



Planning Report

1 TRAFFORD WHARF ROAD, TRAFFORD PARK, MANCHESTER M17
1BY

OCTOBER 2020

COLLIERS INTERNATIONAL

ON BEHALF OF HILTI GB LTD

COLLIERS INTERNATIONAL PROPERTY CONSULTANTS LIMITED

Company registered in England and Wales no. 7996509

Registered office:

Colliers International Manchester
Chancery Place,
Brown St,
Manchester
M2 2JT

Tel: +44 161 831 3300

www.colliers.com/uk

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1 INTRODUCTION

This Planning and Development Brief has been prepared by Colliers International to inform the sale of the Hilti GB Ltd site located at 1 Trafford Wharf Road, Trafford Park, Manchester.

This brief is intended to provide a planning framework for the redevelopment of the site to acquiring parties and usefully inform pre-application discussions with Trafford Council. The outcomes agreed will help guide prospective bidders for the site in due course.

An illustrative layout plan has been prepared by AHR Architects for the redevelopment of the site to deliver a high quality mixed use residential-led scheme.

The indicative proposals aim to maximise the sites development potential and provide new homes (Use Class C3) in a sustainable location, alongside commercial uses potentially including; hotel (Use Class C1), offices (Use Class E – Commercial, Business & Service Uses), food and drink (E) and retail (E).

The intended sale of the Hilti GB site acknowledges the significant scope for wider regeneration at Trafford Wharfside and aims to build upon the positive contribution already evident at the adjacent No.1 Old Trafford development and the intended redevelopment of Victoria Warehouse, which is currently pending planning approval by the Council. The under-used Hilti landholding presents a significant development opportunity to continue the revitalisation and redevelopment of the Trafford Wharfside and secure further economic benefits for both the local, city and Greater Manchester area.

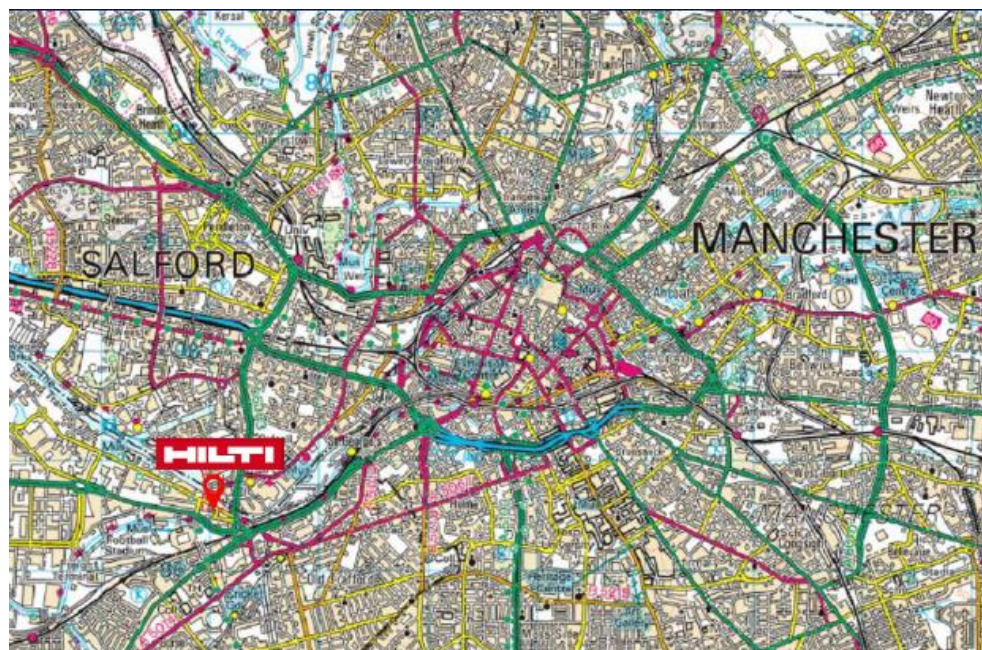
An initial review of the pertinent planning considerations will be undertaken to provide the planning baseline to inform future development proposals;

- Site Context
- Planning Designations
- Planning History
- Planning Policy

2 SITE CONTEXT

2.1 LOCATION

The Hilti GB site is located approximately 3 miles south west of Manchester City Centre and enjoys a waterfront setting overlooking the Manchester Ship Canal, opposite Salford Quays and it is part of Trafford Wharfside.



The site is located within the wider Trafford Park business area and benefits from excellent connectivity to the road network, notably the M60 (Manchester orbital motorway), M602 from the City Centre, leading to the M62 providing access to the west/east. These provides quick access to the wider North-West of England and to the South, Midlands and North via the M6.



The new Trafford Park Metrolink line opened in March 2020 linking this area to Manchester City Centre. The site is located adjacent to the new Wharfside Metrolink stop, one of three new stops through Trafford Park. The site is also less than 20 minutes from Manchester International Airport.

