



OVG Manchester

Sequential Assessment of Alternative Sites

March 2020

Contents

Executive Summary

1. Introduction
2. The Policy Test
3. Methodology
4. Long List: Site Plans
5. Long List: Assessment Criteria
6. Sites Identified for Further Analysis
7. Detailed Site Assessment Criteria
8. Short List: Detailed Site Analysis
9. Conclusions

Appendix 1 – Long List Site Assessment

Executive Summary

This Sequential Assessment of Alternative Sites accompanies an application for Full Planning Permission submitted to Manchester City Council in respect of a Site at the Etihad Campus ("the Site") for the construction a new multi-purpose indoor arena (the "Proposed Development"). The Applicant is OVG Manchester Limited (the "Applicant").

An arena is classified as a 'main town centre use'. Planning Policy directs these types of uses to city/town centre locations first, then edge of centre locations, and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering out of centre proposals, preference should be given to accessible sites which are well connected to the centre.

As such, a sequential test has been undertaken. This identifies and evaluates the suitability and availability of sites for an arena, within or on the edge of Manchester City Centre and other Town Centres within Greater Manchester (the appropriate 'Area of Search'). Supplementary to policy requirements, the merits and key considerations of alternative out of centre sites have also been considered.

This Report demonstrates that following the initial identification of 73 potential sites, when assessed against OVG's broad site suitability and availability criteria, 61 of these were discounted as unsuitable or unavailable to accommodate an arena of the type proposed, despite an appropriate level of flexibility in the testing process. Only three sites in city/town centre or edge-of-centre locations, plus a further nine out-of-centre sites, were considered to require further assessment against detailed site criteria.

Following this detailed assessment, the three sites tested which are more central to the Etihad Campus in policy terms (Piccadilly Trading Estate, Pomona Island and Stockport Mayoral Development Corporation) have all been discounted based on these detailed site criteria. The assessment of the nine alternative out-of-centre sites demonstrates that the Etihad Campus is the optimum location.

The analysis concludes that the Etihad Campus is suitable, available and viable for the proposed arena development and is clearly the best connected of the shortlisted sites to the centre. Furthermore, an arena in this location would complement the existing offer at the Etihad Campus and support the ongoing regeneration of Manchester's Eastern Gateway, whilst further promoting this destination as a world class sporting, leisure and entertainment district.

Assessment of Alternative Sites

1. Introduction

- 1.1 The Draft Eastlands Regeneration Framework (ERF) outlines a well-developed vision for East Manchester, reflecting adopted development plan policy to continue to accelerate and deepen the East Manchester regeneration journey and support inclusive growth through a number of strategic ambitions for East Manchester, including:
- Bring sport, education and commerce together;
 - Expand a world-class sports destination;
 - Become a destination for leisure and recreation facilities;
 - Capitalise on the regeneration investment made;
 - Support Manchester's Green City initiatives;
 - Create a distinctive sense of place; and,
 - Deliver improved social and economic outcomes.
- 1.2 The 2019 Draft ERF outlines the strategic direction for the Etihad Campus Commercial Zone for development which supports those economic sectors in which the city-region already has strengths, including the development of a sports, leisure and recreation economic cluster that will build upon the inherent sporting strengths of the Etihad Campus.
- 1.3 The Draft ERF's progress towards endorsement provides a positive basis against which the next phase of critical path activities and detailed analysis can be progressed. However, the Draft ERF can only be attributed limited weight and further assessments are required by national and local planning policy as part of a detailed planning application, in order to respond to the key planning policy and other considerations referenced in the ERF.

- 1.4 An arena is classified as a 'main town centre use'. Planning Policy directs these types of uses to city/town centre locations first, then edge of centre locations, and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering out of centre proposals, preference should be given to accessible sites which are well connected to the centre.
- 1.5 The Etihad Campus, in planning policy terms, is an out-of-centre location (notwithstanding its location within the Regional Centre). Therefore, a sequential test has been undertaken to identify and evaluate the suitability and availability of sites within or on the edge of Manchester City Centre and other Greater Manchester Town Centres to accommodate a new arena.

This report details the analysis undertaken and is structured as follows:

- 1.6
- The Sequential Policy Test;
 - Methodology;
 - The long list of alternative sites assessed;
 - Long list site assessment criteria;
 - Sites identified for further detailed analysis;
 - Detailed site assessment criteria; and,
 - Detailed analysis of short listed sites; and,
 - Conclusions.

Assessment of Alternative Sites

2. The Policy Test

- 2.1 In policy terms, an arena is classified as a 'main town centre use'.
- 2.2 Paragraph 85 of the NPPF directs these types of uses to city/town centre locations first to seek to protect the vitality and viability of centres, then edge of centre locations, and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering out of centre proposals, preference should be given to accessible sites which are well connected to the centre.
- 2.3 The Etihad Campus as a location is, in planning policy terms, an out-of-centre location. As such, a sequential test has been undertaken in accordance with NPPF Paragraphs 86 and 87:

86. "Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered."

87. "When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored."

and Manchester Core Strategy: Policy C9 (Out-of-Centre Development):

"Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable."

Assessment of Alternative Sites

3. Methodology

The Sequential Sites 'Area of Search'

- 3.1 The Planning Practice Guidance (PPG) comments on how locational requirements should be considered in the sequential test. The PPG recognises that certain main town centre uses have particular market and locational requirements which mean that they may only be accommodated in specific locations. Robust justification must be provided where this is the case, and land ownership does not provide such a justification.
- 3.2 OVG (an international arena operator) has identified Manchester as their preferred location for their first arena in the UK – reflecting the wider market interest from international entertainment operators and investors in Manchester.
- 3.3 OVG's aspiration is to deliver the best arena in Europe. To achieve this, the location of the arena is key. OVG's requirements are for a site which:
- Has access to major public transport;
 - Has international connectivity;
 - Is in a location capable of being sufficiently high profile;
 - Already provides or has the capability to provide complementary uses which will deliver an added value visitor experience; and

- Adds to the overall economic functioning and vibrancy of the City as determined through contribution to the delivery of Regional/City Economic and Planning Priorities.

- 3.4 On this basis, sites within and/or on the edge of other cities and towns within the North West outside Greater Manchester were not considered as part of the assessment, as an arena in these locations would not meet OVG's locational requirements.

- 3.5 Therefore, the consideration of a localised Greater Manchester 'Area of Search' is considered appropriate based on the scale and nature of the proposals.

Identification of Alternative Locations

- 3.6 To ensure a thorough approach to site identification, the potential alternative locations which have been considered have been identified through:
- Allocations within the relevant Local Development Plans; and,
 - Research and local market knowledge on potential redevelopment sites.

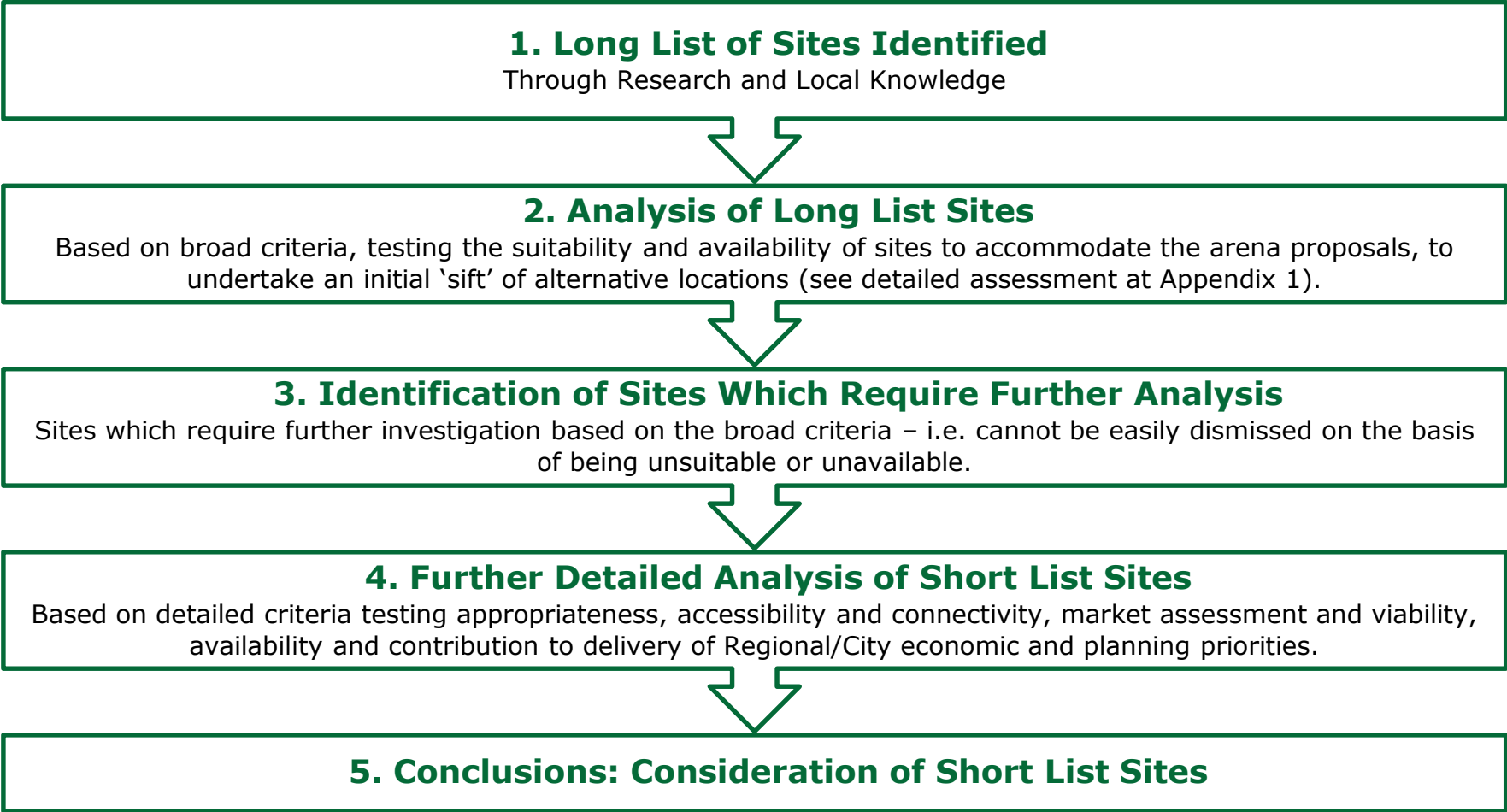
Assessment of Alternative Sites

3. Methodology

Assessment of Alternative Sites:

