

**RAPLEYS**

**Orchard Street Investment Management LLP  
and Lidl (Great Britain) Limited**

# **PLANNING AND RETAIL STATEMENT**

**UNIT1, GEORGE RICHARDS WAY, ALTRINCHAM**

**July 2019**

**Our Ref: 19-00220**

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FOR AND ON BEHALF OF RAPLEYS LLP

15 July 2019

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## 1 INTRODUCTION

- 1.1 This Planning and Retail Statement ('Statement') has been prepared by Rapleys LLP ('Rapleys'), on behalf of Lidl UK, and Montagu Evans, on behalf of Orchard Street Investment Management LLP ('the Joint Applicants'). This Statement is submitted as part of a package of application documents in support of a planning application for the extension, refurbishment, subdivision and reconfiguration of part of the Homebase store at Unit 1, George Richards Way, Altrincham, WA14 5GR. A Site Location Plan is attached at **Appendix 1**.
- 1.2 The purpose of the application is to extend and sub-divide the existing Homebase retail unit, to create two retail units. Unit 1 will comprise a retail warehouse unit and associated garden centre for occupation by Homebase and Unit 1A will comprise a discount convenience foodstore for occupation by Lidl. This application also proposes a new left-out egress from the site, a new pedestrian access from George Richards Way, and related reconfiguration of the existing car park
- 1.3 This reason for the application proposal is as a consequence of Homebase entering into a Company Voluntary Agreement (CVA) in 2018, which was approved subject to the closure of 42 stores. The CVA has allowed Homebase to reconsider their requirements for Broadheath, and the decision has been taken to move forward with a smaller format store to better meet their needs.
- 1.4 Unit 1 will measure 3,612 sq.m GIA and the associated garden centre will occupy 1,231 sq.m GIA. Unit 1A will measure 1,858 sq. m gross internal area (GIA) with a net sales area of 1,272sq.m.
- 1.5 The nature of the Lidl business model results in the store performing a predominately "top up" shopping role. Discount stores such as Lidl, act as complementary retailers to the offer provided by mainstream food retailers (predominantly Tesco, Sainsbury's, Asda and Morrisons). The proposal will provide increased competition and consumer choice, create additional local jobs locally, in addition to improving the range of convenience shopping available in Broadheath.
- 1.6 This Statement addresses the planning and retail matters relevant to the proposal through the consideration and assessment of the proposal against key national and local planning policies and material considerations. It also provides evidence of the unique nature of the Lidl discount operations and their complementary role to mainstream convenience retailers, by identifying relevant appeal decisions where this has been demonstrated.
- 1.1. The Statement should be read in conjunction with the documentation submitted in support of this application submission, namely:-
- Application Drawings, prepared by The Harris Partnership;
  - Design and Access Statement, prepared by Rapleys LLP;
  - Transport Assessment and Travel Plan, prepared by TTP Consulting;
  - Drainage Strategy, prepared by BMC Limited;
  - Preliminary Environmental Risk Assessment, prepared by Groundtech Consulting;
  - Noise Assessment, prepared by REC;
  - Air Quality Assessment, prepared by REC; and
  - Crime Prevention Plan, prepared by The Harris Partnership.

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- Flood Risk Assessment, prepared by LF Consult
  - Light Report and Plans, Prepared by Synergy Building Services
  - Heritage Assessment, Prepared by Rapleys
  - Bat Survey, prepared by The Ecology Consultancy
- 1.7 The submission documents conclude that the proposed development is acceptable and should be supported in planning terms. Therefore, planning permission should be forthcoming.
- 1.8 This Statement provides an overview of the development site, details of the planning application proposal, details of the pre-application consultation process that has been undertaken and an assessment of how the proposed development complies with national and local level planning policy and key planning considerations.
- 1.9 The remainder of this Statement is structured as follows:
- **Section 2** - provides a description of the site and it's surroundings;
  - **Section 3** - sets out the details of the proposed development;
  - **Section 4** - provides an overview of the Lidl operation;
  - **Section 5** - examines relevant national and local planning polices;
  - **Section 6** - undertakes the retail assessment against the sequential and impact tests;
  - **Section 7** - confirms the principle of development having regard to the proposal's compliance with relevant planning policies and other material considerations; and
  - **Section 8** - presents the overall summary and conclusions.

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## 2 APPLICATION SITE AND SURROUNDINGS

### THE SITE AND SURROUNDINGS

- 2.1 The application site comprises the Homebase store and associated garden centre area at Unit 1, Altrincham Retail Park, George Richards Way, Altrincham, WA14 5GR. The site also includes the area of car park sitting to the front and side of Unit 1, and the servicing area to the rear. The site extends to approximately 1.81ha in size.
- 2.2 The site is located approximately 1.4km north west of Altrincham Town Centre and 3.5km south west of Sale Town Centre. Adjacent to the site is the Currys PC World unit and additional car parking associated with the retail park. To the north lies predominantly residential uses, separated by Huxley Street, while the site is bound to the east by the A56 Manchester Road and to the South by George Richards Way

The location of the site is identified in **Appendix 1**.

### ACCESSIBILITY

- 2.3 Access to the site is via the current main access into Altrincham Retail Park from George Richards Way and then via a mini-roundabout associated with the internal road layout of the retail park.
- 2.4 There are two dedicated pedestrian accesses associated with the site - the first to the south at the access into Altrincham Retail Park and the second to the east from Manchester Road. These provide direct access to the site and correspond closely with existing bus stops. Dedicated footways are provided internally within the site to allow safe pedestrian movement, as well as along Manchester Road and George Richards Way. The two signalised junctions of Manchester Road / George Richards Way and George Richards Way / Altrincham Retail Park Access allow safe and controlled crossing points along these aforementioned main roads.
- 2.5 The site benefits from good accessibility by public transport. Bus stops are located less than 100m from the site, with provision at the main access to Altrincham Retail Park on George Richards Way as well as to the east of the site on Manchester Road. These provide frequent bus services, including travel to Broadheath, Sale and Warrington (281/ CC5A services from George Richards Way) as well as Central Manchester, the Trafford Centre, Streford, Wythenshawe, Davyhulme, Moss Side (247 / 263 / 755 / 758 services from Manchester Road).

### SITE CONSTRAINTS

- 2.6 The site is not located within or in close proximity to a Conservation Area, and is not situated close to any Listed Buildings.
- 2.7 The site is located within Flood Zone 1, which constitutes the least vulnerable area to flooding.
- 2.8 There are no Tree Preservation Orders (TPOs) within the site boundaries.

### PLANNING HISTORY

- 2.9 A review of Trafford Council's online planning history records identifies an extensive planning history in relation to the site linked to the wider development of the retail park. The following key planning applications are deemed to be of relevance:
- **Application reference H38342** - Outline planning permission for the demolition of existing buildings and structures and redevelopment of site as a retail warehouse park including non-food retail units, garden centre, 2 restaurants and associated parking

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employment development and construction of new access road. Approved 7 October 1994.

- **Application reference H39892** - Demolition of existing buildings & structures & redevelopment of site as a retail warehouse park including non-food retail units, garden centre, 2 restaurants & associated parking, employment development and construction of new access road (details of siting and means of access) - Approved 4 January 1995.
- **Application reference H39994** - Submission of reserved matters (siting and means of access) for demolition of existing buildings & structures & redevelopment of site as a retail warehouse park including non-food retail units (140,000 sq.ft), garden centre (13,700 sq.ft), restaurant (3,000 sq.ft) and associated car parking (751 spaces): employment development and construction of new access road. Approved 16 November 1994.
- **Application reference H39995** - Demolition of existing buildings & structures & erection of extension to retail warehouse park approved in outline under app. H/OUT/38342 comprising non-food retail unit (39,400) sq.ft. Approved 15 February 1995.
- **Application reference H40410** - Variation of condition, attached to reserved matters approval H/ARM/39892, in order to permit outside storage to take place within garden centre area as delineated on attached plan. Approved 29 March 1995.
- **Application reference H41090** - Erection of retail warehouse development comprising 16,666 sq.m of non-food retail units; a 1273 sq.m garden centre, a 214 sq.m restaurant with associated car parking, access & servicing facilities, following demolition of existing buildings. (details of siting, means of access, design and external appearance following the grant of outline planning permission H/OUT/38342 and H/OUT/39995). Approved 30 August 1995.
- **Application reference 78734/CLEUD/2012** - Certificate of Lawfulness of Existing Development for the installation of mezzanine floors in Units 1, 2-3, 5, 6, 8A, 8B, 9 and 10, for the purposes falling within Class A1 of the schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). Approved 26 July 2012.

2.10 For completeness, we provide a full schedule of the planning history of the site at **Appendix 2**.

### 3 PROPOSED DEVELOPMENT

#### SUMMARY

3.1 The application proposes extension and sub-division of existing Homebase store (Unit 1) to create two new retail units (Use Class A1) comprising a retail warehouse unit and associated garden centre (Unit 1) and a discount convenience foodstore (Unit 1A), together with associated revised car parking arrangement, landscaping and formation of an additional site egress.

3.2 Table 3.1 below sets out the proposed change in floor areas at the site.

**Table 3.1 - Schedule of Areas (sq. m)**

Area	Existing Homebase	Proposed Homebase	Lidl	Total Proposed	Difference
Ground Floor	3,664	2,833	1,858	4,691	+1,027
First Floor	1,352	779	0	779	-573
<b>Total GIA</b>	<b>5,016</b>	<b>3,612</b>	<b>1,858</b>	<b>5,470</b>	<b>+454</b>
Garden Centre	1,295	1,231	0	1,231	-64
<b>Total</b>	<b>6,311</b>	<b>4,843</b>	<b>1,858</b>	<b>6,701</b>	<b>+390</b>

3.3 The application will result in a net uplift in GIA of 454 sq.m. However, taking account of the reduction in the size of the garden centre, this reduces to 390 sq. m in terms of the useable area for A1 retail sales.

3.4 The new Unit 1 will enable Homebase to utilise their floorspace more efficiently, better addressing the changing retail needs of customers within the catchment. Notwithstanding this, the store will still continue to sell a similar range of products, including paint and decorating equipment, kitchens and bathrooms, garden and outdoor products, lighting and electrical, furniture and home storage, and other products associated with the DIY retail market.

3.5 The elevational treatment of the Homebase unit will be updated through the provision of anthracite columns to the front of the unit and replacement moonstone Kingspan cladding at upper levels. New service doors will also be created on the rear elevation, as well as the side elevation to the garden centre. The front entrance to the garden centre will comprise brickwork, with aluminium framed glazing to allow natural light to filter through. A new entrance to the garden centre will also be created on the side elevation from the store.

3.6 The proposed Lidl store will provide a clean and contemporary design, which will feature a single height glazed entrance including double height glazing along the eastern elevation of the store. The refurbished store will provide a dedicated in-store bakery along with welfare facilities for staff and customers.

3.7 The Design and Access Statement that accompanies this application appraises the aesthetic appearance of the proposed retail units, complementing the visual character of the retail park.

3.8 A new service yard will be created to the rear of the unit to enable servicing to the Unit 1, while the Unit 1A will utilise the existing dedicated service area to the north of the building. Delivery vehicles will drive into the site in forward gear and reverse into the delivery bay, where products will be deposited within the warehouse. All Lidl store waste will be stored within the warehousing area and will be collected at the same time as deliveries, thereby minimising HGV movements.

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- 3.9 The application proposals include the construction of a new egress from the car park onto George Richards Way, approximately half way between the two signalised junctions. The design includes a central reserve on George Richards Way to prevent vehicles from turning right in or out of the retail park, with the kerb arrangement further enforcing the movements. The proposed junction alterations will be subject to a S278 Agreement. The new egress will assist in the reducing pressure on the existing car park access junction, leading to a more efficient and balanced use of parking spaces within the wider car park.
- 3.10 Lidl has confirmed that the net sales area for the proposed store is 1,272 sq.m, of which (80% of net floor space) will be for convenience good sales and 20% of net floor space for comparison goods sales. This is considered to represent a robust gross/net breakdown for the retail assessment in Section 7.
- 3.11 The application also seeks 24 hour deliveries to Unit 1A, in order to provide all the necessary products to the store. Usually, each store has one or two dedicated deliveries per day.
- 3.12 The following trading hours for Unit 1A are also sought to reflect Lidl's national trading pattern:
- 0800-2200 Monday to Saturdays (including Bank Holidays)
  - 1000-1700 on Sundays

## 4 THE LIDL RETAIL OPERATION

- 4.1 This section provides an overview of the Lidl retail operation, including the position of the company within the UK retail market and its key trading characteristics.

### POSITION WITHIN THE MARKET

- 4.2 Lidl and Schwarz Grocery Wholesale was founded in Germany in the 1930s, since then the company has diversified into hypermarkets under the trading name 'Kaufland' and discount foodstores known as 'Lidl'. Today the Schwarz Group is one of the largest grocery retailers in Europe.

- 4.3 The first Lidl stores opened in Germany in 1973 and by the 1980s Lidl had become a household name. In the early 1990s Lidl began to expand throughout Europe and now has more than 11,000 stores in 28 countries. Lidl commenced trading in the UK in November 1994 and since that date has grown to become a substantial presence in the convenience retail market, with over 700 stores currently trading nationwide. Research from Kantar Worldpanel in March 2019 identified that Lidl had a 5.6% share of the grocery market.

### DISCOUNT FORMAT

- 4.4 The Lidl retail philosophy is centred on simplicity and maximum efficiency at every stage of the business, from supplier to customer, enabling the company to sell high quality own brand products at the lowest prices. It is this format that has resulted in Lidl being classified by retail research company Verdict as a 'deep' or 'hard' discounter.

- 4.5 The "deep discount" sector includes Lidl and Aldi. This sector also included Netto, which returned to the UK market in 2014. However, in July 2016, the company announced that they will withdraw from the UK market by August 2016. 'Deep discounters' concentrate on selling a limited range of primarily own brand goods at extremely competitive prices. These retailers are therefore distinct from the mainstream convenience retailers such as Tesco, Asda, Sainsbury's and Morrisons in the offer that they provide to shoppers.

- 4.6 Lidl is able to offer high quality products at low prices due to extensive pan European bulk purchasing. This enables the company to achieve significant economies of scale that can then be passed on to the customer in the form of highly competitive prices. Other factors that enable Lidl to offer consistently low prices include the format of its stores and the approach taken to the display and sale of products.

- 4.7 The fact that Lidl provides a distinct offer to the main convenience retailers was recognised by the Competition Commission in its 2008 'Grocery Market Investigation'. The Glossary to the investigation report refers to Lidl as 'Limited Assortment Discounter' or 'LAD', which is defined as:

*"Limited Assortment Discounters (i.e. grocery retailers offering noticeably lower prices than a conventional supermarket but which stock a limited range of products)."*

- 4.8 Further reference is made to LAD stores at paragraph 3.3, page 30 of the investigation:

*"Limited Assortment Discounters (LADs) carry a limited range of grocery products and base their retail offer on selling these products at very competitive prices. The three major LADs in the UK are Aldi, Lidl and Netto. Each of Aldi, Lidl and Netto carries in the region of 1,000 to 1,500 product lines in stores ranging from 500 to 1,500 sqm (Stores of a similar size operated by a large grocery retailer generally carry around 10,000 - 15,000 products.)"*

- 4.9 Paragraph 4.80, page 70 of the investigation goes on to state that due to the limited number of products carried by LADs they are not close substitutes for other foodstores of a comparable size (i.e. they are different):

*“The limited number of products carried by LADs stores means that these stores are not close substitutes for similarly-sized stores operated by CGL (Co-op), M&S, Sainsbury’s, Somerfield and Tesco. In particular, we note that Aldi, Lidl and Netto stores typically sell fewer than 1,000 products. In comparison, large grocery retailers generally sell around 5,000 to 10,000 products in stores in the same size range as those operated by LADs (i.e. 500 to 1,400 sqm). The results of our entry analysis also show that Aldi, Lidl and Netto stores are not close substitutes for the stores of large grocery retailers”.*

- 4.10 The findings of the Competition Commission’s 2008 investigation therefore confirmed that Lidl does provide a different offer to the main food retailers.

- 4.11 This difference has also been acknowledged by the Secretary of State and Planning Inspectors in a number of appeal decisions relating to Lidl stores. In relation to a Secretary of State decision in the London Borough of Merton (APP/T5720/V/04/1171394), the Planning Inspector in his report concluded that:

*“283. The Lidl offer is materially different to that provided by the mainstream food retailers”.*

- 4.12 Further to this, it was recognised by an inspector when approving a new store in New Addington, Croydon (APP/L5240/A/07/2052053) that:

*“17. The Lidl offer is materially different to that provided by the main food retailers and as a result ... would meet a qualitative need by extending consumer choice. Furthermore, it would add a new dimension to competition within the area”.*

- 4.13 The different offer provided by discount foodstores to the likes of Tesco and Sainsbury’s is now widely recognised and accepted.

#### LIMITED PRODUCT RANGE

- 4.14 Aside from the difference in pricing from the main convenience retailers, another characteristic of the Lidl business model, as already highlighted in the Competition Commission’s findings above, is that Lidl carry a comparatively limited range of primarily own brand products (around 90% of all products in store).

- 4.15 The majority of Lidl product lines consist of basic convenience goods sourced from Europe, with a few recognised brands sold, in addition to a limited range of fresh fruit and vegetables and also pre-packed meats and frozen food stuffs. Lidl aims to keep the shopping experience simple for its customers and operates a ‘no frills’ policy by avoiding unnecessary packaging and presentation, including a basic store fit-out, all of which contributes to keeping the cost of products low.

- 4.16 Non-food items are limited to around 15-20% of floorspace in store. The non-food offer is mainly focused on household cleaning and health and beauty products. Lidl stores do receive a twice weekly delivery of non-food ‘specials’, which can range from garden equipment and small items of furniture to flat screen TVs. These are also sourced on a pan European scale at competitive prices. These items are provided on a ‘when it’s gone, it’s gone’ basis and owing to the limited and constantly changing offer, the potential for impact upon other retailers is negligible.

## NOT THE 'FULL' RETAIL OFFER

4.17 Lidl stores also differ from other convenience retailers by not offering any of the following products or services:

- Fresh meat counter
- Fresh fish counter
- Delicatessen/cheese counter
- Hot food counter
- Home Delivery/click and collect
- Pharmacy
- Dry-cleaning service
- Post Office services
- Photographic shop
- Mobile phone shop
- Café/restaurant

4.18 Lidl does not offer any of the above products/services because these do not fit with the company's retail concept and business model. Lidl has a successful, proven format that works, and there is no intention to change it. The introduction of any of the above could have an adverse impact on the prices offered to customers.

4.19 As a consequence of the Lidl business model, its customers tend to purchase part of their main grocery shop (i.e. basic staples) in store, taking advantage of the low prices, but then visit other retailers to purchase luxury food or more specialist items. This, combined with the fact that Lidl does not offer the products and services listed above that are found in many of the main convenience retailers as well as smaller local independents, means that its stores complement existing retail provision, while providing additional opportunity and choice for shoppers.

## SHORTER TRADING HOURS

4.20 The standard opening hours for Lidl stores are also more limited than the main convenience retailers, as well as smaller independent convenience retailers. Generally Lidl stores open for a core period of between 08.00-22.00 Monday to Saturday (inclusive of Bank Holidays) and 10.00-16.00 on Sundays.

4.21 The standard opening hours of Lidl stores are therefore relatively limited than other retailers, which is another factor underlining that Lidl do not compete to any significant degree with other retailers, in particular, smaller convenience retailers, many of whom offer different products and services and stay open for much longer periods.