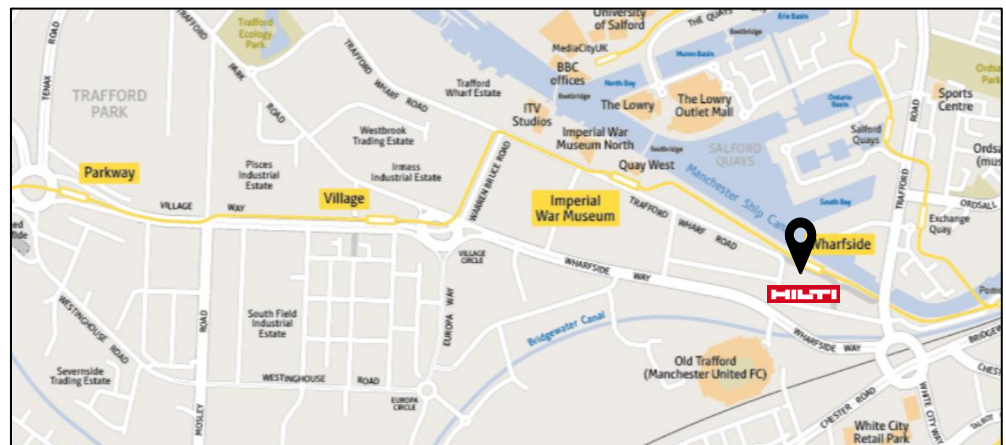


Figure 1: Manchester Metrolink route through Trafford Park

2.2 SURROUNDING AREA AND LAND USES

Trafford Park is a strong and established business base, renowned for its occupation by various global brands including Volkswagen, Amazon and L'Oreal. It is also home to ITV broadcasting studios.

Wharfside is a mixed use sub-area in the eastern extent of the Trafford Park business estate. Manchester United Football Club's Old Trafford stadium is only a short walk away, whilst the Imperial War Museum North, Intu Trafford Centre shopping and leisure complex and many more attractions in Trafford Park are easily accessible by tram or bus.

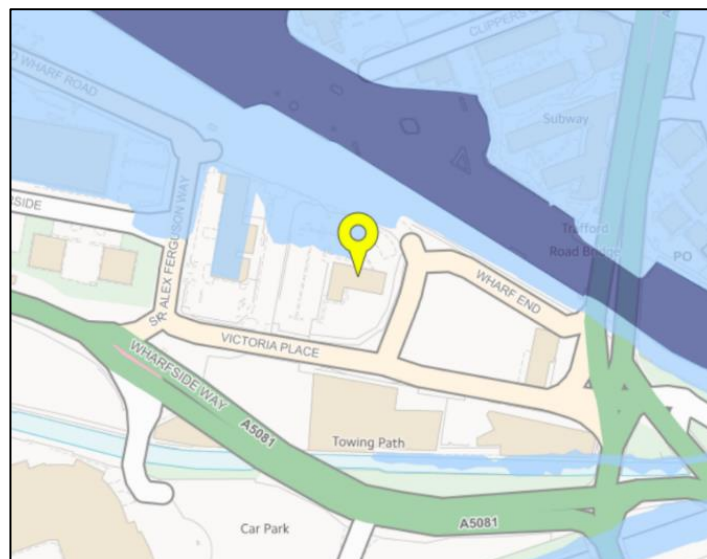
In the immediate locale, the Victoria Warehouse hotel to the south of the site is the subject of redevelopment proposals for a mixed use scheme comprising the refurbishment of the existing hotel, the addition of a conference suite, events space, and new office space (application reference 99872/FUL/20).

No. 1 Old Trafford - a residential led mixed use scheme – is currently under construction on the adjacent site to the east, whilst the existing Premier Inn Hotel sits to the west.

To the north, the site is bound by Trafford Wharf Road, the Metrolink Wharfside tramstop and the Manchester Ship Canal.

Potential Constraints

- Potential medium-high flood risk identified on north east section of the site



- Unknown ground conditions
- Poor pedestrian environment at present
- Lack of public realm, landscaping and green spaces.

Development Opportunities

- Desirable waterfront location
- Level, under-utilised brownfield site
- Excellent public transport links to Manchester City Centre
- New Wharfside Metrolink tram stop adjacent and operational
- Ongoing investment in and regeneration of the Wharfside area.
- Not located in or close to a Conservation Area
- Site does not contain any listed buildings.
- Existing accesses - north (Trafford Wharf Place) and south (Victoria Place)
- Increased confidence and investment in Manchester
- A mix of building styles, scales and massing nearby – no precedence set.
- Close to a number of tourist attractions and facilities.