3.7 Figure 3.1 below summarises the methodology used to assess the alternative sites identified.

Figure 3.1: Assessment of Alternative Sites Methodology

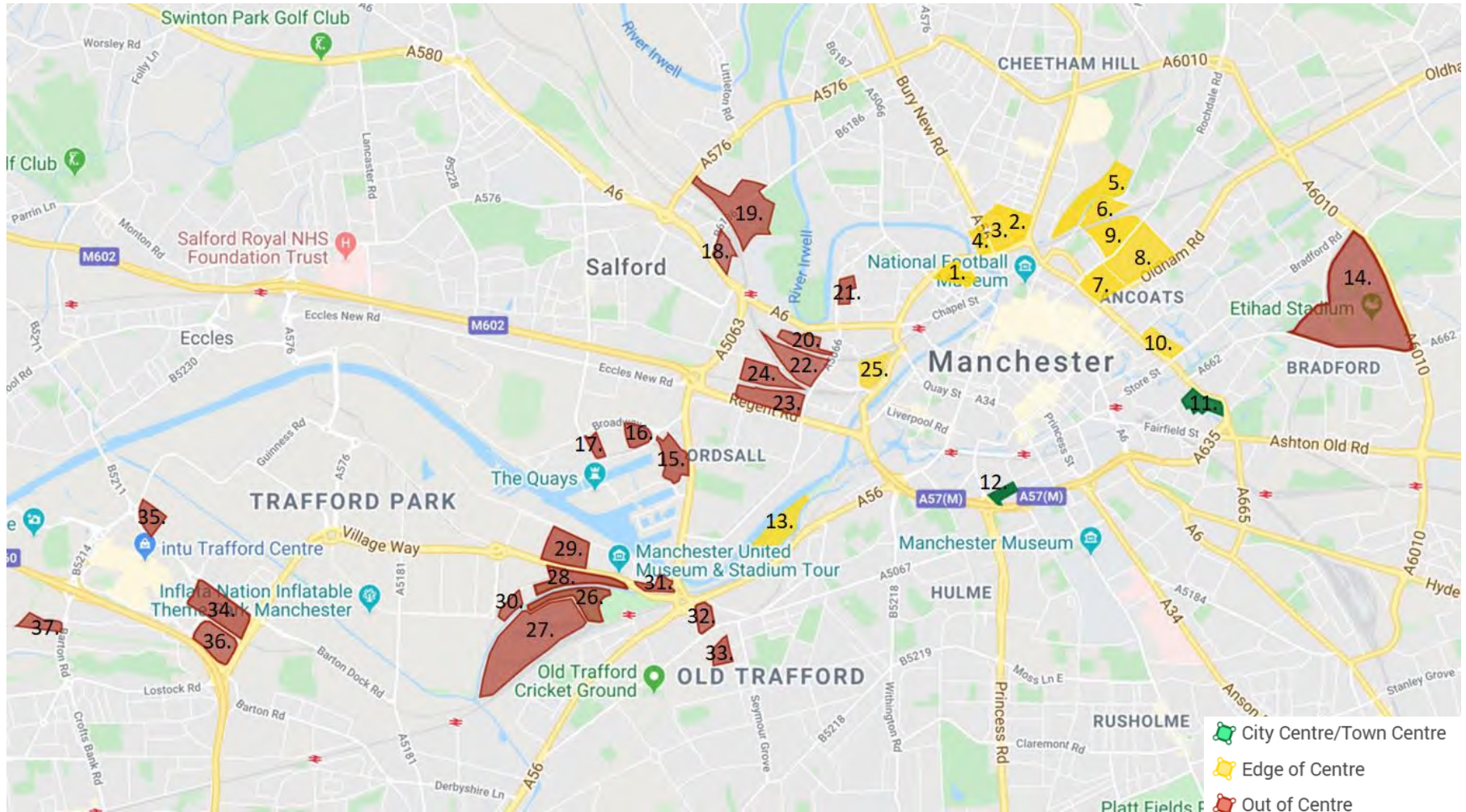


Assessment of Alternative Sites

4. Identification of Long List – 73 Sites Tested

Manchester, Salford and Trafford

Figure 4.1: Map of Sites Assessed in Manchester, Salford and Trafford

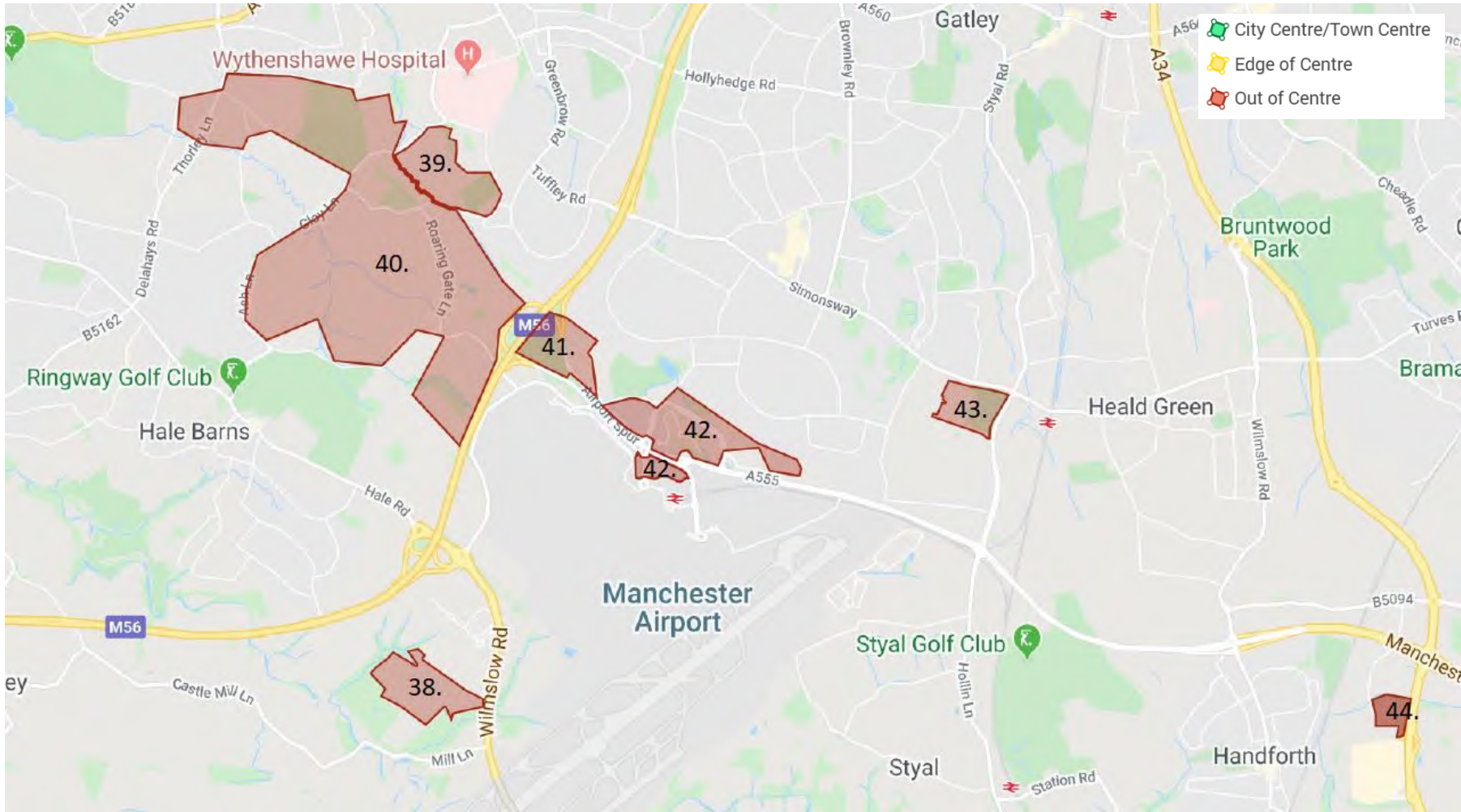


Assessment of Alternative Sites

4. Identification of Long List – 73 Sites Tested

Manchester Airport

Figure 4.2: Map of Sites Assessed near Manchester Airport

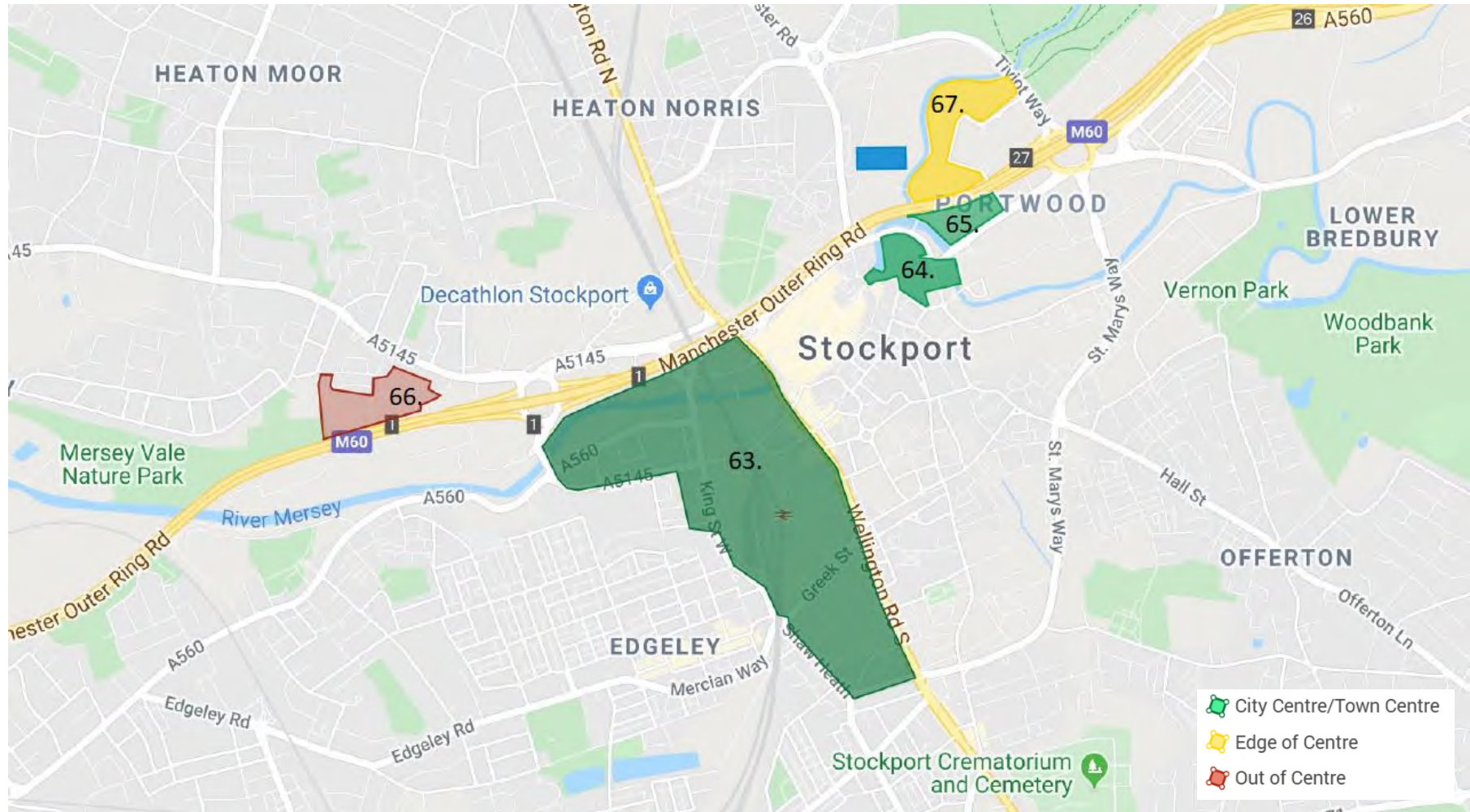


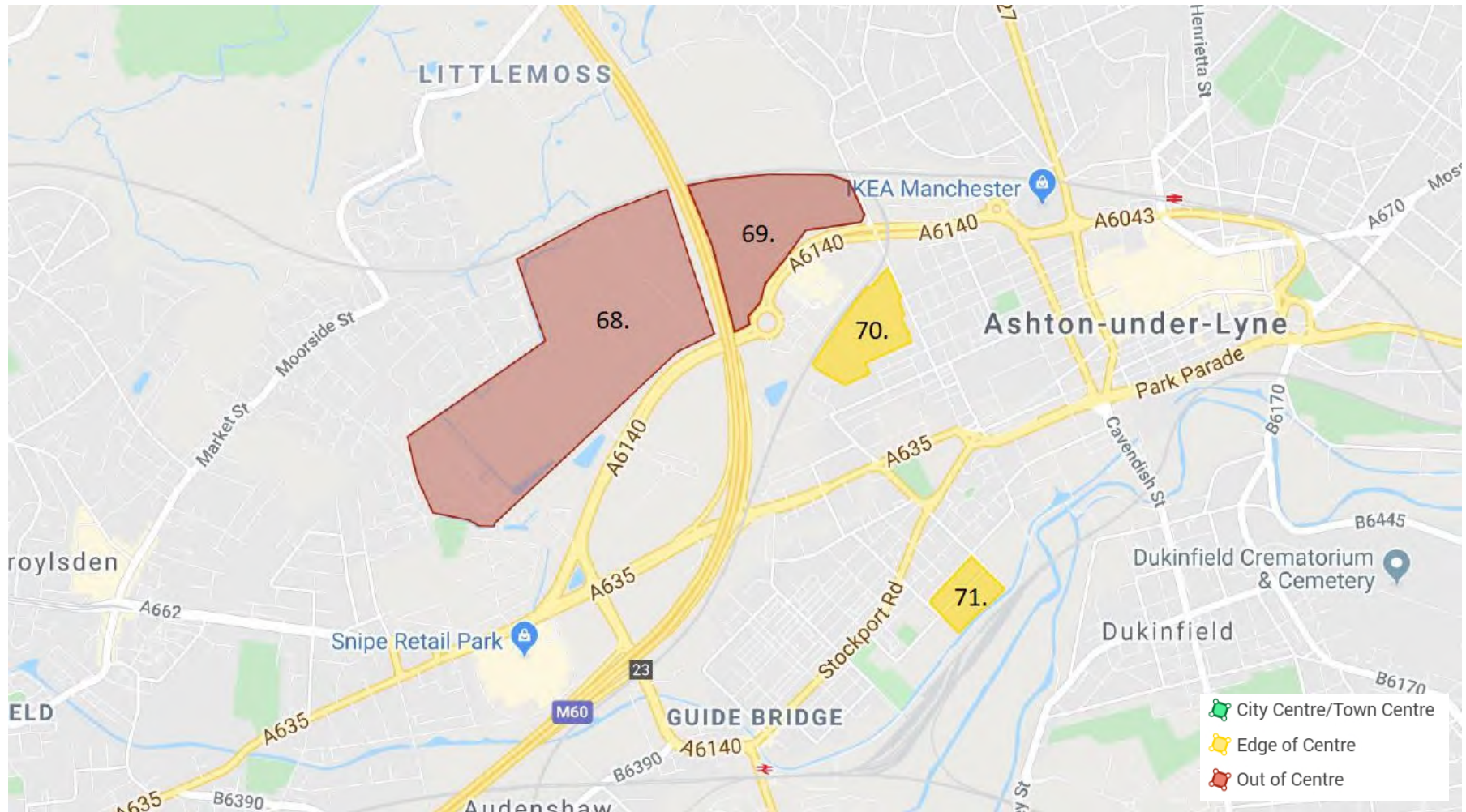
Assessment of Alternative Sites

4. Identification of Long List – 73 Sites Tested

Stockport

Figure 4.3: Map of Sites Assessed in Stockport



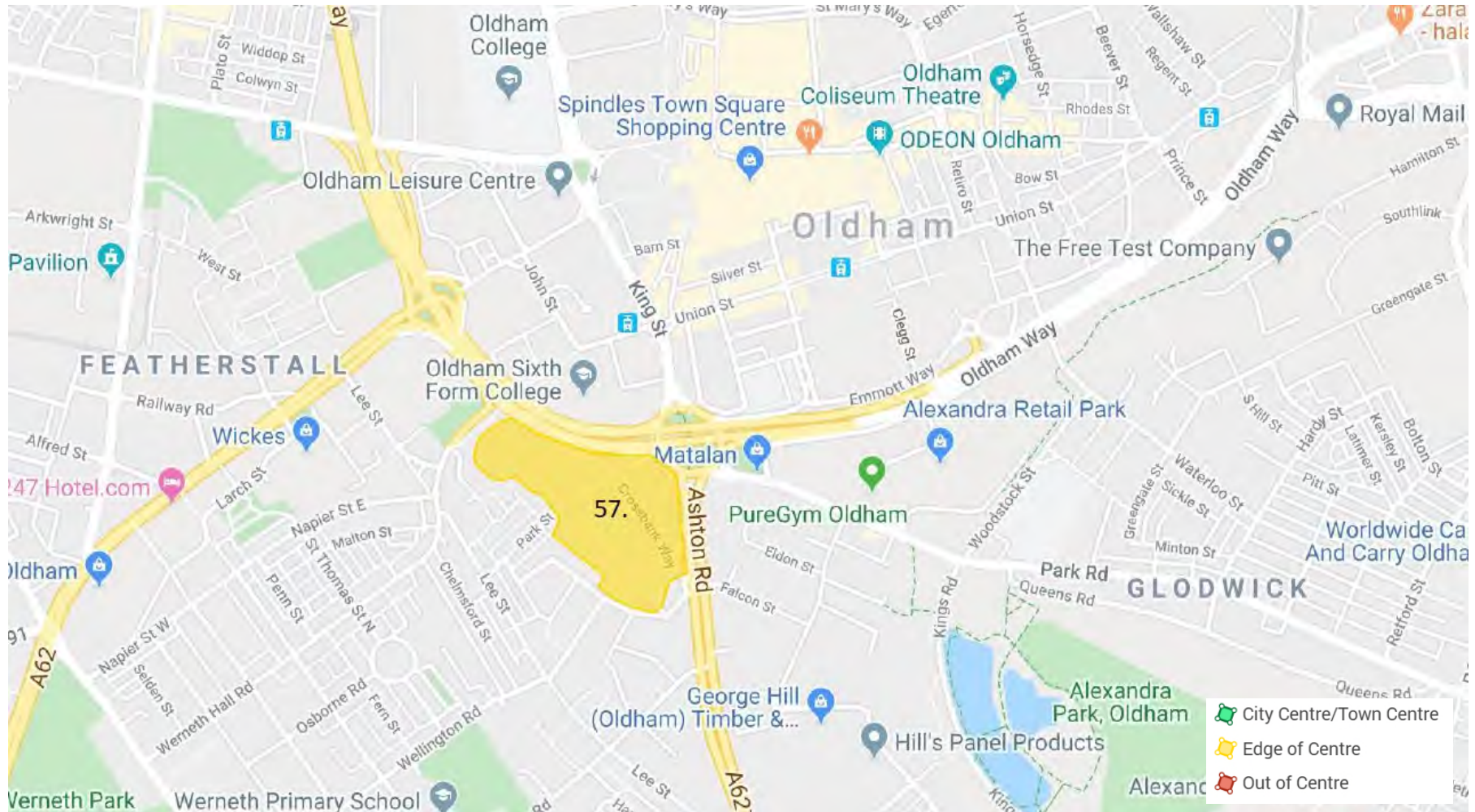


Assessment of Alternative Sites

4. Identification of Long List – 73 Sites Tested

Oldham

Figure 4.5: Map of Sites Assessed in Oldham

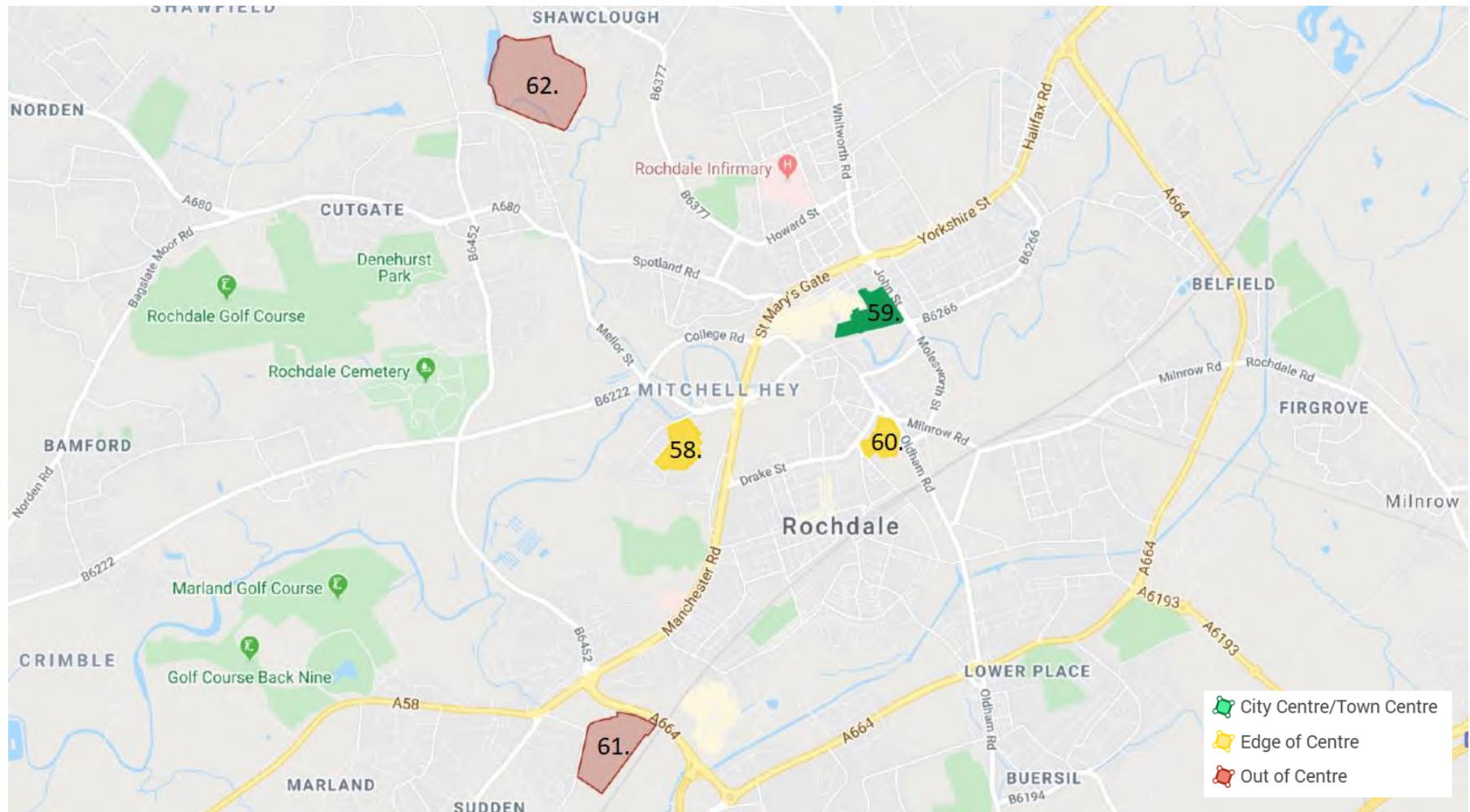


Assessment of Alternative Sites

4. Identification of Long List – 73 Sites Tested

Rochdale

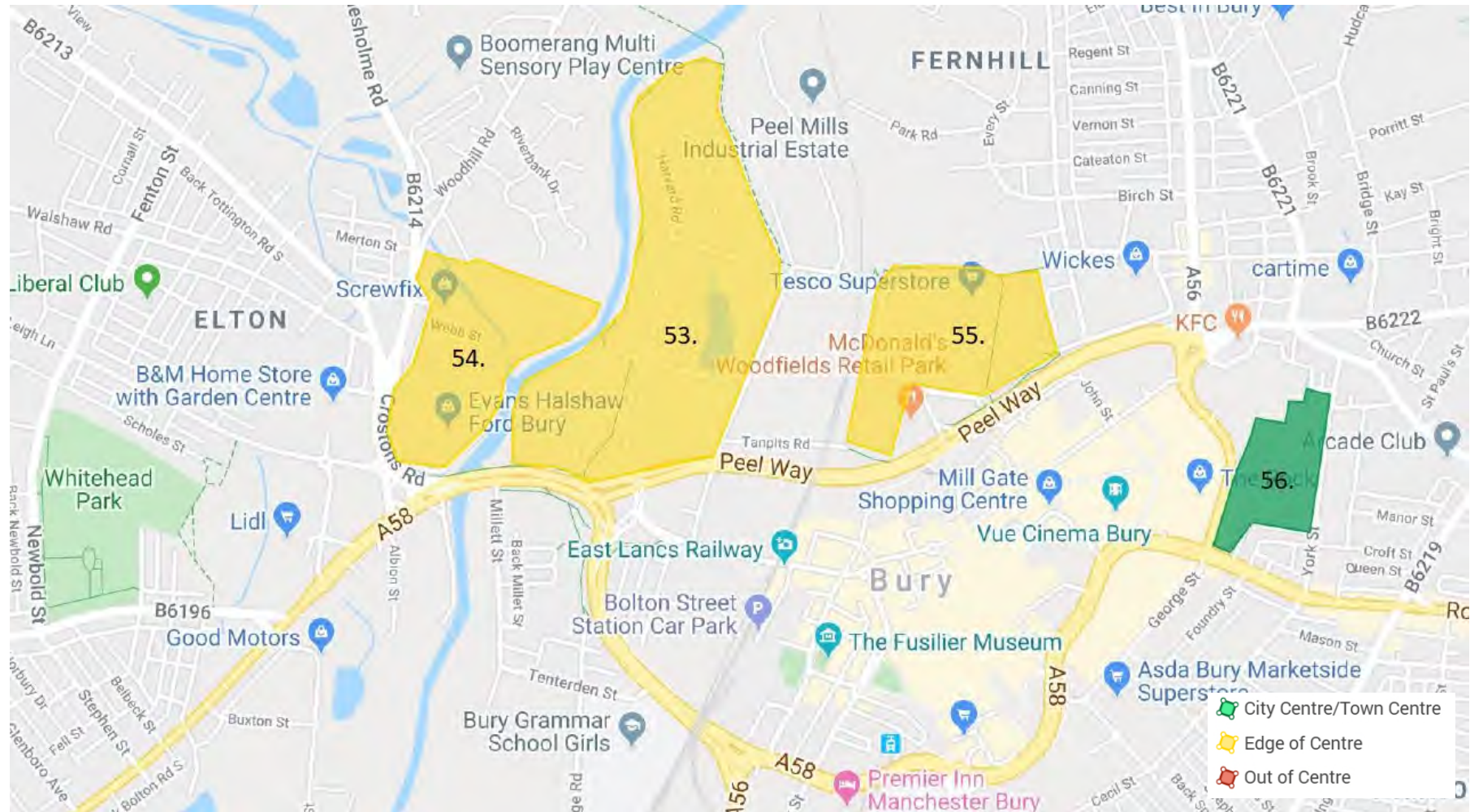
Figure 4.6: Map of Sites Assessed in Rochdale



4. Identification of Long List – 73 Sites Tested

Bury

Figure 4.7: Map of Sites Assessed in Bury

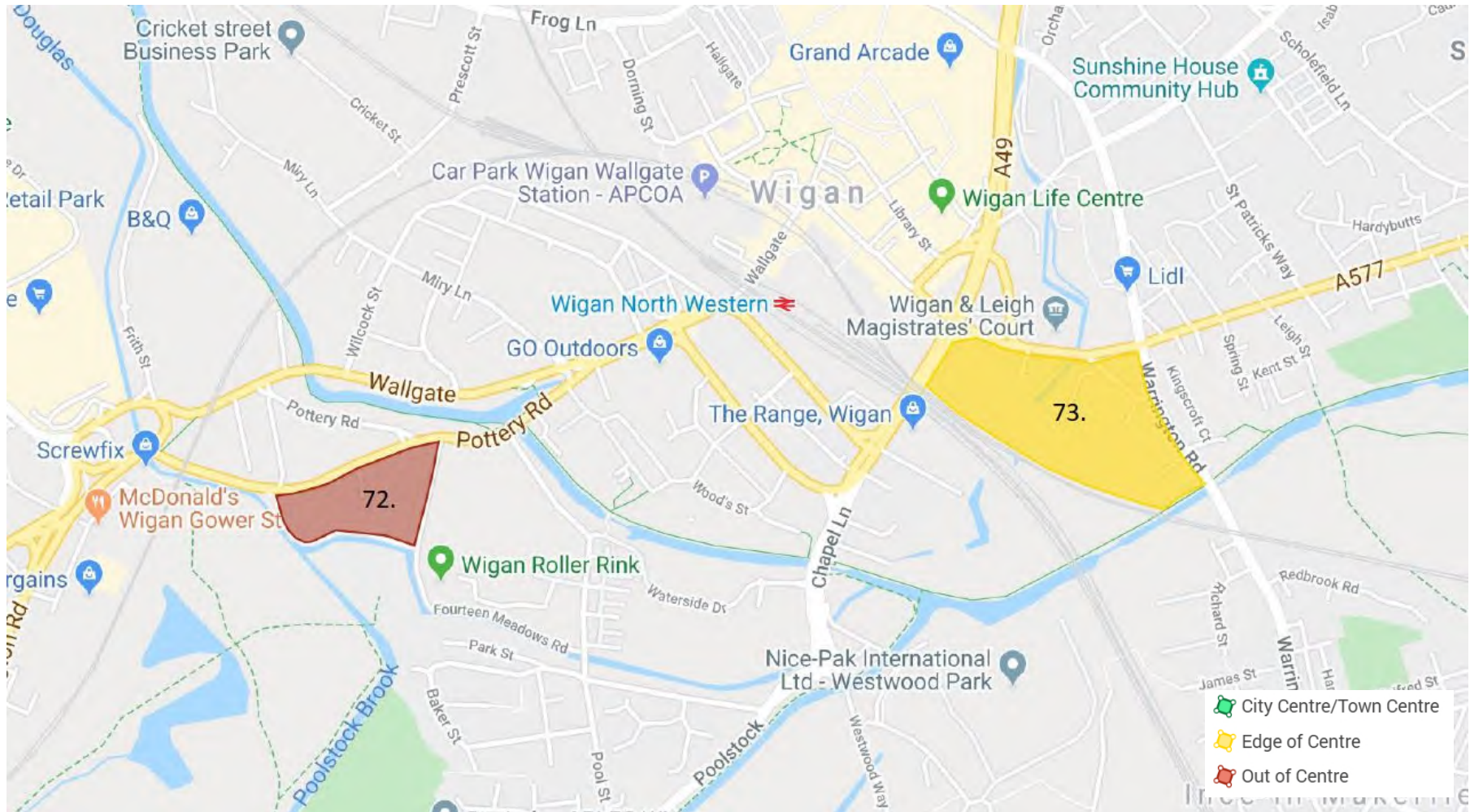


Assessment of Alternative Sites

4. Identification of Long List – 73 Sites Tested

Wigan

Figure 4.8: Map of Sites Assessed in Wigan

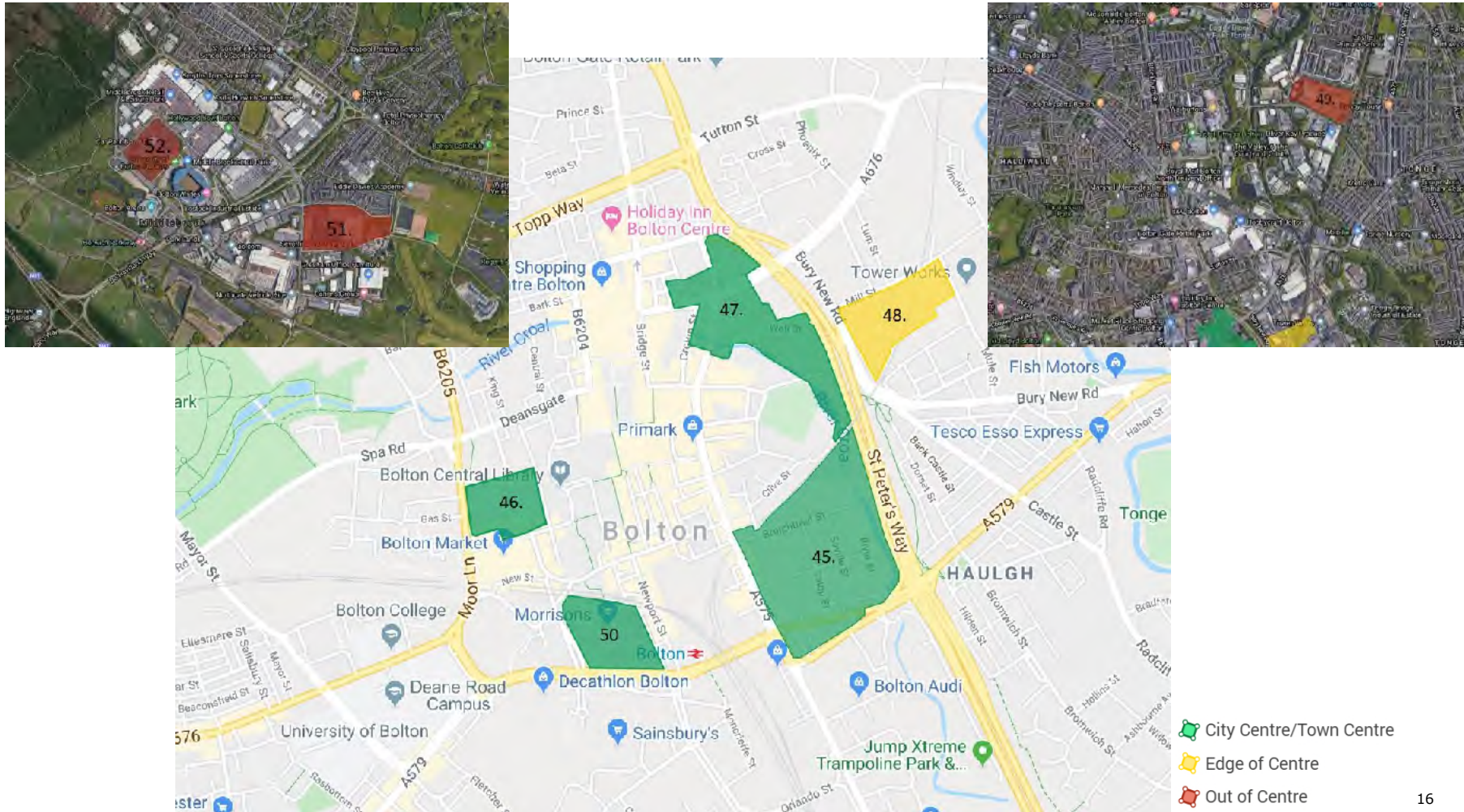


Assessment of Alternative Sites

4. Identification of Long List – 73 Sites Tested

Bolton

Figure 4.9: Map of Sites Assessed in Bolton

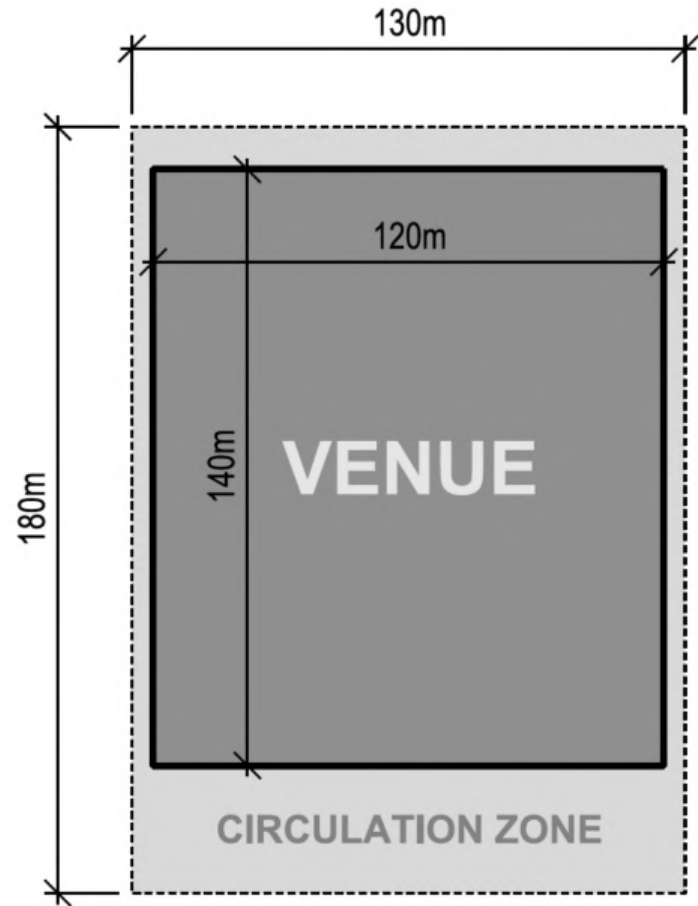


Assessment of Alternative Sites

5. Long List Assessment Criteria

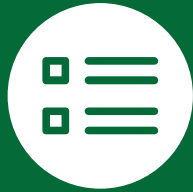
Required Site Size

- 5.1 The absolute minimum required footprint to accommodate the proposed arena of the scale required comprises 1.6 ha.
- 5.2 However in order to ensure that the arena can operate safely and accommodate the volume of visitors to the venue, sufficient circulation space is required. This generates an absolute minimum site size of 2.3ha.
- 5.3 However, to demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored, the assessment has been undertaken using a site size threshold of 2ha.



Assessment of Alternative Sites

5. Long List Assessment Criteria



Suitability of Site to Accommodate the Arena Proposals:

- Size – is it big enough (2 ha. minimum threshold) to accommodate a large arena?
- Shape – would the shape of the site accommodate an arena?
- Accessibility:
 - how accessible is it to major transport nodes?
 - what are the pedestrian linkages like?



Availability of the Site to Accommodate the Arena Proposals:

- Is it in single or multiple ownership?
- What is the current use of the site?
- Does it have a planning policy allocation?
- Does it have Planning Permission?
- Has Development commenced on site?

If these criteria illustrate that a site is unsuitable or unavailable to accommodate the proposed arena – it will be dismissed as an option without further analysis.

Assessment of Alternative Sites

6. Sites Identified for Further Analysis

- 6.1 The 'long list' identified 73 potential development sites in the Area of Search to accommodate a large arena. When assessed against OVG's broad site suitability and availability criteria, 61 of these were discounted as unsuitable or unavailable to accommodate an arena.
- 6.2 Only three sites in city/town centre or edge-of-centre locations, plus a further nine out-of-centre sites, were considered to require further assessment against detailed site criteria (the 'short list').

Figure 6.1: List of Short List Sites

11	Piccadilly Trading Estate	City Centre site located to the east of Piccadilly Station and to the north of the railway line.	City Centre
13	Land on Pomona Island	Land off Pomona Strand and Waterways Avenue. Located within Trafford Borough Council area, yet in an edge of centre location to Manchester City Centre.	Edge of Centre
14	Etihad Campus	Sites surrounding the Etihad Campus, north and south of the Ashton Canal	Out of Centre
26	Old Trafford car parks	Land surrounding Old Trafford Stadium to the west.	Out of Centre
28	Land north of Bridgewater Way (Wharfside)	Car parks (Car Parks N2 and N3) and warehouse north of Bridgewater Way and Land north of John Gilbert Way.	Out of Centre
29	Old Trafford Car Park North 4 and surrounding land	Land in-between Wharfside Way and Trafford Wharf Rd	Out of Centre
32	GMP HQ Boyer Street	Greater Manchester Police Headquarters south east of White City Circle.	Out of Centre
34	Parkway site Barton Dock Road	Site east of Trafford Centre	Out of Centre
36	Extension car park Trafford Centre	Trafford Centre Car Park west of Park Way	Out of Centre
42	Airport City North / Manchester LDF EW8	Land north of Manchester Airport and the Terminal 2 Roundabout	Out of Centre
63	Stockport Development Corporation	Sites surrounding Stockport Train Station, comprising of the Stockport Mayoral Development Corporation	Town Centre
68	Ashton Moss West	Site north of Rayner Lane, Ashton-under-Lyne	Out of Centre

-  City Centre/Town Centre
-  Edge of Centre
-  Out of Centre

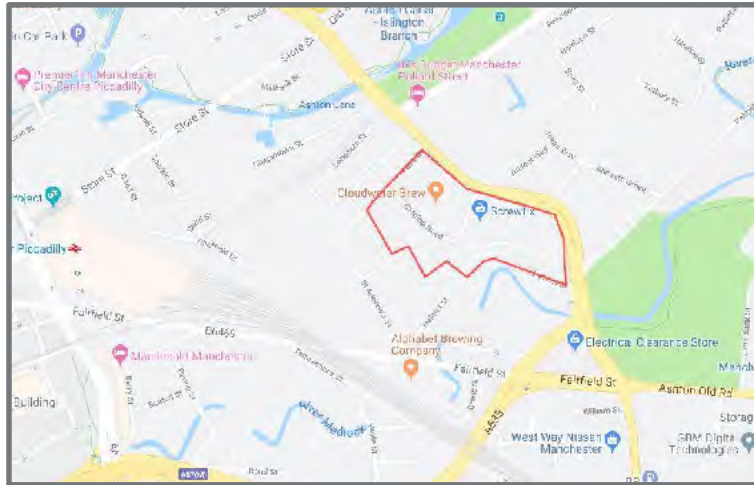
Assessment of Alternative Sites

7. Short List: Detailed Assessment Criteria

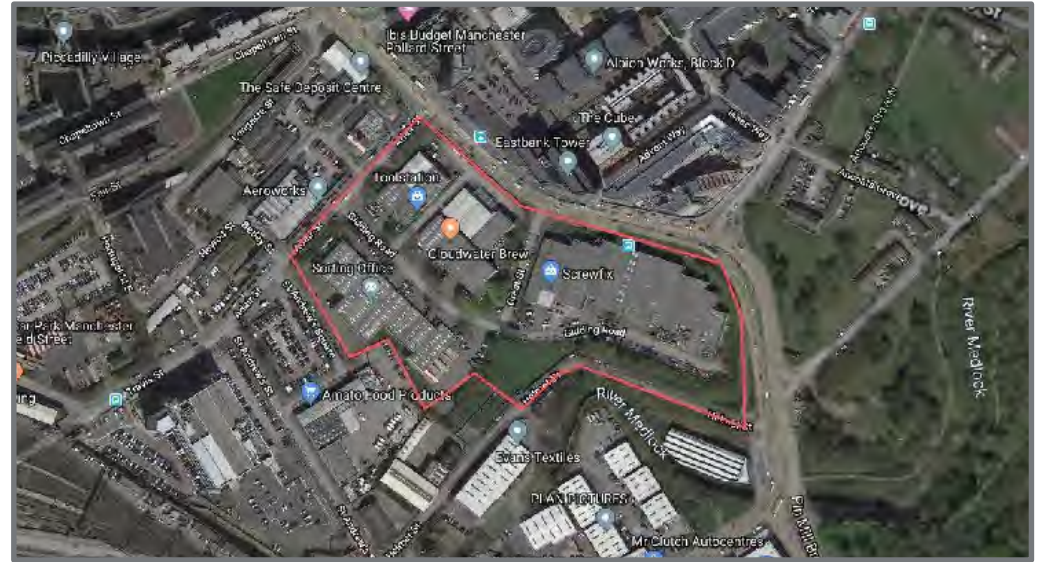
				
Appropriateness of site to accommodate an arena	Accessibility and Connectivity	Market Assessment and Viability	Availability within a Reasonable Time Period	Contribution to the Delivery of Regional/City Economic and Planning Priorities
Site Footprint (min 2 ha) Shape and Levels Adjacent Uses Potential Impact on Residential Amenity	Access to Major Public Transport Quality of Pedestrian Linkages International Connectivity	Can it be bought and developed viably? Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience? Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions? Is remediation required? How complex would the construction of an arena be?	Is the site in single ownership? Is there the requirement for multiple negotiations? Current Uses Does it have Planning Permission?	Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes? What would the impact of an arena in this location be on People and Place? Planning Policy Support?

