

## Appendix D – Site Appraisal Results

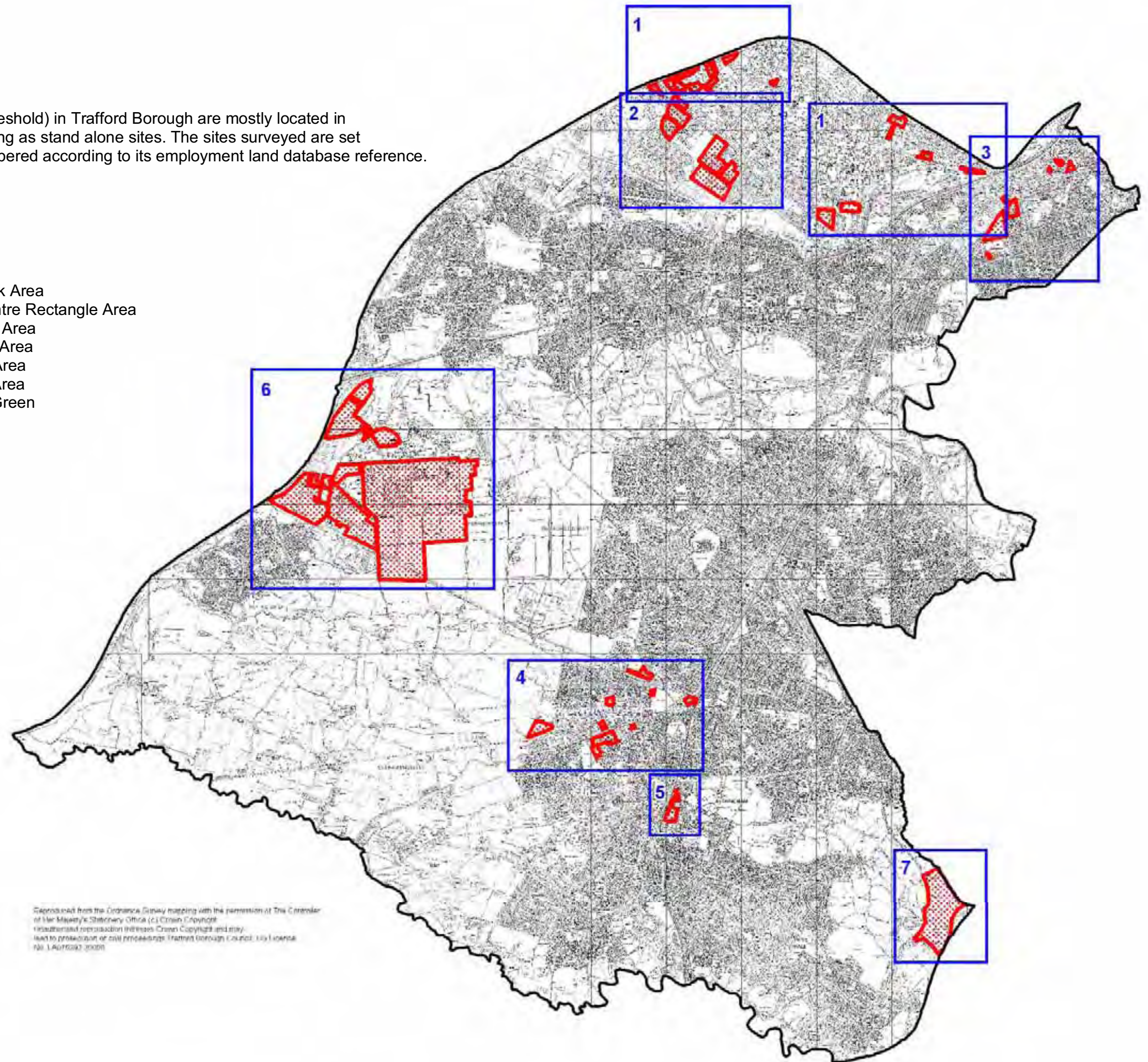
### Explanatory text

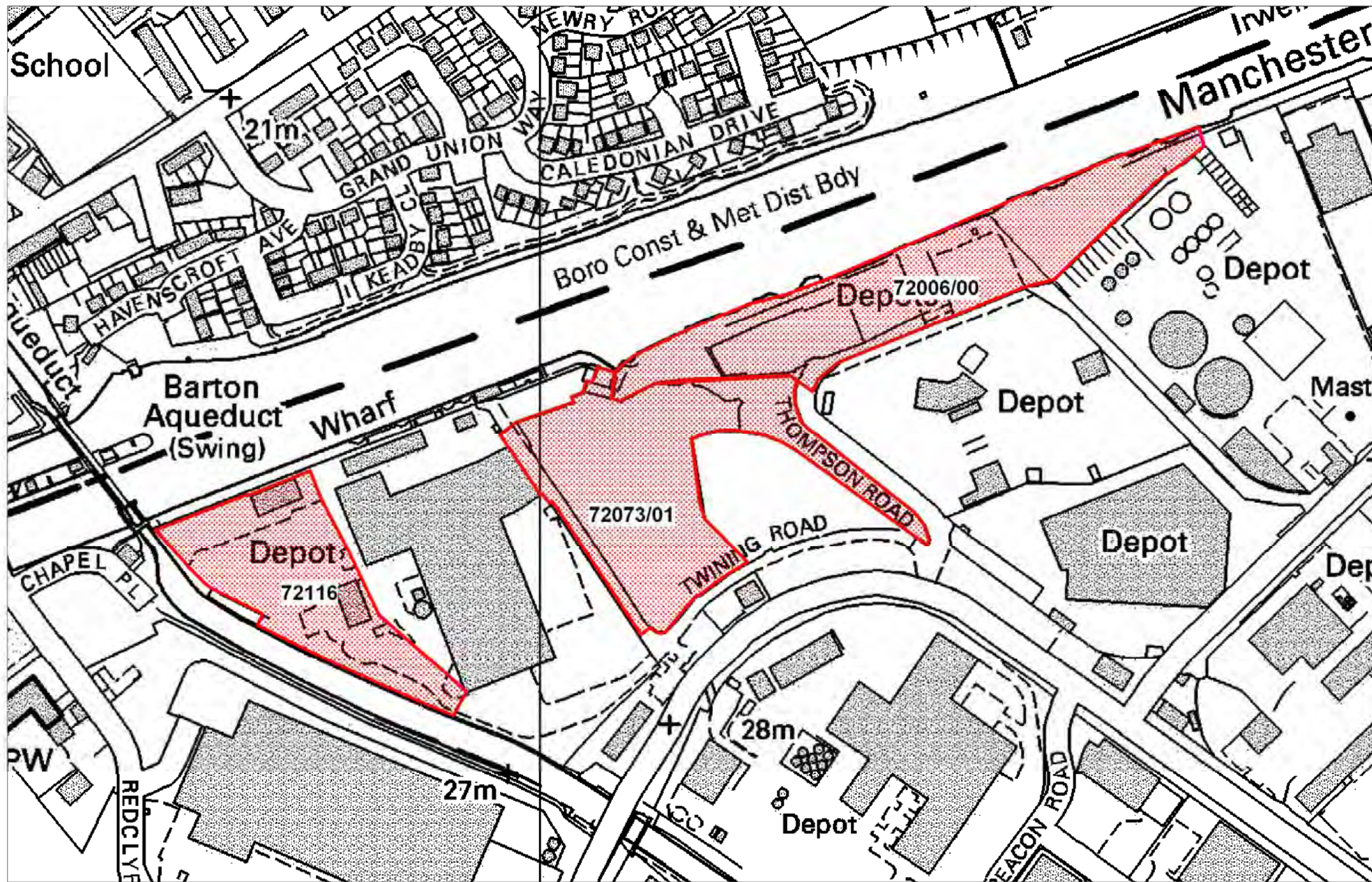
The larger employment sites (those over the 0.25 ha threshold) in Trafford Borough are mostly located in established employment areas with the remainder existing as stand alone sites. The sites surveyed are set out on the basis of broad locations and each site is numbered according to its employment land database reference.

### KEY

#### Map Areas:

1. Trafford Park Area
2. Trafford Centre Rectangle Area
3. Old Trafford Area
4. Broadheath Area
5. Altrincham Area
6. Carrington Area
7. Davenport Green





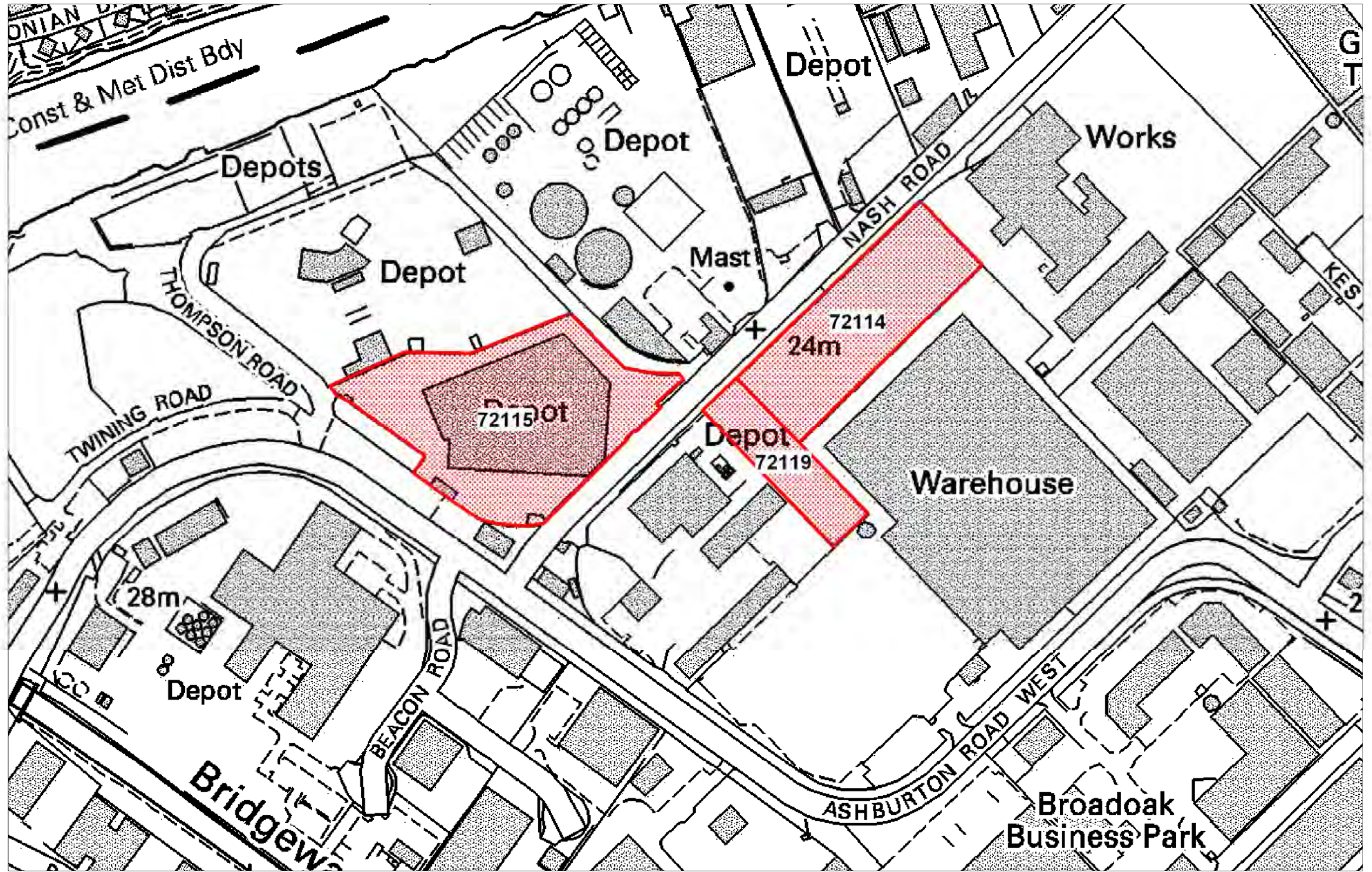
Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Trafford Borough Council. OS Licence No. LA076392 20006

**TRAFFORD PARK AREA MAP A**



**TRAFFORD PARK AREA MAP A**

Site Details	Site Name	Land at Thompson Road	Overall Score <b>56/105</b>	Land at Twining Road	Overall Score <b>76/105</b>	Land off Twining Road and Bridgewater Canal.	Overall Score <b>64/105</b>
	Site Location	Trafford Park		Trafford Park		Trafford Park	
	Site Reference	72006/00		72073/01		72116	
	Site Size (Hectares)	1.32		1.75		1.13	
	Site ownership	Unknown		Unknown		Unknown	
	Most appropriate uses	B1, B2, B8		B1, B2, B8		B1, B2, B8	
	Type of site	Cleared Employment PDL		Cleared Employment PDL		Cleared Employment PDL	
Sustainability	Location Type		<b>2</b>		<b>2</b>		<b>2</b>
	Suitability for employment development – surrounding uses.	Very suitable – surrounding uses are industrial (ISO Tank, Thrifty vehicle hire and Colliers Waste), vacant sites and Manchester Ship Canal.	<b>5</b>	Gerbyn & Sons, ISO Tank, Thrifty vehicle hire other vacant sites and access road to the Manchester Ship Canal.	<b>5</b>	Very suitable, located in Trafford Park main employment area defined by UDP Policy E7. Surrounding uses are B8 (Worthingtons), Bridgewater Canal and Manchester Ship Canal.	<b>5</b>
	Access to public transport		<b>1</b>		<b>1</b>	Least Accessible – very poor public transport access.	<b>1</b>
	Pedestrian and cycle access	Difficult to assess as the site is only accessible via an unsurfaced road. Access on Ashburton Road West is good for pedestrians and cyclists.	<b>0</b>	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the vicinity.	<b>3</b>	No direct access to site but pedestrian and cycle access in the vicinity is good.	<b>0</b>
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>
	Flood risk	Unknown – due to lack of information currently available on the MSC.	<b>0</b>	Unknown extent of flood risk from the MSC.	<b>0</b>	Unknown – due to lack of information currently available on the MSC.	<b>0</b>
	Environmental impact	Potential impacts on water quality and through removal of trees.	<b>3</b>		<b>5</b>	Negligible given status of site as currently unused and heavily contaminated – any potential re-use of the site could be beneficial to the environment.	<b>5</b>
	<b>TOTAL SCORE</b>		<b>16/35</b>		<b>21/35</b>		<b>18/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>	
	2) Compliance with RSS Key Principles and Objectives of the RES	<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>	
	3) RSS Sub Regional Centre	<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>	
	4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>	
	Emerging RSS and RES:		<b>5</b>	This site has an important role to play in the regeneration of the Regional Centre and is of high relevance to the objectives of the RSS and RES.	<b>5</b>	The site has potential to contribute moderately to RSS and RES objectives. It is located in the Inner Area but has poor public transport linkages and as a result is not well connected to areas of deprivation and worklessness.	<b>3</b>
	Planning permission, type of development and development details	<ul style="list-style-type: none"><li>B1, B2 &amp; B8</li></ul>	<b>2</b>		<b>2</b>	Allocated in UDP but no permission sought.	<b>2</b>
	Planning policy environmental constraints		<b>5</b>	Local Designation	<b>5</b>		<b>5</b>
	Strategic development sites	No	<b>0</b>	Yes	<b>3</b>	Yes	<b>3</b>
Site within an area for priority regeneration, improvement or protection	Yes	<b>5</b>	Yes	<b>5</b>	Yes	<b>5</b>	
<b>TOTAL SCORE</b>		<b>17/25</b>		<b>20/25</b>		<b>18/25</b>	
Market Attractiveness	Availability	Previous use as petroleum storage depot. Currently occupied by G. Gerbyn & Sons (0161 877 3477).	<b>1</b>	Site not likely to be available for three years.	<b>3</b>	This site is part of a wider ownership of Brixton Plc. They have no immediate plans for the site and it will remain in its current role for some time.	<b>3</b>
	Site constraints	Contamination due to former petrochemical pollution. Covered by UDP policy ENV32 on Sites for Reclamation.	<b>3</b>	Very heavily contaminated with hydrocarbons associated with former uses. Site covered by UDP Policy ENV32, Sites for Reclamation.	<b>4</b>	Probable hydrocarbon contamination from previous petroleum based uses, existing concrete base of unknown depth.	<b>3</b>
	Broadband Access		<b>5</b>		<b>5</b>		<b>5</b>
	Ownership Constraints	Unknown	<b>1</b>	Private	<b>3</b>		<b>3</b>
	Commercial viability (includes active marketing)	Unknown	<b>3</b>	Given the sites location at a gateway to the Park the site is in a highly viable location and will benefit from longer term development taking place in the Trafford Centre Rectangle. At this stage it is not available on the market and the owners do not intend to release it in the near future.	<b>5</b>	The site would be highly viable given its gateway location. It is restricted in its viability due to contamination and the other existing 'dirty' uses. The viability will probably be enhanced given the potential development in the Trafford Centre Rectangle.	<b>3</b>
	Road frontage	No - site set back.	<b>0</b>	No site set back	<b>4</b>	Yes - prominent location if whole of Brixton ownership extent is taken into account.	<b>0</b>
	Access to trunk or primary road network	0.9 miles to M60.	<b>5</b>	0.9 miles to M60.	<b>5</b>	1.22 miles to M60	<b>4</b>
	Freight access	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>
	Quality of the surrounding environment		<b>1</b>	Moderate to poor – untidy but cleared area with old wharfage on MSC. Land presently used for some vehicle storage (ISO tank).	<b>2</b>	Poor/reasonable – part of the site is bounded by the Bridgewater Canal and is close to Barton Aquaduct. The other side of the site is surrounded by industrial buildings and vacant land.	<b>3</b>
<b>TOTAL SCORE</b>		<b>23/45</b>		<b>35/45</b>		<b>28/45</b>	
Site Summary	Site set well back from Ashburton Road West and with boundary along one side formed by the MSC – potentially a very good site in this respect with outlook onto canal. Part of site currently used for waste industry purposes. Potential issues with water contamination and loss of trees if sites were to be completely developed, although this would be offset by environmental improvements if a suitable development went ahead. Site scored very poorly in study except in policy terms where it scored fairly, although a reason for the poor score achieved was due to lack of access to the site. Potentially selected as a waste management site under GMWDPD. RETAIN.		This site is identified in the adopted UDP as a local strategic site on which B1, B2 and B8 uses are allowed. However there are also issues with the site being identified as heavily contaminated due to previous petrochemical industrial use and therefore falling under policy ENV32 of the adopted UDP. The site owners do not see this area as part of their core operation within the Park and are intending to keep it in its existing capacity. Site is near the top of the middle third of sites in the study scoring relatively well in Market Attractiveness and Policy terms although it is slightly lower in Sustainability terms. Potentially selected as a waste management site under GMWDPD. RETAIN.		Site with good potential – located next to the Bridgewater Canal and MSC and on road frontage entering Trafford Park from Ashburton Road West. The area was traditionally associated with heavy industry and petrochemicals and there are issues with contamination on this site. Study is in the bottom third of the study mainly in terms of the Sustainability issues because of the lack of public transport and poor quality of the surrounding environment. Potentially selected as a waste management site under GMWDPD. RETAIN.		



