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**PROOF OF EVIDENCE
OF
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**APPEAL BY LIDL UK AND
ORCHARD STREET INVESTMENT
MANAGEMENT LLP**

APP/Q4245/W/21/3267048

**ALTRINCHAM RETAIL PARK,
GEORGE RICHARDS WAY,
BROADHEATH
ALTRINCHAM**

OCTOBER 2021

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1. INTRODUCTION

- 1.1 My name is Martin Guy Robeson. I hold a Bachelor of Arts degree in Town Planning and am a Fellow of the Royal Town Planning Institute and a Fellow of the Royal Institution of Chartered Surveyors. I am the Managing Director of Martin Robeson & Partners Ltd., which trades as MRPP. I established the business in 2005 out of a predecessor business, Littman & Robeson, which I founded in 1994. Both businesses have advised retailers, retail and other developers, financial institutions and others including across a broad spectrum of commercial and other development. But my work has focused, in particular, on retail issues and development. The predecessor business had retail clients including Asda, Aldi and Tesco.
- 1.2 I have considerable experience in advising on the impact of planning policy on business issues and, in particular, retail development. From 1986 to 1994, I was Sainsbury's Director of Town Planning within its Development Division. I was responsible for all matters relating to the strategy for the promotion of Sainsbury's planning applications for new development schemes and for those of its then subsidiary, Homebase Ltd. I was intimately involved in the management and development of consultants who were acting on specific schemes for Sainsbury's and Homebase.
- 1.3 Issues relating to retail assessment were then, as now, at the forefront of that work. I regularly gave evidence at Planning Inquiries. I also gave evidence to the House of Commons Environment Committee's review of Town Centres and Retailing in 1994/5. The Government's Response to this included the first iteration of policy on sequential assessment. In that period, I was a member of an independent Think Tank that engaged with Government on possible reforms to the planning system and improvements to performance. Outcomes included the statutory basis for Unilateral Undertakings and the facility to amend planning conditions whilst protecting the original consent, i.e. what is now

section 73. I was also a member of the Confederation of British Industry's Planning Task Force and a member of the Department of Trade and Industry's Advisory Panel on Deregulation.

- 1.4 I have been acting for Tesco across a variety of issues and projects from 1996. These have included advising on a large number of new development schemes, emerging national and local retail policy, and on proposals being promoted by others.

2. TESCO'S INVOLVEMENT

- 2.1 In common with most national retailers, my client maintains an awareness of the activities of other retailers in the same sector that are in the public domain in order to ensure that the planning process operates fairly and that decisions are made in accordance with planning policy and legislation.
- 2.2 I became aware of the first planning application made by the Appellant and noted that the Council's Officers had instructed Nexus for retail planning advice. Having read their advice, my client and I decided not to submit a representation on the application at that stage because the Council were being clearly and correctly advised as to retail matters and, in particular, the correct application of the sequential test, provided for in paragraphs 87 and 88 of the National Planning Policy Framework ("NPPF").
- 2.3 My client and I reviewed the decision not to make submissions on the application when the Officer's Report was published. However, given the firmly-put recommendation to refuse on the grounds of both failure of the sequential test (in accordance with Nexus's correct consultation advice on retail matters) and highway safety, the decision was maintained.
- 2.4 Officers were aware of our monitoring activity and when they were notified of the planning appeal, advised us of it. My client was, however, initially disinclined to participate: Tesco would not normally seek involvement in the appeal process as a third party, when the matter will be reviewed afresh by an Inspector who will have the benefit of all relevant information and can be expected to make a decision based on appropriate findings from that information, in accordance with planning law and policy.
- 2.5 Shortly after the appeal was lodged, I became aware of the second planning application. I found it to contain similar, if not identical, submissions on the

sequential assessment¹, and therefore anticipated that it would likewise be refused, at the very least on the grounds of still failing the sequential test. Nevertheless, I continued to monitor the application.

- 2.6 Given that the position remained unchanged so far as the sequential test was concerned, I was very surprised indeed, following its publication on 1st April 2021, to read the Officer's Report on the second application. In particular, the 'planning balance' section of that Report included a significant U-turn in the narrative on sequential testing, and despite (1) continued acceptance by the Officer that the proposal failed the sequential test; and (2) ongoing highway safety concerns, the Officer recommendation was now to permit the appeal proposal.
- 2.7 As a result, a letter of representation was submitted to the Council prior to the Committee meeting on behalf of my client. Further, and when the Council decided to approve the second application in accordance with the changed Officer recommendation, my client applied to challenge that decision by judicial review. That matter remains outstanding.
- 2.8 In the above circumstances of (1) the Council's decision to grant permission pursuant to the second application being the subject of an ongoing legal challenge by way of judicial review; and (2) the Appellant's appeal against the Council's decision to refuse permission pursuant to the first application not being withdrawn, it was agreed by Tesco that I should seek Rule 6 status on their behalf at the Inquiry. This was granted without opposition from the principal parties.
- 2.9 The Council's position (in opposition to the appeal) remained and I was served with a Pre-Inquiry Statement (Revised), setting out its case. I responded to this by aligning Tesco's case with much of its content. The Council continued to

¹ Albeit some revisions had been made to the new egress that had previously been found to have an "unacceptable impact on highways safety", which is the same as the NPPF wording (at paragraph 111) that justifies the refusal of planning permission.

maintain its position at the time of the Inspector's Case Management Conference on 19th August.

2.10 On 9th September, however, the Council resolved to alter its position in respect of the appeal proceedings such that it would no longer contest the appeal if the revised (second application) highway egress plans became part of the appeal scheme. Officers confirmed to me that the Council would, however, still call planning and highways witnesses at the Inquiry, which facilitates examination, on behalf of Tesco as a Rule 6 party, of the position now being held by both the Council and the Appellant on the determining issues.

2.11 As a result of this change of position, it has become necessary for me to review all the relevant issues in order to assess the 'planning balance'. My Proof of Evidence is therefore structured around these determining issues, with the express intention of assisting the Inspector in reviewing them and reaching her decision:

- a. I start by reviewing the development plan, identifying its relevant policies and assessing whether they are out-of-date. In doing so, I draw on advice available to the Council and the material submitted by the Appellant.
- b. Given the Council's changed position and apparent decision not to call their retail consultants, Nexus, to give evidence at this Inquiry, in order to ensure that the Inspector is correctly informed about the required approach to the sequential assessment of retail proposals, I then set out that approach, including by reference to decided case law and the most important decision letters.
- c. I then review the retail assessment considerations in this appeal, focusing in particular on the sequential assessment.

- d. I then review the heritage issues and considerations that arise, as a matter of statute, policy and decided case law arising from the agreed impact on the setting of the Grade II listed Railway Inn Public House (which is located within the appeal site). Because harm to the significance of the heritage asset is identified, I weigh the public benefits put forward by the Appellant at this stage and come to a view.
- e. I then review other considerations that have been raised, including matters of highway safety, design and noise.
- f. I then reach my own conclusion on the planning balance. Importantly, these align almost exactly with the Council's original position on the appeal application. I find it to be completely consistent with my own and that of the Council's retail consultant's Nexus.
- g. I then assess the Council's changed position on the second application (and this appeal) and explain why it cannot be supported in the proper application of relevant policy and case law, given that no intervening change of circumstance justifies any alternative conclusion to the evident failure of the sequential test, on top of which one must also weigh the unsafety of the highway impacts and the heritage harms.
- h. Finally, I give my overall conclusions.

3. THE DEVELOPMENT PLAN

Introduction

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

- 3.2 I therefore consider below which are the most important development plan policies for determining the appeal and whether they are up-to-date.
- 3.3 The proposal is for retail development. There are relevant development plan policies that guide decisions for retail development. Indeed, the proposal would be located on a site which is subject to a specific policy limiting the type of retail goods to be sold.
- 3.4 In addition, heritage, noise, design and highway considerations arise and associated policies are all relevant, bearing in mind that there is a listed building within the application site; residential properties are immediately adjacent (including to the retail development’s existing and proposed service yards); the proposed development is highly visible from public views; and unacceptable impacts on highway safety, and severe impacts on the road network, have to be avoided.

The Development Plan

- 3.5 The development plan comprises:
- a. The Trafford Local Plan: Core Strategy (TLPCS), adopted January 2012 (CD-K1);

- b. The saved policies of the Revised Trafford Unitary Development Plan (RTUDP) 2006 (CD-K2); and
- c. The Altrincham Town Centre Neighbourhood Business Plan (ATCNBP) 2017) (CD-K3).

The Most Important Policies

- 3.6 The most important policies for determining this appeal are, in my view, all within the TLPCS (CD-K1):
- a. Policy W2 (Town Centres and Retail);
 - b. Policy L4 (Sustainable Transport and Accessibility);
 - c. Policy R1 (Historic Environment); and
 - d. Policy L7 (Design and Noise).
- 3.7 I consider that Policy W1: Economy is also of importance. Further, the Proposals Map defines the extent of existing retail warehouse parks (see Policy W2.14 (and below)).

Policy S11 of the RTUDP

- 3.8 It should be noted that Policy S11 (Development outside Established Centres) from the saved policies of the RTUDP (CD-K2) is also stated to be a 'key policy' by the Council. It provides that "*Retail development not on land within town and district centres will not be permitted unless ...*" all of five criteria are met. However:
- a. Appendix 5 of the TCPCS (CD-K1) explains that Policy S11 is to be replaced with the proposed Land Allocations DPD and Core Strategy Policy W2.
 - b. Further, the development management function of the policy has all but been superseded by Policy W2.12 which, by referring to the satisfaction

of “tests outlined in current government guidance”, covers the same territory, but in a way that is not out-of-date (for example, in terms of Policy S11 requiring “a demonstrable need” for further retail development to be shown).

Town Centre Boundaries

- 3.9 The precise boundaries of town, district, and local centres, and their primary and secondary shopping areas, are stated to be detailed in the forthcoming Land Allocations DPD (see paragraph 19.12 of the TLPCS (CD-K1)), and neither Policy S11, nor any other saved RTUDP policy, identifies those boundaries and areas.
- 3.10 However, town and district centre boundaries are shown on the Composite Local Plan Policies Map (CD-K5), which defines the extent of Altrincham town centre to include the Altair site, a sequentially preferable site to the appeal site. The Altair site also falls within the ATCNBP (CD-K3), but the ATCNBP provides no proposal for that site.

Emerging Development Plan

- 3.11 There is an emerging development plan – the Trafford Local Plan (TLP) – which, once adopted, is intended to replace the TLPCS and the RTUDP. Amongst other matters, it will promote allocations and define relevant boundaries and areas. A Regulation 18 version was published in February 2021. Bearing in mind the plan’s infancy, however, only limited weight should be applied to it.

Whether Most Important policies are Out-of-Date

Policy W2 (Town Centres and Retail)

- 3.12 Policy W2 of the TCPCS (CD-K1) is, in my opinion, not out-of-date, particularly in respect of the relevant policy aims. I note that this is broadly agreed by all parties – it is in the Council’s Statement of Case (SoC) at paragraph 3.15 (CD-H2); it is the advice of their retail consultants, Nexus, at paragraph 2.24 (CD-

C10); it is agreed by the Appellant at paragraph 5.18 of their Statement of Case (CD-H5); and it is in the Statement of Common Ground (CD-H11) at paragraph 4.11.

3.13 There is also no reason why, in my view, Policy W2.14 should be considered out-of-date and note that the Council rely on it at paragraph 4.5 of its SoC (CD-H2). I note the assertion made by the Officer (see at paragraph 10 of the second application's report (CD-I4)) that the use of the retail park "...is already more diverse than that anticipated by Policy W2" but this does not serve to make "...the Proposal Map position somewhat out-of-date". It is relevant to appreciate that the planning permission for the original Altrincham Retail Park development was subject to a condition that restricted only the sale of food (comparison goods were not restricted). Policy W2.14 was adopted in that context² and provides an approach to address future proposals that require planning permission.

3.14 Indeed, the Council's decision notice for the second application specifically limits, by Condition 8, that:

"The unit identified as Unit 1 hereby approved shall be used as a non-food DIY unit (Use Class E(a) and for no other purpose (including any other purpose in Use Class E.)"

3.15 The condition also limits sales to relevant specific product ranges only. The reason for the condition includes reference to Policy W2.

Policy L4 (Sustainable Transport and Accessibility)

3.16 Policy L4 of the TCPCS (CD-K1) may, in part, be said to be out-of-date because its decision-making thresholds with regard to highway safety have been superseded by the NPPF. In particular:

² And Policy S12 of the RTUDP was permissive of comparison bulky goods within the existing retail warehouse parks as identified on the Proposals Map.

- a. Policy L4.7 refers to not granting permission for new development that “... is likely to have a **significant adverse impact** on the safe and efficient operation of the... Network” and Policy L4.8 refers to ensuring “... that the safety and free flow of traffic is not prejudiced or compromised by ... development in a significant adverse way...”
- b. The NPPF, however, requires refusal “... if there would be an **unacceptable impact** on highway safety, or the residual cumulative impacts on the road network would be severe”. (NPPF 111).
- c. Thus, for safety issues the development plan’s bar, of having to cause a “**significant adverse impact**”, is superseded such that only “**an unacceptable impact**” needs to be demonstrated for refusal.

Policy R1 (Heritage Assets)

- 3.17 Policy R1 also remains relevant and up-to-date. The NPPF adds a structured approach for the assessment of potential impacts and the opportunity for public benefits to be weighed against harm.

Policy L7 (Design)

- 3.18 Policy L7.1 is relevant in so far as design is concerned, but needs to be read alongside the current expectations of and approach in the 2021 NPPF (CD-J1), which postdates the Council’s decision making. In particular:
- a. Policy L7.1 focuses on development needing to be “*appropriate in its context*”, whilst the NPPF now has an expectation of development being “*visually attractive as a result of good architecture, layout and appropriate and effective landscaping*”.
 - b. In addition, the NPPF not only seeks to ensure that developments “*are sympathetic to local character*”, but also to “*history, including the surrounding built environment...*” (NPPF 130).

Policy L7 (Noise)

- 3.19 Policy L7 also addresses “*Protecting Amenity*” and requires that “... *development must... not prejudice the amenity of... occupants of adjacent properties by reason of... noise and/or disturbance...*”. Whilst the policy remains relevant, the NPPF brings greater specificity in terms of “... *decisions... enhancing... the local environment by... preventing existing development... being put at unacceptable risk from, or being adversely affected by unacceptable levels of... noise pollution...*” (NPPF 174).
- 3.20 Finally, in the context of Policy L4.7 (above), Policy W1.3 serves to “...*focus employment uses in...places...*” which include “*Broadheath*” with W1.8 explaining that “*Broadheath will be retained and supported as a principal employment location in the south of the Borough*”. The Composite Local Plan Policies Map (CD-K5) identifies the extent of this very significant area stretching to the west of the Altrincham Retail Park and principally accessed from George Richard’s Way. See extract at Appendix 1 together with an aerial view. This is based on UDP Policy E7: Main Industrial Areas which Appendix 5 of the TCPCS (CD-K1) explains will be replaced by the Land Allocations DPD whose role is being taken by the emerging TLP.³ I can see no reason why this should be considered “*out-of-date*”.

³ The TLP proposes a policy protecting the Broadheath Employment Area (EC3) which would have a similar extent.

4. NATIONAL RETAIL POLICY

Introduction

4.1 Policy W2.12 of the TLPCS (CD-K1) states that:

“Outside the centres identified above⁴, 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 test outlined in current Government Guidance”.

4.2 Policy W2 therefore directly invokes Chapter 7 of the NPPF (CD-J1), entitled “Ensuring the vitality of town centres”, the opening paragraph of which, paragraph 86, begins as follows:

“Planning policies decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”.

4.3 The Government has described this as the “town centre first” principle and it is seen as a significant plank of national planning policy.

4.4 The tests outlined in Government Guidance relate to:

- a. a sequential assessment; and
- b. the assessment of impacts on the town centre.

4.5 So far as sequential assessment is concerned, paragraphs 87 and 88 of the NPPF provide as follows:

“87. Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses

⁴ I.e., Altrincham, Sale, Stechford and Urmston town centres, Hale, Sale Moor, Timperley district centres, together with local centres.

should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

88. 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.

4.6 As for retail impact assessment, this is concerned with impacts on planned public and private investment and on town centre vitality and viability (see paragraphs 86-89 of the NPPF).

4.7 Paragraph 90 of the NPPF explains that *“Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of (these considerations) it should be refused”*.

Sequential Assessment

4.8 The main retail consideration relevant to this appeal relates to sequential site testing, and paragraphs 87 and 88 of the NPPF set out above.

4.9 Paragraph 87 of the NPPF sets out the order of preference in applying the sequential approach. The first preference is for main town centre uses to locate in town centres, followed then by edge of centre locations, and only if no other suitable sites are available should out of centre sites be considered.

Spatial and Temporal Sequencing

4.10 This *“town centre first”* approach embraces both a spatial and a temporal aspect:

- a. So far as spatial planning is concerned, town centre sites should be preferred to edge of centre; and edge of centre sites to out of centre sites.
 - b. However, and importantly, this preference should also be applied in a temporal sequence. In particular, it is vitally important that available town centre sites are developed **before** available edge of centre sites; and equally important that available edge of centre sites come forward **before** available out of centre sites.
- 4.11 That is because if the proposals come forward out of sequence, if less sustainable locations are developed for retail first, there is a risk that the sequentially preferred sites might not then come forward at all, with the retail competition from the out of centre development having already taken the available market spend in the catchment area.
- 4.12 The only way to avoid this risk is for the sequentially preferred sites to come forward in the sequentially preferred order, so that they have the first opportunity to satisfy available market demand. If, after they have done so, a retailer considers there is scope for further provision, and there is (now) no sequentially preferred site, that retailer is perfectly able to make an out of centre application and argue that it is acceptable, *inter alia*, because the sequential test is now passed.

Suitability and Flexibility

- 4.13 To be a sequentially preferable site, that site must not only be spatially preferable in terms of location but suitable for the retail use proposed. In this regard, however, when applying this sequential approach – both in terms of spatial and temporal planning (in order to secure that town centres truly do come first, and edge of centre and out-of-centre sites thereafter), Applicants and Local Planning Authorities should demonstrate flexibility on issues such as format and scale – see: the guidance provided by the Town Centres and Retail

Planning Practice Guidance ('the Town Centres PPG') (CD-J3), published on 22nd July 2019, where paragraph 011 provides a 'checklist' for the application of the sequential test in decision taking.

- 4.14 It is in this regard that the issues of both 'disaggregation' and the 'operational requirement of individual retailers' fall to be considered.

Disaggregation

- 4.15 The issue of 'disaggregation' (i.e. the need to consider whether constituent elements of a proposal should be sub-divided to be accommodated on separate sites) is not addressed within the NPPF. However, the Inspector's comments in reporting on the recovered appeal for Tollgate in Stanway, Essex (PINS reference APP/A1530/W/16/3147039) indicates that, in some circumstances, there will be a need to consider the matter of disaggregation as part of the sequential test.

- 4.16 In particular, in the instant case, where Homebase are already on site and operate a DIY store with no functional connection to food retailing at all, and Lidl are seeking to introduce a food store alongside the Homebase store, and what is in issue is whether that proposed food store is acceptable in sequential terms, it is necessary to consider, as a mandatory planning consideration, whether the proposed food store, considered in isolation of the Homebase store, could, with reasonable flexibility in terms of format and scale, be reasonably accommodated in a sequentially preferred location.

Operational Requirements

- 4.17 Similarly, with any asserted "*operational requirements*" of individual retailers it is important to note that the Courts have found that an individual operator's particular requirements are generally not of relevance to the application of the sequential test. In particular, when considering proposals for a discount foodstore in Mansfield (***Aldergate Properties Ltd v Mansfield District***

Council & Anor [2016] EWHC 1670 (Admin)) (CD-M5), Mr Justice Ouseley stated *inter alia* as follows at paragraphs 35-42 of his judgment:

*“35. ... In my judgment, "suitable" and "available" generally mean "suitable" and "available" for the broad type of development which is proposed in the application by approximate size, type, and range of goods. This incorporates the requirement for flexibility in [24] NPPF, and excludes, generally, the identity and personal or corporate attitudes of an individual retailer. The area and sites covered by the sequential test search should not vary from applicant to applicant according to their identity, but from application to application based on their content. Nothing in **Tesco v Dundee City Council**, properly understood, holds that the application of the sequential test depends on the individual corporate personality of the applicant or intended operator.*

*37. Second, and related, NPPF [24] positively "requires" retail investment in the first place to locate in town centres rather than elsewhere. Its thrust is rather more emphatic than policies which advise developers and retailers to have regard to the circumstances of town centres, as in **Tesco v Dundee** [28]. It is the purpose of the planning system to control development, that is to permit, prevent, encourage, inhibit or limit and condition it, so that the individual private or commercial interest and the broader public interest meet in reconciliation however uneasily. NPPF [24] cannot therefore be interpreted as requiring "suitability" and "availability" simply to be judged from the retailer's or developer's perspective, with a degree of flexibility from the retailer, and responsiveness from the authority.*

38. Third, and of critical importance here, still less can it be interpreted as envisaging that the requirement or preferences of an individual retailer's trading style, commercial attitudes, site preferences, competitive preferences whether against itself or greater competition should dictate

what sites are "suitable" or "available" subject only to a degree of flexibility. NPPF [23] and [24] are simply not couched in terms of an individual retailer's corporate requirements or limitations. That would be the antithesis of planning for land uses and here, its default policies. It would take very clear language for such an odd result to be achieved.

39. Any alternative approach would reduce the sequential test to one of the individual operator's preference, with the suitability of centres, sites and their availability varying from applicant to applicant each proposing the same broad type or even identical form of development. This case illustrates just why on the proper interpretation of NPPF [24], the identity of the applicant or proposed occupier is generally irrelevant. ...

42. Fourth, there is a further reason why the identity of the applicant, as opposed to the sort of development it proposes, is not generally relevant to the sequential test. The sequential test in the NPPF is not just one of suitability; it covers availability: "only if suitable sites are not available, should out of centre sites be considered." A town centre site may be owned by a retailer already, to use itself for retailing, who is not going to make it available to another retailer. It is plainly available for retailing, though only to one retailer. That does not mean that another retailer can thus satisfy the sequential test and so go straight to sites outside the town centre. "Available" cannot mean available to a particular retailer but must mean available for the type of retail use for which permission is sought."

- 4.18 As such, it is very clear that any sequential alternative site must be capable of accommodating the broad type of development proposed and not the particular store format favoured by a particular operator.

Availability

- 4.19 Finally, and on the issue of "availability", NPPF paragraph 87 explains this to include the "expectation of becoming available within a reasonable period". The

NPPG explains that the “*scale and complexity*” of potentially suitable sites should be taken into account in assessing what might be reasonable.

5. RETAIL ASSESSMENT

Introduction: Sequential Assessment and the Altair Site

- 5.1 It is agreed between the Inquiry parties (at paragraphs 4.5 and 5.2 of the Statement of Common Ground (CD-H11)) that the appeal proposal is not located in an existing centre, nor would its development for retail be in accordance with an up-to-date plan. Indeed, the proposal is in conflict with Policy W2.14 (see above). It is not located in an edge of centre location, i.e. the next preference.
- 5.2 The parties also agree⁵ that the only sequential opportunity for assessment is the Altair site on the edge of Altrincham town centre. As an edge of centre opportunity, the Altair site is accessible – it is close to the Altrincham Interchange (railway station, bus stopping point and taxi pick up) is currently well connected to the town centre by foot; and is proposed to be even better connected (see immediately below).
- 5.3 Importantly, the Altair site is specifically identified as a development opportunity in Policy W2.3 as a proposed ***mixed-use*** development, expected to deliver accommodation ***including for retail purposes***. The policy explains that development will improve pedestrian linkages to the rest of the town centre, in particular including a new pedestrian bridge link between the development and the Interchange.
- 5.4 The commitment to this development continues in the emerging TLP, with text to Policy TP7 explaining how:

“The Altair scheme will transform the area immediately south to the Town Centre”.

⁵ See paragraph 16 of second application’s Officer’s Report (CD-I4) and paragraphs 6.16 and 6.17 of the Appellant’s Planning and Retail Statement to the first application (CD-A16)

- 5.5 It is proposed to be designated on the Policies Map as *“a high quality mixed-use development which will include a range of main town centre uses on a 3 hectare brownfield site immediately east of the Altrincham transport interchange”*.
- 5.6 The Altair site is suitable, in land use town planning terms, to accommodate the opportunity. Indeed, as will be explained below, Lidl has expressly confirmed that the site is so appropriate for retail that they intend to develop it themselves for one of their own stores within the next four years.

Suitability of the Altair Site

- 5.7 As explained above, the sequential test does not expect the proposal to be exactly replicated on the sequentially preferable site. Flexibility is expected to be applied. Examples where flexibility can be applied are given as *“format and scale”*, but whilst these terms are wide ranging in themselves, others are not excluded.
- 5.8 The application of flexibility is particularly apposite to the purpose of sequential testing, i.e., that opportunities to utilise town centre and edge of centre sites are *“fully explored”*. Thus, it cannot be that the appeal proposal’s unconstrained, out of centre, format should be considered an appropriate vehicle to deliver the test’s important national and local ‘town centre first’ policy objectives. Indeed, Lidl have specifically developed a format to better facilitate representation within town centres. Or, as the NPPG on Town Centres and Retail (CD-J3) explains.

“It is not necessary to demonstrate that a potential town centre or edge of centre site can accommodate precisely the scale and form of development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal.” (paragraph 011).

- 5.9 Indeed, the requirement to respond flexibly to town and edge of centre opportunities goes to the very heart of the ‘town centre first’ principle. Town centre development, through the sequential approach, supports “*the role that town centres play at the heart of local communities...*” (NPPF paragraph 86). Requiring flexibility over the use of formats and scale is central to delivering development into town centres where, although site development opportunities are likely to be limited and in terms of site area and thus format, scale and the amount of car parking may be reduced, the vitality and viability of the centre benefits as a result. There is, therefore, a trade-off between the application of appropriate flexibility and the achievement of an important planning objective. The management of that in decision-making is therefore important to achieving policy objectives.
- 5.10 Whilst the Appellant fully accepts that a foodstore can be developed on the Altair site, indeed it asserts that it wants to develop there itself, it argues that its proposed format for the Altair site would not be a ‘suitable’ substitute for the appeal foodstore proposal.
- 5.11 That, however, would be to deny entirely the very purpose of the sequential test, as set out above, which is to ask whether, **with reasonable flexibility**, the sequentially preferable site is suitable for the broad type of retailing being proposed in an out of centre location. The Lidl acknowledgment (assertion even) that the Altair site **can** accommodate a Lidl metropolitan format store is completely and authoritatively determinative of the issue. It proves, unequivocally, that with appropriate flexibility, the sequentially preferable site is suitable for a retail foodstore.
- 5.12 Lidl argue that such stores will have a “*different customer profile*”, where spend will be approximately 70% less per visit. But that is a direct and proper consequence of compliance with the sequential test. Shopping habits are liable to change in town centre locations. Customers choose to rely less on the car.

Public transport is convenient. Using other town centres shops and services at the same time becomes part of the town centre experience. That is precisely how the sequential test, in its objective to put town centre first, is intended to operate and secure sustainable development outcomes. The operational flexibility of this alternative format is directly aimed at circumstances like this, providing the ability to be represented in a town centre through proper application of the sequential test.