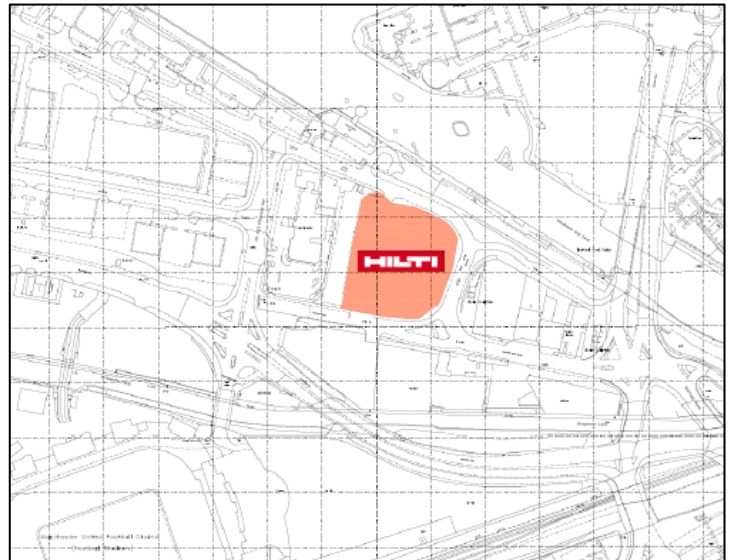
3 SITE

The prominent site is rectangular in shape and extends to 2.23 acres.

The site is generally level and currently accommodates a standalone office block with associated car parking, currently occupied by Hilti GB Ltd.

The site is well contained by a tree belt which wraps around the east and south perimeter of the site, with open space in the south east corner of the site and other pockets to the north and west of the site.

Vehicular access exists from both the north and south of the site, via Trafford wharf Road and Victoria Place respectively.



4 HERITAGE

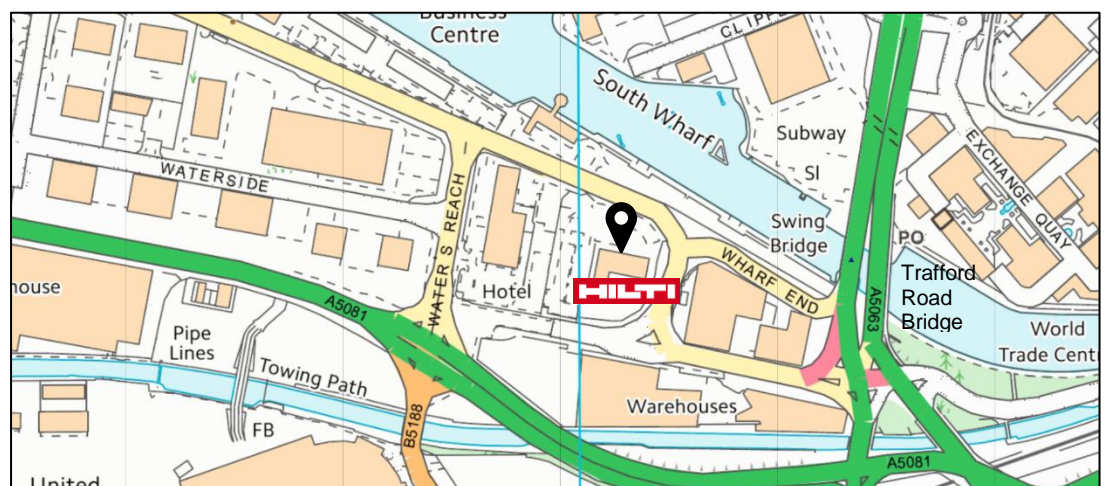
The site is not located in or close to a Conservation Area, nor does it contain any listed buildings.

There are two grade II listed structures to the east including the Trafford Road Bridge [1] (Listing ID 1356520), which is a red traditional iron swing bridge over the canal, connecting Salford with Manchester.

Further afield to the south east of the site, the entrance portal and lodges of the former White City Greyhound Track [2] are also Grade II listed (Listing ID 1067874).

Within Trafford Park itself, and further to the west of the site, the Trafford Park Hotel [3] (Listing ID 1067871) and the Trafford Park War Memorial [4] (Listing ID 1437277) are both Grade II listed.

Heritage context plan:



The Trafford Road bridge built c.1894 is described as follows;

“Sir Leader Williams engineer. Wrought- iron with brick and ashlar abutments. Bow-string lattice girders to either side of the roadway are joined at the top by smaller lattice girders. The bridge, which is of considerable dimensions pivots on a turn table which is on the north bank and consequently not central.”

In summary, the site is not immediately impacted by any heritage assets.

However, any development proposals may be visible from and impact the views of listed buildings/ features and their setting from a wider perspective. These impacts, upon setting, will require to be assessed in full at the planning application stage.

5 THE DEVELOPMENT PLAN

The Trafford Core Strategy (2012) and Saved Policies of the Trafford Unitary Development Plan (UDP, 2006) provide the current development planning framework for the site.