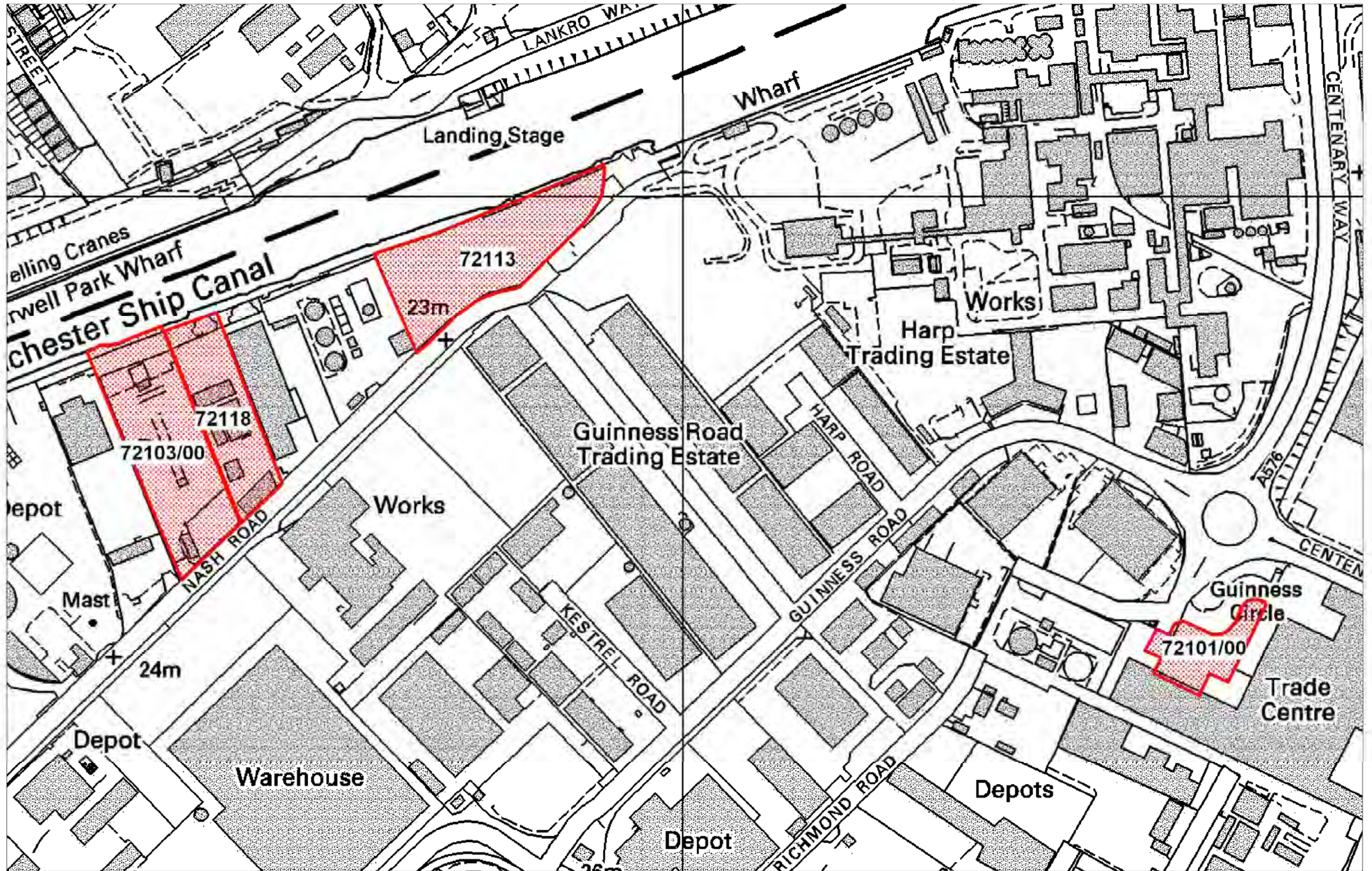
Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Trafford Borough Council. OS Licence No. U1075302 2008.

### TRAFFORD PARK AREA MAP B



**TRAFFORD PARK AREA MAP B**

Site Name	Land to south of Nash Road	Overall Score	Land at corner of Ashburton Road West and Nash Road	Overall Score	Land at Nash Road	Overall Score	
	Site Location	62/105	Trafford Park	71/105	Trafford Park	61/105	
Site Reference	72114		Trafford Park		Trafford Park		
Site Size (Hectares)	0.95		72115		72119		
Site ownership	Private		Private		Unknown		
Most appropriate uses	B1, B2, B8		B1, B2, B8		B1, B2, B8		
Type of site	Uncleared Employment PDL		Uncleared Employment PDL		Cleared Employment PDL		
Location Type		2		2		2	
Suitability for employment development – surrounding uses.	Very suitable, located in established industrial area. Surrounding uses - Colliers Industrial Waste, other B2 and B8 uses and vacant sites.	5	ISO Tank, Colliers Industrial Waste and other B2/B8.	5	Vacant land, warehousing and open storage, Colliers Industrial Waste opposite and other vacant sites.	5	
Access to public transport		1		1		1	
Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the vicinity.	3	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the vicinity.	5	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the vicinity.	3	
Percentage of previously developed land	100%	5	100%	5	100%	5	
Flood risk	Flood risk unknown due to lack of information on the MSC.	0	Flood risk unknown due to lack of information on the MSC.	0	Unknown – due to lack of information currently available on the MSC.	0	
Environmental impact		5	Negligible but site would need to be assessed in more detail for biodiversity due to underused and partially derelict state.	5	Development of the site is likely to improve the environmental quality of the area.	5	
<b>TOTAL SCORE</b>		<b>21/35</b>		<b>23/35</b>		<b>21/35</b>	
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	• Yes	• Yes		• Yes		
	2) Compliance with RSS Key Principles and Objectives of the RES	• Yes	• Yes		• Yes		
	3) RSS Sub Regional Centre	• No	• No		• No		
	4) RSS Sub Regional Inner Area	• Yes	• Yes		• Yes		
	Emerging RSS and RES:	Site could make a contribution to the RSS spatial principles and the RES objectives.	5	Site could make a contribution to the RSS spatial principles and the RES objectives.	5	Site is within the Inner Area for RSS purposes and would comply with many of the spatial development principles and RES objectives.	3
	Planning permission, type of development and development details	•	•		•		
		•		•			
			2		2		
	Planning policy environmental constraints		5		5		
	Strategic development sites	No	0	No	0	No	
Site within an area for priority regeneration, improvement or protection	Yes	5	Yes	5	Yes, Ship Canal PRA	5	
<b>TOTAL SCORE</b>		<b>17/25</b>		<b>17/25</b>		<b>15/25</b>	
Market Attractiveness	Availability	Unknown if this site is available for separate development.		2		1	
	Site constraints	Poor access, contamination likely from former industrial use.	3	Probable hydrocarbon contamination from former petrochemical industry. Site contain buildings and partially demolished structures that would need to be removed. Part of site formerly contained railway sidings.	3	Likely ground contamination from previous industrial use, potential access issue due to strip of land along Nash Road (former railway - covered by Policy ENV 32 in the adopted UDP).	3
	Broadband Access		5		5		
	Ownership Constraints		1		3		
	Commercial viability (includes active marketing)	Site should be moderately viable but the main issue relates to access to the site from Nash Road which is in different ownership. Site would appear to be part of larger site marketed on MIDAS. This element is designated as expansion land.	3	Unknown – site is currently in private ownership and has been identified as an underused site in a prominent position.	3	It is difficult to assess the viability of this site. Given its location, small size and potential access issues it is unlikely to be of significant market interest.	3
	Road frontage	Yes - but not on main thoroughfare.	1	Yes - prominent	5	Yes - but not on main thoroughfare.	1
	Access to trunk or primary road network	1.18 miles from the M60	4	1.05 miles to M60	4	1.13 miles to M60	4
	Freight access	Site located within 15 miles of two different types of freight terminal	4	Site located within 15 miles of two different types of freight terminal	4	Site located within 15 miles of two different types of freight terminal	4
	Quality of the surrounding environment	Surrounding environment is of a low quality with many sites occupied by waste associated industries or vacant.	2	Surrounding area is predominantly vacant or B2.	2	Poor quality due to surrounding waste management uses, old run down buildings and vacant sites.	3
<b>TOTAL SCORE</b>		<b>24/45</b>		<b>31/45</b>		<b>25/45</b>	
Site Summary	The sites' constrained by access issues and the fact that according to the MIDAS database it is part of larger site to the south east on Ashburton Road West. Site scores poorly across the board mainly due to poor public transport location, contamination issues due to previous industrial use and poor surrounding environment with limited access making it less attractive to prospective developers. However could be suitable for lower grade industrial processes. RETAIN.		This site is part of Colliers Industrial Waste and it is uncertain whether it would be available for redevelopment. However the prominent position of the site and development of the surrounding area could potentially enhance the likelihood of future development taking place that would be of a higher quality. It is in the middle third section of the study scoring evenly across the board and may have high reclamation costs due to previous uses. RETAIN.		Smallish rectangular plot of land – possible expansion land for existing business. Previously used for storage as evidenced by aerial photo. Site is significantly constrained by the 'ransom strip' of the former railway along Nash Road (Brixton owned). Site scores poorly across the board mainly due to poor public transport location, poor surrounding environment and small in size with limited access making it less attractive to prospective developers. However could be suitable for lower grade industrial processes. RETAIN.		



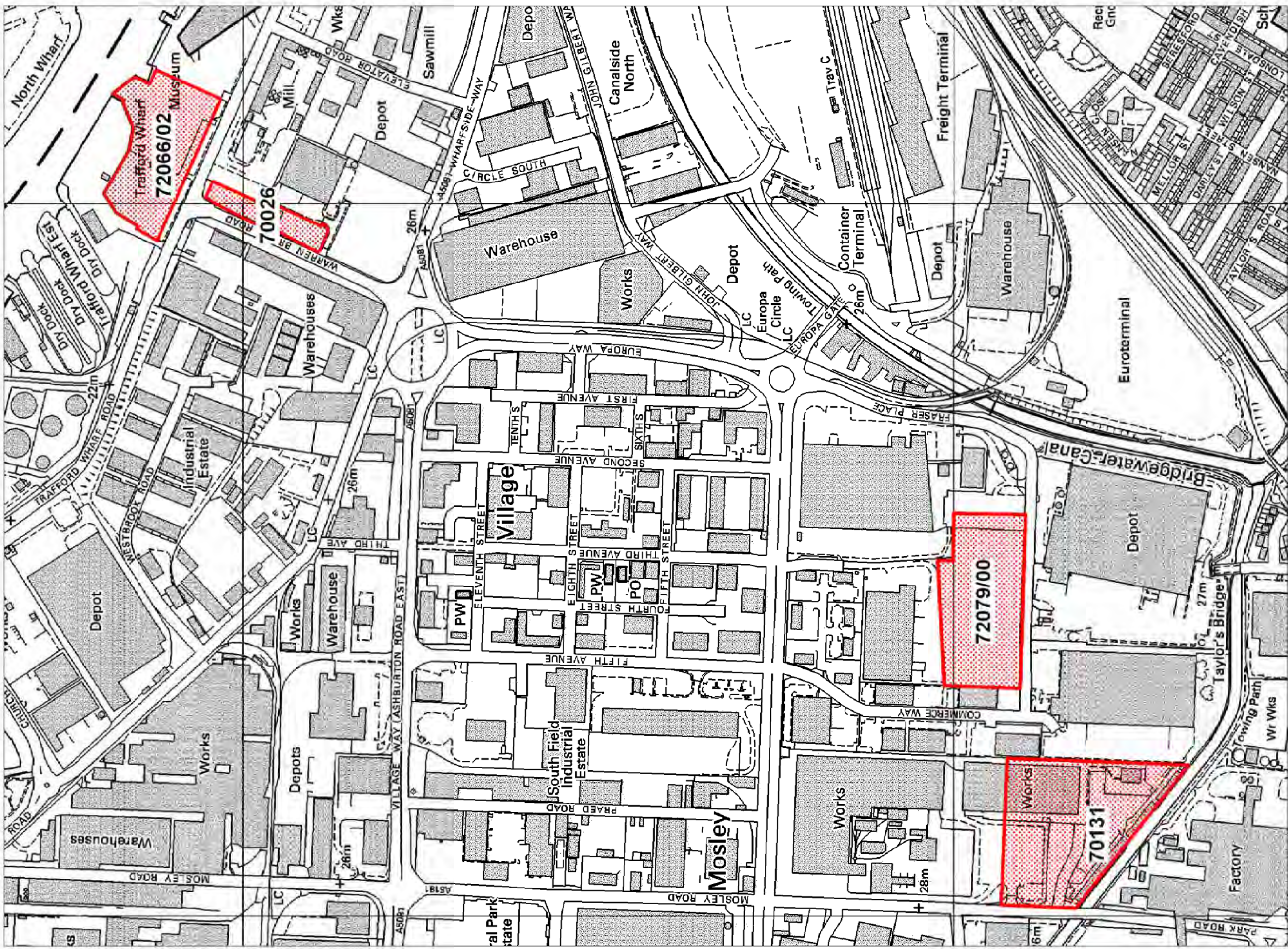
Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Trafford Borough Council OS Licence No. LA07/0302 20006

### TRAFFORD PARK AREA MAP C



**TRAFFORD PARK AREA MAP C**

Site Details	Site Name	Land off Guinness Circle	Overall Score <b>66/105</b>	Trinity Business Park	Overall Score <b>73/105</b>	Land north of Nash Road	Overall Score <b>60/105</b>	Land at Nash Road	Overall Score <b>63/105</b>	
	Site Location	Trafford Park		Trafford Park		Trafford Park		Trafford Park		Trafford Park
	Site Reference	72101/00		72103/00		72113		72118		
	Site Size (Hectares)	0.31		1.16		1.14		0.7		
	Site ownership	Unknown		Private		Unknown		Unknown		
	Most appropriate uses	B1, B2, B8		B1, B2, B8		B1, B2, B8		B1, B2, B8		
	Type of site	Cleared Employment PDL		Cleared Employment PDL		Uncleared Employment PDL		Cleared Employment PDL		
Sustainability	Location Type		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>	
	Suitability for employment development – surrounding uses.	B1 and industrial B2 and B8.	<b>5</b>	Waste management facilities and offices (currently to let) and vacant sites.	<b>5</b>	Very suitable. Surrounding uses include Cargills Cerestar, Blagden Packaging, Guinness Rd Trading Estate and the Ship Canal.	<b>5</b>	Very good – in established employment area. Area surrounded by vacant sites	<b>5</b>	
	Access to public transport		<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>	
	Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	<b>3</b>	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes nearby.	<b>3</b>	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the vicinity.	<b>3</b>	Pedestrian access is good with existing pavements. There are no dedicated cycle lanes in the immediate vicinity, access would be via the existing road network.	<b>3</b>	
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>	
	Flood risk		<b>0</b>	Flood risk unknown due to lack of information on the Ship Canal.	<b>0</b>	Flood risk unknown due to lack of information on the MSC.	<b>0</b>	Unknown due to lack of information currently available on the MSC.	<b>0</b>	
	Environmental impact		<b>5</b>		<b>5</b>		<b>5</b>		<b>5</b>	
	<b>TOTAL SCORE</b>		<b>21/35</b>		<b>21/35</b>		<b>21/35</b>		<b>21/35</b>	
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles 2) Compliance with RSS Key Principles and Objectives of the RES 3) RSS Sub Regional Centre 4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• Yes</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• Yes</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• Yes</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• Yes</li> </ul>		
	Emerging RSS and RES:	Small site that could make a moderate contribution to RSS and RES objectives.	<b>3</b>	Site could make a contribution to the RSS spatial principles and objectives and the RES objectives.	<b>5</b>	Site could make a contribution to the RSS spatial principles and objectives and the RES objectives.	<b>3</b>	Site could make a significant contribution to a number of the RSS key spatial principles and the RES objectives.	<b>5</b>	
	Planning permission, type of development and development details	<ul style="list-style-type: none"> <li>• H/53790</li> <li>• B2 &amp; B8</li> </ul>		<ul style="list-style-type: none"> <li>• H/67988</li> <li>• B</li> </ul>						
		Erection of an industrial/warehouse unit (use within Classes B2 and B8) with ancillary offices, car parking, servicing and landscaping.	<b>5</b>	Erection of 7 no. industrial units comprising 5537 sq.m of floorspace to accommodate B2 and B8 use classes, 86 car parking spaces, landscaping and development ancillary thereto.	<b>5</b>		<b>2</b>	Allocated site in an E7 Policy area.	<b>2</b>	
	Planning policy environmental constraints		<b>5</b>		<b>5</b>		<b>5</b>		<b>5</b>	
	Strategic development sites	No		No		No		No		
	Site within an area for priority regeneration, improvement or protection	Yes	<b>5</b>	Yes	<b>5</b>	Yes	<b>5</b>	Yes – Ship Canal PRA	<b>5</b>	
	<b>TOTAL SCORE</b>		<b>18/25</b>		<b>20/25</b>		<b>15/25</b>		<b>17/25</b>	
	Market Attractiveness	Availability	Not likely to be immediately available – preparation required.	<b>3</b>	Site has current planning permission and is listed on the MIDAS database, this indicates availability within the next three years.	<b>4</b>		<b>1</b>		<b>1</b>
		Site constraints	Likely to be contamination from former industrial use.	<b>4</b>	Due to previous industrial use the site is likely to be contaminated.	<b>4</b>	Site covered by UDP Policy ENV32, Sites for Reclamation, irregular shaped site, probable contamination due to historical industrial use.	<b>3</b>	No industrial development pre-1925 but likely contamination from industrial use since then.	<b>4</b>
Broadband Access			<b>5</b>		<b>5</b>		<b>5</b>		<b>5</b>	
Ownership Constraints			<b>1</b>		<b>3</b>		<b>1</b>		<b>1</b>	
Commercial viability (includes active marketing)		Moderate viability – irregular shaped site, lack of marketing evidence and lapsed planning permission.	<b>3</b>	Planning permission and marketing on MIDAS indicate that this site is highly viable.	<b>5</b>	Given the surrounding uses this site would only be moderately viable. The site is also irregular in shape which would make development problematic. There is no marketing information from the MIDAS database.	<b>3</b>	Moderate viability – not in a prime location but certainly suitable for B2 and B8 uses. No marketing information available from MIDAS.	<b>3</b>	
Road frontage		No, site set back.	<b>0</b>	Yes - but not on main thoroughfare.	<b>1</b>	Yes - but not on main thoroughfare	<b>1</b>	Yes - but not on main thoroughfare.	<b>1</b>	
Access to trunk or primary road network		1.6 miles to M60.	<b>4</b>	1.2 miles to M60.	<b>4</b>	1.37 miles from the M60	<b>4</b>	1.27 miles to M60	<b>4</b>	
Freight access		Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	
Quality of the surrounding environment		Reasonable – the site is located in an area of established industrial premises.	<b>3</b>	Surrounding environment is of a low quality with many sites occupied by waste associated industries or vacant.	<b>2</b>	Surrounding environment is of a low quality with many sites occupied by waste associated industries or vacant.	<b>2</b>	Poor quality due to surrounding waste management uses, old run down buildings and vacant sites.	<b>2</b>	
<b>TOTAL SCORE</b>		<b>27/45</b>		<b>32/45</b>		<b>24/45</b>		<b>25/45</b>		
Site Summary	This is a relatively small and irregular site off Guinness Circle with permission for B2/B8 use. Its irregular shape and set back position could make it unappealing for developers as indicated by its continued vacancy. The site is in the bottom third of the study and scored poorly in all sections apart from policy. In terms of market attractiveness the site may be unappealing due to its irregular shape and possible contamination due to previous industrial use, hence the low score achieved. There is a current permission for Classes uses B2 and B8 however, as of the April 2008 base date for the study, development had not commenced and therefore the site should be included in the ELR. RETAIN.		Site is within the middle third of sites in the study scoring relatively well in Market Attractiveness and Policy terms although it is somewhat constrained in Sustainability terms as there is not a main thoroughfare. Site has recent planning permission for B2 and B8 use classes as of May 2008. However could be suitable for lower grade industrial processes. RETAIN.		Site is currently used by Veolia/Onyx for waste transfer station and skip hire. Site scores poorly across the board mainly due to poor public transport location, poor surrounding environment and irregular shape making it less attractive to prospective developers. Potentially selected as a waste management site under GMWDPD. RETAIN.		Site scores poorly on Sustainability and Market Attractiveness but does score more favourably in Policy terms as it is currently allocated as employment use (E7) in the current UDP. Poor quality environment due to waste management uses surrounding site, old run down buildings and vacant sites. However could be suitable for lower grade industrial processes. RETAIN.			