- 5.13 The Altair site is therefore 'suitable'. The Council's advisor, Nexus agrees, see in particular at paragraph 2.25 of their May 2020 Report (CD-C11).

Disaggregation

- 5.14 However, the Appellant has more recently asserted that it would not be able to accommodate the full extent of the appeal proposal, i.e. with the related downsizing of the Homebase unit and relocation of its garden centre. The Appellant has asserted that it is not possible or practicable to 'disaggregate' the Homebase element.
- 5.15 As noted above, the relevance of disaggregation arises from the possibility that an individual component of a retail, or main town centre use scheme, can be separately accommodated on a sequentially preferable site. In this regard it is essential to distinguish two situations. In particular, there is a fundamental difference between:
- a. A synergy existing between operating components on a specific site which are inextricably linked and where one element is required to facilitate the other component; and
 - b. Situations where different elements are not inextricably linked in this way.

- 5.16 For example, it might be inappropriate to suggest the disaggregation of a proposed garden centre from a scheme where it forms part of a DIY store, bearing in mind both elements serve often common or interrelated purposes of home improvement. But that would be very different from a situation where there is no need for two (or more) elements to be co-located.
- 5.17 In the instant case, however, there is a perfectly sensible alternative approach to accommodating the respective elements of the appeal proposal, which is for Homebase to stay where they are (whether reduced in scale or as present); and for Lidl to develop a Lidl metropolitan format store on the Altair site. There is no proven need for them to be co-located at all. Thus, there is no justification to Rapleys' assertion in their letter of 15th January 2020 (see Appendix 2) that, "...without reconfiguration Homebase would be forced to close the store and vacate the unit permanently" and that, "The only way to retain Homebase is for the re-configuration to take place in association with accommodating Lidl".
- 5.18 The Rapleys Planning and Retail Statement (July 2019) (CD-A16) explained at paragraph 1.2 that, "*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 1 A will comprise a discount convenience foodstore for occupation by Lidl.*" Paragraph 1.3 then stated that "*This reason for the application proposal is a consequence of Homebase entering into a Company Voluntary Agreement (CVA) in 2018, which was approved subject to the closure of 42 stores.*" The Altrincham store was not one of the 42 stores closed following the "*review of underperforming stores*".
- 5.19 The CVA was limited to three years. However, because of an effective turnaround of the business by its new owners, the US based, Hilco Capital, the arrangement was brought to an end 18 months early, on 23rd June 2020. I note that this was in the week **before** Homebase sent their letter to members of the

Committee (dated 29th June 2020) which, whilst referring to the CVA, was silent on its conclusion.

5.20 I provide further commentary in my next section responding to the Appellants' assertion that Homebase's downsizing is a benefit arising from the development that could weigh against the heritage harm. That evidence provides an up-to-date response to Homebase's letter to Committee members (in respect of the second application) and addresses their currently positive trading position.

5.21 It is for the above reasons that the Appellants' argument against disaggregation is fundamentally flawed: it is essentially the same as artificially enlarging a proposal with an additional, essentially unrelated, element in an endeavour to circumvent appropriate testing.

5.22 Put shortly:

- a. The application site includes a Homebase store with its garden centre.
- b. The retail park owners could have quite feasibly submitted a planning application for the downsizing of the Homebase unit, the relocation of its garden centre, and adjustments to the car park together with a new retail unit, compliant with Policy W2.14.
- c. Offers of interest for that unit with its shared car parking and servicing could then be sought from the market.
- d. Some potential operators would need no further planning permission.
- e. Others that were outside the scope of the user condition would then promote a planning application to address conflict/compliance with W2.12 and 14. If a food retailer wished to take the unit created then their

application to amend the user condition for that space would be subject to sequential (and other retail) assessment.

- f. That assessment would have no reason to disaggregate the Homebase downsizing proposal since it would not be part of the application proposal.
- g. Any benefits to Homebase might then be pleaded, as now.
- h. But the available alternative process demonstrates why it is neither necessary nor appropriate to conflate the separate components of the current proposal.

5.23 As will be apparent below, the Officer's Report on the second application reviewed this consideration (see paragraph 15 (CD-I4)) and came to the same conclusion. It relied on their consultant's advice, see paragraph 2.14 of the supplementary report by Nexus, May 2020 (CD-C11).

Availability

5.24 As for availability, the Altair site is not proposed to accommodate a single level, single user, development proposition. As a multi-level, multi-use, development, its formulation will need to take account of interactions between market, construction, planning and other issues. Town centre development can have timescales running from a few years to 10 or more. But, here, there is support in planning policy and operator interest. Indeed, the letter from Lidl (15th January 2021) (CD-E26) confirms that contracts have been exchanged with the developer (on 7th February 2020); Lidl have committed over £100,000 of expenditure on the scheme; and discussions with the developer continue.

5.25 Whilst Rapleys put forward a four-year timeline of the likely process from progressing a planning application to the scheme being built out, this describes

no more than what would be expected to take place in a situation where the building does not already exist.

- 5.26 I have seen no evidence that suggests other than the opportunity would be available in a reasonable period of time. I note that Nexus reach the same conclusion at paragraphs 2.16 to 2.22 of their May 2020 Report (CD-C11); and the Council in the Officer's Report on the second application (CD-I4) adds to and agrees with this advice at paragraphs 18 to 21 and in its SoC at paragraphs 4.11 to 4.13 (CD-H2).

Impact on Planned Investment

- 5.27 As noted above, the sequential test has both spatial and temporal aspects in that sites are to come forward in the appropriate sequence, with preferred sites being developed **before** non-preferred sites. If it were otherwise, if the appeal scheme is allowed and is implemented out of sequence, there is a risk that a foodstore might not progress within the Altair site when the planning objective is to secure town centre opportunities '**first**'. The test is there to serve a vitally important economic function through removing the risk of out of centre developments prejudicing town centre / edge of centre proposals, especially where (as here), they are underpinned by development plan support.
- 5.28 Such a failure would, on the basis that the Appellant describes the role of the proposed foodstore at Altair as "...an anchor tenant for the scheme" (letter of 15th January 2021) (CD-E26), and given the current and emerging development plans both promoting development on the site, quite reasonably risks causing an impact on planned public and private investment in the town centre. I note that the Council's Officer agrees.⁶ Such an impact might be classed as "*significantly adverse*" and justify refusal of permission (NPPF paragraph 90).

⁶ Paragraph 30 of the second Officer's report explains that, "*It is considered that the Altair development comprises 'planned investment' for the purpose of the NPPF test*".

The purpose of the sequential test (properly applied) is of course, to avoid these risks from even occurring.

5.29 The commitment⁷ by Lidl to develop both (but in an inappropriate sequence) cannot remove that risk. They are well put in the Officer's Report on the second application (CD-14):

- a. First, *"the possibility (presently undefined) that the Altair Lidl may not happen as a consequence of this out-of-centre development"* (paragraph 125); and
- b. Second, that *"there can be no firm guarantee that the Lidl at Altair will come about, within the expected timeframe or indeed at all* (paragraph 122).

5.30 The second matter, the lack of a 'firm guarantee' is an almost ever present issue – part of the tension between a prospective landlord and their prospective tenant. The former wants certainty, the latter flexibility. The landlord wants a longer term, without early tenant break clauses usually to improve the schemes appeal for forward funding by an institution (or as an investment on completion) whereas the tenant will look for the prospect of an earlier exit strategy should trading conditions or other commercial imperatives arise. Negotiations will set the length of time permitted for achieving a planning permission with 'long stop dates' to allow the prospective tenants (or landlord) to walk away: provisions to extend the agreement if Counsel's advice is that there is more than a stated chance of a planning (or other) outcome and the tenant will expect a robust set of 'tenants onerous planning conditions' such that if the permission has, for example, operational limitations, there is an exit route.

5.31 These matters are considered further at Sections 10 and 11.

⁷ This is limited in respect of Altair by the lack of any sight of the alleged contract

6. HARM TO A HERITAGE ASSET AND WEIGHING AGAINST PUBLIC BENEFITS

Introduction: National Policy and Legal Framework

6.1 I consider it appropriate to set out the primary legislative requirement, the statutory development plan policy and national planning policy expectation that are at the forefront of the consideration on this issue.

6.2 I start with the statutory duty established by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 that:

*“In considering whether to grant planning permission for development which affects a Listed Building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have **special regard** to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” (my emphasis).*

6.3 Further, paragraph 199 of the NPPF, makes it clear that when considering the impact of a proposed development on the significance of a designated heritage asset, “**great weight should be given to the asset’s conservation...**” (noting that paragraph 202 goes on to state that “*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*”).

6.4 This statutory duty, and the NPPF paragraphs to which they relate, has been considered by the Courts on several occasions, including by the Court of Appeal in **Mordue v Secretary of State for Communities and Local Government** [2015] EWCA Civ 1243, where it was stated as follows at [28]:

“Paragraph 134 [paragraph 202 of the NPPF 2021 (CD-J1)] of the NPPF appears as part of a fasciculus of paragraphs ... which lay down an approach which corresponds with the duty in section 66(1). Generally, a

decision-maker who works through those paragraphs in accordance with their terms will have complied with the section 66(1) duty.”

- 6.5 Given the obligation to work through those paragraphs of the NPPF correctly in order to comply with the Section 66 duty, it is therefore to be noted that it was held as follows by Mr Justice Lindblom (as he then was) in ***R (Forge Field Society) and Ors. v Sevenoaks District Council*** [2014] EWHC 1895 (Admin), at paragraphs 48-49:

*“48. As the Court of Appeal has made absolutely clear in its recent decision in Barnwell, the duties in section 66 [and 72] of the Listed Buildings Act do not allow a local planning authority to treat the desirability of preserving the settings of Listed Buildings [and the character and appearance of conservation areas] as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell it has now been firmly dispelled. **When an authority finds that a proposed development would harm the setting of a Listed Building or the character or appearance of a conservation area, it must give that harm considerable importance and weight.***

*49. This does not mean that an authority's assessment of likely harm to the setting of a Listed Building [or to a conservation area] is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognize, as the Court of Appeal emphasized in Barnwell, that **a finding of harm to the setting of a Listed Building [or to a conservation area] gives rise to a strong presumption against planning permission being granted.**” (my emphasis)*

6.6 Consistent with the entreaty to attach great weight to an asset's conservation, Mr Justice Lindblom therefore makes it quite clear, with what is now in paragraph 202 fully in mind, that:

- a. “... when an authority finds that a proposed development would harm the setting of a Listed Building ..., it must give that harm considerable importance and weight”; so much so, indeed, that
- b. “... a finding of harm to the setting of a Listed Building or to a conservation area gives rise to a strong presumption against planning permission being granted”.

6.7 In the case of ***R (oao) Shimbles v City of Bradford Metropolitan District Council*** [2018] EWHC 195 (Admin), Mr Justice Kerr firmly rejected, at paragraph 91, the suggestion that when harm, albeit less than substantial, to a heritage asset had been found, one need place that harm somewhere on a spectrum of such harm:

“91. That would mean subdividing less than substantial harm into sub-categories such as "slight less than substantial harm", "quite serious less than substantial harm", "really serious less than substantial harm", and so forth. The exercise leads to over-refinement, while the approach ordained by the NPPF deliberately keeps the exercise relatively straightforward, avoiding unnecessary complexity.”

6.8 The statute has not changed since then, and the words relied on from the NPPF remain the same. Neither has there been any case law which questions the judgment. However, it is to be noted that the NPPG now states that within each category of harm, the extent of the harm may vary and should be clearly articulated – see: Paragraph: 018 Reference ID: 18a-018-20190723.

Local Policy

6.9 Policy R1 of the TLPCS (CD-K1) is the relevant development plan policy and has a key role in the determination of the application. It provides at R1.7 that:

*“... developers will be required, where appropriate, to demonstrate how their development will **protect, preserve and enhance** the following heritage assets including their wider settings:*

- *Listed buildings;”* (my emphasis)

6.10 The Policy’s justification includes:

“Heritage assets in the Borough contribute to the unique character and quality of the historic built environment. These sites and buildings are an irreplaceable record of the Borough, which can contribute to our learning and understanding of the past including its social and economic history, and are also a resource for the future. It is therefore essential that we seek to preserve, protect and where appropriate, enhance these special buildings and sites, in line with national and regional planning policy guidance”.(21.14)

“It is also recognised that society is constantly developing and, as a result, historic assets are always under threat. Whilst it is acknowledged that social and economic development is essential for the Borough, it is important to ensure that this respects the Borough’s distinctive historic character and contributes to its sense of place”.(21.15)

“This policy seeks to ensure that all the Borough’s heritage assets are safeguarded for the future, where possible enhanced and that change is appropriately managed and tested for its impact on the historic environment, for example street furniture, street layouts and lighting”.(21.16).

Heritage Impact

- 6.11 The Planning Officer accepts that *“Policy R1’s approach is in line with the statutory duties in the Act, which are still engaged”* (paragraph 53 of the Officer’s Report on the second application (CD-I4)). Whilst in reporting on the two applications, it is argued that *“full weight”* cannot be afforded to R1 (paragraph 58), this only arises because the NPPF has added categories of harm and corresponding tests, together with an opportunity to take into account whether public benefits might outweigh heritage harm. The NPPF has taken nothing away from the general importance of this policy to *‘protect, preserve and enhance’*.
- 6.12 The Council has the benefit of its expert Heritage Development Officer who advised on both of the planning applications. We have relied on this in our review and analysis.
- 6.13 The Council’s expert identifies several listed and non-listed heritage assets in the vicinity of the site. Many of these buildings are the remaining parts of Victorian terraces that continue to address the main highways running through the area. In that manner, they are seen as ‘connected’ in purpose or *“fragmented street scenes”* (paragraph 65 of the second application’s report (CD-I4)). They are thus part of ‘the irreplaceable record of the Borough’s social and economic history’ (see the justification to Policy R1 above).
- 6.14 One such asset is, however, the focus for assessment. This is the Railway Inn Public House standing on Manchester Road at its corner with George Richards Way. It is located within the appeal site. A surviving but not currently trading record of social history and possibly one of few reminders of the former Broadheath railway station (opened in 1853) and goods yard on which the retail park, in large part, now sits and George Richards Way provides the alignment of the ‘through’ lines. The public house was added to Trafford’s Register of Assets with Community Value on 20th May 2021.

- 6.15 The current retail park car park provides a buffer to the listed building. That is an important part of its setting. It effectively separates the large box-like, shed buildings from the more diminutive and distinctive asset. To the north it maintains a characteristic space between smaller frontage buildings. Outside the site, the building's setting is the highway and junction roadway space itself - with the Manchester Road space outside and around about being an important setting to the building's front façade. And the highway space to George Richards Way provides the setting for the building's articulation of gabled roofs and supporting walls. The building therefore has a setting that whilst not historic in itself provides space for its appreciation as a heritage asset.
- 6.16 I do not therefore support the application stage Heritage Statement's (CD-B13) finding on 'setting' that the redevelopment of the adjacent properties has *"removed all historic context ... and buildings, as a result, the pub stands entirely isolated amongst a network of busy multi-lane roads/junctions and the large Altrincham Retail Park resulting in its setting now entirely lost and shorn of historic context"*.
- 6.17 Since the building sits almost on the corner of Manchester Road with George Richards Way, the building's interestingly articulated, gable roof forms and cutaway side to facilitate a pedestrian route (the former recognised in the expert's review (paragraph 65 of CD-I4)) are both seen in a variety of views as one approaches, waits at and passes the junction of Manchester Road with George Roberts Way. But the need for such 'kinetic' views, raised by the advisor (paragraph 66 of CD-I4) were not recognised in the Heritage Statement submitted with the application. Instead, we are shown an 'existing' and 'proposed', with totally different traffic conditions. The 'existing' with an HGV blocking the existing view of the present Homebase building, and the 'proposed' without it whilst missing the listed building's existing projecting rear wing (and without any replacement totem signage). The limited viewpoints and errors frustrate the opportunity to rely on such material to assess the likely harm to the significance of the listed building by virtue of impact on its setting.

- 6.18 However, the Inspector will be able to assess the extent to which the building's setting contributes the asset's significance and the impact on its setting from a review of the submitted drawings and site visit. It will reveal a very sizable extension to the retail terrace which will come very close to the A56 frontage. The advisor identifies this and assesses the building being within 6m of the Manchester Road footway. Of more significance is that the new garden centre's enclosure with its building-like elements will sit within c.35m of the listed building, instead of the nearest building presently being over 70m distant.
- 6.19 However, in particular, it is the wholly unsympathetic incursion into the remaining 'fragments' of historic street scene that is particularly harmful.
- 6.20 Whilst not a solution to be directly applied here, I draw the Inspector's attention to the recent development on the immediately opposite side of Manchester Road. I produce photographs at Appendix 3. The development (for a children's nurse) was allowed on appeal. The Inspector found that:

"The various elements of the building, including its slightly irregular plan, stepped profile and three main 'swept' roof segments, would produce an interesting and varied three dimensional form. The bold, extensively glazed, curved façade at the southern end would provide an arresting feature in the northward vista along Manchester Road." (Decision Letter at Appendix 4).

- 6.21 In section 8 I review the approach to design considerations as they impact on the local context (including the setting of the heritage asset). I find that this is a matter that appears to have had little, if any, attention given to the Appellant's and their Advisors. The Council Officer's Report on the second application (CD-14) states *"...the area of the new garden centre is more problematic in design terms. This element would be seen in the context of both George Richards Way and the well-trafficked A56 **and would encroach into the setting of the Railway Inn.*** (My emphasis) (paragraph 80).

- 6.22 The Officers inclusion states “...it is evident that the proposal has not taken full account of all aspects of context since some harmful impact to a heritage asset has been identified.” (paragraph 80 of CD-I4). It finds that it is a “...development with an identity which would cater for its users...” rather than one that has “taken full account of all aspects of context” or is a proposal that “...would not fully meet all design principals established by Policy L7...”
- 6.23 The Officer concludes that the proposed development is “...therefore harmful to the significance of the listed building by virtue of the impact on its setting” (paragraph 68 of CD-I4). The extent of harm is described by the advisor as “moderate“. As such, the Officers Report places that within the “less than significant harm“ categorisation.
- 6.24 As a result, there is conflict with Policy R1. Pursuant to NPPF 199, impact of the proposal on the significance of the listed building needs to be set against the “...great weight to be given to the asset’s conservation” and for there to be a “clear and convincing justification” (200) for any loss of the asset’s significance arising from development within its setting. And the Officer’s Report reminds us of the statutory presumption in the Act that “significant weight and importance should be afforded to heritage harm” (paragraph 69 of CD-I4).

The Heritage Balance – Paragraph 202 of the NPPF

- 6.25 The following are prayed in aid. However, there is nothing of particular significance in any of the benefits and **especially so if essentially the same benefits can be secured through developing at the Altair site without occasioning any heritage harm at all**. They are, without exception, matters that generally arise from retail development taking place in an urban setting. I consider each in turn. They have been put forward in various documents, including the Planning and Retail Statement (February 2021) (see at paragraphs 7.11 to 7.17 of CD-E25) but are summarised by the Officer in the second application’s report (at paragraph 70 and 71 of CD-I4).

Employment

- 6.26 Most store-based jobs in retailing employ local people. Whilst Local Authorities, retailers and others promote sound initiatives aimed at local recruitment, pay rates across much of the retail sector (reflecting skill levels required) combined with the disincentive for lower-paid employees to incur higher travel to work costs and time spent travelling (relevant to the many who are employed part time) inevitably result in employment from the local area. There is no special benefit case that attaches to the appeal proposals.
- 6.27 It is asserted that the Lidl store would provide “...some 40 new employment opportunities”. However, in the retail sector, particularly in a market subject to effective competition between retailers, the number of people employed has a close relationship with the available spend in the area. When a new store opens there is inevitably a diversion of trade from existing stores. Patterns of local employment (see above) will then reflect that. Thus, assertions relating to “new” jobs are, largely, references to displaced jobs.
- 6.28 The Appellants’ (I say incorrectly) assert that “*Homebase would be forced to close*” without the re-configuration with Lidl taking place (Rapleys letter of 15th January 2020, see Appendix 2). And that the proposal would therefore ensure the retention of jobs at Homebase, relying on Homebase’s letter (29th June 2020) (CD-E26) suggesting 50 in-store jobs would be ‘protected’. Such an assertion has implications for many and ought to be supported by evidence. However, the letter from Homebase is not so specific. Whilst it states that “...approval will enable Homebase to trade on a more sustainable basis... and protect the 50 people we employ in the town...” it does not explain what the options are if permission is not granted or recognises alternative development solutions.
- 6.29 In any event, as explained in section 5, the pre 2020 concerns arising from Homebase’s CVA have disappeared. At the time of writing their 29th June 2020 letter, the announcement of a return to profit had been made four months before

(on 27th February 2020) It confirms that “*nearly all 164 stores are profitable*” (see Homebase’s press statement at Appendix 5). It has now opened new stores this year. Extracts of the Directors Solvency Statement are provided at Appendix 6.

- 6.30 All construction activity creates jobs. Some create more than others. A multi-level retail scheme in a town centre setting will usually be more complex and last longer than a more straight forward single storey building on a retail warehouse park. And such jobs are for only a temporary period. Expenditure in local supply chains may occur during construction. But the procuring of big-ticket items such as steel, cladding, roofing sheet and refrigeration is sourced from only a few suppliers and often nationally or internationally.
- 6.31 Giving greater weight to the above economic factors because of the current pandemic is misplaced. The food and DIY sectors are amongst those that significantly out-performed expectations.

Consumer Choice and Competition

- 6.32 The introduction of a new food retailer not currently represented, bringing consumer choice and competition into the area, is immaterial given:
- a. First, that planning decisions focus on land use planning not the identity of the retailer; and
 - b. Second, that Lidl are asserting that they will be represented in any event – only on the sequentially preferable Altair site.
 - c. Third, that choice and competition in the discounter sector has recently been enhanced nearby as a result of Aldi relocating into a larger store – the former B&Q.

Trade Leakage

- 6.33 The assertion that a Lidl store would ensure greater retention of trade within the local area which might otherwise be lost to Lidl (or other) stores further afield,

was rejected by the Council's retail advisor, see at paragraph 4.17 of the Nexus Appraisal of retail and town centre issues (September 2019 (CD-C10)). In addition the pattern of discounter provision beyond Altrincham is already relatively mature. Further, and in any event, as above, Lidl are asserting that they will be represented in due course – but on the sequentially preferable Altair site.

- 6.34 Finally, none of these benefits touch on matters outside the normal scope of the proposal itself.

Conclusions re. Balancing Harm to Heritage Assets against Public Benefits

- 6.35 The Council's revised SoC (CD-H2), in addressing this matter, concludes that *"...the 'less than substantial' harm would be sufficiently outweighed by the public benefits, and thus the paragraph 196 [now 202] test would be passed"* (4.34). However, I have shown that the weight (to the extent that some had weight) placed on all of the public benefits are very considerably overstated. Providing appropriate but considerably less weight overall would then not reach a mere 'sufficiency' to outweigh even a less than moderate 'less than significant harm'.
- 6.36 In this context understanding what is required by having *"special regard to the desirability of preserving the building or its setting..."* and consistent with 199 of the NPPF, to attach *"great weight"* to an asset's conservation, Lindblom J (as he was then) in ***Forge Field Society*** makes it quite clear that *"when an authority finds that the proposed development would harm the setting of the listed building..., it must give that harm considerable importance and weight"*, so much so, indeed, that *"a finding of harm to the setting of the listed building or to a conservation area gives rise to a strong presumption against planning permission being granted"* (paragraphs 48 and 49).

6.37 Finally, and importantly, having undertaken this heritage/public benefits weighing, it is relevant to appreciate that these public benefits are now spent and are not available within the final 'planning balance'. To do so would be to double-count the benefits, such as they may exist.

7. HIGHWAY SAFETY

7.1 TLPCS (CD-K1) Policy L4 - Sustainable Transport and Accessibility - is a key policy in the determination of the planning appeal. It addresses matters of highway safety that were the subject of refusal of planning permission for the first application (the appeal proposal) but which, following some amendments in respect of the second application submission, the Council considered refusal on highway safety grounds was no longer justified. The incorporation of the revised plans into the appeal scheme are currently subject to consultation to facilitate determination on that basis.

7.2 It should be noted at the outset, however, that the changes made to the egress arrangement are very minor indeed⁸:

- a) Moving the access westwards by c20m.
- b) Reduction in gradient of the egress ramp.
- c) Minor carriageway realignment on George Richards Way.
- d) Amendment to the design of the central reserve and to include a barrier, and;
- e) Setting back the existing knee rail fence and amendments to tree planting to provide appropriate visibility.

7.3 The relevant parts of the policy are L4.7 and 8. The former states that:

“The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the strategic road network, and the primary and local highway authority network unless and until appropriate transport infrastructure improvements

⁸ they are also identified at paragraph 5.13 of the Statement of Common Ground (CD-H11)

and/or traffic mitigation measures and the programme for the implementation are secured”.

7.4 The latter states that:

“When considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the strategic road network and the primary and local highway authority network, the Council will seek to ensure that the safety and free-flow of traffic is not prejudiced or compromised by that development in a significant adverse way either by ensuring that appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for their implementation is secured, or by securing contributions in accordance with the associated SPD, or by a combination of these matters”.

7.5 Both L4.7 and 8 rely on identical assessment tests for ‘safety’ as for ‘the efficient operation / free flow of traffic’, i.e. that the proposed change with its appropriate transport infrastructure improvements in place will not give rise to **“a significant adverse impact”**. However, the NPPF (111) gives greater priority - a higher hurdle - to protect safety. The NPPF tests require refusal *“if there would be an unacceptable impact on highway safety”*.

7.6 To this extent policies L4.7 and 8 might be seen as out-of-date. However, the policies do provide a statutory development plan basis for the interrogation of highway safety matters. Only the thresholds differ.

7.7 The policy’s reasoned justification stresses the importance of locating development in *“the most sustainable locations”*, explaining that this *“...is to reduce the need for people to travel, reducing congestion, improving road safety... ”* (paragraph 13.4 of CD-K1).

7.8 I consider it important to explain the main purpose of George Richards Way. It is the key access route into, and out of, a large c.80ha ‘Principal Employment

Location' second only in significance to 'Trafford Park'. I have referred to its status in the development plan in section 3. The area and its two access routes are indicated on the plan at my Appendix 1. George Richards Way therefore carries a significant volume of commercial and HGV traffic. The alternative access route is the wholly single-carriageway, Atlantic Street, running generally parallel to the south. The retail areas sit north and south of George Richards Way closer to the main arterial route – the A56 Manchester Road. The intersection with Manchester Road allows left and right turn manoeuvres but the alternative Atlantic Street junction permits only left turns onto the A56. Accidents occurring on George Richards Way can therefore have significant consequences for congestion and delay (including to critical 'just in time' delivery scheduling) as well as for the individuals involved.

7.9 The first application was reviewed by the local highway authority (LHA). Their responses are at CD-C1 to C5. I also produce at Appendix 7 a Response on behalf of the applicants to 'Highways Comments' (17th October 2019). This includes commentary from TfGM.

7.10 The LHA found that :

“The proposed egress [onto George Richard’s Way] would be a very short distance away from the existing left turn lane diverge, and in the weaving length for vehicles changing lane to exit George Richard’s Way to turn left onto Manchester Road. The modelling results do not indicate any significant traffic benefit would be achieved through the provision of the proposed egress.” (CD-C5)

7.11 As a result, the advice was that:

*“... the LHA **strongly objects** to the proposal to construct a left turn lane only egress...”* (paragraphs 3.1.7 and 3.1.9).

