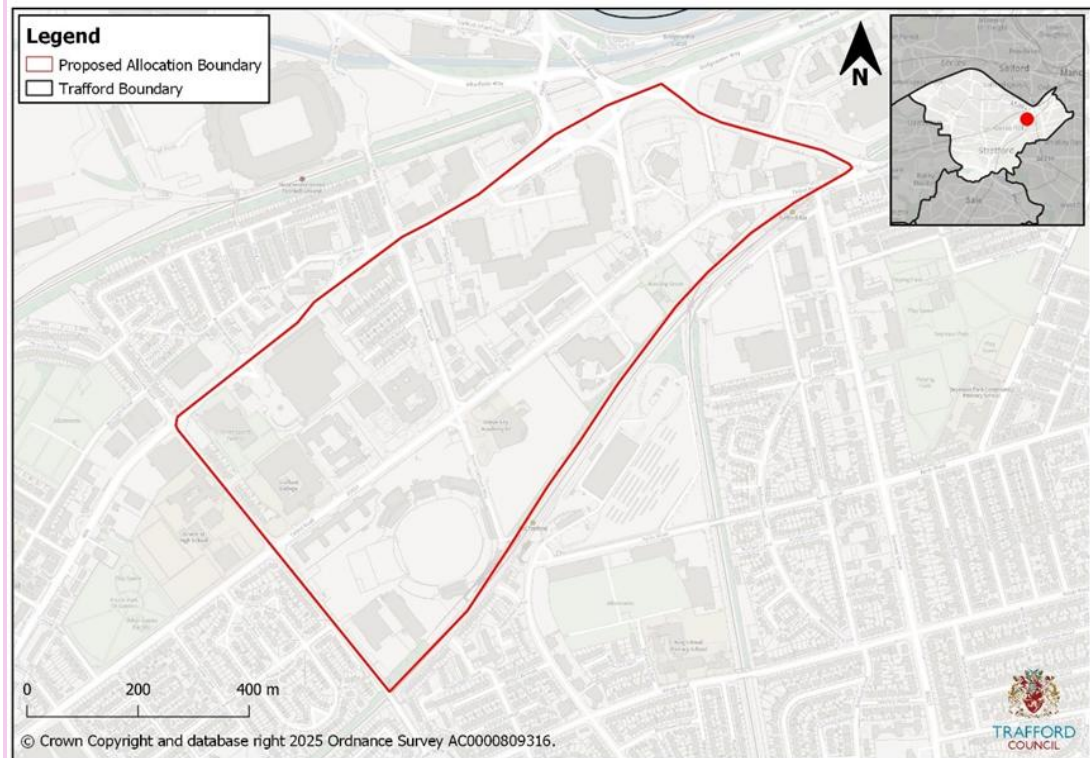


AN2: The Civic Quarter



Address:	The Civic Quarter			
Site Size (Ha):	53.89			
Allocated for:	4,000 dwellings (3,250 in Plan Period to 2042).			
Anticipated delivery time scale:	2025-2030	2030-2035	2035-2042	2042+
	0-5	6-10	11-17	18+
	1500	1250	500	750

AN2: The Civic Quarter Site Requirements

The Civic Quarter is allocated for major regeneration that will provide a new residential neighbourhood of approximately 4,000 new homes (with 3,250 homes delivered within the plan period), together with commercial, leisure and community facilities, accessible public realm and publicly accessible green space; and substantial improvements to both public transport and active travel infrastructure.

Development of the site will be required to:

Residential

- A. Deliver an appropriate mix of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Policy R4, having regard to the latest Housing Needs Assessment;
- B. Make provision for a minimum of 25% affordable housing, in accordance with the North Locality requirements of Policy R3 and R3N;
- C. Deliver development at a density of around 170 dwellings per hectare;
- D. Student accommodation proposals may also be acceptable where they would meet an identified need from UA92;

Employment / Commercial

- E. Deliver up to 50,000 sqm of new offices and other commercial floorspace (Use Classes E(c) and E(g)), and where appropriate floorspace for other commercial uses;
- F. Provide appropriate formal visitor accommodation where there is a demonstratable need and delivery would not result in an over proliferation or concentration of hotels/ aparthotels etc, to the detriment of residential communities;