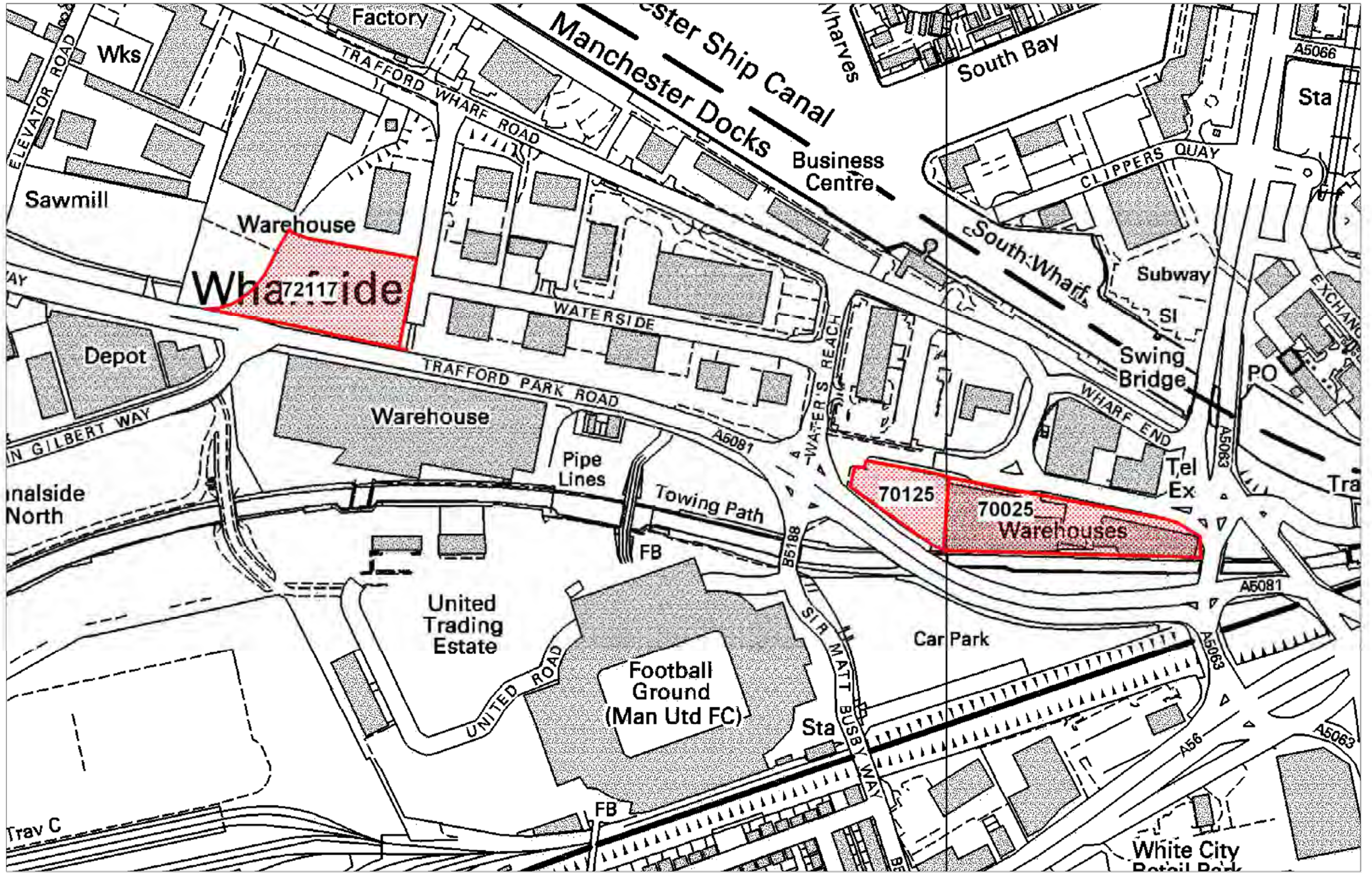
# TRAFFORD PARK AREA MAP D

Reproduced from the Trafford Council maps with the permission of The Council.  
 All the material is copyright of Trafford Council.  
 No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Trafford Council.  
 Trafford Council, Trafford Park, Manchester, M17 1AA.  
 Tel: 0161 275 2000



**TRAFFORD PARK AREA MAP D**

Site Details	Site Name	Land at Warren Bruce Road	Overall Score	Land at Mosley Road	Overall Score	Southbank	Overall Score	Electric Park	Overall Score
	Site Location	Trafford Park	<b>86/105</b>	Trafford Park	<b>80/105</b>	Trafford Park	<b>86/105</b>	Trafford Park	<b>83/105</b>
Site Reference	70026	70131		72066/02		72079/00			
Site Size (Hectares)	0.62	3.7		2.3					
Site ownership	Private	Private		MSCC					
Most appropriate uses	B1, C1, D1, D2	B1, B2, B8		B1, C1, D1, D2					
Type of site	Cleared Employment PDL	Uncleared Employment PDL		Cleared Employment PDL					
Sustainability	Location Type		<b>5</b>		<b>2</b>		<b>5</b>		<b>2</b>
	Suitability for employment development – surrounding uses.	B2/B8 - including Hovis rank in addition to other vacant sites.	<b>5</b>	Fronts onto Mosley Road to the west and borders onto other recent industrial and commercial development to the east and north. To the south, the site is bordered by the Bridgewater Canal and beyond that lies the Kelloggs site. There are also other commercial and industrial buildings on the opposite side of Mosley Road.	<b>5</b>	Haulage yard, Imperial War Museum North and the Manchester Ship Canal.	<b>5</b>	Industrial B2/B8 e.g. Kelloggs.	<b>5</b>
	Access to public transport		<b>3</b>		<b>5</b>		<b>3</b>		<b>5</b>
	Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	<b>5</b>	Direct access to both footpath and dedicated cycleway.	<b>5</b>	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	<b>5</b>	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the vicinity.	<b>3</b>
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>
	Flood risk	Flood risk unknown due to lack of information on the Bridgewater Canal and the Ship Canal.	<b>0</b>	Flood risk unknown due to lack of information on the Bridgewater Canal.	<b>0</b>	Unknown extent of flood risk from the MSC.	<b>0</b>	Unknown extent of flood risk from the Bridgewater Canal.	<b>0</b>
	Environmental impact	Negligible – but potential impact on the canal system depending on end use of site.	<b>5</b>	Potential impact on Bridgewater Canal.	<b>3</b>		<b>5</b>	No	<b>5</b>
	<b>TOTAL SCORE</b>		<b>28/38</b>		<b>25/35</b>		<b>28/35</b>		<b>25/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles 2) Compliance with RSS Key Principles and Objectives of the RES 3) RSS Sub Regional Centre 4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• Yes</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• Yes</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• Yes</li> </ul>	
	Emerging RSS and RES:	Site although small is located in the Regional Centre and is of high relevance to RSS spatial principles and would contribute to the objectives of the RES.	<b>5</b>	Redevelopment of this site for employment use would greatly contribute to RSS Spatial Principles and objectives and RES key objectives.	<b>5</b>	This site has an important role to play in the regeneration of the Regional Centre and is of high relevance to the objectives of the RSS and RES.	<b>5</b>	This site would certainly meet many of the spatial principles set out in RSS and fulfill the objectives of the RES.	<b>5</b>
	Planning permission, type of development and development details	<ul style="list-style-type: none"> <li>• H/65541</li> <li>• B1</li> </ul>		<ul style="list-style-type: none"> <li>• H/67852</li> <li>• Industrial</li> </ul>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>		<ul style="list-style-type: none"> <li>• H/61890</li> <li>• B1, B2 &amp; B8</li> </ul>	
	Planning policy environmental constraints	Erection of four two-storey office buildings (2,971 square metres) (use class B1) with ancillary car parking and landscaping, and construction of entrance gates fronting Warren Bruce Road.	<b>5</b>	Erection of 11 no. two storey office (class B1) units, 7 no. terraced units for business (class B1), general industrial (class B2) and/or storage and distribution use (class B8) with associated means of access, car parking, landscaping, external works and boundary treatment.	<b>5</b>		<b>2</b>	Erection of two industrial buildings to accommodate either B1 (b) (c), B2 or B8 uses and ancillary development.	<b>5</b>
	Strategic development sites	Yes		No		Yes		Yes	
	Site within an area for priority regeneration, improvement or protection	Yes	<b>5</b>	Yes	<b>5</b>	Yes	<b>5</b>	Yes	<b>5</b>
	<b>TOTAL SCORE</b>		<b>24/25</b>		<b>20/25</b>		<b>21/25</b>		<b>24/25</b>
	Market Attractiveness	Availability	The site is not likely to be available within the next three years.	<b>3</b>		<b>4</b>	Site is likely to be available within the next three years as part of the phased work that will contribute to MediaCity.	<b>4</b>	Available and actively marketed.
Site constraints		Probable contamination from previous use. Was site of former goods depot for Manchester Ship Canal Company.	<b>4</b>	Contamination likely to be present due to previous industrial use. Site contains existing structures.	<b>3</b>	Likely contamination as site was formerly Trafford Oil Works.	<b>4</b>	Possible contamination from former use as electrical engineering works (Metropolitan Vickers).	<b>4</b>
Broadband Access			<b>5</b>		<b>5</b>		<b>5</b>		<b>5</b>
Ownership Constraints			<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>
Commercial viability (includes active marketing)		Interest in site demonstrated by recent planning permission and location in the regional centre.	<b>5</b>	Highly viable – site has current planning permission for redevelopment, good access to motorway and rail freight. Active marketing unknown.	<b>5</b>	Given the location of this site in the Regional Centre and the MediaCity development then it will be highly viable. Marketed through MIDAS up until Feb 2007 then withdrawn.	<b>5</b>	Highly viable. Actively marketed.	<b>5</b>
Road frontage		Yes – not main road but prominent	<b>3</b>	Yes – main road frontage	<b>4</b>	Yes – although on a minor road the situation is at a gateway to the Park and the frontage on to the Canal is also important.	<b>5</b>	Road frontage but not on main thoroughfare.	<b>1</b>
Access to trunk or primary road network		1.04 miles to A56 1.9 miles to M60	<b>4</b>	Good – 1.39 miles to M60	<b>4</b>	1 mile to A56 3.2 miles to M60	<b>4</b>	1.34 miles to A56 3.5 miles to M60.	<b>3</b>
Freight access		Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>
Quality of the surrounding environment		Current environment is reasonable, has been improved by recent new development and will improve further to good/excellent with MediaCity:UK development.	<b>3</b>	Area significantly redeveloped and suitable for B2/B8 development.	<b>3</b>	Reasonable – the area is a mix of older industrial units such as Hovis and the newer leisure facilities such as the Imperial War Museum.	<b>3</b>	Good – redeveloped area of B2 and B8 uses.	<b>4</b>
<b>TOTAL SCORE</b>		<b>34/45</b>		<b>35/45</b>		<b>37/45</b>		<b>34/45</b>	
Site Summary	Site is located in a key area for mixed development - the Trafford Wharfedale/MediaCity:UK. There is extant planning permission for nearly 3000 sqm of B1 office development. The site is one of the top scoring sites in the study especially in Policy terms as it is located in the Regional Centre and is of high relevance to RSS spatial principles and would contribute to the objectives of the RES. Although there is a current permission for the site, ss of the April 2008 base date for the study, however, development had not commenced and therefore the site should be included in the ELR. RETAIN.		The site is within the top third of all sites and scores well across the board. It is a well located site with good access to motorway and rail freight that has planning permission for redevelopment although contamination likely to be present due to previous industrial use. However planning permission exists for mixed-use employment development and work may have commenced on this site. As of the April 2008 base date for the study, however, development had not commenced and therefore the site should be included in the ELR. RETAIN.		This site could play a key role in the MediaCity development and it is very important that the right development is located there, particularly as it is part of the Regional Centre and so has an important role to play in the regeneration of the Regional Centre and is of high relevance to the objectives of the RSS and RES. The high scoring across all levels places the site in the top third of the study and is likely to be available within the next three years as part of the phased work that will contribute to MediaCity. RETAIN		Site in a good location in the redeveloped Electric Park area, close to the MCR regional centre and allocated as a sub-regional site in the current UDP. Very good access to the rail freight terminal. Site scored highly on all levels of assessment, falls in the middle of the top third of the study and scored very highly on the Policy front as it would certainly meet many of the spatial principles set out in RSS and fulfill the objectives of the RES. The site is highly viable and is actively marketed. RETAIN.		



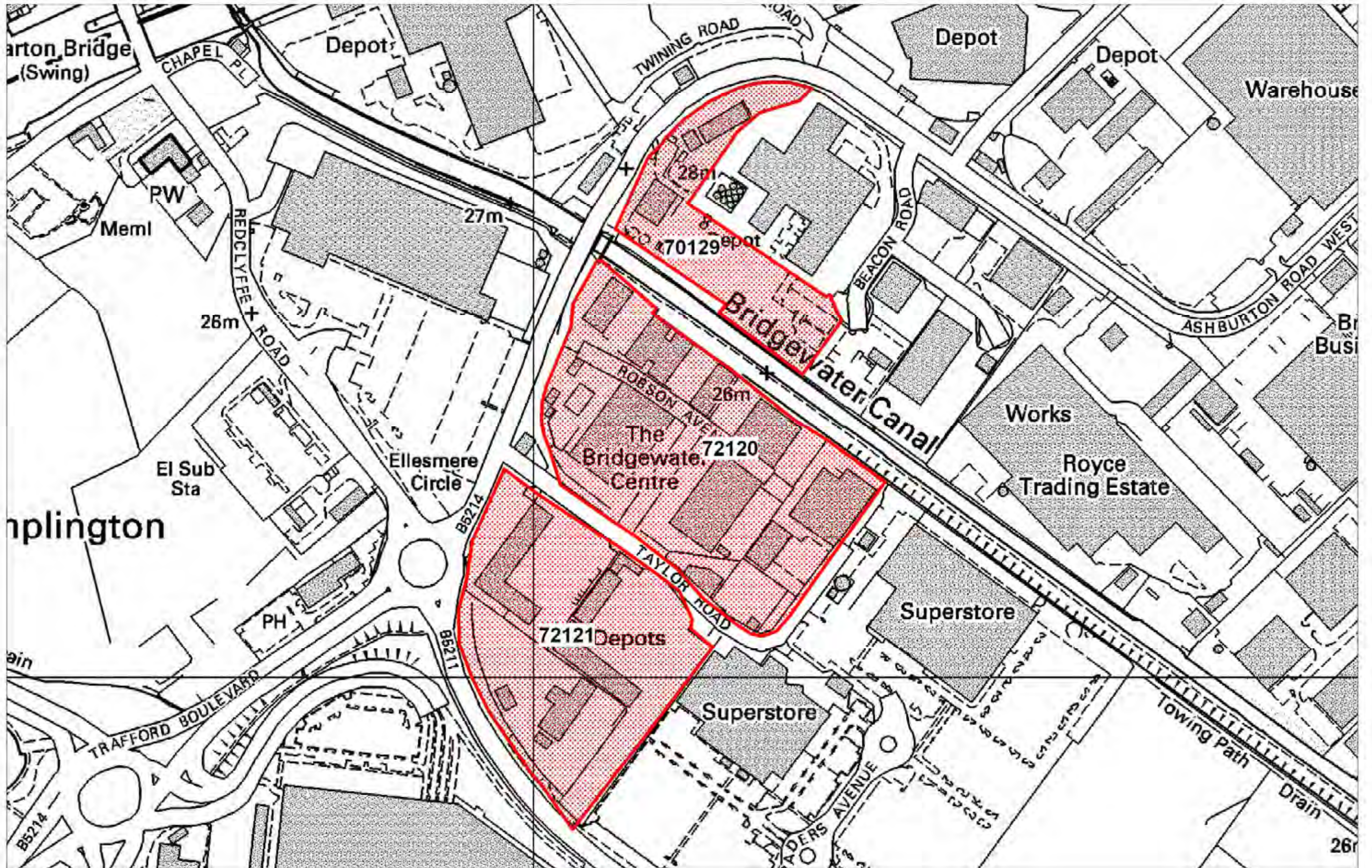
Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Trafford Borough Council. OS Licence No. LA016392 20006

**TRAFFORD PARK AREA MAP E**



**TRAFFORD PARK AREA MAP E**

Site Details	Site Name	Land adjacent to the Victoria Warehouse	Overall Score 89/105	Victoria Warehouse	Overall Score 85/105	Phase 2 - Plot 13	Overall Score 83/105
	Site Location	Trafford Park		Trafford Park		Trafford Park	
	Site Reference	70125		70025		72117	
	Site Size (Hectares)	0.4		1.43		0.74	
	Site ownership	Private		Private		Unknown	
	Most appropriate uses	B1, C1, D1, D2		B1, C1, D1, D2 - Policy TP5 Wharfside Strategic Area.			
	Type of site	Uncleared Employment PDL		Uncleared Employment PDL		Cleared Employment PDL	
Sustainability	Location Type		5		5		5
	Suitability for employment development – surrounding uses.	Very suitable – located in strategic development area. Bridgewater canal, White City gyratory, MUFC car park, Golden Tulip hotel and Hilti office are the neighbouring uses.	5	Bridgewater canal, White City Gyratory, MUFC car park, Golden Tulip hotel and Hilti office.	5	Site is currently surrounded by a mix of industrial B2 and B8 uses. The site is very suitable for employment development.	5
	Access to public transport		5		5		5
	Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	5	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	3	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	5
	Percentage of previously developed land	100%	5	100%	5	100%	5
	Flood risk	Flood risk unknown due to lack of information on the Bridgewater Canal and the Ship Canal.	0	Flood risk unknown due to lack of information on the Bridgewater Canal and the Ship Canal.	0	Unknown – due to lack of information currently available on the MSC.	0
	Environmental impact	Negligible – but potential impact on the canal system depending on end use of site.	5	Negligible – but potential impact on the canal system depending on end use of site.	5		5
	<b>TOTAL SCORE</b>		<b>30/35</b>		<b>28/35</b>		<b>30/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	• Yes		• Yes		• Yes	
	2) Compliance with RSS Key Principles and Objectives of the RES	• Yes		• Yes		• Yes	
	3) RSS Sub Regional Centre	• Yes		• Yes		• Yes	
	4) RSS Sub Regional Inner Area	• No		• No		• No	
	Emerging RSS and RES:	Site is located in the Regional Centre and is of high relevance to RSS spatial principles and would contribute to the objectives of the RES.	5	Site is located in the Regional Centre and is of high relevance to RSS spatial principles and would contribute to the objectives of the RES.	5	Site is of very high relevance as it is located in the Regional Centre and will be a key site in the MediaCity development.	5
	Planning permission, type of development and development details	<ul style="list-style-type: none"> <li>H/OUT/62572</li> <li>Area covered by application H/OUT/62572</li> </ul>	3	<ul style="list-style-type: none"> <li>H/OUT/62572</li> <li>A1, A2, A3, B1, C3 &amp; D2</li> </ul> <p>Application from Panamint - Outline application for mixed use development between six and twenty-two storeys in height comprising 388 residential units, 8230 m sq hotel use, m sq B1 office use, 1491 m sq D2 leisure use, 876 m sq A1/A2/A3 retail use, 820 m sq community use, 561 underground car parking spaces. Consent sought for siting and means of access, all other matters reserved. Ownership has now changed to Howard Holdings.</p>	3	Allocated no permission	2
	Planning policy environmental constraints		5		5		5
Strategic development sites	Yes		Yes		Yes		
	Yes – sub-regional site	4		4		4	
Site within an area for priority regeneration, improvement or protection	Yes		Yes		Yes		
	Yes – Ship Canal PRA	5		5		5	
	<b>TOTAL SCORE</b>		<b>22/25</b>		<b>22/25</b>		<b>21/25</b>
Market Attractiveness	Availability	Site will be available in the very near future.	4		3		1
	Site constraints	Contamination – part of site was former petroleum storage depot and located adjacent were coal yards and fireproof floor works. Existing structures on site.	4	Contamination – part of site was former petroleum storage depot and located adjacent were coal yards and fireproof floor works. Existing structures on site.	3	Contamination - site formerly contained railway line/sidings and was adjacent to an electrical engineering plant.	4
	Broadband Access		5		5		5
	Ownership Constraints		3		3		1
	Commercial viability (includes active marketing)	Site considered to be highly viable – in regional centre and subject of previous planning applications. Site due to go on the market in the very near future.	5	High viability indicated by previous planning permission and ongoing discussions between the current owner and Trafford Council. Marketing details unknown	5	Highly viable site given the location in the regional centre and the Wharfside/MediaCity area. Site also has road frontage at this gateway location. No information on marketing available.	5
	Road frontage	Yes - prominent	5	Yes - very prominent site	5	Yes - prominent	5
	Access to trunk or primary road network	0.1 miles to A56 2.2 miles to M60	4	0.1 miles to A56 2.2 miles to M60	4	0.75 miles to A56 2.9 miles to M60	4
	Freight access	Site located within 15 miles of two different types of freight terminal	4	Site located within 15 miles of two different types of freight terminal	4	Site located within 15 miles of two different types of freight terminal	4
	Quality of the surrounding environment	Current environment is reasonable and will improve to good/excellent with MediaCity:UK development.	3	Current environment is reasonable and will improve to good/excellent with MediaCity:UK development.	3	Reasonable – the area is a mix of older industrial units such as Hovis and warehousing.	3
	<b>TOTAL SCORE</b>		<b>37/45</b>		<b>35/45</b>		<b>32/45</b>
Site Summary	Existing outline permission relates to mixed use development with 15,369 sqm of B1. Ownership has recently changed on the site and there are ongoing preapplication discussions relating to the development of the site. Site is currently part of Brixton PLC land holding in Trafford Park but will be included in an upcoming land disposal program. Site scores very highly across the board and is almost the top performing site in the study as it is identified as a key strategic site and is located in the Regional Centre and is of high relevance to RSS spatial principles and would contribute to the objectives of the RES. In terms of Market Attractiveness the current environment is reasonable and will improve to good/excellent with MediaCity:UK development. RETAIN.			Part of a key strategic site located in the Regional Centre. Existing outline permission relates to mixed use development with 15,369 sqm of B1. Ownership has recently changed on the site and there are ongoing preapplication discussions relating to the development of the site. The sites scores high across the board and is located in the Regional Centre and is of high relevance to RSS spatial principles and would contribute to the objectives of the RES. RETAIN			Highly viable site given the location in the regional centre and the Wharfside/MediaCity area. Site also has road frontage at this gateway location. This means it scores highly in all terms of the study and falls in the top third of study sites assessed. No information on marketing available. RETAIN



Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationary Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Trafford Borough Council. OS Licence No. LA076392 20006

### TRAFFORD CENTRE RECTANGLE AREA MAP A



**TRAFFORD CENTRE RECTANGLE AREA MAP A**

Site Details	Site Name	Land bound by Ashburton Road West	Overall Score	The Bridgewater Centre	Overall Score	Area south of Taylor Road	Overall Score
	Site Location	Trafford Park		Urmston		Urmston	
	Site Reference	70129	<b>79/105</b>	72120	<b>74/105</b>	72121	<b>75/105</b>
	Site Size (Hectares)	1.88		5.14		4.03	
	Site ownership	Private		Private		Private	
	Most appropriate uses	B1, B2, B8		B1, B2, B8		B1, B2, B8	
	Type of site	Cleared Employment PDL		Uncleared Employment PDL		Uncleared Employment PDL	
Sustainability	Location Type		<b>2</b>		<b>2</b>		<b>2</b>
	Suitability for employment development – surrounding uses.	Industrial units and vacant sites in the vicinity of Nash Road/Twining Road/ Ashburton Road West.	<b>5</b>	Very suitable - Bridgewater canal, B&Q, Costco, Asda and various other employment buildings.	<b>5</b>	Trafford Centre, the Bridgewater Centre, B&Q and other retail outlets.	<b>5</b>
	Access to public transport		<b>1</b>		<b>3</b>		<b>3</b>
	Pedestrian and cycle access	Direct access to both footpath and dedicated cycleway.	<b>5</b>	There are footpaths adjacent to the majority of the surrounding vehicular routes. A dedicated cycle lane links into the cycle network along Barton Dock Road.	<b>5</b>	There are footpaths adjacent to the majority of the surrounding vehicular routes. A dedicated cycle lane links into the cycle network along Barton Dock Road.	<b>5</b>
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>
	Flood risk	Flood risk unknown due to lack of information on the MSC and the Bridgewater Canal.	<b>0</b>	Unknown – due to lack of information currently available on the Bridgewater Canal.	<b>0</b>	Unknown – due to lack of information currently available on the Bridgewater Canal.	<b>0</b>
	Environmental impact	Potential impact on Bridgewater Canal.	<b>3</b>	Negligible – potential impact on canal.	<b>5</b>		<b>5</b>
	<b>TOTAL SCORE</b>		<b>21/35</b>		<b>25/35</b>		<b>25/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	<ul style="list-style-type: none"><li>• Yes</li></ul>		<ul style="list-style-type: none"><li>• Yes</li></ul>		<ul style="list-style-type: none"><li>• Yes</li></ul>	
	2) Compliance with RSS Key Principles and Objectives of the RES	<ul style="list-style-type: none"><li>• Yes</li></ul>		<ul style="list-style-type: none"><li>• Yes</li></ul>		<ul style="list-style-type: none"><li>• Yes</li></ul>	
	3) RSS Sub Regional Centre	<ul style="list-style-type: none"><li>• No</li></ul>		<ul style="list-style-type: none"><li>• No</li></ul>		<ul style="list-style-type: none"><li>• No</li></ul>	
	4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"><li>• Yes</li></ul>		<ul style="list-style-type: none"><li>• No</li></ul>		<ul style="list-style-type: none"><li>• No</li></ul>	
	Emerging RSS and RES:		<b>5</b>	Site of moderate relevance as it is not in the sub-regional inner area. It would play a role in fulfilling the regional spatial principles and RES objectives but the area is not well related to areas of worklessness, would not marry opportunity to need and would not contribute to reducing emissions.	<b>3</b>	Site of moderate relevance as it is not in the sub-regional centre. It would play a role in fulfilling the regional spatial principles and RES objectives but the area is not well related to areas of worklessness, would not marry opportunity to need and would not contribute to reducing emissions.	<b>3</b>
	Planning permission, type of development and development details	<ul style="list-style-type: none"><li>• H/67541</li><li>• Industrial</li></ul> Erection of 6 no. two storey offices with ancillary car parking, landscaping, boundary treatment, servicing and alterations to existing vehicular access.	<b>5</b>	No status.	<b>2</b>		<b>1</b>
	Planning policy environmental constraints		<b>5</b>		<b>5</b>	There are no environmental constraints for this site.	<b>5</b>
	Strategic development sites	No	<b>0</b>	No	<b>0</b>	No	<b>0</b>
Site within an area for priority regeneration, improvement or protection	Yes Yes – Ship Canal PRA.	<b>5</b>	Yes The site is within the MSC PRA.	<b>5</b>	Yes The site is within the MSC PRA.	<b>5</b>	
<b>TOTAL SCORE</b>		<b>20/25</b>		<b>15/25</b>		<b>14/25</b>	
Market Attractiveness	Availability		<b>4</b>	Site is not likely to be available within the next three years as there are existing tenants.	<b>3</b>	Site is not likely to be available within the next three years as there are existing tenants.	<b>3</b>
	Site constraints	Contamination likely from historical industrial uses – site formerly contained industrial buildings and railway.	<b>4</b>	Contamination from previous and existing uses. Presence of existing structures.	<b>3</b>	Potential contamination on site and existing structures.	<b>3</b>
	Broadband Access		<b>5</b>		<b>5</b>		<b>5</b>
	Ownership Constraints		<b>3</b>		<b>3</b>		<b>3</b>
	Commercial viability (includes active marketing)	Site is highly viable for industrial uses. Has current planning permission for redevelopment. Marketing information unknown.	<b>5</b>	This site would be viable No marketing at this stage and no research carried out by owner to determine viability and market attractiveness.	<b>3</b>	This site would be viable No marketing at this stage and no research carried out by owner to determine viability and market attractiveness.	<b>5</b>
	Road frontage	Yes - onto Ashburton Road West	<b>5</b>	Yes onto Ashburton Road West	<b>5</b>	Yes - onto Ashburton Road West	<b>5</b>
	Access to trunk or primary road network	0.8 miles to M60	<b>5</b>	0.75 miles to M60	<b>5</b>	0.6 miles to M60	<b>5</b>
	Freight access	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>
	Quality of the surrounding environment	Reasonable location with some good aspects – located on the canal but with some derelict/vacant land nearby.	<b>3</b>	Surrounding environment is reasonable.	<b>3</b>	At this stage the quality of the environment is reasonable.	<b>3</b>
	<b>TOTAL SCORE</b>		<b>38/45</b>		<b>34/45</b>		<b>36/45</b>
Site Summary	Sites is within top third of sites in study. Scores highly in most aspects although it is constrained by its accessibility and flood risk is unknown. Site has planning permission for redevelopment subject to s106 and whilst the site has been cleared it is not certain that development has commenced. RETAIN.		Site has been identified through the Site Allocation Issues and Options process. The owners expect it to be available for mixed use (commercial and residential) development during the plan period but at this stage there is no specific information on the viability of the site. The site scored well across the board although no research has been done to determine the market attractiveness by the current owner and is in the middle third section of the study. RETAIN.		Site has been identified through the Site Allocation Issues and Options process. The owners expects it to be available for mixed use (commercial and residential) development during the plan period but is unlikely to come forward for development within the next 3 years. The site scores fairly well across the board although slightly less in policy terms and is in the top end of the middle section of the study. RETAIN.		



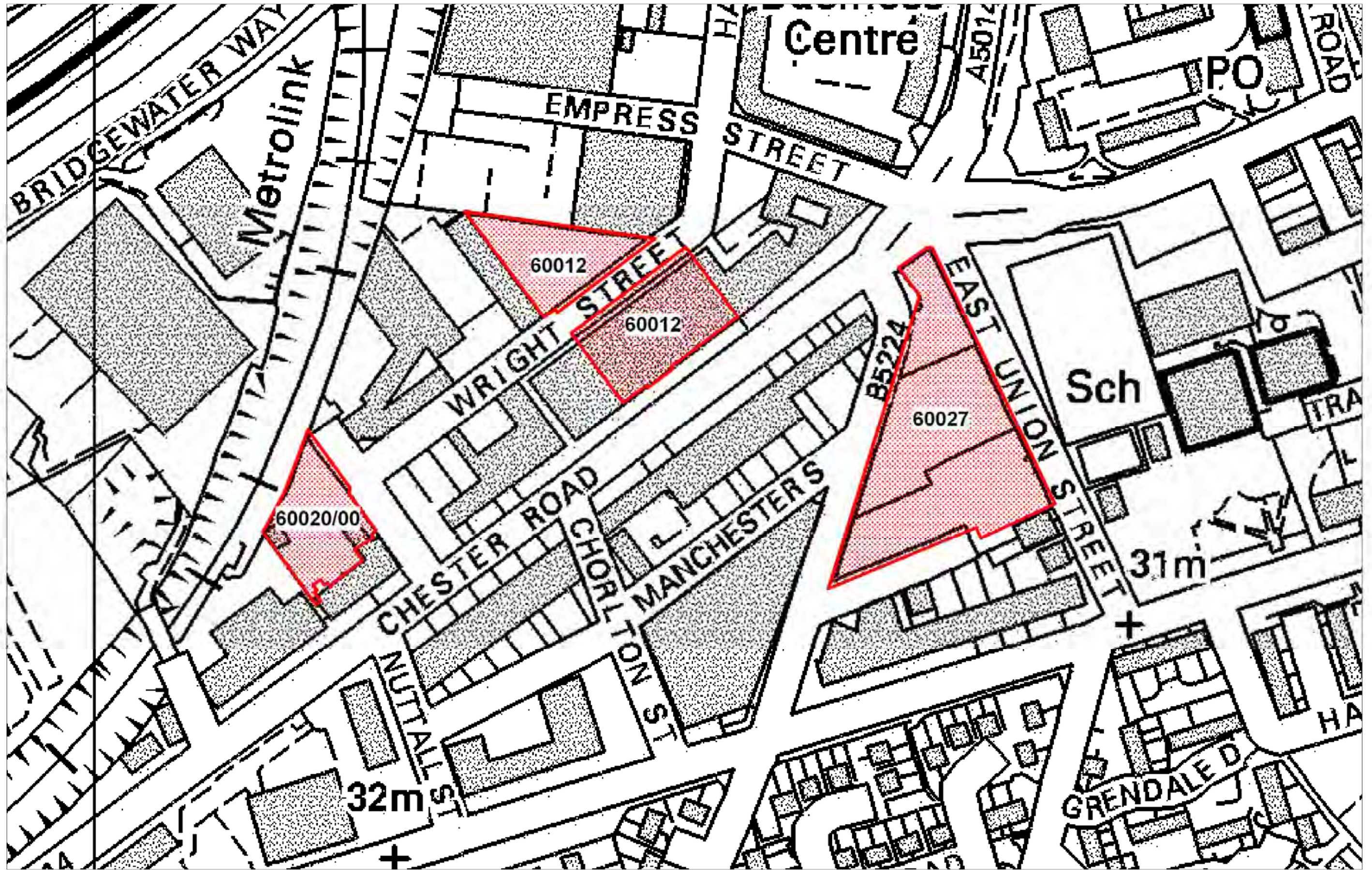
Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. All rights reserved. No reproduction in any form or by any means without the prior written permission of the Controller. Ordnance Survey Licence No. LA0/6592/2006.

### TRAFFORD CENTRE RECTANGLE AREA MAP B



**TRAFFORD CENTRE RECTANGLE AREA MAP B**

Site Details	Site Name	Former Kratos Site	Overall Score	Argos Canal Side Site	Overall Score	Container Base	Overall Score
	Site Location	Trafford Park		Urmston		Urmston	
	Site Reference	72094/00	<b>79/105</b>	72122	<b>77/105</b>	72123	<b>75/105</b>
	Site Size (Hectares)	3.6		9.9		9.9	
	Site ownership	Not Known.		Private		Private	
	Most appropriate uses	B1, B2 and B8		B1, B2, B8		B1, B2, B8	
	Type of site	Uncleared Employment PDL		Uncleared Employment PDL		Uncleared Employment PDL	
Sustainability	Location Type		<b>2</b>		<b>2</b>		<b>2</b>
	Suitability for employment development – surrounding uses.	Argos depot, Regatta Outdoors, B8 units and Containerbase.	<b>5</b>	New Barton Square development to the east, Bridgewater canal to the north and part vacant site. Containerbase to the south, former Kratos site to the east, Regatta depot and other offices to north east.	<b>5</b>	Trafford Centre, B2 and B8 uses including Argos depot and the vacant former Kratos site.	<b>5</b>
	Access to public transport		<b>3</b>		<b>3</b>		<b>3</b>
	Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	<b>5</b>	There are footpaths adjacent to the majority of the surrounding vehicular routes. There are dedicated cycle lanes in the immediate vicinity.	<b>5</b>	There are footpaths adjacent to the majority of the surrounding vehicular routes. There are dedicated cycle lanes in the immediate vicinity.	<b>5</b>
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>
	Flood risk	Flood risk unknown due to lack of information on Bridgewater Canal and the MSC.	<b>0</b>		<b>0</b>		<b>0</b>
	Environmental impact		<b>5</b>	Negligible – but potential impact on water quality in the canal.	<b>5</b>	Negligible – site currently used as rail freight yard.	<b>5</b>
	<b>TOTAL SCORE</b>		<b>25/35</b>		<b>25/35</b>		<b>25/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	• Yes		• Yes		• Yes	
	2) Compliance with RSS Key Principles and Objectives of the RES	• Yes		• Yes		• Yes	
	3) RSS Sub Regional Centre	• No		• No		• No	
	4) RSS Sub Regional Inner Area	• No		• No		• No	
	Emerging RSS and RES:	The site is outside of the Inner Area	<b>3</b>	Allocated under current UDP Proposal TCA1B as an area for consolidation, improvement and modernisation of existing businesses, industry, storage and distribution uses.	<b>3</b>		<b>3</b>
	Planning permission, type of development and development details	• H/OUT/66496 • Outline planning application for demolition of existing buildings and erection of a new 10,000 square metre office building (use Class B1) with consent sought for details of access and all other matters reserved.	<b>4</b>		<b>2</b>	None	<b>1</b>
	Planning policy environmental constraints		<b>5</b>		<b>5</b>		<b>5</b>
	Strategic development sites	No	<b>0</b>	No	<b>0</b>	No	<b>0</b>
Site within an area for priority regeneration, improvement or protection	Yes Yes – MSC PRA	<b>5</b>	Yes	<b>5</b>	Yes – MSC PRA	<b>5</b>	
<b>TOTAL SCORE</b>		<b>17/25</b>		<b>15/25</b>		<b>14/25</b>	
Market Attractiveness	Availability	Unknown	<b>3</b>	Availability is restricted by current tenancy although part of the site is vacant but in temporary use.	<b>3</b>	Site would require preparation as it is currently occupied.	<b>3</b>
	Site constraints	Former industrial site - some contamination likely.	<b>4</b>	Contamination from previous industrial use.	<b>4</b>	Contamination and existing structures.	<b>3</b>
	Broadband Access		<b>5</b>	Yes - 3.0 Mbps	<b>5</b>	Yes – 3 Mbps	<b>5</b>
	Ownership Constraints		<b>3</b>		<b>3</b>		<b>3</b>
	Commercial viability (includes active marketing)	High viability indicated by current outline permission for extensive B1 development.	<b>5</b>	No viability analysis No active marketing. Site is in a highly viable location.	<b>5</b>	No viability analysis No active marketing. Site is in a highly viable location.	<b>5</b>
	Road frontage	Yes.	<b>5</b>	Yes - onto Barton Dock Road	<b>5</b>	Yes - prominent onto Barton Dock Road	<b>5</b>
	Access to trunk or primary road network	0.6 miles to M60	<b>5</b>	0.68 miles to M60	<b>5</b>	0.53 miles to the M60	<b>5</b>
	Freight access	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>
	Quality of the surrounding environment	Quality of the surrounding is reasonable based on the fact that the remaining employment sites are a mix of B1, B2 and B8, but with a mix of older buildings and current use of part of the area for handling building waste material.	<b>3</b>	Site is currently in a reasonable surrounding environment. Adjacent to Container Base and the vacant Kratos site.	<b>3</b>	Quality of area moderate – general mix of B1, B2 and B8.	<b>3</b>
	<b>TOTAL SCORE</b>		<b>37/45</b>		<b>37/45</b>		<b>36/45</b>
Site Summary	This site is currently identified under policy TCA1b of the UDP. This site does have outline consent for demolition of the existing building and construction of 10,000 sqm of high quality B1 office space. The site scores highly particularly in terms of Market Attractiveness due to the quality of the surrounding environment and is in the bottom of the top third of the study. <b>RETAIN.</b>		Site contains the large Argos distribution depot and an area of vacant land that is currently under temporary use by contractors working on the Barton Square development. Site scores well across the board and scores highly particularly in terms of Market Attractiveness due to its location being close to current employment uses like the Argos depot and so is close to the top of the middle third of the study. <b>RETAIN.</b>		Site comprises a container storage facility, associated buildings and railway infrastructure and scores well in terms of Market Attractiveness although no research has been done into the viability of the site, the location is viable. Sustainability also scores well but Policy is lower as there is just moderate relevance to proposals in RSS. <b>RETAIN.</b>		



Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Trafford Borough Council. OS Licence No. LA070392 2008R.

