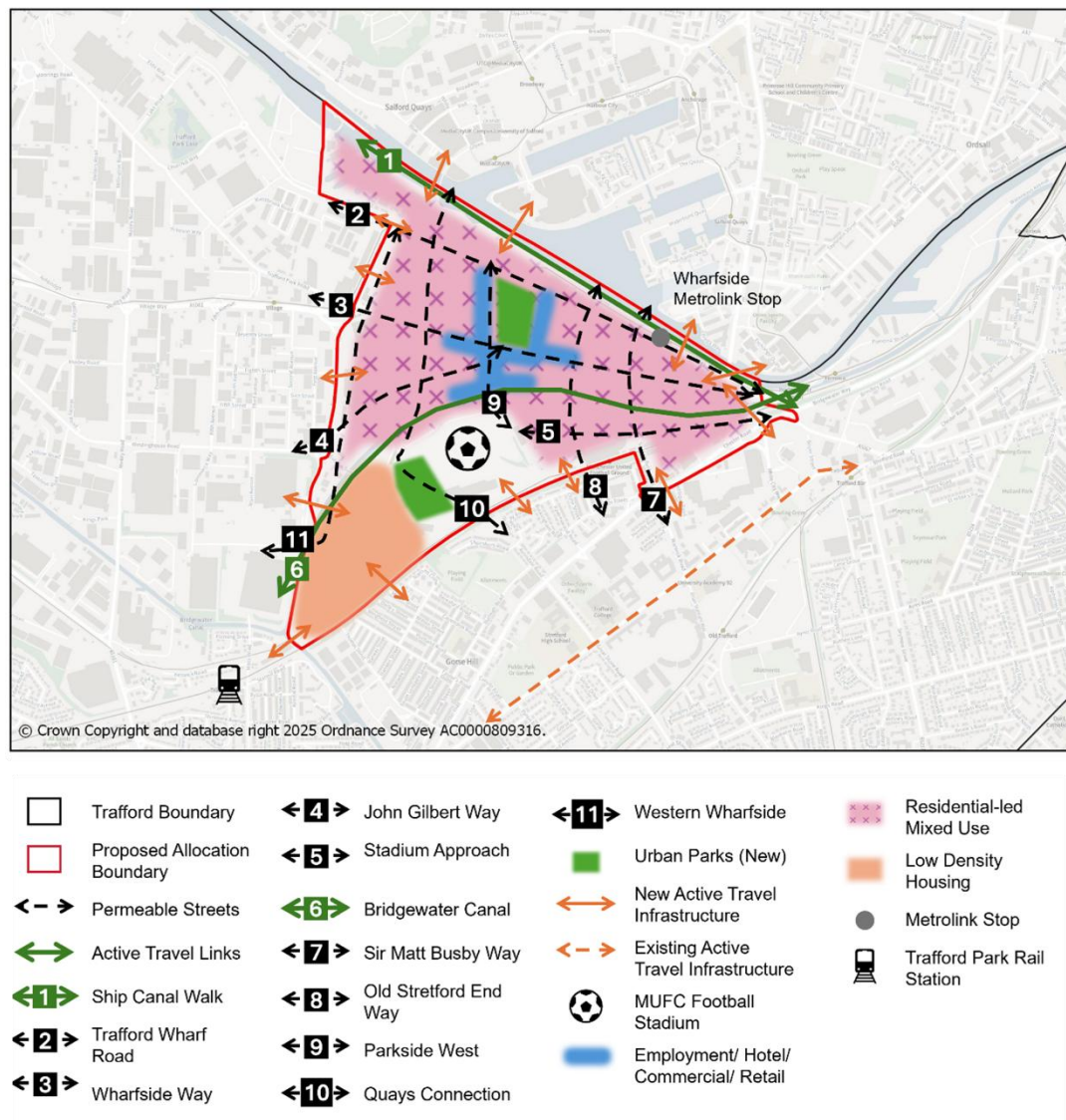


Figure 2-2: Wharfside Indicative Policy Plan

- 2.2. Straddling both the Core Growth and Inner Regeneration Areas, land at Wharfside represents a strategically important transformative regeneration opportunity of international significance alongside an opportunity to create a series of diverse, vibrant and high-quality new sustainable mixed-use neighbourhoods.

Residential

- 2.3. Comprised almost entirely of previously developed (brownfield) land, the allocation covers an area of approximately 145 hectares; much of which is underutilised, despite being on the edge of Manchester City Centre.