## STORE FORMAT

- 4.22 Lidl has an established store format that is integral to the success of its business model. The minimum store size that is required by Lidl for its operational requirements is circa 2,000 sq. m gross external area (GEA). This equates to a net sales area of approximately 1,200 sq. m. There are a number of reasons why this size of store is required. This is the minimum new store concept store size that is normally required by Lidl (unless there are unusual circumstances).
- 4.23 A single level store of 2,000 sq. m Gross External Area allows for pallets to be easily moved directly from the delivery bay and placed in the sales area. This cannot be achieved in the same way in smaller stores, resulting in the need to break pallets down and stack more products on shelves, which consequently increases staff costs. This therefore makes it more difficult for Lidl to pass cost savings on to its customers, thereby impacting on its ability to deliver the benefits of discount retailing.
- 4.24 In addition, the standard store format has been purposefully designed in order to provide mobility impaired customers, the elderly and those with small children, space to move through the store easily. Also by placing bulky products on the sales floor, Lidl ensure easy access to these items for all customers.
- 4.25 It has been recognised by the Secretary of State and a number of Planning Inspectors, that a single level retail operation is essential to the Lidl business model and that consequently ‘disaggregation’ (breaking stores down into convenience and comparison elements) cannot be achieved without the benefits of the discount format being lost. In this respect, in relation to a Lidl scheme in Oxford (APP/G3110/A/04/1171310L05/1195688) the Inspector noted (paragraph 82) that:

*“The fact that Lidl only sell a limited range of goods means there is no realistic scope for disaggregation. Lidl stores cannot be broken down into constituent parts...”*

- 4.26 In any case, as outlined in Section 5, disaggregation is no longer a specific requirement of national planning policy.

## LOCAL CATCHMENT

- 4.27 Lidl stores serve a relatively compact catchment area and are intended to provide a local shopping facility. The locational strategy of Lidl is for stores in urban areas, to serve an area that broadly equates to a 0-5 minute drive-time of the site. Owing to its limited offer, people do not tend to travel long distances to shop at Lidl. The catchment has regard to the nature of the settlement and surrounding area, the location of existing food retail provision within the catchment and consumer travel patterns.
- 4.28 As stated above, many customers use Lidl stores to purchase part of their main grocery shop (i.e. basic staples), often on foot, taking advantage of the low prices, but then visit other retailers to purchase luxury food or more specialist items that are not offered at Lidl (e.g. fresh fish). In addition, many Lidl customers also continue to visit smaller independent convenience stores close to their homes for top-up/basket shopping (i.e. buying a pint of milk or a loaf of bread) as well as to use services that are not provided by Lidl (e.g. dry cleaning, Post Office etc).

## EMPLOYMENT OPPORTUNITIES

- 4.29 The proposed Lidl store will employ up to 40 staff in store. Lidl has a policy of employing local people from all backgrounds to work in their stores. This allows for a short commute to work and for staff to potentially work at short notice. The company is an equal opportunities

employer with a strong social inclusion policy. The following extract is taken from Lidl's employee handbook, which sets out the company's equal opportunities stance:

*'Lidl is an equal opportunities employer. We wish to ensure that employees are treated, trained and promoted, and job applicants are selected on the basis of their respective skills, talents, performance and experience, without reference to their sex, marital status, race, colour, nationality, ethnic origin or disability. Whilst the company strives to realise these principles, it is your responsibility to ensure that they are applied in practice. We will not tolerate any form of harassment and we will seek to ensure that your working environment is free from prejudice. Harassment at work is unlawful.'*

- 4.30 Lidl offer many different career paths and opportunities within the retail sector. These include managerial and administrative positions in addition to positions such as store assistants and cashiers. The company also runs comprehensive management development and training programmes, enhancing skills of staff and maximising staff retention.
- 4.31 When setting up a new store, Lidl would bring in a manager from another store that ideally has links with the area. This is vital to provide the necessary experience and leadership during the training period of the new store staff. It is then the responsibility of the store manager and district manager to recruit and train the necessary numbers of staff prior to store opening. New staffs are recruited from the local community using a variety of methods, including local newspaper advertisements, Job Centre advertisements and open days.

#### DELIVERIES

- 4.32 Lidl products are purchased throughout Europe and then packaged and distributed directly to the relevant Regional Distribution Centre (RDC), of which there are currently 13 in the UK, for onward distribution to its stores across the UK. The nearest RDC to Broadheath is Runcorn.
- 4.33 Lidl are mindful of the need to minimise any disturbance to neighbouring residents and landowners. To assist in achieving this, each store has only one or two dedicated deliveries per day. This provides all the necessary products for the store, including frozen and chilled goods, which are carried using individual temperature controlled units that can be loaded on to the vehicle. This ensures minimum disruption by removing the need for noisy air conditioning units on the vehicle.
- 4.34 During deliveries, it is company policy that vehicle engines are switched off to reduce noise and disturbance. New stores (such as that proposed) also feature graded ramps in the delivery bay and manual dock levellers, negating the need for noisy scissor or tail lifts. The total unloading time for deliveries is approximately 45 minutes.

#### SUSTAINABILITY MEASURES

- 4.35 Lidl implement a variety of measures to minimise the environmental impact of its stores and to contribute toward sustainability objectives, including:
- Limiting deliveries to a maximum of two per day. Delivery vehicles are also used to remove waste from the store on their return journey to the RDC where the waste/recyclable material is sorted and managed centrally. This also helps to reduce vehicle trips and emissions.
  - Lidl lead the sector in terms of recycling and waste to landfill reduction by recycling all paper/cardboard and plastic waste produced by the store. This means that over 80% of all waste produced in store is recycled.

- Lidl stores include highly efficient condensing boilers, which recover waste heat from the combustion process. All heating is regulated by sensors.
- Lidl stores use a manual dock leveller for deliveries, reducing noise emissions and energy use.
- All Lidl stores are fitted with a 'Building Management System' incorporating movement sensors, Lux meters and thermostatic controls. This ensures that the back of house areas of the store are only lit when people are using them, that external lighting is only used when required and that the temperatures of the various areas within store are maintained at the correct levels. Energy efficient LED lighting is used and lighting within the sales area is cutback to one third before and after trading hours.
- Water consumption is carefully monitored and flow control devices and water meters are fitted in all stores.
- Car park lighting is designed in accordance with Lidl's 'Dark Sky' policy with light fittings carefully specified in order to keep light spill beyond the site boundary to a minimum, with Lux and timer controls fitted.

4.36 Lidl also produce and implement Travel Plans to promote sustainable transport choices. A Travel Plan has been submitted as part of the application.

4.37 Lidl communicate to staff and customers on a continual basis and encourage all stakeholders to implement environmentally friendly practices where possible.

#### SECURE BY DESIGN AND THE DISABILITY DISCRIMINATION ACT

4.38 Lidl design their stores and sites to minimise anti-social behaviour and crime. Lidl provide open and well-lit schemes to deter criminal activity. Lidl will, if required, fit CCTV internally and/or externally to ensure the safety of staff, customers and property.

4.39 Lidl provides its customers with disabled car parking spaces that comply with the latest DDA Regulations, ensuring infirm or wheelchair bound customers can manoeuvre as simply as possible. Lidl car parks are designed with the customer in mind to ensure that cars can pass easily into and around the car park. Disabled and parent and child spaces are positioned near the store entrance, in order to provide shorter walking distances from cars to the store.

#### SUMMARY

4.40 The key trading characteristics that distinguish Lidl from the mainstream convenience retailers and smaller independent retailers are therefore as follows:

1. **Restricted number of product lines** - Lidl is not a one stop shop and sells a limited range of predominantly own brand goods, with customers visiting other stores for branded or luxury goods.
2. **Lidl does not provide the full retail offer** - -. Lidl sells a limited range of comparison goods which are constantly changing 'non-food specials' which ensures that any impact of other retailers is not constant and is limited. Lidl stores do not offer the full range of services provided by the mainstream food retailers or smaller independent store such as fishmongers and butcher counters.
3. **Small store size and localised catchment** - Lidl stores do not draw customers from a wide area.

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4. **Shorter trading hours** - Lidl stores do not attempt to compete with mainstream food retailers who operate a number of 24 hour stores or the extended hours of local convenience stores.

4.41 The above factors ensure that the trading impacts of new Lidl stores on existing retailers and centres are very limited.

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## 5 PLANNING POLICY CONTEXT

### NATIONAL POLICY

- 5.1 The national tier of planning policy is set out within the National Planning Policy Framework (2019) (NPPF) which is supplemented by the National Planning Practice Guidance (initially published in 2012 but subject to periodic updates) (NPPG).

### National Planning Policy Framework (February 2019)

- 5.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

### The Presumption in Favour of Sustainable Development

- 5.3 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision taking this means:

- Approving development proposals that accord with the Development Plan without delay, and;
- Where the Development Plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against policies in the framework taken as a whole, or;
  - Specific policies in the Framework indicate development should be restricted.

### Building a Strong, Competitive Economy

- 5.1 **Paragraph 80** confirms the Government is committed to ensuring that the planning system does not act as an impediment towards sustainable economic development. Significant weight should therefore be placed upon the need to support economic growth through the planning system.

### Ensuring the Vitality of Town Centres

- 5.2 **Paragraph 85** of the NPPF advises local planning authorities should recognise town centres (including local centres) as the heart of their communities and pursue policies to support their viability and vitality. Furthermore, where suitable and viable town centre sites are not available for main town centre uses planning policies should, allocate appropriate edge of centre sites that are well connected to the town centre.
- 5.3 At **paragraph 86**, it is confirmed local planning authorities should apply a sequential test to planning applications for retail uses that are not in an existing centre and are not in accordance with an up-to-date local plan. The sequential test will require development for main town centre uses to be located in town centres, followed by edge-of-centre locations and only if suitable sites are not available will out-of-centre sites be considered. When considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites that are well connected to a centre.
- 5.4 **Paragraph 87** confirms when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

- 5.5 **Paragraph 89** states when assessing applications for retail development falling outside of town centres and which is not in accordance with up-to-date local plan, an assessment of impact will be required if the development floorspace exceeds a locally set threshold (or the default threshold of 2,500 sq. metres).

#### Promoting Healthy and Safe Communities

- 5.6 **Paragraph 91** confirms planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other;
  - Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and
  - Enable and support health lifestyles, especially where this would address identified local health and well-being needs.
- 5.7 **Paragraph 92** states in order to provide the social, recreational and cultural facilities and services the community needs, planning decisions should:
- Plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments;
  - Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
  - Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the communities ability to meet day to day needs; and
  - Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.
- 5.8 Furthermore, planning decisions should aim to achieve safe and accessible environments where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. Local authorities should encourage safe and accessible developments which contain clear and legible pedestrian routes and high quality public space that encourages the active and continual use of public areas.

#### Promoting Sustainable Transport

- 5.9 **Paragraph 102** of the NPPF advises that the transport systems should be considered at the earliest stages of development, so that:
- Opportunities promote walking, cycling and public transport use are identified and pursued;
  - The potential impacts of development on transport networks can be addressed; and,
  - The environment impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
- 5.10 **Paragraph 103** states the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 5.11 **Paragraph 104** of the NPPF advises local planning authorities should support schemes that:

- support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
  - Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned; and,
  - Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).
- 5.12 The NPPF states (at **paragraph 105**) that in setting local parking standards for residential and non-residential development, local authorities should take into account:
- The accessibility of the development;
  - The type, mix and use of development;
  - The availability of an opportunities for public transport;
  - Local car ownership levels; and
  - An overall need to reduce the use of high-emission vehicles.
- 5.13 **Paragraph 109** states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.14 **Paragraph 110** advocates within this context, applications for development should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
  - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  - Create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
  - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
  - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 5.15 **Paragraph 111** confirms all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 5.16 The National Planning Policy Guidance (NPPG) on travel plans, transport assessments and statements in decision-taking identifies that the documents are required (as appropriate) for all developments which generate significant amounts of movements.
- 5.17 The NPPG also clarifies all developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:
- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
  - Safe and suitable access to the sites can be achieved for all people; and

- Whether improvements can be undertaken within the transport network that effectively limits any significant impact of the development.

### Making Effective Use of Land

- 5.18 **Paragraph 117** stipulates planning policies and decisions should promote an effective use of land in meeting the need of particular uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

### Achieving Well Designed Places

- 5.19 The NPPF (at **paragraph 124**) states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is encouraged as a key aspect of sustainable development. Effective engagement between applicants, communities, local planning authorities and other interests throughout the process to be clear about the design expectations is stated as essential for achieving this.

- 5.20 The NPPF identifies (at **paragraph 127**) local planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for short term, but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- Respond to local character and history and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create places that are safe, inclusive and accessible and which promote health and well being;
- Create safe and accessible environments without crime and disorder, and the fear of crime, and do not undermine quality of life or community cohesion, and
- Are visually attractive as a result of good architecture and appropriate landscaping.

- 5.21 The NPPF directs local planning authorities (at **paragraph 131**) to afford great weight to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

- 5.22 The NPPG in respect of design sets out the following:

- The importance of good design;
- The planning objectives good design can help achieve;
- Guidance on well-designed places;
- Guidance on how buildings and the spaces between them should be considered;
- The planning process and tools which can be utilised to achieve good design; and
- Design issues which relate to particular types of development.

- 5.23 Although design is only part of the planning process it can affect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. Planning decisions should seek to ensure the physical environment supports these objectives (26-006-20140306).

## Flood Risk

- 5.24 **Paragraph 163** advises that, when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:
- Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
  - The development is appropriately flood resistant and resilient;
  - It incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
  - Any residual risk can be safely managed; and
  - Safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

## Conserving and Enhancing the Natural Environment

- 5.25 **Paragraph 170** advises planning decisions should contribute to and enhance the natural and local environment by, inter alia, protecting and enhancing valued landscapes and sites of biodiversity, recognising the intrinsic character and beauty of the countryside and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 5.26 **Paragraph 180** confirms planning decisions should also ensure that new development is appropriate for its locations taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.
- 5.27 **Paragraph 183** states focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions. Planning decisions should assume that these regimes will operate effectively.

## Planning Conditions and Obligations

- 5.28 **Paragraph 54** states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations, with planning obligations only expected to be used where it is not possible to address unacceptable impacts through a planning condition.
- 5.29 **Paragraph 55** states that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development permitted, enforceable, precise and reasonable in all other respects. Furthermore, conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.
- 5.30 The NPPG on the use of planning conditions sets out the expectations on use of conditions on planning decisions including:
- Why and how planning conditions are imposed;
  - The application of the condition tests set out within the NPPF;
  - The approach that should be taken when imposing conditions;
  - Conditions relating to time limits; and
  - Discharging and modifying conditions once planning permission is granted.

5.31 **Paragraph 56** of the NPPF identifies that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

5.32 Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force (**Paragraph 57**).

#### Decision-Taking

5.33 The NPPF (at **paragraph 38**) confirms local planning authorities should approach decisions on proposed developments in a positive and creative way. Decision-makers at every level should seek to approve applications for sustainable developments wherever possible. Local planning authorities should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.

5.34 **Paragraph 41** of the NPPF confirms the more issues that can be resolved at pre-application stage, the greater the benefits.

5.35 The Planning Practice Guidance states that pre-application engagement offers significant potential to improve the efficiency and effectiveness of the planning application system by:

- Providing an understanding of the of the relevant planning policies and other material considerations associated with a proposed development; and
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development (paragraph ref: 20-001-20140306).

5.36 **Paragraph 48** confirms that, from the day of publication of the NPPF, decision-takers may give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

#### LOCAL PLANNING POLICY

5.37 The Development Plan for Trafford Council comprises the following:

- ‘Saved policies’ of the Revised Trafford Unitary Development Plan (UDP) (2006); and
- Trafford Core Strategy (January 2012).

### 'Saved policies' of the Revised Trafford Unitary Development Plan (UDP) (2006)

- 5.38 The Revised Trafford UDP was adopted in June 2006 to provide the framework and priorities for the development, improvement and conservation of land within the Borough of Trafford through to the year 2016. In 2007 and 2008, Trafford Council was granted permission by the Secretary of State to 'save' the majority of the Local Plan policies in line with the directions of the Planning and Compulsory Purchase Act 2004.
- 5.39 Following the adoption of the Core Strategy (2012) amendments have also been made to the adopted Proposals Map and these are set out in Appendices 1 and 4 of the adopted Core Strategy. The application site is not allocated or designated for a specific purpose, as shown on the adopted Policies Map.
- 5.40 The site is located in Altrincham Retail Park and therefore occupies an out of centre location with respect Altrincham Town Centre.
- 5.41 The following UDP policies are considered to be relevant to the proposed development of a Lidl foodstore on the site.
- 5.42 **Policy S11 (Development Outside of Established Centres)** states that proposals for retail development not on land within town and district centres (or otherwise specifically allocated for the purpose in this Plan - see Proposal S12) will not be permitted unless all the following factors apply:
- There is a demonstrable need for further retail development locally that cannot be met by existing provision in the Borough;
  - It can be demonstrated that a sequential approach to site selection has been adopted, giving first preference to sites within town and district centres, followed by edge-of-centre sites at town and district centres, sites within local and neighbourhood centres, and only then by out-of-centre sites;
  - The scheme would be highly accessible by a choice of means of transport allowing for the minimisation of car use;
  - The development would not lead to the sporadic siting of comparison goods shopping units along a road corridor; and
  - There is no realistic chance of the site being developed for any other use for which it may be allocated specifically in this Plan.
- 5.43 It should however be noted that due to changes at national policy level, there is no longer a requirement for retail development to demonstrate need through the planning application process.

### Trafford Core Strategy (2012)

- 5.44 The Core Strategy was formally adopted on 25<sup>th</sup> January 2012 and sets out the spatial policy framework meeting identified development requirements and change needed for the Borough up to 2026.
- 5.45 **Policy L4 (Sustainable Transport and Accessibility)** relates to sustainable transport and accessibility and seeks to ensure that all new developments do not adversely affect highway safety. In addition, the policy seeks to manage travel demand by improving the choice and quality of transport available.
- 5.46 In accordance with **Policy L5 (Climate Change)**, new development should mitigate and reduce its impact on climate change factors, such as pollution and flooding, and maximise its sustainability through improved environmental performance of buildings, lower carbon emissions and renewable or decentralised energy generation.

- 5.47 Paragraph L.5.3 (CO2 Emissions Reduction) of the Policy states developments involving substantial improvement to an existing building (such as extensions or change of use), will be encouraged to adopt the principles of energy efficiency and incorporate appropriate micro-generation technologies, to help contribute towards reducing CO<sub>2</sub> emissions within Trafford.
- 5.48 Furthermore, paragraph L5.13 (Pollution) states that development that has potential to cause adverse pollution (of air, light, water, and ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place.
- 5.49 **Policy L7 (Design)** of the Core Strategy requires development to demonstrate high standards of sustainable urban design. In terms of matters of amenity protection, development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
- 5.50 **Policy W2 (Town Centres and Retail)** states that in terms development outside of the identified town centres, there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government Guidance.
- 5.51 Details in regard to Trafford Council car parking standards are set out in Appendix 3 of the Core Strategy. In line with the Council's standards, A1 food retail development will be required to provide 1 car parking space per 16 sq. m; 1 bicycle space per 140 sq. m and 1 motorcycle space per 350 sq. m. In addition, the proposed foodstore will be required to provide 1 space per 350 sq. m for users with mobility impairment.
- 5.52 **Policy L8 (Planning Obligations)** confirms that contributions will be sought for all new development (including mezzanines), redevelopment, and changes of use. The nature and level of contributions will be established on a site by site basis, relating to the type and size of the development proposal.