8. Short List Detailed Site Analysis

Site 11: Piccadilly Trading Estate



Sequential Status: City Centre



1 Appropriateness of site to accommodate an arena:

Site Footprint	4.5 Hectares – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Regular shape and the topography is relatively level.
Adjacent Uses	The area to the south of the site is safeguarded for the construction of HS2 at Piccadilly. Piccadilly Trading Estate is occupied by light industrial uses and dominated by warehouse buildings, which have eroded any historic urban grain. The industrial park is uninviting and designed to accommodate access for service vehicles and cars. The industrial nature of the immediate area is currently not complementary to an arena. Future proposals for the area identified within the Manchester Piccadilly Strategic Regeneration Framework (SRF), will seek to transform this environment through the introduction of new city centre quality mixed uses, improved connectivity and placemaking. These proposals will take time to deliver and overall timescales will undoubtedly be affected by the potential delivery of HS2 and Northern Powerhouse Rail. The timescales associated with major regeneration of this nature tend to be over many years and will not be fitting with the timescales for the delivery of the proposed arena.
Potential Impact on Residential Amenities	Currently there are limited neighbouring residential uses, with Piccadilly Village located further afield to the north west of the site. However, Crusader Works Grade II Listed building, located adjacent to the site, is currently being redeveloped to deliver residential units and planning permissions have recently been granted for both residential and hotel developments as part of the Portugal Street East SRF.

Site 11: Piccadilly Trading Estate

2. Accessibility and Connectivity:

Access to Major Public Transport	Quick access to major public transport. The southern boundary of the site is located 600 metres away from Manchester Piccadilly's main entrance, which equates to approximately 5 minutes walk. Walking from the north or eastern most edges of the site could take up to 12 minutes.
Quality of Pedestrian Linkages	Existing pedestrian routes to and from the site are low quality. Access to Piccadilly Station under the railway bridge is unattractive and uninviting. Improved pedestrian access from Piccadilly Train Station cannot be guaranteed until further planning on the proposed HS2 Station has been undertaken. Design work is not intended to commence until 2022 and construction is not expected to commence until at least 2024 assuming operation in 2033. This is beyond the required timescales for the development of the proposed arena.
International Connectivity	Good international connectivity. Manchester Piccadilly Station provides access to Manchester Airport in 20 minutes.

3. Market Assessment and Viability:

Can it be bought and developed viably?	Price discussions ended in a high bottom line valuation for an un-remediated site with no vacant possession and in a location that feels peripheral and disconnected in terms of pedestrian access. Without significant public intervention through compulsory purchase (which would fall well beyond the timeframe within which the arena operator has identified) the economics are not appropriate for the proposed arena.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	By virtue of the fact that the site falls within the identified City Centre it should be considered as an appropriate location for a wide range of uses that would naturally complement and support an arena offer. The current reality in this case is that the site is peripheral and disconnected from the remainder of the City Centre and the area is characterised by industrial and warehousing uses predominantly. There are clear aspirations to regenerate the area, however this will take many years and is further complicated by the planned delivery of major railway infrastructure through HS2 and Northern Powerhouse Rail. Major interventions would need to be investigated to support improved connectivity in the short to medium term, back into the City Centre.

3. Market Assessment and Viability:

Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	The site has a Manchester City Centre location and would be highly visible by virtue of the fact that it is adjacent to the rail station and approaches, Metrolink and also the inner ring road. Currently the quality of the wider environment in this part of the City Centre detracts from its profile and there are currently no other world class institutions within this area, which the proposed arena could be associated with.
Is remediation required?	Yes
How complex would the construction of an arena be?	We would envisage this to be complex, but not any more complex than any other typical brownfield City Centre major regeneration project. Significant demolition and remediation would be required to prepare the site to enable construction of the proposed use and it would be necessary to undertake stopping-up of existing highways.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	No. Multiple ownerships, assembly required.
Is there the requirement for multiple negotiations?	Yes. Number of long leaseholders present. The last lease does not expire until 2023, which is the planned year of opening for the proposed arena.
Current Uses	Light industrial.
Does it have Planning Permission?	No relevant planning permissions. The site to the south, immediately adjacent to Piccadilly Train Station is required to be safeguarded for the construction of HS2 station at Piccadilly.

Site 11: Piccadilly Trading Estate

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

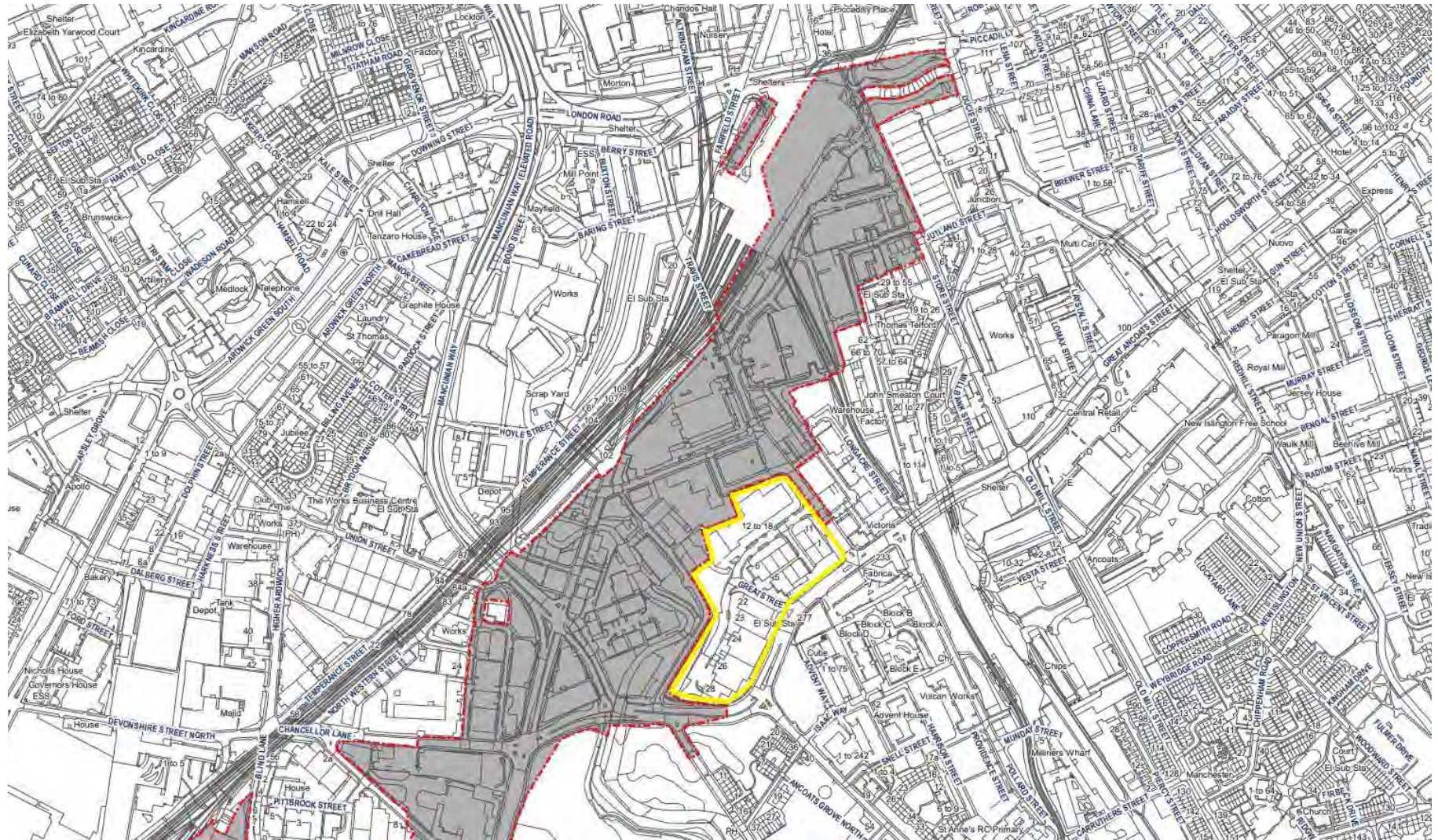
Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site falls within an identified regeneration area and would certainly deliver positive social and economic benefits to this area, such as in terms of job creation and opportunities for local people and increased footfall, which would support the viability of complementary uses in the area. An arena in this location, or indeed other major leisure uses, is not an identified priority within the endorsed regeneration strategy. The large footprint, inward looking and impermeable nature of the proposed use could act as a barrier to movement within certain parts of the Manchester Piccadilly SRF area as well as the wider ERF area. It would also replace opportunities for planned commercial office development in the future, immediately adjacent to the principal transport node for the Region.
What would the impact of an arena in this location be on People and Place?	Displacement of established businesses, but major investment in this location would undoubtedly improve the local environment and necessitate further improvements in terms of site accessibility and connectivity.
Planning Policy Support?	Yes. Site located within the City Centre and Regional Centre. Core Strategy Policy SP1 states that the Regional Centre will be the focus for leisure and cultural activity, including large scale leisure uses. Policy CC1 encourages leisure, entertainment, cultural and tourism facilities in the City Centre. The site is included within the Manchester Piccadilly SRF and forms part of the Piccadilly Central neighbourhood, which is outlined as <i>"An area of large office developments around public squares; with high-rise residential towers and a new city park"</i>. The proposed arena is not aligned to the vision for the site as outlined in the Manchester Piccadilly SRF and development of an arena here would represent a departure from the delivery of the vision for residential units and office uses on the site.

Site Summary: **Not economically viable, unsuitable and unavailable in a reasonable timeframe.**

Suitability: The site lies within the City Centre boundary – the preferred location in sequential terms and where leisure uses are supported by Planning Policy. However, the development of an arena on the site would represent a departure from the delivery of the Manchester Piccadilly SRF vision and the delivery of commercial office space and residential units to within Manchester City Centre, located strategically adjacent to the proposed HS2 Piccadilly Station and proposed in accordance with HS2 timescales. In conclusion, the site is not suitable for the proposed arena.

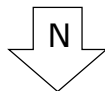
Availability: The site would require significant and costly land assembly, demolition and remediation, as well as major improvements to pedestrian access, all of which would render the scheme unviable. Improvements to access is reliant on the construction of the proposed Piccadilly HS2 Station (timescales uncertain – but significantly longer than the required timescales for the delivery of a second arena for Manchester). In conclusion, the site is not an economically viable or available location for the proposed arena.

Site 11: Piccadilly Trading Estate



 Piccadilly Trading Estate Site

■ ■ ■ ■ HS2 Safeguarding area

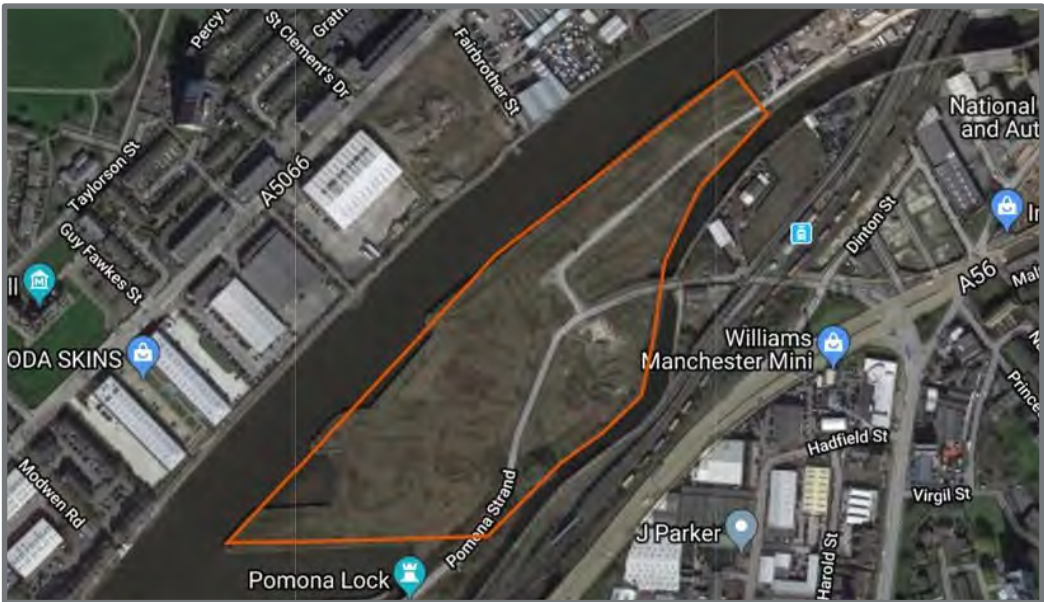


8. Short List Detailed Site Analysis

Site 13: Land on Pomona Island



Sequential Status: Edge of Centre



1 Appropriateness of site to accommodate an arena:

Site Footprint	7 Hectares – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Elongated and irregular shape, located on level land on an island in-between the Manchester Ship Canal and the Bridgewater Canal. The irregular shape would not achieve the optimal layout or deliver the optimum visitor experience as it would be likely lead to congestion.
Adjacent Uses	New build residential and light industrial. Cornbrook Hub Regeneration Framework to the east of the site proposes retail, commercial, hotel, residential and community facilities adjacent to site.
Potential Impact on Residential Amenity	New facilities will be accessible to nearby existing and proposed residential neighbourhoods. The impact on residential amenity in terms of car parking, traffic impact and noise disturbance, will need to be managed and mitigated.

Site 13: Land on Pomona Island

2. Accessibility and Connectivity:

Access to Major Public Transport	Good access to major public transport via Metrolink: 120 metres to Cornbrook Metrolink Station and access to Piccadilly Station, Victoria Station and Oxford Road Station within 15 minutes via Metrolink. Access to Deansgate Station from Cornbrook Station via tram within 5 minutes.
Quality of Pedestrian Linkages	Poor quality pedestrian routes in terms of public safety and experience. Development of an arena on this site has the potential to improve recreational routes along the Canals and create permeability through the site, providing better routes from Manchester City Centre to Trafford and Media City.
International Connectivity	Nearby Cornbrook Tram Station providing access to all rail stations within 15 minutes and onward access to Manchester Airport or direct access to Manchester Airport via Tram in 50 minutes.

3. Market Assessment and Viability:

Can it be bought and developed viably?	The potential of the site to accommodate residential development, the location between Media City and Manchester City Centre, together with proximity to Cornbrook Station, make it an attractive proposition for residential led mixed-use development. This will be reflected in an assessment of land value by the site owner and it is considered that there would likely be challenges in acquiring the site at a value which would support the viability of bringing forward an arena. Public intervention through compulsory purchase (which would fall well beyond the timeframe within which the arena operator has identified) would be inappropriate as it would jeopardise the delivery of much needed residential units to the city and would be unlikely to succeed as it would contradict the development plan.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	The site is significantly confined by the canal and river network, which would limit the potential for the development of complementary uses adjacent to the arena. There are currently no nearby amenities, required to support the proposed arena. Notably, there are no hotels within 400m of the site. Although Cornbrook Hub Regeneration Framework to the east of the site proposes retail, commercial, hotel, residential and community facilities, the scale of the commercial and retail facilities are not intended to serve a large-scale visitor destination, but rather support the existing and proposed residential neighbourhood.

3. Market Assessment and Viability:

Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	The site would be highly visible by virtue of the fact that it is adjacent to the railway track and the Cornbrook Metrolink Station. The disconnected nature of the site and the poor pedestrian environment detracts from its profile, albeit the environment will improve progressively as developments come forward as encouraged in the Cornbrook Regeneration Framework.
Is remediation required?	The site is over 1 mile from Old Trafford Stadium and is disconnected by roads and waterways. As such, there are currently no other world class institutions within this area, which the proposed arena could be associated with. Yes.
How complex would the construction of an arena be?	Highly complex construction given the site characteristics and location between two waterways. Requirement for flood risk assessment as the site is located within Flood Zone 2 (medium probability of flooding). Poor access to the site for construction vehicles: access gained only through passing underneath railway bridges and through residential areas. Significant infrastructure improvements will also be required at the canal crossing.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	Yes.
Is there the requirement for multiple negotiations?	No
Current Uses	Vacant land.

Site 13: Land on Pomona Island

4. Availability within a Reasonable Time Period:

Does it have Planning Permission?	Historic planning permission (Approved 1992) for a 5,000 seat arena, themed attractions and associated restaurants and bars. This scheme did not come forward and has not been revisited since. Application for engineering works to prepare site for development was approved in 1996, which included the construction of a new bridge at Cornbrook Rd and the provision of services and reclamation works (Ref.H41606).
-----------------------------------	---

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site forms part of the Pomona Island Strategic Location as defined in the Trafford Draft Land Allocations Plan and adjacent to the Cornbrook Regeneration Framework area. Undoubtedly, the development of Pomona Island for an arena will exploit the latent economic capacity of this site adjacent to Cornbrook Hub. However, an arena in this location, or indeed other major leisure uses, is not an identified priority within the endorsed Regeneration Framework. The large footprint, inward looking and impermeable nature of the proposed use would encompass the majority of the site and could act as a barrier to movement across Pomona Island. It would also replace opportunities for residential development in the future.
--	--

Site Summary: Unsuitable and Unviable

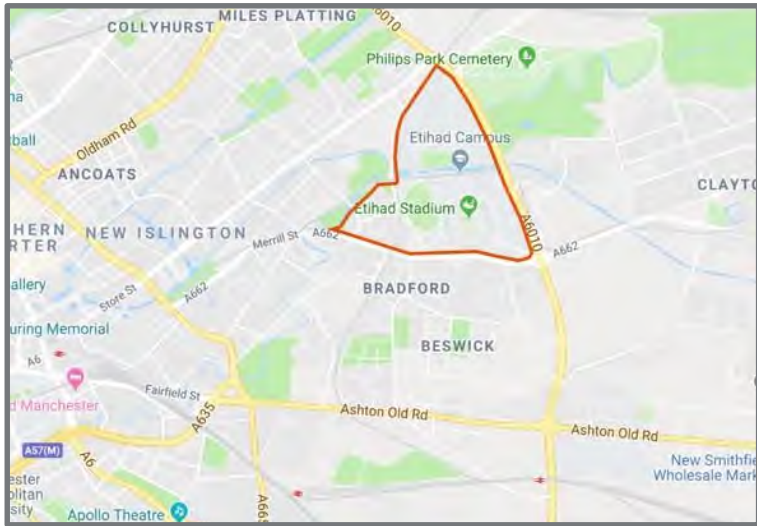
Although policies support the development of the site for leisure uses, this is for smaller scale leisure uses as part of a mixed-use scheme. The site is in an attractive location for residential led mixed-use development, which would be reflected in the land value. This would likely create challenges in acquiring the site at a value which would support the viability of bringing forward an arena. The development of the site for an arena would also represent a departure from the supply of housing land and residential delivery requirements. The site is also heavily constrained by two waterways, which would limit the potential for the development of complementary uses next to the arena, which the site currently lacks adjacencies to. Construction of an arena on the site would also be complex as the site can only be accessed underneath the railway bridges. In conclusion, the site is not considered suitable or viable for the proposed arena.

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

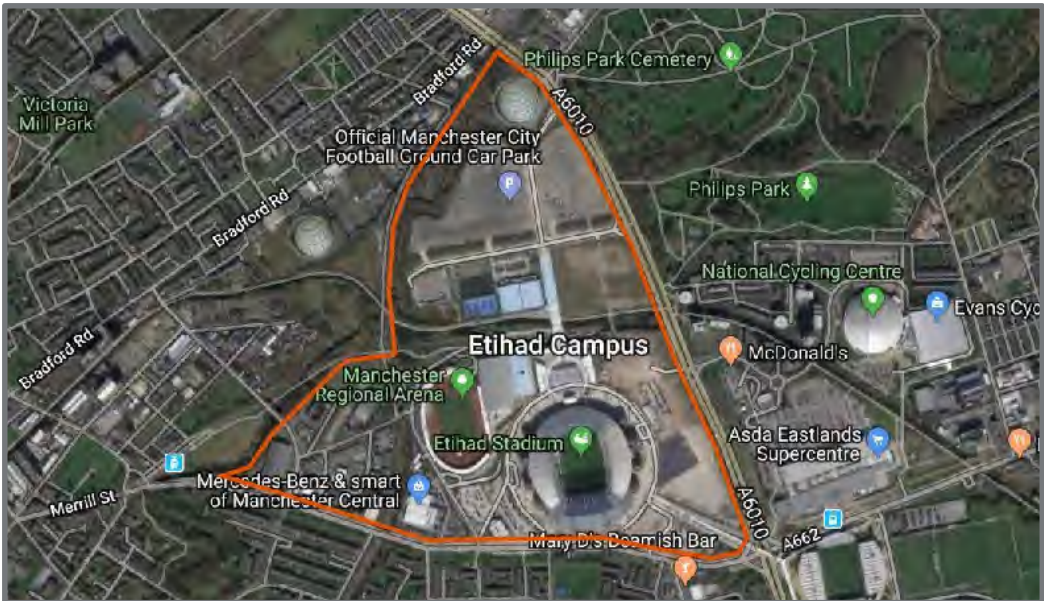
What would the impact of an arena in this location be on People and Place?	The development of an arena in this location has the potential to affect the amenity of existing and future residents, however, these can be managed and mitigated against. Development of the site also has the potential to improve recreational routes along the Canals and create permeability through the site.
Planning Policy Support?	Yes. Trafford Core Strategy Policy SL1 Pomona Island, allocates the site as a Strategic Location for a mixed-use district, for business (10 Ha. of employment activity) residential (800 units) and commercial leisure facilities, including a hotel. The site only forms part of this allocation and residential units are currently being delivered within this allocation to the south west of the site. Core Strategy Policy W1 Economy also seeks to focus employment uses to Pomona Island, whilst Policy L1 Land for New Homes, allocates at least 800 homes to Pomona Island. The site is also located within the Regional Centre, which is the focus for business, retail, leisure, cultural and tourism development in the City Region. The Draft Land Allocations Plan allocates the site as Pomona Island Strategic Location POM1, which states that in this location “the Council will grant planning permission for a mix of residential (Use Class C3), offices (Use Class B1), hotel (Use Class C1) and a range of supporting commercial and/or community uses (including Use Classes A1, A2, A3, A4, A5 and D1)”. The site is also allocated under Draft Policy HO1: Land Released for New Residential Development. Although policy supports leisure development in this location, this is as part of a mixed use development. This policy supports the development of a small scale leisure use only. The development of the site for an arena would encompass nearly the entire site and would dominate the area, representing a departure from the delivery of essential residential units and commercial uses.

8. Short List Detailed Site Analysis

Site 14: Etihad Campus



Sequential Status: Out of Centre



1 Appropriateness of site to accommodate an arena:

Site Footprint	35 Hectares. Includes sites of a sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Regular shape and generally no significant changes in levels – suitable to accommodate the shape required for an arena of the scale proposed.
Adjacent Uses	Sports Stadium and other national sports leisure facilities, complementary to the proposed arena. Eastlands District Centre is located east of the site. Sites north of the Ashton Canal comprise of vacant land, surface car parking and Manchester Tennis and Football Centre.
Potential Impact on Residential Amenity	New facilities will be accessible to nearby residential neighbourhoods. Major events already take place at the Etihad and the cumulative impact of an arena will need to be considered. The impact on residential amenity in terms of car parking, traffic impact and noise disturbance, will need to be managed and mitigated.

Site 14: Etihad Campus cont.