- 2.4. Located between the Trafford Park and Altrincham Metrolink lines, served directly by Wharfside tram stop together with high-frequency services along the A56 key bus corridor and the Manchester-Liverpool (Cheshire Lines Committee) railway line, the allocation has a Greater Manchester Accessibility Level (GMAL) score of between 6 and 8; meaning it is highly accessible by public transport.
- 2.5. Given its highly sustainable location, proximity to the City Centre and Salford Quays along with existing infrastructure, nearby services and amenities; Wharfside is capable of accommodating a very significant number of new homes through some high-density residential development.
- 2.6. Notwithstanding the ability of the allocation to provide several thousand homes, it is imperative that it also provides the types of homes that Trafford needs. Hence, the Policy identifies that approximately 1,300 homes in the Stadium West area should be primarily houses (80%), to ensure that the identified need for houses is catered for as well as a range of apartment sizes and types.
- 2.7. Wharfside offers an opportunity to deliver a significant amount of affordable housing and therefore make an important contribution to addressing the acute affordable housing need in Trafford. Development across the site will therefore be expected to deliver affordable housing at a minimum of 25%, in line with the requirements of Local Plan Policy R3 and R3N.
- 2.8. Densities have been set to guide the quantum of development that is capable of coming forward, however it is possible that in some locations within the allocation a higher or lower density of development may be more appropriate when considering site specific and/or design matters etc.
- 2.9. No building height restrictions have been set, providing flexibility across the allocation to achieve a varied and organic skyline that enables higher volumes of homes to be provided in the most appropriate locations, whilst simultaneously respecting the range of unique settings and uses within and

adjacent to the allocation. Regard must, however, be had to Local Plan Policy BE2: Tall Buildings.

- 2.10. Matters such as density and building height will be considered further in the strategic masterplan for the area which is underway and through individual planning applications.
- 2.11. Notwithstanding proposed densities and no building height restrictions, it is important that land within the allocation is optimised for development purposes. The Local Plan allocates and identifies sufficient land to meet Trafford's housing requirement as set out in Places for Everyone Policy JP-H1 and Local Plan Policy R1. It is therefore not necessary for the Wharfside allocation to be overly and intensely developed. Proposals which seek to maximise the amount of development to the detriment of high-quality design, the public realm and/or the creation of mixed-use neighbourhoods will not be supported.

Employment, Commercial and Retail

- 2.12. To create, establish and support new thriving communities, development must incorporate a range of other uses to meet the needs of existing and new communities as well as a new world class leisure, entertainment, sporting and cultural destination.
- 2.13. It is not proposed at this time to designate a new town/ local or neighbourhood centre within the allocation, instead the provision of non-residential uses is focused along key routes and at key nodes within the Wharfside allocation. This approach allows for a clustering of local convenience retail and food and drink provision together with employment and commercial floorspace as well as other non-residential uses.
- 2.14. Whilst the policy states these should be provided on the ground level, it is possible that in some cases it may be more appropriate to provide additional floors and/or whole buildings for non-residential purposes when considering site specific and/or design matters etc. Such matters will be considered further

in the strategic masterplan for the area which is underway and through individual planning applications.

- 2.15. Adequate large-scale convenience provision is already available adjacent to and in the vicinity of the allocation, with Tesco Extra and Lidl stores located on the A56 to the south, along with an Aldi, Marks and Spencer's Foodhall and Food Warehouse (Iceland). As such, it is neither considered necessary nor appropriate to provide for further largescale convenience provision within the allocation.
- 2.16. Wharfside is already home to several large visitor attractions and event spaces such as Victoria Warehouse, the Imperial War Museum North as well as the existing Manchester United Football Club stadium; and is also located in close proximity to the Lancashire County Cricket Club stadium, which combined attract significant numbers of visitors to the area each year.
- 2.17. The new Old Trafford Football Stadium and its immediate surrounds as proposed by Manchester United Football Club will anchor a radically new and improved cluster of entertainment, leisure, retail and cultural uses, and will likely lead to an increase in visitor numbers to the area whose needs must also be catered for.
- 2.18. The creation of new visitor accommodation within Wharfside is therefore both necessary and appropriate, supporting the local economy whilst also encouraging sustainable travel choices and reducing traffic congestion on match and event days.
- 2.19. Taking into consideration the proximity of Manchester City Centre and Salford Quays and the hotel and visitor accommodation already available, it is not considered necessary or appropriate for Wharfside to meet all the visitor accommodation demand associated with the attractions located within or near it; doing so could detrimentally affect both Salford and Manchester's tourism economies. Accordingly, this matter will be considered further in the strategic masterplan for the area, which is underway and through individual planning applications, which must be accompanied by a needs assessment.