The adopted Core Strategy outlines that the focus for economic and housing growth is within the urban area. The site is located within Trafford Wharfside (Policy SL2), one of 5 strategic locations identified as areas for change. Over the plan period to 2026, the Trafford Wharfside Strategic Location is expected to deliver up to 10 ha of mainly B1 and light industrial uses, leisure uses (including hotels), 900 residential units and appropriate scale of supporting retail and community uses within the MediaCityUK area. The policy seeks to create a major mixed-use area of regional and international significance.

Other policies considered relevant to future development proposals at this site are as follows:

Core Strategy (2012) policies

Policy SO1: Meeting Housing Needs seeks to promote high quality housing in sustainable locations to meet the needs of the borough.

Policy SO2: Regenerate seeks to provide regeneration within the Borough

Policy SO3: Meeting employment need promotes building a strong and competitive economy

Policy SO5: Provide a green environment seeks to achieve an appropriate level of green space and protect and enhance the natural environment.

Policy SO6: Reduce the need to travel promotes sustainable transport

Policy SO7: Secure sustainable development echoes the NPPF aims of sustainable development and meeting the challenge of climate change.

Policy SO8: Protect the historic built environment sets out that great weight should be given to the enhancement and or conservation of heritage assets and seeks to limit the harm to their significance.

Policy L1: Land for New Homes seeks to release sufficient land to accommodate a minimum 12,210 new dwellings (net of clearance) over the plan period up to 2026 (ranging between 694 and 578 units per annum).

Policy L2: Meeting Housing Needs promotes the provision of affordable housing and the efficient use of land.

Policy L3: Regeneration and Reducing Inequalities refers specifically to housing on strategic sites

Policy L4: Sustainable Transport and Accessibility aims to deliver sustainable transport

Policy L5: Climate Change provides guidance on tackling climate change, specifically air quality and pollution.

Policy L7: Design provides guidance in relation to matters of design – no specific guidance is provided on height.

Policy L8: Planning Obligations – Provides guidance on S106 contributions - partly out of date since the Council's adoption of CIL in 2014 – See associated Supplementary Planning Document SPD1 relating to Planning Obligations.

Policy W1: Economy supports economic growth.

Policy R1: Historic Environment states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness and that developers must demonstrate how their development will complement and enhance existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.

Policy R2: Natural Environment seeks to conserve and enhance the Natural Environment

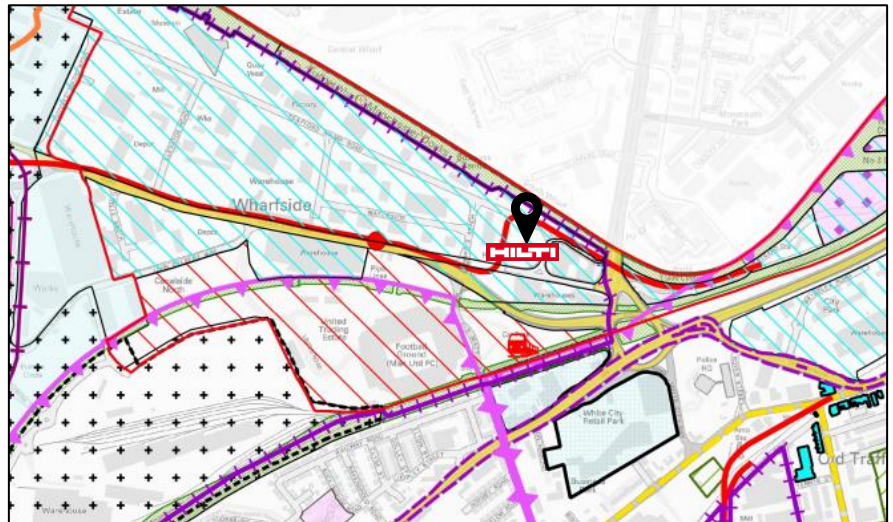
Policy R3: Green Infrastructure promotes the creation, enhancement and maintenance of Green Infrastructure.

Policy R5: Open Space, Sport and Recreation protection of open space and the creation of opportunities for sport and physical activity.

Policy R6: Culture and Tourism seeks the protection of open space and the creation of opportunities for sport and physical activity.

Local Plan Policies Map

The current composite Policies Map should be read alongside the Revised UDP. The policies map identifies the site within the Trafford Wharfside area (Policy TP5 of the UDP – see below). The strategic development sites are hatched in blue, of which Trafford Wharfside is one of the five Strategic Development Sites identified for mixed use development.



Supplementary Planning Documents

The following supplementary planning documents (SPDs) are relevant to this site:

- SPD1 – Revised Planning Obligations (2014)
- SPD 3 – Parking Standards and Design (2012)

Saved Revised Unitary Development Plan 2006 Policies

Policy ENV20: Skylines. Partly replaced with Core Strategy R1

Policy E13: Strategic Development Sites. Partly replaced with Core Strategy Policies SL2 & W1.

Policy TP5: Wharfside Strategic Area. Partly replaced with Core Strategy policies W1, SL2 and L1.