#### SUPPLEMENTARY PLANNING DOCUMENTS

##### Trafford Council Parking Standards and Design (February 2012)

- 5.53 The purpose of this Supplementary Planning Document (SPD) is to assist with the interpretation and implementation of Policy L4: Sustainable Transport and Accessibility and Policy L7: Design, contained within the Core Strategy.

#### EMERGING PLANNING POLICY

##### Greater Manchester Spatial Framework (GMSF)

- 5.54 The GMSF will provide an overarching plan that will cover the whole of the Greater Manchester conurbation and is being prepared jointly by all Greater Manchester local authorities. The GMSF will set out the scale and spatial distribution of new housing, employment land and associated infrastructure across Greater Manchester until 2035. In addition, the Framework will set out strategic development management policies.
- 5.55 Formal consultation on a first initial draft of the GMSF ran from 31<sup>st</sup> October 2016 to 16<sup>th</sup> January 2017. However, following the Greater Manchester Mayoral Election in May 2017, the newly elected Mayor (Andy Burnham) has appointed Salford City Mayor (Paul Dennett) to rewrite the Framework, to refocus its housing policy to tackle the housing crisis. The second consultation took place recently between 21<sup>st</sup> January and 18<sup>th</sup> March 2019, and has attracted a significant number of responses.

- 5.56 On the basis that the plan remains at an early stage of preparation and has a large number of unsolved objections, it is considered that the document carries little weight at this stage.

#### Trafford New Local Plan

- 5.57 The Council has started to prepare a new Trafford Local Plan. An initial notice of consultation took place in July 2018, though no further consultation has been undertaken on a draft document containing draft policies. Therefore, given the early stage of its preparation, no or very limited weight can be attached to the emerging Local Plan at this time.

- 5.58 Prior to deciding to progress with a new Local Plan, the Council was in the process of preparing the Trafford Local Plan: Land Allocations Development Plan Document (DPD), which, once adopted, was going to be the principal means by which the objectives defined in the Core Strategy were going to be translated onto the ground in Trafford.

- 5.59 The consultation on a draft Land Allocations DPD was carried out between 3<sup>rd</sup> February 2014 and 17<sup>th</sup> March 2014 and although the Council decided not to progress with the document, according to the advice provided by the Council's Strategic Policy team, the Consultation Draft Land Allocations (January 2014) still carries a limited weight in the determination of planning applications and its evidence base will be used to inform the new Local Plan.

#### Altrincham Strategy (September 2017)

- 5.60 The Altrincham Strategy focussed on the Town Centre and seeks to:
- bring forward development that realises the full potential of Altrincham Town Centre as a key economic driver and the Principal Town Centre in Trafford;
  - improve the quality and diversity of Altrincham's offer supporting an increase in footfall and dwell time within the town centre;
  - promote and enhance the development of Altrincham's visitor economy;
  - widen the scope of activities in the town to make it attractive to all age groups;
  - consolidate national operators within a defined town centre core; The Altrincham Strategy July 2014
  - place Altrincham Market and the surrounding areas at the heart of plans for the future of the town centre;
  - promote an increased town centre residential offer;
  - provide increased opportunities for smaller independent town centre businesses and entrepreneurs;
  - deliver additional employment activity within the town centre and provide effective linkages between employment areas and other town centre uses;
  - link key town centre destinations through high quality public realm, green infrastructure and improved pedestrian and cycle routes;
  - improve access by public transport and maximise the benefits of Altrincham Interchange; and
  - protect and enhance the historic character of the town centre, especially the Conservation Areas and listed buildings
- 5.61 The strategy designates Altrincham into five 'quarters' with potential development opportunities being generally identified. A number of identified opportunities have already been achieved including the new transport interchange and the successful refurbishment of Altrincham Markets.

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## EVIDENCE BASE

### Trafford Council Retail and Leisure Study (November 2007)

- 5.62 Trafford Council commissioned GVA Grimley in June 2007 to undertake a comprehensive assessment of the future shopping and leisure needs of the Borough.
- 5.63 The Study provides an assessment of retail and leisure provision within the borough in order to inform policy and allocations within the then emerging Local Development Framework. The Study identified potential requirements for new floorspace and also considered where new provision might come forward in the period to 2021. In addition, the document provides basis for the Council to make future development control decisions on retail and leisure proposals and proactively plan for additional development.
- 5.64 The applicant is aware that the Council commissioned a new retail study to be prepared in 2018. At the time of writing, no published report is available.

### Trafford Council Town Centres Vitality and Viability Review (October 2009)

- 5.65 The document consists of town centre health checks for of the Council's four main town centres; Altrincham, Stretford, Sale and Urmston. Each of the health checks includes details in relation to rents, retail yields, pedestrian flow, vacancy levels, diversity of use, as well as retailer representation.

### The Manchester 'Quantitative Need for Additional Retail Floorspace Up-Date' ('The Retail Study Update') (November 2010)

- 5.66 Alyn Nicholls & Associates were commissioned by Manchester City Council in to provide an up-date on the quantitative need to support additional retail development within the City in order to inform policy and allocations within the then emerging Local Development Framework.
- 5.67 This Retail Study (2010) acts as an update to the two previous Studies, the Qualitative Studies prepared by CBRE (August 2003 and June 2004) and the Manchester Quantitative Retail Needs Study (2006) undertaken by GVA Grimley.
- 5.68 The purpose of the Study was to refresh and up-date the Quantitative Study undertaken in 2006 by updating survey information on shopping patterns and addressing the need likely to arise for new retail development in the period to 2027 to accord with the timeframe of the then proposed Core Strategy.

## SUMMARY

- 5.69 From the foregoing commentary, the following conclusions are reached:
1. There is a strong emphasis in planning being used in a positive manner to facilitate sustainable economic growth, and that planning should operate to encourage appropriate economic growth. Retail is classified as a form of economic development within the NPPF;
  2. Retail policy does not presume against retail development outside of designated town centres but it allows for such floorspace to be approved, if the sequential and impact tests are satisfactorily addressed.

## 6 RETAIL ASSESSMENT

6.1 This section sets out the Joint Applicants' approach to the sequential and impact assessments taking into consideration the out of centre location of the site in retail planning terms, and the requirements of national and local retail policy.

6.2 Both the sequential and impact assessments focus solely on the acceptability of the additional floorspace to be provided for Lidl and the associated sale of convenience goods in the proposed Unit 1A. It is not considered that Unit 1 (due to the fact that no net additional floorspace will be created), will give rise to any retail policy issues. Indeed, the Homebase unit will actually decrease in size by 1,404 sq. m.

### SEQUENTIAL SITE ASSESSMENT

6.3 The NPPF requires that the sequential approach to site selection should be applied to all development proposals for main town centre uses that are not in an identified centre and not in accordance with an up to date Development Plan. It is identified that applications for main town centre uses should be located in town centre, then in edge of centre locations, and only if suitable sites are not available should out of centre sites be considered. It further requires applicants and Local Planning Authorities to demonstrate flexibility on issues such as format and scale.

6.4 Subsequently, a sequential site assessment has been undertaken which illustrates that the proposed development fully complies with all national and local level policy guidance in this regard.

### Methodology

6.5 The National Planning Practice Guidance (NPPG) 'Ensuring the vitality of town centres' provides guidance on the application and interpretation of the sequential test. This includes the importance for scoping the remit of the sequential (and impact) assessment, for agreement between the applicant and Local Planning Authority (ref: ID 2b-015-20140306).

6.6 The NPPG further identifies those considerations (ref: ID 2b-010-20140306) that should be taken into account when determining whether a proposal complies with the sequential test, based on the following:

- Has the suitability of more central sites to accommodate the proposals been considered, having regard to flexibility?
- Is there scope for flexibility in the format and/or scale of the proposal?
- If there are no suitable sequentially preferable locations, the sequential test is passed.

6.7 Typically, any centre located within the catchment area of a proposed store should be assessed for sequentially preferable sites. As set out in Section 5 of this statement, Lidl stores serve a relatively compact catchment area that provides a local shopping facility. The Lidl locational strategy is based on stores in urban areas that serve an area that normally broadly equates up to a 5 minute drive-time of the site. However, through previous discussions with Trafford Borough Council in regard to the Lidl store at Chester Road, Stretford (planning permission ref. 92714/FUL/17), a 'primary catchment area' of 5 minutes was adopted and then a further 'secondary catchment area' encompassing a 7 minute drive-time. In light of these previous discussions, a similar approach has been adopted here. A catchment plan for the proposal is attached at **Appendix 4**.

6.8 Drawing on this approach, the Joint Applicants have undertaken a sequential site assessment appropriate to the proposal's catchment area. The centre identified within the catchment is

Altrincham Town Centre. For completeness, potentially sequentially preferable sites relating to Sale Town Centre have also been assessed, despite this being actually outside of the 7 minute drive-time catchment as shown in **Appendix 4**.

6.9 When addressing the sequential approach, both the applicants and Local Planning Authority must adopt realism and only consider sites which are 'suitable' for the development proposed by the applicant. The Supreme Court case, involving Tesco and Dundee Council (March 2012), considered the issue and definition of 'suitability', and the degree to which an application should demonstrate flexibility. The judgement concluded that that:

- The natural reading of each policy is that the word suitable, in the first criteria, refers to the *suitability of sites for the proposed development* (our emphasis) - it is the proposed development which will only be acceptable if no suitable site is available more centrally (paragraph 25), and
- The application of the sequential approach requires flexibility and realism from developers and retailers, as well as planning authorities (paragraph 28).

#### Sequential Parameters

6.10 When determining what constitutes a suitable site, regard has to be given to the need that the proposal is intending to serve. A more recent UK High Court Decision involving Warners Retail and Cotswold District Council (July 2014), confirmed that the Dundee decision applies in England.

6.11 The application of the sequential approach to site selection, including the consideration of sites that may be considered suitable and available, must also fully understand, and have regard to the occupier's operational and commercial requirements (see Section 5).

6.12 At the operational level, the Lidl business model is driven by the following requirements when determining whether a site(s) or premise(s), are suitable or viable: These relate to:

- i. A site that can accommodate a store in excess of 1,800 sq. m to allow for provision of enhanced consumer choice based on a full product range offer.
- ii. A site that can allow for the safe manoeuvring of customer vehicles and delivery vehicles on site.
- iii. A prominent site with the ability to attract passing trade.
- iv. A site that is easily accessible by a choice of means of transport.
- v. A site that is able to offer benefits to its customers, including adjacent surface level car parking, so that customers can easily transfer goods to their vehicles.
- vi. Provision of a dedicated service area to the rear of the store, including the ability to accommodate HGV's.
- vii. A single storey, open and unrestricted sales floor area which benefits from a level/flat topography, or which has the ability to be developed as such.

6.13 As set out earlier in this Statement, it has been accepted by the Secretary of State and Planning Inspectors that a single level retail operation is essential to the Lidl business model, and that consequently disaggregation cannot be achieved without the benefits of the discount format being lost. Furthermore, the size of a proposed store and accordingly its site area is predicated on the ability for a store to provide its full range of products which provide enhanced consumer choice and provision in terms of goods and price.

6.14 As well as the proposed store in Unit 1A (for occupation by Lidl), the application will also result in a smaller Unit 1 (for occupation by Homebase). This is an essential component of

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the application and therefore should be included alongside the new floorspace for Lidl as part of the consideration of the sequential test. The re-use of part of the Homebase store also means that the net increase in GIA will only be 454 sq. m, as opposed to 1,858 sq. m, which would be required for a standalone new store. As such, the minimum site area should be the size of the application site area, 1.81ha, being a site large enough to accommodate both stores, including the garden centre, as well as the necessary parking, servicing and access arrangements.

- 6.15 Notwithstanding this and to be robust, the assessment is based on the site area required by Lidl only. Drawing on Lidl's proven business model requirements, it is considered a minimum site area of 0.6 ha is required, and this size threshold has duly been adopted for the purposes of this retail assessment. The focus of the sequential search is at, Altrincham Town Centre, being the only Town Centre falling within the secondary catchment area as identified by the 7 minute drive time isochrone. Sale Town Centre falls outside of the secondary catchment area and therefore potential sites within and on the edge of Sale Town Centre have not been considered. Furthermore, it is important to note that Lidl has separate identified requirements for both Altrincham Town Centre and Sale Town Centre, confirming that these centres have their own distinct catchment. To confirm this, Lidl's published requirements are shown in Appendix 9.

#### Sites Assessed

- 6.16 In assessing and identifying any other potential sequentially preferable sites, a review of the Trafford Council Development Plan Documents was undertaken, along with a review of relevant online property databases, inter alia Nova Loca, EGI, Co-Star Focus, and a site visit was undertaken in January/ February 2019. As a consequence of this search, the following sites have been identified:

#### ALTRINCHAM

- Land bound by Oakfield Road, Thomas Street and Altrincham Interchange
- 6.17 A summary of the sites considered is provided below and the outcome of their assessment below. The full detail of the sites and potential opportunities considered are detailed in Appendix 5.

6.18

Site	Summary
Land bound by Oakfield Road, Thomas Street and Altrincham Interchange ( 'Altair' development)	The site is being taken forward by Nikal Developments. Outline planning permission was approved in 2014 for a residential-led mixed use scheme with other key uses comprising office and leisure. Reserved matters for both Phases 1 and 2 have also now been approved with development planned to start in June 2019. Under the current planning permission, no additional retail space is being proposed. However Lidl has an active requirement for a store for central Altrincham and are in advanced discussions with Nikal to revise the scheme to accommodate a Lidl foodstore. Subject to terms being agreed with Nikal, this is likely to be advanced shortly. Therefore a Lidl foodstore will be taken forward on this site separately to the proposed Broadheath store, fulfilling the central Altrincham requirement. This commitment to the Town Centre would be in addition to the proposed new store at Altrincham Retail Park, demonstrating that the two sites have different catchments, and that Lidl has identified a need for both stores. Lidl's requirements list is shown in Appendix 9.

#### SUMMARY

- 6.19 As set out above, a sequential site assessment has been undertaken, giving consideration to alternatives sites and premises either within, or on the edge of Altrincham Town Centre.
- 6.20 The sequential site assessment has evidenced that there are no alternative, sequentially preferable sites to the planning application site, for the proposals. Furthermore, following a review of available units within or on the edge of the centres considered, none are considered suitable to accommodate the proposed development. The proposal therefore fully complies with paragraphs 86 and 90 of the NPPF.
- 6.21 Potential sequentially preferable sites within Sale Town Centre were not assessed as it is outside of the secondary catchment area (equating to the 7 minute drive-time). This is evidenced by the fact that Lidl have a separate active requirement for a new foodstore at Sale and is actively pursuing opportunities there (see Appendix 9).

## RETAIL IMPACT ASSESSMENT

### Policy Requirement

- 6.22 The NPPF advises that retail proposals not located within an existing centre should be assessed according to their impact (if any) on existing centres. Impact assessments should be provided for all proposals over 2,500 sq.m when the proposal is not located within an existing centre and not in accordance with an up to date Development Plan.
- 6.23 In regard to retail impact, Paragraph 89 of the NPPF states that in justifying proposals for edge or out of centre retail development the following two tests should be satisfactorily addressed:
- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
  - The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.
- 6.24 As paragraph 90 of the NPPF states, *‘where an application... is likely to have significant adverse impact on one or more of the considerations in paragraph 89, it should be refused.’* Each test is addressed below.

### Proposed Development

- 6.25 The proposal consists of a new Use Class A1 discount store of 1,858 sq. m GIA and a retail warehouse unit of 3,612 sq. m. The net additional GIA retail floorspace at the site, taking into account the reduction in the size of the Homebase, is only 454 sq. m. The proposal is therefore comfortably below that threshold where a quantitative retail assessment is required. Nevertheless, an impact assessment has been undertaken to transparently demonstrate how the proposal is acceptable and will not lead to a significant adverse impact on any centres within the defined catchment area.
- 6.26 Given that the reduction in size of Unit 1 (for occupation by Homebase) does not give rise to any retail impact considerations, this assessment focusses solely on the extension in GIA floorspace and associated variation of conditions to allow the new Unit 1A to be utilised for the sale of convenience retail goods within use Class A1. The proposed Lidl discount store will comprise 1,272 sq. m of net sales area broken down between 1,018sq.m. of convenience floorspace (80%) and 254 sq.m of comparison floorspace (20%).

### Catchment Area

- 6.27 As set out within Section 5 of this statement, the proposed store will primarily serve a 5 minute off-peak drive-time core catchment. However, to provide consistency with the approach taken under planning application ref. 92714/FUL/17 (proposed Lidl store at Chester Road, Stretford), a 5-minute ‘primary catchment area’ and a 7-minute ‘secondary catchment area’ have been adopted. As noted in Section 5, even the 7-minute off-peak drive-time does not reach Sale Town Centre and only covers the northern part of Altrincham Town Centre. Nevertheless, an assessment of the impact of the proposal on the whole of both Altrincham and Sale Town Centres has been included to ensure a robust appraisal. No other defined centres fall within the catchment and nor is it considered that any other centres will be affected by the proposed development.
- 6.28 The two impact tests are assessed in turn.

## IMPACT OF THE PROPOSAL UPON EXISTING, COMMITTED AND PLANNED PUBLIC AND PRIVATE INVESTMENT IN A CENTRE OR CENTRES IN THE CATCHMENT AREA OF THE PROPOSAL

### Altrincham

- 6.29 As mentioned above, we are aware of the ‘Altair’ scheme on Oakfield Road, Altrincham which is being promoted by Nikal Developments. This was initially granted outline planning permission in 2014. Reserved matters for both Phases 1 and 2 have also now been approved. The current Altair scheme is a residential-led mixed use scheme with other key uses comprising office and leisure. Whilst the current configuration of the scheme doesn’t propose any significant retail floorspace, Lidl and are in advanced discussions with Nikal to revise the scheme to accommodate a Lidl foodstore. This is because Lidl has a separate, active requirement for a new store in central Altrincham. Subject to terms being agreed with Nikal, a revised planning application is likely to be submitted shortly. If Lidl take occupation at the site, this would represent a key commitment to Altrincham Town Centre, and demonstrate that Lidl has identified a need for two stores to serve both catchment areas.
- 6.30 The Altair development is due to commence in June 2019 with a construction contractor already in place. Therefore the proposed development of a Lidl store at Broadheath will not impact upon this committed development. In any case, the existing scheme does not currently propose any retail development that Lidl Broadheath store could impact upon. Lidl are fully committed to the provision of a separate Lidl foodstore in central Altrincham, which will be fulfilled by proposed revisions to the Altair development. This will trade in parallel with the Broadheath store and thus, committed investment will not be impacted.
- 6.31 The applicant is not aware of any other existing, committed or planned investment in Altrincham Town Centre which the proposed development could impact upon.
- Sale**
- 6.32 In Sale, developer Maloneyview has secured approval at the March 2019 planning committee (subject to the completion of a Section 106 legal agreement) for the partial demolition and redevelopment of The Square Shopping Centre for a mix of uses. This includes:
- 3,015 sq.m GIA of flexible retail/ food and drink uses spread between 9 units;
  - 1,974 sq.m GIA for a proposed cinema;
  - 202 apartments and town houses; and
  - Multi-storey car parking to serve the development; and
  - Associated public realm and landscaping.
- 6.33 Whilst planning permission (94986/FUL/18) has not yet been issued due to the need to complete the Section 106 legal agreement in relation to developer contributions and affordable housing provision, it is understood that this will occur in the short term. Therefore for the purposes of this assessment, this scheme should be deemed a committed development.
- 6.34 It is considered the proposed Lidl foodstore will not impact upon the delivery of the ‘The Square’ redevelopment, as they are two entirely different schemes. The potential retail elements associated with The Square are contained within nine units ranging in size from 152sq.m to 338 sq.m GIA. This is clearly well below the level of most convenience retailers including the discount food operators. For this reason, if the units are occupied within an A1 Use Class it is most likely that they will be comparison retailers. However clearly the deliberate flexibility in the potential uses within these units (Use Classes A1-A3), means that a mix of retailers, professional service occupiers and food and drink operators can be accommodated. Indeed Units 7-9 are specifically indicated as ‘F&B’ units on the proposed layout.
- 6.35 Furthermore, there is already a number of convenience retailers located in close proximity to the redevelopment (Aldi, Tesco, Sainsbury’s and M&S Foodhall) which provide a broad range of convenience retail provision. It should also be noted that the substantial residential element associated with the scheme will be a key factor in supporting the delivery and

overall viability of the scheme. For all these reasons it is considered that the proposed Lidl foodstore is highly unlikely to affect the delivery of this The Square at Sale.

