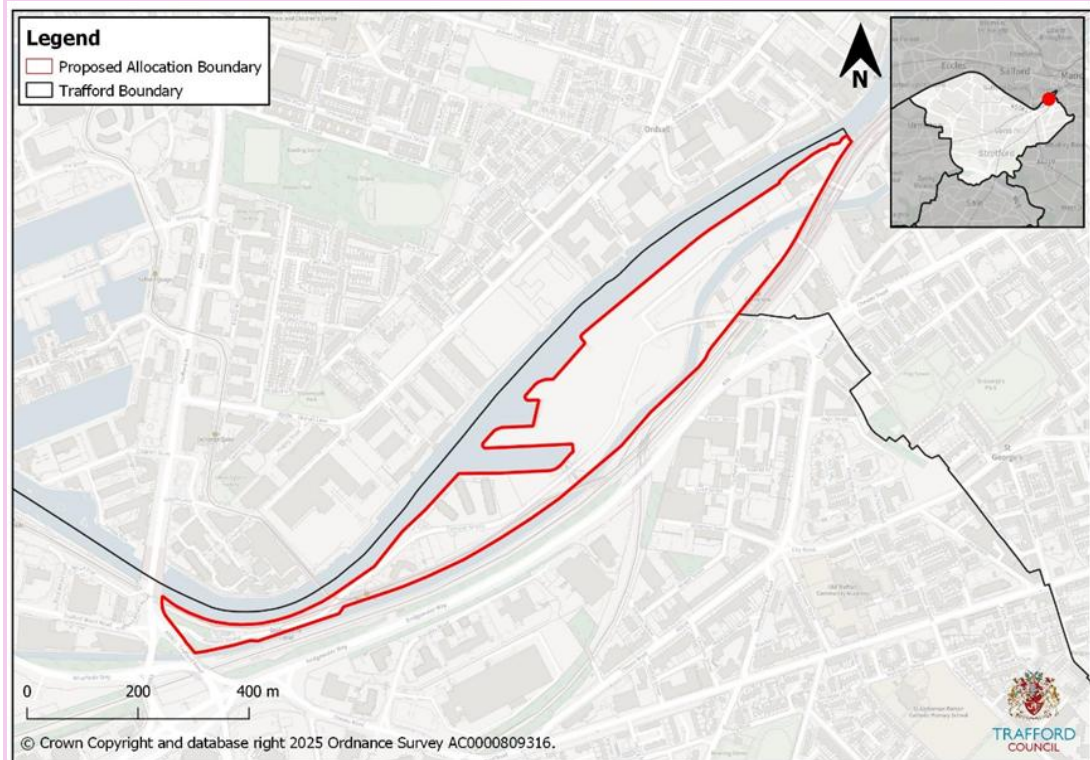


## AN4: Pomona



<b>Address:</b>	Pomona Docks, Pomona Strand				
<b>Site Size (Ha):</b>	12.68				
<b>Allocated for:</b>	2,300 dwellings (1,784 in plan period to 2042)				
<b>Anticipated delivery time scale:</b>	<b>Complete</b>	<b>2025-2030</b>	<b>2030-2035</b>	<b>2035-2042</b>	<b>2042+</b>
		<b>0-5</b>	<b>6-10</b>	<b>11-17</b>	<b>18+</b>
	216	526	520	738	300

## AN4: Pomona Site Requirements

Land at Pomona is allocated for a new residential-led neighbourhood of a minimum of 2,300 new homes (with around 1,784 in the Plan Period), commercial and community uses to support local needs and accessible public realm and publicly accessible green space.

Development of this site will be required to:

### Residential

- A. Deliver a range of dwelling sizes and types which help to meet the identified housing need for the North Locality, as set out in Local Plan 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 Local Plan Policy R3 and R3N;
- C. Deliver development at a density of around 200 dwellings per hectare;

### Commercial

- D. Provide a range of appropriate commercial uses capable of meeting local needs. Such uses will be expected to contribute to the creation of active frontages at ground floor level;

### Climate Change and Renewable Energy

- E. 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

- F. Create a network of permeable streets and connections that prioritise active travel to, through and within the site, including good linkages to both Pomona and Cornbrook Metrolink Stops, as well as connecting to the existing cycle route alongside the A56 Bridgewater Way at the junction with Cornbrook Road;
- G. Provide appropriate contributions towards improved pedestrian access from the site to Cornbrook Metrolink Stop;
- H. Provide appropriate contributions towards the White City Circle junction to provide a segregated cycle route(s) through the junction;
- I. Incorporate minimum levels of car parking (including disabled spaces, club car spaces and EV charging spaces), which must either be provided as on-site underground, under-croft, and or podium parking;

J. Incorporate minimum levels of cycle parking;

Green Infrastructure

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

L. Maximise opportunities for better use of waterfronts to deliver an active green link along the Manchester Ship Canal and Bridgewater Canal capable of multifunctional uses including open space, leisure and wildlife / biodiversity habitat;

Heritage

M. Have regard to the Grade II Listed Brindleys Weir including its setting, and where necessary / appropriate mitigate any negative impacts, as informed by a detailed heritage impact assessment;

Utilities and Environmental Protection

N. Have regard to the areas of flood risk located within the site and provide appropriate mitigation, in accordance with Local Plan Policy WA1; and

O. Provide an appropriate contribution towards additional utility capacity, including the reinforcement of the Davyhulme wastewater treatment works.