- 2.20. Notwithstanding the above, as a residential-led mixed-use allocation, the dominant use throughout the Wharfside allocation must be residential, and proposals which undermine the ability to achieve this will not be supported.

Climate Change and Renewable Energy

- 2.21. Wharfside is located within a 'Heat and Energy Network Opportunity Area' identified in Places for Everyone Policy JP-S3 and draft Trafford Local Plan Policy RT2 and is required to be in accordance with both.
- 2.22. Working with the Department for Energy Security and Net Zero, Trafford Council has participated in the Government's Advanced Zoning Programme (AZP) ahead of heat zone legislation expected to come into force by the end of 2025, which has identified a possible North Trafford Heat Zone covering the Civic Quarter, Wharfside and Trafford Park. Work undertaken to date demonstrates that a zonal-scale heat network across this area is both technically feasible and financially viable.
- 2.23. The scale of development planned for in Wharfside is a prime opportunity to take advantage of a technology that has the highest potential to contribute towards a reduction in carbon emissions, without overburdening development with additional costs.
- 2.24. Further work on the North Trafford Heat Zone is being undertaken, however in light of the evidence available to date, it is considered appropriate to require development to connect to such a network and enable such a network to be delivered.

Transport, Integration and Accessibility

- 2.25. Much of the Wharfside allocation scores between on 6 and 8 on the GMAL scale, reflecting a high to very high level of accessibility by public transport.
- 2.26. However, accessibility and permeability within the site and to/ from it to surrounding areas and communities, is generally poor and not conducive to accommodating the scale of development anticipated or creating sustainable mixed communities.

- 2.27. Significant new and improved interventions are needed to make the whole of the allocation accessible for a range of uses and users, whilst also being capable of accommodating significant influxes of visitors without overburdening the local highway or public transport networks.
- 2.28. Accordingly, development will be designed to prioritise walking and cycling, enabling sustainable short journeys and promoting healthier lifestyles through (among other things):
 - Creating safe and attractive routes to and from key transport nodes including Trafford Park railway station and a potential new rail station within the allocation.
 - Opening up land adjacent to the Manchester Ship and Bridgewater Canals for active travel.
 - Providing amenities and services to meet local needs (including mobility hubs) close to people's homes; and
 - Providing new and improved links across significant linear infrastructure barriers such as the Trafford Park Metrolink line, Manchester-Liverpool (Cheshire Lines Committee) railway line, White City Circle roundabout and Manchester and Bridgewater canals.
- 2.29. Improvements to provision of public transport services and associated infrastructure will also be required to ensure that the new communities of Wharfside benefit from a well-rounded public transport network, promoting and encouraging modal shift from private car travel to sustainable modes of transport.
- 2.30. The existing docks to the north-west of allocation are affected by a Control of Major Accident Hazards (COMAH) designation, constraining alternative uses.
- 2.31. Combined with a need to support Trafford Park transition to a low carbon and green industrial park and facilitate the redevelopment and regeneration of Wharfside; and requiring the transportation of significant amounts of construction material and the removal of spoil and demolition waste, the docks have been identified being retained for freight use.

Parking

- 2.32. The Wharfside allocation is in a highly sustainable location accessed and served by a range of public transport options, which together with improved provision and active travel links throughout and into the site, does not require significant levels of car parking.
- 2.33. Car parking (particularly surface parking) is not an effective use of land and would inhibit Wharfside's contribution to meeting Trafford's identified housing need.
- 2.34. Moreover, managing the amount of car parking provision will facilitate modal shift to active travel and public transport for both residents and visitors, which combined with new commercial, retail and leisure offerings; is likely to increase the duration of visits, supporting the local economy whilst reducing impacts on communities and the highway network.
- 2.35. It is nonetheless recognised that some on-site parking provision will be required and desired. As such, to optimise land use and create a high-quality place, centrally designated parking barns/ multi-storey car parks will be provided throughout the allocation. The optimum location(s) for these will be identified in the strategic masterplan which is being prepared.
- 2.36. Podium and/or underground parking within individual developments will be supported where it does not affect the ability of a development to meet policy requirements such as on-site affordable housing, high-quality design and planning contributions.
- 2.37. Wharfside offers two waterfront locations with development able to front onto the Manchester Ship Canal or Bridgewater Canal. Both frontages offer a unique opportunity to create a high-quality green, active and accessible public realm with desirable public and private views.
- 2.38. This is strong sense of place and community, cannot be achieved were the waterfronts lined by parked cars and vehicles. Such an outcome would impede

access and restrict the natural surveillance required to make such places attractive and safe to use.