- 6.36 As noted earlier, Sale itself falls outside the catchment area of the proposed Lidl store and Lidl actually have a further requirement for a separate store in the Sale area which is being actively secured.
- 6.37 Therefore it is considered that the proposed Lidl store will not impact upon this commitment. The applicant is not aware of any other existing, committed or planned investment in Sale Town Centre which the proposed development could impact upon.
- 6.38 On the basis of the above, the development is therefore considered to be fully compliant with this criterion of paragraph 89 of the NPPF.

#### THE IMPACT OF THE PROPOSAL ON TOWN CENTRE VITALITY AND VIABILITY, INCLUDING LOCAL CONSUMER CHOICE AND TRADE IN THE TOWN CENTRE AND THE WIDER AREA

- 6.39 In assessing the impact of the proposed development on town centre vitality and viability, it is firstly important to consider the context of the development proposed.
- 6.40 The proposal seeks to utilise part of Unit 1 as well as extend the existing unit to form a new discount food store which will be occupied by Lidl. Lidl stores serve a relatively compact catchment area and are intended to provide a local shopping facility. The locational strategy of Lidl is for stores in areas such as this, to serve an area that broadly equates to a 5 minute drive-time of the site. Because of its limited offer, people do not tend to travel long distances to shop at Lidl.
- 6.41 In considering the impact of the proposed Lidl foodstore on any defined centre, it should be noted that Lidl shoppers generally tend to utilise other shops and stores as well as Lidl in order to fulfil their grocery shopping and local service needs. Lidl stores therefore, tend to represent an additional shopping destination for consumers, who will then go on to visit other shopping destinations, as opposed to a destination which pulls consumers away from existing retail centres.

#### Vitality and Viability of Centres within the Catchment

- 6.42 The NPPG advises that a judgement as to whether the likely adverse impacts are significant can only be reached in the context of an understanding the current vitality and viability of any affected defined centres within the catchment. To that end, a healthcheck assessment of Altrincham Town Centre has been undertaken having regard to the national key indicators of a centre's 'health' contained in NPPG. Whilst not actually within the 7 minute drive-time secondary catchment area, for completeness a health check of Sale Town Centre has also been undertaken, in light of the patterns of trade diversion assumed in the quantitative assessment.
- 6.43 The full healthchecks are provided in **Appendix 7**, however a summary of our findings is also provided below.

#### Altrincham Town Centre

- 6.44 Altrincham Town Centre performs well against the vitality and viability indicators identified in NPPG. The town enjoys below UK average vacancy levels, has a burgeoning food and drink offer catalysed by the highly successful re-development of the Altrincham Food Market. This has provided a clear niche for the town, particularly due to the relatively close proximity of the Trafford Centre. The Council has been a key driver of improvements investing in a number of public realm enhancements along key thoroughfares, providing a safe and high quality environment. The Town Centres Business Growth Programme has led to a large boost in the level of independent shopping provision, making Altrincham a visitor destination and

driving further footfall. Furthermore, the Altrincham interchange provides an integrated public transport hub, providing connections across Greater Manchester. The Altair development is commencing shortly and will provide further regeneration of the Town Centre, including town centre living accommodation, further bolstering the aforementioned initiatives. As noted above, it is Lidl's intention to submit a further application at this site to enable them to provide a new store, which would be in addition to the one proposed at the Altrincham Retail Park, representing a key investment by Lidl in the Town Centre. This also demonstrates that the two sites have distinct catchments, and that Lidl has identified a need to provide new stores to serve both areas.

- 6.45 It is therefore concluded that Altrincham is in excellent health, having undergone a transformation in the quality and diversity of its offer, making it an attractive centre. For these reasons, Altrincham Town Centre is considered to be a strong, vital and viable centre.

#### Sale Town Centre

- 6.46 In terms of the assessment criteria, Sale Town Centre performs well against the vitality and viability indicators, particularly in respect of the mix of uses, a good proportion of independent businesses and below average vacancy rates. The centre has excellent accessibility for a centre of its type and size, and represents a good level of environmental quality particularly along School Road. For these reasons, Sale Town Centre is considered to be in a very good state of health. Additional planned investment is also likely to occur with the partial redevelopment of The Square Shopping Centre for a high quality mixed-use scheme.
- 6.47 It is therefore concluded that Sale is a vital and viable town centre adjusting well to changing town centre trends.

#### QUANTITATIVE IMPACT ASSESSMENT

- 6.48 As stated above, the scheme is below the national impact threshold of 2,500 sq.m GIA. Nevertheless a voluntary quantitative retail impact assessment shown below with the accompanying tables being contained in **Appendix 6** has been undertaken, based on the provision of the new Lidl store in its entirety. The reason for this approach is to transparently demonstrate to the Council that the proposal is acceptable in retail planning terms. As advised by NPPG, we have sought to undertake a proportionate retail impact assessment commensurate with the size and nature of the proposed development.
- 6.49 Our assessment has had regard to:
- The existing food retail provision within and around the identified off peak drive-time catchment area for the proposed Lidl store;
  - The role and function of these stores; and
  - The areas from which they are likely to draw the majority of their trade.
- 6.50 The estimated turnover of the proposed store is shown in Table 4 of **Appendix 6** and has been calculated using the latest benchmark turnover figures. This identifies that the total turnover of the proposed development is £13.19m turnover, comprising £10.55m of convenience retail turnover and £2.64m of comparison retail turnover. This is a worst case scenario as it does not take account of the reduction in floor area of the existing Homebase store, and in reality there is likely to be a decrease in the comparison turnover of the site as a result.
- 6.51 This turnover must however, be viewed in the context of available expenditure within the catchment area of the proposed development, which is explored further below.
- 6.52 **Table 1** of **Appendix 6** confirms the population figures for the 5 and 7 minute drive-time primary and secondary catchment areas which the store will serve.

- 6.53 **Table 2** sets out the convenience expenditure per capita which is available within the catchment area. This has been derived from Experian Micromarketer at a 2017 base year. This figure is then projected forward utilising the appropriate levels of growth from the Experian Retail Planner Briefing Note 16 (December 2018) and accounts for Special Forms of Trade. Figures are provided for both 2019 (the anticipated year in which planning consent will be obtained) and 2024 (future design year). The adoption of 2024 as a future design year assumes that planning permission for the development will be obtained in mid 2019 with completion of the development in late 2019. By 2024, the store will have reached a mature trading pattern and represents an accurate forecasting of the impact of the development. This design year fully complies with paragraph: 013 (Reference ID: 2b-013-20140306) of NPPG to test the likely impact of the development up to five years from when they become operational.
- 6.54 **Table 3** sets out the available convenience expenditure within the catchment area, calculated via the figures set out within Tables 1 and 2.
- 6.55 **Table 4** confirms the turnover of the proposed Lidl store development, utilising a benchmark turnover figure taken from Mintel Retail Rankings (published in 2019). The same benchmark figure has been adopted for both the convenience and comparison elements of the proposed store. It is considered that this approach is very likely to overstate the turnover of the comparison element of the proposal and in effect illustrates a worst case scenario in terms of turnover. This approach has been adopted to reflect the ever changing nature of Lidl's comparison goods offer.
- 6.56 **Table 5** sets out the anticipated trade draw from the primary and secondary catchment areas. Having regard to the fact that Lidl serves a largely localised catchment, the vast majority of the trade draw (70%) is anticipated to occur from the primary catchment area. Only approximately 10% trade draw to the proposed store's turnover is expected to flow from the secondary catchment. This largely reflects the fact that at the extremity of the catchment area, shoppers will seek to travel to the most convenient destination. For example shoppers in Sale who wish to visit a Lidl store could equally choose to visit the recently constructed Stretford store. It is considered these trade draw assumptions between the primary and secondary catchment area ensures that the impact assessment is robust.
- 6.57 **Table 5** also provides a comparison between the proposed store's convenience turnover and available convenience expenditure within the catchment area. This identifies that at 2024, the proposed store's convenience turnover will equate to £10.55m or just 16.4% of total available convenience expenditure (both the combined primary and secondary catchment areas). This results in £55.71m of convenience expenditure still going to other convenience retailers both within and outside of the defined town centres, retail parks and other standalone destinations.

#### **Inflow Assumption**

- 6.58 As is also evident in Table 5, an assumption has also been made for the 'inflow' of expenditure from outside of the catchment area, which will inevitably comprise a proportion of the store's turnover. An inflow figure of 20% has therefore been adopted to represent pass-by trade which will come from shoppers not normally resident within the primary and secondary catchment areas. It is considered that this is justified on the basis that the A56 is a key commuter route into Manchester, which provides workers with access to key employment hubs such as Trafford Park and Salford Quays. Everyday workers travel via this route from other areas of Greater Manchester and beyond.
- 6.59 In August 2014 a report was published by New Economy Manchester which identified that in 2011, there were around 1.1m people commuting within Greater Manchester with around 85% of these (circa 900,000) travelling to other areas of Greater Manchester and a further

15% (circa. 155,000) commuting into Greater Manchester. It was specifically identified that Manchester, Trafford and Salford all experience a net gain of commuters every day. It is therefore reasonable to assume that many of these commuters will access retail provision close to their place of work. This would constitute an inflow of trade coming from outside a retail store's core catchment area.

6.60 To put this in context in respect of the proposed Lidl store, the daytime population within the 5 minute drive-time catchment and 7 minute drive-time catchment zone, receives an increase of 29,645 people (on weekdays). Based on the average convenience per capita spend within the 7 minute drive-time zone, this equates to an extra £58m of convenience expenditure per year, which is theoretically available to retailers within this area. It is assumed that many of these commuters will travel to and from work along the A56 and therefore, reasonable to assume that many of these commuters may stop off on their way to or from work to take advantage of the retail provision on route.

6.61 Additionally, and as noted in the healthcheck assessments Altrincham is becoming more of a destination at weekends and therefore it is not unreasonable to also assume that inflow of expenditure will also occur though pass-by trade from weekend visitors to Altrincham and other major nearby tourist destinations reached via the A56/ A556 such as Dunham Massey Hall, Tatton Park and other destinations across Cheshire.

#### Forecast Trade Diversion

6.62 **Table 6** of Appendix 6 sets out the anticipated trade diversion to the proposed Lidl store from other destinations within the catchment area. The notes at the bottom of Table 6 set out how we have derived the turnovers for the various destinations. The turnovers utilised are based on a mix of survey derived, benchmark or are sourced from other retail assessments as specified.

6.63 As is evident from Table 6, the main trade diversions to the proposed Lidl foodstore are from existing main and discount convenience retailers. In particular, the bulk of the trade diversion to the proposed store - equating to 43% of the store's total convenience turnover - will flow from existing out of centre destinations. This is due to the proposed location of the store on Altrincham Retail Park in reasonably close proximity to the existing Asda Superstore and Aldi store on George Richards Way and the nature of overlap in terms of product offer. Accordingly, a trade diversion of £2.44m from Aldi (equating to an impact of 17.48%) and £2m from Asda (an impact of 2.19%) is forecast. A trade diversion of £0.28 (an impact of 0.95%) from the out of centre Waitrose store on Sinderland Road, Broadheath is also forecast. This is a much lower level of trade diversion in light of the location of the store and the nature of the convenience offer provided which is distinct from the discount convenience retail operators.

#### Altrincham Town Centre

6.64 As shown in Table 6 and reflecting the like trades with like principle, the forecast levels of trade diversion from Altrincham Town Centre are focussed on the larger multiple convenience operators present in the centre. Taking these in order, £1.55m is forecast to be diverted from the Tesco Extra Superstore; £1.15m from Sainsbury's and £0.01m from Iceland. Trade diversion from other convenience operators in Altrincham Town Centre is more limited at £0.03m. This reflects the limited overlap between Lidl and the other smaller convenience retailers.

6.65 Overall, an impact of 2.19% on Altrincham Town Centre is forecast, with the vast majority of that impact falling on the larger multiple convenience operators outlined above.

### Sale Town Centre

- 6.66 As discussed above, Sale Town Centre actually falls outside of the both the 5 and 7 minute drive-time catchments. For this reason, the likely impact of the proposal on Sale Town Centre will be very limited. This is reinforced by the fact that Lidl has an active requirement for a separate foodstore at Sale to provide representation within that catchment area. Notwithstanding the above and for completeness, the level of trade diversion and forecast impacts on Sale Town Centre are set out in Table 6. This again identifies that the vast majority of trade diversion is from main food stores and other discount operators within the centre which is summarised below:

Store	Trade Diversion (£m)	Forecast Impact (%)
Aldi	£0.29m	2.29%
Tesco Superstore	£0.23m	0.65%
Sainsbury's	£0.18m	0.72%
M&S Foodhall	£0.13m	1.07%
Co-op Food	£0.03m	1.44%
FarmFoods	£0.03m	1.89%

- 6.67 The remaining trade diversion from Sale Town Centre (£0.02m) is predicted to be drawn from other smaller convenience retailers in Sale Town Centre. As with Altrincham, these retailers will provide a specialist or differentiated offer from Lidl and thus there will realistically only be an extremely limited overlap. Overall Table 6 identifies a 1% convenience retail impact on Sale Town Centre, reflecting it's distance from the proposed development.

### QUALITATIVE IMPACTS

- 6.68 Numerical calculations of quantitative impact must be put into context to understand the effects of the proposal - in short what is the likely tangible impact of the proposal on town centres within the catchment area of the proposal. As the Inspector in the Scotch Corner call-in Inquiry decision notes:

*'There is no percentage impact that would form a threshold or tipping point beyond which the numerical assessment of impact would become significant in Framework terms [5.49]. Whether there is a significant effect in terms of Framework policy depends on a largely subjective assessment of the underlying strength of the town centres that might be affected i.e. its vitality and viability'. (paragraph 11.21, APP/V2723/V/15/3132873 and APP/V2723/V/16/3143678)*

- 6.69 As set out above, the vast majority of the trade diversion to the store - 43% - will flow from existing out of centre stores (Asda, Aldi and Waitrose) in closer proximity to Altrincham Retail Park. Being out of centre store, these are not afforded any policy protection and so any impacts on these destinations are not a material consideration.

### Impact on Altrincham Town Centre

- 6.70 The forecast convenience retail impact of the proposal on Altrincham Town Centre as a whole is 2.19%. This is a modest order of impact and reflects the fact that the town centre is on the edge of the 7 minute drive-time catchment area.

- 6.71 The principal trade diversion to the proposal will be from the Tesco Extras and Sainsbury's stores. Both of these are large 'all-category' foodstores providing up to 40,000 convenience product lines. In contrast and as outlined, Lidl performs a 'top up' function typically offering around 2,000 product lines. Therefore the store the proposed Lidl Foodstore will have a limited impact, as shoppers will still need to undertake visits to other stores to meet all of their convenience shopping needs. The post-diversion turnovers of the convenience stores within the centre will remain healthy, with the modest levels of trade diversion being very unlikely to threaten the viability of any individual store.
- 6.72 Iceland has a specific discount offer centred on frozen food products and again there is a very limited overlap with the Lidl product offer. The impact on 'other' convenience stores within Altrincham Town Centre is limited and will be spread amongst a wide variety of retailers. As noted above, these principally comprise small independent shops with specialist provision or discount mixed-goods retailers. As such, there will be a very limited overlap in product offer between Lidl and these 'other' stores.
- 6.73 As outlined in our healthcheck assessment of Altrincham Town Centre, the centre is performing well with low vacancies, a strong and growing independent offer and a burgeoning food and drink offer bolstered by the renovated Altrincham Food Market. The centre is already anchored by two substantial convenience foodstores whose dominant presence will not be affected by the provision of the Lidl foodstore.
- 6.74 It is therefore concluded that the impact of the proposal on Altrincham Town Centre will be very modest and is not 'significantly adverse'.

#### Impact on Sale Town Centre

- 6.75 As noted above, Sale Town Centre actually lies outside of the secondary catchment area (the 7 minute drive-time isochrones). Nevertheless it is considered the impact of the proposal on Sale Town Centre for robustness.
- 6.76 The forecast convenience retail impact of the proposal on Sale Town Centre as a whole is 1%. This is a very modest order of impact and reflects its distant position relative to the application proposal. As previously noted, Lidl is actively pursuing an opportunity at Sale for a separate Lidl store, reflecting their view that it serves a distinct catchment area. Notwithstanding this, and before any Lidl becomes operational in Sale, it is acknowledged that there will be a limited level of trade diversion from Sale Town Centre to the application proposal.
- 6.77 The principal trade diversions to the proposal will be from the Tesco Superstore, Aldi, Sainsbury's and (to a lesser extent) the M&S Foodhall stores. The Tesco Superstore and Sainsbury's stores are large 'all-category' foodstores providing up to 40,000 convenience product lines. In contrast and as outlined, Lidl performs a 'top up' function typically offering around 2,000 product lines. Therefore the store the proposed Lidl Foodstore will have a limited impact on these stores, as shoppers will still need to undertake visits to other stores to meet all of their convenience shopping needs. There will be a slightly greater order of impact on the Aldi store, reflecting that it is a direct competitor to Lidl. However the distance of the Aldi store to the application proposal, taking into account the relatively small catchment from which discount operators draw their trade, means that this will still be very limited. The M&S Foodhall provides a premium food offer, including a high proportion of pre-prepared foods, which is distinct to Lidl's offer. Taking this into account and also the distance between the M&S Foodhall and the application proposal, the impact will be very limited. As is evident from Table 6, the post-diversion turnovers of the convenience stores within the centre will remain healthy, with only very modest levels of trade diversion occurring. Therefore the application proposal will be extremely unlikely to threaten the viability of any individual store in Sale Town Centre.

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6.78 As outlined in our healthcheck assessment of Sale Town Centre, the centre is performing well with low vacancies, a good diversity of shopping provision including a strong range of convenience operators. The centre also possesses a strong independent offer and a growing food and drink offer reflecting current market trends. As noted, the centre is anchored by four multiple convenience foodstores whose dominant presence will not be affected by the provision of the Lidl foodstore.

6.79 It is therefore concluded that the impact of the proposal on Sale Town Centre will be extremely modest and is not 'significantly adverse'.

#### SUMMARY

6.80 On the basis on the analysis provided, it can be seen that the proposals will not have a significant adverse impact on the vitality and viability of any defined town centre within the catchment area of the proposal.

6.81 The proposal will not have any significant adverse impact on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. In addition, the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area will not be significantly adverse.