- 7.12 The first application as a result was refused planning permission. The reason refers to the new point of access having “...*the potential to introduce significant vehicular conflict*“. And that it had “...*not been adequately demonstrated by the applicant that this would not have an unacceptable impact on highway safety...*” And thus, a reason to refuse in terms of paragraph 109 of the NPPF applied. The reason explains that “*The proposal is also contrary to Policy L4 of the Trafford Core Strategy*”.
- 7.13 The Council’s Revised SoC (CD-H2) explains that “...*following the appeal submission, the Council has appointed an external witness on highways matters who has undertaken an independent review of the case to date and has endorsed the Council’s position*” (see at paragraph 4.21). It refers to the paragraph 109 test of ‘unacceptable impact on highway safety’ and that “...*it is the issue of highway safety which is central to the Council’s case when having regard to the development’s vehicular egress proposals*” (paragraph 4.22).
- 7.14 The SoC (CD-H2) in particular refers to the Council intending “...*to obtain its own independent survey evidence*”. It refers to three specific surveys that “...*in totality, is intended to support the councils position and to assist the decision-taking by presenting an independent picture with regard to how traffic from the proposed new egress would interact with existing traffic volumes and movements*”. (paragraphs 4.27–32).
- 7.15 I understand, however, that the surveys were not and will not be provided by the Council.
- 7.16 I note that reference was made by TfGM that, “...*the proposed egress would require pedestrians accessing other parts of the retail park to cross an additional uncontrolled arm (i.e. the new egress crossing the pavement to George Richards Way) which presents and increased safety risk for pedestrians*” (see at top of page 10 of Appendix 7).

7.17 The first response on the second application was sent by the LHA on 11th March 2021 (CD-G1). It put forward no objections to the proposals, subject to conditions being imposed. An additional section was added to the advice headed, “*Comments and Observations for Information*”. This included as follows:

*“Whilst it has been demonstrated that the left-turn only egress proposed by planning application 103414/FUL/21 (this application) would not be expected to have a severe detrimental impact to road safety along the public highway at this location (and as such a refusal could not be justified in accordance with the NPPF), **the LHA would state that it remains concerned that the introduction of the proposed new egress will still have a negative influence, with the potential for a collision to occur as a direct result of vehicles using it (with or without an injury being sustained). The proposals will result in the provision of an egress where no access or egress currently exists, as such the risk of an incident occurring is increased.***

Whilst not part of the adopted highway the LHA has concerns that the proposed internal layout for the amended egress could exacerbate conflict between vehicles manoeuvring around the car park and those attempting to turn onto the proposed new egress. The applicant may wish to reconsider undertaking a safety assessment and amending the internal car park layout.

It is therefore relevant to mention that whilst no objections are raised to the proposals, for reasons noted above, the LHA does not fully support the provision of the proposed left-turn only egress at this location.” (my emphasis)

7.18 In a further response to the second application the LHA advised on 22nd March 2021 (CD-G2) that:

*“...whilst the LHA does not fully support the provision of the proposed left-turn only egress at this location, it is also our view that has it been demonstrated by the applicant that the egress proposed...would not be expected to have a **severe** detrimental impact to road safety along the public highway at this location. As such the LHA could not justify a refusal in accordance with the NPPF.”* (their emphasis).

- 7.19 Quite clearly, the Local Highway Authority Officer was misinformed to come to the conclusion that a refusal could not be justified in accordance with the NPPF because the change was “... *not expected to have a **severe** detrimental impact to road safety...*”. This is the **wrong** test. The correct test is only whether, “...*there would be an unacceptable impact on highway safety*” (NPPF 111).
- 7.20 The LHA’s response also provided further “*Relevant Comments and Observations*”. These reiterated the LHA’s position of not fully supporting the new egress, it not having a severe detrimental impact and thus justifying refusal in accordance with the NPPF and suggesting alternative layouts for the egress and other matters.
- 7.21 There is also a reference to a consultation response from Transport for Greater Manchester which confirms that the egress “...*would create a road safety issue where none exists*”. In the Officer’s Report, this representation is addressed in terms of “*Whilst recognising the concerns of TfGM and placing them on record, Officers have ultimately been guided by the comments of the LHA as statutory consultee.*” (paragraph 47 of CD-I4).
- 7.22 The Officer’s Report (CD-I4) then summarises the LHA’s position. It explains that:

“With this in mind, the overall conclusion of the LHA is that it still does not fully support the provision of the proposed egress in this location. However, it is now of the view that the applicant’s revised submission, and when

having regard to the extra supporting evidence provided, would not give rise to an impact on highway safety which could be deemed ‘unacceptable’. This is the wording of the policy, at paragraph 109 of the NPPF, and relevant case law and planning decisions at a national level have established that the threshold for demonstrating failure of the test is high. Accordingly, when having regard to the specifics of this application, and unlike the last submission which was materially different, it is concluded that a reason for refusal on unacceptable highway safety grounds is not justified this time around; it would be unlikely to be sustained at appeal, the LHA has advised.”

- 7.23 The Officer comes to the position that the proposed egress “...*would not give rise to an impact on highway safety that could be deemed ‘unacceptable’*”. Whilst that is the wording in the NPPF this is not, in my opinion, the position of the LHA who mistakenly were testing against a higher threshold that it “*would not have a severe detrimental impact*”. It would seem inappropriate to suggest that the NPPF threshold for “*demonstrating failure of the test is high*”. That is not the case and it was the opposite that appears to have confused the LHA. The Officer, as a consequence, takes the position that refusal is not therefore justified (paragraph 46 of CD-I4).
- 7.24 In reading the advice from the LHA it is apparent to me that the NPPF assessment criterion relating to highway safety would not be met.
- 7.25 When TfGM’s relevant observations are added (see Appendix 8 for their full response), i.e:
- a) that a road safety issue is being created where none exists (and that compounds the LHA’s view that there is no need in capacity terms for the intervention), and

- b) The additional risk to pedestrian safety - from creating an additional egress across the pavement to George Richards Way - which arises from drivers concentrating their attention on oncoming traffic from the west to establish when a gap in flow might arise and whether it might be long enough to facilitate an exit, in the context of a pedestrian coming from the east and crossing in front of that potentially emerging car.

to my own additional concerns that:

- a) drivers might 'chance' exiting when a single lane is free of traffic to find that their manoeuvring is not quite as perfect as anticipated (or as predicted by the Appellant's tracking) and collides with a vehicle in the offside lane or causes such a vehicle to break sharply and risk a rear-end collision, and
- b) adding significantly to the safety hazard of vehicles having egressed undertaking a U-turn in advance of the Manchester Road junction.

the highway safety issues here are multifaceted and significant. The development therefore conflicts with Policy L4 and exceeds the relevant NPPF threshold.

8. DESIGN

8.1 TCPCS (CD-K1) Policy L7.1 remains relevant although the content in the NPPF (2021) (CD-J1) provides assessment criteria that are more thorough and demanding (at paragraph 130). These include that the NPPF:

a) now has an expectation of development being “*visually attractive as a result of good architecture, layout and appropriate and effective landscaping*” whilst Policy L7.1 focuses on development needing to be “*appropriate in its context*”.

b) not only seeks to ensure that developments “*are sympathetic to local character*”, but also to “*history, including the surrounding built environment...*”

8.2 These revised provisions postdate the decision on the second application. I note that the Officer concluded that Policy L7 (in respect of design) was consistent with the NPPF and thus up-to-date for the purposes of decision making (paragraph 74) (CD-I4) I do not dissent from that in terms of the present post NPPF (2021) position for the reasons set out above.

8.3 Before reviewing the Officer’s report further, and I make the point here that the Council does not appear to have taken any independent or expert advice on design (other than heritage matters), it is instructive to appreciate what had been put to the Officer by way of ‘design explanation’.

8.4 Rapleys considered “*Design*” within their Planning and Retail Statement (July 2019) (CD-A16). In terms of “**context**” it explains that “*The design, layout and appearance of the development proposed have been informed by a review of the context of Altrincham Retail Park*”. (paragraph 7.18). On “*appearance*”, it explains, “*The elevational treatment to both stores, including the new store*

entrance and canopy and garden centre, is consistent with the existing retail units on Altrincham Retail Park, providing a modern and contemporary design.” (paragraph 7.19). The conclusions of their analysis found that, *“The refurbished building will provide a clean and contemporary design that will be complementary to the visual character of the surrounding area”* (paragraph 8.2). But by their own admission no analysis had been made of the context of the surrounding areas on Manchester Road beyond the Altrincham retail park so that a better sense of place might be created out of local identity. It was therefore on this narrow view that Rapleys conclude, *“It is on that basis that the scheme complies with relevant policy as set out within the NPPF and development plan”* (paragraph 8.4).

8.5 However, Rapleys also produced an initial Design and Access Statement (DAS) (CD-A15). It explains that *“The DAS...demonstrating how the context of the development has been appraised and how the design of the development takes the context into account”* (paragraph 2.6). Section 3 is titled *“Assessment of the Site and its Context”*, but after explaining that the application site comprises the *“Homebase store and associated garden centre area... The site also includes the area of car parking sitting to the front and side of unit 1, and the servicing area to the rear”* (paragraph 3.3). I find no mention of the listed Railway Inn. I find the reference to residential development but this is to the area behind the retail park, i.e. beyond Huxley Street, with no commentary on the character of properties fronting both sides of Manchester Road (3.4). That is notwithstanding the potential precedent created by the new development opposite (see above). There are four photographs that *“provide the existing site context in relation to Altrincham Retail Park”* (paragraph 3.6). None capture any development outside the retail park.

8.6 There is a paragraph titled *“Surroundings”*. It states *“The immediate context of the site is contained within the existing retail park which extends in a ‘L’ formation to the west. Adjacent to Altrincham Retail Park are broadly dwellings*

to the north (access from the Sinderland Road and mixed commercial/retail uses to the south (south of George Richards Way/Atlantic street)” (paragraph 3.7) (CD-A15).

8.7 There is a section headed “*Requiring Good Design*” (paragraph 4.3.4.7) (CD-A15) it quotes from paragraphs 124, 127 and 131 (2019) before referring to the NPPF’s messaging including on “*the importance of good design*”. Rapleys refer to the approach in Policy L.7 that “*...development must;*

- *be appropriate in its context;*
- *make best use of opportunities to improve the character and quality of the area;*
- *enhance the street scene or character of the area by appropriately addressing scale;*
- *density, height, massing, layout, elevational treatment, materials, hard and soft landscaping works, boundary treatment”* (paragraph 4.18)

8.8 Rapleys then explained that “*The policy requires the design of new development to be of a high quality to make better places and be environmentally sustainable. New development must enhance the street scene and not adversely impact the amenity of the surrounding area or neighbours.*” (paragraph 4.19) (CD-A15).

8.9 The DAS concludes “*Overall the proposal will provide a more open and welcoming appearance, whilst providing consistency with existing retail units in the retail park, through the use of blockwork and cladding materials.*” (paragraph 4.35) (CD-A15). On “*Design Rationale*”, this “*...has been informed by, location of the site, Homebase and Lidl’s operational requirements and the site’s (unspecified) relationship with neighbouring land uses.*” (paragraph 6.2).

8.10 The second application's DAS (CD-E26) was produced by the scheme's architect. Whilst its Introduction explains that, "*the proposal is based on a thorough assessment of the sites immediate and wider context...*" there is little evidence of this with the explanation of "*Surrounding uses*" limited to "*The park is in an area of other retail outlets, some light industry and a majority use of residential with green spaces*". In terms of "*scale*" the analysis (or solution) is limited to "*...maintains the scale of the existing units...*". The "*appearance*" is described but without context (other than in regard to the existing retail park). There are some visuals. I produce two at Appendix 9.

8.11 Ignoring the gross distortion of the Railway Inn's frontage on one of them and that the second excludes the wall at the side and the projections at the rear, they serve to demonstrate that:

- a) the lack of relationship to the scale or width of the Manchester Road gap in the frontage of the development. It appears as a 'box' left at random in the gap;
- b) the set back from Manchester road provides an inappropriate view of the blank flank wall of 173 and/or 175 Manchester Road;
- c) The height of the building/garden centre enclosure has no relationship with the two storey, existing, neighbouring development;
- d) The grid of pillars and block work infill is out of character with the buildings on the Manchester Road frontages;
- e) The large flat, white roof fascia is out of scale as an element and is wholly unreflective of other elements in the street scene along both sides of Manchester Road;

- f) The colour of the material are alien to the surrounding buildings' darker red/brown brickwork; and
- g) There is no visual expression that competes with or tries to reflect the infill development opposite on Manchester Road that was found by the decision-maker there to have *“visual interest in its three dimensional form that would provide a bold contemporary feature that could enhance the appearance and mixed-use character of this part of the Manchester Road corridor”* (paragraph 8 of the appeal decision at appendix 4)

8.12 The development cannot be said to:

- a) *“function well and add to the overall quality of the area...;*
- b) *be visually attractive as a result of good architecture, layout and effective landscaping;*
- c) *be sympathetic to local character and history, including the surrounding built environment and landscape setting...; and,*
- d) *establish... a strong sense of place, using the arrangement of streets, spaces, building types and material to create attractive, welcoming and distinctive places to live, work and visit.”*

8.13 These are the first four requirements set by paragraph 130 of the NPPF (2021) (CD-J1) that are to be applied to decision making in order to achieve well-designed places. These matters reinforce and expand upon the requirements set by Policy L7.1, thus in failing to meet the revise LP NPPF's expectations, the proposal cannot but also be in conflict with the development plan.

- 8.14 Thus, whilst the Officer (in the second report) (CD-I4) “...considered that the proposal would deliver a development with an identity which would cater for its users and which in many ways would be reflective of the characteristics of this area of Broadheath.”, noted, “... from the previous commentary it is evident that the proposal has not taken full account of all aspects of context since some harmful impact to a heritage asset has been identified. Policy L7, consistent with the National Design Guide, also requires development to be appropriate to its surroundings.” However, there is a reference to “The elevational improvements have, however, moderated the strength of design objections and there is recognition that this is an environment with a varied character” and that, “With this in mind, whilst it is maintained that the proposal would not fully meet all design principles established by Policy L7, the extent of policy variance is not considered significant enough to trigger a policy conflict and to warrant a recommendation of refusal on design grounds. When taken as a whole, it is considered that the proposal constitutes a reasonable design response which has some positive elements of character and which generally satisfies the requirements of Policy L7, the NPPF and the National Design Guide. Some departure from policy and guidance, when having regard to local heritage, is however placed on record (consistent with previous conclusions) and this is a matter that will be returned to as part of the concluding planning balance.”
- 8.15 Thus there was an acceptance of lack of compliance with L7.1. However when L7 is now read with the expectations contained within the 2021 NPPF (CD-J1) it becomes clear to me that the Officer’s position ought to no longer be tenable.
- 8.16 On design, there is therefore a conflict with Policy L7 and failure to meet the additional level of scrutiny now expected by the NPPF

9. IMPACT ON RESIDENTIAL AMENITY AND NOISE

- 9.1 Policy L7.3 addresses noise issues and is consistent with the NPPF approach. I note the Council's cautious approach to assessment, I also note the proposed delivery hour regime, the requirement to produce a delivery and service management plan and provide a 4.1m high acoustic grade fence to Huxley Road boundary. Those limitations, in the context of my understanding of the delivery, service yard and plant noise would appear effective.
- 9.2 I therefore concur with the Officer's finding in the second report that *"Overall, and with a series of crucial conditions in place, it is concluded that the proposed development would not have a significant adverse impact on standards of residential amenity in the locality. It is considered that the requirements of Policy L7 and the NPPF on this topic have therefore been met."* (paragraph 97 CD-14)).

10. THE PLANNING BALANCE (AND THE FIRST APPLICATION)

- 10.1 Other than in respect of heritage harm not being outweighed by public benefits and failure against design policies, the Officer's Report on the first application (CD-11) set out below provides an analysis against the factual, policy and legal considerations with which I can agree.
- 10.2 In order to ensure that, in the absence of a witness from Nexus, the Inspector has their advice fully in mind, and the analysis which underpins an important part of it, I quote from and adopt that analysis below in reproducing paragraphs 119-127 but substitute the revised paragraph 124 that was put forward in the Additional Information Report (CD-12) to the meeting. I provide supplementary comment, as appropriate, in bold.

119. The application site forms part of Altrincham Retail Park in the Broadheath area of Altrincham. It currently accommodates the existing Homebase store, its associated garden centre and car parking. The purpose of this full planning application is to extend and subdivide the existing Homebase to create two adjacent units. Unit 1 would comprise a new retail warehouse unit and garden centre for occupation by Homebase, and Unit 1a would comprise a discount foodstore to be occupied by Lidl. The 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.

120. Section 38(6) of the Planning and Compensation Act 1991 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. That remains the starting point for decision making. The NPPF is an important material consideration.

121. The decision-taking structure to be applied in the determination of this application is that set-out at paragraph 11c and paragraph 12 of the NPPF

since this is not a proposal in which policies of ‘most importance’ have been deemed ‘out-of-date’, (which would otherwise result in paragraph 11d of the NPPF being engaged).

*122. The application site is an out-of-centre location for the application of retail and main town centre planning policy. The applicant has submitted a retail assessment which has been reviewed by the Council’s independent retail consultant. It has been concluded that the proposal would not result in a ‘significant adverse impact’ on town centres when having regard to the two strands of the impact test as set out in paragraph 89 of the NPPF. However, in relation to the sequential test (as referred to at paragraphs 86 and 87 of the NPPF), it has been found that this test is not met since it has not been demonstrated that the sequentially preferable Altair site in Altrincham is not available and is not suitable to accommodate a discount foodstore. The applicants’ claims regarding the unsuitability of the Altair site in particular have not been verified. **[I have provided my own further evidence on suitability.]** This site, which the applicant is contractually committed to should be brought forward before any grant of planning permission for such a store at Altrincham Retail Park. Thus, the NPPF test is not passed. In failing in this regard, the proposal is contrary to Core Strategy Policy W2 having not satisfied ‘the tests outlined in current Government guidance.’ It is also at odds with saved Revised UDP Policy S11 which requires the sequential approach to site selection to be adopted. **[I would have added reference to conflict with Policy W2.14]***

123. The proposed development involves the provision of a new point of egress for customers when exiting the retail car park onto George Richards Way. Concerns have been raised regarding the principle of this proposed by both the LHA and TfGM. The presence of this egress in close proximity to the major road junction of the A56/George Richards Way is likely to pose a highway safety risk to road users and to increase the potential for collisions.

The applicant has been asked to provide additional information to evidence their position that no adverse impacts would occur, however the response is that that Officers have all necessary information needed to support the application in highway terms. Overall, it is concluded that it has not been adequately proven by the applicant that the proposed egress would not have an unacceptable impact on highway safety. [The further material available in the consideration of the second application and my own analysis provides firm evidence that there is an unacceptable impact on highway safety.] The stipulation at paragraph 109 of the NPPF, that such impacts should not occur, has thereby not been satisfied. The proposed development is therefore contrary to this Government guidance and also to Policy L4 of the Core Strategy.

124. It has also been concluded that the proposed development would result in harm of a 'less than substantial' nature to the significance of the Grade II listed Railway Inn. Great weight has been afforded to this harm when having regard to the statutory obligations of the Planning (Listed Buildings and Conservation Areas) Act 1990. However, with reference to paragraph 196 of the NPPF, the public benefits stemming from the proposal would sufficiently outweigh the harm arising it is considered. [My analysis demonstrates that these public benefits either do not arise or are not sufficient.] These benefits are principally economic focused although with it also recognised that the development is in accordance with planning principles associated with maximising the use of brownfield land and of locating development in sustainable locations. The proposed foodstore would also provide improved customer choice. Some heritage harm would nonetheless arise and – as a consequence of this – the proposal also contravenes the requirements of Policy R1.

125. Furthermore, whilst not sufficient to generate an independent design reason for refusal, it has been stated that the proposed development does not

fully meet all expectations, as set out in Core Strategy Policy L7 and the National Design Guide, intended to ensure that a proposed new development would be fully respectful of a site's context, including local heritage. **[The 2021 NPPF provides a stronger emphasis on relevant matters. They are sufficient to justify refusal and support the conflict with Policy L7.]**

126. *The proposal has been found to be acceptable in all other aspects including on matters of drainage and flood risk, landscaping, crime and security, and ecological impact. Several important conditions would be needed to ensure that the development would operate in a manner which would not be detrimental to residential amenity, specifically on the subject of noise and disturbance.*

127. *Whilst the proposal has been found to result in some benefits, **[but these should not be double counted]** as outlined above, it is evident that there is clear conflict with the development plan and with national policy. It is considered that there is no reason to take a decision other than in accordance with the development plan and relevant guidance. Therefore, the application is recommended for refusal on the grounds of its failure to comply with the NPPF and it also being contrary to policies S11, W2 and L4. **[I would add R1, L7.1 and W2.14]***

- 10.3 It is therefore against this conclusion taken with the benefit of my evidence as set out in this proof that I now turn to the Council's Officers position in recommending the grant of planning permission for the second application.

11. THE COUNCIL'S POSITION ON THE SECOND APPLICATION

The Second Application

11.1 The first application having been refused for two reasons – failure of the sequential test and an unsafe egress, the Appellants then made a second application in an endeavour to meet those reasons for refusal:

- a) So far as failure of the sequential test was concerned, the Appellant submitted a new retail assessment (CD-E25) which sought to address the policy tests for out of centre development, that assessment was again audited by Nexus as retail consultants for the Council; and
- b) So far as the highways reason for refusal, the Appellant submitted a revised layout for the additional egress with the five minor amendments identified above and including: the egress is positioned approximately 20m further west; the central traffic island has been extended to the west to prevent right turns into and out of the egress; and the design of the ramp has been reconfigured and lengthened to provide a gradient of no more than 1:20.

The Officer's Report: Sequential Test

11.2 The Officer's Report (CD-I4) on the second application correctly identified, at paragraph 3, that where a planning application conflicts with an up-to-date development plan, paragraph 12 of the NPPF explains that planning permission should not normally be granted.

11.3 The Report (CD-I4) went on in paragraph 8 to note, again correctly, that the NPPF was equally clear that "*...local planning authorities should adopt a 'town centre first' approach when assessing applications for 'main town centre uses' ...in order that town centres remain the focus of retail, commercial and leisure*

activity and to ensure their continued vitality and viability...” and that “Proposals for such uses which were not in an existing centre, and not in accordance with an up-to-date development plan, should be subject to...the sequential test.”

11.4 In paragraph 10, the Officer’s Report (CD-I4) concluded, again correctly, that the proposed Lidl store, which was out of centre, was not in accordance with Policy W2 of the TLPCS (CD-K1) and so the sequential test had to be addressed. The Officer’s Report did so in paragraphs 14-26, informed and supported by the Nexus audit of the Appellants’ new retail assessment available to it. Unsurprisingly, given that there had been no intervening material change of circumstance to justify a different conclusion to that reached on the first application, the Appellant’s counter-arguments in the revised retail assessment were roundly, and correctly, rejected.

11.5 The Appellant had argued that the Lidl proposal should not be disaggregated from the Homebase. That was firmly, and correctly, rejected in the Officer’s Report (CD-I4) at paragraph 15, in which it was concluded as follows:

“...the applicant has not provided any persuasive evidence to demonstrate that the smaller Homebase and the new Lidl are commercially and/or functionally dependent, and that the only means of achieving Homebase’s objective for a downsized store would be through the occupation of an additional adjacent unit by a discount foodstore operator... in the judgment of Officers, disaggregation is appropriate in this case for the reasons set out above, and the sequential assessment should therefore consider whether there are any available and suitable sequentially preferable sites to accommodate the Lidl store.”

11.6 The question as to whether the Altair site was a suitable alternative site in a sequentially preferable location, and available within a reasonable period, was

addressed in paragraphs 16-25 and, once again, the Appellants' counter arguments were roundly, and correctly, rejected.

- 11.7 In paragraph 16, the Officer's Report (CD-I4) identified that the fact that a contract had been signed between Lidl and Nikal (the Altair developer) for a discount foodstore to be provided as part of an amended future proposal on the site, "*gives an indication that the site is able, in principle, to accommodate a discount foodstore*". That is something of an understatement. It provides firm evidence.
- 11.8 Paragraphs 17-20 of the Officer's Report (CD-I4) addressed the question as to whether the up to four year period given by the Appellant for delivering the discount foodstore on the Altair site was a "*reasonable period*" for the purposes of paragraph 86 of the NPPF and, once again, the Appellant's counter arguments were firmly, and correctly, rejected, including as follows:

"20. The applicant states that the delivery of a foodstore at Altair would take around three to four years (minimum) given the need to: prepare a planning application, submit and determine the application, discharge pre-commencement planning conditions, secure contractors, and deliver the scheme. However, in response, it is considered that the proposed programme simply accounts for basic requirements necessary to bring forward a development. In providing some guidance on what might be a reasonable period, the NPPG is clear that the scale and complexity of a proposal should be given due consideration, but the applicant's timetable does not indicate anything particularly onerous or complicated in the delivery of a revised Altair. To rule out sites simply on the basis that they need to go through the planning process runs the risk of available sequential alternative sites being limited to those that are already under construction or 'currently' available".

21. Overall, it is the Officers' judgement that the three to four year period suggested by the applicant for the provision of a foodstore at Altair is reflective of a reasonable timeframe. As a consequence, it is again concluded that the Altair site is 'available' within a reasonable period, as envisaged by the NPPF, to accommodate the application proposal."

11.9 As for whether, the 'metropolitan format' discount foodstore proposed by Lidl for the Altair site was "*fundamentally different*" from that being proposed at the appeal site, the Appellant's counter arguments were again, roundly and correctly, rejected in paragraph 22-24 of the Officer's Report (CD-I4). Quite to the contrary, this was reflective of exactly the "*flexibility*" that paragraph 87 of the NPPF both envisaged and required:

"... from the evidence provided it is still considered that the format proposed at Altair reflects the ability of retailers to revise their model to trade from more central locations. Such variations in format, it is considered, are consistent with the requirements of paragraph 87 of the NPPF for applicants to 'demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.' Lidl's proposals for Altair would, in fact, support a broadly similar foodstore use in practice, it is considered (being of a comparable scale and with a similar range and type of goods)." (paragraph 23).

11.10 Indeed, in paragraph 24 of the Officer's Report (CD-I4) it was concluded that, with the additional evidence now supplied by the Appellant in the form of its new Retail Assessment, it was even more clear than on the first application that Altair was a suitable alternative site for Lidl:

"In the context of the last application it was previously concluded that claims regarding the unsuitability of the Altair site had not been fully evidenced by the applicant. However, for the purposes of this application, it is considered that investigations on the matter of suitability have been taken as far as they

need to in order to form a sound and reasonable view. It is thus considered that Altair is also a suitable site to accommodate the proposed foodstore operation.” (paragraph 24).

11.11 Accordingly, and at paragraph 25 of the Officer’s Report (CD-I4), it was correctly concluded as follows:

“... available evidence indicates that a more centrally located site is available and also suitable to accommodate the foodstore element of the application proposal. As a result, the planning application fails to accord with the NPPF sequential test. It is also contrary to Policy W2 and Policy S11 on that basis.”