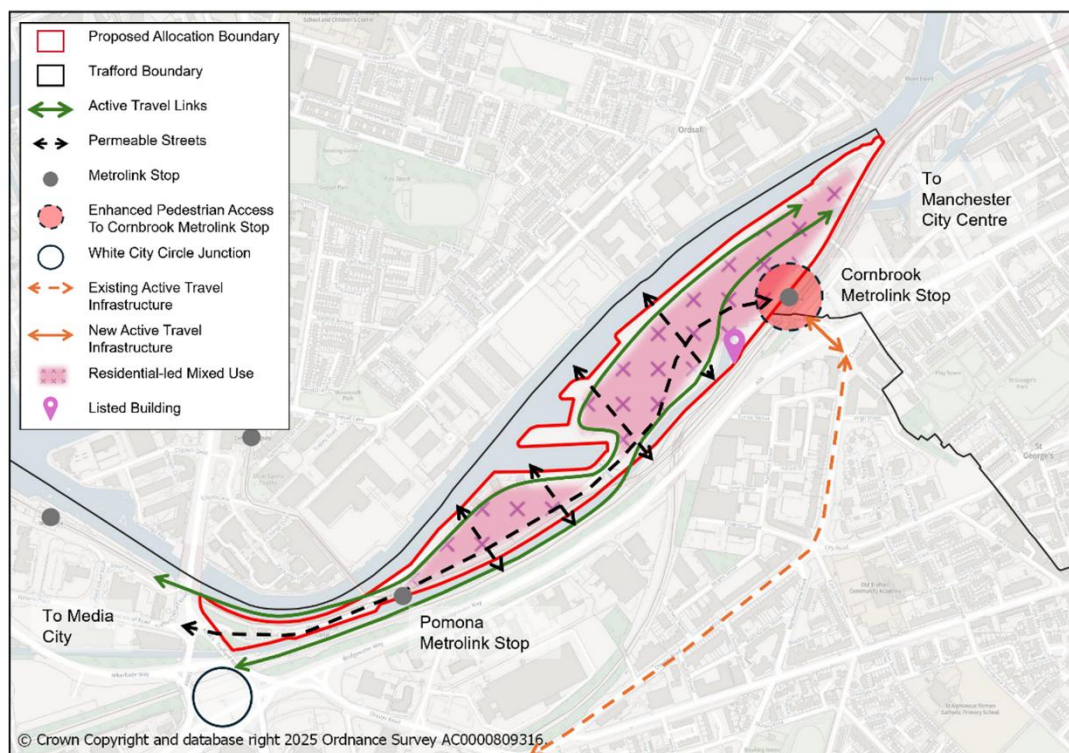


Figure 2-4: Pomona Indicative Policy Plan

- 2.77. The Pomona allocation offers significant potential for large scale residential development, community uses along with high-quality publicly accessible open space and public realm, in a highly sustainable and accessible location.
- 2.78. Pomona will deliver around 1,784 homes in the Plan Period and around 2,300 in total (with 216 homes already completed). Given the site's highly accessible location within the Core Growth Area for Trafford, as defined by Local Plan Policy ST1, residential development will be expected to be delivered at an average density of around 200 dwellings per hectare across the allocation. The expected density across the site reflects the range of services, employment opportunities and public transport links in close proximity to the site.
- 2.79. The site 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 the north of the borough. 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.

- 2.80. Pomona has a wealth of historic characteristics due to its previous use as a dock along with its unique location in between the Manchester Ship Canal and Bridgewater Canal. Development of the site should therefore reflect and build on this unique heritage, primarily through provision of high-quality publicly accessible open space and public realm which provide strong links through the site, with particular attention given to how development interacts with the various waterfronts. This should be complimented by areas of wildlife / biodiversity habitat, and where appropriate space for outdoor leisure.
- 2.81. Pomona's waterside location also results in a significant portion of the site being located within Flood zone 2. In addition, the Bridgewater Canal which runs through the site is identified as Flood zone 3. A detailed Flood Risk Assessment will therefore be required to support proposals before any development can take place. This should incorporate a range of flood mitigation and management measures appropriate to the proposed use and location, in accordance with the requirements of Local Plan Policy WA1.
- 2.82. Pomona has existing Metrolink stops at both the southern (Pomona) and northern (Cornbrook) ends of the allocation, along with the Bridgewater Canal Towpath which leads into Manchester City Centre to the north-east and Trafford Park to the west. Development of the site should therefore place a strong emphasis on incorporating high-quality, safe and accessible active travel routes which connect to nearby public transport nodes and existing active travel routes.
- 2.83. All areas of development will also be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure.

**Consultation Question 2-7**

Do you support this proposed allocation? Yes / No

**Consultation Question 2-8**

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?