- 2.39. Consequently, along these waterfront locations surface car parking will not be supported.
- 2.40. Conversely, it is expected that all other parking standards set out in Local Plan Policy TM10 will be achieved, and where possible exceeded, particularly in respect of cycle parking. This will be achieved through provision within individual developments, publicly accessible provision as well as mobility hubs served by public bike hire schemes.

Community and Social Facilities

- 2.41. The creation of several new residential-led mixed-use neighbourhoods in an area not currently serving as a residential location will need to be supported by appropriate new and/or improved infrastructure.
- 2.42. The Councils strategy to meet needs for school places is to first use up spare capacity in existing classrooms and school buildings, and then where necessary expand existing schools before building any new schools. However, Wharfside is of such a significant scale that it is highly likely a new primary school will be required.
- 2.43. Based on the Department for Education (DfE) national average pupil yields of 0.25 primary and 0.13 secondary school pupils per home¹, the development of Wharfside would require 2,000 primary school places and 1,040 secondary school places within the Plan period, and 3,750 and 1,950 school places respectively overall.
- 2.44. On these indicative figures alone, it is clear that (indicatively) at least one new primary school will be required as a result of the development of Wharfside, for which provision and/or contributions must be made.

¹ <https://www.gov.uk/government/publications/new-homes-fact-sheet-5-new-homes-and-school-places/fact-sheet-5-new-homes-and-school-places>

- 2.45. Similarly, based on guidance from the Royal College of GPs, the NHS London Healthy Urban Development Unit (HUDU)², the development of Wharfside would give rise to the need for approximately 10 new GPs within the Plan period, and 20 overall.
- 2.46. This would be in addition to other healthcare facility requirements for physiotherapy, mental health, nurses, midwives and dentistry etc. that are also likely to be required as part of a community or neighbourhood health hub to support residents of the allocation.
- 2.47. Notwithstanding the likely need for greater healthcare space within the allocation, on these indicative figures alone, it is clearly necessary for new and/or improved health facilities to be required by the development of Wharfside.

Green Infrastructure

- 2.48. There are no formal or informal green spaces within the proposed Wharfside allocation. The nearest such spaces are Nansen and Gorse Hill Parks, beyond the southern boundary to the site across the railway line and A56 respectively.
- 2.49. It is therefore critical that appropriate new green and open space provision of a scale and quality commensurate to the allocation is delivered.
- 2.50. Accordingly, a new 2.5 ha urban park is proposed to be created at the heart of the allocation, linking waterfront development along the Manchester Ship Canal to the proposed new Manchester United Football Stadium.
- 2.51. Additional green and open space will be required to ensure that Wharfside meets the requirement of Local Plan OS1 insofar as is possible, and provides sufficient quantity, quality and frequency of open space for communities, helping to create green and accessible new places.

² <https://www.gov.uk/government/publications/new-homes-fact-sheet-4-new-homes-and-healthcare-facilities/fact-sheet-4-new-homes-and-healthcare-facilities>

- 2.52. To achieve this, it will be necessary to incorporate playable spaces, pocket parks and play areas/ playgrounds within a cohesive and connected green public realm.

Design and Public Realm

- 2.53. Wharfside encompasses sections of the Manchester Ship and Bridgewater canals, providing a unique opportunity to create a high-quality green, active and accessible public realm with links into the City Centre, Trafford Park, Gorse Hill and Stretford.
- 2.54. Improvements and/or additions to both features will activate the waterfronts and enable active travel through the site to surrounding areas, and for the Ship Canal enable the space to be used for events and temporary pop-up uses.
- 2.55. Both linear stretches of public realm must include high-quality accessible green and open spaces in line with Local Plan Policy OS1 and incorporate playable spaces, pocket parks and play areas/ playgrounds.
- 2.56. The Imperial War Museum North is a highly unique building in the local landscape and is regarded a local landmark. Development proposals in its vicinity must therefore have regard to the building and its setting, enabling it to continue to be a visible landmark within landscape.

Historic Environment

- 2.57. Wharfside includes some key historic characteristics due to its proximity to Trafford Park and inclusion of land between the Manchester Ship Canal and Bridgewater Canal. Development of the site should therefore reflect and build on this unique heritage, with relevant proposals paying specific attention to statutory listed heritage assets and their settings in scheme design, informed by appropriate heritage assessments.

Consultation Question 2-1

Do you support this proposed allocation? Yes / No

Consultation Question 2-2

Do you support the proposed use, amount and phasing of development? Are there any other specific issues or local features that should be considered for the site?