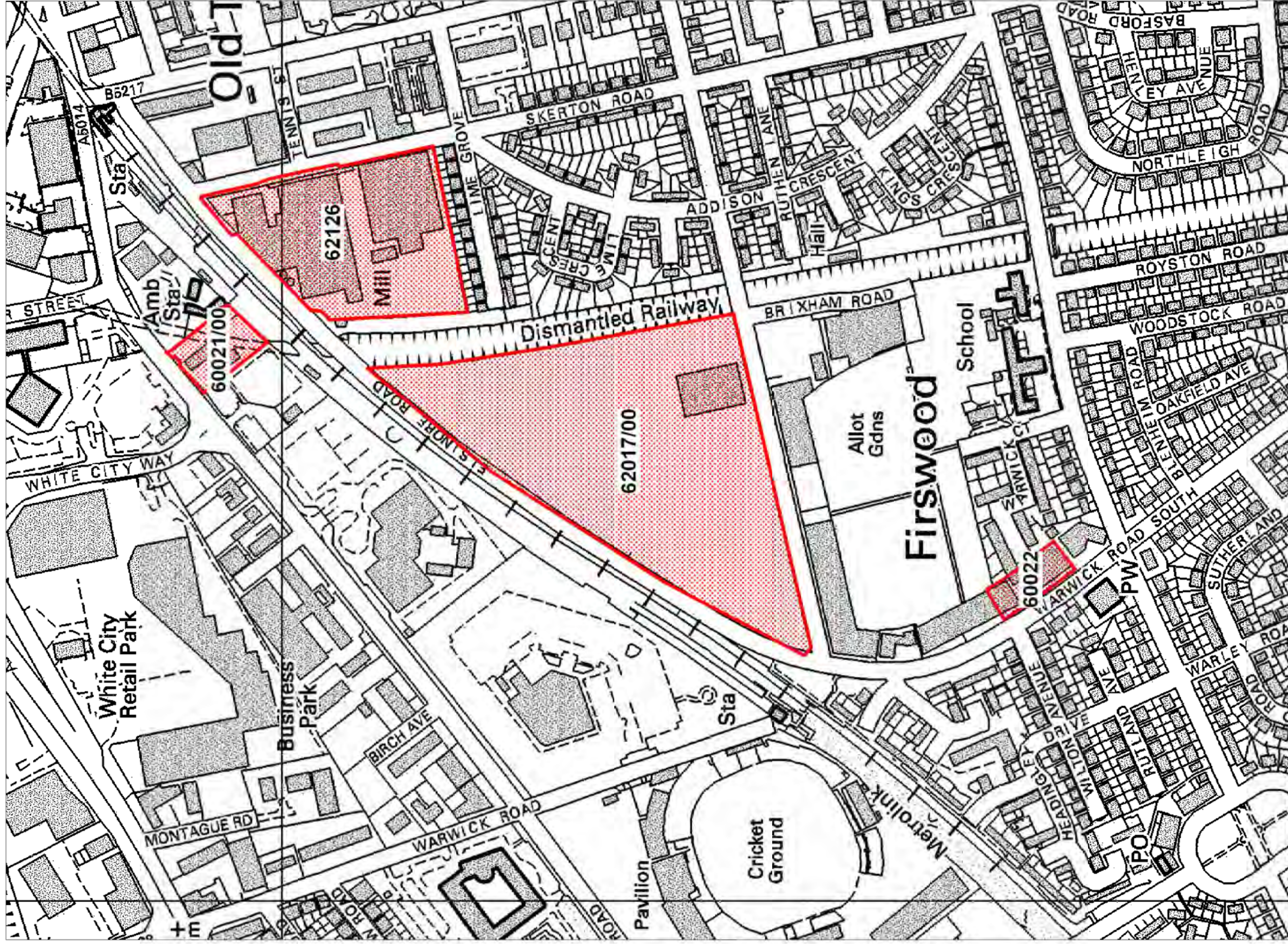
### OLD TRAFFORD AREA MAP A





**OLD TRAFFORD AREA MAP A**

Site Details	Site Name	<b>Former Trafford Press</b>		Overall Score	<b>Land to the rear of 464 - 470</b>		Overall Score	<b>Land at Northumberland Road</b>		Overall Score
	Site Location	Old Trafford		<b>82/105</b>	Overall Score	<b>77/105</b>		Overall Score	<b>86/105</b>	
Site Reference	60012		60020/00		60027					
Site Size (Hectares)	0.6		0.25		0.68					
Site ownership	Unknown		Unknown							
Most appropriate uses			B1, B2, B8 (Small scale)		Designated as a housing site in the current UDP (H3 - HOU6).					
Type of site	Uncleared Employment PDL		Uncleared Employment PDL		Cleared Employment PDL					
Sustainability	Location Type	Out of Centre – over 500m from the nearest centre.	<b>2</b>		<b>2</b>		<b>2</b>			
	Suitability for employment development – surrounding uses.	Identified site has part of the Trafford Press complex to the W. The former Essence Distillery (vacant) to the NE. SE boundary is formed by Chester Road with a row of Victorian terrace opposite - mainly used as office space. The site is split by a road. The N section is bounded by the Empress Mill and parking to the N and employment uses to the SW.	<b>3</b>	Metrolink line to the N. Low quality units to the W in various types of usage. Victorian terraces used for offices on the S road frontage. Offices and other employment to the E.	<b>3</b>	Residential to S and W (new apartment development 'Pulse'), Old Trafford Community School to the E, former Essence Distillery to W. Not in established employment area so only moderately suitable.	<b>3</b>			
	Access to public transport		<b>5</b>		<b>5</b>		<b>5</b>			
	Pedestrian and cycle access	Pedestrian access is good with existing pavements. Dedicated cycle lanes do not service the site.	<b>3</b>	Pedestrian access is good with existing pavements. Dedicated cycle lanes do not service the site.	<b>3</b>	Pedestrian access is good with existing pavements. Dedicated cycle lanes service the site from Stretford.	<b>3</b>			
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>			
	Flood risk	No	<b>5</b>	Low	<b>5</b>	No	<b>5</b>			
	Environmental impact	No	<b>5</b>	Minimal	<b>5</b>	No	<b>5</b>			
	<b>TOTAL SCORE</b>		<b>28/35</b>		<b>28/35</b>		<b>30/35</b>			
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>				
	2) Compliance with RSS Key Principles and Objectives of the RES	<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>				
	3) RSS Sub Regional Centre	<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>				
	4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>				
	Emerging RSS and RES:	Site is of high relevance to achieving the spatial principles of the RSS and key objectives of the RES. Area is well related to areas of worklessness and is located in the Inner Area and PRA.	<b>5</b>	Site is of high relevance to achieving the spatial principles of the RSS and key objectives of the RES. Area is well related to areas of worklessness and is located in the Inner Area and PRA.	<b>3</b>	Site is of high relevance to achieving the spatial principles of the RSS and key objectives of the RES. Area is well related to areas of worklessness and is located in the Inner Area and PRA.	<b>5</b>			
	Planning permission, type of development and development details	<ul style="list-style-type: none"><li>H/64695</li><li>A2, B1, B2 &amp; C3</li></ul> Partial demolition of "Trafford Press" buildings, partial conversion of existing fabric and erection of three new buildings to provide 116 residential units, 579 square metres of commercial floorspace and 117 car parking spaces.	<b>3</b>	<ul style="list-style-type: none"><li>H/51551</li><li>B1</li></ul> Renewal of outline planning permission H/UDC/OUT/42548 for the demolition and part demolition of existing buildings and erection of a three storey office building with ancillary car parking. Expired 2006.	<b>2</b>	<ul style="list-style-type: none"><li>H/67946</li><li>B1, C3 and D2</li></ul> Redevelopment for mixed use purposes comprising 193 residential units, 2000 sq m of commercial floorspace (B1(a), (b) or (c)), 1,100 sq m of leisure floorspace (D2), associated car parking, landscaping and development ancillary thereto.	<b>3</b>			
	Planning policy environmental constraints	Site is contained within conservation area.	<b>3</b>		<b>5</b>		<b>5</b>			
	Strategic development sites	No	<b>0</b>	No	<b>0</b>	No	<b>0</b>			
Site within an area for priority regeneration, improvement or protection	Yes	<b>5</b>	Yes	<b>5</b>	Yes	<b>5</b>				
<b>TOTAL SCORE</b>		<b>16/25</b>		<b>15/25</b>		<b>18/25</b>				
Market Attractiveness	Availability	Site currently has planning permission for mixed use development.	<b>4</b>	Previous permission not enacted, therefore site continues in current usage. Area is covered by policy TP3A – Hadfield Street Industrial Improvement Area.	<b>3</b>		<b>4</b>			
	Site constraints	No physical site constraints.	<b>5</b>	Unknown	<b>5</b>	Northern part of site is in Conservation Area. Other constraints unknown.	<b>4</b>			
	Broadband Access		<b>5</b>	Yes - 6.0 Mbps	<b>5</b>		<b>5</b>			
	Ownership Constraints		<b>3</b>		<b>3</b>		<b>3</b>			
	Commercial viability (includes active marketing)	Unknown	<b>5</b>	Previous applications for expansion of office accommodation indicate interest in the site.	<b>3</b>	Unknown Planning application approved for extensive mixed use scheme indicates the viability of this site.	<b>5</b>			
	Road frontage	Road frontage Yes – main road	<b>4</b>	Yes – main road	<b>4</b>	Yes	<b>5</b>			
	Access to trunk or primary road network	0.7 miles to A57 3.1 miles to M60	<b>4</b>	2.9 miles to M60	<b>4</b>	0.7 miles to A56 3.1 miles to M60	<b>4</b>			
	Freight access	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>			
	Quality of the surrounding environment		<b>4</b>	The area is of reasonable quality. Redevelopment is taking place at the northern end of the street and the environment should improve with this.	<b>3</b>	Area undergoing much regeneration work – new development adjacent to the site and other sites along Chester Road.	<b>4</b>			
<b>TOTAL SCORE</b>		<b>38/45</b>		<b>34/45</b>		<b>38/45</b>				
Site Summary	Site is within the top third of sites in the study. It scores well in Sustainability, Policy and Market terms. However planning permission exists for mixed-use (mainly residential) development and work may have commenced on this site. As of the April 2008 base date for the study, however, development had not commenced and therefore the site should be included in the ELR. RETAIN.		Site scores well across the board and is at the top of the middle third of the study as it is close to the tram links, the quality of the surrounding environment is reasonable and likely to improve with future developments. The site had a previous permission for a three story officeblock which was not enacted so the site carries on in its current use. RETAIN.		The site is one of the best performing sites in the study and scores highly in Sustainability, Policy and Market Attractiveness terms. However planning permission exists for mixed use redevelopment purposes comprising 193 residential units, commercial and leisure floorspace, associated car parking, landscaping and development ancillary thereto and work may have commenced on this site. As of the April 2008 base date for the study, however, development had not commenced and therefore the site should be included in the ELR. RETAIN.					

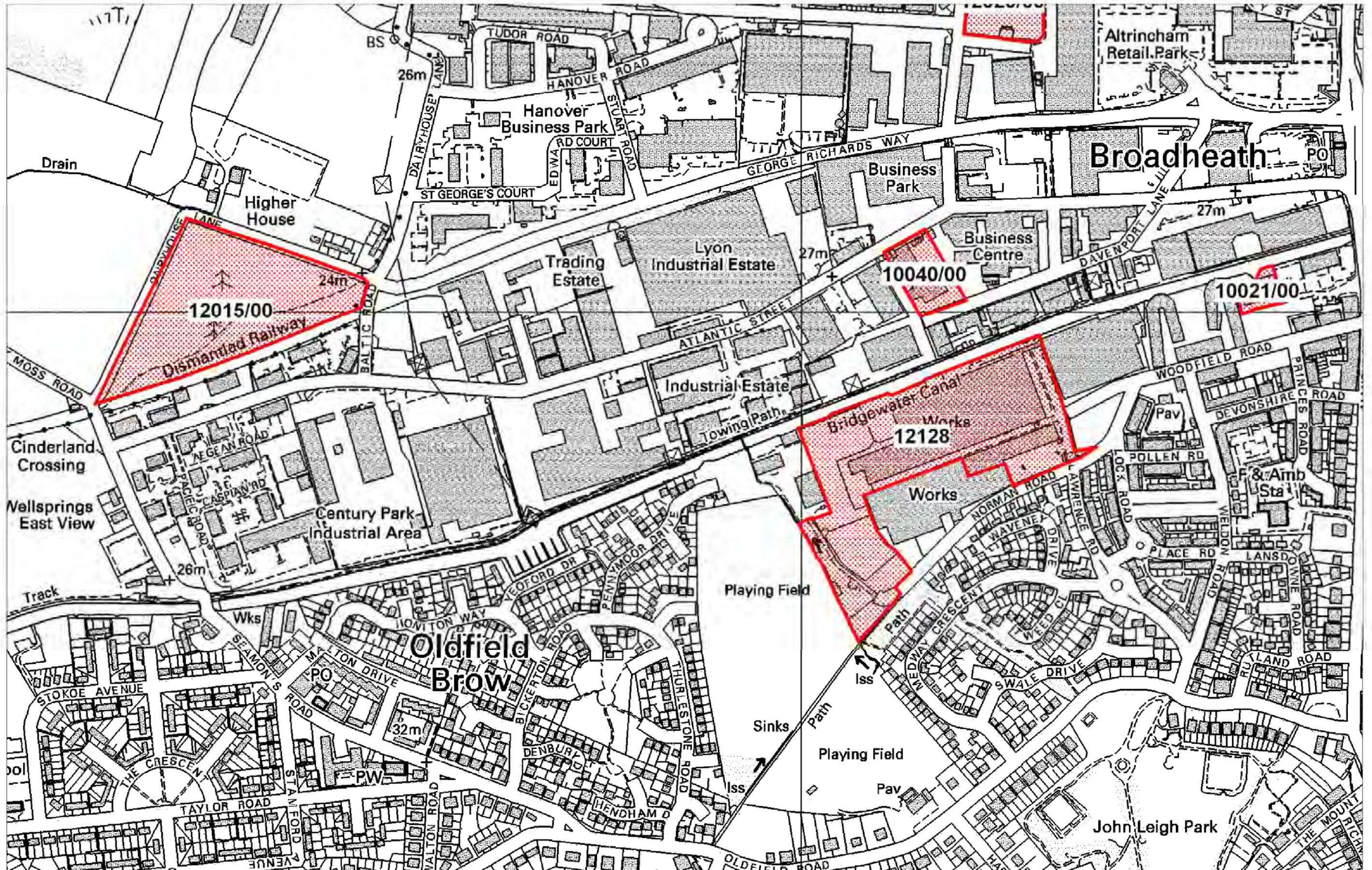


**OLD TRAFFORD AREA MAP B**

Information shown on this map is derived from Ordnance Survey data and is reproduced by permission of the Ordnance Survey. All other information is the property of Trafford Council. This map is for information only and should not be used for any other purpose. © Trafford Council 2010.

**OLD TRAFFORD AREA MAP B**

Site Details	Site Name	39 Talbot Road		Overall Score	Warwick Road South		Overall Score	Land at Elsinore Road		Overall Score	Bakemark UK		Overall Score
	Site Location	Old Trafford		91/105	Overall Score	Old Trafford		Overall Score	Old Trafford		Overall Score	Old Trafford	
Site Reference	60021/00		Overall Score		60022		Overall Score	62017/00		Overall Score	62126		
Site Size (Hectares)	0.35			0.36			4.0			2.48			
Site ownership	Private			Unknown			Other Public Body			Private			
Most appropriate uses	B1			B1, B2, B8			B1, B2, B8			B1, B2, B8			
Type of site	Uncleared Employment PDL			Uncleared Employment PDL			Cleared Employment PDL			Uncleared Employment PDL			
Sustainability	Location Type		3			3	Edge of Centre – site within 300m of Trafford Bar (retail and transport).		3	Edge of centre – within 500 metres of Trafford Bar.		3	
	Suitability for employment development – surrounding uses.	Trafford bowling club and United Utilities car parking to SW. Disused rail line and ambulance station to the NE. Talbot Road to NW and Metrolink line to SE.		5	Site is bounded by Warwick Road South with residential properties opposite. Car wash and tyre fitters to the south, printers to the north and residential properties behind.		3	Ayres road to the S, bounded by industrial uses - most in operation but the buildings are run down. Disused rail line to the E. Elsinore Road and Metro line to the NW.		5	Very suitable site – located in E7 policy area.		5
	Access to public transport		5			5			5			5	
	Pedestrian and cycle access	Pedestrian access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.		5	Pedestrian access is good with existing pavements. Dedicated cycles lanes do not service the site.		3	Pedestrian access is good with existing pavements. Dedicated cycle lanes do not service the site.		3	Pedestrian access is good with existing pavements. Dedicated cycle lanes do not service the site.		3
	Percentage of previously developed land	100%		5	100%		5	100%		5	100%		5
	Flood risk	No		5	No		5	No		5	Low		5
	Environmental impact	No		5	No		5	No		5	Little impact due to site being in existing use.		5
	TOTAL SCORE			33/35			29/35			31/35			31/35
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	• Yes			• Yes			• Yes			• Yes		
	2) Compliance with RSS Key Principles and Objectives of the RES	• Yes			• Yes			• Yes			• Yes		
	3) RSS Sub Regional Centre	• No			• No			• No			• No		
	4) RSS Sub Regional Inner Area	• Yes			• Yes			• Yes			• Yes		
	Emerging RSS and RES:	Site is of high relevance to achieving the spatial principles of the RSS and key objectives of the RES. Area is well related to areas of worklessness and is located in the Inner Area and PRA.		5	Site is of high relevance to achieving the spatial principles of the RSS and key objectives of the RES. Area is well related to areas of worklessness and is located in the Inner Area and PRA.		5	Site is of high relevance to achieving the spatial principles of the RSS and key objectives of the RES. Area is well related to areas of worklessness and is located in the Inner Area and PRA.		5	Site is of high relevance to achieving the spatial principles of the RSS and key objectives of the RES. Area is well related to areas of worklessness and is located in the Inner Area and PRA.		5
	Planning permission, type of development and development details	• H/58059 • B1 Demolition of existing building and erection of part five/part six storey block of offices. Provision of 90 parking spaces with access from Talbot Road.		5	• H/60853 • B1 Demolition of existing buildings and erection of a three storey block of offices and 3 blocks of three storey town houses (12 in total) and 2 blocks of three storey apartments (12 in total). Construction of 3 access roads from Warwick Road South and provision of parking facilities (12 for offices and 24 for residential properties), amenity space and landscaping.		3	• H/56067 • B2 Variation of conditions 12, 13 and 14 of the planning permission for a Metrolink depot granted by virtue of the Greater Manchester (LRT System) (Trafford Depot) Order 2002, to enable the stabling of an increased number of trams.		5	• • No current application – site within UDP allocated employment area.		2
	Planning policy environmental constraints		5			5			5			5	
	Strategic development sites	No		0	No		0	No		0	No		0
Site within an area for priority regeneration, improvement or protection	Yes		5	Yes		5	Yes		5	Yes		5	
TOTAL SCORE			20/25			18/25			20/25			17/25	
Market Attractiveness	Availability		4	Unknown		3	Site currently has extant planning for Metrolink Depot.		2	Future availability is dependent upon the Council's view following the submission of the site through the Land Allocations Issues and Options process.		3	
	Site constraints	Site cleared.		5	Unknown		5			5	Contamination		4
	Broadband Access	Yes 6.5 mbps		5			5	Yes – 6.5 Mbps		5	6.5 Mbps		5
	Ownership Constraints		3			3			4			3	
	Commercial viability (includes active marketing)	Yes - marketed by GGM Properties		5			3	Unknown Site not marketed due to being allocated by GMPTC for depot.		3	Some initial interest but site not progressed.		5
	Road frontage	Yes - on Chester Road		4	Yes – prominent but not on main thoroughfare.		3	Yes - but not on main thoroughfare		1	Yes onto Skerton Road and Elsinore Road.		3
	Access to trunk or primary road network	0.15 miles to A56 2.2 miles to M60		4	1 mile to A56, 2.1 miles to M60.		4	0.6 miles to A56 3 miles to M60		4	2.67 miles to M60		4
	Freight access	Site located within 15 miles of two different types of freight terminal		4	Site located within 15 miles of two different types of freight terminal		4	Site located within 15 miles of two different types of freight terminal		4	Site located within 15 miles of two different types of freight terminal		4
	Quality of the surrounding environment	Good environment around this area – mainly office type development Kelloggs, Centrica, etc. Also Old Trafford cricket ground and the town hall.		4			3	Area is of reasonable quality. There are, apart from this site, no extensive areas of vacant land.		3	Reasonable – obvious vacant cleared site on Elsinore Road detracts from the area.		3
TOTAL SCORE			38/45			33/45			31/45			34/45	
Site Summary	Site is the top scoring site in the study scoring highly across the board. Site is of high relevance to achieving the spatial principles of the RSS and key objectives of the RES and there is a good environment around this area that increases the Market Attractiveness of the site which is currently being marketed by GGM Properties. The current permission may have expired given that as of the April 2008 base date for the study, however, development had not commenced and therefore the site should be included in the ELR. RETAIN.			Site falls within the top third of the study and scores well across the board particularly in terms of Sustainability as the site has good public transport links and is most accessible. It also scores highly on the Policy side in terms of its relevance to the spatial principles in RSS. An application has been made for a mixed use development comprising an office block and residential units in the form of town houses and apartments. As of the April 2008 base date for the study, however, development had not commenced and therefore the site should be included in the ELR. RETAIN.			This site scored well on all three criteria and is in the top third of the sites within this study. The site is already designated for employment use (E7) with the current UDP and is proposed for a new Metrolink depot. The timescale for the development of this site is unknown and work had not yet commenced as of the April 2008 baseline study date. The main question regarding the site would be the timescale over which development is likely to take place and the 'blighting' affect of the site being vacant for such a long period of time. RETAIN.			Currently underused site deemed appropriate for mixed use development by owners – modern purpose- built commercial use and residential. Site submitted through Council's Land Allocations Issues and Options consultation and is in the middle of the top third of the study scoring well across the board and is currently allocated as an employment site (E7) in the UDP. RETAIN			