11.12 The above conclusions, correctly reached, that up-to-date development policy was breached, and breached because the sequential test was failed, directly engages the following two entreaties in the NPPF, the second even more emphatic than the first precisely because of the importance Government attributes to the imperative of ‘town centre first’:

- a) Paragraph 12 of the NPPF: *“Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission **should not usually be granted.**”*

- b) Paragraph 90 of the NPPF: *“Where an application fails to satisfy the sequential test ... **it should be refused.**” (my emphasis)*

11.13 And finally, as for the Appellants’ argument that all of this could be ignored because they were proposing to develop the Altair site as well, paragraph 26 of the Officer’s Report (CD-I4) saw the fundamental flaw in that argument also, one which is fatal – in my professional opinion – to the appeal since it flies in

the face of the critically important temporal aspect of the sequential test, the imperative that sites come forward in the correct order (or “sequence”):

*“Finally, it is recognised that the applicant has sought to provide assurance that Lidl is contractually obliged and committed to bringing forward both the Altair and Broadheath schemes. **However, even where there is commitment to develop both sites, the sequential test requires that the sequentially preferable site comes forward in advance of the less central site.**”* (my emphasis) (paragraph 26).

The Officer’s Report: Highway Safety

11.14 The concerns about highway safety had to be addressed as an additional potential planning harm (alongside heritage harm⁹) against the backcloth that, as paragraph 90 of the NPPF makes quite clear, where an application fails to satisfy the sequential test, it **should be refused**. Accordingly, even if it were correct that the minor revisions to the hitherto unsafe additional egress had made it safe, that would not make the application acceptable: it would simply mean that one could safely exit a proposed retail development which should be refused for another, quite different, reason.

11.15 However, it is plainly **not** correct that the minor revisions had made the additional egress safe. Indeed, as already noted, the Local Highway Authority Officer expressly stated as follows on the second application:

*“... the LHA ... remains concerned that the introduction of the proposed new egress will still have a negative influence, **with the potential for a collision to occur as a direct result of vehicles using it (with or without an injury being sustained)**. The proposals will result in the provision of an egress*

⁹ And the case law described above whereby such harm of itself gives rise to a strong presumption against planning permission being granted.

where no access or egress currently exists, as such **the risk of an incident occurring is increased.**" (my emphasis) (CD-G1).

11.16 Unfortunately, however, this is only obliquely mentioned in the Officer's Report on the second application at paragraph 46 (CD-I4). Nowhere is it stated that there remains a "risk of an incident occurring" by reason of "the potential for a collision to occur as a direct result of vehicles using it" and with the attendant risk of "an injury being sustained." And nowhere is it explained that reducing the risk to this new level fails to make the appeal proposal acceptable, it simply makes an unacceptable out of centre food store, one which also causes heritage harm and fails on design, a bit less unsafe to exit. And indeed, as noted in Section 7, the LHA misinterpreted the NPPF test considering that for highway safety this needed to be severe.

The Officer's Report: Planning Balance and Conclusions

11.17 The Officer's Report (CD-I4) on the second application set out its consideration of the planning balance, and the Officer's conclusions in paragraphs 115-127, including as follows, regarding the harms occasioned by the appeal proposal:

"118. The application site is in an out-of-centre location for the application of retail and main town centre planning policy. The applicant has submitted a retail statement which has been reviewed by the Council's independent retail consultant. It has been concluded that ..., in relation to the sequential test (as referred to at paragraphs 86 and 87 of the NPPF), it has been found that the sequentially preferable Altair site in Altrincham is suitable and available to accommodate a broadly comparable foodstore. Thus, the NPPF test at paragraph 90 is not passed. In failing in this regard, the proposal is contrary to Core Strategy Policy W2 having not satisfied 'the tests outlined in current Government guidance.' It is also at odds with saved RT UDP Policy S11 which requires the sequential approach to site selection to be adopted. A similar policy conflict was identified in the last application.

...”

“121. The NPPF at paragraph 90 is clear that where an application fails to satisfy the sequential test it should be refused. Failure to comply with Policy W2 and Policy S11 of the development plan, which are also directed at the sequential test, would also support a refusal of planning permission.”

11.18 Having so stated, however, the Officer’s Report (CD-I4) went on to:

- a) Identify, in paragraph 121, *“that paragraph 90 of the NPPF does not mandate a refusal as a matter of policy”* and that *“the decision taker is still required to consider other material considerations arising from a planning proposal and to undertake a balancing exercise in reaching its decision.”*
- b) Assert, in paragraph 122, *“Indeed, the situation is unusual in that Lidl, as joint applicant, has influence over both the application proposal and the emerging development at the sequentially preferable Altair site. This departs from the more typical scenario in which the more central site could be under the control of a third party who has legitimate concerns that the approval of an out-of-centre competing development could prejudice their town centre scheme.”*
- c) Take into account in paragraph 123, the claimed public benefits accruing to the application proposal which were previously taken into account when balancing the same against the heritage impacts including – *“investment in the retail park and its locality, and the creation of new (permanent) jobs at the foodstore and the preservation of existing job at Homebase.”*
- d) Considered, in paragraph 124, that the *“clear failure to comply with the sequential test should be afforded appropriate weight”*, albeit having regard to *“what is likely to occur in practice and the nature and extent of the likely resulting harm;”* and that *“the cited benefits of the development*

would be deferred and with no evidence that the Altair foodstore would be jeopardised in a manner attributable to the approval of this application.”

- e) Take into account, in paragraph 125, that:
- I. ‘Less than substantial’ harm to a designated heritage asset had been identified, together with a breach of Policy R1.
 - II. The proposed development does not fully meet all design expectations.
 - III. The harm arising from the failure of the sequential test (contrary to development plan policies), and the possibility (presently undefined) that the Altair Lidl may not happen as a consequence of this out-of-centre development.
 - IV. The assertion that, unlike the position in respect of the last application, there were no acute highway safety concerns associated with the new egress arrangements, only residual risks and *“no recommendation of refusal on highway grounds”*, which change in highways’ position was *“considered significant, not only in itself, but also for the purposes of the planning balance”*.
- f. Take into account also, at paragraph 126, that the proposal was *“consistent with NPPF principles supporting the utilisation of suitable brownfield land within existing settlements and in promoting a more efficient use of land, particularly in sustainable locations.”*
- g. Reach a conclusion that, *“whilst paragraph 90 of the NPPF advises that planning permission should be refused if the sequential test is failed (and similarly in respect of policies W2 and S11)”*, there were considered to be

“good reasons to depart from it”, having regard to “the likely outcome of the application of the sequential test specific to this case, and also in considering the collection of benefits which were considered sufficient to outweigh the scheme’s harms.”

Commentary on the Council’s Changed Position

11.19 It is not for a planning witness at a Planning Inquiry to comment on the adequacy or otherwise, as a matter of law, of the above reasons for coming to a different overall conclusion to what was, essentially, the same application to that which the Council had previously refused. That will be for the Court to determine, noting that there is a public interest in consistent decision making in planning, which is recognised as a matter of well-established law – see: **North Wiltshire District Council v Secretary of State for the Environment (1993)** 65 P & CR 137.

11.20 However, it is appropriate for me, first to advise that a challenged decision is not a ‘lawful fall-back’ as it may be quashed, and to comment on the approach taken by the Council as a matter of planning merits. In this regard, I make the following observations:

- a) I do not consider that the correct approach is to seek to give *“appropriate weight”* to the breach of the sequential test, diminishing it by reference to possible outcomes because Lidl assert an interest in developing the Altair site: the sequential test requires sites to come forward in the correct order (or sequence), as the Officer’s Report earlier recognised, and for the reasons I have explained.
- b) The mere fact that Lidl may have an interest in potentially developing the Altair site in the future is no guarantee that it would do so having already developed the appeal site, as the Officer’s Report also earlier recognised (and on which matter I have provided relevant evidence).

- c) I fail to see how, rationally, it can be concluded that the fact that the Council now concluded that the additional egress was a bit safer than previously (albeit still sufficiently unsafe as to represent an increased risk of collision and injury), can have a determinative bearing on the overall planning balance given that it simply means that it would be a little less dangerous to exit a development which should be refused for another, totally independent reason.

- d) To the extent that, in weighing the overall balance, the Officer took into account the same asserted benefits as were taken into account when weighing the heritage balance – the Officer incorrectly weighed the same benefits twice and double-counted.

12. CONCLUSIONS

Policy

- 12.1 Key relevant policies in the development plan generally remain up-to-date. The NPPF has in part brought a more structured and rigorous approach, and more demanding thresholds for decision making, for example in the assessment of design, highway safety or harm to heritage assets. Policy on town centres and retailing remains up-to-date.

Town centres and retailing

- 12.2 The foodstore element of the proposed development requires sequential testing since it is not located in a town centre or in accordance with an up-to-date plan. A reconfiguration of the DIY store would be in accordance with policy W2.14. It can be secured other than through this appeal. There is a suitable, available opportunity in Altrincham town centre within the Altair site.
- 12.3 Delivering opportunities within town centres invariably requires adaptations to scale and format. And retailers have responded. This is encouraged by national policy. It helps to achieve beneficial investment in the development of more constrained, central sites thus creating sustainable town centres where shoppers can undertake linked trips, have greater opportunity to travel by public transport, benefit from social interaction and thus contribute to “... *the role that town centres play at the heart of local communities...*”.
- 12.4 Retailers have responded to this policy initiative. The joint Appellant’s proposal for, and commitment to, the sequentially preferable Altair site demonstrates that it is both suitable and available. However, the sequential test has a temporal as well as a spatial dimension. The “*Town Centre First*” sequence is key to the government’s planning objectives. Reversing the sequence would put town centre investment at risk.

- 12.5 The application proposal fails the sequential test, is contrary to the development plan and should be refused.

Design

- 12.6 The application proposals have a profound impact on the Manchester Road street scene. This has been far from adequately assessed by the Appellants. The Local Planning Authority recorded “...*some departure from policy and (the 2019) guidance, when having regard to local heritage...*”
- 12.7 The 2021 NPPF has provided more rigorous and demanding assessment criteria that can be read with the relevant development plan policy. These criteria postdate the Council’s decision on the second application.
- 12.8 The proposed development would have: a fundamental lack of relationship with the Manchester Road frontage; an inappropriate position with regard to the ‘building line’; a poor relationship in terms of form and scale with neighbouring development to the north and south on Manchester Road and on the opposite side of the street; inappropriate choice of external facing materials; out of scale elements in its design; a lack of respect for the neighbouring buildings’ materials, and a failure to create any visual expression or interest in the street scene.
- 12.9 As such the development fails to ‘*add to the overall quality of the area, be visually attractive as a result of good architecture, be sympathetic to local character and history and establish a strong sense of place to create attractive, welcoming and distinctive places to live, work and visit*’. These are the first four requirements set by paragraph 130 of the NPPF and are to be applied to decision-making in order to achieve well-designed places. The proposed development fails to deliver against these expectations and is in conflict with the development plan policy.

Harm to a Heritage Asset

12.10 The Railway Inn is a Grade II listed building located within the application site. Its setting extends into the neighbouring highway network and the open adjacent car park of the retail park. As a frontage building it forms part of the original street scene that would have continuously faced Manchester Road. There are remaining examples of this frontage development within which other local heritage assets exist. The recent nursery school development opposite the retail park (on the other side of Manchester Road) provides an example of a successful infilling of a street gap.

12.11 The proposed development, as assessed above, has poor layout and design credentials. This has consequences to the assessment of harm to the significance of the listed building's setting. The local planning authority's advisor found a "moderate" harm. "Great weight" has to be applied in the assessment of such harm and "special regard" to preserving the setting of such buildings.

12.12 Public benefits can weigh against the 'less than significant harm'. These have been reviewed. Without exception they are matters that generally arise from new retail development. Some have little or no merit. They are far from adequate to outweigh the significance of the harm to the setting of the listed building.

Highway safety

12.13 The new egress onto George Richards Way is identified as being unnecessary. Despite minor improvements it remains an unsafe feature.

12.14 As a priority exit, drivers will wait for a gap in the eastbound flow platooned out of the three available arms to the Retail Park / George Richards Way / Davenport Lane junction. Three factors arise from this manoeuvre. First, entering the flow at a point where approaching vehicles will be straddling lanes

as they weave for lane position at the Manchester Road (A56) intersection just to the east; second, entering the flow with an expectation of not encroaching on road space in the outside lane but not being able to achieve it (compared with the perfection of ‘tracking’), and third, moving forward in response to a visible gap in traffic from the driver’s right-side view whilst not having awareness of pedestrians walking westwards along the pavement and moving in front of the apparently stationary vehicle.

12.15 There are then potentially unacceptable impacts on highway safety arising from the mitigation measures. These include traffic using the egress to ‘beat’ the exit queue at the retail park’s light controlled junction but undertaking a U-turn immediately after the end of the proposed short central reservation; pedestrians using the central reserve as a safe ‘half-way’ refuge in attempts to cross George Richards Way, but finding that there is inadequate space to stand safely away from the carriageway but being hampered by the metal barrier, and vehicles colliding with the central reserve’s kerb when seeking to avoid traffic weaving from the inside to the outside lane in advance of the Manchester Road lights.

12.16 Some of these issues have also been raised by the Local Highway Authority and TfGM. The former “... *remains concerned that the introduction of the proposed new access will still have a negative influence, with the potential for a collision to occur as a direct result of vehicles using it (with or without an injury being sustained)*”.

12.17 The LHA applied the wrong test, i.e. “*a severe detrimental impact to road safety*”. Applying the correct NPPF test – whether there would be “*an unacceptable impact on highway safety*” - should undoubtedly lead to refusal.

Noise and other considerations

12.18 I have reviewed material assessing the potential impact on residential amenity from noise. Having regard to the likely operating regime, restrictions on delivery

hours and the requirement for acoustic screening, there should be compliance with development plan policy.

12.19 Other matters have been reviewed. None raise issues that either conflict with the development plan or provide important material considerations otherwise.

The planning balance

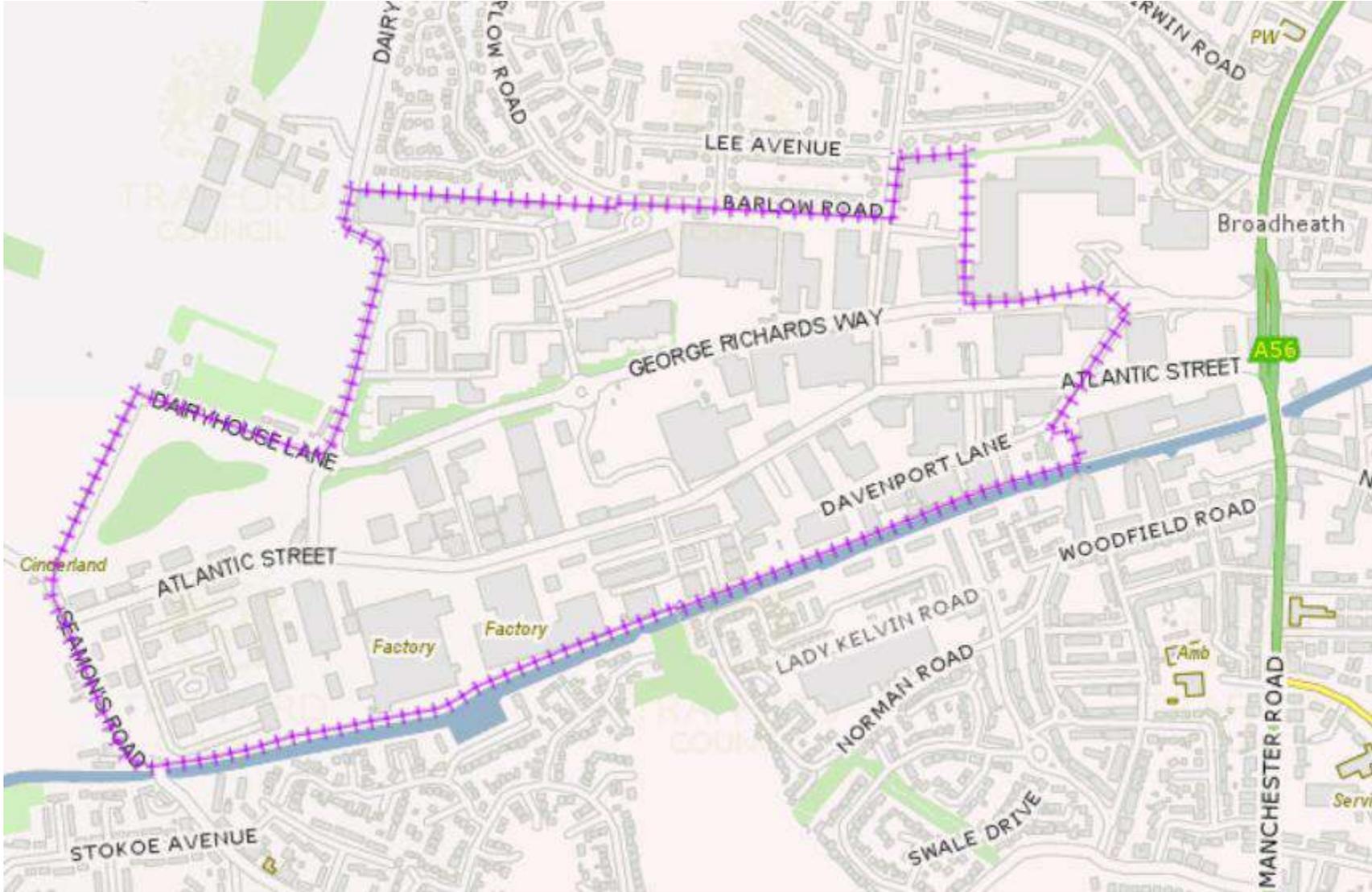
12.20 The most important policy consideration relates to the sequential test. It is a fundamental plank of national policy. The proposal fails the test. There are failures against the development plan's other key policies on design, heritage and highway safety. The limited public benefits that might exist have been spent in their weighing against the heritage harm. Other policy influences and material considerations do not outweigh the conflict with the development plan. The determination of this appeal should therefore be made in accordance with the plan. The appeal should be dismissed.

12.21 The local planning authority took the correct approach in its determination of the first application. Bearing in mind the lack of any meaningful change to the second application's proposals, or to the policy context, there was a lack of consistency in the Council's decision-making. There was no justification for reducing the weight to be applied to the failure of the sequential test. No new evidence was adduced. And the continuing 'commitment' by the joint Appellant to the Altair site can provide no guarantee of delivery (and even less likelihood (and risk of prejudice to planned investment) if the appeal were allowed) yet confirms the existence of a sequentially preferable opportunity.

12.22 All that the Council had was what it saw as a slightly less than unacceptable egress proposal. That should have had no bearing on the overall planning balance given that it simply meant that there would be a little less danger in

exiting a development which should, in any event, be refused for a totally independent but fundamentally important reason.

APPENDIX 1



 Main Industrial Areas



Main Industrial Areas

APPENDIX 2

JRH/19-00220/Let2

15 January 2020

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BRISTOL
CAMBRIDGE
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Dear Bethany,

Re: Response to Retail Audit of Planning Application 98127/FUL/19: Homebase, Altrincham Retail Park, George Richards Way, Altrincham, WA14 5GR

As requested, we provide our response to the retail audit of the above planning application. This response relates to points raised within the Nexus Planning audit (dated September 2019) in relation to the retail sequential assessment matters and supplements our letter of the 24 December 2019 addressing retail impact matters. Together, these letters form our composite response.

As with the letter of the 24 December, the points made in this letter in relation to the retail audit, equally apply to the representations made by Avison Young on behalf of Aldi. We discuss relevant the points in turn.

Proposed Catchment Area

We note and welcome that the broad extent of the proposed catchment area underpinning the sequential assessment is considered to be appropriate. We do not therefore need to comment further in this respect.

Disaggregation

We are concerned at the suggestion that the proposed unit to be occupied by Lidl can be disaggregated from the re-configuration of the Homebase unit.

As is evident in both the Rushden Lakes and Scotch Corner decisions, the National Planning Policy Framework (NPPF) does not require applicants to disaggregate components of a scheme. With reference to the Tollgate decision, Nexus recognise that the particular circumstances of that scheme - a significantly larger scheme which indicated three distinct zones some distance apart (paragraph 12.3.10 refers) - are materially different to this application proposal.

As is evident from the submitted Planning and Retail Statement (PRS), the ability to provide two retail units for occupation by Lidl and Homebase is completely dependent on the re-configuration of the existing unit, (i.e. part demolition and part-extension).

Furthermore the PRS (paragraph 1.3) makes clear that the existing occupier – Homebase – is undergoing trading format changes in this location as a consequence of their recent CVA. A smaller format store is now required to meet their needs and consequently it is incorrect to state that the existing Homebase unit can continue to viably trade in its current form.

Therefore without reconfiguration, Homebase would be forced to close the store and vacate the unit permanently. The only way to retain Homebase in a sustainable trading format – including retaining the existing local staff working at the store - is for the re-configuration to take place in association with accommodating Lidl.

For the reasons specified above, it is clear that the proposed development must be treated as a whole and that disaggregation is not required by local or national policy; furthermore it is self-evident (as Nexus recognise) that the Tollgate decision is not analogous to this proposal.

Altair Site

We note that Nexus consider that the proposal fails to accord with the requirements of the sequential test because there is a sequentially preferable edge of centre site ('the Altair site') which should be developed first, assuming that the discount foodstore element can be disaggregated from the downsized Homebase. At the outset we should make clear that the current Altair planning permission makes no provision for a discount foodstore, which was a point accepted by the Council in determining the planning application for a relocated Aldi foodstore at Atlantic Street.

Furthermore, Nexus suggest that no persuasive justification has been put forward to support a different approach.

In short, we do not accept this interpretation for the following reasons:

- This conclusion is on the basis that the Altair site is suitable for a disaggregated discount foodstore which would allow the *'DIY operation to continue to trade from the application site'*. As set out above, this is not a credible position as the creation of the two units is inextricably linked. The current Homebase unit must be 'downsized' to support their operational requirements at Broadheath. This can only be viably achieved through the reconfiguration of the existing unit into two retail units, one of which is to be occupied by a discount convenience retailer. We emphasise that there is no policy requirement to disaggregate in local or national planning policy and furthermore for the reasons outlined, it is plainly inappropriate to do so.
- As a corollary to the above, the proposed development (a reconfigured Homebase and discount foodstore) at Broadheath cannot be accommodated at the Altair site as it requires 5,470 sq.m of GIA floorspace, a surface level garden centre (1,231 sq.m GIA) and adequate associated surface level car parking adjacent to the stores. Consequently, the Altair site is not suitable for accommodating the proposed development.

Contractual Position

Since the submission of this planning application, Lidl is very close to entering into a legally binding contract with Nikal Developments for the provision of a 'metropolitan format' Lidl store within the Altair development. Specifically we confirm that contracts will have been formally exchanged prior to the end of January 2020 and prior to the determination of the Broadheath application.

To provide the Council with sufficient comfort in this respect, Lidl is willing to share details of the contract on a confidential basis and thus confirm this position.

In light of the aforementioned points, we provide further analysis in terms of the suitability of the Altair development to accommodate the planning application proposal.

Suitability of the Altair Site for the Proposed Development

As set out in the PRS, the Altair scheme is a residential led mixed use scheme, with leisure and office uses forming the other elements being proposed. Therefore, the current Altair planning permission does not allow for the provision of significant retail floorspace.

As noted above, planning permission will be sought for an amended Altair scheme which will incorporate a 'metropolitan format' discount foodstore as an integral element of the overall development. This includes a shared below ground car park. This is in contrast to the application proposal which comprises a standard format discount foodstore, DIY store and associated garden centre occupying a total of 6,701 sq.m GIA. Associated with this, is a requirement of a minimum site area of at least 1.2ha and directly adjacent car surface level parking of approximately 250 parking spaces.

This proposal simply cannot be accommodated on the Altair development as it would undermine the ability to provide the residential and leisure elements to the proposal, which are critical to its viability and deliverability. This conclusion similarly applies, even if just the proposed discount store and associated surface level car parking was being considered independently of the re-configured Homebase unit.

We also note that reference has been made to the Mansfield decision in relation to decision being made, on the basis of the 'broad type of development' and not the individual corporate identities of the retailer in question. We make the following comments in relation to this:

- The Mansfield case related to a speculative proposal by a developer without a specific named retailer. This is not the case in this instance, with Lidl being a co-applicant and the specified occupier.
- Whilst we name Lidl as the proposed occupier of the Broadheath development, our sequential assessment was undertaken on the basis of the broad form of development – a limited assortment discounter standard format foodstore and DIY store.
- We note that the recent planning application submitted by Aldi for a relocated store at Atlantic Street also sought to discount the Altair site as being unsuitable for a standard format limited assortment discount foodstore. This conclusion was recently supported by the Council in approving the Aldi application.

In sequential terms, it is not considered that the Altair site can be considered suitable for the development proposed.

Availability of the Altair Site

Notwithstanding the comments on suitability above, the NPPF is clear in paragraph 89 that sites must be 'available now' or become available 'within a reasonable period'.

The Altair site is not available for the proposed development as terms have already been agreed between Lidl and Nikal Developments for the provision of a metropolitan format discount foodstore in this location.

Notwithstanding the above point, and the fact that the site is not suitable for the proposed development, the ability for the site to become available is also dependent upon the following:

- The preparation of a planning application (6 months);
- The submission and determination of the planning application (at least 6 months);
- The discharge of relevant pre-commencement planning conditions (3 to 6 months);
- The tendering process to appoint contractors for the overarching Altair scheme (3 to 6 months); and
- Construction of the scheme on a phased basis to achieve a shell specification suitable for occupation (18 months to 2 years).

As is evident, the minimum time required for the retailers to occupy the units would be at least 3 years if not 4 years. This timescale goes beyond what a reasonable reader could construe as *available now* or within a *reasonable period*. This contrasts with application site where - if planning permission is granted in early 2020 - the scheme could be up and trading in late 2020.

For the aforementioned reasons, the Altair site is not suitable or available for the proposed development and therefore the sequential test is passed.

We trust the above fully addresses the concerns in relation to the sequential assessment and we would be grateful if you can confirm that the sequential test has now been passed.

Yours sincerely,



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APPENDIX 3







APPENDIX 4

Appeal Decision

Site visit made on 14 October 2014

by Nicholas Taylor BA (Hons) MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 12 November 2014

Appeal Ref: APP/Q4245/A/14/2223290

Land at Manchester Road, Broadheath, Altrincham, Cheshire

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Selbourne Group Limited against the decision of Trafford Borough Council.
 - The application Ref 81228/FULL/2013, dated 23 July 2013, was refused by notice dated 26 June 2014.
 - The development proposed is erection of a Class D1 nursery, car park and associated development including demolition of a section of the former railway viaduct fronting Viaduct Road.
-

Decision

1. The appeal is allowed and planning permission is granted for erection of a Class D1 nursery, car park and associated development including demolition of a section of the former railway viaduct fronting Viaduct Road at Land at Manchester Road, Broadheath, Altrincham, Cheshire in accordance with the terms of the application, Ref 81228/FULL/2013, dated 23 July 2013, subject to the conditions set out in the schedule to this decision.

Preliminary Matter

2. Revised drawings were submitted during the course of consideration of the application by the Council. I confirm that my decision is based upon the plans on which the Council based its decision.