2. Accessibility and Connectivity:

Access to Major Public Transport	Etihad Campus Metrolink Station located within the Site, whilst Holt Town Metrolink Station is located to the south west of the site and Velopark Metrolink Station to the south east. 8 minutes from Etihad Campus Metrolink Station to Piccadilly Station. 25-30 minute walk to Piccadilly Station.
Quality of Pedestrian Linkages	Good pedestrian links to the Etihad Campus Metrolink Station in terms of safety and quality of experience. Ashton Canal Corridor is also an important recreational route. Development of an arena on the site has the potential to establish a positive relationship with the canal edge and bring new levels of activity to this part of the Ashton Canal, helping to animate this area throughout the year and on non-match days. It also has the potential to improve pedestrian links to Philips Park.
International Connectivity	Good international connectivity. Quick and easy access to Piccadilly Station and subsequent fast rail connections to Manchester Airport (20 min train).

3. Market Assessment and Viability:

Can it be bought and developed viably?	Yes.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	Yes. The development of an arena on the site is complementary to the cluster of leisure uses existing on the site and will deliver a globally competitive environment. The site provides a large blank canvas in which to add value to the destination that the Etihad Campus has established over the last ten years. Development of the site could also increase permeability and accessibility through the site, with potential to improve access to Philips Park and the Ashton Canal Corridor. The site benefits from supporting amenity uses at the Eastlands District Centre and the existing commercial uses ancillary to the Etihad Stadium. There are no hotels nearby to the site, however the ERF outlines the vision for a range of new facilities at the Etihad Campus, including the development of a hotel offer along with a strengthened food and drink and retail offer.

3. Market Assessment and Viability:

Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	Yes. The Etihad Stadium and Campus is a world renowned sports and leisure destination offering brand association for an arena use.
Is remediation required?	Site remediation has already taken place on the majority of the site. Should construction require the significant breaking of ground for the development of basements for example, then further remediation is likely to be required.
How complex would the construction of an arena be?	No unusual or complex constraints. There is an existing road network in situ and much of the site comprises of vacant land and hardstanding. Depending on the location of an arena, development of the site could be undertaken without the need for demolition.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	Yes. Site capable of delivering an arena in the required timescales.
Is there the requirement for multiple negotiations?	No. Site capable of delivering an arena in the required timescales.
Current Uses	Vacant land and surface car parking.
Does it have Planning Permission?	The site to the east of the Stadium and north of the Ashton Canal, up to SportCity Way obtained permission for remediation works in April 2010 (092380/FO/2010/N2).

Site 14: Etihad Campus cont.

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The Draft 2019 ERF highlights that the Etihad Campus has the capacity to respond to and host significant new opportunities for a globally competitive leisure and recreation offer, which if secured, would deliver key benefits to residents through investment and jobs. The Draft ERF was presented to the Council’s Executive Committee in March 2019 for consultation. Following consultation, in July 2019 the Executive Committee resolved to delegate authority to the Strategic Director - Growth & Development, in consultation with the Leader of the Council and the Executive Member for Housing & Regeneration, to approve once certain matters have been addressed, including the requirement for the Draft ERF to reference the recently announced Carbon Reduction targets. At the time of writing, the revised version to address these issues has not been published. Nonetheless, an arena in this location will complement the existing offer at the Etihad Campus and support the ongoing regeneration of Manchester’s Eastern Gateway, whilst further promoting this destination as a world class sporting, leisure and entertainment district. This would drive investment and job creation not only for East Manchester but for the City as a whole.
What would the impact of an arena in this location be on People and Place?	Improvements to the built environment and quality of place, including enhanced connectivity and permeability through the Etihad Campus, better connecting locations such as Philips Park and improving accessibility to recreational routes such as the Ashton Canal Corridor and the linkages to the City Centre. Creation of more jobs within the local community and international promotion of Manchester and the Etihad Campus as destinations for visitors and investors.

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

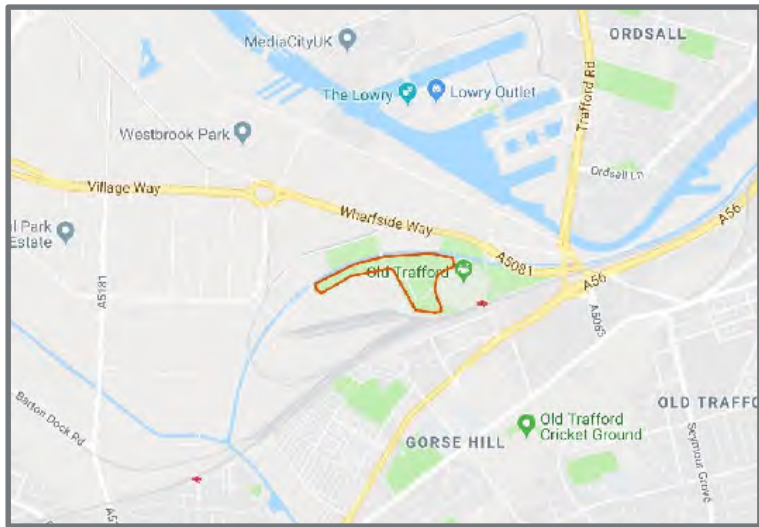
Planning Policy Support?	Yes. As defined in the Manchester Core Strategy (2012), the site is located within the Regional Centre (Policy EC3), East Manchester (Policy EC 5 and Policy H4), and within the Eastlands Strategic Employment Location (Policy EC7). The Commercial Zone is also located within the SportCity East Manchester Sub Area as defined by Saved Policy EM11 in the UDP. Policy EC3 states that the Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable. The supporting text to Policy EC3 notes that there is also potential for leisure development which has a regional-scale catchment at Eastlands. Policy EC7 also states that Eastlands Strategic Employment Location will accommodate 40-45 ha. of new development and is suitable for a major sports and leisure visitor destination with complementary hotel, commercial and retail uses.
--------------------------	--

Site Summary: Suitable, available and economically viable

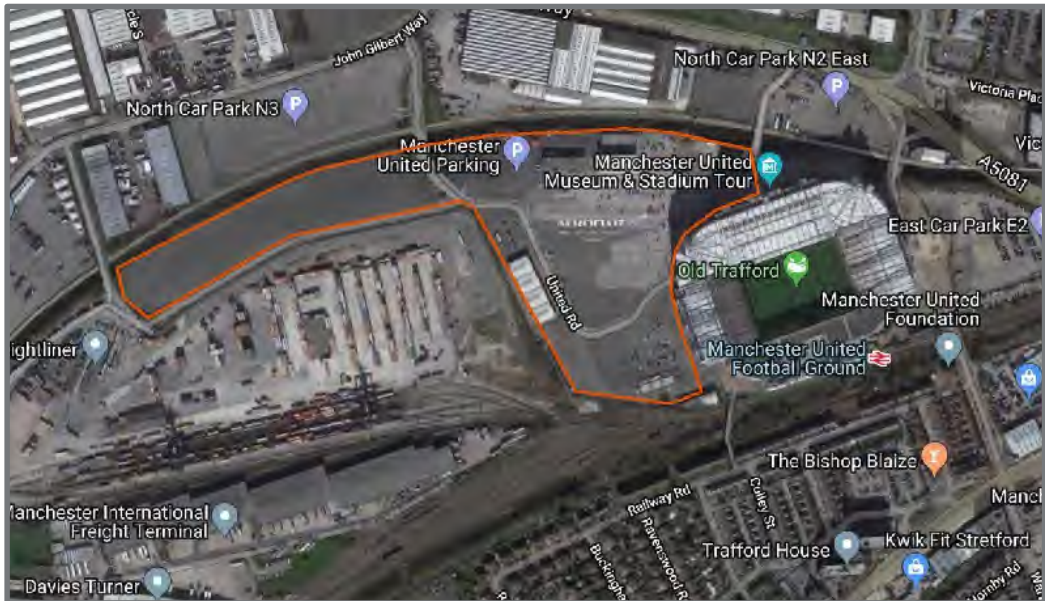
The site is suitable, available and viable for the proposed arena development and the existing site accessibility and connectivity is good. An arena in this location would enhance the leisure offer at the Etihad, exploiting the latent economic capacity of the Campus and further promoting this destination as a world class sporting and leisure destination.
--

8. Short List Detailed Site Analysis

Site 26: Old Trafford Car Parks



Sequential Status: Out of Centre



1. Appropriateness of site to accommodate an arena:

Site Footprint	8 Hectares – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Although the site is fairly flat, the irregular shape and immediate proximity adjacent to MUFC Stadium make the development of an arena on the site very difficult. It is likely that the development of an arena on the site would create a narrow passage between MUFC Stadium and the arena which is likely to create a bottleneck on events, causing issues in terms of access and servicing. This would also hinder any opportunities for future expansion or development of facilities associated with MUFC.
Adjacent Uses	Internationally recognised football stadium, an International Freight Terminal and other light industrial uses and surface carparks.
Potential Impact on Residential Amenity	Limited residential uses adjacent to the site. Residential units to the south disconnected from the site by Railway line.

Site 26: Old Trafford Car Parks

2. Accessibility and Connectivity:

Access to Major Public Transport	Good public transport accessibility at present with the closure of Manchester United Football Ground Train Station. Trafford Park Train Station and Trafford Bar Metrolink Station are both located within 20 minutes walk from the site providing access to all main Train Stations within 20 minutes.
Quality of Pedestrian Linkages	Proposed Trafford Park Metrolink Extension, includes a new Station (Wharfside), which will be a 20 minute walk from the site. Good pedestrian links to Trafford Park Train Station and Trafford Bar Metrolink Station. This is improved on match-days when roads in the vicinity of MUFC are closed temporarily.
International Connectivity	Tram provides access to all main train stations in 20 minutes and above. Access to Manchester Airport in 1 hr.

3. Market Assessment and Viability:

Can it be bought and developed viably?	The site is owned by MUFC. Its immediate location adjacent to MUFC Old Trafford Stadium and its current use as a car park for the Stadium means that it is of strategic importance to the Club and any potential expansion plans, which adds significant value to the site.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	Although there is limited space and capacity on site to deliver an arena, the development of an arena on the site would add value to the area and be complementary alongside the existing food and drink amenities supporting the operation of the Old Trafford Stadium. These amenities are likely to only be open on match days and alternative options for complementary uses are currently limited. Although Hotel Football and the Premier Inn are located within 250m of the site, the overall neighbouring hotel offer and other commercial uses are mostly located some distance away within Salford Quays.

3. Market Assessment and Viability:

Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	Yes. Manchester United Football Club is a world renowned football club with a strong football heritage.
Is remediation required?	Yes.
How complex would the construction of an arena be?	Construction of an arena in this location is likely to have an impact on the operation of MUFC, in particular on match days.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	Yes.
Is there the requirement for multiple negotiations?	No.
Current Uses	Surface car parking for Old Trafford Stadium
Does it have Planning Permission?	No.

Site 26: Old Trafford Car Parks

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site does not fall within a specific regeneration area, but is located immediately adjacent to Trafford Wharfside, an area identified in the Trafford Core Strategy for mixed use development of regional or international significance. Instead, the site itself is part of a Draft Allocation, which supports the continued use and improvement of the area for football stadium and associated hospitality, conference, club store and spectator/ visitor car park use by Manchester United Football Club. Development of an arena on this site would enhance Old Trafford as a destination and would drive investment and job creation not only for Trafford but for Greater Manchester as a whole. However, the nature of the site immediately adjacent to MUFC would detract from the ability to deliver enhanced social and economic outputs through the Club and from an existing major visitor destination, as a result of developing on a key site immediately adjacent to the Stadium.
What would the impact of an arena in this location be on People and Place?	Development of an arena in this location will provide jobs for people in the local community. It would also improve the built environment and quality of place, including through enhanced connectivity and permeability, with the potential to open up access and activate the frontage along the Bridgewater Canal.

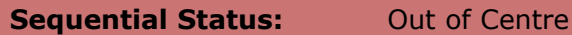
5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Planning Policy Support?	No. Trafford Core Strategy Policy SL2 (Trafford Wharfside), outlines the wider Trafford Wharfside area for a major mixed-use area of regional and international significance, with a focus for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development. With specific reference to the Manchester United stadium area, Policy SL2 goes on to promote, development that supports the existing football stadium and associated hospitality, conference, retail and visitor facilities. The Draft Land Allocations Plan (2014) allocates the site as Draft Policy WHA3 (Manchester United Football Club Stadium Area), which supports the continued use and improvement of the area for football stadium and associated hospitality, conference, club store and spectator/ visitor car park use by Manchester United Football Club. A range of commercial and/or community uses (including use classes A1, A2, A3, A4, A5, B1, D1, D2 and similar appropriate uses) will also be supported.
--------------------------	---

Site Summary: **Unsuitable.**

The site lies outside of the City Centre, but immediately adjacent to an established world renowned sporting leisure destination. Given the irregular shape of this small site, the development of an arena of the scale proposed would oversubscribe it and require development immediately adjacent to the stadium – which would be a poor design solution. The site sits within the Manchester United Stadium Area, where the LPA seeks to promote uses associated with MUFC – which a proposed arena would not fulfil. In conclusion, the site is not suitable for the development of an arena.

Site 28: Land North of Bridgewater Way (Wharfside)

34

Site 28: Land North of Bridgewater Way (Wharfside)

2. Accessibility and Connectivity:

Access to Major Public Transport	Good connections to Major Transport Nodes and good public transport accessibility at present. Trafford Park Train Station and Trafford Bar Metrolink Station are both located 20 minutes walk from the site. Several bus services run near to the site from around Manchester.
Quality of Pedestrian Linkages	The proposed Metrolink extension (Trafford Park Line) Wharfside Metrolink stop (less than 300m away) will act to improve public transport access to the wider area.
International Connectivity	Metrolink provides access to all main train stations within 40 minutes. Access to Manchester Airport via tram in 1 hour 15 minutes.

3. Market Assessment and Viability:

Can it be bought and developed viably?	Remediation and land assembly likely to impact negatively on development viability.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	There is limited space and capacity on site to deliver an arena and/or any complementary commercial uses. Hotel Football and the Premier Inn are located within 100m of the site, yet the overall neighbouring hotel offer and supporting commercial uses are located some distance away within Salford Quays. The only nearby supporting food and drink amenities are ancillary to Old Trafford Stadium and are likely to only be open on match days.
Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	Yes. Manchester United Football Club is a world renowned football club with a strong football heritage.

3. Market Assessment and Viability:

Is remediation required?	Yes.
How complex would the construction of an arena be?	We would envisage this to be complex, but not any more complex than any other typical brownfield site. Significant demolition would be required to enable construction of the arena, whilst there would be a requirement for the stopping-up of roads. Construction of an arena in this location is also likely to have an impact on the operation of MUFC, in particular on match days.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	No. Multiple ownerships assembly required.
Is there the requirement for multiple negotiations?	Yes. Number of long leaseholders present.
Current Uses	Light industrial and surface car parks. The site currently comprises parking for the MUFC Stadium and an arena development here would need to demonstrate that further parking or alternatives to the car are provided.
Does it have Planning Permission?	Historic planning application (approved 1990) for mixed-use development comprising of offices, light and general industry, hotel, leisure, and retail and residential uses.

Site 28: Land North of Bridgewater Way (Wharfside)

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

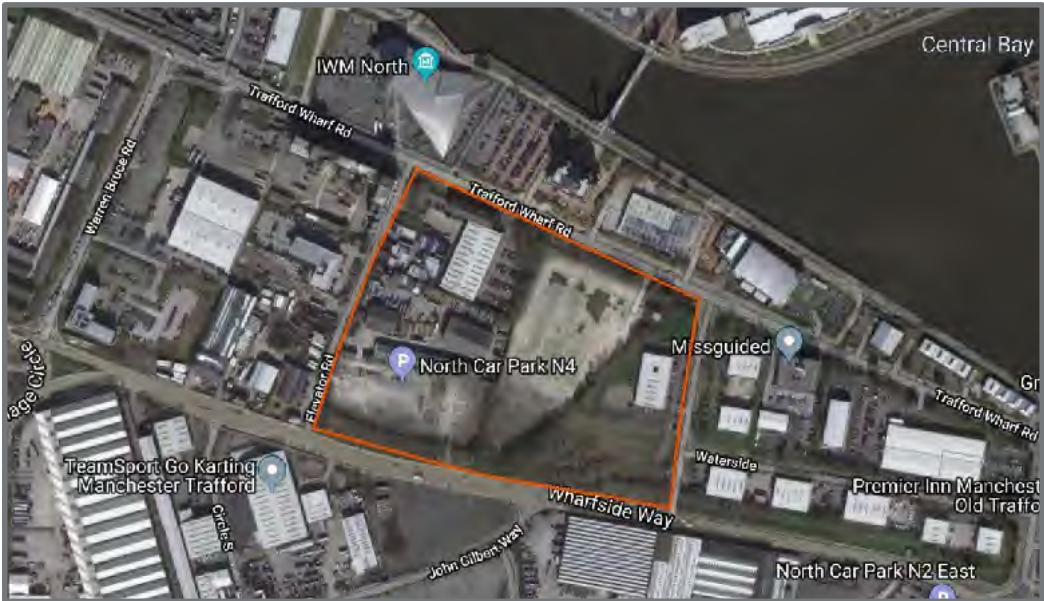
Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site falls within an area which has been identified for regeneration for many years, known as Trafford Wharfside. The area is promoted for a mixed use development of regional or international significance, with a focus for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development. Although the development of an arena on this site would enhance Old Trafford as a destination and drive investment and job creation, not only for North Trafford but for Greater Manchester as a whole, it is too narrow for an arena of the size proposed and would require the stopping up of John Gilbert Way.
What would the impact of an arena in this location be on People and Place?	Development of an arena in this location will provide jobs for people in the local community. It would also improve the built environment and quality of place, including through enhanced connectivity and permeability, with the potential to open up access to the frontage along the Bridgewater Canal.
Planning Policy Support?	Trafford Core Strategy (2012) Policy SL2 (Trafford Wharfside), outlines the site as the Trafford Wharfside area, promoting it as a major mixed-use area of regional and international significance, with a focus for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development. The North Car Park N3 part of the site is located within an area specifically defined as the Manchester United stadium area, Policy SL2 goes on to promote, development that supports the existing football stadium and associated hospitality, conference, retail and visitor facilities. The Draft Land Allocations Plan (2014) allocates the North Car Park N3 part of the site as Draft Policy Allocation WHA3 (Manchester United Football Club Stadium Area), which supports the continued use and improvement of the area for football stadium and associated hospitality, conference, club store and spectator/ visitor car park use by Manchester United Football Club. A range of commercial and/or community uses (including use classes A1, A2, A3, A4, A5, B1, D1, D2 and similar appropriate uses) will also be supported.

Site Summary: Unsuitable and Unavailable

The site lies outside of the City Centre and would require assembly. John Gilbert Way would need to be stopped up to become available and there are a number of long leaseholders present. Even once assembled, the site is too narrow to accommodate a proposed arena. Although the site is located within the Trafford Wharfside Policy SL2 area (where leisure uses are promoted), it also sits within the Manchester United Stadium Area, where the LPA seeks to promote uses associated with MUFC – which a proposed arena would not fulfil. In conclusion, the site is not suitable or available for the development of the proposed arena.

8. Short List Detailed Site Analysis

Site 29: Old Trafford Car Park North 4 and Surrounding Land



Sequential Status: Out of Centre

1 Appropriateness of site to accommodate an arena:

Site Footprint	9 Hectares – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Regular shaped and fairly flat – suitable to accommodate the shape required for an arena of the scale proposed.
Adjacent Uses	Light industrial, commercial office, D1 (museum) and Leisure uses (go Karting). The uses immediately adjacent to the site are of an industrial nature, creating an uninviting environment dominated by private car and industrial vehicles. These adjacent uses are not suitable for operator requirements. Further afield, however, is MediaCityUK and other leisure uses including a museum and stadium.
Potential Impact on Residential Amenity	No adjacent or nearby residential uses.

Site 29: Old Trafford Car Park North 4 and surrounding land

2. Accessibility and Connectivity:

Access to Major Public Transport	Good immediate connections to Major Transport Nodes. Good public transport access to the site via Tram. MediaCityUK Metrolink Station located within 10 minute walk of the northern edge of the site. The Metrolink extension (Trafford Park Line) currently under construction, and the Imperial War Museum Metrolink stop, will further improve public transport access to the site.
Quality of Pedestrian Linkages	Good pedestrian links to public transport network.
International Connectivity	Good public transport connectivity to Manchester Airport in under an hour.

3. Market Assessment and Viability:

Can it be bought and developed viably?	Land assembly, remediation and demolition likely to impact negatively upon development viability.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	The site is located near to MediaCityUK, inbetween MUFC and the Imperial War Museum, albeit the site feels disconnected from both destinations. The complementary retail offer immediately adjacent to the site is limited. That said, the Lowry Outlet at Salford Quays provides supporting retail, food and drink amenities within 250m of the site. A number of hotels are also located within Salford Quays and adjacent to Old Trafford Stadium, but none located adjacent to the site. Although the site is of a scale which could enable the provision of complementary amenities, these are likely to only be used during events as the current reality in this case is that the site is disconnected from both MediaCityUK and MUFC and is characterised by industrial and warehousing uses predominantly. There are clear aspirations to regenerate this Wharfside area, however this will take many years and is beyond the required timescales for the development of the proposed arena.

3. Market Assessment and Viability:

Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	The location of the site in between MediaCityUK, the Imperial War Museum and MUFC offers brand association for an arena use, albeit is currently disconnected from these uses by the highways network and surrounding industrial uses.
Is remediation required?	Yes.
How complex would the construction of an arena be?	We would envisage this to be complex, but not any more complex than any other typical brownfield site. Significant demolition would be required to enable construction of the arena, whilst an arena is also likely to have an impact on the operation of MUFC, in particular on match days. The site is the location of the official MUFC car park and forms an important aspect of transport to Old Trafford Stadium.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	No. Multiple Ownerships assembly required.
Is there the requirement for multiple negotiations?	Yes. Number of long leaseholders present.
Current Uses	Light industrial and vacant land
Does it have Planning Permission?	Historic planning application (approved 1990) for mixed-use development comprising of offices, light and general industry, hotel, leisure, and retail and residential uses.

Site 29: Old Trafford Car Park North 4 and surrounding land

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site falls within an area which has been identified for regeneration for many years, known as Trafford Wharfside. The area is promoted for a mixed use development of regional or international significance, with a focus for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development. The development of an arena on this site would enhance Old Trafford as a destination and drive investment and job creation, not only for North Trafford and Salford Quays but for Greater Manchester as a whole. Alongside the wider regeneration of the Wharfside, an arena would act as a catalyst for a greater amount of visitors to the area, which will in-turn support existing business and facilities in this area. However, the current reality is that the area is characterised by industrial and warehousing uses predominantly, which are not complementary to the operation of the arena proposed. The wider Wharfside redevelopment will take many years and is beyond the required timescales for the development of the proposed arena.
What would the impact of an arena in this location be on People and Place?	Development of an arena in this location will provide jobs for people in the local community. It would also improve the built environment and quality of place, including through enhanced connectivity and permeability between Trafford Wharf Rd and Wharfside Way.

Site Summary: **Unavailable.**

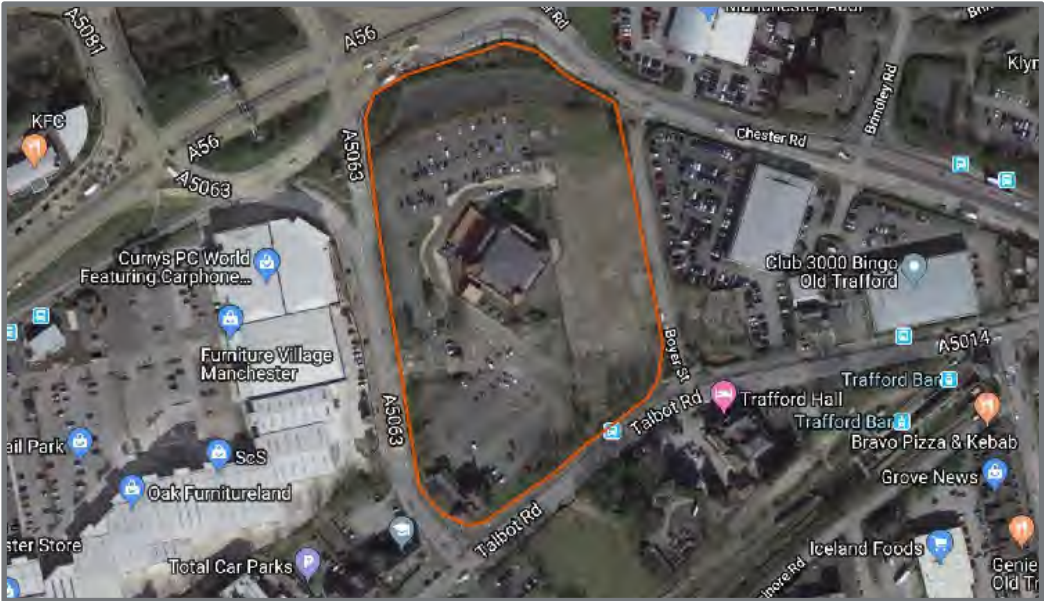
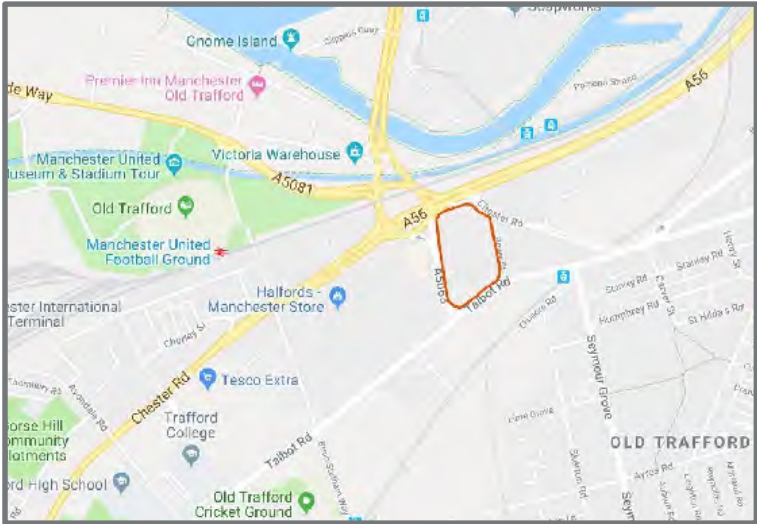
The site lies outside of the City Centre, but is located in-between two world renowned leisure destinations, including MUFC and the Imperial War Museum. Planning Policy supports the development of the site for a major mixed-use area of regional and international significance, with a focus for leisure (hotels and visitor attractions), however the area is characterised by industrial and warehousing uses predominantly, which are not complementary to the operation of the arena proposed. The site is also in multiple occupation, with a number of long leaseholders and is therefore unavailable.