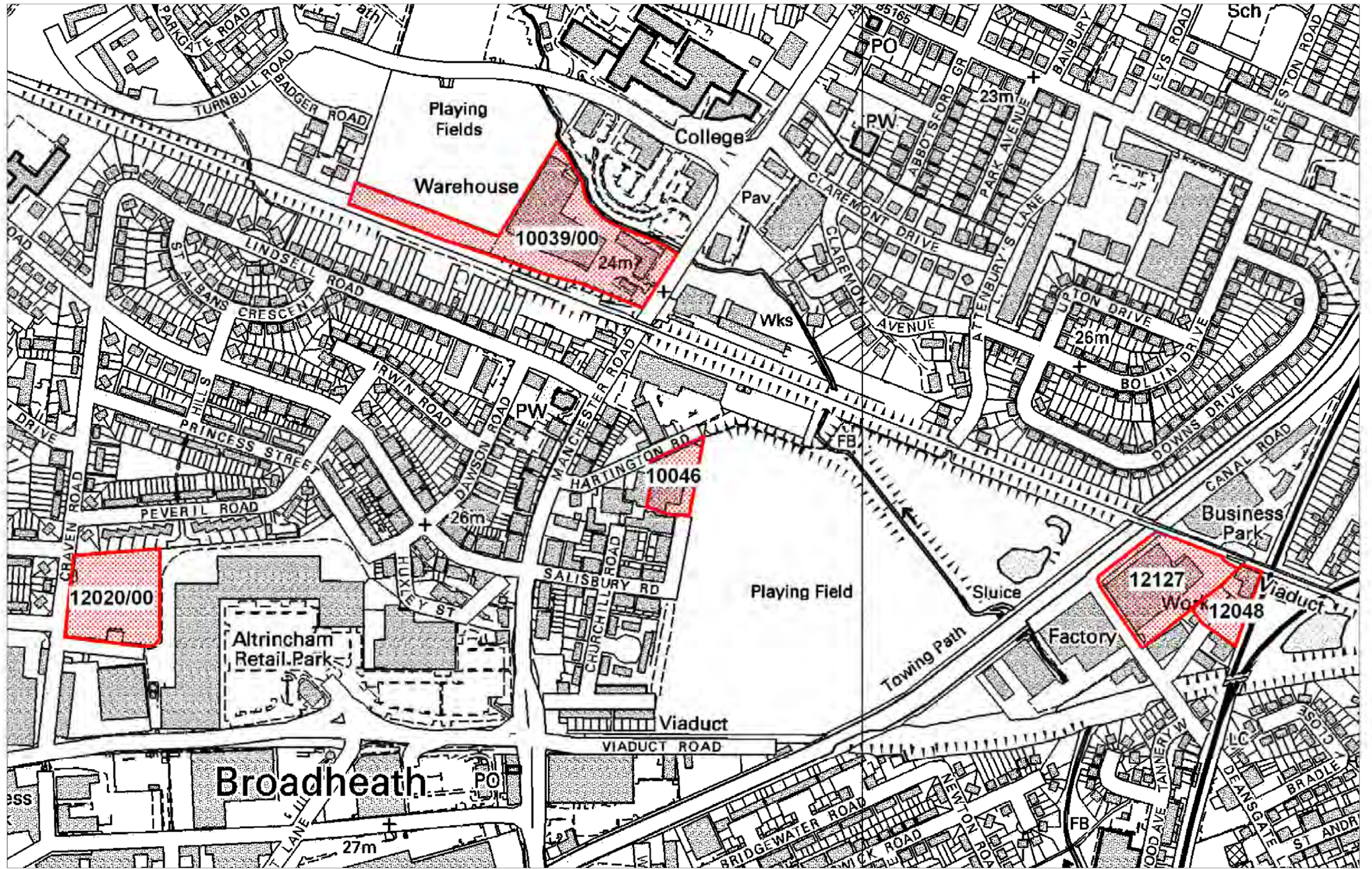
Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. No part of this reproduction may be used for promotional or other purposes without the express written permission of Ordnance Survey. OS Licence No. LA010592 2009/08

### BROADHEATH AREA MAP A



**BROADHEATH AREA MAP A**

Site Details	Site Name	Bridge Works	Overall Score	Former Holts Blends Premises	Overall Score	Land at Dairyhouse Lane	Overall Score	Former Linotype Works	Overall Score
	Site Location	Altrincham		Altrincham		Altrincham		Altrincham	
	Site Reference	10021/00	<b>66/105</b>	10040/00	<b>79/105</b>	12015/00	<b>60/105</b>	12128	<b>65/105</b>
	Site Size (Hectares)	0.3		0.52		3.2			
	Site ownership	Unknown		Unknown		Other Public Body			
	Most appropriate uses	Mixed use designated in current UDP.		B1, B2, B8		B1, B2, B8		Identified for mixed use development in the current UDP	
	Type of site	Uncleared Employment PDL		Uncleared Employment PDL		Green-field		Uncleared Employment PDL	
Sustainability	Location Type		<b>2</b>		<b>2</b>		<b>1</b>		<b>2</b>
	Suitability for employment development – surrounding uses.	Budenburg, Mansion House offices and Bridgewater Canal. Suitable for B1 office development as permission has been granted for this and it is situated in a mixed use policy area.	<b>5</b>	Very suitable for employment development. B1 and B2 - next to the Atlantic business centre.	<b>5</b>	B1, B2 and open countryside.	<b>3</b>	The northern boundary is formed by the Bridgewater Canal with the Broadheath Industrial area opposite. To the east is Woodfield House and the redeveloped Budenburg area. To the south is housing including the Linotype Works Estate Conservation Area. Area is being redeveloped with residential led mixed – use.	<b>3</b>
	Access to public transport		<b>5</b>		<b>5</b>		<b>1</b>		<b>5</b>
	Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	<b>5</b>	Pedestrian access is good with existing pavements. No dedicated cycle lanes in the immediate.	<b>3</b>	Pedestrian access is good via existing pavements. Direct access via NCN Route 62.	<b>5</b>	Pedestrian access is good with existing pavements. Dedicated cycle lanes do not service the site.	<b>3</b>
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>	0%	<b>0</b>	100%	<b>5</b>
	Flood risk	Unknown due to proximity to Bridgewater Canal.	<b>0</b>	No	<b>5</b>	No	<b>5</b>	Flood risk cannot be assessed as this location is next to the Bridgewater Canal.	<b>0</b>
	Environmental impact	Possible impact on Canal from development	<b>3</b>	No	<b>5</b>	No environmental policy constraints but site is 100% greenfield.	<b>3</b>	Potential impact on water quality of canal.	<b>3</b>
	<b>TOTAL SCORE</b>		<b>25/35</b>		<b>30/35</b>		<b>18/35</b>		<b>21/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles 2) Compliance with RSS Key Principles and Objectives of the RES 3) RSS Sub Regional Centre 4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>	
	Emerging RSS and RES:	Although the site is not in an identified employment area it is in a sustainable location in terms of access to public transport and providing local employment.	<b>3</b>	High relevance to RSS spatial objectives. Site is not in a main employment area but could fulfill key objectives of the RES.	<b>5</b>	Moderate relevance to RSS spatial objectives. Site is in a main employment area but could fulfill key objectives of the RES.	<b>3</b>	In terms of RSS - as an employment location this would be considered a sustainable location.	<b>5</b>
	Planning permission, type of development and development details	<ul style="list-style-type: none"> <li>• H/REN/59020</li> <li>• B1</li> </ul>		<ul style="list-style-type: none"> <li>• H/53168</li> <li>• B1</li> </ul>		<ul style="list-style-type: none"> <li>• B1, B2 &amp; B8</li> </ul>			
		Renewal of H/46822 for Change of Use of the premises from general industrial (Class B2) to offices (Class B1), erection of three storey glazed extension to south elevation and provision of 44 car parking spaces and installation of rooflight. Valid for 5 years. •Site also has Listed Building consent.	<b>5</b>	Three-storey office block.	<b>5</b>		<b>2</b>	Site is currently in employment use and part has permission for off site car parking use.	<b>5</b>
	Planning policy environmental constraints		<b>5</b>		<b>5</b>		<b>5</b>		<b>5</b>
	Strategic development sites	No	<b>0</b>	No	<b>0</b>	No	<b>0</b>	No	<b>0</b>
	Site within an area for priority regeneration, improvement or protection	No	<b>0</b>	No	<b>3</b>	Area for improvement	<b>3</b>		<b>0</b>
	<b>TOTAL SCORE</b>		<b>13/25</b>		<b>18/25</b>		<b>13/25</b>		<b>15/25</b>
Market Attractiveness	Availability	Unknown	<b>1</b>	Likely to be available in the next three year – has planning permission and was marketed through MIDAS.	<b>4</b>	National trust currently unwilling to release site for employment uses.	<b>2</b>	Site requires preparation and timeframe for release is long term.	<b>3</b>
	Site constraints	Under current application site requires retention of existing listed building.	<b>4</b>	This area has a history of industrial use and as such the land may be contaminated. The applicant should address the possibility of any ground contamination and have procedures in place for dealing with any unforeseen contamination. Existing structures also on site.	<b>3</b>	Site has uneven topography.	<b>4</b>	Site contains listed building. Potential contamination from former industrial uses. Main services would be available.	<b>3</b>
	Broadband Access		<b>5</b>		<b>5</b>		<b>5</b>		<b>5</b>
	Ownership Constraints	Unknown	<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>
	Commercial viability (includes active marketing)	Planning permission indicates viability of scheme but the non-development also indicates that it is not highly viable. No recent evidence of marketing from MIDAS database.	<b>3</b>	Planning permission indicates moderate viability as it has now expired. Marketed through MIDAS, only a few inquiries recorded until Sold in Jan 2006.	<b>3</b>	Demand for this site relates to local business requirements. Site marketed through MIDAS until withdrawal in November 2001. Site is currently not marketed and is unavailable.	<b>3</b>	Site not actively marketed Site put forward for residential development through Site Allocations Issues and Options consultation.	<b>3</b>
	Road frontage	Yes – but on side road set back from main A56.	<b>1</b>	Yes – prominent frontage	<b>3</b>	Yes but not main thoroughfare.	<b>1</b>	Yes - not on main thoroughfare.	<b>1</b>
	Access to trunk or primary road network	On the A56. 3.1 miles to M56.	<b>3</b>	0.3 miles to A56, 3.6 miles to M56	<b>3</b>	0.85 miles to A56 4.1 miles to M56	<b>3</b>	3.73 miles to M56 3.46 miles to M60	<b>3</b>
	Freight access	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>
	Quality of the surrounding environment	Set next to Budenburg development and on Bridgewater Canal means that this location is good.	<b>4</b>	Reasonable – site is located near to the centre of the estate where the quality of surroundings is mixed.	<b>3</b>	Good – site next to modern development and open countryside.	<b>4</b>	Area undergoing redevelopment and is good – Budenburg complete, adjacent to residential area and Bridgewater Canal.	<b>4</b>
<b>TOTAL SCORE</b>		<b>28/45</b>		<b>31/45</b>		<b>29/45</b>		<b>29/45</b>	
Site Summary	The site comes within the bottom-third of sites in the study. Despite being in an out-of-centre location, this site is accessible and is designated for mixed-use although it is not within a Priority Regeneration Area. The site suffers somewhat in Market Attractiveness as it is set back from the main A56 and any redevelopment would need to retain the main structure on the site which is a listed building. On balance, consideration should be given to removing the site from the study.		The site is within the top third of all sites and scores well across the board as it is an accessible site within an existing allocated employment area and is reasonably commercially viable. There may be some constraints in relation to contamination. RETAIN.		The site is within the bottom third of sites in the study. Despite being in an allocated employment area, the site scores poorly as it is a green-field site in a less accessible location and the owner is unwilling to release it for employment uses. REMOVE.		Site put forward as part of Land Allocations consultation with a view to residential development in the medium to long term (5+ years). Site is within bottom third of sites in study mainly due to constraints in terms of access and flood risk and the presence of a listed building. Consideration should be given to removal of site from study or part retention of some employment uses.		



Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. This document is reproduced with the permission of the Controller of Her Majesty's Stationery Office. Ordnance Survey, 100, Broadheath Lane, M20 9WJ. Tel: 0161 275 2000.

## BROADHEATH AREA MAP B



**BROADHEATH AREA MAP B**

Site Details	Site Name	<b>Hartington House</b>		Overall Score	<b>Bayer site</b>		Overall Score	<b>Land at Craven Road</b>		Overall Score
	Site Location	Altrincham		<b>73/105</b>	Altrincham	Altrincham		Altrincham	<b>75/105</b>	
Site Reference	10046		10039/00		12020/00					
Site Size (Hectares)	0.29		1.7		0.8					
Site ownership	Private		Unknown		Private					
Most appropriate uses	Area not identified for employment use in the current UDP.		Not allocated in UDP.		B1, B2, B8					
Type of site	Uncleared Employment PDL		Uncleared Employment PDL		Cleared Employment PDL					
Sustainability	Location Type		<b>2</b>		<b>2</b>		<b>2</b>			
	Suitability for employment development – surrounding uses.	Surrounding uses: car showroom, builders merchant and public open space.	<b>3</b>	Disused rail line, Sinderland Brook, A56, car showroom and motor repair opposite, adjacent to South Trafford College.	<b>3</b>	Industrial, residential and retail.	<b>5</b>			
	Access to public transport		<b>5</b>		<b>5</b>		<b>5</b>			
	Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the vicinity.	<b>3</b>	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes in the immediate vicinity.	<b>5</b>	Pedestrian access is good via existing pavements. No dedicated cycle lanes in the immediate vicinity.	<b>3</b>			
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>			
	Flood risk	Low	<b>5</b>	Yes	<b>2</b>	No	<b>5</b>			
	Environmental impact	No	<b>5</b>	No	<b>3</b>	No	<b>5</b>			
	<b>TOTAL SCORE</b>		<b>28/35</b>		<b>25/35</b>		<b>30/35</b>			
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>				
	2) Compliance with RSS Key Principles and Objectives of the RES	<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>		<ul style="list-style-type: none"><li>Yes</li></ul>				
	3) RSS Sub Regional Centre	<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>				
	4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>		<ul style="list-style-type: none"><li>No</li></ul>				
	Emerging RSS and RES:	High relevance to RSS spatial objectives. Site is not in a main employment area but could fulfill key objectives of the RES.	<b>5</b>	High relevance to RSS spatial objectives. Site is not in a main employment area but could fulfill key objectives of the RES.	<b>5</b>	High relevance to RSS spatial objectives. Site is in a main employment area and could fulfill key objectives of the RES.	<b>5</b>			
		<ul style="list-style-type: none"><li>H/OUT/61620</li><li>B1</li></ul>		<ul style="list-style-type: none"><li>H/68678</li><li>B1</li></ul>		<ul style="list-style-type: none"><li>H/44792</li><li>B2</li></ul>				
	Planning permission, type of development and development details	Erection of four-storey office building with car parking alteration of access onto Hartington Road and provision of temporary access onto Balfour Road. Demolition of existing office building.	<b>5</b>	Variation of condition 1 of outline planning permission H/OUT/49666 (Development of site comprising of public house/restaurant (Class A3), hotel (Class C1) and offices (Class B1). Associated parking and landscaping. Alterations to existing access to Manchester Road and new access road across Timperley Brook. Demolition of all existing buildings.) to extend the period in which application for reserved matters may be made by 12 months. H/OUT/49666 - Development of site comprising of public house/restaurant (Class A3), hotel (Class C1) and offices (Class B1). Associated parking and landscaping. Alterations to existing access to Manchester Road and new access road across Timperley Brook. Demolition of all existing buildings.	<b>4</b>	Planning permission has expired..	<b>2</b>			
	Planning policy environmental constraints		<b>5</b>		<b>5</b>		<b>5</b>			
	Strategic development sites	No	<b>0</b>	No	<b>0</b>	No	<b>0</b>			
	Site within an area for priority regeneration, improvement or protection	No	<b>0</b>	No	<b>0</b>	No	<b>3</b>			
<b>TOTAL SCORE</b>		<b>15/25</b>		<b>14/25</b>		<b>15/25</b>				
Market Attractiveness	Availability	Site is owned and occupied by applicant for redevelopment.	<b>2</b>	Site is available and has been put forward through the land allocations process and also has extant planning permission.	<b>4</b>	Unlikely to be available at this time for employment use.	<b>3</b>			
	Site constraints		<b>5</b>	Possible contamination from previous use?	<b>4</b>	Some contamination from former industrial use and existing concrete slab and foundations	<b>3</b>			
	Broadband Access	Yes – 4 Mbps	<b>5</b>	Yes – 3.5 Mbps	<b>5</b>		<b>5</b>			
	Ownership Constraints		<b>3</b>		<b>3</b>		<b>3</b>			
	Commercial viability (includes active marketing)	Development intended as new offices for owner. Not marketed through MIDAS database	<b>3</b>	Unknown No evidence on MIDAS db, previously marketed by ep2 – they no longer operate.	<b>3</b>	Site is viable Site was marketed through MIDAS until late 2003. No evidence of marketing since that time.	<b>5</b>			
	Road frontage	No - set back from main road	<b>1</b>	Yes on A56 and prominent.	<b>5</b>	Yes - but not on main thoroughfare.	<b>1</b>			
	Access to trunk or primary road network	0.06 miles to the A56. 3.5 miles to the M56.	<b>3</b>	On the A56, 2.8 miles to M60	<b>4</b>	0.37 miles to A56 3.3 miles to M60 3.6 miles to M56	<b>3</b>			
	Freight access	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>			
	Quality of the surrounding environment	Next to large are of open space	<b>4</b>		<b>4</b>		<b>3</b>			
<b>TOTAL SCORE</b>		<b>30/45</b>		<b>36/45</b>		<b>30/45</b>				
Site Summary	Outline application for redevelopment was intended for present occupiers – McCarthy and Stone. Time limit for submission of reserved matters expires in June 2008. The site is within the middle third of sites. It performs generally well across the 3 main areas although it is slightly constrained by not being within a Priority Regeneration Area or existing allocated employment site. <b>RETAIN.</b>		The site is within the middle third of sites in the study as it scores highly in Market Attractiveness and Sustainability terms due to its prominent and accessible location although it is out-of-centre and at risk from flooding. It is less positive in Policy terms but still positive enough to warrant inclusion in the study. <b>RETAIN.</b>		Site is within the middle third of sites in the study. Site scores relatively well in Sustainability and Policy terms although it is somewhat constrained in market terms due to physical constraints and its less prominent location. Site was granted planning permission for housing following a public inquiry in August 2008. Consider <b>REMOVAL</b> of site from ELR.					