Main Issues

3. The main issues in this case are:
 - the effect of the proposal on the character and amenity of the area;
 - its effect on the living conditions of nearby residents;
 - whether parking provision would be adequate; and
 - whether the air quality experienced by future occupants of the building would be acceptable.

Reasons

Character and appearance

4. The appeal site comprises two parcels of land beside Manchester Road (A56), the main road between Altrincham and Manchester. The smaller parcel stands on the corner of Manchester Road and Viaduct Road, at a busy crossroads. The larger parcel is situated alongside the main road slightly further to the north. The two parcels are separated by the carriageway of Beaconsfield Road, which has been blocked off from the main road.
5. Manchester Road to the south and west of the site is predominantly commercial in character whilst, immediately to the north and east, housing predominates, in Beaconsfield Road and Churchill Road. The area shows evidence of having undergone significant change in recent years. Some older commercial properties survive on the frontage, in isolated blocks or individual buildings, but large retail warehouses and their extensive car parks, together with the widened multi-lane junction, are now dominant features in the townscape. The appeal site is currently mainly in use as a car park and incidental open space but also incorporates, at opposite ends, an access way to an undertakers and a small area of hardstanding beside the end section of a former railway viaduct.
6. The proposed development would comprise the children's nursery building on the northern parcel, with parking to the south. The building would occupy most of its plot, in a linear form broadly following the line of Manchester Road, in character with the traditional layout of older buildings nearby. Its back of pavement position at its southern end would correspond with the building line on Beaconsfield Road and the set back alignment of Manchester Road. Where the site broadens out, a small garden area, bordered by a low wall, railings and planting, would complement the building's setting. Apart from where it almost abuts the blank gable wall of 1 Beaconsfield Road, there would be limited, but adequate, space around the building's north and east sides, so that it would not appear unduly cramped.
7. The building would generally reflect the scale of the adjacent two storey housing. Although it would be very different in form, particularly its multiple 'swept' roof design, the 'valleys' of the roof would correspond approximately with the eaves level of the adjacent houses and the highest points of the roof would be lower than the ridges of the terraced houses and slightly higher than those of the Churchill Road maisonettes. A building of such a scale would be appropriate in this prominent main road location, where a number of nearby existing buildings are of comparable or greater height.
8. The various elements of the building, including its slightly irregular plan, stepped profile and three main 'swept' roof segments, would produce an interesting and varied three dimensional form. The bold, extensively glazed, curved façade at the southern end would provide an arresting feature in the northward vista along Manchester Road. The roof profile and almost full height vertical glazed panels on the Manchester Road and north elevations would also provide visual interest. The rear, east elevation is plainer but not without visual interest in its three dimensional form. All in all, the building would provide a bold, contemporary feature which would enhance the appearance and mixed use character of this part of the Manchester Road corridor.

9. Space for landscaping of the proposed parking area would be limited, but the net effect on the Manchester Road / Viaduct Road corner would be roughly neutral. I have not been provided with any strong evidence to indicate that the removal of a short length of the viaduct and its replacement with parking spaces would harm an identified heritage asset and, on balance, it would have a moderately positive effect on the street scene.
10. Overall, therefore, I conclude that the effect of the proposal on the character and appearance of the area would be acceptable and there would be no conflict in that regard with Policy L7.1 of the *Trafford Local Plan – Core Strategy (CS)* or with the Council's *Supplementary Planning Document SPD2: A56 Corridor Development Guidelines*.

Living conditions

11. The Council is mainly concerned that the proposed building would have an overbearing effect on the outlook from adjacent dwellings. Whilst it covers a slightly different aspect of living conditions, I confirm that I have had regard to the appellant's *Daylight and Sunlight Assessment*.
12. The proposed building would stand adjacent to the gable wall of 1 Beaconsfield Road but would extend well to the rear of it. The effect of the long, two storey east side of the building, with overhanging roof, on the outlook from the rear of No. 1 would undoubtedly be significant. The house is in the appellant's ownership, let on a short term basis, and it is proposed to remodel the ground floor kitchen / utility space to enhance outlook and light. The spatial relationship between the existing house and proposed building would be highly constrained but, given the circumstances, including the adjacency to a main road frontage site within a mixed use area, the effect of the scheme on the outlook from Nos. 1 and 3 Beaconsfield Road would be acceptable.
13. Several of the Churchill Road maisonettes and their rear gardens back onto the rear of the proposed building. The minimum separation distance would be 15 metres in the case of the nearest corners of Nos. 1 and 5, increasing slightly along the rear of the maisonettes' due to their staggered layout. Such a distance is not without precedent in the locality, where habitable room windows face non-overlooking elevations, as in this case. The Council's *Supplementary Planning Document SPD4: Designing House Extensions and Alterations (SPD4)*, albeit having a limited degree of relevance in this case, sets out various assessment criteria and explains that each case should be considered individually.
14. As noted above, the maisonettes and the main part of the nursery building would be comparable in height and the building's bulk would be reduced to a degree by the roof design and incorporation of single storey elements and pitched roofs on the north and east sides. The parts closest to the boundary would be single storey with shallow, mono-pitched roofs. The submitted drawings indicate that existing semi-mature trees along the boundary could be retained, to soften the appearance of the proposed development. The proposed 2 metres high acoustic fence alongside the existing 1.5 metre high boundary wall would not have an adverse effect on outlook from the flats or their gardens. The outlook from the rear of the Churchill Road dwellings would change but that would not amount to a significantly harmful overbearing effect on the occupiers.

15. Concern has been raised by third parties, including residents of nearby properties, regarding noise effects. The Council's Pollution and Licensing officers raise no objections, subject to implementation of measures recommended by the appellant's acoustic report. Some of the external spaces would be physically shielded by the building from existing dwellings. The toddler garden to the rear of the proposed building would be screened by the acoustic fence, so that a harmful degree of noise is unlikely to be evident outside the site. The proposed building itself would provide the benefit of screening the Churchill Road dwellings from the traffic noise of the main road.
16. Where part of the viaduct would be demolished and replaced by parking, there is no strong evidence to indicate that the adjacent houses in Beaconsfield Road would suffer significantly increased noise, given suitable boundary treatment, which can be addressed by a condition. Nor, in that case, should there be any appreciable loss of privacy.
17. Overall, on the second issue, I conclude that the effect of the proposed building on the outlook from the rear of 1 Beaconsfield Road would, to a degree, be overbearing. However, in the context and circumstances here, the harm to living conditions of occupants would not be so significant as to warrant withholding permission. The effect on the outlook from the Churchill Road dwellings would not be unduly overbearing. The available evidence does not point to any other unduly harmful effects on the living conditions of the occupants of nearby dwellings. Consequently, there would be no material conflict with the objective of CS Policy L7.3, SPD4 or paragraph 17 of the Framework, to protect the amenity of occupants of adjacent properties.

Parking

18. The location is assessed by the Council as having "low accessibility". However, in practice, it is a heavily-populated, mixed commercial and residential urban area, reasonably close to the town centre, as pointed out by the appellant's Transport Assessment. The A56 is a Quality Bus Corridor, with a significant number and frequency of buses and with bus stops immediately outside the site. Furthermore, Navigation Road Metrolink station is within reasonable walking distance, and a long distance cycle route passes nearby.
19. The Council's relevant car parking standards specify a maximum provision of 29 car parking spaces for a development of this type and size. The appeal scheme would provide 23 spaces. The layout of the proposed parking spaces and the access points thereto, from Viaduct Road, would be satisfactory, if not overly generous, in terms of the guidance set out in the Council's *Supplementary Planning Document – SPD3: Parking Standards and Design* (SPD3).
20. The self-contained network of streets incorporating Beaconsfield Road, Churchill Road and Salisbury Road is currently somewhat congested by unrestricted on-street parking. Although vehicular access to the proposed car park would be completely divorced from those streets, there might be some temptation for staff to park there and for customers to use them whilst they drop off and collect children. However, that temptation would be tempered by the convoluted route they provide to the entrance of the proposed building compared with the ease of access via Viaduct Road. Moreover, the appellant intends to implement a travel plan and to impose sanctions to discourage such behaviour. The time windows within which customers may perform their

generally brief duties of drop-off and pick-up would be reasonably generous, so that arrival and departures would be likely to be spread. All matters considered, and with due regard to the concerns raised by nearby residents and other third parties, including two petitions, the effect of staff or customer parking on the convenience and amenity of nearby residents is unlikely to be significant.

21. The five indicated motorcycle parking spaces would accord with the maximum numerical standard. The Council officer report states that 20 cycle parking spaces would be required and the proposals indicate that number within the car park and a further, unspecified number within a partially enclosed external passageway. It is not clear that, in terms of their location and size, the proposed arrangements would be capable of fully meeting the extensive, detailed guidance on short and long stay cycle parking set out in SPD3. However, in view of the likely numbers and nature of demand by parents transporting young children on cycles and the potential to accommodate revised arrangements within the overall site, I am satisfied that this is a matter which can be addressed by a suitable condition and does not justify withholding permission.
22. I agree with the view of the Highway Authority, in view of the lack of strong evidence to the contrary, that there are no fundamental concerns regarding parking and highway safety in relation to the scheme as finally proposed. The A56 is a busy route for commuters, so not all journeys to the site are likely to be additional. The volume of traffic generated would be well within the capacity of the road network. Dedicated pedestrian islands and traffic light phases enable people to cross the busy road safely at the junction.
23. All in all, therefore, taking into account the limited shortfall from the maximum parking standard, the operating pattern of the proposal and the good accessibility of the location, in practical terms, by foot, cycle and public transport, I conclude that the proposal would provide adequate parking provision. Consequently, it would comply with the sustainable transport objectives of CS Policy L4 and section 4 of the Framework; and the functionality aspects of Policy L7, together with SPD3.

Air quality

24. The appeal site is located within an area which has been designated an Air Quality Management Area (AQMA), due to its poor air quality with respect to Nitrogen Dioxide, to which traffic on the A56 is a major contributor. CS Policy L5.14 requires that development close to existing sources of pollution should be designed to confine the impact of pollution to levels acceptable in terms of the proposed use. CS Policy L7 seeks to protect the amenity of future occupiers. The Framework, in addition to paragraph 17 regarding amenity of future occupiers, at paragraph 109 also expects the planning system to contribute to and enhance the local environment by, among other things, preventing new development from being put at unacceptable risk from air pollution.
25. I understand the concern expressed about potentially harmful effects of poor air quality on very young children using the gardens at the front of the building, which would be adjacent to the busy main road, close to the bus stop and queuing traffic. However, no technical evidence has been put forward to support the concern. On the contrary, the Council's Pollution and Licensing

officers confirm that the scheme does not fall within the criteria for requesting an air quality assessment. They add that there are many other nurseries and schools within the AQMA. The appellants point out that the statutory framework for nurseries does not include any compliance requirements with regard to proximity to roads and that they have existing nurseries in Greater Manchester which are located beside main roads without any apparent objections. The length of time that children would spend outside at the front of the building would vary with the seasons and weather. In the circumstances, any risk due to air quality is largely a matter for the appellants and their customers. I conclude that the likelihood of poor air quality affecting future occupants to an unacceptable degree, in planning terms, has not been fully demonstrated. Accordingly, I find no conflict with the CS or Framework policies referred to.

Other Matters

26. The Council's newly adopted Community Infrastructure Levy (CIL) came into effect in July 2014, after the application was determined. In its appeal statement, the Council confirms that the proposal would not generate a CIL contribution and that it does not now seek a financial contribution through a s106 agreement. The Council refers to a revised *Supplementary Planning Document SPD1: Planning Obligations* and a requirement for all development to contribute on an appropriate scale to green infrastructure, through on-site enhancements. Whilst the Council acknowledges a lack of detailed information and expresses concern as to how such a contribution could be provided, it has not made a convincing case that such details could not be satisfactorily addressed by the condition, which it has suggested, requiring submission of a landscaping scheme.
27. A number of third parties question the scale and philosophy of the business model underpinning the appeal proposal, arguing also that there are already ample nurseries in the area whose trade would be affected. I acknowledge also the concern expressed that a children's nursery and a chapel of rest make odd neighbours. However, such arguments do not have a significant bearing on the planning merits of the case. On the matter of ecology, the GM Ecology Unit observes that the buildings to be demolished do not have high bat roosting potential and raises no objection to the scheme.

Conditions

28. I have considered the conditions suggested by the Council, in the light of national policy and guidance¹, and, where necessary, have amended them accordingly. In addition to the usual commencement condition, it is necessary, in the interests of proper planning and for the avoidance of doubt, to specify the approved plans. Details of hard and soft landscaping, and of external materials, should be submitted, in the interests of the character and appearance of the area. In the interests of sustainable design and drainage, and for clarity, I have combined the Council's suggested conditions regarding permeable hard surfaces and sustainable urban drainage.
29. A number of conditions are required concerning access and parking, in the interests of functional design, highway safety and residential amenity. These

¹ Paragraphs 203 and 206 of the Framework, PPG: Use of Planning Conditions and *Annex A: Model Conditions of former Circular 11/95: Use of Conditions in Planning Permission*.

include requiring a scheme of cycle and motorcycle parking, ensuring that vehicle movement and parking / loading areas are made available and retained, and requiring submission of a travel plan. I have included the management of parking within the scope of the travel plan but have not imposed the suggested condition requiring six parking spaces on Viaduct Road to be reserved for staff use, as that would unnecessarily constrain parking arrangements in advance of approval of the travel plan. Given the constraints of the site and its proximity to existing housing, conditions are required to limit the number of children at the premises at any one time and to control hours of operation. With regard to the latter, I accept the appellant's argument that some flexibility is required to cater for exceptional occasions when parents collecting children may be unavoidably delayed.

30. In the interests of proper planning and the amenity of nearby and future occupiers, I have imposed conditions requiring a number of matters to be addressed before development or the first use of the premises commences. These include wheel washing of construction vehicles, a contaminated land investigation (a shorter form of the condition suggested by the Council), works to improve 1 Beaconsfield Road, implementation of the acoustic report, details of external lighting and a scheme for ventilation of kitchen odours. I have not imposed a condition requiring a Crime Impact Assessment, as I have not been given any strong evidence as to why one is necessary, given the level of security built into the proposal, for a scheme of this nature in this location.

Conclusion

31. For the reasons set out above, the appeal is allowed.

Nicholas Taylor

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the approved plans, as received by the local planning authority on 30 January 2014, and listed in schedule Ref 41186/04/JG.
- 3) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved within 12 months of the date of occupation of the building hereby permitted. These details shall include proposed finished ground levels; means of enclosure; acoustic fencing and boundary walls and fences; hard surfaced areas and materials; planting plans, specifications and schedules, including existing plants/trees to be retained; measures to take account of proposed and existing functional services above and below ground. Any trees or shrubs which die, become seriously damaged, uprooted, destroyed or seriously diseased within 5 years of completion of planting shall be replaced in the next planting season with others of a similar size and species unless the local planning authority gives written consent for any variation.
- 4) The building shall not be occupied until the areas shown on drawing No. 2583/KA/001 C for the movement, loading/unloading and parking of vehicles have been drained and surfaced in accordance with a scheme to be submitted to and approved in writing by the local planning authority. The scheme shall include the use of porous materials and/or directing water run-off to a permeable area within the site in accordance with sustainable urban drainage principles. Those areas shall not thereafter be used for any purpose other than the movement, loading/unloading and parking of vehicles.
- 5) No development shall take place until a scheme for the parking and storage of cycles and motorcycles within the site has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and the parking and storage arrangements shall be retained thereafter.
- 6) No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- 7) The building hereby permitted shall not be occupied until a travel plan has been submitted to and approved in writing by the local planning authority. The plan shall include measurable targets for reducing car travel, together with measures to ensure that staff and customer parking is properly managed. It shall be implemented on first occupation of the building as a nursery and shall continue to be implemented for a period not less than ten years thereafter.
- 8) The number of children being cared for within the nursery shall not exceed 160 at any one time.

- 9) The use hereby permitted shall not operate outside the following times: 0700 - 1900. Occasional care of individual children in exceptional circumstances, beyond 1900, shall not be construed as a breach of this condition.
- 10) No development shall take place until measures for wheel washing of construction vehicles and for limiting the deposition of soil and other debris on surrounding roads and/or for street cleaning have been put in place. The measures shall be retained for the duration of construction activity.
- 11) The building hereby permitted shall not be occupied until works to 1 Beaconsfield Road have been completed in accordance with the drawing submitted to the Council on 26 March 2014.
- 12) No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before development begins. If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.
- 13) The building shall not be occupied until the measures and works specified in the acoustic report dated 18 July 2013 by Sharps Redmore have been implemented. The measures shall be retained thereafter.
- 14) The building shall not be occupied until details of external lighting have been submitted to and approved in writing by the local planning authority. The lighting shall be implemented in accordance with the approved details.
- 15) Before the use hereby permitted begins, a scheme for the installation of equipment to control the emission of cooking fumes and smell from the premises shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details before the use begins. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

End of Schedule

APPENDIX 5

**STRICTLY UNDER EMBARGO UNTIL
07:00 AM ON THURSDAY 27 FEBRUARY 2020**

Homebase returns to profit ahead of plan

- ***Return to profit ahead of plan*** – £3.2m profit for 2019 versus 2018 loss of £114.5m
- ***Like-for-like growth delivered in 2019, and strong plan in place to accelerate progress in 2020***
- ***Proposed completion of Company Voluntary Arrangement (CVA)*** – 18-months ahead of plan due to strong financial performance
- ***Acquisition of Bathstore in July 2019*** – 49 Bathstore concessions now opened in Homebase stores

London, UK: 27 February 2020 – Homebase, one of the UK's leading home and garden projects retailers, today provides an update on its turnaround and announces financial results for the 52 weeks to 29 December 2019.

Financial headlines

Homebase has delivered a £3.2m EBITDA profit, compared with a loss of £114.5m in 2018.

Like for like sales were up 2.6 per cent and gross margin rate was up 2.8 per cent in the year as customers responded well to new ranges, and improvements to both in-store and online shopping experiences.

Nearly all 164 stores are now profitable.

Effective cost management across all areas has seen Homebase reduce its cost base by over £180m.

The year ended with a positive net cash balance of £17.0m, with further improvements expected in 2020.

2019 highlights

Building on its strong heritage, Homebase has refreshed and expanded its product ranges in home furniture, decorating, kitchens and garden, as well as investing in new products and services, creating a solid foundation for future growth.

- **Driving sales with new and expanded product ranges** – working with leading brands and our own product developers to introduce 3,000 new products to help customers create the latest home trends. Popular items such as the £60 [Occasional Chair](#) sold out online within just three weeks, with over £1.6m sold since launch.
- **Focusing on the in-store experience** – £10m was invested in stores in the UK and Ireland, including 51 refurbishments in December 2019, to create brand new inspirational kitchen showrooms, Bathstore concessions and home furnishing departments.
- **Investing in homebase.co.uk** to make it easier for customers to shop with Homebase. Hundreds of improvements were made to the website over the year, leading to sales increasing by over 50 per cent, with more than half of customers starting their shopping journey online.
- **Acquiring Bathstore as part of acquisition and concession partnerships strategy** has significantly enhanced Homebase's range and offer, with 49 concessions now open in Homebase stores. Partnerships with leading brands continue to complement Homebase's

range of home furnishing, decorating and gardening products, and provide everything customers need for home and garden projects under one roof.

- **Significant reduction of the cost base by over £180m** – cost reduction plan exceeding targets across all areas laying the foundation for sustainable growth.
- **Secured Working Capital requirements** – asset-based lending facility of up to £95m from Wells Fargo Capital Finance.
- **Proposed completion of CVA** – proposal to conclude 18-months ahead of schedule due to strong financial performance.

Damian McGloughlin, CEO of Homebase, comments: *“Eighteen months into our turnaround, we’re extremely proud of what our team has achieved, working hard with our partners to return to profit and lay solid foundations for growth.”*

“We have a very clear vision for Homebase, and we’re excited about the plans we have for the future. We will continue to invest in our ranges, services, and team members as we make Homebase the go to place for the inspiration, expertise and products customers need to take their ideas and create homes they love.”

Plans for 2020

In 2020, we will continue to invest in the business to deliver on this vision. Key pillars for growth include:

- **Expand product range to be a single destination for home and garden projects** – new ranges will include everything customers need from smaller home improvements and garden projects, all the way through to bigger makeovers such as new kitchens and bathrooms.

Further concessions will open with leading brands to continue to bring new partnerships that complement Homebase’s market leading ranges in decorating and garden.

- **New store formats** – building on Homebase’s strength in decorating, two small standalone stores will be trialled in Cheadle and Sutton, which will be called DECORATE by Homebase. These stores will provide everything customers need to bring their decorating projects to life, from the perfect paint colour and brushes, to flooring and tiling, along with the UK’s leading brands.



- **Investing in homebase.co.uk** – continued digital investment will build a trusted marketplace where customers can shop from an additional 18,000 products. Next / named day delivery will be launched in March to make it as easy and convenient as possible for customers to shop with Homebase.

- **Continued focus on developing our team** – all 6,600 team members will be trained in Homebase's new customer service programme in the first quarter of 2020 so that by Easter, all our team have the skills and knowledge they need to inspire and advise customers at every stage of their journey. Investment in team members continues with more City & Guilds accredited specialists in key areas of Garden and Decorating, supported by our leading suppliers.

Andy Coleman, CFO of Homebase, comments: *"In the last 12-months we've removed over £180m of cost from Homebase, as well as investing to create the right foundation for growth. Having returned to profit ahead of plan, we are very well set to undertake further investment in our stores, ranges, the online business and our teams."*

"Customer response to the changes we're making is extremely encouraging, and 2020 will be a very exciting year for our team and customers."

ENDS

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07809 463567

Homebase: Claire Abercrombie
claire.abercrombie@homebase.co.uk
01908 352460 / 07753 310573

Notes to editors:

Homebase CVA background

- Homebase CVA was approved by 96 per cent of creditors in August 2018.
- The CVA was due to end August 2021.
- Due to a strong financial performance, Homebase has proposed to conclude its CVA 18-months ahead of schedule in early April.

About Homebase

Founded in 1979, Homebase is a home and garden projects retailer offering customers the inspiration, expertise and products to create a home they love – all in one place.

Its wide range of products covers garden, decorating, home furnishings, kitchens and bathrooms, alongside complimentary concession from some of the UK's leading brands. Inspirational new store layouts are helping millions of customers combine on-trend collections with the project ideas, practical advice, partners and tools to bring their home and garden visions to life.

Homebase operates 164 stores and 23 standalone Bathstores employing over 6,600 people across the UK and Ireland, whose specialist knowledge sits at the heart of the friendly and inspiring in-store experience Homebase offers its customers.

For more information visit <https://www.homebase.co.uk/about-us/who-we-are>.

Homebase Banbury



Garden centres



Best-Selling £60 Occasional Chair



Andy Coleman, CFO (L) and Damian McGloughlin, CEO (R)



APPENDIX 6

HOMEBASE (UK & I) HOLDINGS LIMITED (the "COMPANY")

COMPANY NUMBER: 09944258

SOLVENCY STATEMENT UNDER SECTION 643 OF THE COMPANIES ACT 2006 (THE "2006 ACT") MADE ON 21 September 2020

We, the directors named below (being all of the directors of the Company as at the date of this statement), make the following statement under section 643 of the 2006 Act for the purposes of section 642 of the 2006 Act.

Having taken into account all of the Company's liabilities (including any contingent or prospective liabilities), we have formed the opinion that:

- As regards the Company's situation as at the date of this statement, there is no ground on which the Company could then be found to be unable to pay (or otherwise discharge) its debts.
- The Company will be able to pay (or otherwise discharge) its debts as they fall due during the year immediately following the date of this statement.

Signed by:

.....

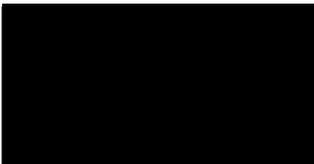


ANDREW COLEMAN

PAUL MCGOWAN

Date

Date 21 September 2020



HENRY FOSTER

STEVEN PELL

Date 21 September 2020

Date 21 September 2020

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DAMIAN MCGLOUGHLIN

Date



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COMPANIES HOUSE

HOMEBASE (UK & I) HOLDINGS LIMITED (the "COMPANY")

COMPANY NUMBER: 09944258

SOLVENCY STATEMENT UNDER SECTION 643 OF THE COMPANIES ACT 2006 (THE "2006 ACT") MADE ON 21 September 2020

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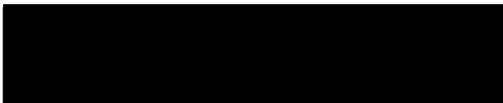
ANDREW COLEMAN

Date

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HENRY FOSTER

Date



DAMIAN MCGLOUGHLIN

Date 21 September 2020

.....

PAUL MCGOWAN

Date

.....

STEVEN PELL

Date

HOMEbase (UK & I) HOLDINGS LIMITED (the "COMPANY")

COMPANY NUMBER: 09344258

SOLVENCY STATEMENT UNDER SECTION 643 OF THE COMPANIES ACT 2006 (THE "2006 ACT") MADE ON 21 September 2020

We, the directors named below (being all of the directors of the Company as at the date of this statement), make the following statement under section 643 of the 2006 Act for the purposes of section 642 of the 2006 Act.

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Signed by:

[Redacted Signature]

ANDREW COLEMAN

PAUL MCGOWAN

Date 21 September 2020

Date

HENRY FOSTER

STEVEN PELL

Date

Date

DAMIAN MCGLOUGHLIN

Date

APPENDIX 7

Altrincham Retail Park Unit 1 – Response to Highways Comments in relation to Planning Application 98127/FUL/19

1. This note has been prepared to respond to the written and verbal comments received in relation to the proposals to create a new egress from the car park at Altrincham Retail Park on to George Richards Way.
2. Comments have been received from both Trafford Borough Council (TBC) and Transport for Greater Manchester (TfGM) with the former prepared by Amey. In short, both TBC and TfGM raised concerns regarding the principle of the proposed egress and the associated Road Safety Audit. The table below provides commentary in relation to each of the points raised in the written pre-application advice, with further commentary provided at the end of the document in relation to the discussions at the meeting.

Trafford Borough / Amey Comments	TTP Response
A Highway Comments	
<p>It is my understanding that the proposals are to extend the gross internal area (GIA) of the site to create an additional 390sqm to accommodate a downsized Homebase with warehouse and garden centre (total 4,843sqm), and a new retail unit for a Lidl food store (total 1,858sqm). It is proposed to increase the number of disabled and parent-child parking spaces, and reduce the number of standard parking spaces, with an overall loss of 94 spaces (696 no. spaces remaining). Cycle parking provision would be increased by an additional 14 spaces. A new vehicle exit would be provided on to George Richards Way. A new pedestrian access would also be provided</p>	<p>Correct</p>

B. Planning History	
No applications in the last 5 years.	Consent was recently granted for a new egress from the car park adjacent to B&M. It has yet to be implemented.
C. Access	
<p>To improve capacity at the existing exit and encourage better use of the parking provision across the whole of the retail site, it is proposed to construct a new exit from the existing car park onto George Richards Way, which will be located approximately half way between the existing two signalised junctions. Drawing no. 2018-3538-001 which is indicated to have been produced using a topographical survey drawing no. 15120/105A, indicates a 1.3m traffic island will be constructed in the central reserve and a change in kerb alignment will also be provided to prevent vehicles from turning right in to or out of the retail park (all works would be subject to a S278 Agreement).</p>	Correct
<p>Consent exists to create a second egress onto George Richards Way from the western side of the retail park.</p>	Correct
<p>From the information available it is not known how the exit would be signed to prevent drivers and motorbike/cycle riders wanting to turn right onto George Richards Way from using the new exit. The position of the island would allow a motorbike to turn right from the access. Likewise, it is also considered that a small 'city' sized car would also be able to make the same turning manoeuvre during periods of light traffic flow. In the absence of a nearby roundabout junction</p>	<p>The proposed arrangement is not dissimilar to the existing situation on Manchester Road at the Halfords / Benson for Beds with a left-in / left-out, with drivers wanting to turn right required to use the access on Viaduct Road; right turn movements are possible from the existing main access. Data from the Crashmap website does not indicate any accidents at the Benson for Beds access on Manchester Road for the past five years.</p>

to accommodate U-turn manoeuvres there is a risk of unsafe turning movements taking place at the exit and/or the junction with Viaduct Road. Therefore, it is considered that without suitable traffic management and signing for the exit, the proposal could have an adverse impact on road safety. The Local Highway Authority (LHA) requests a traffic sign and road marking design drawing is provided for the proposed development.