6.82 Furthermore, the development will enable the retention and downsizing of the existing Homebase store to ensure a more efficient operation, meeting the needs of the catchment area. As such, the proposal should therefore be deemed wholly acceptable in terms of retail impact.

## **7 PLANNING ASSESSMENT**

- 7.1 This section considers the merits of the current proposal with regard to the relevant national and local policy considerations identified in Section 6 and any other material considerations.

### **DEVELOPMENT PLAN**

- 7.2 The planning system operates on the basis that planning application should be determined in accordance with the provision of the Development Plan, unless material considerations indicate otherwise. In this case, the Development Plan comprises Saved policies' of the Revised Trafford Unitary Development Plan (UDP) (2006) and Trafford Core Strategy (January 2012).

- 7.3 The relevant policies, arising from these documents, have been set out within Section 6 of this statement. The following evidence demonstrates that there is no significant adverse impact arising from the proposed development and that the proposal fully accords with the Development Plan. Other material considerations, set out within this section of the Statement, reinforce the justification for the grant of planning permission.

### **PRINCIPLE OF DEVELOPMENT**

- 7.4 The proposed development seeks the extension and sub-division of existing Homebase store (Unit 1) to create two new retail units (Use Class A1) comprising a retail warehouse unit and associated garden centre (Unit 1) and a discount convenience foodstore (Unit 1A), together with associated revised car parking arrangement, landscaping and formation of an additional site egress.

- 7.5 On this basis, the site would remain in retail use, and the proposal also seeks to enhance the appearance of the existing building and the site. It is therefore considered that the proposed development should be deemed acceptable in principle, subject to compliance with the relevant retail policy tests and necessary development control considerations. These matters are addressed in further detail below.

### **RETAIL POLICY ISSUES**

- 7.6 As the site is deemed as out of centre location (in retail policy terms), it is considered that there are two main retail policy issues to address as part of these redevelopment proposals, relating to the need for a sequential and impact test.

- 7.7 Paragraph 86 of the NPPF confirms Local Planning Authorities should apply a sequential test to planning applications for main town centre uses (including retail) that are not in an existing centre and are not in accordance with an up-to-date development plan.

- 7.8 Paragraph 89 of the NPPF advises that when assessing applications for retail development outside of town centres, which are not in accordance with an up-to-date Local Plan, Local Planning Authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (or the default threshold of 2,500 sq. m).

- 7.9 The sequential assessment set out in this Statement has demonstrated that there are no sequentially preferable sites within, or on the edge of the identified centres within the catchment which could accommodate the scale and form of development for which permission is sought. The proposed development is therefore considered compliant with paragraphs 86 and 89 of the NPPF.

- 7.10 With regards to retail impact, although the proposed development falls below the NPPF threshold of 2,500 sq.m gross floorspace, a full Retail Impact Assessment has been undertaken as part of this submission.

- 7.11 Both centres assessed through this process are considered to be vital and viable and in a relatively good health (as confirmed by Rapleys 2019 survey), and as such, they are readily able to accommodate any negligible impacts should they arise.
- 7.12 It has been demonstrated in Section 6 of this statement that the proposed development complies with the retail tests and should therefore be deemed acceptable in retail planning terms.

### ECONOMIC BENEFITS

- 7.13 The economic role is one of the three dimensions for achieving sustainable development. In these terms, the economic role of sustainable development is to contribute to building a strong, responsive and competitive economy. The Government is committed to securing economic growth in order to create jobs and prosperity, and for the planning system to support sustainable economic growth as outlined in the paragraph 8 of the NPPF.
- 7.14 The development proposal in itself represents a significant economic investment by the Joint Applicants, including the provision of approximately 40 job positions to be created by Lidl, which will be taken by local workers. The proposal will also ensure the retention of jobs at the Homebase unit.
- 7.15 As previously outlined in Section 5, Lidl offers an excellent work ethic and training opportunities for staff to progress within the company. The development proposals therefore support the local economy and provide employment opportunities for local people during construction and once opened to the general public. The positions will be wide ranging from material and administrative positions in addition to store assistants and cashiers.

### DESIGN

- 7.16 The layout of the site is shown on the proposed site layout plan (Dwg Ref. 14366-105B) which illustrates that Unit 1A will be formed to the west of the reconfigured Homebase store. Car parking serving the store (as part of the wider Altrincham Retail Park) will be retained to the south of Unit 1A. However, the car park will be re-configured, resulting in a net loss of 94 spaces. However, there will be a net increase of 4 accessible spaces and 7 parent and child spaces.
- 7.17 A new left out egress will be created to the eastern side of the car park, as shown on the Proposed Site Plan. A separate servicing yard (including the delivery bay 'dock' and housing of plant) is proposed to the north of the store for Unit 1A. A new service yard will also be provided to the rear of Unit 1 to enable servicing to the Homebase unit.
- 7.18 The design, layout and appearance of the development proposal have been informed by a review of the context of Altrincham Retail Park. It is considered that the design approach taken, offers a good quality design solution to enable the formation of a Lidl store, whilst meeting both Lidl's operational requirements and customer expectations. The elevational treatment to Homebase will remain largely unchanged, although the garden centre elevation has been designed to complement the design approach to Unit 1A in terms of both the glazing and cladding treatment.
- 7.19 The elevational treatment to both stores, including the new store entrance and canopy and garden centre, is consistent with existing retail units on Altrincham Retail Park, proving a modern and contemporary design. The single height glazed entrance to the Lidl store provides an active frontage to the customer car park, thereby encouraging natural surveillance of the site and reduces potential for crime and anti-social behaviour. In addition, the Lidl store will feature glazing along a section of the western elevation to maximise natural light entering the store. Further information relating to the scale of the

development proposals can be seen on the proposed general arrangement elevations (Dwg Ref: 14366-109B) and accompanying Design and Access Statement.

#### SECURED BY DESIGN

- 7.20 In accordance with the with the Trafford Council's requirements, the proposed development follows has been informed by Secured by Design principles that encourage crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. A Crime Prevention Plan (ref. 14366-110) accompanies the planning application and demonstrates how the proposal is consistent with existing crime prevention measure employed at Altringham Retail Park, which have successfully operated over many years.

#### TRANSPORT

- 7.21 A Transport Assessment and Travel Plan have been prepared by TTP Consulting in support of this application. The Transport Assessment fully appraises the existing transportation position and the likely impact of the proposed development.
- 7.22 The report concludes that the proposed scheme is in a sustainable location for journeys on foot, by bicycle or by public transport and the proposals' traffic impacts are not severe and thereby accords with the guiding principles of Core Strategy Policies L4 and L5.
- 7.23 Car parking provision through the sub-division of Unit 1 and associated relocation of the garden centre will result in the loss of 94 car parking spaces in the least popular section of the car park, however the resultant number of spaces is appropriate for the proposed development.
- 7.24 A new 'left-out' egress will be created from the eastern car park onto George Richards Way. The design includes a central reserve on George Richards Way to prevent vehicles from turning right in or out of the retail park, with the kerb arrangement further enforcing the movements. This new egress will assist in the efficient and more balanced overall use of parking spaces within the wider car park.
- 7.25 Accordingly the scheme will not give rise to any material impacts and in accordance with paragraph 109 of the NPPF, will not result in an unacceptable impact on highway safety and the residual cumulative impacts on the road will not be severe.

#### AIR QUALITY

- 7.26 The proposed development is located partially within the Greater Manchester Air Quality Management Area (AQMA), which has been declared for exceedances of the annual mean Air Quality O for NO<sub>2</sub> and, as such, there is potential for the development to cause adverse impacts upon existing pollution levels at nearby sensitive receptors within the AQMA.
- 7.27 Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and 'trackout' activities was predicted to be not significant
- 7.28 Predicted impacts on NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations as a result of operational phase exhaust emissions were predicted to be negligible at all 12 sensitive receptor locations.
- 7.29 In conclusion the overall significance of potential impacts was determined to be not significant, in accordance with the EPUK and IAQM guidance, and thus air quality impacts associated with the proposal are deemed to be acceptable.

## FLOOD RISK AND DRAINAGE

- 7.30 The planning application is supported by a Drainage Strategy. The Strategy confirms the application site is located within Flood Zone 1, which comprises land assessed as at low risk of flooding from watercourse and/or sea with less than 1:1000 annual probability of river or sea flooding. NPPF Technical Guidance states all uses of land are appropriate in Flood Zone 1.
- 7.31 The accompanying Drainage Strategy confirms that the existing site is served by separate below ground foul and surface water drainage systems, discharging into a combined drain on George Richards Way.
- 7.32 SuDs infiltration drainage is likely to be a feasible option for the proposed surface water drainage, subject to soil percolation testing..

## NOISE

- 7.33 A Noise Assessment has been prepared by REC to assess the noise impacts of the proposed development and any associated operations.
- 7.34 A weekday and weekend background Sound Survey was undertaken to determine background sound levels at the nearest noise-sensitive properties around the site.
- 7.35 The assessment was conducted in accordance with the requirements of Trafford Council and the guidance contained in British Standard 4142:2014 Methods for rating and assessing industrial and commercial sound.
- 7.36 The Noise Impact Assessment has set noise emission limits for any fixed plant or proposed operations associated with the development in relation to the background sound level and the guidance given in BS4142:2014.
- 7.37 It is recommended that at the final design stage, a noise consultant is appointed in order to perform the necessary noise calculations when plant types and specifications are known in order to ensure the plant emission limits are not exceeded at the nearest sensitive receptors.
- 7.38 The accompanying Noise Assessment provides additional details.

## PHASE 1 SITE INVESTIGATION

- 7.39 The Phase 1 site investigation prepared by Groundtech considers that whilst some contaminated made ground may be present below the site in association with historical uses, the risk is considered to be moderate. The level of potential leaching or infiltration will be restricted by the existing hardstanding and drainage system. As such the risk to controlled water is low.
- 7.40 Pad foundations may be suitable depending on the depth of existing foundations and the use of SuDs may be feasible within the natural granular deposits present on site.

## SUSTAINABILITY

- 7.41 Both Homebase and Lidl undertake a variety of sustainability measures as standard procedure in the operation of their stores, and the measures minimise the environmental impact of the proposed Lidl store are set out within Section 5 of this statement.
- 7.42 The new extension to accommodate Lidl will be designed, built and operated to industry leading standards, and the Lidl is constantly looking for new and creative ways of reducing energy consumptions and emissions.

- 
- 7.43 The proposal will assist in limiting carbon dioxide emissions with the objective to be resilient towards climate change through its choice of a sustainable location and the use of innovative design.
- 7.44 Furthermore, the proposed development will enable the improvement of the retail offer by the efficient use of brownfield land created through the sub-division and extension of the existing Homebase unit.

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## 8 SUMMARY AND CONCLUSION

8.1 This Statement has assessed the proposed development against the NPPF, relevant policies contained within the Development Plan and other relevant material considerations.

8.2 It is concluded that the proposal is in accordance with national policy and the Development Plan and there are no other material considerations that indicate planning permission should not be forthcoming. The development proposals constitute sustainable development for the following reasons:

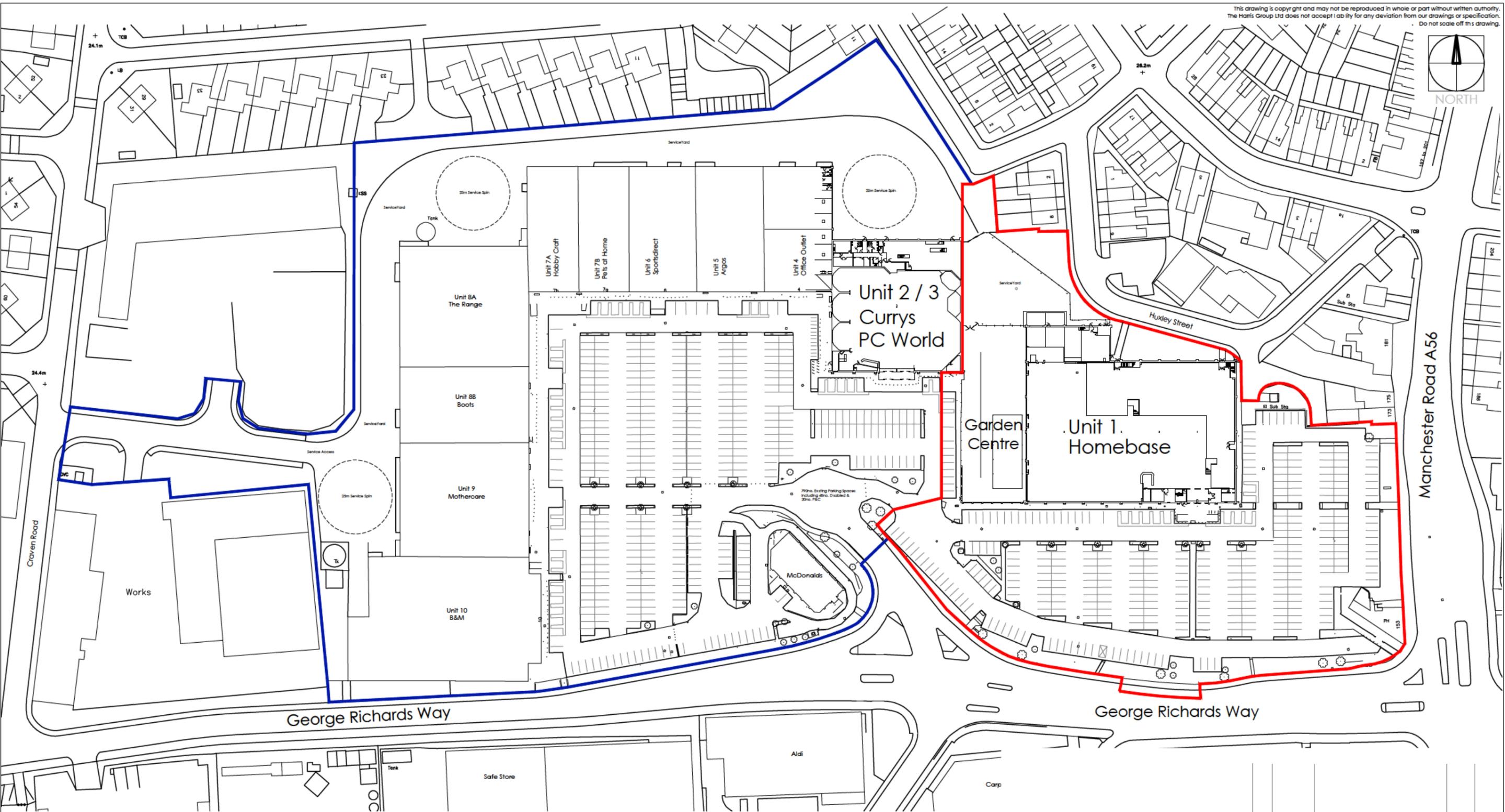
- Extension and sub-division of existing Homebase store (Unit 1) to create two new retail units (Use Class A1) comprising a retail warehouse unit and associated garden centre (Unit 1) and a discount convenience foodstore (Unit 1A), together with associated revised car parking arrangement, landscaping and formation of an additional site egress;
- The proposal will improve customer choice and enhance the retail experience for shoppers within this area of Broadheath and the neighbouring areas;
- The proposals full comply with both the sequential and retail impact tests set out within the NPPF;
- The refurbished building will provide a clean and contemporary design that will be complementary to the visual character of the surrounding area; and
- There will be a positive economic impact as a result of new employment and increased earnings in the local area.

8.3 Overall, the proposed scheme adopts the principles of sustainable development, in relation to social, economic and environmental factors. The proposals accord with the emphasis of national policy contained within the NPPF, which confirms a presumption in favour of sustainable development.

8.4 In these terms, it has been demonstrated that the scheme complies with relevant policy as set out within the NPPF and the Development Plan. Therefore, the application should be supported.

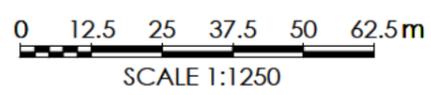
Appendix 1

# SITE LOCATION PLAN



Note:  
 Surrounding contextual buildings and information are based on received ordinance survey drawings, and are shown for illustrative purposes only.  
 Assumed site boundary is subject to confirmation.  
 All legal easements, and extent of existing underground services locations, are subject to confirmation.

- Application boundary
- Other land, owned by the applicant



Project Title	Proposed Refurb & Extension		
	Altrincham Retail Park George Richards Way Altrincham WA14 5GR		
Client	Orchard Street Investment Management LLP		
Status	PLANNING		
Scale	1:1250	Drawing size	A3
Date	12/18	Drawn by	IJK
		Checked	PRW

Rev	Date	Description	Rev By	Chkd By

Drawing Title	Location Plan
Job-Dwg No	14366-99

<input checked="" type="checkbox"/>	2 St Johns North Wakefield WF1 3GA t 01924 291800
<input type="checkbox"/>	Carvers Warehouse 77 Dale Street Manchester M1 2HG t 0161 2388555
<input type="checkbox"/>	The Old Rectory 79 High Street Newport Pagnell MK16 8AB t 01908 211577
<input type="checkbox"/>	101 London Road Reading RG1 5BY t 0118 9507700
<input type="checkbox"/>	10 Gees Court St Christophers Place London W1U 1JJ t 0207 4091215



Appendix 2

# DECISION NOTICES

## H38342 & H39995

Town and Country Planning Act 1971

**Outline planning permission**

Name and address of applicant

Name and address of agent (if any)

Peel Investments (North) Ltd,  
Quay West, Trafford Wharf Road,  
Manchester, M17 1HH  
& Chestergate Seddon Ltd,  
213 Ashley Road, Hale,  
Cheshire, WA15 9TB

Robert Turley Associates Ltd,  
Hampden House,  
2-4 Palatine Road,  
Withington,  
Manchester,  
M20 3JA

**Part I - Particulars of application**

Date of application:

Application no.

23.12.93

H/OUT/38342

Particulars and location of development:

Demolition of existing buildings & structures & redevelopment of site as a retail warehouse park including non-food retail units, garden centre, 2 restaurants & associated parking employment development & construction of new access road. Land generally bounded by Manchester Rd, formerly railway line, Craven Road, rear of 11-31 Peveril Road, Princess St, rear of 2-8 Huxley St & Dale St, Broadheath

**Part II - Particulars of decision**

The Trafford Borough

Council

hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1971 that outline planning permission has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:

1. Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
  - (a) the expiration of five years from the date of this permission; or
  - (b) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved;

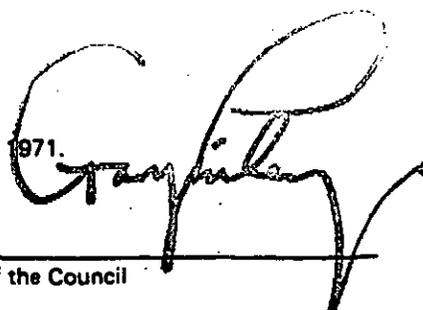
The reasons for the conditions are:

1. Required to be imposed pursuant to section 42 of the Town and Country Planning Act 1971.

Date of decision 7th October, 1994

Council Offices

DATE OF ISSUE: 11<sup>TH</sup> OCTOBER 1994  
P.O. BOX 12  
TRAFFORD TOWN HALL  
TALBOT ROAD  
STRETFORD  
MANCHESTER

Signed \_\_\_\_\_  
on behalf of the Council


Note: This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.

Conditions Continued:

2.