National Planning Policy Framework

The updated National Planning Policy Framework ('NPPF') was originally published in 2012 and last updated by the Government in February 2019.

In accordance with the Revised National Planning Policy Framework, February 2019 (NPPF), Local Planning Authorities are required to significantly boost the supply of housing through the identification of a deliverable five year housing land supply (1 April 2020 – 31 March 2025).

Trafford Council does not currently have a five year supply of immediately available housing land.

The Council's most recent five year housing land supply position statement as at 31 March 2020, indicates that there were 3,870 units considered deliverable over the five year period 2020/2021 to 2024/2025, which is equivalent to 774 units per year.

Trafford's Local Housing Need Target per annum is 1,369 units, which is calculated against the Local Housing Need using the standard method set out in national planning guidance, as the policies in the adopted Core Strategy are over 5 years old.

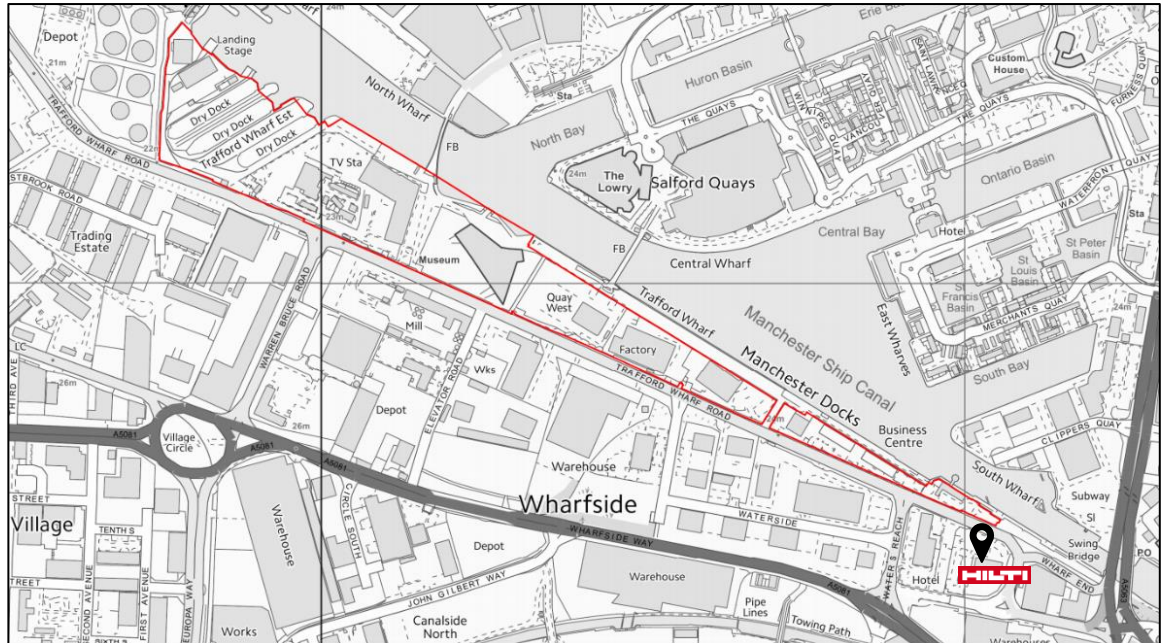
A buffer has been added to increase the prospects of achieving the annual target for housing completions. Trafford Council performance in providing housing has fallen under 85% against the Housing Delivery Test for the last three years in a row and therefore a 20% buffer is applicable.

Subsequently, the Local Housing Need target for 2020-2025 + a 20% buffer equates to 8,214 units. With only 3,870 units identified, Trafford Council can only demonstrate 2.4 year housing supply. This falls significantly short of a minimum five year housing supply, as advocated in the NPPF.

Emerging Local Plan

Preparation of a new Trafford Local Plan is underway. Public consultation was undertaken on the Regulation 18 Local Plan Issues Paper from 23 July to 14 September 2018. The first Draft Local Plan Consultation (Regulation 18) is expected imminently this Winter 2020/21.

As part of the 'Issues Paper' consultation the Council invited the submission of any sites to be considered for development, protection or for some other purpose within Trafford. It is noted that Peel Properties are promoting the triangular shaped waterfront site for redevelopment, to the west of the Hilti site. See red line plan below for reference.



It is recognised by the Council within the Regulation 18 Issues consultation paper that there is significant pressure to redevelop existing employment land, including industrial premises and offices into non-employment uses, particularly at Trafford Park.