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Planning Policy Support?	Yes. The site is located within the Regional Centre, which is the main focus for business, retail, leisure, cultural and tourism development in the City Region. In addition, Trafford Core Strategy (2012) Policy SL2 outlines the site as the Trafford Wharfside area, promoting it as a major mixed-use area of regional and international significance, with a focus for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development. Policy W1: Economy. Policy W1 states that the Council will focus employment uses (B1, B2 and B8) to various strategic locations, including Trafford Wharfside, to which the site is located. This Wharfside area is located within the Regional Centre, which will be the focus for B1 office uses. The Draft Land Allocations Plan (2014) allocates the site as WHA1 – Wharfside Strategic Location, where the Council will grant planning permission for sustainable development that will enable the creation of a mixed residential neighbourhood and business and tourism destination appropriate to its Regional Centre location, in line with Core Strategy Policy SL2. This policy also seeks to protect and where possible enhance views of two iconic buildings in this location: MUFC Stadium and the Imperial War Museum North, particularly from the Manchester Ship Canal. The development of an arena in this location is likely to affect these important views.
--------------------------	--

8. Short List Detailed Site Analysis

Site 32: GMP HQ Boyer Street



Sequential Status: Out of Centre

1 Appropriateness of site to accommodate an arena:

Site Footprint	3 Hectares – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Regular shaped and fairly flat – suitable to accommodate the shape required for an arena of the scale proposed.
Adjacent Uses	Site restricted on all sides by the existing road network. To the west comprises White City Retail Park and other uses on the other side of the road network include a hotel, nursery, bingo hall and car showrooms.
Potential Impact on Residential Amenity	Limited residential uses close by.

Site 32: GMP HQ Boyer Street

2. Accessibility and Connectivity:

Access to Major Public Transport	Good immediate connections to Major Transport Nodes. Located within 200 metres of Trafford Bar Metrolink Station and Pomona Metrolink Station is located within 500m.
Quality of Pedestrian Linkages	Poor pedestrian linkages as site is surrounded by the road network. Major improvements to pedestrian network would be necessary to enable safe access to accommodate pedestrian footfall created from proposed development.
International Connectivity	Good public transport connectivity to Manchester Airport in under an hour.

3. Market Assessment and Viability:

Can it be bought and developed viably?	Remediation and highways interventions likely to impact significantly on development viability.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	Despite being located adjacent to White City Retail Park, the food and drink offer nearby to the site and compatible to the proposed arena is limited. A number of hotels are also located within Salford Quays and adjacent to Old Trafford Stadium, whilst Trafford Hall hotel is located adjacent to the site, south of Talbot Road. However, the site is confined on all sides by the existing highways network, which makes safe access to the site during construction and operation difficult, whilst development of the site would also not enhance permeability to the surrounding area. The site is not of a scale which would allow complementary uses to be provided.
Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	The site would be highly visible for those travelling on the highways network, but the confined and disconnected nature of the site would mean that it would not benefit from association with any other world class institutions.

3. Market Assessment and Viability:

Is remediation required?	Yes.
How complex would the construction of an arena be?	Significant upgrades to the highways network would be required to improve pedestrian and vehicular access to the site, which would impact significantly on development viability. Demolition of existing buildings would also be required.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	No. Number of freeholds on the site.
Is there the requirement for multiple negotiations?	Yes.
Current Uses	Sui Generis (police station) and associated car parking.
Does it have Planning Permission?	No.

Site 32: GMP HQ Boyer Street

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site is not located within an identified regeneration area. As per elsewhere, development of an arena on this site would enhance Trafford as a destination and drive investment and job creation not only for North Trafford and Salford Quays but for Greater Manchester as a whole. Yet, due to the constrained nature of the site, it is isolated away from complementary uses and so the consequential benefits to the wider area would not be maximised.
What would the impact of an arena in this location be on People and Place?	Development of an arena in this location will provide jobs for people in the local community. Potential significant impact on the highways network during construction and operation.
Planning Policy Support?	No. Site was allocated as a main office development area (UDP Policy E10), which has now been replaced with Core Strategy Policy W1 (Economy). Policy W1 sets out the criteria that the LPA should assess planning applications for the replacement of or the development of office floorspace against in this location. Planning Policy does not support the development of the site for an arena and the site is notably not located within the regional centre.

Site Summary: Unsuitable and not economically viable.

The site is located outside of the Regional Centre and planning policy does not support the development of an arena in this location. It is significantly confined on all sides by the existing highways network. Significant highways and pedestrian linkage improvements would be required to ensure the site can be accessed easily and safely by the expected footfall generated from an arena use. Combined with remediation works required, the development of an arena on this site would be unlikely to be economically viable.

8. Short List Detailed Site Analysis

Site 34: Parkway Site Barton Dock Road



Sequential Status: Out of Centre



1 Appropriateness of site to accommodate an arena:

Site Footprint	12 Hectares in total. Construction of a car showroom has been completed on a significant section of the site, which creates a remaining area of 4.5ha. – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Regular shaped and fairly flat – suitable to accommodate the shape required for an arena of the scale proposed.
Adjacent Uses	Retail (Trafford Centre), car showrooms and surface car parks, hotel and leisure uses, and light industrial and storage uses.
Potential Impact on Residential Amenity	No residential uses immediately adjacent to the site and limited residential uses further afield.

Site 34: Parkway Site Barton Dock Road

2. Accessibility and Connectivity:

Access to Major Public Transport	Poor immediate connections to Major Transport Nodes. Event City new Metrolink stop to be located within 50m of the site once construction is complete. Although this will act to improve accessibility to the site via public transport, the site and nature of surrounding uses are heavily reliant on access via private modes of transport and public transport infrastructure remains immature relative to the amount of largescale retail and leisure uses in the locality.
Quality of Pedestrian Linkages	Good pedestrian linkages to Trafford Centre and to proposed new Event City Metrolink Station.
International Connectivity	Poor public transport access to Manchester Airport. Requires several different modes of public transport and takes over an hour. Would not meet locational requirements of an arena operator.

3. Market Assessment and Viability:

Can it be bought and developed viably?	Remediation required on the site is likely to impact on development viability. Car parking at the Trafford Centre is already oversubscribed and development of an arena adjacent to the Trafford Centre would impact on parking and the highways network.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	The site benefits from its location near to the Trafford Centre and the retail and food amenities that it provides. The Holiday Inn Express is also located immediately to the north of the site. Yet, an arena would not be compatible with the neighbouring car garages.
Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	Although the Trafford Centre is a popular retail destination for Greater Manchester / the North West, it is not a world class institution and would not enable the arena to be high profile by means of association.

3. Market Assessment and Viability:

Is remediation required?	Yes.
How complex would the construction of an arena be?	Demolition already complete, so construction not expected to be any more complex than a typical brownfield site.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	Yes.
Is there the requirement for multiple negotiations?	Yes. Long leasehold on site.
Current Uses	Vacant and car showrooms.
Does it have Planning Permission?	North west side of the site received planning permission in Dec 2017 (92420/FUL/17) for the redevelopment of the site into two new BMW/MINI and Jaguar Land Rover motor trade dealerships. These car showrooms have now been built. The land remaining comprises of 4.5 ha and although this is of an appropriate size, this neighbouring use is not favourable for an arena.

Site 34: Parkway Site Barton Dock Road

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site does not form part of a regeneration area, but is part of a Trafford policy allocation which promotes the area for major mixed-use development, specifically referencing hotel and conference facilities as appropriate leisure uses. A proposed arena on this site would further strengthen this Strategic location as a visitor destination of Regional significance, driving investment and job creation. Yet the regeneration intention for the area is to provide a mixed-use area, which includes residential and smaller scale leisure uses than an arena.
What would the impact of an arena in this location be on People and Place?	Potential significant effects on parking and the highways network. The proposed development would, however, improve the built environment and quality of place, activating the frontage along Barton Dock Road. Development of an arena in this location will also provide jobs for people in the local community.

Site Summary: Unsuitable, unavailable and not economically viable

The site is located outside of the Regional Centre and has poor immediate connections to major transport nodes. Following the development of the car showrooms, part of the site is unavailable and would not complement an arena.

Planning Policy supports the development of the site for a major mixed-use development providing a residential neighbourhood, specifically referencing hotel and conference facilities as appropriate leisure uses – smaller scale leisure uses than an arena.

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

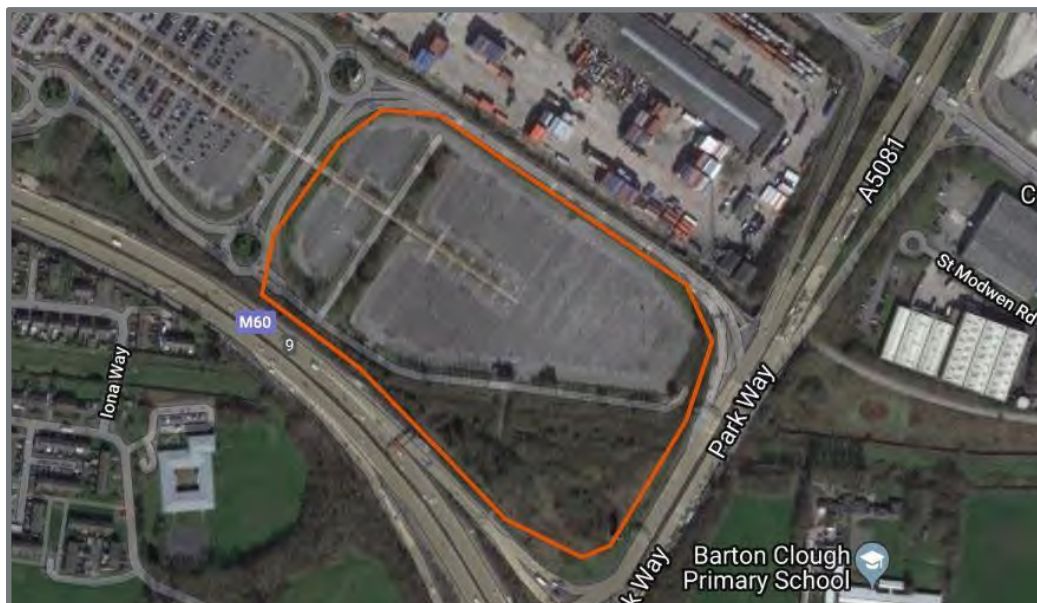
Planning Policy Support?	Site is located within an area allocated as Trafford Centre Rectangle (Core Strategy Policy SL4). In this location the council proposes a major mixed-use development providing a new residential neighbourhood, together with commercial, leisure and community facilities and substantial improvements to the public transport infrastructure. Policy SL4 specifically states that in the Trafford Centre Rectangle the Council considers the following as appropriate: a high quality (4* minimum) hotel and conference facility, in the region of 200 bed spaces located close to Junction 9 of the M60. However, the Core Strategy acknowledges that at the time of the adoption of the Core Strategy a 4* hotel and conference facility already had permission within this Trafford Rectangle area. In addition, the Draft Trafford Land Allocations Development Plan Document (2014) allocates the site as within TCR1 – Trafford Centre Rectangle Strategic Location. TCR1 states that in order to support and enhance the delivery of major mixed-use sustainable development, the Council will grant planning permission for the development of a mix of residential, employment, retail, leisure and community facilities. Core Strategy Policy W2 also states that outside of the centres there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests in current Government Guidance.
--------------------------	---

8. Short List Detailed Site Analysis

Site 36: Extension Car Park Trafford Centre



Sequential Status: Out of Centre



1 Appropriateness of site to accommodate an arena:

Site Footprint	8 Hectares – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Regular shaped and fairly flat – suitable to accommodate an arena.
Adjacent Uses	Retail (Trafford Centre) and associated surface car parks to the north west of the site. Light industrial and vacant land to the north/north east. Park Way and the M60 separates the site from residential uses to the south west and Barton Clough Primary School to the south east.
Potential Impact on Residential Amenity	Limited residential units immediately adjacent to the site. Nearest residential uses 80 metres from the site, however, these properties are separated from the site by the M60.

Site 36: Extension Car Park Trafford Centre

2. Accessibility and Connectivity:

Access to Major Public Transport	Limited connections to major public transport routes and nodes. Event City new Metrolink stop to be located within 350m of the site once construction is complete. Although this will act to improve accessibility to the site via public transport, the site and nature of surrounding uses are heavily reliant on access via private modes of transport and public transport infrastructure remains immature relative to the amount of largescale retail and leisure uses in the locality.
Quality of Pedestrian Linkages	Strong pedestrian links to the Trafford Centre and to the location of the new EventCity Metrolink Stop.
International Connectivity	Poor public transport access to Manchester Airport. Requires several different modes of public transport and takes over an hour. Would not meet locational requirements of an arena operator.

3. Market Assessment and Viability:

Can it be bought and developed viably?	The site is part of the Trafford Centre car parking. Its location adjacent to the Trafford Centre and the existing oversubscribed car parking arrangements means that it is of strategic importance to the operation of the Trafford Centre, particularly during peak periods, which adds significant value to the site. It can therefore be reasonably assumed that the site is unlikely to be sold at a price which would be viable for the development of an arena as Intu are likely to request a significant fee/price for the land to offset against the loss of parking and the potential requirement for Intu to provide parking elsewhere.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	The site benefits from its location near to the Trafford Centre and the retail and food amenities that it provides. The Holiday Inn Express is also located 250m to the north of the site. Yet, the site is located a long walk away from the nearest amenities and would not meet the requirements of a global arena occupier.

3. Market Assessment and Viability:

Is the location capable of being sufficiently high profile. For example is it associated with other world class institution?	Although the Trafford Centre is a popular retail destination for Greater Manchester, it is not a world class institution with a strong brand association.
Is remediation required?	Yes.
How complex would the construction of an arena be?	Good existing road network. Significant demolition not required as site comprises of a tarmac car park. The site is therefore no more complex than the typical brownfield site.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	Yes
Is there the requirement for multiple negotiations?	No.
Current Uses	Surface car parking for Trafford Centre.
Does it have Planning Permission?	No relevant permissions. Various temporary permissions for the change of use of land from a car park to a circus. Most recent = 88009/FUL/16: Change of use of land from a car park to a circus for a temporary period of 8 weeks covering the period 24 August to 19 October 2016 (Approved July 2016).

Site 36: Extension Car Park Trafford Centre

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site does not form part of a regeneration area, but is part of a Trafford policy allocation which promotes the area for major mixed-use development, specifically referencing hotel and conference facilities as appropriate leisure uses. A proposed arena on this site would further strengthen this strategic location as a visitor destination of Regional significance, driving investment and job creation. Yet the regeneration intention for the area is to provide a mixed-use area, which includes residential and smaller scale leisure uses than an arena.
What would the impact of an arena in this location be on People and Place?	Potential significant effects on parking and the highways network. The proposed development would, however, improve the built environment and quality of place. Development of an arena in this location will also provide jobs for people in the local community.

Site Summary: Unsuitable and not economically viable.

The site is located outside of the Regional Centre and has Limited connections to major public transport routes and nodes.

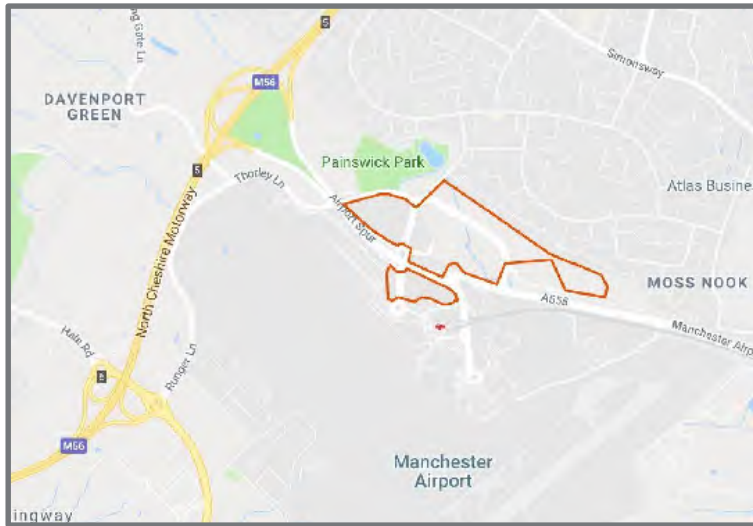
Planning Policy supports the development of the site for a major mixed-use development providing a residential neighbourhood, specifically referencing hotel and conference facilities as appropriate leisure uses – smaller scale leisure uses than an arena.

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Planning Policy Support?	Yes. Site is located within an area allocated as Trafford Centre Rectangle (Core Strategy Policy SL4). In this location the council proposes a major mixed-use development providing a new residential neighbourhood, together with commercial, leisure and community facilities and substantial improvements to the public transport infrastructure. Policy SL4 specifically states that in the Trafford Centre Rectangle the Council considers the following as appropriate: a high quality (4* minimum) hotel and conference facility, in the region of 200 bed spaces located close to Junction 9 of the M60. However, the Core Strategy acknowledges that at the time of the adoption of the Core Strategy a 4* hotel and conference already facility had permission within this Trafford Rectangle area. In addition, the Draft Trafford Land Allocations Development Plan Document (2014) allocates the site as within TCR1 – Trafford Centre Rectangle Strategic Location. TCR1 states that in order to support and enhance the delivery of major mixed-use sustainable development, the Council will grant planning permission for the development of a mix of residential, employment, retail, leisure and community facilities. Core Strategy Policy W2 also states that outside of the centres there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests in current Government Guidance.
--------------------------	--

8. Short List Detailed Site Analysis

Site 42: Airport City North



Sequential Status: Out of Centre



1 Appropriateness of site to accommodate an arena:

Site Footprint	33 Hectares – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Irregularly shaped and fairly flat – suitable to accommodate the shape required for an arena of the scale proposed.
Adjacent Uses	Surface car parking and commercial. Manchester Airport to the south of the site.
Potential Impact on Residential Amenity	Wythenshawe is located immediately to the north of the site and comprises of a predominantly residential area. The impact on residential amenity in terms of car parking, traffic impact and noise disturbance, will need to be managed and mitigated.

Site 42: Airport City North

2. Accessibility and Connectivity:

Access to Major Public Transport	Its location, immediately adjacent to the Airport, offers direct pedestrian links to the terminal complex and a multi-modal transport hub. Manchester Airport Tram and Train Station is located to the south of the site, providing rail links to Piccadilly Train Station within 20 minutes. The site is also well-served by a network of local and regional buses. Notably, a 24 Hr Stagecoach Bus Service runs to the Airport from Manchester City Centre. The site does not benefit from walkability to the City Centre and proximately to major rail transport networks such as Piccadilly Train Station. Yet HS2 Manchester Interchange is planned at the Airport, which would provide excellent routes across the UK and into Manchester City Centre. The potential operation of this HS2 station is not expected until 2033.
Quality of Pedestrian Linkages	Pedestrian links from the site to Manchester Airport and the Train Station are good and will be improved once the approved pedestrian and cycle bridge is constructed.
International Connectivity	Excellent international connectivity, located adjacent to Manchester Airport.

3. Market Assessment and Viability:

Can it be bought and developed viably?	No. The site is unlikely to be viable considering the market demand for such a strategic location. A higher price is likely to need to be paid for the land should it be developed as an arena, to balance against the expected economic potential of the land as an employment hub.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	Several planning applications have already been approved on the site and should these be brought forward, then the site remaining for the development is significantly reduced. The site benefits from supporting amenity uses at the Airport. However, the existing amenity offer adjacent to the site, that would be compatible with and would support the operation of the proposed arena, is limited.
Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	An arena in this location could benefit from association with Manchester Airport or Airport City, however the later comprises of office and manufacturing uses which are not complementary to the promotion of an arena.

3. Market Assessment and Viability:

Is remediation required?	Yes.
How complex would the construction of an arena be?	Not complex: cleared site with highways access. Safeguarded airport improvement issues.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	Yes – Airport City LP Joint Venture
Is there the requirement for multiple negotiations?	No.
Current Uses	Surface car parking for Manchester Airport and greenspace.
Does it have Planning Permission?	Yes, airport related commercial expansion. Outline Planning Permission was granted in 2013 for high quality office uses and associated infrastructure (including car parking provision). In December 2018, Airport City LP secured detailed consent for the first phases of development at Airport City North comprising c.100,000 sq. m of office floorspace, including The Hut Group's new global headquarters 'THQ'.

Site 42: Airport City North

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site forms part of Airport City Strategic Employment Location. Manchester Airport is the main international gateway in the North. Businesses choosing to locate at Airport City North benefit from quick and reliable links to the Airport. Such land is sparsely available and although an arena would deliver job opportunities in the local area, the development of an arena on this land would reduce opportunities available for businesses in need of such a strategic location.
What would the impact of an arena in this location be on People and Place?	The site currently comprises an Enterprise Zone with a core opportunity for delivering a new business district, attracting global companies into grade A offices, high tech manufacturing and research. This is set to fully exploit the economic potential of the location and deliver new jobs and assist in the growth of employment opportunities for Wythenshawe residents: one of Greater Manchester's most deprived communities. The delivery of an arena on the site would undoubtedly deliver jobs to the area, but would hinder opportunities available for businesses in need of such a strategic location adjacent to the Airport.

Site Summary: Unavailable and Unsuitable

The site is located outside of the Regional Centre. It is not available as Airport City LP are developing out the Airport City North Masterplan. Planning policy allocations for the site also do not support proposals for large scale leisure uses, only ancillary leisure and retail uses to the strategic employment uses.

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

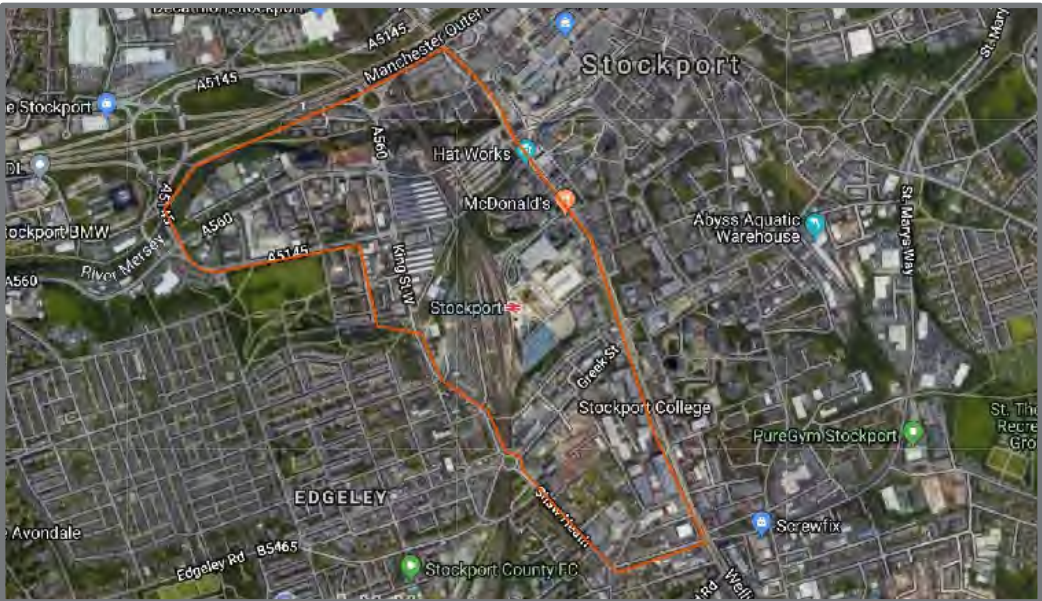
Planning Policy Support?	The site is part of Manchester Airport City, to which the Manchester Airport City Development and Infrastructure Framework relates. The Framework is a material consideration for planning applications and seeks to transform the Airport into an economic hub and destination. This includes the development of land for co-located logistics, business space, science and research space and land for other uses including hotels, ancillary leisure/retail uses and residential development to service and support the enlarged workforce. A large part of this site has now come forward for planning permission. The site forms part of the Core Strategy Policy Allocation EC11 (Airport City Strategic Employment Location), which states that <i>"the area is suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City."</i> Land north of the Airport Spur also forms Manchester Unitary Development Plan Policy Allocation EW8, which allocates the site as a major strategic site in the City for high technology industry. The Draft Greater Manchester Spatial Framework outlines the airport as a focus for development and Objective 4 outlines the intention to improve visitor facilities at the airport. Draft Policy GMSTRAT 10 supports the continued growth and operation of the airport, stating that the airport and its surrounding locality will make a major contribution to the competitiveness of the North by supporting inward investment , international trade and tourism. The Policy lists the types of development, which could support economic competitiveness at the Airport. An arena or largescale leisure use is not specified.
--------------------------	--

8. Short List Detailed Site Analysis

Site 63: Stockport Mayoral Development Corporation



Sequential Status: Town Centre (part)



1 Appropriateness of site to accommodate an arena:

Site Footprint	50 Hectares defined by the Stockport Mayoral Development Corporation.
Shape and Levels	The site comprises of a large area, with various different irregularly shaped plots, defined by a complex street pattern. Site topography varies.
Adjacent Uses	Site is located within and adjacent to Stockport Town Centre and encompasses Stockport Railway Station. Uses within the site comprise of a mix of uses, notably general and light industrial uses.
Potential Impact on Residential Amenity	Far north of the site comprises of a new build residential development, whilst Edgeley, located to the west of the site, comprises of a mainly residential neighbourhood. Any potential impact on the amenity of residents in terms of noise disturbance and car parking will need to be managed and mitigated.