A typical bus/HGV, including wing mirrors, is 3m wide, a typical van or minibus, again including wing mirrors, is 2.4m wide, and for a typical family sized car the measurement is 2m. Therefore, the recommended minimum lane width is 3m where normal traffic conditions include the presence of HGVs and buses. Currently, no physical features are installed in the centre reservation, and the existing (broken white line) hatched road markings provide separation between the east and westbound carriageways. Thus, whilst the existing eastbound carriageway width at this location is slightly below 6m (see paragraph below), drivers can cross the hatched area if more room is required to manoeuvre passed an adjacent vehicle. The traffic island will physically reduce the available unobstructed carriageway width at this location.

Measured off plan at A3 printed size (drawing 2018-3538-001) following construction of the proposed 1.3m wide traffic island, the George Richards Way

Signage will be erected within the car park and on the egress to enforce the left turn movements which caters for the majority of movements towards Manchester Road.

The proposals do not affect the width of the lanes with the proposed island likely to act as a traffic calming measure with the resultant width not materially different from that between the islands on Manchester Road southbound south of Viaduct Road. Data from the Crashmap website does not show any accidents along the section of highway in the past 5 years.

The resultant width is not materially different from Manchester Road southbound which carries significantly higher flows than George Richards Way.

eastbound carriageway would be subject to two traffic lanes indicated to be 2.5m and 2.3m in width respectively, giving a total carriageway width of 5.8m (excluding the proposed 1.3m wide traffic island). Measured off mapping imagery, excluding the centre hatched road marking the total eastbound carriageway width is indicated to be approximately 5.6m. The centre hatched area at this location is indicated to be approximately 1m wide. There is a risk of conflict occurring between vehicles travelling in lanes one and two in the event of the proposed lane widths being too narrow. The LHA requests a copy of the topographical survey is provided.

Vehicle tracking has been provided for the proposed exit for a large sized car and 3.5t panel van turning left from the retail park, onto the access (drawing number 2019-3538-AT-104 dates 28 August 2019). The information provided indicates the proposed access alignment will accommodate this turning movement for these types of vehicles; however, no vehicle information has been provided for other, goods vehicle types, or vehicles turning right from the retail park on to the proposed access, and the vehicle speed used for tracking is unknown. No information has been seen to indicate that right turn manoeuvres will not be permitted, and/or vehicles larger than a typical van or minibus will be banned from using the proposed access. The LHA requests vehicle tracking is provided for right turn movements from the retail park onto to

A topographical survey has been provided to highways. The submitted RSA did not consider the resultant carriageway width to be unsafe.

Tracking has been provided at Annex A for vehicles up to and including a 3.5t panel van turning left from the proposed egress. The width of the egress will be reduced and if necessary a height restrictor installed to prevent larger vehicles from using the egress.

Additional signs will be erected to inform drivers that the access is egress only, with the kerb radius tightened to reduce the risk of drivers turning left into the access. It is possible to extend the proposed central reserve as illustrated on the plans in Annex B to prevent drivers from turning right out of the

the proposed access, and for vehicles larger than the 3.5t panel van used in the example provided (all turning movements). The vehicle tracking speed(s) should also be supplied.

Drawing number 14366-105 shows one lane on approach to the A56 Manchester Road signalised junction; however, drawing number 2019-3538-AT-104 dated 28 August 2019 shows a two-lane approach and the proposed location of the traffic island, which will be in the existing carriageway centre hatching. Based on the information provided in the new drawing, the proposed access will be in proximity of the existing left turn lane diverge, and in the weaving length for vehicles changing lane to exit George Richards Way to the left. It is considered that the proposed location of the access could have an adverse impact on road safety if vehicle conflict is increased on approach to the junction with the A56 Manchester Road, and in particularly the left turning lane.

Furthermore, the proposed 'keep clear' marking is not an enforceable road marking, and there is a risk that during periods of peak traffic flows, when traffic is queuing along George Richards Way drivers may not be willing to give way to vehicles waiting to join from the proposed access, which could lead to drivers attempting to exit the retail park via the proposed uncontrolled access when it is unsafe to do so, and/or increased traffic congestion within the retail park.

egress.

Drawing X illustrates how the proposed egress could be relocated circa 5m further to the west thereby increasing the distance to the stopline. The egress is broadly in the same relative location as that of the Atlantic Road junction on Manchester Road where northbound drivers diverging into the right turn lane, with data from the Crashmap website suggesting no accidents in the past five years.

There is no evidence that we are aware of that suggests that the proposed egress would adversely impact on road safety.

The KEEP CLEAR markings have been removed from the updated drawings.

The LHA requests junction modelling in consultation with Transport for Greater Manchester should be repeated for the proposed access, the existing access, and the George Richards Way junction with the A56 Manchester Road.

Where preliminary design is not undertaken, a stage 1 RSA may be combined with a stage 2 RSA at the detailed design stage, and a combined stage 1/2 Road Safety Audit was undertaken by Road Safety Initiatives on 23 August 2019, in accordance with Design Manual for Roads and Bridges (DMRB) General Guidance document GG 119 'Road safety Audit' (formerly HD 19/15). It is noted by the RSA team that an Audit Brief was not provided, and several detailed design documents were not seen for the audit, including proposed traffic sign and road marking details, drainage, dimensions and cross sections, and pavement detail.

It is also noted that the RSA report states that the RSA team was instructed to undertake the audit by Trafford Council who is also indicated to be the Overseeing Organisation (OO) and therefore, responsible for initiating the audit. In accordance with GG 119 the OO is also considered responsible for approving the RSA team before the RSA is undertaken and approving the Audit Brief before it is issued. The responsibilities of the OO extend to identifying any misinterpretation of the scheme subject to audit, and in collaboration with the design

The junction modelling has been updated following receipt of signal data from TMBC with a copy of the output appended to this note along with commentary.

It is acknowledged that the RSA did not include a detailed brief albeit the proposals are for a relatively small scale highway works, with the brief broadly the same as for the consented western egress adjacent to B&M. As set out below, a new / revised RSA will be conducted using a different team with further details provided including proposed traffic sign and road marking details, drainage, dimensions and cross sections. It is not deemed necessary to provide pavement detail at this stage which will be the standard council details.

Road Safety Initiatives has acknowledged that this was incorrect and will make amends in the updated RSA. Copies of the suggested Audit Team are included at Annex C.

<p>organisation, preparing the design response to the audit. Any requested changes to the report would be agreed between the OO and the audit team. It is understood that Trafford Council did not initiate the audit and is not deemed to be the OO for the audit.</p> <p>In addition to the comments above regarding the OO, it is considered that the combined stage 1/2 road safety audit did not fully address the potential road safety implications of the proposed access, and the relevance of the combined RSA stage 1/2 is therefore questioned.</p> <p>The LHA requests a second independent road safety audit should be completed, to include consideration of potential road safety implications associated with the proposed access and its proximity to the George Richards Way junction with the A56 Manchester Road.</p>	<p>Road Safety Audits consider a range of items some of which are design related and others subjective. The proposed egress is in an urban environment with relatively slow moving traffic, achieves the required visibility splays and is further from the stopline on George Richards Way than Atlantic Way or the Halfords egress is from the signalised junction to the north. As noted above, a second audit will be conducted using an independent team will be conducted.</p>
<p>D. Servicing</p>	
<p>The refuse / recycling arrangements as detailed in the Planning and Retail Statement are acceptable.</p>	<p>Noted – the proposed servicing arrangements are considered acceptable.</p>
<p>E. Parking</p>	
<p>SPD3 states that for this location, the maximum parking standard for an A1 (Food Retail) outlet is one space per 14sqm, and one space per 20sqm for an A1 (Non-Food Retail). Within the development site it is proposed to reduce the amount of available parking by 94 spaces to 257 spaces (which includes 16 disabled parking bays and 12 parent/child spaces). Across the whole site there would be 696 car parking</p>	<p>Noted – the proposed parking arrangement and number of spaces is deemed acceptable.</p>

<p>spaces (52 disabled parking bays (and increase of four) and 27 parent/child spaces (an increase of 8). Information provided in the Planning Application's associated Travel Assessment dated May 2019 states that the car park operates at capacity for most of the week, with the least popular place to park being located outside Homebase. The maximum average forecast demand for parking within the development is predicted to be no more than 192 spaces. Customers will also have access to parking spaces provided in other areas of the retail park. The proposed parking arrangements as detailed in the Travel Assessment are acceptable.</p>	
<p>F. Cycle Parking</p>	
<p>The proposals would increase the number of cycle parking spaces. The cycle parking arrangements as detailed in the Planning and Retail Statement are acceptable.</p>	<p>Noted – the proposed cycle parking is deemed acceptable.</p>

<p>TfGM Comments</p>	<p>TTP Response</p>
<p>The TA does not include an explanation of how the trip distribution for the development trips has been determined. There should also be a separate diagram showing the distribution percentages.</p>	<p>Trips have been distributed prorata to observed flows as illustrated on Flow Diagrams 03 and 04 in the submitted Transport Assessment.</p>
<p>The signal parameters and staging used in the modelling are incorrect.</p> <p>Manchester Road both directions has been modelled with too many long lanes.</p> <p>George Richards Way at the junction of Manchester Road should consist of 2 long lanes and a flare.</p>	<p>Signal data has been obtained from TfGM and the LINSIG updated.</p>

<p>At the George Richards Way/Davenport Lane/Site Access junction, the western George Richards Way arm should consist of 2 lanes and a flare. A separate long lane has been modelled.</p> <p>The saturation flow methodology used is inconsistent. Turning radii have been used on some arms but not others. The cycle time used in the modelling is incorrect.</p>	
<p>The modelling undertaken does not provide an accurate representation of the network. The results of the modelling cannot be considered valid and we recommend that the modelling is corrected and resubmitted. For the modelling of existing traffic signal junctions, to ensure that baseline modelling parameters are correct, details of the operation of existing traffic signals should be obtained from TfGM UTC at a cost of £350+ VAT per junction.</p>	<p>Signal data has been obtained from TfGM and the LINSIG updated.</p>
<p>With regards to the proposed left turn only egress on George Richards Way in between the Retail Park Access and Manchester Road, we do not consider this arrangement to be suitable. The proposed egress is located 80 metres from the George Richards Way/Manchester Road junction. This would encourage drivers from the retail park to bypass the traffic signals at the retail park access. The arrangement would still disrupt the linking between the signals resulting greater delays and reduced operation efficiency of the network.</p>	<p>The anticipated volume of traffic using the slip would be relatively low when compared to other movements and as such would not impact on linking between the junctions. Furthermore, traffic approaching Manchester Road on George Richards Way is relatively dispersed with 25% to 28% turning right from Davenport Lane, 21% to 37% proceeding straight from George Richards Way, and 34% to 53% turning left from the retail park egress.</p>

<p>Furthermore, the proposed egress would require pedestrians accessing other parts of the retail park to cross an additional uncontrolled arm which presents an increased safety risk for pedestrians.</p>	<p>Whereas it is acknowledged that the island would provide a refuge for pedestrians crossing the road, it is not considered that it would encourage pedestrians to cross the road with the origin and destination either side the main contributory factor. It is possible to install a guard rail along the entire length of the proposed island if required.</p>
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Commentary of Discussions at the 9th September 2019 Meeting

3. A meeting was held at the Trafford Borough Council offices on 9th September 2019 to discuss the above comments and agree the best way forward. Both TBC and TfGM suggested at the meeting that the proposed junction would be unsafe, and that the submitted Road Safety Audit was not acceptable.
4. We do not agree that the proposed junction is unsafe with the junction located within an urban environment with relatively slow moving traffic and achieving the required visibility splays etc. Furthermore, the proposals as submitted were not dissimilar to those for the Halfords / Benson for Beds retail park on Manchester Road and the Atlantic Road / Manchester Road junction a short distance to the south-east where accident data does not suggest that there are any problems.
5. Notwithstanding this, we have sought to modify the junction to deal with some of the points as set out below:
 - The junction has been moved circa 5m further away from Manchester Road thereby increasing the distance between the egress and the signal stop line. It will however be closer to the Davenport Lane signalised junction.
 - It has been reduced in width to ensure that larger vehicles cannot use it to exit the car park.
 - The KEEP CLEAR marking have been removed.
 - The kerb radii on the right hand side on exit has been reduce to further emphasis the need to turn left from the egress. Signage will be posted on the central reserve and within the car park to inform drivers of the need to turn left.
 - There is a circa 125mm gap between the central island kerb and the edge of the lane.
 - The central island has been extended to prevent drivers from turning right from the egress.

- A pedestrian guard rail has been installed down the centre of the island in a similar manner to that on Manchester Road south of George Richards Way.
6. A second independent Road Safety Audit will be conducted using a different team.

Summary of Revised Modelling Results

George Richards Way / Davenport Lane / Site Access

Tables 1 and 2 provide summaries of the LINSIG assessments for the Observed and Development Scenario assessments where the greatest increases are anticipated to occur with the right turn into the site on the Saturday afternoon where the queue is predicted to increase by circa 33% (from 12 to 16 cars) with lesser increases on other approaches. The results of the modelling for the Observed Scenarios validate well against the queues observed during the surveys. The modelling provides the left turn slip with an additional 2 seconds green time for the Saturday development scenario when compared to the observed scenario modelling with the resultant queue 10% longer (11 versus 10).

		Observed Scenario			Development Scenario		
		Flow	DoS	Queue	Flow	DoS	Queue
Site Access	L	231	29.1%	5	271	33.4%	6
	A / R	159	63.2%	6	181	67.2%	7
George Richard Way (West App.)	A / R	285	70.7%	10	280	69.9%	10
	L	84	25.1%	3	96	28.7%	3
Davenport Lane		344	67.4%	11	342	71.3%	11
George Richard Way (East App.)	A/R	178	40.4%	6	226	51.3%	7
	A/L	166	23.0%	3	168	25.4%	4

		Observed Scenario			Development Scenario		
		Flow	DoS	Queue	Flow	DoS	Queue
Site Access	L	433	48.2%	10	507	54.7%	11
	A / R	174	69.2%	7	201	79.9%	8
George Richard Way (West App.)	A / R	204	65.6%	8	198	65.2%	7
	L	113	48.3%	4	127	54.3%	5
Davenport Lane		385	77.0%	13	384	82.3%	13
George Richard Way (East App.)	A/R	383	70.6%	12	470	81.6%	16
	A/L	172	20.0%	3	184	20.4%	3

Manchester Road / George Richards Way

Tables 3 and 4 set out the LINSIG results for the Manchester Road / George Richards Way junction for the weekday evening (1700 – 1800) and Saturday afternoon (1200 – 1300) scenarios which suggests that the proposed development would not have a material impact on the operation of the junction. It should however be noted that the modelled queues on George Richards Way are shorter than those observed during the surveys, with the weekday observed queues in the order of 15 / 20 per lane, and 13 / 14 per lane on the Saturday.

Table 3: LINSIG Assessments (Weekday PM Peak 1700 - 1800)							
		Observed Scenario			Development Scenario		
		Flow	DoS	Queue	Flow	DoS	Queue
George Richards Way (W)	L	174	23.6%	5	189	25.7%	5
	A / R	501	70.5%	17	515	72.3%	17
Manchester Road (N)	A / L	778	51.2%	8	773	50.9%	8
	R	203	73.2%	6	228	73.7%	6
Viaduct Road		27	20.5%	1	27	21.2%	1
Manchester Road (S)	A / R	515	72.0%	15	525	73.5%	15
	A / L	473	70.2%	14	480	71.6%	14

Table 4: LINSIG Assessments (Saturday Peak 1200 - 1300)							
		Observed Scenario			Development Scenario		
		Flow	DoS	Queue	Flow	DoS	Queue
George Richards Way (W)	L	302	43.1%	9	333	46.1%	10
	A / R	505	78.5%	18	535	87.4%	22
Manchester Road (N)	A / L	843	54.3%	8	835	53.2%	8
	R	319	80.0%	7	370	83.6%	8
Viaduct Road		60	46.4%	3	61	46.4%	3
Manchester Road (S)	A / R	626	82.7%	19	648	87.7%	21
	A / L	564	81.0%	18	582	86.3%	19

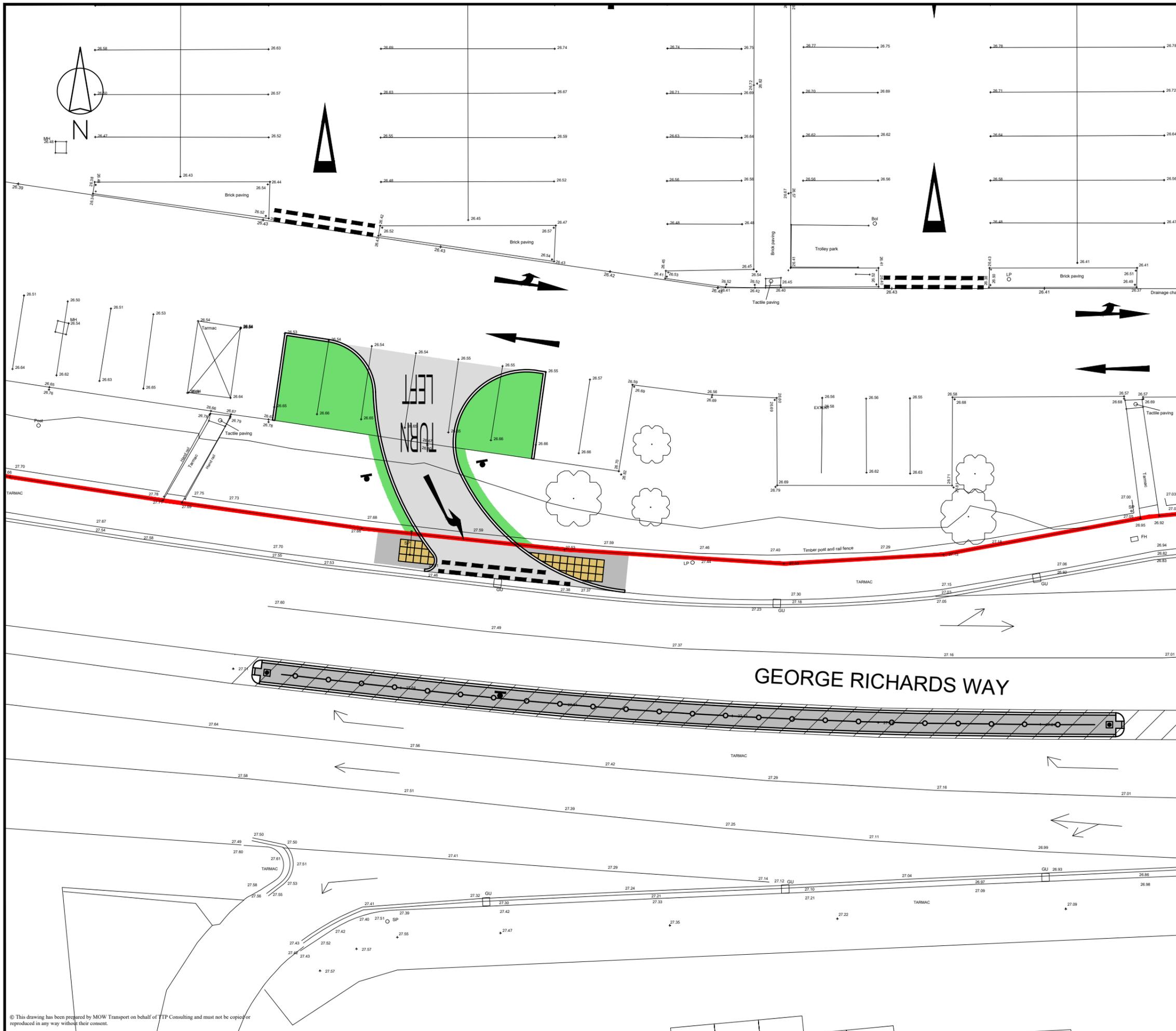
Capacity Assessments with New Egress

Tables 5 and 6 provide summaries of the results for both junctions with the new egress is in place, with the same proportion of traffic using the egress as assumed in the Transport Assessment. The results demonstrate that new egress would result in queues at the existing access reducing by circa 30% when compared the scenario without the egress without impacting on the operation of the junctions. As such, although vehicles using the egress would join the same queue at Manchester Road, it does benefit the site whilst not impacting on the junctions as a whole.

Table 5: LINSIG Assessments (George Richards Way / Site Access)							
		PM Peak (1700 – 1800)			SAT Peak (1200 – 1300)		
		Flow	DoS	Queue	Flow	DoS	Queue
Site Access	L	187	23.0%	4	376	40.3%	8
	A / R	181	67.2%	7	201	79.9%	8
George Richard Way (West App.)	A / R	280	70.3%	10	198	65.2%	6
	L	96	30.2%	3	127	54.3%	5
Davenport Lane		342	68.9%	11	384	82.3%	13
George Richard Way (East App.)	A/R	226	51.3%	6	470	81.6%	16
	A/L	168	25.4%	3	184	20.4%	3

Table 6: LINSIG Assessments (George Richards Way / Manchester Road)							
		PM Peak (1700 – 1800)			SAT Peak (1200 – 1300)		
		Flow	DoS	Queue	Flow	DoS	Queue
George Richards Way (W)	L	189	26.3%	4	333	46.1%	8
	A / R	515	68.9%	17	535	87.7%	21
Manchester Road (N)	A / L	773	52.2%	8	835	53.8%	8
	R	228	73.7%	5	370	82.8%	8
Viaduct Road		27	21.2%	1	61	46.4%	3
Manchester Road (S)	A / R	525	71.9%	15	648	89.7%	23
	A / L	480	69.5%	14	582	84.4%	18

ANNEX A
(Proposed Egress)



Rev	Details	Drawn	Checked	Date
A	White lining updated, railings included.	MW	AM	11.09.19

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Orchard Street

Project
Altrincham Retail Park

Drawing Title
Proposed Eastern Egress Option 3

Scale
1:200 at A3

Drawn	MW	11.09.19
Checked	AM	11.09.19



111 - 113 Great Portland Street
 London
 W1W 6QQ
 Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3538-DWG-203	A

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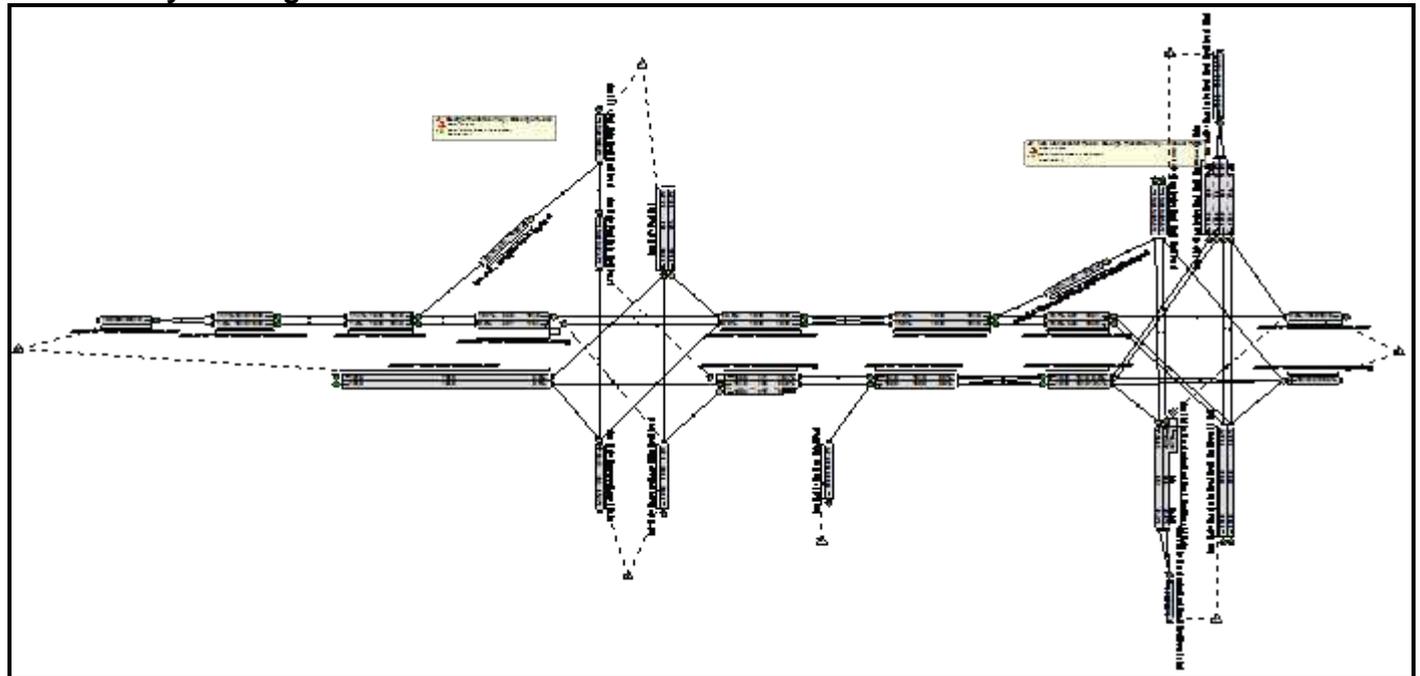
ANNEX B
(LINSIG Assessments – Existing Layout)