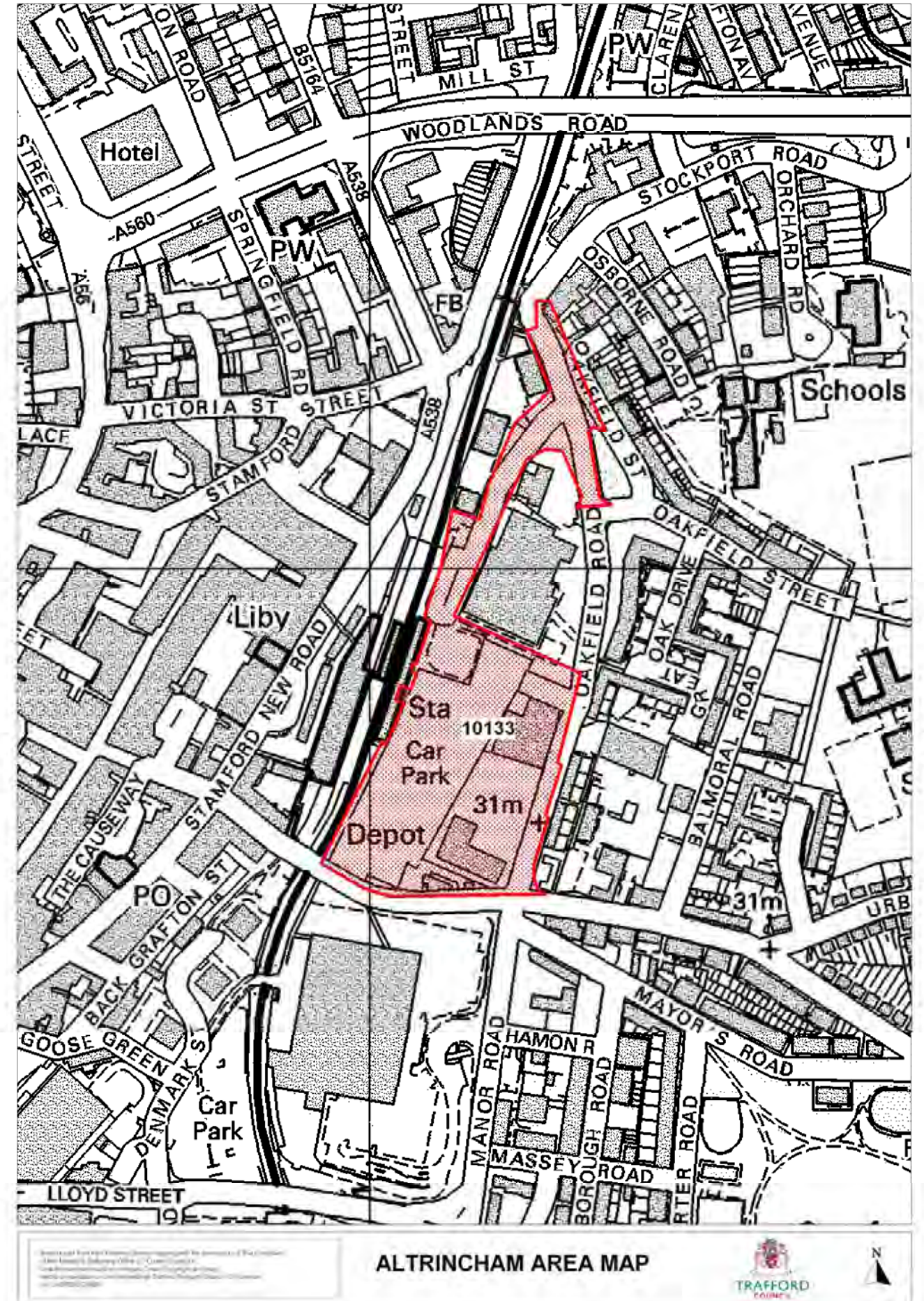
**BROADHEATH AREA MAP B (CONTINUED)**

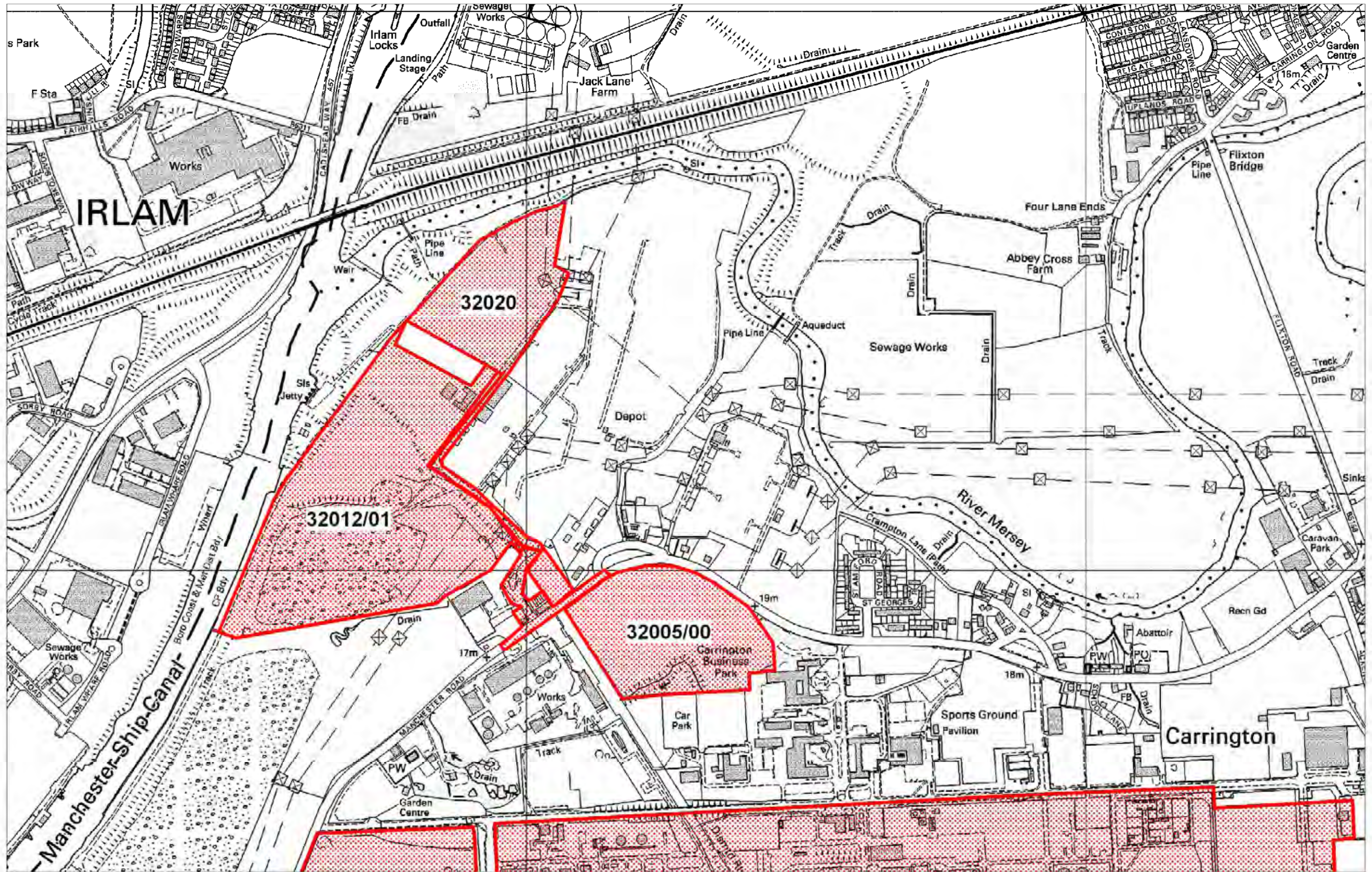
Site Details	Site Name	<b>Limberts Transport</b>		Land at Deansgate Lane	
	Site Location	Timperley		Overall Score	
	Site Reference	12048		71/105	64/105
	Site Size (Hectares)	0.28			
	Site ownership	Unknown			
	Most appropriate uses	B1, B2, B8			
	Type of site	Uncleared Employment PDL			
Sustainability	Location Type		<b>2</b>		<b>2</b>
	Suitability for employment development – surrounding uses.	Industrial, motor vehicle repairs, MOT testing and residential.	<b>5</b>	New residential development, other industrial uses, car repairs/MOT and haulage yard.	<b>5</b>
	Access to public transport		<b>5</b>		<b>5</b>
	Pedestrian and cycle access	Pedestrian and cycle access is poor.	<b>3</b>	Pedestrian access is good with existing pavements. Dedicated cycle lanes do not service the site.	<b>3</b>
	Percentage of previously developed land	100%	<b>5</b>	100%	<b>5</b>
	Flood risk		<b>5</b>	Unknown due to proximity to Bridgewater Canal	<b>0</b>
	Environmental impact		<b>5</b>	Unknown.	<b>3</b>
	<b>TOTAL SCORE</b>		<b>30/35</b>		<b>23/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	• Yes		• Yes	
	2) Compliance with RSS Key Principles and Objectives of the RES	• Yes		• Yes	
	3) RSS Sub Regional Centre	• No		• No	
	4) RSS Sub Regional Inner Area	• No		• No	
	Emerging RSS and RES:	• Site contributes to local sustainability by providing an employment location in an area of good public transport access.	<b>3</b>	This site would contribute to RSS key spatial principles and the vision and themed objectives of the RES.	<b>5</b>
	Planning permission, type of development and development details	• H/OUT/63716		•	
		• B2		•	
	Outline application for the erection of six interconnected industrial units (use class B2) and associated office space following demolition of existing buildings. Consent sought for siting and means of access. All other matters reserved for subsequent approval.		<b>5</b>	No status	<b>1</b>
	Planning policy environmental constraints		<b>5</b>		<b>5</b>
	Strategic development sites	No	<b>0</b>	No	<b>0</b>
Site within an area for priority regeneration, improvement or protection	No	<b>0</b>	No	<b>0</b>	
<b>TOTAL SCORE</b>		<b>13/25</b>		<b>11/25</b>	
Market Attractiveness	Availability	Extant planning permission for industrial redevelopment indicates a certain degree of availability.	<b>4</b>	Site is likely to be available within the next three years	<b>4</b>
	Site constraints	Given the historical context of the site there is likely to be some contamination from former uses. Also Phase 1 contaminated land report required under conditions of planning permission.	<b>4</b>	Possible site contamination from current and former industrial uses. All main services are available.	<b>4</b>
	Broadband Access		<b>5</b>		<b>5</b>
	Ownership Constraints		<b>3</b>	None - site in single ownership.	<b>3</b>
	Commercial viability (includes active marketing)	Planning application indicates certain degree of viability to the scheme. Active marketing unknown	<b>3</b>	Strong demand for residential development cited in submission for Site Allocations DPD Issues and Options. Site not marketed.	<b>3</b>
	Road frontage	No	<b>0</b>	Yes but not on main thoroughfare.	<b>1</b>
	Access to trunk or primary road network	0.9 miles to A56, 4.1 Miles to M60	<b>3</b>	3.6 miles to M56 0.7 miles to A56	<b>3</b>
	Freight access	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>
	Quality of the surrounding environment	Poor – location is situated in an old industrial area located near the Bridgewater canal in Timperley. Most of the buildings house small automotive repair workshops and there are a number of vacant units in the same area.	<b>2</b>	Area is a mix of older units and buildings some in a poor condition and many had been vacant for considerable time. New affordable housing development opposite site and canalised location bring this up to a reasonable surrounding environment.	<b>3</b>
<b>TOTAL SCORE</b>		<b>28/45</b>		<b>30/45</b>	
Site Summary	The site is within the middle third of sites in the study. This site is currently in use as a haulage yard. Access to the area by motor vehicle is problematic as the roads are narrow and the eastern end of the Deansgate Lane is crossed by the Metrolink. RETAIN.			Site put forward by owners through the Site Allocations DPD process as a residential redevelopment on the grounds that it would contribute to the regeneration of the area. Although the site is relatively attractive in market terms, it is ranked in the bottom third of sites in the study mainly due to Policy constraints and lack of main road frontage. On balance, site should be RETAINED.	



**ALTRINCHAM AREA MAP**

Site Details	Site Name	Altair	Overall Score <b>85/105</b>	
	Site Location	Altrincham		
	Site Reference	10133		
	Site Size (Hectares)	2.99		
	Site ownership	Private		
	Most appropriate uses	Mixed use		
	Type of site	Uncleared Employment PDL		
Sustainability	Location Type		4	
	Suitability for employment development – surrounding uses.	Very suitable – good location in town centre identified in RSS, close to public transport interchange.	5	
	Access to public transport		5	
	Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements and dedicated cycle lanes nearby.	3	
	Percentage of previously developed land	100%	5	
	Flood risk		5	
	Environmental impact		5	
	<b>TOTAL SCORE</b>		<b>32/35</b>	
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles	• Yes	5	
	2) Compliance with RSS Key Principles and Objectives of the RES	• Yes		
	3) RSS Sub Regional Centre	• No		
	4) RSS Sub Regional Inner Area	• No		
	Emerging RSS and RES:	Although Altrincham is not in the Regional Centre or Inner Area it is covered in policy RDF1: Spatial Priorities as the third area for priority growth. The site is also of very high relevance to the RSS spatial principles and RES key objectives.		
	Planning permission, type of development and development details	• H/OUT/68603 • Outline planning application proposing the demolition the demolition of existing buildings and erection of a comprehensive mixed use development of land at Oakland Road/Moss Lane to provide up to 10,536 Sq mtrs of non food retail; 1,583 Sq mtrs food retail; 2,040 Sq mtrs of A3/A4/A5 café/bar/restaurants; 11,822 Sq mtrs residential to provide 150 apartments; 8,471 Sq mtrs office; 7,722 Sq mtrs 135 bedroom hotel; 1,045 Sq mtrs health/leisure club; 513 Sq mtrs climbing wall (Use class D2); 845 parking spaces; new ice rink totalling 10,076 Sq mtrs; associated plant and service areas; improvements to highway arrangements; and creation of new areas of public realm.		
	Planning policy environmental constraints			5
	Strategic development sites	No		0
	Site within an area for priority regeneration, improvement or protection	Yes Yes - town centre		5
	<b>TOTAL SCORE</b>			<b>18/25</b>
Market Attractiveness	Availability	Work due to commence on site within the next three years but some site preparation required.	3	
	Site constraints	Existing structures.	4	
	Broadband Access		5	
	Ownership Constraints		3	
	Commercial viability (includes active marketing)	Submission of planning permission for large scale mixed use scheme indicates high viability for this site. Not actively	5	
	Road frontage	0.1 miles to A56, 2.6 miles to M56.	3	
	Access to trunk or primary road network		4	
	Freight access	Site located within 15 miles of two different types of freight terminal	4	
	Quality of the surrounding environment	The area is a mix of transport infrastructure, residential, amenity use and retail. The Altair scheme will compliment the existing town centre and enhance it.	4	
	<b>TOTAL SCORE</b>		<b>35/45</b>	
Site Summary	The site is one of the best performing sites in the list as it is in a highly sustainable location (Altrincham Town Centre) with significant policy support for employment and other uses and is accessible and attractive in market terms. The only constraint is that some site assembly is required. RETAIN.			





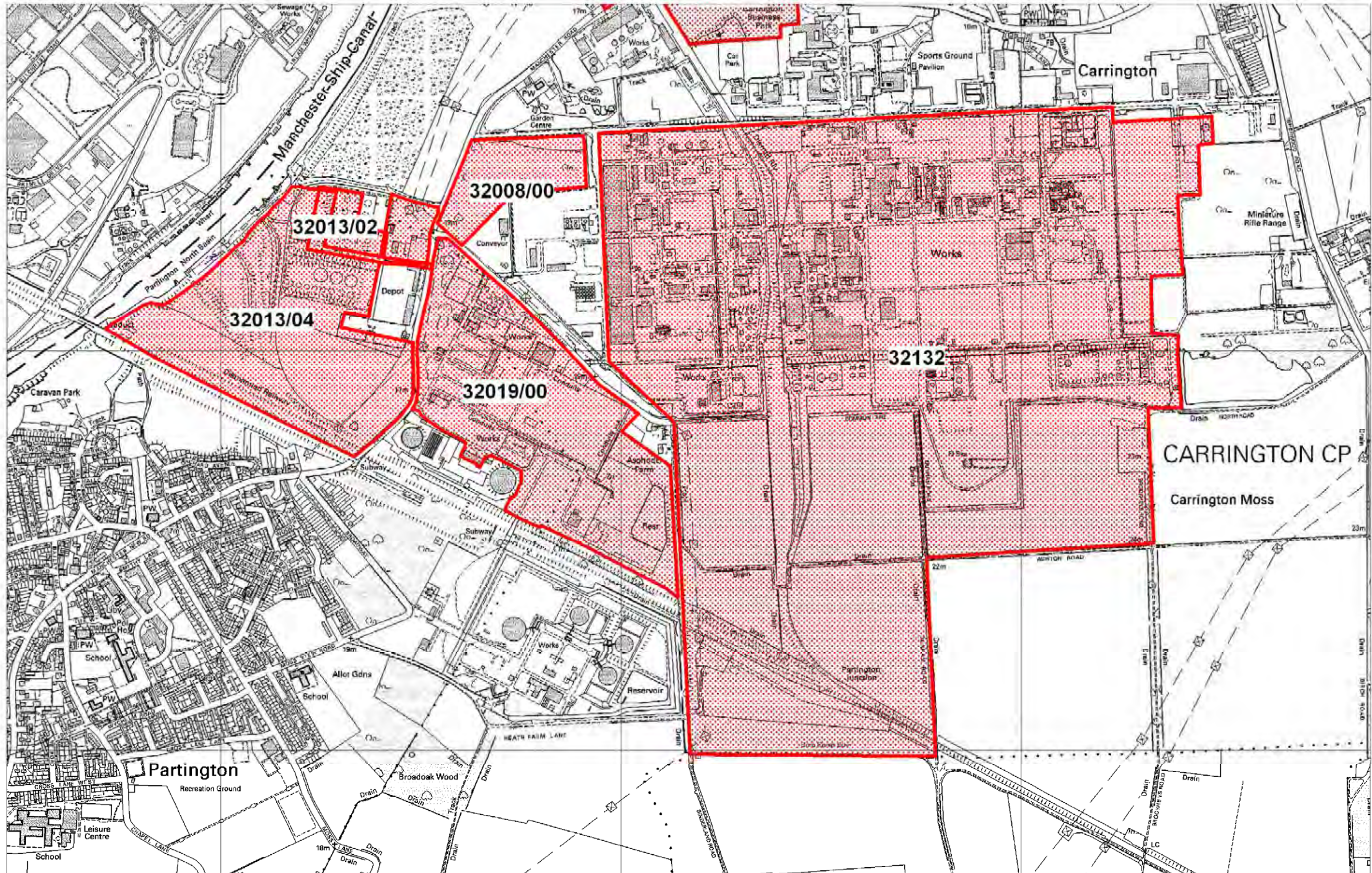
Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Trafford Borough Council. OS Licence No. LA070392 2008.