Site 63: Stockport Mayoral Development Corporation

2. Accessibility and Connectivity:

Access to Major Public Transport	Stockport Train Station is located within this defined site. Development within this site would have great public transport connections throughout Stockport and good connections into Manchester City Centre.
Quality of Pedestrian Linkages	Poor quality pedestrian routes in terms of public safety and experience. The phased redevelopment of the Stockport Mayoral Development Corporation area would deliver an enhanced pedestrian environment, however, this would be many years away and would not meet the required timescales of the proposed operation of an arena.
International Connectivity	Good public transport access to Manchester Airport, taking just 25 minutes via train.

3. Market Assessment and Viability:

Can it be bought and developed viably?	Significant associated costs as land aggregate demand and remediation will significantly impact on development viability. Public intervention through compulsory purchase would fall well beyond the timeframe within which the arena operator has identified.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	To locate an arena on this site, the development would need to be delivered in tandem with other regeneration projects to create an environment appropriate for an arena. The scale of regeneration required for the proposed arena, would take many years to deliver. There is, however, an abundance of retail and food and drink amenities within the site, which would naturally complement and support an arena offer - but limited hotel provision.
Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	The majority of this large site has a Stockport Town Centre location and would be highly visible by virtue of the fact that it is adjacent to the rail station and approaches. Currently the quality of the wider environment in this part of the Town Centre detracts from its profile and there are currently no other world class institutions within this area, which the proposed arena could be associated with.

3. Market Assessment and Viability:

Is remediation required?	Yes
How complex would the construction of an arena be?	Significant demolition required to clear the site to enable construction of the proposed use. Development of the site for an arena would require the stopping-up of a several roads and pedestrian access would need to be improved.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	No. Multiple Ownerships – assembly required.
Is there the requirement for multiple negotiations?	Yes. Number of long leaseholders present.
Current Uses	Mix of uses including light industrial.
Does it have Planning Permission?	No.

Site 63: Stockport Mayoral Development Corporation

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	Yes. The site forms part of the Stockport Town Centre West Masterplan, which promotes the site for residential development and employment space, delivered as part of the creation of the Mayoral Development Corporation. The development of the site as an arena would act as a catalyst for further economic improvements to Stockport Town Centre and would further assist in making Stockport a 'destination'. Yet an arena in this location, or indeed other major leisure uses, is not an identified priority within the Stockport Town Centre West Masterplan. The large footprint, inward looking and impermeable nature of the proposed use could act as a barrier to movement across the Masterplan area. It would also replace opportunities for planned commercial office and residential development in the future, immediately adjacent to the principal transport node for the Town.
What would the impact of an arena in this location be on People and Place?	Displacement of established businesses. Improved safety, pedestrian connectivity and sense of place and creation of job opportunities for the local community in an accessible location.

Site Summary: Unsuitable, unavailable and not economically viable

The site lies partially within Stockport's Town Centre boundary, where leisure uses are supported by Planning Policy. However, it would require significant land assembly, demolition and improvements to pedestrian access, which would render the scheme unviable. The location does not benefit from any existing high profile uses and is not complementary to the promotion of an arena, nor is there a well established hotel offer, which an operator would require. In conclusion, the site is unsuitable. The existing environment is not complementary to an arena and development of an arena would be reliant on the wider regeneration of the site being delivered in tandem (timescales uncertain – but significantly longer than the required timescales for the delivery of a second arena for Manchester). In conclusion, the site is unavailable within a reasonable time frame and not suitable or viable for the proposed arena.
--

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

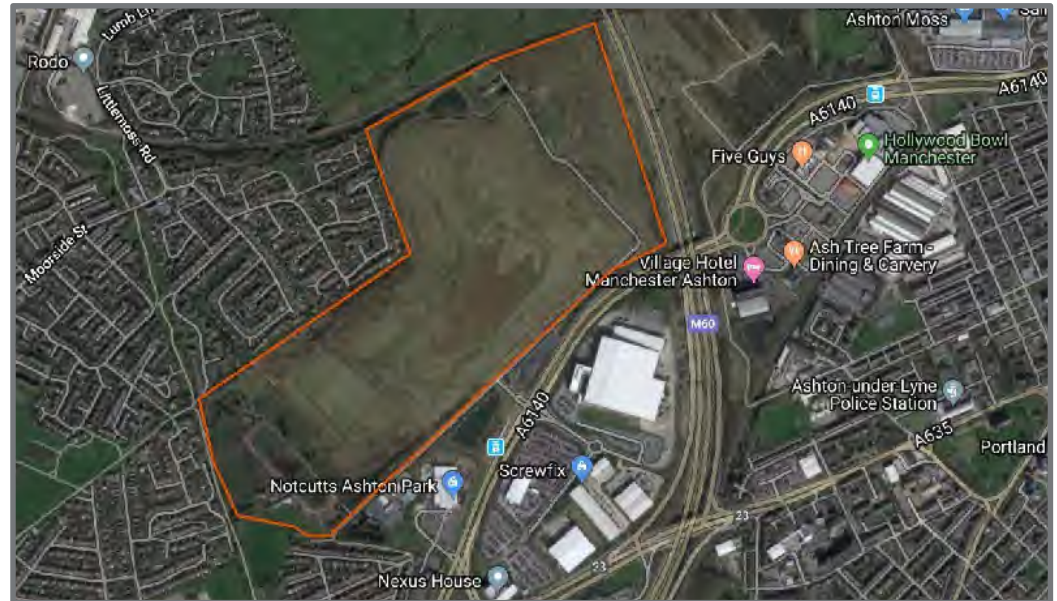
Planning Policy Support?	Yes. Part of the site is located within Stockport Town Centre, whilst the rest is located in an edge of centre location. Stockport Unitary Development Plan Saved Policy TCG3 (Town Centre Mixed Use Areas) states that Development for other key town centre purposes including indoor leisure facilities, will be permitted in the Town Centre. The various Town Centre sub areas include: • TCG3.1 RIVERSIDE: In this area the extension of leisure and office uses into the area will be appropriate. • TCG3.2 CULTURAL, LEISURE AND HERITAGE QUARTER: This area is the focus for a range of cultural, leisure and heritage facilities. • TCG3.3 STOCKPORT STATION: In this area the Council will permit B1 employment uses, hotel, leisure and residential development. Land outside and to the west of the town centre off Ford Street is allocated under UDP Saved Policy E3.1, which seeks to protect existing employment areas. This Policy also outlines complementary commercial and leisure uses as alternative uses for the employment area, where they are of a modest scale. Stockport Core Strategy Development Management Policy AS-4 (Visitor Accommodation and Other Tourism Development) states that Tourism development will be focused on the service centre hierarchy, with exceptions being only where proposals comply with PPS4 and the RSS and where locations directly relate to features of interest outside of these areas that are sustainably accessible or made so by the development.
--------------------------	--

8. Short List Detailed Site Analysis

Site 68: Ashton Moss West



Sequential Status: Out of Centre



1 Appropriateness of site to accommodate an arena:

Site Footprint	58 Hectares – sufficient size to accommodate an arena of the scale proposed.
Shape and Levels	Large regular I-shaped site slopes downwards north to south – suitable to accommodate the shape required for an arena of the scale proposed.
Adjacent Uses	Light Industrial – not complementary to an arena. The site is located approximately 1km from Ashton Town Centre.
Potential Impact on Residential Amenity	Residential uses located immediately to the north and west and south west of the site.

Site 68: Ashton Moss West

2. Accessibility and Connectivity:

Access to Major Public Transport	Well served by public transport. Metrolink provides access into Ashton Town Centre within 6 minutes and into Manchester City Centre within half an hour.
Quality of Pedestrian Linkages	Good pedestrian links to Ashton Moss Metrolink Station. Pedestrian Links into Ashton under Lyne Town Centre along Lord Sheldon Way are good in terms of safety, however, the route is unattractive and poor in terms of quality of experience, due to adjacent traffic. The site is also located 30 minutes walk from the town centre.
International Connectivity	Good public transport access to Manchester Airport. Ashton Moss Metrolink Station provides access to Manchester Airport within an hour.

3. Market Assessment and Viability:

Can it be bought and developed viably?	No. Viability issues arise as a result of significant land contamination. Tameside Council is currently seeking to appoint consultants to undertake an assessment of the Ashton Moss site.
Is the site within an area which already provides or has the capability to provide complementary uses which will deliver an added value visitor experience?	A number of retail, food and drink amenities and a hotel are located near to the site at Ashton Moss Leisure Park. However, these are disconnected by the A6140 and the range of hotels near to the site and within Ashton is very limited.
Is the location capable of being sufficiently high profile. For example is it associated with other world class institutions?	Although well connected to the Regional Centre by public transport, Ashton is not a world-class destination in its own right and this would limit the potential for the proposed arena to benefit from an existing high profile environment.

3. Market Assessment and Viability:

Is remediation required?	Yes. 2.6 million cubic metres of waste soil (including peat) was deposited on parts of the site during construction of the M60 and the Ashton Moss Leisure Park. No part of the area has been brought forward to date as no individual landowner is capable of resolving all the issues in isolation.
How complex would the construction of an arena be?	Once remediated – fairly straight forward. However, potential for construction complexities and associated costs created from sloping site topography.

4. Availability within a Reasonable Time Period:

Is the site in single ownership?	No, multiple land ownership – assembly required.
Is there the requirement for multiple negotiations?	The site could be developed without the need for site assembly due to one major landowner controlling most of the landholdings.
Current Uses	Undeveloped Green Belt land, previously used to deposit waste soil (including peat).
Does it have Planning Permission?	No. However, the area was identified by GMCA in 2016 as the only site in Greater Manchester capable of accommodating the proposed GM World Expo bid following an assessment of 46 sites. At the time, the area was identified as having more than £2 billion of development potential, with significant capacity for a legacy accommodating new homes, jobs, commercial and other development capable of generating substantial business rates income for the future.

Site 68: Ashton Moss West

5. Contribution to the Delivery of Regional/City Economic and Planning Priorities:

Does the site fall within an identified regeneration area and what is the potential for this location to capitalise upon an arena and deliver enhanced social and economic outcomes?	The site does not form part of any specific regeneration area and is located within the Green Belt. However, the site has been identified as having development potential for employment generating uses in the Draft Greater Manchester Spatial Framework. The development of the site for an arena would act as a catalyst for further economic improvements to Ashton-under-Lyne, with potential knock-on positive effects on the economies of Tameside and Manchester.
What would the impact of an arena in this location be on People and Place?	Development of an arena on this site would enhance Ashton as a destination and drive investment and job creation.
Planning Policy Support?	No policy support for the development of the site for the proposed use. Site allocated as Green Belt as defined by Tameside Unitary Development Plan Saved Policy OL1 'Protection of the Green Belt'. The Draft Greater Manchester Spatial Framework proposes to remove the site from the Green Belt and Policy Allocation 42 (Ashton Moss West) allocates the site for 175,000 sq. m of employment floorspace: primarily B1b, B1c and B2 use classes. This is currently under review.

Site Summary: Unsuitable and Unviable

The site is located in the Green Belt – hence planning policy does not support the development in this location.

Draft GMSF Policy Allocation 42 seeks to remove the site from the Green Belt and develop the site for employment uses, with no reference to leisure or visitor uses. Furthermore, site viability is a significant constraint as a result of land contamination issues. As a result, the site is not viable or suitable to accommodate the proposed arena.

Assessment of Alternative Sites

8. Summary of Short Listed Sites

- 8.1 Following detailed assessment of the short listed sites all three city/town centre and edge-of-centre sites are considered to be either unsuitable, economically unviable, or unavailable for the proposed arena.
- 8.2 The assessment of the nine alternative out-of-centre sites demonstrates that other out-of-centre locations perform well against the detailed criteria, however the analysis confirms the Etihad Campus as the optimum location as it satisfies the most criteria out of the nine sites assessed.

Site	Status	Conclusion
11 Piccadilly Trading Estate	City Centre	Unsuitable, unavailable and not economically viable
13 Pomona Island	Edge of Centre	Unsuitable
14 Etihad Campus	Out of Centre	Suitable, available and economically viable
26 Old Trafford Car Parks	Out of Centre	Unsuitable
28 Land North of Bridgewater Way	Out of Centre	Unsuitable and Unavailable
29 Old Trafford Car Park North 4 and Surrounding Land	Out of Centre	Unavailable
32 GMP HQ Boyer Street	Out of Centre	Unsuitable and not economically viable
34 Parkway Site Barton Dock Road	Out of Centre	Unsuitable, unavailable and not economically viable
36 Extension to Trafford Centre Car Park	Out of Centre	Unsuitable and not economically viable
42 Airport City North	Out of Centre	Unavailable and Unsuitable
63 Stockport Mayoral Development Corporation	Town Centre (in part)	Unsuitable, unavailable and not economically viable
68 Ashton Moss West	Out of Centre	Unsuitable and Unviable

Assessment of Alternative Sites

9. Conclusions

- 9.1 The sequential analysis concludes that the Etihad Campus is suitable, available and viable for the proposed arena development and is an accessible site which is well connected to the centre. Furthermore, an arena in this location would enhance the existing leisure offer at the Etihad, exploiting the latent economic capacity of the Campus and further promoting this destination as a world class sporting and leisure destination.
- 9.2 This analysis has concluded that there are no more central sites which are suitable and available to accommodate the application proposals. The proposals therefore accord with NPPF Paragraphs 86 and 87, and the associated Local Planning Policies.

Appendix 1:

Long List Site Assessment

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals				Further Investigation?	Comments
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation	Planning Permission / Development commenced on Site?		
Manchester City Centre												
Retail Core, Central Business District, Chinatown, The Village, Medieval Quarter, Petersfield and Civic Quarter												
No potential sites of a suitable size.												
NOMA												
No potential sites of a suitable size.												
Green Quarter												
1	Greengate	Land south of Trinity Way and north of the railway viaduct. Site located within Salford City Council area yet in an edge of centre location to Manchester City Centre.	Edge of Centre	3.9 ha.	Irregular shape	Good Accessibility to Major Transport Nodes. Pedestrian linkages to main generators require upgrades to improve pedestrian safety.	Complex and fragmented land ownership pattern	surface car parking, light industrial and other commercial uses	Salford UDP Policy MX1/3 Mixed-Use Area and Policy E3 Knowledge Capital. The site is included within the Greengate Regeneration Framework.	No.	DISMISS	Complex and fragmented land ownership pattern makes the delivery of the proposal difficult and unviable on this site. The site is also included within the Greengate Regeneration Framework and there is significant interest to redevelop the site. The site is also the historic core of Salford and retains its historic street pattern. The proposed development would be of such a scale that it would dominate the site and disrupt this historic street pattern. The site is therefore unsuitable for the proposed development and is also unlikely to be available.
2	Strangeways	Land between Dutton St and Cheetham Hill Road up to Camarvon Street. Site located within Manchester City Council Area.	Edge of Centre	5.2 ha.	Large site of triangular shape	Edge of Centre but with good accessibility to Major Transport Nodes (Victoria Station)	Complex and fragmented land ownership pattern	Mixed use commercial/light industry and surface car parks	No site policy allocation. Site included within the Great Ducie Street SRF area, where a 50/50 residential/commercial split is proposed.	No.	DISMISS	Complex and fragmented land ownership pattern makes the delivery of the proposal difficult and unviable on this site. The typical industrial grain characterises the area. Development of the scale proposed on this site would disrupt this pattern, whilst site assembly could be difficult and timely. The site is therefore unsuitable for the proposed development, whilst this site is also unlikely to be available.
Former Boddingtons Brewery Site												
3	Land east of A56 - Boddingtons Car Park	Old Boddingtons Brewery Site on land west of Dutton Street and east of A56 up to Southall Street. Site located within Manchester City Council area.	Edge of Centre	4.6 ha.	Regular Shape	Edge of Centre but with good accessibility to Major Transport Nodes (Victoria Station)	?	Mixed use and surface car parks	No site policy allocation. Site included within the Great Ducie Street SRF area, where a 50/50 residential/commercial split is proposed.	Part of the site to the east obtained planning permission in Feb 2019 for 556 residential units and 3,490 sq. m of commercial space (ref.118831/FO/2018). Permission was obtained in Aug 2018 to retain the use of 2 ha. of the site as a surface car park for a temporary period of five years.	DISMISS	Planning permission on the site for 556 residential units reduces the land available for development. Site would be too narrow for the proposed development. Land to the northern side of the site is characterised by a grid iron street pattern and the siting of the proposed development in this location would disrupt this due to the required scale and massing. The site is therefore unsuitable for the proposed development.
4	Land west of A56	Site located within Manchester City Council area, adjacent to the River Irwell.	Edge of Centre	2.4 ha.	Regular Shape	Edge of Centre but with good accessibility to Major Transport Nodes (Victoria Station)	?	Commercial, light industrial and leisure	Site is not allocated for any particular use, however it is located within the Manchester Core Strategy Economic Improvement Area (policy CC10). Policy CC10 supports development in this area which appeals to a wider range of residents and visitors. The site is included within the Great Ducie Street SRF, where a 50/50 split in residential/commercial is proposed. The Masterplan outlines the site as accommodating a large proportion of residential units.	No.	DISMISS	Several units on the site, which are likely to be in multiple ownership. The development of the proposal on the site would jeopardise the delivery of the Great Ducie Street Masterplan, which seeks to accommodate a large proportion of residential units on the site. The site is therefore unsuitable for the proposed development, whilst this site is also unlikely to be available.
Lower Irk Valley												
5	Land to the west of Dantzic street	Site located to the north of the River Irk.	Edge of Centre	10 ha.	Irregular, elongated site.	End of site closest to City Centre is less than half a km to Manchester Victoria Station. However, pedestrian accessibility is poor in terms of safety and experience.	?	Light industrial and surface car parks	UDP Saved Policy BM2 seeks to protect and improve the environment of the Irk Valley north of Victoria Avenue. This policy allocation covers the entirety of the site and states that "No building will be permitted in this area which would damage the open character of the valley or its existing wildlife habitats". The site is also located within the Lower Irk Valley Neighbourhood Development Framework, which seeks to direct development within the area to create a residential-led mixed use neighbourhood.	Planning permission was achieved in 2011 for a mixed-use residential-led development (500 apartments) on the Red Bank Car Park site south of Roger Street (ref.093871/REP/2010/N1). This application has now time expired. A planning application is currently ongoing on the Site for 415 residential apartments (114860/FO/2016).	DISMISS	The proposal would comprise a departure from UDP Saved Policy BM2 as the required scale would damage the open character of the Irk Valley. The site which obtained permission for a mixed use development, only comprises of 1.1 ha. and would therefore not meet the required site size threshold. Furthermore, the ongoing planning permission for the Site indicates the intention to bring forward the Site for residential development. The site is therefore unsuitable for the proposed development.
6	Land north and south of Dantzic street	Site located to the north of the railway line and to the south of the River Irk.	Edge of Centre	4 ha	Irregular shape split by Dantzic Street which traverses through the site.	End of site closest to City Centre is less than half a km to Manchester Victoria Station. However, pedestrian accessibility is poor in terms of safety and experience.	?	Part derelict, with light industrial uses and Traveller site.	Part of the site south of Dantzic St is allocated for business or commercial development under UDP Saved Policy HC10a INDUSTRIAL AND COMMERCIAL USES (Dalton Street). The site is also located within the Lower Irk Valley Neighbourhood Development Framework, which seeks to direct development within the area to create a residential-led mixed use neighbourhood.	Site of Angel Gate permission (103382/FO/2013/N1) for 344 residential apartments. In addition, an application on the adjacent site for 415 residential units is ongoing (ref. 114860/FO/2016).	DISMISS	Site is being progressed for residential development. Remaining site would be of an insufficient scale to accommodate the proposed use. The entirety of the site is unlikely to be available, whilst the section of the site without planning permission would be unsuitable for the proposed development.
New Cross												
7	New Cross Zone A	Edge of centre site located on land between Rochdale Road, Oldham Road, Miller Street, and Thompson Street.	Edge of Centre	2 ha.	The remaining area is an irregular shape. The site would be less than 100m wide.	Site is in an accessible location on the edge of Manchester City Centre and will good connectivity to Major Transport Nodes. The public realm environment is uninviting and there is poor safe pedestrian connectivity through the site.	Complex and fragmented land ownership pattern with many small plots being owned by a variety of public and private sector land owners with both freehold and leasehold titles	Mixed use and surface car parks	This area forms area A of the New Cross Neighbourhood Development Framework area, which outlines the intention for the area to become a predominantly residential area. Site not allocated in the Manchester UDP or Core Strategy.	A large amount of the site has obtained permission for residential/hotel uses with projects both completed and under construction.	DISMISS	Shape of the site unable to accommodate the proposed use. In addition, a grid street pattern characterises the site and serves as one of its key character assets. The proposed development would be of a scale that would disrupt this. The New Cross Neighbourhood Development Framework seeks to retain this street pattern. The site is therefore unsuitable for the proposed development.
8	New Cross Zone B	Edge of centre site located on land between Rochdale Road, Oldham Road, Thompson St and Livesey St. Located in Manchester City Council area.	Edge of Centre	13.5 ha.	Area excluding Royal Mail, fire Station and Supermarket is 4 ha. in total and split between two sites of an irregular shape.	Pedestrian movement through Zone B is almost impossible, given the large-scale uses within this area. Although, there are good pedestrians links to the City Centre along Rochdale Road.	largescale principal landowners = Royal Mail, Manchester Central Fire Station, Wing Yip Supermarket and Wholesalers	Retail, light industrial, Sui Generis, and residential	This area forms area B of the New Cross Neighbourhood Development Framework area. The core development principles established within this framework area preceded on the basis that the largescale principal landowners in this area (Royal Mail, Manchester Central Fire Station, Wing Yip Supermarket and Wholesalers) be retained in this area. Site not allocated in the Manchester UDP or Core Strategy.	No.	DISMISS	Where largescale principle land owners in this area are retained in line with the New Cross Neighbourhood Development Framework, the remaining land would be of a shape that would be inappropriate for the proposed use. There is no reasonable prospect of the largescale principle landowners relocating. As such, the site is unsuitable for the proposed development.
9	New Cross Zone C (Gould Street Masterplan)	Edge of Centre site located on land to the north of Rochdale Rd. Located in Manchester City Council area.	Edge of Centre	7.2 ha.	Regular shape	Good pedestrians links to the City Centre along Rochdale Road.	?	car parking, sui generis, industrial, and vacant land.	This area forms area C of the New Cross Neighbourhood Development Framework area and the Gould Street Masterplan area. The Masterplan outlines the site for residential-led development.	No.	DISMISS	Development of the proposed use on the site would jeopardise the delivery of the masterplan for the Gould Street area, which seeks to deliver residential-led development on the site. The site is therefore unsuitable for the proposed development.
Ancoats and New Islington												
10	Central Retail Park	Edge of Centre site located off the Ring Road.	Edge of Centre	4.24 ha	Narrow rectangle - does not achieve minimum width requirements	City Centre Inner Ring Road Frontage Good Accessibility to Major Transport Nodes.	Manchester City Council	Vacant	ERF 2019 - housing and employment led	2013 PP Retail Led. Now Lapsed	DISMISS	Site too narrow (even allowing for flexibility in format). The site is therefore unsuitable for the proposed development.
Northern Quarter and Piccadilly												