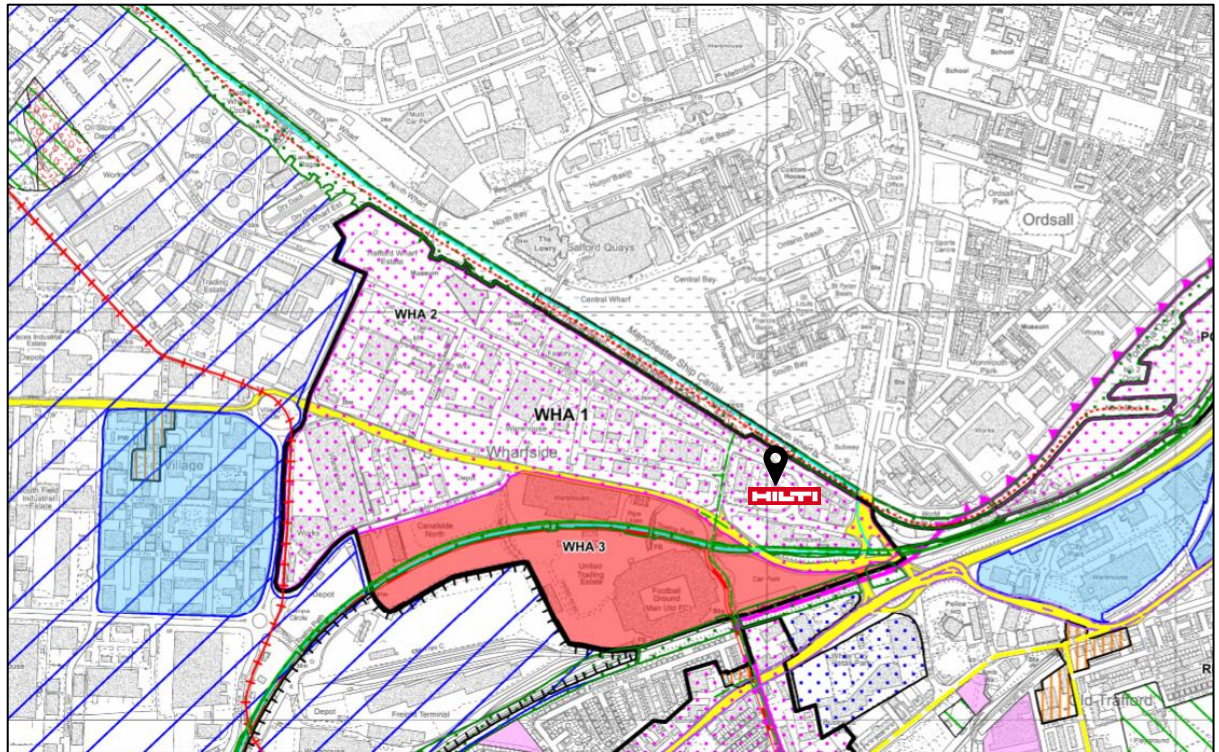
The Wharfedale Area is however a sub area of Trafford Park and importantly does not form part of the Trafford Park core industrial area (Policy TP1, UDP). It is an allocated strategic development site intended to create a major mixed-use area of regional and international significance. The development focus is on opportunities for new economic (particularly digital and media industries), leisure (hotels and visitor attractions) and residential development.

Draft Land Allocations Plan

The Trafford Land Allocations Plan was to be the principal means by which the objectives defined in the Trafford Core Strategy were to be identified as site specific development opportunities. The Council consulted on a full draft of the Land Allocations Plan in 2014. However, on 25 March 2015, the Council's Executive agreed to delay the production of the Land Allocations

Plan until such time that the production of the Greater Manchester Spatial Framework is further advanced.

The site falls within the Wharfside Area which is allocated in the draft Land Allocations Plan (LAP) below for mixed use development under Policy HO 1, which is identified by the pink dotted layer. The principle of a mixed use development in this location, both according to existing and emerging policy,



is supported by Trafford Council.

The Land Allocations Consultation draft (January 2014) outlines that within WHA1 – Wharfside Strategic Location, the Council will grant planning permission for sustainable development that will enable the creation of a mixed residential neighbourhood, business and tourism destination appropriate to its Regional Centre location, in line with Core Strategy Policy SL2.

To ensure the creation of a high quality, sustainable community, proposals for new development within the Strategic Location should be consistent with development principles including;

- New development that generates a significant number of users/visitors should be located close to proposed Metrolink stations and should be designed in a way that allows easy access to them.

- Maximising the benefits of its position on the Ship Canal and Bridgewater Canal by preserving and enhancing the existing canalside walkways and improving public access to these routes.
- Appropriate levels of high quality amenity space between the development blocks and on-street parking will be limited through the provision of adequate off-street parking, such as secure undercroft or basement parking.
- Protect and where possible enhance views of two iconic buildings: the Manchester United Football Club Stadium and the Imperial War Museum North, particularly from the Manchester Ship Canal.

Manchester Strategic Plan 2020 DRAFT

The Greater Manchester Spatial Framework (GMSF) is still work in progress, due for consultation in the final months of 2020 and early 2021. It will provide the overarching strategic framework within which the ten local planning authorities identify and manage the supply of land for jobs and new homes in Greater Manchester.