### CARRINGTON AREA MAP A



**CARRINGTON AREA MAP A**

Site Details	Site Name	Carrington Business Park		Overall Score	Former Powergen Site - Phase 1		Overall Score	Former Carrington Power Station		Overall Score
	Site Location	Carrington		<b>72/105</b>	Carrington		<b>60/105</b>	Carrington		<b>63/105</b>
	Site Reference	32005/00			32012/01			32020		
	Site Size (Hectares)	5.8			16.54			5.19		
	Site ownership	Unknown		Private		Private				
	Most appropriate uses	B1, B2, B8		B1, B2, B8		B1, B2, B8				
	Type of site	Greenfield		Cleared Employment PDL		Cleared Employment PDL				
Sustainability	Location Type		<b>1</b>		<b>1</b>		<b>1</b>			
	Suitability for employment development – surrounding uses.	Shell complex, Carrington Business Park and the former power station site.	<b>5</b>	Manchester Ship Canal, informal open space, agricultural land, offsite airport car parking and former power station site.	<b>5</b>	Former employment site and has adjacent employment sites. Manchester Ship Canal, informal open space, agricultural land, offsite airport car parking and Maro site.	<b>5</b>			
	Access to public transport		<b>3</b>		<b>3</b>		<b>3</b>			
	Pedestrian and cycle access	Pedestrian access is good with existing pavements in the vicinity. There are no dedicated cycle lanes in the area.	<b>3</b>	Unknown	<b>0</b>	No direct access to either.	<b>0</b>			
	Percentage of previously developed land	0%	<b>0</b>	100%	<b>5</b>	100%	<b>5</b>			
	Flood risk	Zone 2	<b>2</b>	High risk to northern end of the site from River Mersey and also unknown – due to lack of information currently available on the MSC.	<b>0</b>	High – site heavily affected by flooding potential from the river Mersey and is mainly in flood zone 2.	<b>0</b>			
	Environmental impact	None	<b>3</b>	High – detrimental impact on SBI and potential impact on canal and watercourses.	<b>0</b>	Moderate – site is partially covered by woodland and wildlife corridor policies and is adjacent to the River Mersey.	<b>3</b>			
	<b>TOTAL SCORE</b>		<b>17/35</b>		<b>14/35</b>		<b>17/35</b>			
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles 2) Compliance with RSS Key Principles and Objectives of the RES 3) RSS Sub Regional Centre 4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>				
	Emerging RSS and RES:	<ul style="list-style-type: none"> <li>• Site could make a significant contribution to RSS and RES objectives – promoting sustainable economic development and improving access to jobs in an area of high worklessness.</li> </ul>	<b>5</b>	<ul style="list-style-type: none"> <li>• Site could make a significant contribution to RSS and RES objectives – promoting sustainable economic development and improving access to jobs in an area of high worklessness.</li> </ul>	<b>5</b>	<ul style="list-style-type: none"> <li>• Site has regeneration potential for Carrington/Partington and would contribute to sustainable economic development. Improvements in public transport would be required.</li> </ul>	<b>5</b>			
	Planning permission, type of development and development details	<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>		<ul style="list-style-type: none"> <li>• H/ARM/64626</li> <li>• B2 &amp; B8</li> </ul>		<ul style="list-style-type: none"> <li>• H/CIR/67818</li> <li>• B2</li> </ul>				
	Planning policy environmental constraints	Allocated but no planning permission.	<b>2</b>	Reserved matters pursuant to outline planning permission H/OUT/59354 for the erection of B2/B8 units forming Phase 1 of the Carrington First development.	<b>5</b>	Combined cycle gas turbine power station (supercedes application H/CIR/64182).	<b>5</b>			
	Strategic development sites	Yes		Yes		No				
	Site within an area for priority regeneration, improvement or protection	Yes	<b>5</b>	Yes	<b>5</b>	Yes	<b>5</b>			
	<b>TOTAL SCORE</b>		<b>21/25</b>		<b>16/25</b>		<b>18/25</b>			
	Market Attractiveness	Availability	Likely to be available in the next three years.	<b>4</b>	Available within the next three years.	<b>4</b>	Not likely to be available in the next three years.	<b>3</b>		
Site constraints		Service capacity issue.	<b>4</b>	Contamination from heavy metals and asbestos. Lack of services/capacity.	<b>3</b>	Contamination is almost definitely present on this former power station site.	<b>4</b>			
Broadband Access			<b>5</b>		<b>5</b>		<b>5</b>			
Ownership Constraints			<b>3</b>		<b>3</b>		<b>3</b>			
Commercial viability (includes active marketing)		Commercial viability for this site should be high given its location adjacent to Carrington Business Park. The site is not actively marketed through MIDAS. Given the lack of marketing evidence the site should be graded as moderately viable.	<b>3</b>	Site is highly viable. Planning permission for employment use is evidence. Actively marketed through MIDAS with most recent activity May 2008.	<b>5</b>	Extant planning permission indicates viability of this site. No marketing on MIDAS since Nov 2001 and no evidence of current marketing.	<b>3</b>			
Road frontage		Yes on to A6144 and prominent.	<b>5</b>	No - site set back from the A6144.	<b>0</b>	No - site set back from the A6144	<b>0</b>			
Access to trunk or primary road network		3.3 miles to the M60. 6.8 miles to the M6.	<b>3</b>	3.3 miles to M60 6.8 miles from M6.	<b>3</b>	3.3 miles from the M60 6.8 miles from the M6	<b>3</b>			
Freight access		Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>			
Quality of the surrounding environment		Given the location the site should be regarded as reasonable in terms of surrounding quality.	<b>3</b>	Previous power station site with existing transformers and switchgear, overhead power lines mean that the quality of the surroundings can only be seen as poor/reasonable.	<b>3</b>	Location is reasonable – area has previously been site of heavy industry/power generation. Still much power infrastructure in place (pylons etc). The area of Irlam opposite is developed for industrial purposes. Some good attributes in canal and river frontage and wildlife corridor to north.	<b>3</b>			
<b>TOTAL SCORE</b>		<b>34/45</b>		<b>30/45</b>		<b>28/45</b>				
Site Summary	Site is ranked in the middle third of sites in the study. Site scores highly in Policy and Market terms but is particularly constrained in sustainability terms as it includes non-PDL and is an urban fringe location. On balance, RETAIN.		This site is part of an area that was occupied by Carrington coal fired power station. As such there are Sustainability and Market issues with various types of contamination from that and subsequent uses. May still offer employment opportunities in certain industries. RETAIN.		Site has planning permission for a combined cycle gas turbine power station. As such it is unlikely that this site would come forward for any other employment use. Site is within bottom third of sites in study. Although relatively attractive in market terms, site is constrained in location and ground condition and is at high risk of flooding. On balance, site should be RETAINED.					



Reproduced from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office (c) Crown Copyright  
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Trafford Borough Council. OS Licence No. LA076392 20006

## CARRINGTON AREA MAP B



**CARRINGTON AREA MAP B**

Site Details	Site Name	Shell Chemical Works	Overall Score	Former BP Terminal	Overall Score	Former BP Terminal	Overall Score	Former Gas Works Site	Overall Score
	Site Location	Carrington	<b>71/105</b>	Carrington	<b>70/105</b>	Carrington	<b>69/105</b>	Carrington	<b>78/105</b>
Site Reference	32008/00	32013/02		32013/04		32019/00			
Site Size (Hectares)	4.5	2.09		27.17		27.6			
Site ownership	Private	Unknown		Private		Private			
Most appropriate uses	B1, B2, B8	B1, B2, B8		B1, B2, B8		B1, B2, B8			
Type of site	Green-field	Cleared Employment PDL		Cleared Employment		Uncleared Employment PDL			
Sustainability	Location Type		<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>
	Suitability for employment development – surrounding uses.	Located in main employment area. Shell complex and other industry, A6144 to W and agricultural land opposite.	<b>5</b>	Former BP depot to S, Trafford Council depot to SE, Manchester Ship Canal to W and unmanaged open space to the N.	<b>5</b>	Very suitable – located in main Carrington employment area. Surrounding uses: Manchester Ship Canal to W, disused railway embankment to S, Trafford Council Depot, A6144 and former gas works to E and farmland/unmanaged open space to N.	<b>5</b>	Disused rail line, A6144, Shell complex and former BP site opposite.	<b>5</b>
	Access to public transport		<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>
	Pedestrian and cycle access	Pedestrian access is good with existing pavements in the vicinity. There are no dedicated cycle lanes in the area.	<b>3</b>	Pedestrian access is good with existing pavements in the vicinity. There are no dedicated cycle lanes in the area.	<b>3</b>	Pedestrian and cycle access is good with existing pavements in the vicinity. However, there are no dedicated cycle lanes in the area.	<b>3</b>	Pedestrian access is good with existing pavements in the vicinity. There are no dedicated cycle lanes in the area.	<b>3</b>
	Percentage of previously developed land	0%	<b>0</b>	100%	<b>5</b>	100%	<b>5</b>	100%	<b>5</b>
	Flood risk		<b>5</b>	Unknown – due to lack of information currently available on the MSC.	<b>0</b>	Unknown – due to lack of information currently available on the MSC.	<b>0</b>	No – sufficiently removed from potential canal risk to be categorised as low	<b>5</b>
	Environmental impact	Moderate – area is currently greenfield.	<b>3</b>		<b>3</b>	High – negative impact on SBI. Part of site is covered by UDP environmental policies - protected open space	<b>0</b>	Negligible – site is already an existing employment area and contains no protected or designated areas.	<b>5</b>
	<b>TOTAL SCORE</b>		<b>20/35</b>		<b>20/35</b>		<b>17/35</b>		<b>27/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles 2) Compliance with RSS Key Principles and Objectives of the RES 3) RSS Sub Regional Centre 4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>		<ul style="list-style-type: none"> <li>• Yes</li> <li>• Yes</li> <li>• No</li> <li>• No</li> </ul>	
	Emerging RSS and RES:	Site could make a significant contribution to RSS and RES objectives – promoting sustainable economic development and improving access to jobs in an area of high worklessness.	<b>5</b>	Site could make a significant contribution to RSS and RES objectives – promoting sustainable economic development and improving access to jobs in an area of high worklessness.	<b>5</b>	This site could contribute to a number of RSS and RES objectives.	<b>5</b>	This site could contribute to a number of RSS and RES objectives.	<b>5</b>
	Planning permission, type of development and development details	<ul style="list-style-type: none"> <li>• None</li> <li>•</li> </ul>		<ul style="list-style-type: none"> <li>• H/54223</li> <li>• B1, B2 &amp; B8</li> </ul>		<ul style="list-style-type: none"> <li>• H/OUT/64409</li> <li>• B1, B2 &amp; B8</li> </ul>		<ul style="list-style-type: none"> <li>•</li> <li>• B1, B2 &amp; B8</li> </ul>	
	Planning policy environmental constraints	None	<b>2</b>	Erection of buildings and composting tunnels and formation of hardstanding area to accommodate a sustainable waste management centre.	<b>5</b>	Outline application (including details of means of access) for the development of an Employment Park (use classes B1, B2 and B8) with associated infrastructure and highway works.	<b>4</b>		<b>2</b>
	Strategic development sites	No	<b>0</b>	No	<b>0</b>	Protected Open Land	<b>3</b>	No	<b>0</b>
	Site within an area for priority regeneration, improvement or protection	Yes	<b>5</b>	Yes	<b>5</b>	Yes	<b>5</b>	Yes	<b>5</b>
	<b>TOTAL SCORE</b>		<b>17/25</b>		<b>20/25</b>		<b>17/25</b>		<b>17/25</b>
	Market Attractiveness	Availability	Availability for employment use is unknown.	<b>1</b>	Likely to be available within three years – indicated by extant planning permission.	<b>4</b>	Yes – Peel ownership immediately available.	<b>4</b>	Subject to remediation the site is immediately available for development. Site likely to be available within the next three years evidenced by planning
Site constraints		None	<b>5</b>	Due to former petrochemical industry use the site is likely to be contaminated with hydrocarbons. Capacity of electricity supply.	<b>3</b>	Contamination on site but found not to preclude industrial/commercial development.	<b>4</b>	Site partially covered by UDP policy ENV 32 - Derelict Land Reclamation (contamination likely) and also existing structures.	<b>3</b>
Broadband Access			<b>5</b>		<b>5</b>		<b>5</b>		<b>5</b>
Ownership Constraints			<b>3</b>		<b>3</b>		<b>3</b>		<b>3</b>
Commercial viability (includes active marketing)		The site is in a prominent location, is greenfield, uncontaminated and has a flat topography. Viability should therefore be seen as high. There are no records of active marketing through MIDAS.	<b>5</b>	Site viability is indicated by numerous planning applications for the site. Actively marketed through MIDAS as recently as May 2008.	<b>5</b>	Site is currently marketed through MIDAS. There is known interest in the site plus. The site has extant permission for industrial park development.	<b>5</b>	Viable – submission made on Land Allocations DPD and current planning application being considered. No comparable listing on MIDAS. Land allocations submission sites consistently good market interest for the nature and scale of uses proposed in this wider area.	<b>5</b>
Road frontage		Yes onto A6144 - prominent.	<b>5</b>	No - set back from A6144	<b>0</b>	Yes on to A6144	<b>4</b>	Yes - on to A6144	<b>4</b>
Access to trunk or primary road network		3.8 miles to M60 6.3 miles to M6	<b>3</b>	4 miles to M60 6.1 miles to M6	<b>3</b>	4 miles to M60 6.1 miles to M6	<b>3</b>	4 miles to M60 6.1 miles to M6	<b>3</b>
Freight access		Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>	Site located within 15 miles of two different types of freight terminal	<b>4</b>
Quality of the surrounding environment		The surrounding environment is varied – mainly consisting of industrial or former industrial sites.	<b>3</b>	Quality of surrounding area indicates that the site is suitable for B2, B8 type development. There are remnants of previous heavy uses and existing heavy uses.	<b>3</b>	Quality of surroundings is good/reasonable given the industrial nature of the area. Location next to MSC Site is former BP tank farm and rail sidings. Area opposite is gas works/Shell plant.	<b>3</b>	Reasonable – area has been subject to large scale industrial processes and therefore suffers somewhat from the blight associated with this. But the quality of the location is not so bad as to be considered poor.	<b>3</b>
<b>TOTAL SCORE</b>		<b>34/45</b>		<b>30/45</b>		<b>35/45</b>		<b>34/45</b>	
Site Summary	Site has potential for B1, B2, B8 development and is greenfield and situated in a prominent location on Manchester Road in Carrington. The site is part of the wider Shell complex and was identified as a vacant area within the Carrington Main Employment Area (Policy E7). Site is within middle third of sites in the study. Reasonably attractive in Policy and Market terms although constrained by its greenfield nature. On balance, RETAIN.		This area is included because it is subject to an extant planning permission for employment use. The site could be included with 32013/04 to form a larger area suitable for employment use. Site is within middle third of sites in study. Scores reasonably well across the board with some constraints in location and physical condition. RETAIN.		Site is ranked within bottom third of sites in study mainly due to its less accessible location, ground conditions and potential impact on a Site of Biological Importance. Reasonably attractive in Policy and Market terms. RETAIN.		Site is within the upper middle third of sites in the study. Scores well in Market and Policy terms although some constraints in terms of location. RETAIN.		

**CARRINGTON AREA MAP B (CONTINUED)**

Site Details	Site Name	Land at Carrington	Overall Score 63/105
	Site Location	Carrington	
	Site Reference	32132	
	Site Size (Hectares)	176.9	
	Site ownership	Private	
	Most appropriate uses	B1, B2, B8	
	Type of site	Uncleared Employment PDL	
Sustainability	Location Type		1
	Suitability for employment development – surrounding uses.	Other industrial sites and farmland.	5
	Access to public transport		3
	Pedestrian and cycle access	Pedestrian and cycle access is good with existing pavements in the vicinity. However, there are no dedicated cycle lanes in the area.	3
	Percentage of previously developed land	Mixed	3
	Flood risk	No – sufficiently removed from potential canal risk to be categorised as low	5
	Environmental impact	High – much of the area is undeveloped and borders onto SBI and candidate SSSI.	0
	<b>TOTAL SCORE</b>		<b>20/35</b>
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles 2) Compliance with RSS Key Principles and Objectives of the RES 3) RSS Sub Regional Centre 4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"> <li>• No</li> <li>• No</li> <li>• No</li> <li>• No</li> </ul>	
	Emerging RSS and RES:	This site was previously identified as a potential inter-modal freight facility during the last UDP process. Given the large nature of the site and the fact that some is still in operational use by Shell then industrial use in the heavy/manufacturing category could be suitable and would contribute to many of the objectives and aims of RES and RSS.	5
	Planning permission, type of development and development details	<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>	2
	Planning policy environmental constraints	Protected Open Land	3
	Strategic development sites	No	0
	Site within an area for priority regeneration, improvement or protection	Yes	5
	<b>TOTAL SCORE</b>		<b>15/25</b>
	Market Attractiveness	Availability	Site in Shell ownership – not likely to be available in the next three years and any redevelopment would require site preparation.
Site constraints		Contamination is likely to be a major constraint to development here (assessment to determine whether it precludes future development would need to be undertaken). There are existing structures and obstructions on the site.	3
Broadband Access			5
Ownership Constraints			3
Commercial viability (includes active marketing)		It is not possible to determine the viability from active marketing of the site. Continued interest in the location for an inter-modal freight facility would indicate viability to a certain extent.	3
Road frontage		Road frontage on minor road.	1
Access to trunk or primary road network		3.25 miles to M60 7.5 miles to M6/M56	3
Freight access		Site located within 15 miles of two different types of freight terminal	4
Quality of the surrounding environment			3
<b>TOTAL SCORE</b>		<b>28/45</b>	
Site Summary	<p>This is the largest site in the employment land review and has been included because it was put forward through the Land Allocations DPD Issues and Options. The proposed re-use still relates to an inter-modal freight facility and re-opening of the railway line. Obviously the potential of Carrington as an employment location would be greatly enhanced by this but in terms of RSS the freight facility options would not be supported. The site is within the bottom third of sites in the study mainly due to issues of location and contamination. However, its possible use as an employment site still has mileage.</p> <p>A. 69.3 ha of site is redundant employment land, is vacant or allocated E7 land = RETAIN.                      B. 48 ha of site is employment land in active use = REMOVE.                      C. 59.6ha of site is allocated C8 land = PROBABLY REMOVE.</p>		

**DAVENPORT GREEN MAP**

Site Details	Site Name	<b>Davenport Green</b>	<b>Overall Score</b> <b>53/105</b>	
	Site Location	Hale		
	Site Reference	42002/00		
	Site Size (Hectares)	36.4		
	Site ownership	Private		
	Most appropriate uses	B1 - High quality, science based/high tech industry; Research and development activities; and Headquarters office activities.		
Type of site	Green-field			
Sustainability	Location Type		<b>0</b>	
	Suitability for employment development – surrounding uses.	Agricultural land, M56, Manchester Airport and residential.	<b>0</b>	
	Access to public transport		<b>1</b>	
	Pedestrian and cycle access	No direct access to cycle lanes, but some links are close by. Existing pedestrian access is poor with no footpaths.	<b>0</b>	
	Percentage of previously developed land	0%	<b>0</b>	
	Flood risk	No	<b>5</b>	
	Environmental impact	High	<b>0</b>	
<b>TOTAL SCORE</b>		<b>6/35</b>		
Planning Policy	1) Conformity with RSS Key Objectives and Core Development Principles 2) Compliance with RSS Key Principles and Objectives of the RES 3) RSS Sub Regional Centre 4) RSS Sub Regional Inner Area	<ul style="list-style-type: none"> <li>No</li> <li>No</li> <li>No</li> <li>No</li> </ul>	<b>1</b>	
	Emerging RSS and RES:	This site is not in a sustainable location and would not contribute to sustainable communities or to the regeneration of the Regional Centre/Inner Area.		
	Planning permission, type of development and development details	<ul style="list-style-type: none"> <li>H/55938</li> <li>B1</li> </ul> <p>Construction of buildings of up to 46,450m.sq floorspace within the Development Area part of the site, to be used for the following activities within Class B1 of the Town and Country Planning (Use Classes) Order 1987:- high quality science based/high technology industry, research and development activities, and headquarters office activities, construction of car park structure and surface car parking for up to 2,000 spaces, access roads, cycleways, bridleways, footpaths and other infrastructure. Demolition of existing structures provision of landscaping and planting, including community forest planting and other works associated with creating a rural park on 99 hectares out of the 135.6 hectare total site. (Variation of condition 1 of application H/OUT/44149 to extend the period for the submission of details of the reserved matters). 6 years to submit reserved matters.</p>	<b>5</b>	
	Planning policy environmental constraints	Green Belt policy applies under current UDP unless development complies with policy E14.	<b>5</b>	
	Strategic development sites	Yes	<b>3</b>	
	Site within an area for priority regeneration, improvement or protection	No	<b>0</b>	
	<b>TOTAL SCORE</b>		<b>14/25</b>	
	Market Attractiveness	Availability	Land allocations submission states that the site would become available when access and services have been improved. Given that the site is not serviced, has no formal access and would require approval of reserved matters it is unlikely that it would be available within three years.	<b>3</b>
		Site constraints	No services and poor access.	<b>3</b>
		Broadband Access	Yes – estimated 2.5Mbps	<b>5</b>
Ownership Constraints			<b>3</b>	
Commercial viability (includes active marketing)		There has been no market interest in the site for the uses identified in the UDP	<b>1</b>	
Road frontage		Yes	<b>5</b>	
Access to trunk or primary road network		2.2 miles to M56	<b>4</b>	
Freight access		Site located within 15 miles of two different types of freight terminal	<b>4</b>	
Quality of the surrounding environment		Quality of surroundings excellent and would be suitable for high quality/headquarters type development.	<b>5</b>	
<b>TOTAL SCORE</b>			<b>33/45</b>	
Site Summary	The site is within the bottom third of sites in the study. It scores particularly poorly in Sustainability and Policy terms due to its greenfield nature and greenbelt designation although it scores reasonably well in Market terms due to its proximity to the airport despite some constraints in availability and servicing. Despite its possible strategic nature, the site should not be considered for employment use due to the serious constraints outlined above. REMOVE.			