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	GP-Altrincham Retail Park (191014) Signal Timings Correct - No New Slip.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'F01 - PM Peak Observed' (FG1: 'F01 - PM Peak Observed', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	73.2%	21	206	2	46.5	-	-
J1: George Richards Way / Davenport Lane	-	-	-		-	-	-	-	-	-	70.7%	0	206	2	18.5	-	-
1/1	Park Entry North Northbound	U	-		-	-	-	350	1940	1940	18.0%	-	-	-	0.1	1.1	0.1
2/1	Park Entry Northbound Ahead	U	-		-	-	-	266	1940	1940	13.7%	-	-	-	0.1	1.1	0.1
3/1	Park Entry from GRW West Left	U	C1:G		1	19	-	84	1805	334	25.1%	-	-	-	1.0	44.8	2.3
4/1	GRW West Eastbound Ahead2	U	-		-	-	-	338	1940	1940	17.4%	-	-	-	0.1	1.1	0.1
4/2	GRW West Eastbound Ahead	U	-		-	-	-	30	1940	1940	1.5%	-	-	-	0.0	0.9	0.0
5/1	GRW West Eastbound J Entry Ahead	U	C1:B		1	19	-	254	1940	359	70.7%	-	-	-	4.1	58.0	8.3
5/2	GRW West Eastbound J Entry Right Ahead	O	C1:B		1	19	-	30	1764	327	9.2%	0	29	1	0.4	42.6	0.8
6/1	GRW West Westbound J Exit	U	-		-	-	-	179	1940	1940	9.2%	-	-	-	0.1	1.0	0.1
6/2	GRW West Westbound J Exit	U	-		-	-	-	103	1940	1940	5.3%	-	-	-	0.0	1.0	0.0
7/1	Park Exit Left	U	C1:D		1	45	-	231	1866	795	29.1%	-	-	-	1.5	23.5	4.7
7/2	Park Exit Right Ahead	U	C1:F		1	13	-	159	1940	251	63.2%	-	-	-	2.8	63.7	5.3
8/1	Davenport Lane J Entry Ahead Left Right	U	C1:C		1	28	-	344	1845	495	69.4%	-	-	-	4.5	47.2	10.4

Basic Results Summary

9/1	Davenport Lane Entry Southbound	U	-	-	-	-	139	1940	1940	7.2%	-	-	-	0.0	1.0	0.0
10/2+10/1	GRW West Westbound J Entry Ahead Left	U	C1:A C1:E	1:2	25:37	-	166	1940:1805	453+212	25.0 : 25.0%	-	-	-	1.3	27.1	3.0
10/3	GRW West Westbound J Entry Right	O	C1:A	1	25	-	178	1830	441	40.4%	0	176	2	1.9	38.7	5.2
11/1	GRW West Westbound Ahead Left	U	-	-	-	-	188	1898	1898	9.9%	-	-	-	0.1	1.1	0.1
11/2	GRW West Westbound Ahead	U	-	-	-	-	178	1940	1940	9.2%	-	-	-	0.1	1.0	0.1
12/1	GRW West Eastbound J Exit Ahead	U	-	-	-	-	485	1940	1940	25.0%	-	-	-	0.2	1.2	0.2
12/2	GRW West Eastbound J Exit Ahead	U	-	-	-	-	190	1940	1940	9.8%	-	-	-	0.1	1.0	0.1
13/1	GRW furthest West Eastbound Ahead	U	-	-	-	-	338	1940	1940	17.4%	-	-	-	0.1	1.1	0.1
13/2	GRW furthest West Eastbound Ahead	U	-	-	-	-	30	1940	1940	1.5%	-	-	-	0.0	0.9	0.0
14/1	GRW West Eastbound start Ahead	U	-	-	-	-	368	1940	1940	19.0%	-	-	-	0.1	1.1	0.1
J2: A56 Manchester Road / George Richards Way / Viaduct Road	-	-	-	-	-	-	-	-	-	73.2%	21	0	0	28.0	-	-
1/1	GRW East Eastbound Ahead Ahead2	U	-	-	-	-	424	1940	1940	21.9%	-	-	-	0.1	1.2	0.1
1/2	GRW East Eastbound Ahead	U	-	-	-	-	251	1940	1940	12.9%	-	-	-	0.1	1.1	0.1

Basic Results Summary

2/1	GRW East Eastbound J Entry Ahead Right	U	C2:D		1	20	-	250	1834	357	70.1%	-	-	-	3.1	44.4	8.5
2/2	GRW East Eastbound J Entry Right	U	C2:D		1	20	-	251	1830	356	70.5%	-	-	-	3.0	43.7	7.3
3/1	GRW East Westbound J Exit Ahead	U	-		-	-	-	202	1940	1940	10.4%	-	-	-	0.1	1.0	0.1
3/2	GRW East Westbound J Exit Ahead	U	-		-	-	-	164	1940	1940	8.5%	-	-	-	0.0	1.0	0.0
4/1	Manchester Road entry from GRW Eastbound Left	U	C2:E		1	40	-	174	1940	736	23.6%	-	-	-	1.1	23.4	4.3
5/1	Manchester Road North Northbound	U	-		-	-	-	495	1940	1940	25.5%	-	-	-	0.2	1.2	0.2
5/2	Manchester Road North Northbound	U	-		-	-	-	501	1940	1940	25.8%	-	-	-	0.2	1.3	0.2
6/2+6/1	Manchester Road North Southbound J Entry Left Ahead	U	C2:A		1	57	-	778	1940:1935	761+758	51.2 : 51.2%	-	-	-	3.7	16.9	7.2
6/3+6/4	Manchester Road North Southbound J Entry Right	U	C2:B		1	11	-	201	1856:1856	68+206	73.2 : 73.2%	-	-	-	3.9	69.5	5.7
7/1	Viaduct Road Eastbound J Exit	U	-		-	-	-	39	1940	1940	2.0%	-	-	-	0.0	0.9	0.0
8/1	Viaduct Road Westbound J Entry Ahead Right Left	U	C2:F		1	7	-	28	1846	137	20.5%	-	-	-	0.5	63.6	0.9
9/1	Manchester Road South Southbound J Exit	U	-		-	-	-	628	1940	1940	32.4%	-	-	-	0.2	1.4	0.2

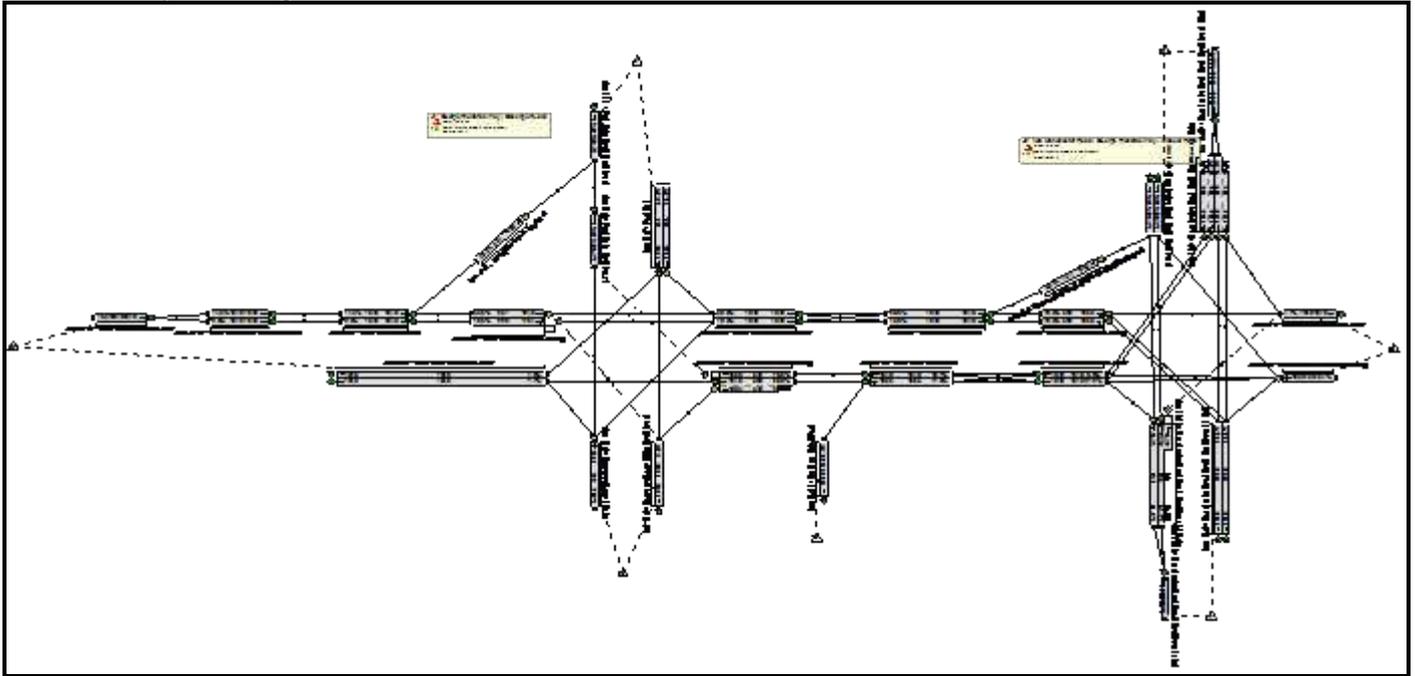
Basic Results Summary

9/2	Manchester Road South Southbound J Exit	U	-	-	-	-	641	1940	1940	33.0%	-	-	-	0.2	1.4	0.2
10/1	Manchester Road South Northbound J Entry Left Ahead	U	C2:C	1	38	-	473	1865	673	70.2%	-	-	-	5.0	38.4	13.3
10/2+10/3	Manchester Road South Northbound J Entry Ahead Right	U+O	C2:C	1	38	-	515	1940:1830	686+29	72.0 : 72.0%	21	0	0	5.5	38.4	14.2
11/1	Southern Retail Park	U	-	-	-	-	22	1940	1940	1.1%	-	-	-	0.0	0.9	0.0
12/1	Manchester Road South Northbound start Ahead	U	-	-	-	-	988	1940	1940	50.9%	-	-	-	0.5	1.9	0.5
13/1	Manchester Road North Southbound Start Ahead	U	-	-	-	-	979	1940	1940	50.5%	-	-	-	0.5	1.9	0.5
		C1	PRC for Signalled Lanes (%)		27.3		Total Delay for Signalled Lanes (pcuHr)		17.49		Cycle Time (s)		108			
		C2	PRC for Signalled Lanes (%)		22.9		Total Delay for Signalled Lanes (pcuHr)		25.83		Cycle Time (s)		108			
			PRC Over All Lanes (%)		22.9		Total Delay Over All Lanes(pcuHr)		46.49							

Basic Results Summary

Scenario 2: 'F02- SAT Peak Observed' (FG2: 'F02 - SAT Peak Observed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.7%	49	416	5	62.4	-	-
J1: George Richards Way / Davenport Lane	-	-	-		-	-	-	-	-	-	77.0%	0	416	5	23.8	-	-
1/1	Park Entry North Northbound	U	-		-	-	-	624	1940	1940	32.2%	-	-	-	0.2	1.4	0.2
2/1	Park Entry Northbound Ahead	U	-		-	-	-	511	1940	1940	26.3%	-	-	-	0.2	1.3	0.2
3/1	Park Entry from GRW West Left	U	C1:G		1	13	-	113	1805	234	48.3%	-	-	-	1.8	58.4	3.6
4/1	GRW West Eastbound Ahead Ahead2	U	-		-	-	-	278	1940	1940	14.3%	-	-	-	0.1	1.1	0.1
4/2	GRW West Eastbound Ahead	U	-		-	-	-	38	1940	1940	2.0%	-	-	-	0.0	0.9	0.0
5/1	GRW West Eastbound J Entry Ahead	U	C1:B		1	13	-	165	1940	251	65.6%	-	-	-	3.0	65.1	5.6
5/2	GRW West Eastbound J Entry Right Ahead	O	C1:B		1	13	-	38	1764	229	16.6%	0	37	1	0.5	51.3	1.1
6/1	GRW West Westbound J Exit	U	-		-	-	-	150	1940	1940	7.7%	-	-	-	0.0	1.0	0.0
6/2	GRW West Westbound J Exit	U	-		-	-	-	96	1940	1940	4.9%	-	-	-	0.0	1.0	0.0
7/1	Park Exit Left	U	C1:D		1	51	-	433	1866	898	48.2%	-	-	-	2.7	22.8	9.1
7/2	Park Exit Right Ahead	U	C1:F		1	13	-	174	1940	251	69.2%	-	-	-	3.3	67.5	6.1
8/1	Davenport Lane J Entry Ahead Left Right	U	C1:C		1	28	-	385	1861	500	77.0%	-	-	-	5.5	51.7	12.2

Basic Results Summary

9/1	Davenport Lane ENtry Southbound	U	-	-	-	-	186	1940	1940	9.6%	-	-	-	0.1	1.0	0.1
10/2+10/1	GRW West Westbound J Entry Ahead Left	U	C1:A C1:E	1:2	31:43	-	172	1940:1805	509+349	20.0 : 20.0%	-	-	-	1.0	20.5	2.4
10/3	GRW West Westbound J Entry Right	O	C1:A	1	31	-	383	1830	542	70.6%	0	379	4	4.6	43.3	12.0
11/1	GRW West Westbound Ahead Left	U	-	-	-	-	221	1863	1863	11.9%	-	-	-	0.1	1.1	0.1
11/2	GRW West Westbound Ahead	U	-	-	-	-	383	1940	1940	19.7%	-	-	-	0.1	1.2	0.1
12/1	GRW West Eastbound J Exit Ahead	U	-	-	-	-	598	1940	1940	30.8%	-	-	-	0.2	1.3	0.2
12/2	GRW West Eastbound J Exit Ahead	U	-	-	-	-	209	1940	1940	10.8%	-	-	-	0.1	1.0	0.1
13/1	GRW furthest West Eastbound Ahead	U	-	-	-	-	278	1940	1940	14.3%	-	-	-	0.1	1.1	0.1
13/2	GRW furthest West Eastbound Ahead	U	-	-	-	-	38	1940	1940	2.0%	-	-	-	0.0	0.9	0.0
14/1	GRW West Eastbound start Ahead	U	-	-	-	-	316	1940	1940	16.3%	-	-	-	0.1	1.1	0.1
J2: A56 Manchester Road / George Richards Way / Viaduct Road	-	-	-	-	-	-	-	-	-	82.7%	49	0	0	38.6	-	-
1/1	GRW East Eastbound Ahead Ahead2	U	-	-	-	-	555	1940	1940	28.6%	-	-	-	0.2	1.3	0.2
1/2	GRW East Eastbound Ahead	U	-	-	-	-	252	1940	1940	13.0%	-	-	-	0.1	1.1	0.1

Basic Results Summary

2/1	GRW East Eastbound J Entry Ahead Right	U	C2:D		1	18	-	253	1833	322	78.5%	-	-	-	4.0	56.5	9.0
2/2	GRW East Eastbound J Entry Right	U	C2:D		1	18	-	252	1830	322	78.3%	-	-	-	3.8	54.0	8.9
3/1	GRW East Westbound J Exit Ahead	U	-		-	-	-	411	1940	1940	21.2%	-	-	-	0.1	1.2	0.1
3/2	GRW East Westbound J Exit Ahead	U	-		-	-	-	193	1940	1940	9.9%	-	-	-	0.1	1.0	0.1
4/1	Manchester Road entry from GRW Eastbound Left	U	C2:E		1	38	-	302	1940	701	43.1%	-	-	-	2.8	32.9	8.7
5/1	Manchester Road North Northbound	U	-		-	-	-	609	1940	1940	31.4%	-	-	-	0.2	1.4	0.2
5/2	Manchester Road North Northbound	U	-		-	-	-	588	1940	1940	30.3%	-	-	-	0.2	1.3	0.2
6/2+6/1	Manchester Road North Southbound J Entry Left Ahead	U	C2:A		1	59	-	843	1940:1927	779+774	54.3 : 54.3%	-	-	-	3.8	16.2	7.8
6/3+6/4	Manchester Road North Southbound J Entry Right	U	C2:B		1	11	-	319	1856:1856	206+206	74.7 : 80.0%	-	-	-	5.8	65.3	6.5
7/1	Viaduct Road Eastbound J Exit	U	-		-	-	-	79	1940	1940	4.1%	-	-	-	0.0	1.0	0.0
8/1	Viaduct Road Westbound J Entry Ahead Right Left	U	C2:F		1	7	-	63	1833	136	46.4%	-	-	-	1.3	72.4	2.2
9/1	Manchester Road South Southbound J Exit	U	-		-	-	-	667	1940	1940	34.4%	-	-	-	0.3	1.4	0.3

Basic Results Summary

9/2	Manchester Road South Southbound J Exit	U	-	-	-	-	675	1940	1940	34.8%	-	-	-	0.3	1.4	0.3	
10/1	Manchester Road South Northbound J Entry Left Ahead	U	C2:C		1	40	-	564	1835	697	81.0%	-	-	-	6.8	43.2	17.1
10/2+10/3	Manchester Road South Northbound J Entry Ahead Right	U+O	C2:C		1	40	-	626	1940:1830	698+59	82.7 : 82.7%	49	0	0	7.5	43.1	18.7
11/1	Southern Retail Park	U	-		-	-	-	49	1940	1940	2.5%	-	-	-	0.0	1.0	0.0
12/1	Manchester Road South Northbound start Ahead	U	-		-	-	-	1190	1940	1940	61.3%	-	-	-	0.8	2.4	0.8
13/1	Manchester Road North Southbound Start Ahead	U	-		-	-	-	1162	1940	1940	59.9%	-	-	-	0.7	2.3	0.7
		C1	PRC for Signalled Lanes (%):		16.8		Total Delay for Signalled Lanes (pcuHr):		22.47		Cycle Time (s):		108				
		C2	PRC for Signalled Lanes (%):		8.8		Total Delay for Signalled Lanes (pcuHr):		35.61		Cycle Time (s):		108				
			PRC Over All Lanes (%):		8.8		Total Delay Over All Lanes(pcuHr):		62.38								

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	73.7%	21	250	3	49.7	-	-
J1: George Richards Way / Davenport Lane	-	-	-		-	-	-	-	-	-	71.3%	0	250	3	20.3	-	-
1/1	Park Entry North Northbound	U	-		-	-	-	422	1940	1940	21.8%	-	-	-	0.1	1.2	0.1
2/1	Park Entry Northbound Ahead	U	-		-	-	-	326	1940	1940	16.8%	-	-	-	0.1	1.1	0.1
3/1	Park Entry from GRW West Left	U	C1:G		1	19	-	96	1805	334	28.7%	-	-	-	1.2	45.4	2.7
4/1	GRW West Eastbound Ahead Ahead2	U	-		-	-	-	347	1940	1940	17.9%	-	-	-	0.1	1.1	0.1
4/2	GRW West Eastbound Ahead	U	-		-	-	-	29	1940	1940	1.5%	-	-	-	0.0	0.9	0.0
5/1	GRW West Eastbound J Entry Ahead	U	C1:B		1	19	-	251	1940	359	69.9%	-	-	-	4.0	57.5	8.2
5/2	GRW West Eastbound J Entry Right Ahead	O	C1:B		1	19	-	29	1775	329	8.8%	0	27	1	0.3	42.5	0.8
6/1	GRW West Westbound J Exit	U	-		-	-	-	177	1940	1940	9.1%	-	-	-	0.1	1.0	0.1
6/2	GRW West Westbound J Exit	U	-		-	-	-	116	1940	1940	6.0%	-	-	-	0.0	1.0	0.0
7/1	Park Exit Left	U	C1:D		1	46	-	271	1866	812	33.4%	-	-	-	1.8	23.5	5.6
7/2	Park Exit Right Ahead	U	C1:F		1	14	-	181	1940	269	67.2%	-	-	-	3.2	64.1	6.1
8/1	Davenport Lane J Entry Ahead Left Right	U	C1:C		1	27	-	342	1849	479	71.3%	-	-	-	4.7	49.2	10.5

Basic Results Summary

9/1	Davenport Lane ENtry Southbound	U	-	-	-	-	145	1940	1940	7.5%	-	-	-	0.0	1.0	0.0
10/2+10/1	GRW West Westbound J Entry Ahead Left	U	C1:A C1:E	1:2	25:36	-	168	1940:1805	453+209	25.4 : 25.4%	-	-	-	1.4	29.1	3.2
10/3	GRW West Westbound J Entry Right	O	C1:A	1	25	-	226	1830	441	51.3%	0	223	3	2.7	42.3	6.8
11/1	GRW West Westbound Ahead Left	U	-	-	-	-	190	1899	1899	10.0%	-	-	-	0.1	1.1	0.1
11/2	GRW West Westbound Ahead	U	-	-	-	-	226	1940	1940	11.6%	-	-	-	0.1	1.1	0.1
12/1	GRW West Eastbound J Exit Ahead	U	-	-	-	-	522	1940	1940	26.9%	-	-	-	0.2	1.3	0.2
12/2	GRW West Eastbound J Exit Ahead	U	-	-	-	-	182	1940	1940	9.4%	-	-	-	0.1	1.0	0.1
13/1	GRW furthest West Eastbound Ahead	U	-	-	-	-	347	1940	1940	17.9%	-	-	-	0.1	1.1	0.1
13/2	GRW furthest West Eastbound Ahead	U	-	-	-	-	29	1940	1940	1.5%	-	-	-	0.0	0.9	0.0
14/1	GRW West Eastbound start Ahead	U	-	-	-	-	376	1940	1940	19.4%	-	-	-	0.1	1.2	0.1
J2: A56 Manchester Road / George Richards Way / Viaduct Road	-	-	-	-	-	-	-	-	-	73.7%	21	0	0	29.4	-	-
1/1	GRW East Eastbound Ahead Ahead2	U	-	-	-	-	447	1940	1940	23.0%	-	-	-	0.1	1.2	0.1
1/2	GRW East Eastbound Ahead	U	-	-	-	-	257	1940	1940	13.2%	-	-	-	0.1	1.1	0.1

Basic Results Summary

2/1	GRW East Eastbound J Entry Ahead Right	U	C2:D		1	20	-	258	1835	357	72.3%	-	-	-	3.2	45.2	8.6
2/2	GRW East Eastbound J Entry Right	U	C2:D		1	20	-	257	1830	356	72.2%	-	-	-	3.3	46.7	7.9
3/1	GRW East Westbound J Exit Ahead	U	-		-	-	-	250	1940	1940	12.9%	-	-	-	0.1	1.1	0.1
3/2	GRW East Westbound J Exit Ahead	U	-		-	-	-	166	1940	1940	8.6%	-	-	-	0.0	1.0	0.0
4/1	Manchester Road entry from GRW Eastbound Left	U	C2:E		1	40	-	189	1940	736	25.7%	-	-	-	1.2	23.0	4.6
5/1	Manchester Road North Northbound	U	-		-	-	-	495	1940	1940	25.5%	-	-	-	0.2	1.2	0.2
5/2	Manchester Road North Northbound	U	-		-	-	-	511	1940	1940	26.3%	-	-	-	0.2	1.3	0.2
6/2+6/1	Manchester Road North Southbound J Entry Left Ahead	U	C2:A		1	57	-	773	1940:1935	761+759	50.9 : 50.9%	-	-	-	3.6	16.9	7.2
6/3+6/4	Manchester Road North Southbound J Entry Right	U	C2:B		1	11	-	228	1856:1856	103+206	73.7 : 73.7%	-	-	-	4.3	67.2	5.7
7/1	Viaduct Road Eastbound J Exit	U	-		-	-	-	40	1940	1940	2.1%	-	-	-	0.0	0.9	0.0
8/1	Viaduct Road Westbound J Entry Ahead Right Left	U	C2:F		1	7	-	29	1849	137	21.2%	-	-	-	0.5	63.7	0.9
9/1	Manchester Road South Southbound J Exit	U	-		-	-	-	633	1940	1940	32.6%	-	-	-	0.2	1.4	0.2

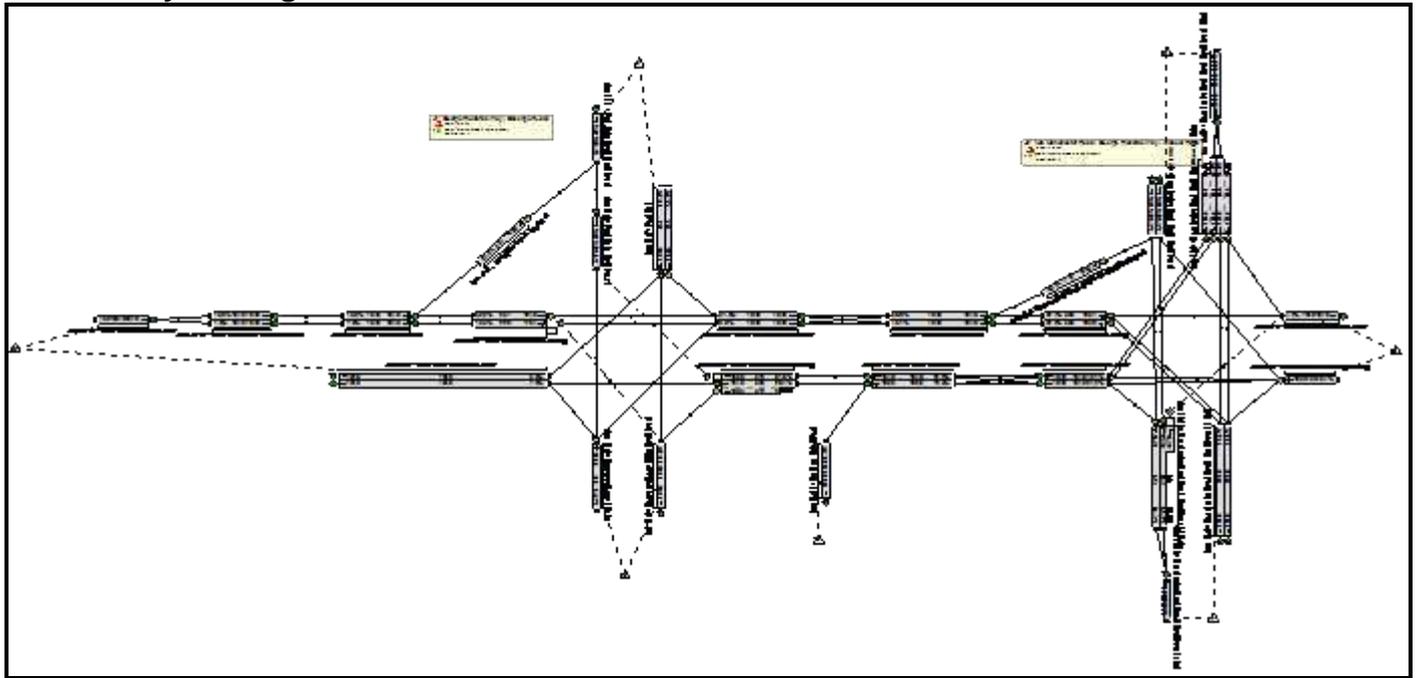
Basic Results Summary

9/2	Manchester Road South Southbound J Exit	U	-	-	-	-	644	1940	1940	33.2%	-	-	-	0.2	1.4	0.2	
10/1	Manchester Road South Northbound J Entry Left Ahead	U	C2:C		1	38	-	480	1856	670	71.6%	-	-	-	5.2	39.1	13.6
10/2+10/3	Manchester Road South Northbound J Entry Ahead Right	U+O	C2:C		1	38	-	525	1940:1830	686+29	73.5 : 73.5%	21	0	0	5.7	39.1	14.7
11/1	Southern Retail Park	U	-		-	-	-	22	1940	1940	1.1%	-	-	-	0.0	0.9	0.0
12/1	Manchester Road South Northbound start Ahead	U	-		-	-	-	1005	1940	1940	51.8%	-	-	-	0.5	1.9	0.5
13/1	Manchester Road North Southbound Start Ahead	U	-		-	-	-	1001	1940	1940	51.6%	-	-	-	0.5	1.9	0.5
		C1	PRC for Signalled Lanes (%):		26.2		Total Delay for Signalled Lanes (pcuHr):		19.24		Cycle Time (s):		108				
		C2	PRC for Signalled Lanes (%):		22.1		Total Delay for Signalled Lanes (pcuHr):		27.09		Cycle Time (s):		108				
			PRC Over All Lanes (%):		22.1		Total Delay Over All Lanes(pcuHr):		49.67								