Draft Policy SL3 (The Quays) states that the area (consisting of Salford Quays and Trafford Wharfside) will be a key focus for a wide mix of uses, including business, housing, tourism and leisure, enhancing its strong identity and branding. Overall, the policy supports the provision of 285,000 additional square metres of high-quality business floor space floorspace and 6,000 dwellings at this location, along with visitor, leisure and retail facilities. Key considerations would include a careful phasing of the development in relation to the provision of new transport infrastructure, as well as requirements to enhance the environmental quality of the area.

New Local Plans, masterplans and strategic frameworks will provide a more detailed strategy for Salford Quays and Trafford Wharfside.

The site is also identified on the draft GMSF Map for future housing development, within the red shaded area:



The final stage of Regulation 19 consultation was due to take place earlier this year but was postponed as a result of the pandemic. Greater Manchester leaders agreed a new timeline in early September which will see AGMA Executive Committee consider and approve the plan on 30th October 2020. It will then be considered by elected representatives from all 10 Greater Manchester local authorities during November, with a view to consultation being undertaken for eight weeks of public consultation in December 2020 and January 2021.

6 SCOPE OF A PLANNING APPLICATION

Validation checklist:

- Relevant planning fee
- Completed application form including completed Ownership Certificate
- Community Infrastructure Levy (CIL) – Question Form
- Location plan (scale of 1:1250 or 1:2500)
- Proposed site plan/ block plan (scale of 1:100, 1:200)
- Existing and proposed elevations (scale of 1:50 or 1:100)
- Existing and proposed floor plans (scale of 1:50 or 1:100)
- Existing and proposed site sections and finished floor and site levels (scale of 1:50 or 1:100)
- Roof plans (scale of 1:50 or 1:100)
- Existing and proposed streetscene elevations
- Design and Access Statement
- Air Quality Assessment
- Carbon Budget Statement
- Crime Impact Statement
- Biodiversity Survey/ Assessment (including Bat Roost Assessment)
- EIA (screened and provided if required)
- Flood Risk and Drainage Statement
- Heritage Assessment
- Affordable Housing Statement
- Meeting Housing Needs statement
- Landscape / Townscape Visual Impact Assessment
- Noise Assessment
- Viability Appraisal (if non complaint with planning obligations)
- Tall Buildings Assessment
- Transport Assessment
- Town Centre Impact Statement (if retail exceeds 2,500 sqm)
- Retail Impact Assessment/ Sequential Assessment (where applicable)
- Tree Survey/ Arboricultural Assessment
- Planning Statement

- Statement of Community Involvement and pre-application discussion
- Planning Obligations (Heads of Terms)

EIA screening request

A Screening Opinion will also be required to be made to the Council to establish the need or otherwise for the preparation of an Environmental Impact Assessment (EIA).

Community Infrastructure Levy (CIL) and Planning Obligations

Revised SPD1: Planning Obligations (2014)

The SPD sets out the Council's approach to securing planning obligations in conjunction with the Community Infrastructure Levy (CIL) for the provision of infrastructure, environmental improvements and affordable housing required as a result of new development. It sets out the role of CIL and refers to the Council's charging schedule. It clarifies that affordable housing remains outside the remit of CIL.

Potential contributions are identified as follows:

Affordable Housing

Old Trafford is in a cold market location for the purposes of affordable housing provision. In cold market locations, no more than 5% affordable housing is required when the market is operating as normal. If the state of the market is considered to be good, the requirement rises to 10%. Where the nature of development is such that a proposal would perform differently to generic developments, the requirement will be determined on a site specific basis, not normally exceeding 40% provision.

An Affordable Housing Statement should be provided to demonstrate the number of units to be provided; the mix in terms of social rented/intermediate; the size of units including number of bedrooms and gross floorspace; plans showing the affordable units' location; and management arrangements.

Transport and Accessibility, including Travel Plans

New growth will put further pressure on the roads and transport networks and create demand for strategic and local transport infrastructure and

service improvements in the Borough. There is a need for this to be addressed through site specific planning obligations for transport infrastructure and service improvements in relation to walking and cycling networks, public transport services and roads/highways. It also includes measures to reduce travel demand, for example through travel planning and demand management.

Examples of planning obligations secured may include junction improvements, a new bus service or improved pedestrian and cycle connectivity.

Travel Plans are required where developments are likely to have significant transport implications. Applicants should seek advice from the Council to determine whether a Travel Plan needs to be submitted with a planning application.

Green Infrastructure

Green infrastructure is sought, on site where possible, alternatively as a commuted sum. It may relate to the development's impact on the surrounding environment, for example, to mitigate urban heat, air quality, surface water management needs or areas of poor environmental quality. Where a specific green infrastructure scheme is not proposed or identified, the amount of planting is likely to be sought in line with Table 3.3 of the SPD; This requires 1 tree per residential apartment, 1 tree per 50sqm of retail (GIA) and 1 tree per 30 sqm of offices/ hotels. This is in addition to the replacement of any trees lost through construction of the development. The table considers alternatives to tree planting such as hedge planting, green roof/wall, wildflower planting or additional landscaping elements.