Climate Change and Renewable Energy

- G. Connect into an existing district heating system or provide passive provision for future connection to one, as required by PfE Policy JP-S3;

Transport, Integration and Accessibility

- H. Provide appropriate contributions towards improved pedestrian and cycling crossings and public realm at the junctions of Brian Statham Way / Warwick Road and Talbot Road/Warwick Road;

- I. Enable and accommodate the creation of a Processional Route between Old Trafford Metrolink stop and Sir Matt Busby Way;
- J. Provide appropriate contributions towards the enhancement of public realm and / or the potential pedestrianisation of Brian Statham Way as part of a Processional Route between Old Trafford Metrolink stop and Sir Matt Busby Way;
- K. Provide good quality cycle and pedestrian links between development sites and Metrolink stops;
- L. Incorporate minimum levels of car parking (including disabled spaces, car club spaces and EV charging spaces), which must either be provided as on-site underground, under-croft, and / or podium parking;
- M. Incorporate minimum levels of cycle parking;

Community Facilities

- N. Provide community uses, local services and other town centre uses to meet local needs;
- O. Provide appropriate contributions towards the refurbishment of Stretford Leisure Centre;

Green Infrastructure

- P. Enable and contribute to the creation and provision of new on-site areas of publicly accessible open space, as set out in Local Plan Policy OS1;

Design

- Q. Create active ground floor street frontages, particularly for proposals that front on to Brian Statham Way and Warwick Road; and

Heritage

- R. Achieve a high-quality, locality distinctive design, which responds sympathetically to heritage assets within the surrounding area (including Trafford Town Hall).

2.58. Home to Lancashire Cricket Club and with Manchester United's Old Trafford stadium nearby, the Civic Quarter is the most visited place within Trafford. It also contains a number of important public and educational facilities such as Trafford Town Hall, Trafford College, University Academy 92 (UA92) and Stretford Leisure Centre.

- 2.59. The area is, however, fragmented by a number of large footprint single uses, which incorporate large areas of surface car parking. Notable examples include the vacant former GMP Headquarters, the vacant former British Gas headquarters, and White City Retail Park.
- 2.60. The reuse of the former Kelloggs headquarters, for University Academy 92 (UA92) and redevelopment of its associated large areas of surface level car parking for high density residential development, illustrates the level of development potential within the area.
- 2.61. The Civic Quarter allocation will help to optimise the large areas of vacant and / or underutilised land within the area for the creation of a new vibrant mixed-use neighbourhood, incorporating large scale residential development, new office floorspace, commercial uses, community uses along with publicly accessible open space and public realm.
- 2.62. Given the allocation's highly accessible location, within the existing built-up area of Old Trafford and close to a range of local services and facilities, residential development will be expected to be delivered at an average density of around 170 dwellings per hectare across the allocation, having regard to the Civic Quarter Area Action Plan - Building Height Parameter Plan.
- 2.63. The site offers an opportunity to deliver a significant amount of affordable housing and make an important contribution to addressing the acute affordable housing need in the north of the borough. The site is expected to deliver affordable housing across all parts of the site at a minimum of 25%, in line with the requirements of Local Plan Policy R3 and R3N.
- 2.64. In combination with residential development, the site will deliver up to 50,000 sqm of office floor space and commercial floorspace. Where both practicable and feasible, such uses will be encouraged to form part of the ground and lower floors of higher density residential development to help generate more active frontages and in turn help create more vibrant streets and spaces.
- 2.65. A key element of the overall success of the Civic Quarter will be the quality and quantity of its publicly accessible green spaces and public realm.

Development will therefore be required to enable and incorporate a series of safe and convenient walking and cycling routes throughout the site and linking to the surrounding area, particularly to nodes of public transport provision and key sporting, leisure and recreation facilities.

- 2.66. Given the size and location of the allocation, development has the potential to impact both designated and non-designated heritage assets (the most notable of which is the Grade II listed Trafford Town Hall, Old Trafford Bowling Club and the entrance / gates to White City). Development will therefore need to respond sympathetically to nearby heritage assets and also sporting and cultural assets (such as Old Trafford Cricket Ground).
- 2.67. All areas of development will also be expected to make a proportionate contribution to necessary infrastructure, including transport, social and off-site green infrastructure.

Consultation Question 2-3

Do you support this proposed allocation? Yes / No

Consultation Question 2-4

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?