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals				Further Investigation?	Comments
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation	Planning Permission / Development commenced on Site?		
11	Piccadilly Trading Estate	City Centre site located to the east of Piccadilly Station and to the north of the railway line.	City Centre	4.5 ha.	Regular Shape	Good Accessibility to Major Transport Nodes. Pedestrian linkages to main generators require upgrades to improve pedestrian safety.	Multiple Ownerships - would need assembly	Occupied by multiple light industrial tenants	No site allocation, however, the site is included within the HS2 Manchester Piccadilly Strategic Regeneration Framework for "Dense commercial development focused around new public squares". Importantly, the majority of the site is required to be safeguarded for the construction of HS2 station at Piccadilly. The land remaining when taking this into account equates to approximately 6 ha.	No	FURTHER INVESTIGATION REQUIRED.	Further analysis required
Mayfield												
No available sites. Area being developed in line with the Mayfield SRF.												
North Campus and Manchester Corridor												
No potential sites of a suitable size.												
First Street												
12	Land south of Hulme Street (inc. First Street South site)	Site north of Unite Students Parkway Gate and south of Hulme St	City Centre	2.2 ha.	Rectangular approx. 100m x 220m	City Centre Good Accessibility to public Transport	?	Vacant land	Site known as First Street South within the First Street SRF Masterplan.	Planning permission was achieved for 624 Apartments (111170/FO/2016/C1) on the western half of the site. Permission extant.	DISMISS	No reasonable prospect of the site becoming available as half the site is being brought forward for residential development. The remaining eastern side of the site is too small to accommodate the proposal and is therefore unsuitable for the proposed development.
Great Jackson Street												
No potential sites of a suitable size.												
Castlefield												
13	Land on Pomona Island	Land off Pomona Strand and Waterways Avenue. Located within Trafford Borough Council area, yet in an edge of centre location to Manchester City Centre.	Edge of Centre	6.8	Elongated irregular shape	Site is near to Cornbrook Station, however major improvements would be required to create safe and attractive connections to public transport networks.	?	Vacant land	Trafford Core Strategy Policy SL1 Pomona Island, allocates the site as a Strategic Location for a mixed-use commercial and residential district, for business, residential and leisure. Policy W1 Economy also seeks to focus employment uses to Pomona Island, whilst Policy L1 Land for New Homes allocates at least 800 homes to Pomona Island. The Pomona Island Masterplan (2008) was commissioned by Peel to progress the development of the site. The masterplan outlines the majority of the site for residential development, with some commercial/hotel and Leisure development.	H36228: Demolition of buildings and erection of nine buildings to comprise themed attractions, restaurants, bars, two nightclubs, souvenir shops, a five storey 200 bedroom hotel, a 5,000 seat arena, administrative and customer reception buildings, a monorail, a rocket ship attraction, provision of ancillary car parking and landscaped areas and means of access from Throstle Nest lane and Cornbrook Road . Approved 1992.	FURTHER INVESTIGATION REQUIRED.	Further analysis required.
Water Street												
No potential sites of a suitable size.												
St John's and Spinningfields												
No available sites. Majority of the area is to be developed in line with the St John's SRF Masterplan.												
East Manchester/ Etihad Campus												
14	Etihad Campus	Sites surrounding the Etihad Campus, north and south of the Ashton Canal	Out of Centre	35 ha.	Large site, regular shape to north, irregular shaped sites surrounding the Etihad Stadium	Good public transport connections to Manchester City Centre and Piccadilly Station via Metrolink. Half an hour walk to Piccadilly Station (Major Transport node).	Single Ownership	Surface car parks / vacant sites	As defined in the Core Strategy (2012) the Etihad Campus Commercial Zone is entirely located within the Regional Centre (Policy EC 3), East Manchester (Policy EC 5 and Policy H 4), and within the Eastlands Strategic Employment Location (Policy EC 7). The Commercial Zone is also located within the Sportcity East Manchester Sub Area as defined by Saved Policy EM11 in the Unitary Development plan, which outlines Sportcity as a major focus for regeneration activity Site included in the Eastlands SRF.	no	FURTHER INVESTIGATION REQUIRED.	Further analysis required.
Salford												
Media City												
15	East Mediacity	Sovereign Enterprise Park and sites located off Furness Quay and King William Street. Salford City Council area.	Out of Centre	6.5 ha.	Large regular shaped site	Good public transport connections to Manchester City Centre and Salford Mediacity. Not located close to any Major Transport Nodes.	Complex and fragmented land ownership pattern. Site assembly would be required.	Vacant units and land, light industrial and commercial uses	Salford UDP Policy MX1/3 Mixed-Use Area		DISMISS	Complex and fragmented land ownership pattern could make the delivery of the proposal difficult and unviable.
16	Batley and Chandlers Point	Salford City Council area.	Out of Centre	3.5 ha.	Regular shape	Good public transport connections to Manchester City Centre and Salford Mediacity. Not located close to any Major Transport Nodes.	?	Retail, commercial and sui generis	Salford UDP Policy MX1/3 Mixed-Use Area	no	DISMISS	Large section of the site is currently in operation as a cash and carry. Site not available.
17	Michigan Avenue	Salford City Council area.	Out of Centre	2 ha.	Rectangular site with width of 100m	Good public transport connections to Manchester City Centre and Salford Mediacity. Not located close to any Major Transport Nodes.	Appears to be two large scale occupiers /landowners. FURTHER INVESTIGATION REQUIRED.	light industrial	Salford UDP Policy MX1/3 Mixed-Use Area	12/61841/OUT: Outline application with all matters reserved for the erection of a mixed use development comprising of offices (65040 sq. m), residential (1036 units), Hotel (9830 sq. m), local retail and leisure (6,450 sq. m), supported by multi-storey parking (37,720sqm), totalling 197,440sqm (AWAITING DECISION following issue of S106 Terms of Reference).	DISMISS	The site does not meet the required minimum site size threshold. The site is therefore unsuitable for the proposed development.
Salford												

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals			Further Investigation?	Comments	
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation			Planning Permission / Development commenced on Site?
18	Health Village (Salford Crescent)	Salford City Council area. Land to east of A6, west of railway line and north of Mary Seacole Building.	Out of Centre	3.8 ha.	Regular shape with a width of 170m.	Close to Salford Crescent Train Station, yet poor immediate connections to major transport nodes.	Part of the land currently occupied by Salford University. FURTHER INVESTIGATION REQUIRED.	Education, student accommodation and surface car parking	The site is included within the Salford Crescent and University District Masterplan and is outlined for "flexible research buildings clustered around the University's strengths in health, midwifery and nursing" Site within area allocated under Salford UDP Saved Policy E3 Knowledge Capital, which places emphasis on the provision of the following uses in the area: <i>"a.financial and professional services, and other office-based uses; b.creative, cultural and media industries; c.communications; d.research and development; and e.higher education."</i>	Planning application for 271 student accommodation recently completed construction on northern end of the site (ref.16/67659/FUL).	DISMISS	Development of the site for the proposed use would jeopardise the delivery of the Salford Crescent and University District Masterplan, which seeks to build upon the strengths of the University in health, midwifery and nursing. The site is therefore unsuitable for the proposed development.
19	Innovation District (Salford Crescent)	Salford City Council area. Land off Frederick Road and north of the University of Salford Sports Centre.	Out of Centre	17 ha.	Large site, but with the northern section only comprising of 80m wide.	Poor connections to Major Transport Nodes.	Complex and fragmented land ownership pattern. Site assembly would be required.	Mixed use, including education, light industrial, residential and commercial.	The majority of this site comprises the Innovation District of the Salford Crescent and University District Masterplan. The masterplan outlines this area for industry facing incubation, enterprise and research space to support the City's and the University of Salford's economic growth ambitions. Site allocated as UDP Saved Policy E2, Innovation Park. Saved Policy E2 states that permission will ONLY be granted for new development that contributes to the establishment and expansion of the Innovation Park, and incorporates significant elements of knowledge-based employment and/or education uses. Site also within area allocated under Salford UDP Saved Policy E3 Knowledge Capital.	no	DISMISS	Development of the proposed use on the site would comprise a departure from UDP Saved Policy E2 and would jeopardise the delivery of the Innovation District of the Salford Crescent and University District Masterplan. The site is therefore unsuitable for the proposed development.
20	Land south of Hulme Street (Crescent)	Land comprising Irwell Place Car Park, north of the railway line.	Out of Centre	4.3 ha.	Elongated and irregular site with a max width of 130m.	Located in-between and over 300m from both Salford Crescent and Salford Central Stations. Poor connections to Major Transport Nodes.	?	Surface car park	The site is included within the Salford Crescent and University District Masterplan and is outlined for high-density residential development and a Cultural Hub, focused around Salford Museum and Art Gallery. Salford UDP Saved Policy MX1/3 Mixed-Use Area. Site also within area allocated under Salford UDP Saved Policy E3 Knowledge Capital.	no	DISMISS	The site shape inappropriate for the proposed use. Development of the site for the proposed use would jeopardise the delivery of the Salford Crescent and University District Masterplan vision. The site is therefore unsuitable for the proposed development.
21	Adelphi/Farner Norton Car Park	Land east of Adelphi St and north of Cleminson St. Within Salford City Council area.	Out of Centre	2.6 ha.	Rectangular site with a minimum width of 100m	Poor connections to Major Transport Nodes.	?	Surface car park, D1 and sui generis (theatre)	The site is included within the Salford Crescent and University District Masterplan and is outlined for high quality low density residential development. Site also within area allocated under Salford UDP Saved Policy E3 Knowledge Capital.	no	DISMISS	Development of the site for the proposed use would jeopardise the delivery of the Salford Crescent and University District Masterplan vision. The site is therefore unsuitable for the proposed development.
22	Hope Street	Land in-between the railway lines, including sites off Blucher St, Hope St, Muslin St and Liverpool St, up to Oldfield Rd. Within Salford City Council area.	Out of Centre	8.8 ha.	Large triangular site, split by Liverpool St	Poor connections to Major Transport Nodes. Edge of centre to Regents Retail Park, which is allocated in the Salford UDP as a neighbourhood centre (Policy S1/ 21).	Complex and fragmented land ownership pattern. Site assembly would be required.	Light industrial, C1 (hotel) and sui generis	The north of the site forms a Rail Linked Mineral Dept. and is allocated in the Minerals DPD under Policy 11, which seeks to protect existing mineral sites/infrastructure. The entire site is also allocated under Salford UDP Saved Policy MX1/3 Mixed-Use Area. Site also within area allocated under Salford UDP Saved Policy E3 Knowledge Capital, which places emphasis on the provision of the following uses in the area: <i>"a.financial and professional services, and other office-based uses; b.creative, cultural and media industries; c.communications; d.research and development; and e.higher education ."</i>	17/70615/FUL: 127 dwellings (Approved 2018); 16/68977/FUL 178 apartments and 13 townhouses (under construction).	DISMISS	The Site has been reduced by the approved residential planning applications. In addition, the policy protecting the Minerals Depot has reduced the site available further and Liverpool St runs through the centre of this site. As such, the site is of an insufficient scale/shape to accommodate the proposed use. The site is therefore unsuitable for the proposed development.
23	Land north of Regents Road	Regent Road Trading Estate, north of Regents Road and south of the railway line. Within Salford City Council area.	Out of Centre	8.3 ha.	Large elongated site running along Regents Rd with a width of approximately 125m.	Poor connections to Major Transport Nodes. Edge of centre to Regents Retail Park, which is allocated in the Salford UDP as a neighbourhood centre (Policy S1/ 21).	Complex and fragmented land ownership pattern with established business. Site assembly would be required.	Retail, light industrial and vacant site	Site in an area allocated under Salford UDP Saved Policy E3 Knowledge Capital, which places emphasis on the provision of the following uses in the area: <i>"a.financial and professional services, and other office-based uses; b.creative, cultural and media industries; c.communications; d.research and development; and e.higher education. "</i>	16/68723/FUL: 525 residential units Approved Feb 2017 on eastern end of the site (0.88 ha.).	DISMISS	Complex and fragmented land ownership pattern make the delivery of the proposal difficult and unviable and there is no reasonable prospect of the site becoming available as existing uses on site are well established.
24	Land south of Liverpool Street	Land south of Liverpool Street and east of W Egerton St. Within Salford City Council area.	Out of Centre	6.7 ha.	Large site, eastern section is an irregular shape	Poor connections to Major Transport Nodes. Edge of centre to Regents Retail Park, which is allocated in the Salford UDP as a neighbourhood centre (Policy S1/ 21).	?	Vacant and industrial	Site in an area allocated under Salford UDP Saved Policy E3 Knowledge Capital.	no	DISMISS	Accessibility to the site is poor. The site is not located near to any Major Transport Nodes and access by public transport is indirect and limited. Pedestrian accessibility to the site from the main pedestrian activity generators would be uninviting and unsafe. Potential land contamination issues. The site is therefore unsuitable for the proposed development.
25	Land to East of E Ordsall Lane Middlewood Locks	Land to East of Ordsall Lane up to the railway line.	Edge of Centre	4.2 ha.	Regular shape	Poor connections to Major Transport Nodes. Edge of centre to Regents Retail Park, which is allocated in the Salford UDP as a neighbourhood centre (Policy S1/ 21).	?	Vacant	The entire site is also allocated under Salford UDP Saved Policy MX1/3 Mixed-Use Area. Site also within area allocated under Salford UDP Saved Policy E3 Knowledge Capital.	06/52762/OUT: mixed use redevelopment. The site forms Phase 3 and 4 (Plots A, B, C, D and E) of the Middlewood Locks development. Plots F - M are currently under construction and it is expected that the next phase of development with commence soon.	DISMISS	No reasonable prospect of the site becoming available as half the site is being brought forward as Phase 3 and 4 of the Middlewood Locks development.
Trafford												

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals				Further Investigation?	Comments
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation	Planning Permission / Development commenced on Site?		
26	Old Trafford car parks	Land surrounding Old Trafford Stadium to the west.	Out of Centre	8.3 ha.	Irregular shape	Manchester United Football Ground Train Station located nearby, which provides good public transport links into Manchester City Centre and the Major Transport Nodes. No immediate connection to Major Transport Nodes.	?MUFC?	Surface car parking for Old Trafford Stadium	Area covered by UDP Saved Policy site allocation TP13 Manchester United Stadium Area, which states that "The Council will support the continued use and improvement of the area identified on the Proposals Map for football stadium and associated hospitality, conference, club store and spectator/ visitor car park use by Manchester United Football Club..."	no	FURTHER INVESTIGATION REQUIRED.	The Council supports the continued use and improvement of the area identified on the Proposals Map for football stadium and associated facilities. The proposed development would not be regarded as an associated facility.
27	Manchester International Freight Terminal	Land to west of Old Trafford and associated car parking, comprising of an International Freight Terminal.	Out of Centre	30 ha.	Large regular shaped site	Manchester United Football Ground Train Station located nearby, which provides good public transport links into Manchester City Centre and the Major Transport Nodes. No immediate connection to Major Transport Nodes.	?	International Freight Terminal and associated land.	Trafford Core Strategy POLICY L4: SUSTAINABLE TRANSPORT AND ACCESSIBILITY, seeks to safeguard and promote the improvement of "The established rail served inter-modal freight facilities within Trafford Park". Site is covered by UDP Saved Policy allocation E10: Main Office Development Areas, which sets out the criteria used for determining planning applications for office development in this area.	no	DISMISS	The site is not suitable, as development of the site for the proposed use would comprise a departure from Trafford Core Strategy Policy L4.
28	Land north of Bridgewater Way (Wharfside)	Car parks (Car Parks N2 and N3) and warehouse north of Bridgewater Way and Land north of John Gilbert Way.	Out of Centre	8.0 ha.	Elongated site with a width of approximately 75m to 200m.	Poor connections to Major Transport Nodes. The Metrolink extension (Trafford Park Line) and the Wharfside Metrolink stop (less than 300m away) will improve public transport access to the wider area. However, pedestrian linkages between the site and the Metrolink stops are poor in terms of safety and experience.	?	Warehouse, vacant land and public surface car park	Surface car parks (N2 and N3) are covered by UDP Saved Policy site allocation TP13 Manchester United Stadium Area, which states that "The Council will support the continued use and improvement of the area identified on the Proposals Map for football stadium and associated hospitality, conference, club store and spectator/ visitor car park use by Manchester United Football Club..." The Warehouse to the west of the site and area o the north of John Gilbert Way are allocated as a Strategic Development Site (Core Strategy Policy SL2 Trafford Wharfside). Policy SL2 states that "The Council will identify and promote land for development within this Location to create a major mixed-use area of regional and international significance. The focus will be on opportunities for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development."	H30516 DEMOLITION OF BUILDINGS & REDEVELOPMENT WITH THE ERECTION OF OFFICES, LIGHT & GENERAL INDUSTRY, A HOTEL, LEISURE & RETAIL & RESIDENTIAL DEVELOPMENT (TOTALLING APPROXIMATELY 3.31M SQ FT OF GROSS FLOORSPACE) TOGETHER WITH MAJOR INFRASTRUCTURE IMPROVEMENTS, CAR PARKING AND LANDSCAPING. Wharfside Trafford Park (Approved 1990)	FURTHER INVESTIGATION REQUIRED.	Further analysis required. John Gilbert Way runs through the site, making it narrow in parts (even allowing for flexibility in format). Development of the site for the proposed use would likely require the stopping up of a highway.
29	Old Trafford Car Park North 4 and surrounding land	Land in-between Wharfside Way and Trafford Wharf Rd	Out of Centre	9.0 ha.	Regular shape	Poor immediate connections to Major Transport Nodes. The Metrolink extension (Trafford Park Line) and the Imperial War Museum Metrolink stop will improve public transport access to the site.	Likely to be multiple ownership. FURTHER INVESTIGATION REQUIRED.	Light industrial, commercial, surface car parking (Coach car park) and vacant land.	Site located in an area allocated for Industrial Uses (UDP Saved Policy E7), which states that the Council will permit development for business, industry, storage/distribution (B1, B2 & B8 Use Classes) and similar appropriate uses.	H30516 DEMOLITION OF BUILDINGS & REDEVELOPMENT WITH THE ERECTION OF OFFICES, LIGHT & GENERAL INDUSTRY, A HOTEL, LEISURE & RETAIL & RESIDENTIAL DEVELOPMENT (TOTALLING APPROXIMATELY 3.31M SQ FT OF GROSS FLOORSPACE) TOGETHER WITH MAJOR INFRASTRUCTURE IMPROVEMENTS, CAR PARKING AND LANDSCAPING. Wharfside Trafford Park (Approved 1990)	FURTHER INVESTIGATION REQUIRED.	Car parking is essential for the efficient operation of Old Trafford Stadium. In particular, the site is the location of official MUFC Coach Park. However, unlike the Old Trafford Car Parks site, this site does not form part of the UDP Saved Policy site allocation TP13: Manchester United Stadium Area, therefore, the same policy restriction would not apply.
30	Maritime Transport	Maritime Transport site north of the Bridgewater Canal and south of John Gilbert Way	Out of Centre	2.5 ha.	Rectangular site with a width of approximately 100m.	Poor immediate connections to Major Transport Nodes. The Metrolink extension (Trafford Park Line) and the Village Metrolink stop will improve public transport access to the site.	Likely single ownership. FURTHER INVESTIGATION REQUIRED.	Depot extension to existing Manchester International Freight Terminal	Trafford Core Strategy POLICY L4: SUSTAINABLE TRANSPORT AND ACCESSIBILITY, seeks to safeguard and promote the improvement of "The established rail served inter-modal freight facilities within Trafford Park". Site is also covered by UDP Saved Policy allocation E10: Main Office Development Areas, which sets out the criteria used for determining planning applications for office development in this area.	H35940: RETENTION OF USE OF OPEN LAND AS CONTAINER STORAGE DEPOT AS AN EXTENSION TO EXISTING DEPOT, REORGANISATION OF CONTAINER STORAGE AREA (Approved 1992)	DISMISS	The site is not suitable as development of the site for the proposed use would comprise a departure from Trafford Core Strategy Policy L4.
31	Victoria Warehouse and Land Adjacent	Site encompassing Victoria Warehouse and associated buildings and site between Trafford Wharf Rd and Wharf End.	Out of Centre	2.8 ha.	L-shaped site, split by Trafford Wharf Rd	Poor connections to Major Transport Nodes. The Metrolink extension (Trafford Park Line) and the Wharfside Metrolink stop (less than 300m away) will improve public transport access to the wider area.	Likely multiple ownership. FURTHER INVESTIGATION REQUIRED.	Hotel, leisure and vacant warehouse	Entire site is allocated as a Strategic Development Site (Core Strategy Policy SL2 Trafford Wharfside) , which supports the development of a mixed use area of regional and international significance.	Permission for 354 dwellings was achieved in Jan 2018 for the site north of Trafford Wharf Rd (ref. 90738/FUL/17).	DISMISS	Victoria warehouse is already a music venue and is not the appropriate format for the proposed development. The remaining site to the north is unlikely to be available as it is being brought forward for residential development.
32	GMP HQ Boyer Street	Greater Manchester Police Headquarters south east of White City Circle.	Out of Centre	3.2 ha.	Regular Shape	Poor immediate connections to Major Transport Nodes. Pomona Tram Stop located within 500m.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Police Headquarters	Site located in an area allocated as a Main Office Development Area (Policy E10, which sets out the criteria that the LPA should assess planning applications for the replacement of or the development of office floorspace against in this location.	84375/FUL/14: Use of south part of existing car park at Chester House for public parking during events hosted at Old Trafford Stadium (MUFC).	FURTHER INVESTIGATION REQUIRED.	Further analysis required
33	Sites east and west of Skerton Rd	Sites south of Trafford Bar Tram Stop	Edge of Local Shopping Centre	3 ha.	Regular shape	Poor immediate connections to Major Transport Nodes. Trafford Bar Tram Stop located immediately to the north of the site.	Likely multiple ownership. FURTHER INVESTIGATION REQUIRED.	Vacant, industrial, commercial, and retail	Site allocated for Industrial Uses (UDP Saved Policy E7), which states that the Council will permit development for business, industry, storage/distribution (B1, B2 & B8 Use Classes) and similar appropriate uses. The units to the north east of the site is allocated as a Local Shopping Centre.	no	DISMISS	Development of this site for the proposed use would be unsuitable to the surrounding uses. The site is therefore unsuitable for the proposed development.

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals				Further Investigation?	Comments
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation	Planning Permission / Development commenced on Site?		
34	Parkway site Barton Dock Road	Site east of Trafford Centre	Out of Centre	11.6 ha.	Regular shape	Poor immediate connections to Major Transport Nodes. Event City new Metrolink stop to be located within 50m of the site.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Vacant/industrial	Site allocated as the Village Business Park and Centre (Saved UDP Policy TP6), which states that "The Council will permit development for small office and light and general industrial firms and, on, or adjacent to the local shopping centre on Third Avenue, small shops, restaurants, bars, take-away food outlets, financial and other service outlets, which serve the business and working community in Trafford Park. Core Strategy W1 Economy outlines B1, B2 and B8 uses as appropriate in this location. Core Strategy Policy L1 Land for New Homes. Core Strategy Policy SL4 Trafford Centre Rectangle "A major mixed-use development will be delivered in this Location, providing a new residential neighbourhood, together with commercial, leisure and community facilities and substantial improvements to the public transport infrastructure."	Northern side of the site has recently completed construction for a car showroom. The remaining sit to the south comprises of 4.5 ha. and is a sufficient size to accommodate a 21,000 seat arena.	FURTHER INVESTIGATION REQUIRED.	Further analysis required.
35	Fords of Winsford Site	Land north of Barton Dock Road and west of Asda Superstore.	Out of Centre	4.0 ha.	Triangular shape	Poor immediate connections to Major Transport Nodes. Trafford Centre new Metrolink stop to be located near to the site.	?	Retail (car sales centre), B8 and B2	As above.	No.	DISMISS	No reasonable prospect of the site becoming available as it currently contains existing established business.
36	Extension car park Trafford Centre	Trafford Centre Car Park west of Park Way	Out of Centre	7.6 ha.	Regular shape	Poor immediate connections to Major Transport Nodes. Event City new Metrolink stop to be located within 350m of the site.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Trafford Centre surface car park	Core Strategy W1 Economy outlines B1, B2 and B8 uses as appropriate in this location. Core Strategy Policy L1 Land for New Homes. Core Strategy Policy SL4 Trafford Centre Rectangle "A major mixed-use development will be delivered in this Location, providing a new residential neighbourhood, together with commercial, leisure and community facilities and substantial improvements to the public transport infrastructure."	Various temporary permissions for the change of use of land from a car park to a circus. Most recent = 88009/FUL/16: Change of use of land from a car park to a circus for a temporary period of 8 weeks covering the period 24 August to 19 October 2016 (Approved July 2016).	FURTHER INVESTIGATION REQUIRED.	Further analysis required.
37	Land south of Neary Way and Trafford Retail Park	Land between Neary Way and Rivers Lane	Out of Centre	3.4 ha.	Elongated site with a minimum width of 90m.	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Vacant site.	Site allocated under UDP Saved Policy S12, which states that non-food retail warehouse development will be concentrated in this location.	94865/HYB/18: Hybrid planning application for: Full planning permission for the erection of a Class A1 discount foodstore (1,755 square metres gross) and a 168 square metres gross drive-thru unit (Classes A1, A3, A4 and A5) with associated parking and servicing; and Outline planning permission for 5,842 square metres gross of non-food Class A1 floorspace with all matters reserved except for landscaping and access (Approved Dec 2018).	DISMISS	Site width too narrow for a 21,000 seat arena. No reasonable prospect of the site becoming available as it is being brought forward as retail development.
Manchester Airport												
38	Draft GMSF Allocation 10 - Global Logistics	Land south of Manchester Airport at Cloughbank Farm	Out of Centre	19 ha.	Large regular shaped site	Accessibility to the site is poor. Development would need to facilitate appropriate access to the site and incorporate enhancements to public transport, and create direct and high quality pedestrian and cycle routes in the area	?	Greenfield land	Draft GMSF Policy GM Allocation 10 – Global Logistics outlines that development of this site will be required to support the growth of Manchester Airport and deliver B2/B8 floorspace,. The above policy is in draft form and the site is currently allocated as Greenbelt land.	no.	DISMISS	Development of the site for the proposed use would not align to Draft GMSF Allocation 10 and would require significant highways and public transport improvements to facilitate the proposed development, which would be costly and timely. As such, the site is considered to not be suitable for the proposed development.
39	Draft GMSF Allocation 11 Roundthorn Medipark Extension	Land north of Whitecarr Lane and south of the Wythenshawe Hospital Staff Car Park	Out of Centre	21 ha.	Large regular shaped site	Good public transport links to the site are dependent on the delivery of the proposed Metrolink Manchester Airport Line Western Leg extension;	?	Greenfield land	Draft GMSF Policy GM Allocation 11 Roundthorn Medipark Extension outlines the site for 86,000sqm B1-focused floorspace. The above policy is in draft form and the site is currently allocated as Greenbelt land.	no.	DISMISS	Development of the site for the proposed use would not align to Draft GMSF Allocation 11 and would require significant highways and public transport improvements to improve accessibility to the proposed development, which would be costly and timely. As such, the site is considered to not be suitable for the proposed development.
40	Draft GMSF Allocation 46 Timperley Wedge	Trafford Borough Council adjacent to Manchester Local Authority Boundary	Out of Centre	230 ha.	Large site	Good public transport links to the site are dependent on the delivery of the proposed Metrolink Manchester Airport Line Western Leg extension;	?	Greenfield land	Draft GMSF Policy GM Allocation 46 Timperley Wedge outlines the site for residential development and a minimum of 60,000 sq. m of employment land. The above policy is in draft form and the site is currently allocated as Greenbelt land.	no.	DISMISS	Development of the site for the proposed use would not align to Draft GMSF Allocation 46 and would require significant highways and public transport improvements to improve accessibility to the proposed development, which would be costly and timely. As such, the site is considered to not be suitable for the proposed development.
41	Land within Junction 5 of the M56	Land within Junction 5 of the M56 and land to the east of the Airport Spur	Out of Centre	7.3 ha.	Contained site of an irregular shape	Excellent international connections. Although there are various public transport options connecting the Airport to Manchester City Centre, the routes are timely and pedestrian connectivity from the site to these pedestrian activity generators is poor.	?	Greenfield land	This site is designated as Manchester Airport Strategic Site in Manchester Core Strategy Policy MA 1 , which seeks to support the growth of the Airport up to 2030. This Policy outlines the following uses for the site: "Commercial/cargo development including airline offices and hotel with a new vehicle access to Thorley Lane "	No	DISMISS	Development of the site would comprise a departure from Manchester Core Strategy Policy MA1. As such, the site is considered to be unsuitable for the proposed development.