Open Space

Open space requirements are calculated using the standards in Policy R5.3 of the Core Strategy, which are expressed as hectares of space per 1,000 population.

Table 3.4 sets out the capacity of dwellings as follows: 1.3 persons to a 1 bedroom dwelling; 1.8 persons to a two bedroom dwelling; 2.5 persons to a 3 bedroom dwelling; 3.1 persons for a four bedroom dwelling; and 3.5 persons to a dwelling with 5 bedrooms or more. Large residential

developments of approximately 100 units, or those that provide homes for 300 people or more, need to provide open space as part of the site design. All children should have reasonable access to different types of play space.

Play Areas

Minimum standards for children's play space are outlined in table 3.5 of the Council's guidance.

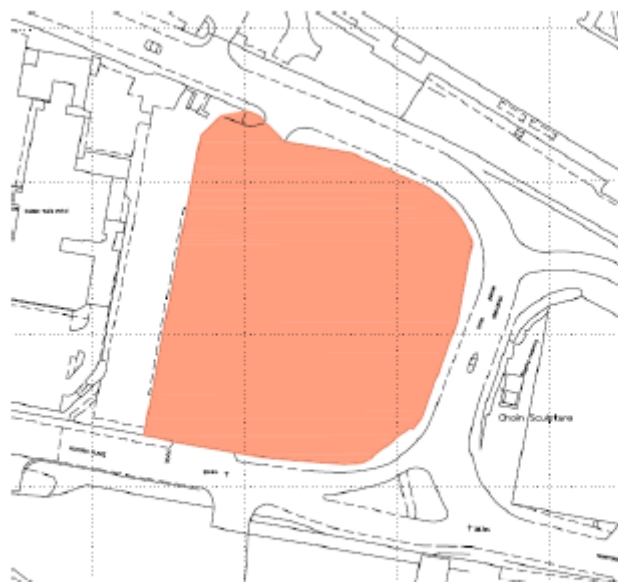
Local Areas for Play provide for a population of 50 people, and have a minimum activity zone of 100sqm and buffer zone of 400sqm. They provide information recreation, landscaping, fencing, seating and potentially a toddlers low key games area. Locally Equipped Play Areas cater for 450 population, are at least 400sqm with a 3,600sqm buffer zone, and provide informal recreation, landscaping, fencing, seating and junior play area. Neighbourhood Equipped Areas for Play provide for 1,062 population and are at least 1,000sqm, with a buffer of 8,500sqm and provide informal recreation, landscaping, fencing, seating, play groups for all age groups, wheeled play and ball game opportunities. In exceptional circumstances, commuted sums will be payable at a rate of £161.59 per person for local open space and £378.95 per person for children and young people.

7 REDEVELOPMENT POTENTIAL

Colliers have undertaken an initial high level massing study with AHR Architects that conservatively demonstrates the site’s development potential to provide a residential led scheme with a mix of complementary retail/leisure uses.

This reflects just one indicative credible and arguably conservative scenario, summarised as follows;

Proposed Use	Number of units
Residential – 1 & 2 Bed	468
Ground floor retail / leisure space	5,000 sq ft
Ground floor amenity space	10,000 sq ft
Car Parking	74



Developable Site Area



Proposed Ground Floor Plan



Proposed Upper Floor Plan

8 SUMMARY AND CONCLUSIONS

The aim of this Planning Report is to provisionally assist and inform potential bidders of the development potential of the Hilti site, set against its planning context. The development potential for this landholding is that it can deliver a high quality residential-led mixed use development that has a lasting positive impact on the immediate and surrounding area at Trafford Park in placemaking terms. To maximise the sites development potential it can provide new homes (Use Class C3) in a sustainable location, accommodating commercial uses potentially including; hotel (Use Class C1), offices (Use Class E – Commercial, Business & Service Uses), food and drink (E) and retail (E) for a mixed use proposal. It could also provide a hotel or office led development proposal, based on the planning policies in place.

The key ambition is to develop a proposal which complements and works in harmony with the ongoing redevelopment at Wharfside, as well as Trafford Council's strategic vision for this area. The Hilti site possesses great development potential which is supported by the Council's planning policies in an area that will continue to be transformed via new development proposals.

For further information, please contact the site agents and planning advisors (Colliers International).

The next logical planning steps for any developer wishing to advance the development of the site are:

- Appoint a consultancy team to prepare and undertake the required detailed pre-application advice with Trafford Council
- Liaise with the Local Planning Authority and act upon the detailed pre-application advice offered
- Thereafter, prepare and submit a planning application.



CONTACT DETAILS

Tel: 07784 216137
Jessica.powell@colliers.com

Colliers International Manchester
Chancery Place,
Brown St,
Manchester
M2 2JT

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