- (a) No development shall take place without the prior written approval of the Local Planning Authority of the reserved matters, that is, details of the siting, design and external appearance of the building, the means of access to the building, (including the provision to be made for vehicle parking), and the landscaping of the site.
- (b) The approved proposals relating to means of access and to landscaping shall be carried out respectively before and within 12 months from the date when the building or any of the buildings hereby permitted is occupied; any trees or shrubs planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

**NOTES**

1. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment in accordance with section 36 of the Town and Country Planning Act 1971 within six months of <sup>issue</sup> receipt of this notice. (Appeals must be made on a form which is obtainable from the Department of the Environment, Tollgate House, Houlton Street, Bristol BS2 9DJ). The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements (a), to the provisions of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the local planning authority was based on a direction given by him.

2. If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or by the Secretary of State for the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Council of the district in which the land is situated a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part IX of the Town and Country Planning Act 1971.

3. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in section 169 of the Town and Country Planning Act 1971.

*(a) The statutory requirements are those set out in section 36(7) of the Town and Country Planning Act 1971, namely sections 29(1), 30(1), 67 and 74 of the Act.*

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Conditions Continued:

3. None of the buildings hereby approved shall first be brought into use until such time as all necessary highway works associated with the development have been implemented in accordance with details which have received the prior written approval of the Local Planning Authority. In particular these works shall include:-
  - i) a traffic light controlled junction with pedestrian facilities at Manchester Road/Viaduct Road/site access including improvements to Manchester Road and Viaduct Road in the vicinity of the new junction;
  - ii) alterations to the Manchester Road/Atlantic Street junction to remove the present traffic lights and allow left in/left out access/egress to/from Atlantic Street only;
  - iii) the upgrading of Davenport Road to the south of the application site, including a modified alignment of its junction with Atlantic Street;
  - iv) restrictions on the egress from the site for service vehicles to prevent them using Barlow Road/Craven Road;
  - v) alterations to the Barlow Road/Craven Road junction to prevent HGV's turning from Barlow Road northwards into Craven Road;
  - vi) traffic management measures on Craven Road
  - vii) the closure of parts of Wright Street, Dale Street and Beaconsfield Street; and
  - viii) a new road including provision for cyclists within the application site between Manchester Road and Craven Road, generally running close to the south boundary of the site and along the west boundary of the site south of Barlow Road, together with a traffic light controlled junction at Davenport Road/development car park.
4. The reserved matters submission shall include details of works to safeguard the Railway P.H. a Listed Building, including the means of support and protection for the building and proposals for the building of a new gable wall on the north side of the building in the event of the demolition of No. 155 Manchester Road, and the treatment of the area around the building.
5. No development shall take place within the application site within an area 55 metres of either side of the centre line of Davenport Road until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicants and approved by the Local Planning Authority.
6. This outline planning permission does not grant or imply consent for the layout shown on the 1:1250 drawing No. HA/2663/AP-002 received on 17th February 1994.
7. This outline planning permission relates to drawing No. HA/2663/A1-001~~8~~ only, received by the Local Planning Authority on 19th August, 1994.

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Conditions Continued:

8. That part of the development hereby permitted which is to be used for purposes within Class A1 of the Town and Country Planning (Use Classes) Order shall:-
- a) not be sub-divided into units of less than 930 sq. metres (10,000 sq feet) gross, unless otherwise agreed in writing first by the Local Planning Authority; and
  - b) not have more than 5% of the retail sales area of any individual unit used for the sale of food.
9. Prior to the commencement of the development hereby approved:
- i) a site investigation shall be undertaken, in accordance with details which have been previously agreed with the Local Planning Authority, to ascertain the type, location and quantity of all contaminants; and
  - ii) a report of the site investigations, incorporating recommendations for dealing with the contaminants identified, and prepared by a suitably qualified person, shall be submitted to and agreed by the Local Planning Authority.

All the recommendations contained in the site investigation report shall be implemented in accordance with a scheme which has received the prior written approval of the Local Planning Authority and which includes a timescale for the carrying out of the necessary works.

Reasons:

2.
  - (a) No details have been submitted of the matters referred to in the condition.
  - (b) To ensure that the development is carried out in a satisfactory manner.
3. To ensure that adequate, safe and convenient access can be provided to the application site; in the interests of the free and safe flow of traffic on roads adjacent to the application site; in the interests of highway safety; and in the interests of residential amenity.
4. In order to safeguard the future well being of the Railway P.H., a Listed Building, during the development and to ensure an appropriate treatment for the setting of this Listed Building.
5. Davenport Road is a Roman Road and it is appropriate to carry out archaeological investigations to identify and record the Roman road surface and any evidence for roadside activity prior to development being undertaken.

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**Reasons Continued:**

6. This drawing was submitted for illustrative purposes and did not form part of the formal submission which reserved all matters for subsequent consideration.
7. For the avoidance of doubt as an amended existing site layout plan was received subsequent to the submission of the application.
8. In accordance with the applicants' stated intentions and to ensure that the development is not sub-divided into small shop units which would be attractive to town centre type retailers which could thereby significantly affect established retail centres in the southern part of the Borough; and because food retailing could significantly effect established retail centres in the southern part of the Borough, because it has not been demonstrated that adequate car park for food retailing could be made available within the application site, and because food retailing would not accord with the Council's proposals for this area as set out in the Deposit draft UDP for Trafford (Proposal S14).
9. Part of the site is currently in use as a waste transfer station and much of the site has been used for a variety of industrial and storage uses over a period of very many years. These uses include some of those set out in Appendix A to Circular 21/87 on Development of Contaminated Land and it is therefore appropriate for investigations and any necessary remedial action to be undertaken in the interests of health and safety.

Town and Country Planning Act 1971

**Outline planning permission**

Name and address of applicant

Name and address of agent (if any)

Peel Investments (North) Limited  
 Quay West  
 Trafford Wharf  
 Manchester  
 M17 1HH

Robert Turley Associates Ltd  
 Hampden House  
 2-4 Palatine Road  
 Manchester  
 M20 3JA

**Part I – Particulars of application**

Date of application:

Application no.

16th November 1994

H/OUT/39995

Particulars and location of development:

Demolition of existing buildings and structures & erection of extension to retail warehouse park approved in outline under application H/OUT/38342 comprising non-food retail unit (39,400 sq.ft) with associated car parking (137 spaces) and construction of new road linking undeveloped lengths of Huxley Street and Davenport Road.

Land between Manchester Road & Huxley Street, including Dale Square, Dale Street, Wright Street and Davenport Road, Broadheath.

**Part II – Particulars of decision**

The **Trafford Metropolitan Borough Council** hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1971 that **outline planning permission has been granted** for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:

1. Application for approval of reserved matters must be made not later than the expiration of **three years** beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
  - (a) the expiration of **five years** from the date of this permission; or
  - (b) the expiration of **two years** from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved;
  
2. (a) No development shall take place without the prior written approval of the Local Planning Authority of the reserved matters, that is, details of the design and external appearance of the building(s), including the provision to be made for vehicle parking), and the landscaping of the site.

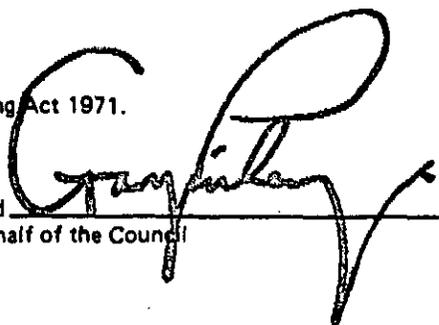
The reasons for the conditions are:

1. Required to be imposed pursuant to section 42 of the Town and Country Planning Act 1971.

Date of decision 15 February 1995

DATE OF ISSUE: 21 FEB 1995

Council Offices P.O. BOX 12  
 TRAFFORD TOWN HALL  
 TALBOT ROAD  
 STRETFORD  
 MANCHESTER

Signed   
 on behalf of the Council

Note: This permission is only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.

Conditions (continued)

- (b) The approved proposals relating to means of access and to landscaping shall be carried out respectively before and within 12 months from the date when the building or any of the buildings hereby permitted is occupied; any trees or shrubs planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.
3. The building hereby approved shall not be brought into use until such time as all necessary highway works associated with the development have been implemented in accordance with details which have received the prior written approval of the Local Planning Authority. In particular these works shall include -
- i) a traffic light controlled junction with pedestrian facilities at Manchester Road/Viaduct Road/former railway line including improvements to Manchester Road and Viaduct Road in the vicinity of the new junction;
  - ii) alterations to the Manchester Road/Atlantic Street junction to remove the present traffic lights and allow left in/left out access/egress to/from Atlantic Street only;
  - iii) the upgrading of Davenport Road to the south of the former railway line, including a modified alignment of its junction with Atlantic Street;
  - iv) restrictions on the egress from the site for service vehicles to prevent them using Barlow Road/Craven Road;
  - v) alterations to the Barlow Road/Craven Road junction to prevent HGV's turning from Barlow Road northwards into Craven Road;
  - vi) traffic management measures on Craven Road;
  - vii) the closure of parts of Wright Street, Dale Street, Huxley Street, Davenport Road and Beaconsfield Street;

**NOTES**

1. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment in accordance with section 36 of the Town and Country Planning Act 1971 within six months of ~~issue~~ receipt of this notice. (Appeals must be made on a form which is obtainable from the Department of the Environment, Tollgate House, Houlton Street, Bristol BS2 9DJ). The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements (a), to the provisions of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the local planning authority was based on a direction given by him.

2. If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or by the Secretary of State for the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Council of the district in which the land is situated a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part IX of the Town and Country Planning Act 1971.

3. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in section 169 of the Town and Country Planning Act 1971.

(a) The statutory requirements are those set out in section 36(7) of the Town and Country Planning Act 1971, namely sections 29(1), 30(1), 67 and 74 of the Act.

- viii) a new road including provision for cyclists approximately along the line of the former railway line and running for a distance of approximately 510 metres in a westerly direction from Manchester Road opposite Viaduct Road including a four arm traffic light controlled junction in the vicinity of Davenport Road, together with a new/improved road from the former railway line running north to a point approximately 15 metres south of the junction of Barlow Road with Craven Road.
  - ix) the service access, access and car parking provision shown both within the application site and within the wider proposed retail warehouse development on drawing No. HA 2663/A1-020A;
  - x) a new link road between Huxley Street and Davenport Road;
  - xi) new access/servicing/parking arrangements for the Parflo Engineering site; and
  - xii) vehicular access to the rear of 173 and 175 Manchester Road.
4. No development shall take place within the application site within an area 55 metres of either side of the centre line of Davenport Road until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicants and approved by the Local Planning Authority.
5. The building hereby approved shall not be subdivided into units of less than 930 sq.metres (10,000 sq.ft) gross, unless otherwise agreed in writing first by the Local Planning Authority; and not more than 5% of the retail sales area of the building (or of any individual unit formed by the subdivision of the building) shall be used for the sale of food.
6. Prior to the commencement of the development hereby approved:
- i) a site investigation shall be undertaken, in accordance with details which have been previously agreed with the Local Planning Authority, to ascertain the type, location and quantity of all contaminants; and
  - ii) a report of the site investigations, incorporating recommendations for dealing with the contaminants identified, and prepared by a suitably qualified person, shall be submitted to and agreed by the Local Planning Authority.
7. The land within the application site not occupied by buildings or by the area of the garden centre as delineated on the approved plan shall not be used for the storage of goods, equipment, waste or packing materials or other commercial refuse.
8. As part of the landscaping proposals to be submitted for reserved matters approval, details shall be provided of all boundary treatments, in particular including walls and fences and especially those in the vicinity of Huxley Street, Davenport Road and the new link road between them.

9. Service deliveries to the building hereby approved shall only take place between the hours of 07.30 and 20.00 Mondays to Saturdays and not at all on Sundays.
10. Notwithstanding the approved plans referred to in condition 11, the building hereby approved shall not be brought into use until plans showing the provision of 40 spaces for the secure parking of bicycles, in locations spread throughout the wider retail warehouse development proposed and convenient to the retail stores, have been submitted to the Local Planning Authority and been approved by them in writing and the 40 spaces have been provided in accordance with the approved details, thereafter the 40 secure bicycle parking spaces shall be retained at all times.
11. This permission relates to the submitted application as amended by drawing No. HA 2663/A1-020A received on 23 January 1995.

Reasons:

2. Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.
3. To ensure that adequate, safe and convenient access can be provided to the application site and nearby businesses, in the interests of the free and safe flow of traffic on roads adjacent to the application site, in the interest of highway safety, and in the interests of residential amenity.
4. Davenport Road is a Roman road and it is appropriate to carry out archaeological investigations to identify and record the Roman road surface and any evidence of roadside activity prior to development being undertaken.
5. To ensure that the development is not sub-divided into small shop units which would be attractive to town centre type retailers which could thereby significantly affect established retail centres in the southern part of the Borough, and because food retailing could significantly affect established retail centres in the southern part of the Borough, because it has not been demonstrated that adequate car parking for food retailing could be made available within the application site and because food retailing would not accord with the Council's proposals for this area as set out in the Deposit draft UDP for Trafford (Proposal S14).
6. Part of the site is currently in use as a waste transfer station and much of the site has been used for a variety of industrial and storage uses over a period of very many years; these uses include some of those set out in Appendix A to Circular 21/87 on Development of Contaminated Land and it is therefore appropriate for investigations and any necessary remedial action to be undertaken in the interests of health and safety.
7. To safeguard the amenities of the area.
8. In the interests of residential and visual amenity.
9. In the interests of the amenities of nearby residents.

10. To encourage use by cyclists in accordance with PPG13 and the Council's Car Parking Standards and ensure that such facilities are well related to the retail units in the wider development.
11. For the avoidance of doubt because amended plans were submitted subsequent to the receipt of the application.

Appendix 3

# PLANNING HISTORY SCHEDULE



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H39995 | DEM OF EXISTING BLDGS & STRUCTURES & ERCTN OF EXT TO RETAIL WAREHSE PARK APPROVED IN OUTLINE UNDER APP.  
 H/OUT/38342 COM- PRISING NON-FOOD RETAIL UNIT (39,400) SG FT WITH (SEE FILE) | - Land Between Manchester Rd & Huxley St, Inc.Dale Square  
 Dale St, Wright St & Davenport

## Planning Applications (6)

- [Installation of mezzanine floor to provide additional retail floorspace.](#)

Ref. No: 74764/FULL/2010 | Status: Awaiting decision

- [Certificate of Lawfulness of existing development for the installation of mezzanine floors in units 1, 2-3, 5, 6, 8a, 8b, 9 and 10, for purposes falling within class A1 of the schedule to the Town and Country Planning \(Use Classes\) order 1987 \(as amended\).](#)

Ref. No: 77815/CLEUD/2011 | Status: Awaiting decision

- [Certificate of lawfulness of proposed development for the installation of mezzanine floors in units 1, 2-3, 4, 5, 7, 8b, 9 and 10 for the purposes falling within Class A1 of the schedule to the Town and Country Planning \(Use Classes\) Order 1987 \(as amended\).](#)

Ref. No: 77816/CLOPD/2011 | Status: Awaiting decision

- [Display of internally illuminated fascia sign.](#)

Ref. No: 77912/AA/2011 | Status: Decided

- [Certificate of Lawfulness of Existing Development for the installation of mezzanine floors in Units 1, 2-3, 5, 6, 8A, 8B, 9 and 10, for the purposes falling within Class A1 of the schedule to the Town and Country Planning \(Use Classes\) Order 1987 \(as amended\).](#)

Ref. No: 78734/CLEUD/2012 | Status: Decided

- [Erection of four retail units \(total 800 square metres\) for purposes within Class A1 \(Shops\) and/or Class A3 \(Restaurants and Cafes\) with ancillary plant and service area; external alterations to front and rear of existing Unit 7; alterations to existing access onto George Richards Way; landscaping and other alterations to public realm; provision of lighting and CCTV cameras.](#)

Ref. No: H/71396 | Status: Decided

## Planning Appeals (0)

## Planning Enforcements (0)

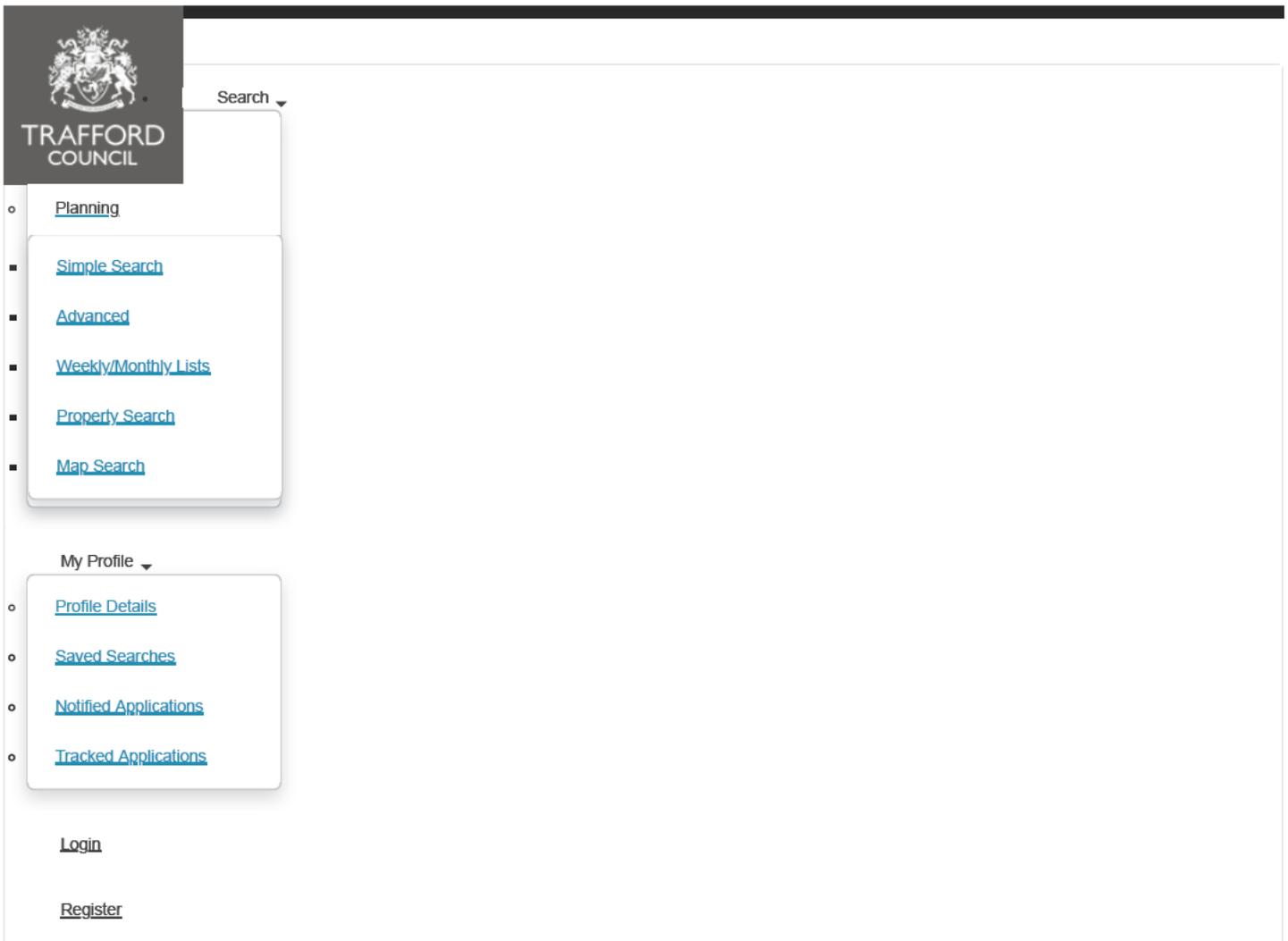
## Properties (1)

- [Unit 7 George Richards Way Altrincham WA14 5GR](#)

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H38342 | Demolition of existing buildings and structures and redevelopment of site as a retail warehouse park including non-food retail units, garden centre, 2 restaurants and associated parking employment development and construction of new access road. | Land Generally Bounded By Manchester Road, Formerly Railway Line, Craven Road, Rear Of 11-31 Peveril Road, Princess Street, Rear Of 2-8 Huxley Street And Dale Street, Broadheath.