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals				Further Investigation?	Comments
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation	Planning Permission / Development commenced on Site?		
42	Airport City North / Manchester LDF EW8	Land north of Manchester Airport and the Terminal 2 Roundabout	Out of Centre	33 ha.	Elongated site with a minimum width of 90m.	Excellent international connections. Although there are various public transport options connecting the Airport to Manchester City Centre, the routes are timely and pedestrian connectivity from the site to these pedestrian activity generators is poor.	?	Surface car parking for Manchester Airport and greenspace.	Manchester UDP Saved Policy EW8 allocated the land immediately to the north of the Airport adjoining Woodhouse Park as one of the major strategic sites in the City for high technology industry.	100831/OO/2012/S2 Outline planning application for Airport City North (APPROVED FEB 2013). 121270/OO/2018 26,803 sq. m gross office floorspace and multi-storey car park to provide 1,147 parking spaces (Phase 1); and, Outline application for 39,673 sq. m gross office space and associated car parking (maximum 832 spaces) (Phases 2 and 3) (APPROVED DEC 2018). 121323/FO/2018 Erection of 8,567 sq. m of net internal floorspace in Plot E2 and 8,581 sq. m of net internal floorspace in Plot E3) and ground floor commercial space; 9 storey multi-storey car park (1,497 spaces) including 1,812 sq. m of ground floor commercial space, and temporary (5 years) surface level car parking (202 spaces) (APPROVED DEC 2018). AND OTHERS INCLUDING...110827/MO/2015/S2 3 storey Class B1 office building.	FURTHER INVESTIGATION REQUIRED.	Further analysis required.
43	Atlas Business Park / Manchester LDF EW11	Site east of Atlas Business Park, south of Simonsway	Out of Centre	11 ha.	Regular shape	Poor connections to Major Transport Nodes.	?	Vacant site and greenspace	Eastern half of the site is allocated as within the Greenbelt as defined in the Manchester Core Strategy. The western half of the site (approximately 4.8 ha.) is allocated under Manchester UDP Saved Policy EW11, for business uses (Class B1), industrial purposes, ancillary warehousing purposes, and/or a hotel.	No	DISMISS	Proposed development would be located in an unsustainable location with poor accessibility to major transport nodes. The site is not allocated for the proposed use, and the proposed use would not be compatible with the surrounding uses. This site is therefore unsuitable for the proposed development.
44	Handforth Dean	Site north of Handforth Dean Retail Park and east of Earl Rd	Out of Centre	5.1 ha.	Regular shape	Poor connections to Major Transport Nodes.	?	Vacant Site	This site is allocated in the Cheshire East Local Plan (2017) as an Existing Employment Area (Policy EEA), where proposals for retail development will not be permitted; but rather proposals for businesses where there is an element of mixed retail and business use, if the retail element is ancillary to other uses, is considered suitable. The Site also forms part of a Draft allocation EMP2.5 (Employment Site) in the Draft Site Allocations Development plan Document. The Draft allocation outlines the site for business; industrial; and storage and distribution uses.	No	DISMISS	Proposed use would not align to the Council's aspirations for the site to become a focus for employment generating uses including business, industrial and storage and distribution uses. This site is also located away from any public transport interchange or major transport hub and is therefore unsuitable and unviable for the proposed development.
Bolton												
45	Merchants Quarter	Site west if St Peter's Way, south of the railway line and north of Bridgeman Place.	Town Centre	9.5 ha.	Regular shape, however the site is defined by a grid iron street pattern	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Light industrial, commercial, small-scale retail and vacant land.	Bolton Core Strategy Policy TC7 refers specifically to Merchant's Quarter, stating that it will be the focus for office, business and creative industries. The Merchants Quarter Masterplan states that the Council's aspirations are for a mix of complementary uses within Merchant's Quarter. It is anticipated that these uses will include retail, leisure (restaurants, bars, cafes) hotel and additional car parking facilities. No reference is made to large-scale leisure uses. Instead the SPD states that ground floor uses should include convenience retail and leisure uses.	No relevant planning applications.	DISMISS	Proposed use would not align to the Council's aspirations for the site to become a focus for office, business and creative industries. The site is also characterised by a grid-iron street pattern and, therefore, development of an arena would disrupt the character of the area. Significant land assembly and demolition would also be required for the development of an arena in this location and this would render a scheme unviable. This site is therefore unsuitable and unviable for the proposed development.
46	Moor Lane Bus Station and Cheadle Square	Site east of Moor Lane and west of Queen Street	Town Centre	2.01 ha	Regular shape, yet the site is split by Black Horse Street.	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Vacant Bus Station, surface car parking, job centre and small scale retail uses.	Bolton Core Strategy Policy TC5 seeks to improve Bolton as a destination, and promotes the redevelopment of Moor Lane Bus Station and Cheadle Square for a mixed use employment, cultural, residential and family orientated leisure uses.	No relevant planning applications.	DISMISS	The development of an arena on the site would fill the entire site, which is crossed by Black Horse Street. The stopping up of Black Horse Street, which would be required to enable the development of an arena on the site, would not be appropriate. This site is therefore unsuitable for the proposed development.
47	Church Wharf, Bolton	Area defined by Church Wharf Supplementary Planning Document plan	Town Centre	5.64 ha	Irregular shape (defined by Church Wharf Supplementary Planning Document plan)	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Light industrial and surface car parking	Core Strategy TC8 promotes employment-led mixed-uses, with an emphasis on new offices, leisure and retail uses on and around Manor Street and Bank Street. Area covered by the Church Wharf Supplementary Planning Document, which also promotes leisure uses as part of a mixed-use development of the area. No reference is made to large-scale leisure uses. Instead the SPD states that ground floor uses should include convenience retail and leisure uses.	No relevant planning applications.	DISMISS	The site contained several established and operation businesses. Development of an arena on the site would require significant land assembly and demolition of several buildings, and the stopping up of several roads. This is likely to lead to the development of the site stretching the required timescales for the development of an arena and significantly impacting on development viability. As such, the development of an arena on the site is not considered suitable
48	Mill Street Employment Allocation	Land to the east of Bury New Road and south of Mill Street	Edge of Centre	2.8 ha.	Regular shape, however the site is split in half by the railway line.	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Retail (car showrooms) and light industrial	Bolton Policy P1 – Mill Street Employment Allocation	No relevant planning applications.	DISMISS	Railway line runs through the centre of the site separating it into two separate locations, each site would be too small for the required footprint (even allowing for flexibility in format). This site is therefore unsuitable for the proposed development.
49	Crompton Way, Bolton	Land north of Britannia Way, Bolton.	Out of Centre	4.6 ha.	Regular shape with a width of approximately 145m	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	B2 General Industrial and vacant land	Site allocated under Bolton Allocations Plan Policy P6AP – Mixed Use Development, which outlines that in this location there should be a balanced mix of employment and housing. Residential units are currently under construction on the rest of the allocated site.	91080/13 OUTLINE APPLICATION (ALL MATTERS RESERVED) FOR THE ERECTION OF EMPLOYMENT UNITS (CLASS B1/B2/B8) AND ASSOCIATED WORKS. Approved 2014.	DISMISS	Out of centre location. Proposed development would be unsuitable in this location as it would not be compatible with surrounding uses and accessibility to the site is poor. The site is also being brought forward for employment development following the granting of planning permission.
50	Great Moor Street, Bolton	Site north of A579, currently comprising Morrisons store. Part of Bolton Innovation Zone.	Town Centre	2.5 ha.	Regular shape	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Retail	Bolton Core Strategy Policy TC4 Trinity Gateway states that leisure uses are appropriate in this location, however the Core Strategy promotes the development of office, retail and leisure uses, and for a new multi-storey car park.	No relevant planning applications.	DISMISS	Development of the site for an arena would encompass the entire site and would jeopardise the delivery of office and retail uses in this location, in addition to the multi-storey car park specifically referenced.

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals				Further Investigation?	Comments
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation	Planning Permission / Development commenced on Site?		
51	Former British Aerospace Site, Lostock	Site off Lostock Lane near Horwich.	Out of Centre	9.0 ha.	Regular shape	Poor connections to Major Transport Nodes.	Likely multiple ownership. FURTHER INVESTIGATION REQUIRED.	Industrial	Bolton Allocations Plan Document Policy P6AP (Mixed Use Development) states that the council will deliver a balanced mix of employment and housing uses over the whole area. Core Strategy states that the retail and leisure elements of Middlebrook are fully developed and there will be only incremental changes in the number of buildings. The retail and leisure study shows that further expansion of retailing at Middlebrook would make it harder to achieve the necessary transformation of Bolton town centre's overall performance.	No relevant planning applications.	DISMISS	Planning Policy does not support the development of leisure uses in this location.
52	Bolton Stadium Car Park	Car park to the north west of Bolton Stadium	Out of Centre	5.6 ha.	Regular shape	Poor connections to Major Transport Nodes.	Single ownership.	Surface car park for Bolton Stadium	There are no allocations in the Bolton Allocations Plan, which identify any sites as appropriate for retail or leisure. The Council's focus on remaining sites in this locality is for employment generating uses with several sites allocated for this purpose.	No relevant planning applications.	DISMISS	Planning Policy does not support the development of leisure uses in this location.
Bury												
53	Bury Ground, Bury	Site north of Peel Way, off Harvard Road. Bury Council area.	Edge of Centre	15 ha.	Large site split by Harvard Rd, Dunster Rd and Magdalene Rd	Poor connections to Major Transport Nodes.	Bury Council	Vacant land, GMP and sui generis	Bury UDP Policy EC1/3/2 (Employment Land: Business, Offices and Hotel/Confe) and RT4/3/2 (Visitor Accommodation Provision).	The following planning application was approved on the site to the west of Harvard Rd and south of the LGC Standards Proficiency Testing building: 59673 Erection of VW car showroom with external display, compound and customer parking across two levels including workshop and valeting facilities (Approved Jun 2016).	DISMISS	Suitable site to the south unlikely to become available as planning permission has been granted for a car showroom. Remaining land, is either of an insufficient scale, unsuitable or in an out of centre location.
54	Crostdons Road, Bury	Site restricted by Crostdons Rd to the west and River Irwell to the East	Edge of Centre	7.0 ha.	Regular shape	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Retail and B8	Bury UDP Policy RT4/3/3 (Visitor Accommodation Provision) and EC1/3/3 (Employment Land: Business, Offices and Hotel/Confe)	no	DISMISS	No reasonable prospect of the site becoming available as several retail units, including car sales showrooms, are well established on the site.
55	Woodfields, Bury	Woodfield Retail Park, Peel Way, Bury. Bury Council area.	Edge of Centre	6.2 ha.	Large site. Vacant land area to the south west too small for proposed development.	Poor connections to Major Transport Nodes.	?	Retail Park	Bury UDP Policy RT4/5/1 (Special Tourism and Leisure Provision) and S3/1/7 (Shopping Development)	no	DISMISS	No reasonable prospect of the site becoming available as the site is currently operating as a Retail Park with well established retail occupiers.
56	First Bus Depot, Bury	55 Rochdale Rd, Bury	Town Centre	2.8 ha.	Regular shape	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Bus Depot	Town Centre Policy Area - BY10 encourages and promotes proposals for B1 and B8 uses in this location.	No	DISMISS	Development of an arena in this location is inappropriate considering the constrained nature of the site and the adjacent residential units. Development of the site would also require significant demolition and remediation, which would render the scheme unviable and would significantly impact upon the required development timescales.
Oldham												
57	Land at Crossbank Way, Oldham	Land south of Oldham Way and west of Ashton Road, Oldham	Edge of Centre	5.5 ha.	Triangular shaped site.	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Light industrial and vacant land	Oldham UDP Saved Policy Allocation B1.2.5 promotes the development of office, business or industrial uses in this location. Exceptionally, the Council may permit other employment-generating uses which complement adjoining development and are compatible with B1 or B2 uses.	No	DISMISS	Development of an arena on the site would require the stopping-up of several roads and safe access to the site could be difficult to secure. Saved UDP Policy Allocation B1.2.5 is worded in a way, which seeks to protect employment land. Development of the site for an arena would be inappropriate considering it would require the demolition of multiple existing businesses and would be located adjacent to many residential units.
Rochdale												
58	Site South of Dane Street, Rochdale	Site South of Dane Street, Rochdale	Edge of Centre	3.2 ha.	Irregular shape	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Derelict gas holder site and light industrial uses	Site allocated as Rochdale UDP Saved Policy EC/3 Mixed Employment Zones, which promotes B1, B2 and B8 uses on the site, yet outlines that major entertainment, leisure and tourism uses, which comply with policy LT/4 "Major Built Leisure and Tourism Developments", will be appropriate. Policy LT/4 outlines the preference for town centre leisure and tourism facilities and the requirement for the sequential approach to site selection.	No	DISMISS	Site is not within a sequentially preferable location, located away from major public transport nodes, and would require significant remediation which would render the scheme unviable.
59	Smith Street and Baillie Street	Site encompassing sites off Baillie Street in Rochdale Town Centre	Town Centre	3.6 ha.	Irregular shape, containing several existing roads.	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	derelict land and surface car parking	Site located in the Town Centre, which is the focus for major retail/ leisure developments (Rochdale Core Strategy Policy SP3/R).	16/01383/HYBR - Hybrid planning application for phased regeneration of Rochdale Town Centre (Approved July 2017)	DISMISS	The site forms an important part of the mixed-use regeneration of Rochdale Town Centre, which achieved planning permission in July 2017. As such, the site is unlikely to be available or appropriate for an arena.
60	Land north of Rochdale Central Retail Park	Land north of Rochdale Central Retail Park	Edge of Centre	2.2 ha.	Regular shape	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Cleared site.	Unallocated	05/D46099 Demolition Of Existing Retail Units And Erection Of 8 Non- Food Retail Units (Revised Proposal D43670) And Sub-Division Of Unit 1 (Matalan) To Form 3 Non Food Retail Units.	DISMISS	A large section of the site remains derelict. In Dec 2018, Rochdale Council bought the site and is exploring plans to develop the site for housing. The development of an arena in this location is not considered appropriate as the Council are considering options for residential development in this location.
61	Royle Works, Rochdale	Former cleared Royle Works Site south of Edinburgh Way, Rochdale	Out of centre	7.3 ha.	Regular shape	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Cleared site.	Rochdale UDP Policy EC/2 Primary Employment Zone, where the development for uses B1, B2 and B8 are supported.	18/01399/FUL Erection of 214 dwellings and a block of 24 apartments, including the demolition of existing structures. AWAITING DECISION	DISMISS	The site is not located within a sequentially preferable location and is not located near to any major public transport nodes. The site is also being considered for residential development and the development of a site for an arena is likely to be inappropriate to its setting near to existing residential properties. The site is therefore unsuitable for the proposed development.
62	Rooley Moor Road Area of Opportunity, Rochdale (Turner Brothers Asbestos)	Former Turner Brothers Asbestos derelict site north of Rooley Moor Rd	Out of Centre	20 ha.	Regular shape	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Vacant site	Site allocated under Rochdale UDP Policy R/4(j) Rooley Moor Road Area of Opportunity, Rochdale, which promotes the mixed use development of the site as an urban village of primarily employment and residential development.	No	DISMISS	Planning policy does not support the development of large-scale leisure uses in this location. Contaminated Land would be unviable to remediate within the required development timescales for the proposed arena.
Stockport												

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals				Further Investigation?	Comments
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation	Planning Permission / Development commenced on Site?		
63	Stockport Development Corporation	Sites surrounding Stockport Train Station, comprising of the Stockport Mayoral Development Corporation	Town Centre	50 ha.	The site comprises of a large area, with various different irregularly shaped plots, defined by a complex street pattern.	Stockport Train Station located within this defined site. Development within this site would have great public transport connections throughout Stockport and good connections into Manchester City Centre.	Multiple Ownerships - would need assembly	Mix of uses	Yes. Part of the site is located within Stockport Town Centre, whilst the rest is located in an edge of centre location. Stockport Unitary Development Plan Saved Policy TCG3 (Town Centre Mixed Use Areas) states that Development for other key town centre purposes including indoor leisure facilities, will be permitted in the Town Centre. The various Town Centre sub areas include: TCG3.1 RIVERSIDE: In this area the extension of leisure and office uses into the area will be appropriate. TCG3.2 CULTURAL, LEISURE AND HERITAGE QUARTER: This area is the focus for a range of cultural, leisure and heritage facilities. TCG3.3 STOCKPORT STATION: In this area the Council will permit B1 employment uses, hotel, leisure and residential development.	DC/071417: Replacement Bus Interchange. DC/072908: mixed-use development including 297 apartments. Other smaller-scale applications.	FURTHER INVESTIGATION REQUIRED.	The site lies partially within Stockport's Town Centre boundary, where leisure uses are supported by Planning Policy. However, the site would require significant land assembly, demolition and improvements to pedestrian access, which would render the scheme unviable. The development of an arena would be reliant on the wider regeneration of the site being delivered in tandem (timescales uncertain – but significantly longer than the required timescales for the delivery of a second arena for Manchester). As such, the site is unavailable within a reasonable time frame and not viable for the proposed arena.
64	St Andrew's Square	Site currently comprises of Sainsbury's and ASDA, Stockport	Town Centre	3.8 ha.	The site comprises of a large area, with irregularly shaped plots, defined by a complex and important road network.	Great public transport connections throughout Stockport. Poor immediate connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Mix of uses, mostly retail	Site is allocated as within the Stockport UDP Saved Policy Allocation TCG2.1 Central Shopping Area, which promotes the redevelopment of existing shopping provision. Other service uses such as restaurants, leisure, health and fitness and hotel facilities will be permitted.	No	DISMISS	The development of the site for an arena would encompass the entire site and would jeopardise the delivery of appropriate retail uses within this location. An arena would comprise of a large-scale leisure use, not a service use. Therefore, the policy does not support development for an arena in this location.
65	Knightsbridge, Stockport	Land immediately south of Manchester Outer Ring Road and north of Great Portwood Street	Town Centre	2.3 ha.	The site comprises of various different irregular shaped plots defined by a complex street pattern	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Mix of uses, mostly light industrial	Site allocated under UDP Saved Policy TCG2.2 Great Portland Street Area, which outlines the following as appropriate for this location: new retail development and service uses, such as restaurants, leisure, health and fitness and hotel facilities.	No	DISMISS	Planning Policy supports the development of the site for service leisure . An arena would comprise of a large-scale leisure use, not a service use. Therefore, the policy does not support development for an arena in this location.
66	Site south of Didsbury Road, Stockport	Land off Brighton Rd, immediately north of Manchester Outer Ring Road	Out of centre	5.1 ha.	Irregular shape	Poor connections to Major Transport Nodes.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Light industrial and derelict land. Residential uses immediately adjacent.	Site allocated under UDP Saved Policy TCG4.3 Didsbury Rd M60 Gateway Sites, which states that this location is suitable for B1, B8, hotel and car showrooms.	DC/060607: Hybrid planning application comprising: Detailed Application for the erection of 5,110sqm of A1 Use floorspace with associated external garden centre, access, car parking, landscaping and associated works. Outline Application for 4,650sqm of B1/B2/B8 Use, 2,095sqm of trade counter use and an A3/A5 Cafe, access, car parking, landscaping and associated works (all matters reserved except for access)	DISMISS	Access to the site would be inappropriate for the footfall generated from an arena, whilst an arena would not be compatible with the neighbouring residential units. Site is also being brought forward for a mixed-use A1, B1, B2, and B8 development and is, therefore, unlikely to be available.
67	Land North of Water Street	Land running along the banks of the River Tame, adjacent to Tesco Extra.	Edge of Centre	6.3 ha.	Irregular shape	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Light industrial and derelict land.	Site allocated under UDP Saved Policy TCG4.4 Land North of Water Street - M60 Gateway Sites, which outlines the site as an area of opportunity for employment uses (B1, B2, B8) and leisure uses including a hotel.	DC/070913: Proposed motor vehicle dealership for the sale, service and MOT of new and used vehicles APPROVED APRIL 2019. DC/072279: Conversion of Grade II Listed Mill. NOT YET DECIDED.	DISMISS	The northern edge of the site contains a listed building, whilst planning permission was recently obtained for a car dealership on a large section of the site. The remaining site area and shape of the site would be inappropriate for an arena, even allowing for flexibility in format.
Ashton-under-Lyne												
68	Ashton Moss West	Site north of Rayner Lane, Ashton-under-Lyne	Out of Centre	58 ha.	Large regular I-shaped site slopes downwards north to south	Well served by public transport. Metrolink provides access into Ashton Town Centre within 6 minutes and into Manchester City Centre within half an hour.	Multiple Ownerships - would need assembly	Green Belt site previously used to deposit waste soil (including peat).	GMSF Policy Allocation 42 Ashton Moss West	No.	FURTHER INVESTIGATION REQUIRED.	
69	Ashton Moss Regional Investment Site	Site North of Ashton West Metrolink Station and A6140	Edge of Centre	15 ha.	Large regular shaped site	Well served by public transport. Metrolink provides access into Ashton Town Centre within 6 minutes and into Manchester City Centre within half an hour.	Likely single Ownership. FURTHER INVESTIGATION REQUIRED.	Cricket Club and vacant green space	Site allocated in the Tameside UDP under saved policy E1 Regional Investment Site/Strategic Regional Site, for high quality employment development. Notably Saved Policy E1 specifically outlines the following uses for the site: B1b research and development; B1c light industry; B2 general industry, B8 storage and distribution and sui generis employment uses similar in character to industry and warehousing, including car showrooms and C1 hotel uses. D2 assembly and leisure uses are acceptable in the area to the east of the M60, and south of the line of the Ashton Northern Bypass.	No.	DISMISS	The site is in an edge-of-centre location and is promoted for employment purposes. Although Policy E1 outlined D2 use as appropriate, it specifically states that these uses should be south of the Ashton Northern Bypass. No sites of a sufficient scale are available on land to the south of the Bypass. This site to the north of the Bypass is not considered appropriate for an arena as D2 use north of the Bypass is not supported by planning policy.
70	Kayley Industrial Estate	Kayley Industrial Estate, west of Richmond Street	Edge of Centre	6.2 ha.	Triangular shaped site containing existing industrial buildings	Well served by public transport. Metrolink provides access into Ashton Town Centre within 6 minutes and into Manchester City Centre within half an hour.	Multiple Ownerships - would need assembly	Industrial Uses	The site is allocated in the Tameside Unitary development Plan under Policy E3 - Employment Areas, which outlines B1, B2 and B8 employment development as appropriate. The supporting text goes on to state that built leisure uses will normally also be appropriate within established employment areas, but those expected to attract large numbers of visitors will be subject to a sequential test in which town centres are the favoured location.	No	DISMISS	The site is currently occupied by several operational businesses. Several long-leaseholds likely to be present on the site. Construction and delivery of the proposals on this site would require significant demolition, remediation and land assembly, which would likely make the scheme unviable and undeliverable within the required timescales.
71	Oxford Street East, Ashton	Site encompassing Oxford Street East and Grosvenor Street	Edge of Centre	3.1 ha.	Regular shaped site. Site traversed by Oxford Street East and Grosvenor Street	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Light industrial uses and vacant gas works.	The site is allocated in the Tameside Unitary development Plan under Policy E3 - Employment Areas, which outlines B1, B2 and B8 employment development as appropriate. The supporting text goes on to state that built leisure uses will normally also be appropriate within established employment areas, but those expected to attract large numbers of visitors will be subject to a sequential test in which town centres are the favoured location.	No	DISMISS	The site is currently occupied by several operational businesses. Several long-leaseholds likely to be present on the site. Construction and delivery of an arena on this site would require significant demolition, remediation and land assembly, which would likely make the scheme unviable and undeliverable within the required timescales.
Wigan												

Project Bradford - Alternative Sites Search - Long List / Initial Sift

Plan Ref	Site	Location	Sequential Status	Suitability of Site to Accommodate Arena Proposals			Availability of Site to Accommodate Arena Proposals				Further Investigation?	Comments
				Size	Shape	Accessibility	Ownership (where known)	Current Use	Policy Allocation	Planning Permission / Development commenced on Site?		
72	Wigan Pier Quarter	Site adjacent to the Leeds and Liverpool Canal	Out of centre	3 ha.	Regular shape	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly	Vacant land, church and nursery	The site forms part of the Unitary Development Plan allocation Saved Policy EM1H - Mixed Use Development. Saved Policy EM1H identifies the site for comprehensive mixed use conservation-led regeneration comprising employment, housing, tourism, leisure and other major visitor attractors.	No	DISMISS	The site is located adjacent to a Conservation Area and there are established and operational business on half of the site. The remaining vacant land would be of an insufficient size to accommodate the proposed arena.
73	Opportunity Site 5 Wigan Eastern Gateway Development Framework Area	Sites south of Dralington Street, Wigan	Edge of Centre	6.7 ha.	Regular shape	Poor connections to Major Transport Nodes.	Multiple Ownerships - would need assembly. Wigan Council and National Grid.	Surface car parking, vacant gas holder site and other small scale commercial uses.	The site forms Opportunity Site 5 of the Wigan Eastern Gateway Development Framework Area. The acceptable uses are listed as: A mixed use scheme with small scale retail, commercial, residential, public open space and multi-storey car parking.	No	DISMISS	The Development Framework specifically identifies the site as delivering small scale retail as part of a mixed-use scheme. The construction of an arena on the site would jeopardise the vision of the Development Framework.



This report has been prepared for OVG Manchester Limited [the Applicant] and on the understanding that it will be made publically available.

All copyright and other proprietary rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than the Applicant is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist the Applicant with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

If this document contains details of an arrangement that could result in a tax or National Insurance saving, no such conditions of confidentiality apply to the details of that arrangement (for example, for the purpose of discussion with tax authorities).

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 2 New Street Square, London EC4A 3BZ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NWE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NWE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms. Real Estate Services regulated by RICS.