## Planning Applications (22)

- [Installation of a shear processor in connection with the recycling and processing of ferrous and non-ferrous metals enclosed within 6.5m high concrete acoustic walling system.](#)  
Ref. No: 77202/FULL/2011 | Status: Decided
- [Installation of: a\) 1 no. internally illuminated fascia sign on front elevation. b\) 2 no. non-illuminated fascia signs on front elevation. c\) 1 no. internally illuminated fascia sign on return \(West\) elevation.](#)  
Ref. No: 77684/AA/2011 | Status: Unknown
- [Certificate of Lawfulness of existing development for the installation of mezzanine floors in units 1, 2-3, 5, 6, 8a, 8b, 9 and 10, for purposes falling within class A1 of the schedule to the Town and Country Planning \(Use Classes\) order 1987 \(as amended\).](#)  
Ref. No: 77815/CLEUD/2011 | Status: Awaiting decision
- [Certificate of lawfulness of proposed development for the installation of mezzanine floors in units 1, 2-3, 4, 5, 7, 8b, 9 and 10 for the purposes falling within Class A1 of the schedule to the Town and Country Planning \(Use Classes\) Order 1987 \(as amended\).](#)  
Ref. No: 77816/CLOPD/2011 | Status: Awaiting decision
- [Display of internally illuminated fascia sign.](#)  
Ref. No: 77912/AA/2011 | Status: Decided
- [Display of two non illuminated, wall mounted signs to front elevation of building.](#)  
Ref. No: 78340/AA/2012 | Status: Decided
- [Installation of 3 no. new freestanding, internally illuminated signs and 2 no. replacement free standing, internally illuminated signs at various locations within retail park.](#)  
Ref. No: 78612/AA/2012 | Status: Decided

- [Application for a Non-material Amendment to previously approved application 75928/FULL/2010 \(installatin of mezzanine floor plus provision of new egress lane\), to facilitate: \(1\) A reduction in area of the Phase 1 mezzanine \(2\) Repositioning of staircase \(internal\) to mezzanine \(3\) repositioning of lift \(internal\) to mezzanine.](#)

Ref. No: 78713/NMA/2012 | Status: Decided

- [Certificate of Lawfulness of Existing Development for the installation of mezzanine floors in Units 1, 2-3, 5, 6, 8A, 8B, 9 and 10, for the purposes falling within Class A1 of the schedule to the Town and Country Planning \(Use Classes\) Order 1987 \(as amended\).](#)

Ref. No: 78734/CLEUD/2012 | Status: Decided

- [Advertisement consent for the installation of 1 no. internally-illuminated fascia sign on the front elevation.](#)

Ref. No: 78758/AA/2012 | Status: Decided

- [Installation of 4no. wall mounted air condensing units to rear of retail unit at ground floor level \(Retrospective\)](#)

Ref. No: 78861/FULL/2012 | Status: Decided

- [Variation of Condition 3 \(restriction on range of goods to be sold from Unit 7A\) of planning permission 75928/FULL/2010, to widen the range of goods that can be sold from Unit 7A \(eastern most unit within sub-divided Unit 7\).](#)

Ref. No: 79006/VAR/2012 | Status: Decided

- [Change of use of unit from a coach, mini bus, car parking and taxi office to use for the manufacture and supply of lighting systems.](#)

Ref. No: 79336/COU/2012 | Status: Decided

- [Application for Certificate of Lawfulness for proposed pet care and treatment facility as ancillary to main retail use of premises.](#)

Ref. No: 79402/CLOPD/2012 | Status: Decided

- [Installation of: a\). 1no. Internally-illuminated "Flexface" fascia sign b\). 4no. non-illuminated poster frame signs c\). 1no. non-illuminated glazing vinyl advertisement \(externally applied\)](#)

Ref. No: 80023/AA/2013 | Status: Decided

- [Installation of external condensers within galvanised enclosure to rear of store.](#)

Ref. No: 80054/FULL/2013 | Status: Decided

- [Display of 1 no. wall mounted non-illuminated graphics panel sign on Northern elevation of building.](#)

Ref. No: 80063/AA/2013 | Status: Decided

- [Advertisement Consent for the installation of new and reconfiguration of existing fascia, free-standing and directional/instruction signage in association with reconfiguration of drive-thru.](#)

Ref. No: 80386/AA/2013 | Status: Decided

- [Reconfiguration of drive-thru to provide side-by-side order point and associated works to the site. Closure of existing exit route. Erection of single storey flat roof extension to rear \(north\) of restaurant. Construction of new unloading platform for deliveries. Installation of 2 no. new Customer Order Displays, with associated canopies.](#)

Ref. No: 80391/FULL/2013 | Status: Decided

- [Outline application seeking planning permission for demolition of existing buildings and the erection of a builders merchant with a maximum gross internal floor area of 1,388sqm and yard, and erection of a maximum of 837sqm floorspace \(gross internal area\) of B1c \(Business - Industrial process\), B2 \(General Industry\) and B8 \(Storage or distribution\), along with access, car parking, landscaping, servicing and other associated works](#)

Ref. No: 81068/O/2013 | Status: Decided

- [Installation of 2 No. new external condenser units to rear elevation.](#)

Ref. No: 83106/FULL/2014 | Status: Decided

- [Variation of Condition 8 of planning permission H/OUT/38342 \(relating to restriction on the sub-division of units on the Retail Park and not more than 5% of the retail sales area of an individual unit to be used for the sale of food\) to allow Unit 10 to be used for the sale of ambient food and drink to a maximum of up to 168 sq. m of the gross internal floorspace.](#)

Ref. No: 83162/VAR/2014 | Status: Decided

## Planning Appeals (0)

## Planning Enforcements (0)

## Properties (0)



Appendix 4

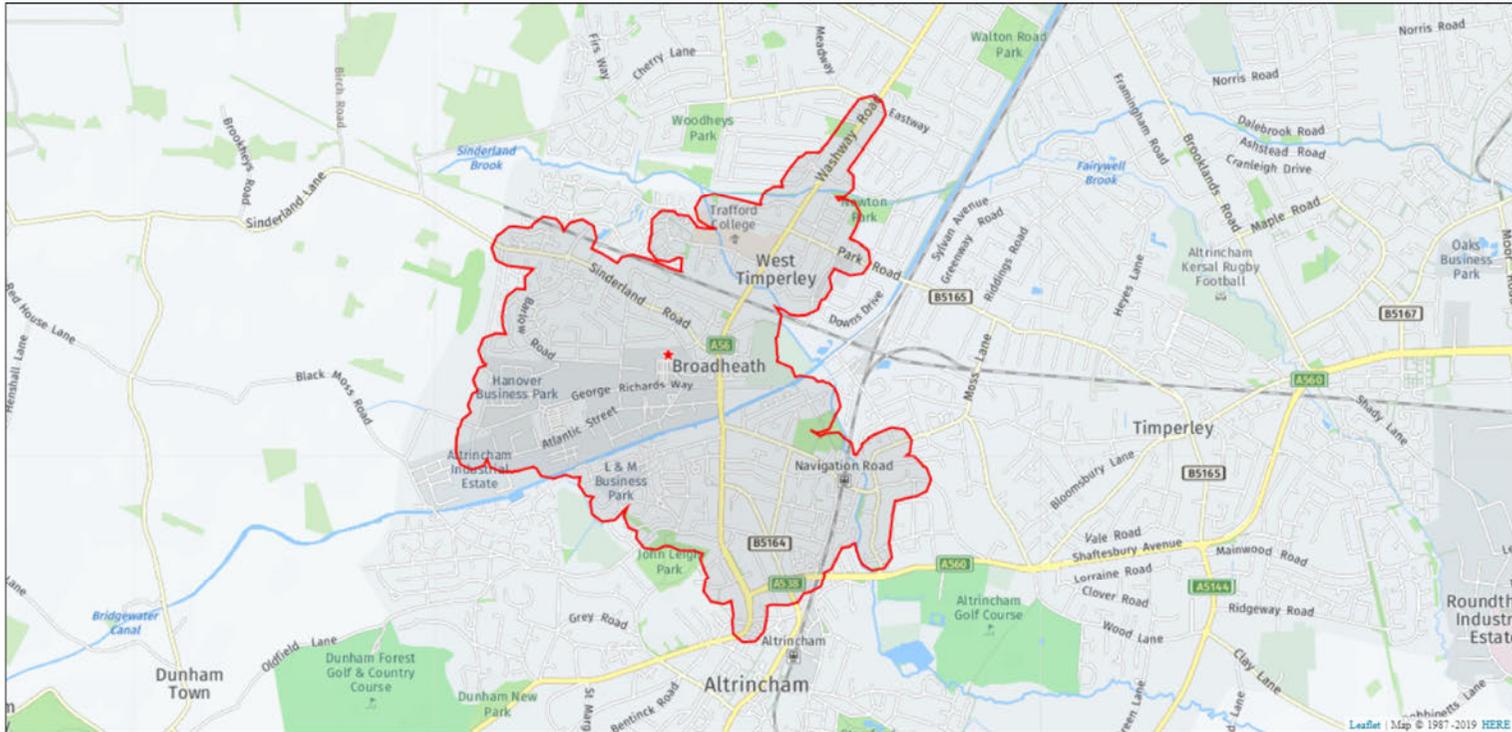
# PROPOSED CATCHMENT PLAN

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**Legend**

 Lidl Altrincham 5 minutes (5 Minutes)

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Fit to window



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**Legend**

 Lidl Altrincham 7 minutes (7 Minutes)

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Date: 01/02/19

Appendix 5

# SEQUENTIAL SITE ASSESSMENT

SEQUENTIAL ASSESSMENT

Site	Assessment
<p>Land bound by Oakfield Road, Thomas Street and Altrincham Interchange ('Altair' development)</p>	<p>The site is being taken forward by Nikal Developments Outline planning permission was approved in 2014 for a residential-led mixed use scheme with other key uses comprising office and leisure. Reserved matters for both Phases 1 and 2 have also now been approved with development planned to start in June 2019. Under the current planning permission, no additional retail space is being proposed. Therefore technically the site is not suitable or available for occupation by Lidl under the extant planning permission.</p> <p>However Lidl has a separate, active requirement for a store in central Altrincham and are in advanced discussions with Nikal to revise the scheme to accommodate a Lidl foodstore.</p> <p>Subject to terms being agreed with Nikal, this is likely to be advanced shortly. Therefore a Lidl foodstore will be taken forward on this site separately to the proposed Broadheath store under this planning application. A proposed Lidl foodstore within the revised Altair scheme will therefore fulfil their central Altrincham requirement. This commitment to the Town Centre is in addition to the proposed new store under this planning application at Altrincham Retail Park, demonstrating that the two sites have different catchments, and that Lidl has identified a need for both stores. For confirmation of this position, Lidl's requirements list is shown in Appendix 9.</p>

Appendix 6

# RETAIL IMPACT ASSESSMENT TABLES

**Table 1: Population Forecast for Catchment**

Study Area Zone	2017	2018	2019	2020	2021	2022	2023	2024
Primary - 5 Minute Drive-time Catchment Area	12,417	12,607	12,768	12,923	13,075	13,224	13,372	13,512
Secondary - 7 Minute Drive-time Catchment Area	14,145	14,290	14,419	14,559	14,694	14,846	14,998	15,150
Total	26,562	26,897	27,187	27,482	27,769	28,070	28,370	28,662

**Notes**

Population Figures - OHS Based Population Projections (2017 Base Year)

Figures Provided by Experian

Secondary area excludes Primary area

**Table 2: Convenience Expenditure Per Capita**

Study Area Zone	2017	2018	2019	2020	2021	2022	2023	2024
Primary - 5 Minute Drive-time Catchment Area	£2,333	£2,326	£2,342	£2,346	£2,346	£2,343	£2,341	£2,341
Secondary - 7 Minute Drive-time Catchment Area	£2,367	£2,359	£2,376	£2,380	£2,380	£2,377	£2,375	£2,374

**Notes**

2017 Base Year Convenience Expenditure - Experian Micromarketer

Growth Rates - Experian Retail Planner Briefing Note 16 (December 2018) - Figure 1a

SFT - Experian Retail Planner Briefing Note 16 (December 2018) - Appendix 3

**Assumptions Regarding Available Expenditure on Convenience Goods**

	2017	2018	2019	2020	2021	2022	2023	2024
Growth in Expenditure	0	1	0.5	0.1	0.1	0.1	0.1	0.1
Non store spend	3.4	3.7	4	4.3	4.4	4.6	4.8	4.9

**Table 3: Total Available Convenience Goods Expenditure**

Study Area Zone	2017	2018	2019	2020	2021	2022	2023	2024
Primary - 5 Minute Drive-time Catchment Area	£28,967,495	£29,319,407	£29,897,345	£30,316,555	£30,671,728	£30,987,315	£31,299,696	£31,625,765
Secondary - 7 Minute Drive-time Catchment Area	£33,476,972	£33,715,112	£34,252,623	£34,649,503	£34,969,186	£35,292,263	£35,614,434	£35,973,524
Total	£62,444,467	£63,034,518	£64,149,967	£64,966,058	£65,640,914	£66,279,577	£66,914,130	£67,599,288

**Notes**

Source - Rapleys LLP Tables 1 & 2

**Table 4: Turnover of Proposed Lidl Store**

	Gross Floorspace (sq.m)	Total Net Sales Floorspace (sq.m)	Benchmark Turnover (£/sq.m)	Total Store Turnover
Convenience	-	1,018	£10,367	£10,549,459
Comparison	-	254	£10,367	£2,637,365
Total	1,858	1,272	-	£13,186,824

**Notes**

Benchmark Turnover - Sourced from Mintel Retail Rankings (2019) 2017/18 Figure

**Table 5: Anticipated Trade Draw**

<b>Study Area Zone</b>	<b>% Trade Draw</b>	<b>Amount of Lidl Turnover (2019)</b>	<b>Amount of Available Convenience Expenditure (2019)</b>	<b>% of Available Convenience Expenditure Taken by Proposed Lidl Store</b>	<b>Residual Available Convenience Expenditure (2019)</b>
Primary - 5 Minute Drive-time Catchment Area	70%	£7,384,621	£29,897,345	-	£22,512,723
Secondary - 7 Minute Drive-time Catchment Area	10%	£1,054,946	£34,252,623	-	£33,197,677
Inflow	20%	£2,109,892	-	-	-
Total	100%	£10,549,459	£64,149,967	16.4%	£55,710,400

**Table 6: Anticipated Retail Impact of the Proposed Development (Convenience Turnover)**

Store / Centre	Turnover in 2024	Trade Diversion to Lidl, Altrincham Retail Park	%	Post Impact Turnover £m	Impact %
<b>Altrincham Town Centre</b>	<b>£129,394,478</b>	<b>£2,830,250</b>	<b>25.8</b>	<b>£126,564,228</b>	<b>2.19</b>
Tesco Extra (2)	£55,663,746	£1,550,000	14.1	£54,113,746	2.78
Sainsbury's (2)	£68,915,210	£1,150,250	10.5	£67,764,960	1.67
Iceland Foods (1)	£3,764,707	£98,000	0.9	£3,666,707	2.60
Other Altrincham Town Centre (1)	£1,050,815	£32,000	0.3	£1,018,815	3.05
<b>Sale Town Centre</b>	<b>£88,461,905</b>	<b>£886,000</b>	<b>8.1</b>	<b>£87,575,905</b>	<b>1.00</b>
Tesco Superstore (2)	£34,751,871	£225,000	2.0	£34,526,871	0.65
Sainsbury's (2)	£24,281,695	£175,000	1.6	£24,106,695	0.72
Aldi (1)	£12,443,377	£285,000	2.6	£12,158,377	2.29
M&S Foodhall (2)	£11,666,225	£125,000	1.1	£11,541,225	1.07
Co-op (1)	£2,284,421	£33,000	0.3	£2,251,421	1.44
Farm Foods (1)	£1,320,131	£25,000	0.2	£1,295,131	1.89
Other Sale Town Centre (1)	£1,714,183	£18,000	0.2	£1,696,183	1.05
<b>Out of centre stores</b>	<b>£134,776,291</b>	<b>£4,723,317</b>	<b>43.0</b>	<b>£130,047,583</b>	<b>3.50</b>
Aldi, Altrincham (3)	£13,979,046	£2,444,017	22.2	£11,535,029	17.48
Asda, Altrincham (4)	£91,159,198	£2,000,500	18.2	£89,158,698	2.19
Waitrose, Altrincham (5)	£29,162,885	£268,000	2.4	£28,894,885	0.92
Spar, Timperley (1)	£157,074	£3,500	0.0	£153,574	2.23
Nisa Local, Seamons Road (1)	£138,211	£3,400	0.0	£134,811	2.46
Nisa Local, Sinderland Road (1)	£179,877	£3,900	0.0	£175,977	2.17
<b>Inflow (20%)</b>		<b>£2,109,892</b>	<b>20.0</b>		
<b>Total</b>	<b>#REF!</b>	<b>£10,549,459</b>			

**Notes**

1. Turnover position derived utilising benchmark turnovers sourced from Mintel Retail Rankings 2019 - 2017/18 Figure or Rapleys assumpti
2. Turnover position derived from Tesco Old Trafford Retail Impact Assessment 2010 prepared by GL Hearn.
3. Net sales convenience floorspace sourced from Planning Statement from proposed Aldi store at Atlantic Street, Altrincham (October 20
4. Net sales floorspace figure sourced from Asda planning application documents. 70:30 convenience/comparison split assumed.
5. Net sales area derived from Waitrose store plan with 90:10 convenience:comparison split assumed.

Appendix 7

# CENTRE HEALTH CHECKS

## HEALTH CHECK

### Altrincham Town Centre

February 2019

This Health Check Assessment provides an audit of the vitality and viability of Altrincham Town Centre. It is based on the key Health Check Indicators Assessment set out in the Planning Practice Guidance (PPG) (Para 005, Ref: 2b-005-20140306). These include a consideration of the:

- Diversity of uses
- Proportion of vacant street level property
- Retailer representation and intentions to change representation
- Pedestrian flows
- Accessibility
- Perception of safety and occurrence of crime
- State of town centre environmental quality

We have carried out surveys of the Town Centre and a review of published sources of commercial agency data (including Co-star) to inform the assessment.

We have also reviewed Chapter 19 W2 (Town Centre and Retail) of the Trafford Council Core Strategy (2012), Trafford Council Retail and Leisure Study (2007) and Altrincham Strategy (2014) to inform the assessment. Adopted District Centre boundaries are defined in the Proposals Map that accompanies the Core Strategy (2012) and were used as the basis for the survey.

Altrincham Town Centre is the principal town centre, being the largest centre within the retail hierarchy for Trafford Metropolitan Borough. According to the last Trafford Retail and Leisure Study (2007), main town centres are expected to provide high quality comparison retail supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential. The centre is located to the south of the Borough and is one of four main town centres in the Borough.

The extent of the Town Centre principally covers Victoria Street and Stamford Street to the north, Oakfield Road and Manor Road to the east, with Sainsbury's and associated car parking defining the southern boundary of the Centre. The western boundary of the centre extends as far as New Street to the south and then runs along Groby Road in the northern direction until it meets A56.

Table 1 below highlights the composition of Altrincham Town Centre, as assessed by Rapleys following a site visit on the 8<sup>th</sup> February 2019.

**Table 1: Altrincham Town Centre - Diversity of Uses**

Use	Number of retail units	%
Convenience	8	3%
Comparison	65	22%
Financial & Business Services	37	13%
Leisure Services	87	29%
Retail Services	78	26%
Vacant Retail & Service Outlets	20	7%
<b>Total</b>	<b>295</b>	<b>100%</b>

The vitality and viability of town centres depends to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important for attracting shoppers. At the same time, independent shops play an important role in distinguishing a town centre from its competitors.

In terms of mix of uses, Altrincham Town Centre has a strong diversity of uses. The burgeoning food and drink market in Altrincham has been significantly boosted by the conversion of the Altrincham Market into a gastro-foodhall which has proved extremely popular. Complementing this, there are a wide range of cafes, bars and restaurants, catering for Altrincham's

renaissance as a tourist destination. In turn, there has been a growth in the number of independent retailers offering specialist provision in association with this increased footfall generated by the rejuvenated market. A range of multiple comparison retailers are present in the Town Centre including Marks & Spencer, Next, Boots, H&M, Holland & Barratt, River Island, and Waterstones. In addition, there are two dedicated department stores within the Centre's boundaries, Debenhams and House of Fraser. In relation to convenience provision, the centre has a large Tesco Extra, a Sainsbury's superstore and Iceland. This represents a strong offer as Tesco and Sainsbury's both provide main food shopping provision. The Town Centre has a good mixture of national and independent retailers. There are also a strong mix of services including Post Office and a Library.

Table 1 above identifies a vacancy rate in Altrincham Town Centre of 7%, which is below the national average of 9.9% (Source: Springboard, February 2019). The Council has been a key driver of improvements in the Centre including the Town Centres Business Growth Programme has led to a large boost in the level of independent shopping provision within the centre.

In terms of accessibility, Altrincham Town Centre benefits from excellent road and public transport connections with Altrincham Interchange, located in the heart of the centre providing regular connections with a number of destinations across Greater Manchester and beyond by bus, train and Metrolink. The Town Centre is easily accessible by car, with the A56 and A560 providing connections to the wider motorway network. Further investment close to the interchange is occurring through the 'Altair' residential-led development which is due to commence in June 2019. This will further enhance and complement the existing regeneration of the Town Centre, including town centre living accommodation.

Access to some parts of so called Stamford Quarter (predominantly George Street and Cross Street) and Altrincham Town Centre by car is restricted to create a safer pedestrian environment, although parking is available close to the pedestrianised area at Stamford Quarter multi-storey car park and some additional, surface level parking spaces nearby.

There is an out of centre leisure centre, called the Grammar that lies 1.29km south of Altrincham Town Centre. It has full gym facilities, offers classes, sports and activities as well as some catering facilities for parties. Due to it functioning as a sports hall for Altrincham Grammar School for Boys, it only opens before and after school time. It is accessible by road as well as public transport, situated a short walk from Hale train station and is serviced by various bus routes on Stamford Road.

Altrincham Retail Park at Broadheath which lies 1.69 km to the north west of Altrincham Town Centre. There are a variety of retail and food outlets, including Argos, Homebase, B&M Home Store and McDonalds amongst others, providing a wide range of products and with significant parking provided. The retail park is easily accessible by road, situated just off Washway Road (A56) which is serviced by a variety of bus routes as well as being a short walk from Navigation Road Metrolink and Rail station.

In terms of safety and perception of crime, Altrincham Town Centre is located within the Altrincham Town Centre policing neighbourhood, which falls within the remit of the Greater Manchester Police. National crime statistics show that between January 2018 and December 2018 violence and sexual offences was the most common type of crime recorded in the neighbourhood (221, or 21.95%), followed by anti-social behaviour (145 or 14.40%).

Altrincham Town Centre displays a good level of environmental quality, particularly in the vicinity of the newly refurbished Altrincham Market and Cross Street. The centre benefits from a variety of architectural styles (historic and modern), which add visual interest to the public realm. The centre is welcoming to pedestrians, with public seating, hanging baskets, litter bins, good quality pavements, bus shelters and bicycle parking all in evidence. The architectural quality of many of the shopfronts is high, and retailers were observed to keep the shopfronts in a good state of repair, with clean windows and neat window displays. Assisting the renaissance of Altrincham Town Centre, is robust investment in public places. Trafford Borough Council has already taken forward a number of public realm enhancements along key thoroughfares, with more programmed to take place. Overall, the town centre provides a safe and high quality environment.

We consider that Altrincham Town Centre performs well against the vitality and viability indicators, having had a significant resurgence in activity and footfall over the last few years. In particular. The centre is managing to adapt to changing retail trends, positioning itself in a more resilient position. Notwithstanding this, the centre benefits from a strong retail offer with key convenience and comparison retail multiples in evidence, as well as an excellent mix of independent retailers. As set out, the centre has excellent multi-modal accessibility, and has a good and improving level of environmental quality, particularly in the vicinity of Market House. For these reasons, Altrincham Town Centre is considered to be in a vital and viable town centre.

## HEALTH CHECK

### Sale Town Centre

February 2019

This Health Check Assessment provides an audit of the vitality and viability of Altrincham Town Centre. It is based on the key Health Check Indicators Assessment set out in the Planning Practice Guidance (PPG) (Para 005, Ref: 2b-005-20140306). These include a consideration of the:

- Diversity of uses
- Proportion of vacant street level property
- Retailer representation and intentions to change representation
- Pedestrian flows
- Accessibility
- Perception of safety and occurrence of crime
- State of town centre environmental quality

We have carried out surveys of the Town Centre and a review of published sources of commercial agency data (including CoStar) to inform the assessment.

We have also reviewed Chapter 19 W2 (Town Centre and Retail) of the Trafford Council Core Strategy (2012), Trafford Council Retail and Leisure Study (2007) and Trafford Council Town Centres Vitality and Viability Review (October 2009) to inform the assessment. Adopted town centre boundaries are defined in the Proposals Map that accompanies the Core Strategy (2012) and were used as the basis for the survey.

Sale Town Centre is classified as an ‘other town centre’ similar to both Stretford and Urmston Town Centres. This is the second tier of the Council’s four-tier retail hierarchy. According to the Council’s Retail and Leisure Study (2007), other town centres main role is to act as retail and service centres to their localities. However, the Study suggests that these centres also benefit from visitors from outside of their local catchments.

Sale Town Centre lies approximately 8km south-west of the Manchester City Centre and 3km to the north of Altrincham on the main A56 route to Chester. The north-western boundary of the centre runs along Ashfield Road and extends as far as Broad Road to the north-east. The eastern boundary of the centre is broadly defined by Woodlands Road, and the southern boundary is marked by Montague Road and Simson Road. Washway Road / Cross Street (A56) runs the full length of the centre’s western boundary.

Table 1 below highlights the composition of Sale Town Centre, as assessed by Rapleys LLP following a site visit on 13<sup>th</sup> February 2019.

**Table 1: Sale Town Centre - Diversity of Uses**

Use	Number of Units	%
Convenience	13	7%
Comparison	52	29%
Financial & Business Services	28	16%
Leisure Services	42	24%
Retail Services	32	18%
Vacant Retail	11	6%
<b>Total</b>	<b>178</b>	<b>100.00%</b>

The vitality and viability of town centres depends to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important for attracting shoppers. At the same time, independent shops play an important role in distinguishing a town centre from its competitors.

In terms of mix of uses, Sale Town Centre has a healthy mix of use categories. Although comparison units dominate, leisure services, retail services and financial and business services have a strong presence in the town. Multiple national retailers are also present in the town centre including Wilko, Boots, New Look, Holland & Barratt, Argos, and Peacocks. The town centre is considered to have a good mixture of national and independent retailers. The centre has a strong convenience offer, with Tesco Sainsbury's, M&S Simply Food and Aldi all having good physical linkages with the primary shopping area. Independent provision is also strong, supported by the Council's Town Centres Business Growth Programme, boosting in the level and quality of independent shopping provision within the centre. Service provision is also high and includes, a Post Office, Library and a travel agent.

Table 1 above identifies a vacancy rate in Sale Town Centre of 6%, which is notably below the national average of 9.9% (Source: Springboard, February 2019). This reflects the growing investment and confidence in the centre.

On the day of our survey footfall was observed to be greatest along School Road, although the Centre was generally observed to perform well in terms of pedestrian activity.

In terms of accessibility, Sale Town Centre benefits from very good road and public transport connections with a Metrolink stop served by Lines A and B located outside of the Square Shopping Centre, providing regular connections with Manchester City Centre, Etihad Campus Trafford, Bury, Altrincham and beyond. In addition, there are number of bus stops located throughout the centre that offer services to Manchester City Centre, Wythenshawe and Stockport. Sale Town Centre is easily accessible by car, with the A56 providing connections to M60 motorway and beyond.

Vehicular access to some parts the Town Centre (School Road and The Square Shopping Centre) is restricted to provide a safer pedestrian environment, although surface and multi-storey parking is available close to the pedestrianised areas and generally throughout the centre. A multi-storey Q-Park Waterside car park is located on Broad Street within the town centre boundaries.

New investment in Sale Town Centre is due to occur shortly as developer Maloneview has secured approval at the March 2019 planning committee (subject to the completion of a Section 106 legal agreement) for the partial demolition and redevelopment of The Square Shopping Centre for a mix of uses. This includes:

- 3,015 sq.m GIA of flexible retail/ food and drink uses spread between 9 units;
- 1,974 sq.m GIA for a proposed cinema;
- 202 apartments and town houses; and
- Multi-storey car parking to serve the development; and
- Associated public realm and landscaping.

Whilst planning permission (94986/FUL/18) has not yet been issued due to the need to complete the Section 106 legal agreement in relation to developer contributions and affordable housing provision, it is understood that this will occur in the short term.

The centre benefits from inclusion of a Leisure Centre that offers full gym facilities, as well as a swimming pool. In addition, Walton Park Indoor Football Centre lies approximately 1.4km to the south of Sale Town Centre and facilities include 3 indoor football pitches, a rowing club, as well as some gym facilities. There is also an out of centre water park, Sale Water Park, which located approximately 4km to the north-east of the centre. The facilities include a 52 acre artificial lake, used for water sports and recreation, as well as 100 acres of countryside and parkland including a path surrounding the lake. There are no out of centre retail parks in close proximity to Sale Town Centre.

In terms of safety and perception of crime, Sale Town Centre policing neighbourhood is located in Trafford and falls within the remit of the Greater Manchester Police. The crime detailed statistics show that between January 2018 and December 2018 shoplifting was the most common type of crime recorded in the neighbourhood (167, or 23.62%), followed violence and sexual offences (138 or 19.52%). The national crime statistics show that the crime rate in Trafford in the year ending September 2018 was at 79.89 crimes per 1000 people.

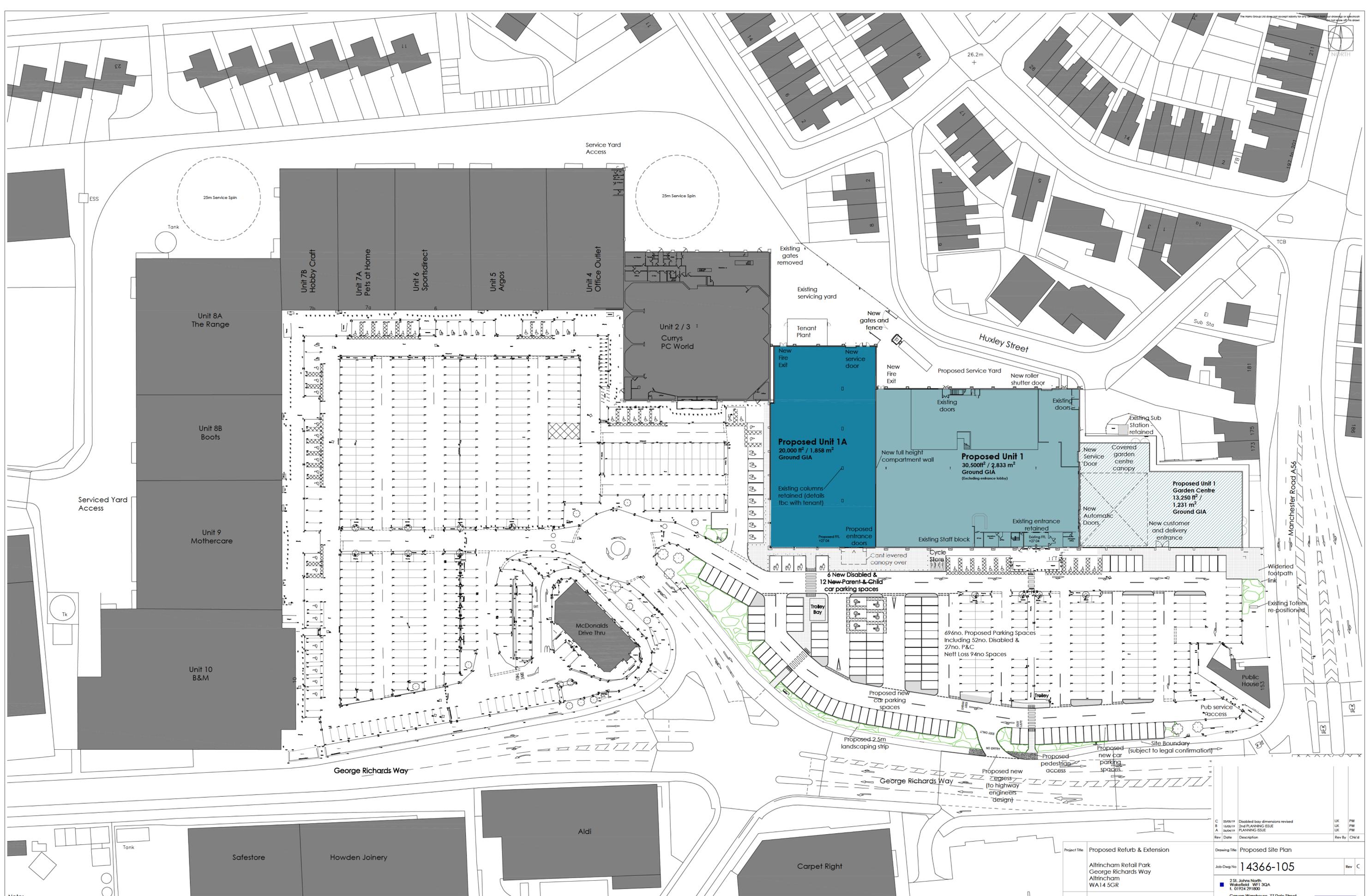
Sale Town Centre displays a good level of environmental quality, particularly along School Road and also in vicinity of Sale Town Hall. The centre benefits from a variety of architectural styles (historic and modern), which add visual interest to the public realm. The centre is welcoming to pedestrians, with public seating, planters, litter bins, good quality pavements and bus

shelters all in evidence. The architectural quality of the majority of the shopfronts is high, and retailers were observed to keep the shopfronts in a good state of repair, with clean windows and neat window displays.

In terms of the assessment criteria, Sale Town Centre performs well against the vitality and viability indicators, particularly in respect of the mix of uses, good proportion of independent businesses and below average vacancy rates. The centre has very good accessibility for a centre of its type and size, and represents a good level of environmental quality particularly along School Road. For these reasons, Sale Town Centre is considered to be in a vital and viable town centre with further investment due to occur shortly.

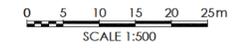
Appendix 8

# INDICATIVE PROPOSED SITE LAYOUT



Note:  
 Surrounding contextual buildings and information are based on received ordinance survey drawings, and are shown for illustrative purposes only.  
 Assumed site boundary is subject to confirmation.  
 All legal easements, and extent of existing underground services locations, are subject to confirmation.

CAD file reference: CAD FILE REFERENCE



Project Title	Proposed Refurb & Extension		Drawing Title	Proposed Site Plan
Client	Altrincham Retail Park George Richards Way Altrincham WA14 5GR		Job-Dwg No	14366-105
Status	PLANNING		Client	Orchard Street Investment Management LLP
Scale	1:500	Drawing Size	A1	Rev
Date	12/18	Drawn By	IJK	Checked
			PRW	Rev C

C 03/05/19 Disabled bay dimensions revised B 16/06/19 2nd PLANNING ISSUE A 26/04/19 PLANNING ISSUE	UK PW UK PW UK PW
2 St Johns North Wakefield WF1 3QA T. 01924 291800 Curvans Warehouse 77 Dale Street Manchester M1 2HG T. 0161 2388555 The Old Rectory 79 High Street Newport Pagnell MK16 9AB T. 01908 211577 101 London Road Reading RG1 1JJ T. 0118 950700 10 Creeks Court St Christophers Place London W1U 1JJ T. 0207 4891215	THE HARRIS PARTNERSHIP ARCHITECTS www.harrispartnership.com

Appendix 9

# LIDL'S REQUIREMENT LIST COVERING GREATER MANCHESTER

## Our site requirements in Greater Manchester | East Lancs | Calderdale | High Peak

- |                              |                                      |                                |                                   |
|------------------------------|--------------------------------------|--------------------------------|-----------------------------------|
| 1. Ashton in Makerfield      | 17. Manchester - Bradbury            | 32. Manchester - Heald Green   | 46. Manchester - Stockport Centre |
| 2. Ashton-under-Lyne - North | 18. Manchester - Broughton           | 33. Manchester - Heaton Chapel | 47. Manchester - Swinton          |
| 3. Blackburn - East          | 19. Manchester - Burnage             | 34. Manchester - Hulme         | 48. Manchester - Timperley        |
| 4. Bolton - West             | 20. Manchester - Cheetham Hill       | 35. Manchester - Hyde          | 49. Manchester - Urmston/Flinton  |
| 5. Burnley - West            | 21. Manchester - Chorlton            | 36. Manchester - Middleton     | 50. Manchester - Victoria         |
| 6. Bury - East               | 22. Manchester - City West           | 37. Manchester - Old Trafford  | 51. Manchester - Walkden          |
| 7. Buxton                    | 23. Manchester - Deansgate           | 38. Manchester - Oldham East   | 52. Manchester - Whitefield       |
| 8. Droyliden                 | 24. Manchester - Didsbury/Wiltington | 39. Manchester - Ordsall       | 53. Manchester - Wythenshawe      |
| 9. Elland                    | 25. Manchester - Eastlands           | 40. Manchester - Piccadilly    | 54. Marple                        |
| 10. Halifax - South          | 26. Manchester - Eccles              | 41. Manchester - Ramsbottom    | 55. Radham                        |
| 11. Halifax - West           | 27. Manchester - Edgeley             | 42. Manchester - Raddish       | 56. Rochdale - South              |
| 12. Hebden Bridge            | 28. Manchester - Fallowfield         | 43. Manchester - Romley        | 57. Wigan                         |
| 13. Horwich                  | 29. Manchester - Gatley              | 44. Manchester - Sale          | (rel) = relocation                |
| 14. Manchester - Altrincham  | 30. Manchester - Gorton              | 45. Manchester - Stalybridge   |                                   |
| 15. Manchester - Ancoats     | 31. Manchester - Hazel Grove         |                                |                                   |