Basic Results Summary

Scenario 4: 'F04 - SAT Peak Proposed' (FG4: 'F04 - SAT Peak Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	87.7%	49	499	6	73.8	-	-
J1: George Richards Way / Davenport Lane	-	-	-		-	-	-	-	-	-	82.3%	0	499	6	28.6	-	-
1/1	Park Entry North Northbound	U	-		-	-	-	744	1940	1940	38.4%	-	-	-	0.3	1.5	0.3
2/1	Park Entry Northbound Ahead	U	-		-	-	-	617	1940	1940	31.8%	-	-	-	0.2	1.4	0.2
3/1	Park Entry from GRW West Left	U	C1:G		1	13	-	127	1805	234	54.3%	-	-	-	2.1	60.7	4.2
4/1	GRW West Eastbound Ahead Ahead2	U	-		-	-	-	291	1940	1940	15.0%	-	-	-	0.1	1.1	0.1
4/2	GRW West Eastbound Ahead	U	-		-	-	-	35	1940	1940	1.8%	-	-	-	0.0	0.9	0.0
5/1	GRW West Eastbound J Entry Ahead	U	C1:B		1	13	-	164	1940	251	65.2%	-	-	-	3.0	64.8	5.6
5/2	GRW West Eastbound J Entry Right Ahead	O	C1:B		1	13	-	35	1764	229	15.3%	0	34	1	0.5	51.0	1.0
6/1	GRW West Westbound J Exit	U	-		-	-	-	152	1940	1940	7.8%	-	-	-	0.0	1.0	0.0
6/2	GRW West Westbound J Exit	U	-		-	-	-	107	1940	1940	5.5%	-	-	-	0.0	1.0	0.0
7/1	Park Exit Left	U	C1:D		1	53	-	507	1866	933	54.3%	-	-	-	3.2	22.8	11.0
7/2	Park Exit Right Ahead	U	C1:F		1	13	-	201	1940	251	79.9%	-	-	-	4.4	78.9	7.7
8/1	Davenport Lane J Entry Ahead Left Right	U	C1:C		1	26	-	384	1866	466	82.3%	-	-	-	6.3	59.0	13.0

Basic Results Summary

9/1	Davenport Lane ENtry Southbound	U	-	-	-	-	205	1940	1940	10.6%	-	-	-	0.1	1.0	0.1
10/2+10/1	GRW West Westbound J Entry Ahead Left	U	C1:A C1:E	1:2	33:43	-	184	1940:1805	528+372	20.4 : 20.4%	-	-	-	1.1	21.2	2.6
10/3	GRW West Westbound J Entry Right	O	C1:A	1	33	-	470	1830	576	81.6%	0	465	5	6.5	49.9	15.7
11/1	GRW West Westbound Ahead Left	U	-	-	-	-	233	1866	1866	12.5%	-	-	-	0.1	1.1	0.1
11/2	GRW West Westbound Ahead	U	-	-	-	-	470	1940	1940	24.2%	-	-	-	0.2	1.2	0.2
12/1	GRW West Eastbound J Exit Ahead	U	-	-	-	-	671	1940	1940	34.6%	-	-	-	0.3	1.4	0.3
12/2	GRW West Eastbound J Exit Ahead	U	-	-	-	-	193	1940	1940	9.9%	-	-	-	0.1	1.0	0.1
13/1	GRW furthest West Eastbound Ahead	U	-	-	-	-	291	1940	1940	15.0%	-	-	-	0.1	1.1	0.1
13/2	GRW furthest West Eastbound Ahead	U	-	-	-	-	35	1940	1940	1.8%	-	-	-	0.0	0.9	0.0
14/1	GRW West Eastbound start Ahead	U	-	-	-	-	326	1940	1940	16.8%	-	-	-	0.1	1.1	0.1
J2: A56 Manchester Road / George Richards Way / Viaduct Road	-	-	-	-	-	-	-	-	-	87.7%	49	0	0	45.2	-	-
1/1	GRW East Eastbound Ahead Ahead2	U	-	-	-	-	598	1940	1940	30.8%	-	-	-	0.2	1.3	0.2
1/2	GRW East Eastbound Ahead	U	-	-	-	-	266	1940	1940	13.7%	-	-	-	0.1	1.1	0.1

Basic Results Summary

2/1	GRW East Eastbound J Entry Ahead Right	U	C2:D		1	17	-	267	1834	306	87.4%	-	-	-	5.4	73.4	10.8
2/2	GRW East Eastbound J Entry Right	U	C2:D		1	17	-	266	1830	305	87.2%	-	-	-	5.3	72.0	10.7
3/1	GRW East Westbound J Exit Ahead	U	-		-	-	-	469	1940	1940	24.2%	-	-	-	0.2	1.2	0.2
3/2	GRW East Westbound J Exit Ahead	U	-		-	-	-	234	1940	1940	12.1%	-	-	-	0.1	1.1	0.1
4/1	Manchester Road entry from GRW Eastbound Left	U	C2:E		1	39	-	331	1940	719	46.1%	-	-	-	3.0	32.8	9.6
5/1	Manchester Road North Northbound	U	-		-	-	-	608	1940	1940	31.3%	-	-	-	0.2	1.4	0.2
5/2	Manchester Road North Northbound	U	-		-	-	-	610	1940	1940	31.4%	-	-	-	0.2	1.4	0.2
6/2+6/1	Manchester Road North Southbound J Entry Left Ahead	U	C2:A		1	60	-	835	1940:1927	788+783	53.2 : 53.2%	-	-	-	3.6	15.5	7.4
6/3+6/4	Manchester Road North Southbound J Entry Right	U	C2:B		1	13	-	370	1856:1856	241+241	68.2 : 85.6%	-	-	-	6.3	61.2	7.6
7/1	Viaduct Road Eastbound J Exit	U	-		-	-	-	81	1940	1940	4.2%	-	-	-	0.0	1.0	0.0
8/1	Viaduct Road Westbound J Entry Ahead Right Left	U	C2:F		1	7	-	63	1833	136	46.4%	-	-	-	1.3	72.4	2.2
9/1	Manchester Road South Southbound J Exit	U	-		-	-	-	675	1940	1940	34.8%	-	-	-	0.3	1.4	0.3

Basic Results Summary

9/2	Manchester Road South Southbound J Exit	U	-	-	-	-	685	1940	1940	35.3%	-	-	-	0.3	1.4	0.3	
10/1	Manchester Road South Northbound J Entry Left Ahead	U	C2:C		1	39	-	582	1821	674	86.3%	-	-	-	8.0	49.8	19.0
10/2+10/3	Manchester Road South Northbound J Entry Ahead Right	U+O	C2:C		1	39	-	648	1940:1830	683+56	87.7 : 87.7%	49	0	0	9.0	49.8	20.9
11/1	Southern Retail Park	U	-		-	-	-	49	1940	1940	2.5%	-	-	-	0.0	1.0	0.0
12/1	Manchester Road South Northbound start Ahead	U	-		-	-	-	1230	1940	1940	63.4%	-	-	-	0.9	2.5	0.9
13/1	Manchester Road North Southbound Start Ahead	U	-		-	-	-	1205	1940	1940	62.1%	-	-	-	0.8	2.4	0.8
		C1	PRC for Signalled Lanes (%)		9.3		Total Delay for Signalled Lanes (pcuHr):		27.08		Cycle Time (s):		108				
		C2	PRC for Signalled Lanes (%)		2.6		Total Delay for Signalled Lanes (pcuHr):		41.93		Cycle Time (s):		108				
			PRC Over All Lanes (%)		2.6		Total Delay Over All Lanes(pcuHr):		73.78								

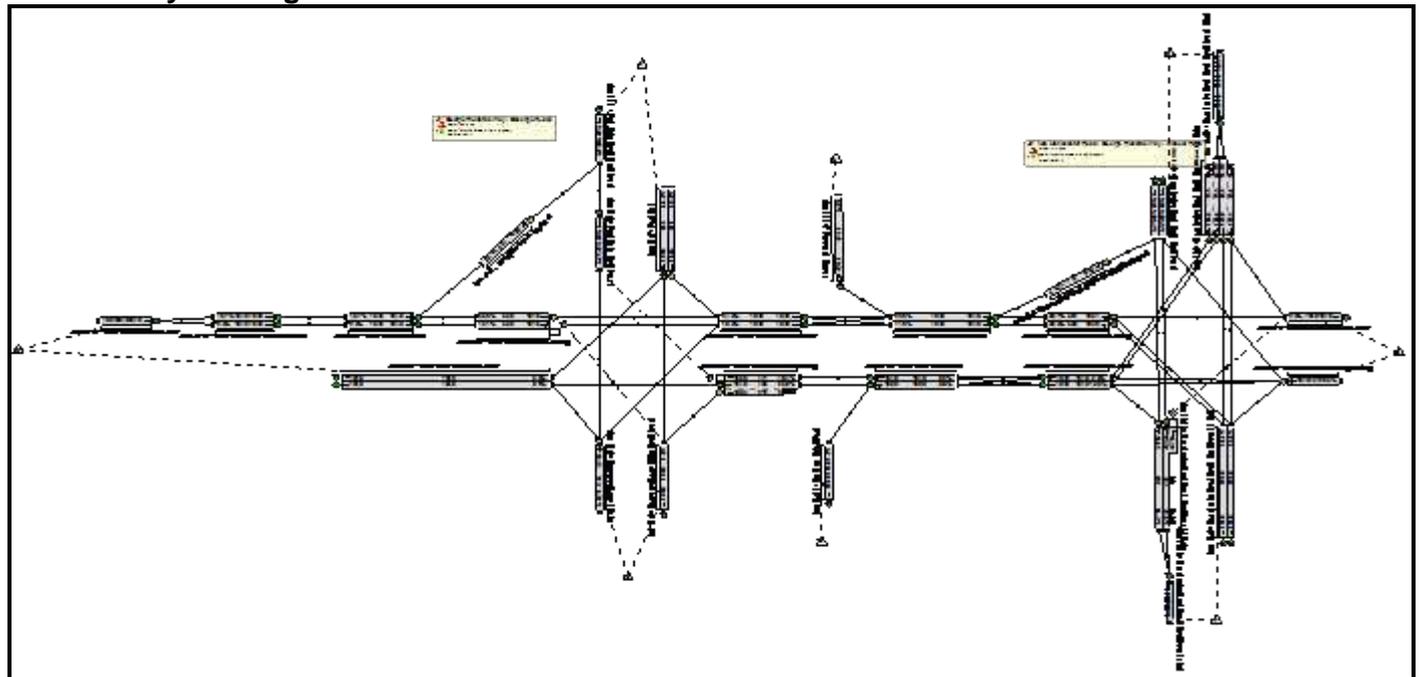
ANNEX C
(LINSIG Assessments – Proposed Layout)

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	GP-Altrincham Retail Park (191014) Signal Timings Correct.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'F01 - PM Peak Observed' (FG1: 'F01 - PM Peak Observed', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	70.6%	21	206	2	49.8	-	-
J1: George Richards Way / Davenport Lane	-	-	-		-	-	-	-	-	-	68.1%	0	206	2	19.1	-	-
1/1	Park Entry North Northbound	U	-		-	-	-	350	1940	1940	18.0%	-	-	-	0.1	1.1	0.1
2/1	Park Entry Northbound Ahead	U	-		-	-	-	266	1940	1940	13.7%	-	-	-	0.1	1.1	0.1
3/1	Park Entry from GRW West Left	U	C1:G		1	19	-	84	1805	334	25.1%	-	-	-	1.0	44.8	2.3
4/1	GRW West Eastbound Ahead Ahead2	U	-		-	-	-	324	1940	1940	16.7%	-	-	-	0.1	1.1	0.1
4/2	GRW West Eastbound Ahead	U	-		-	-	-	44	1940	1940	2.3%	-	-	-	0.0	0.9	0.0
5/1	GRW West Eastbound J Entry Ahead	U	C1:B		1	19	-	240	1940	359	66.8%	-	-	-	3.7	55.8	7.7
5/2	GRW West Eastbound J Entry Right Ahead	O	C1:B		1	19	-	44	1816	336	13.1%	0	29	1	0.5	42.9	1.2
6/1	GRW West Westbound J Exit	U	-		-	-	-	179	1940	1940	9.2%	-	-	-	0.1	1.0	0.1
6/2	GRW West Westbound J Exit	U	-		-	-	-	103	1940	1940	5.3%	-	-	-	0.0	1.0	0.0
7/1	Park Exit Left	U	C1:D		1	44	-	231	1866	777	29.7%	-	-	-	1.6	24.3	4.8
7/2	Park Exit Right Ahead	U	C1:F		1	12	-	159	1940	234	68.1%	-	-	-	3.0	69.0	5.6
8/1	Davenport Lane J Entry Ahead Left Right	U	C1:C		1	29	-	344	1845	512	67.1%	-	-	-	4.3	45.2	10.1

Basic Results Summary

9/1	Davenport Lane ENry Southbound	U	-	-	-	-	139	1940	1940	7.2%	-	-	-	0.0	1.0	0.0
10/2+10/1	GRW West Westbound J Entry Ahead Left	U	C1:A C1:E	1:2	25:38	-	166	1940:1805	453+212	25.0 : 25.0%	-	-	-	1.5	33.2	3.1
10/3	GRW West Westbound J Entry Right	O	C1:A	1	25	-	178	1830	441	40.4%	0	177	1	2.4	48.0	5.2
11/1	GRW West Westbound Ahead Left	U	-	-	-	-	188	1898	1898	9.9%	-	-	-	0.1	1.1	0.1
11/2	GRW West Westbound Ahead	U	-	-	-	-	178	1940	1940	9.2%	-	-	-	0.1	1.0	0.1
12/1	GRW West Eastbound J Exit Ahead	U	-	-	-	-	471	1940	1940	24.3%	-	-	-	0.2	1.2	0.2
12/2	GRW West Eastbound J Exit Ahead	U	-	-	-	-	204	1940	1940	10.5%	-	-	-	0.1	1.0	0.1
13/1	GRW furthest West Eastbound Ahead	U	-	-	-	-	324	1940	1940	16.7%	-	-	-	0.1	1.1	0.1
13/2	GRW furthest West Eastbound Ahead	U	-	-	-	-	44	1940	1940	2.3%	-	-	-	0.0	0.9	0.0
14/1	Proposed Egress Left	U	-	-	-	-	0	1940	1940	0.0%	-	-	-	0.0	0.0	0.0
15/1	GRW West Eastbound start Ahead	U	-	-	-	-	368	1940	1940	19.0%	-	-	-	0.1	1.1	0.1
J2: A56 Manchester Road / George Richards Way / Viaduct Road	-	-	-	-	-	-	-	-	-	70.6%	21	0	0	30.7	-	-
1/1	GRW East Eastbound Ahead Ahead2	U	-	-	-	-	444	1940	1940	22.9%	-	-	-	0.1	1.2	0.1

Basic Results Summary

1/2	GRW East Eastbound Ahead	U	-	-	-	-	231	1940	1940	11.9%	-	-	-	0.1	1.1	0.1
2/1	GRW East Eastbound J Entry Ahead Right	U	C2:D	1	22	-	270	1834	391	69.1%	-	-	-	5.5	73.1	8.6
2/2	GRW East Eastbound J Entry Right	U	C2:D	1	22	-	231	1830	390	59.3%	-	-	-	3.6	55.5	7.1
3/1	GRW East Westbound J Exit Ahead	U	-	-	-	-	253	1940	1940	13.0%	-	-	-	0.1	1.1	0.1
3/2	GRW East Westbound J Exit Ahead	U	-	-	-	-	113	1940	1940	5.8%	-	-	-	0.0	1.0	0.0
4/1	Manchester Road entry from GRW Eastbound Left	U	C2:E	1	39	-	174	1940	719	24.2%	-	-	-	1.3	27.8	3.0
5/1	Manchester Road North Northbound	U	-	-	-	-	493	1940	1940	25.4%	-	-	-	0.2	1.2	0.2
5/2	Manchester Road North Northbound	U	-	-	-	-	503	1940	1940	25.9%	-	-	-	0.2	1.3	0.2
6/2+6/1	Manchester Road North Southbound J Entry Left Ahead	U	C2:A	1	55	-	778	1940:1935	744+737	52.5 : 52.5%	-	-	-	3.9	18.2	7.6
6/3+6/4	Manchester Road North Southbound J Entry Right	U	C2:B	1	8	-	201	1856:1856	155+155	65.3 : 64.7%	-	-	-	3.6	64.3	3.8
7/1	Viaduct Road Eastbound J Exit	U	-	-	-	-	39	1940	1940	2.0%	-	-	-	0.0	0.9	0.0
8/1	Viaduct Road Westbound J Entry Ahead Right Left	U	C2:F	1	7	-	28	1846	137	20.5%	-	-	-	0.5	63.6	0.9

Basic Results Summary

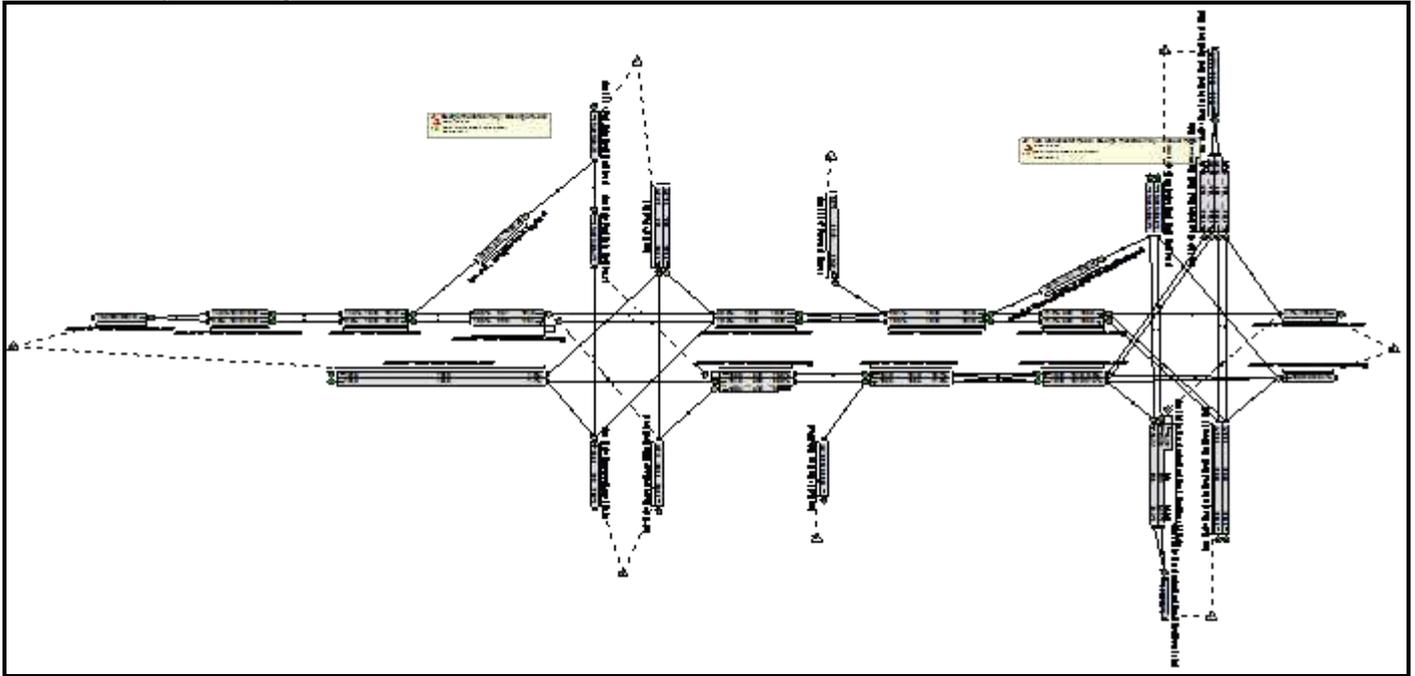
9/1	Manchester Road South Southbound J Exit	U	-	-	-	-	647	1940	1940	33.4%	-	-	-	0.3	1.4	0.3	
9/2	Manchester Road South Southbound J Exit	U	-	-	-	-	622	1940	1940	32.1%	-	-	-	0.2	1.4	0.2	
10/1	Manchester Road South Northbound J Entry Left Ahead	U	C2:C		1	39	-	471	1865	691	68.2%	-	-	-	4.8	36.8	12.8
10/2+10/3	Manchester Road South Northbound J Entry Ahead Right	U+O	C2:C		1	39	-	517	1940:1830	703+30	70.6 : 70.6%	21	0	0	5.3	37.0	14.0
11/1	Southern Retail Park	U	-	-	-	-	22	1940	1940	1.1%	-	-	-	0.0	0.9	0.0	
12/1	Manchester Road South Northbound start Ahead	U	-	-	-	-	988	1940	1940	50.9%	-	-	-	0.5	1.9	0.5	
13/1	Manchester Road North Southbound Start Ahead	U	-	-	-	-	979	1940	1940	50.5%	-	-	-	0.5	1.9	0.5	

C1	PRC for Signalled Lanes (%):	32.2	Total Delay for Signalled Lanes (pcuHr):	18.11	Cycle Time (s):	108
C2	PRC for Signalled Lanes (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	28.53	Cycle Time (s):	108
	PRC Over All Lanes (%):	27.6	Total Delay Over All Lanes(pcuHr):	49.81		

Basic Results Summary

Scenario 2: 'F02- SAT Peak Observed' (FG2: 'F02 - SAT Peak Observed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	84.6%	49	413	8	67.5	-	-
J1: George Richards Way / Davenport Lane	-	-	-		-	-	-	-	-	-	77.0%	0	413	8	25.4	-	-
1/1	Park Entry North Northbound	U	-		-	-	-	624	1940	1940	32.2%	-	-	-	0.2	1.4	0.2
2/1	Park Entry Northbound Ahead	U	-		-	-	-	511	1940	1940	26.3%	-	-	-	0.2	1.3	0.2
3/1	Park Entry from GRW West Left	U	C1:G		1	13	-	113	1805	234	48.3%	-	-	-	1.8	58.4	3.6
4/1	GRW West Eastbound Ahead Ahead2	U	-		-	-	-	278	1940	1940	14.3%	-	-	-	0.1	1.1	0.1
4/2	GRW West Eastbound Ahead	U	-		-	-	-	38	1940	1940	2.0%	-	-	-	0.0	0.9	0.0
5/1	GRW West Eastbound J Entry Ahead	U	C1:B		1	13	-	165	1940	251	65.6%	-	-	-	3.0	65.1	5.6
5/2	GRW West Eastbound J Entry Right Ahead	O	C1:B		1	13	-	38	1764	229	16.6%	0	37	1	0.5	51.3	1.1
6/1	GRW West Westbound J Exit	U	-		-	-	-	150	1940	1940	7.7%	-	-	-	0.0	1.0	0.0
6/2	GRW West Westbound J Exit	U	-		-	-	-	96	1940	1940	4.9%	-	-	-	0.0	1.0	0.0
7/1	Park Exit Left	U	C1:D		1	51	-	433	1866	898	48.2%	-	-	-	2.7	22.8	9.1
7/2	Park Exit Right Ahead	U	C1:F		1	13	-	174	1940	251	69.2%	-	-	-	3.3	67.5	6.1
8/1	Davenport Lane J Entry Ahead Left Right	U	C1:C		1	28	-	385	1861	500	77.0%	-	-	-	5.5	51.7	12.2

Basic Results Summary

9/1	Davenport Lane ENtry Southbound	U	-	-	-	-	186	1940	1940	9.6%	-	-	-	0.1	1.0	0.1
10/2+10/1	GRW West Westbound J Entry Ahead Left	U	C1:A C1:E	1:2	31:43	-	172	1940:1805	509+349	20.0 : 20.0%	-	-	-	1.4	29.9	2.7
10/3	GRW West Westbound J Entry Right	O	C1:A	1	31	-	383	1830	542	70.6%	0	375	8	5.8	54.1	11.9
11/1	GRW West Westbound Ahead Left	U	-	-	-	-	221	1863	1863	11.9%	-	-	-	0.1	1.1	0.1
11/2	GRW West Westbound Ahead	U	-	-	-	-	383	1940	1940	19.7%	-	-	-	0.1	1.2	0.1
12/1	GRW West Eastbound J Exit Ahead	U	-	-	-	-	598	1940	1940	30.8%	-	-	-	0.2	1.3	0.2
12/2	GRW West Eastbound J Exit Ahead	U	-	-	-	-	209	1940	1940	10.8%	-	-	-	0.1	1.0	0.1
13/1	GRW furthest West Eastbound Ahead	U	-	-	-	-	278	1940	1940	14.3%	-	-	-	0.1	1.1	0.1
13/2	GRW furthest West Eastbound Ahead	U	-	-	-	-	38	1940	1940	2.0%	-	-	-	0.0	0.9	0.0
14/1	Proposed Egress Left	U	-	-	-	-	0	1940	1940	0.0%	-	-	-	0.0	0.0	0.0
15/1	GRW West Eastbound start Ahead	U	-	-	-	-	316	1940	1940	16.3%	-	-	-	0.1	1.1	0.1
J2: A56 Manchester Road / George Richards Way / Viaduct Road	-	-	-	-	-	-	-	-	-	84.6%	49	0	0	42.2	-	-
1/1	GRW East Eastbound Ahead Ahead2	U	-	-	-	-	564	1940	1940	29.1%	-	-	-	0.2	1.3	0.2

Basic Results Summary

1/2	GRW East Eastbound Ahead	U	-	-	-	-	243	1940	1940	12.5%	-	-	-	0.1	1.1	0.1	
2/1	GRW East Eastbound J Entry Ahead Right	U	C2:D		1	19	-	262	1833	339	77.2%	-	-	-	5.5	75.7	8.9
2/2	GRW East Eastbound J Entry Right	U	C2:D		1	19	-	243	1830	339	71.7%	-	-	-	4.6	67.5	8.0
3/1	GRW East Westbound J Exit Ahead	U	-		-	-	-	417	1940	1940	21.5%	-	-	-	0.1	1.2	0.1
3/2	GRW East Westbound J Exit Ahead	U	-		-	-	-	187	1940	1940	9.6%	-	-	-	0.1	1.0	0.1
4/1	Manchester Road entry from GRW Eastbound Left	U	C2:E		1	38	-	302	1940	701	43.1%	-	-	-	2.8	33.6	6.3
5/1	Manchester Road North Northbound	U	-		-	-	-	596	1940	1940	30.7%	-	-	-	0.2	1.3	0.2
5/2	Manchester Road North Northbound	U	-		-	-	-	601	1940	1940	31.0%	-	-	-	0.2	1.3	0.2
6/2+6/1	Manchester Road North Southbound J Entry Left Ahead	U	C2:A		1	58	-	843	1940:1927	771+762	55.0 : 55.0%	-	-	-	3.9	16.8	7.9
6/3+6/4	Manchester Road North Southbound J Entry Right	U	C2:B		1	10	-	319	1856:1856	189+189	84.6 : 84.1%	-	-	-	6.7	75.8	7.2
7/1	Viaduct Road Eastbound J Exit	U	-		-	-	-	79	1940	1940	4.1%	-	-	-	0.0	1.0	0.0
8/1	Viaduct Road Westbound J Entry Ahead Right Left	U	C2:F		1	7	-	63	1833	136	46.4%	-	-	-	1.3	72.4	2.2

Basic Results Summary

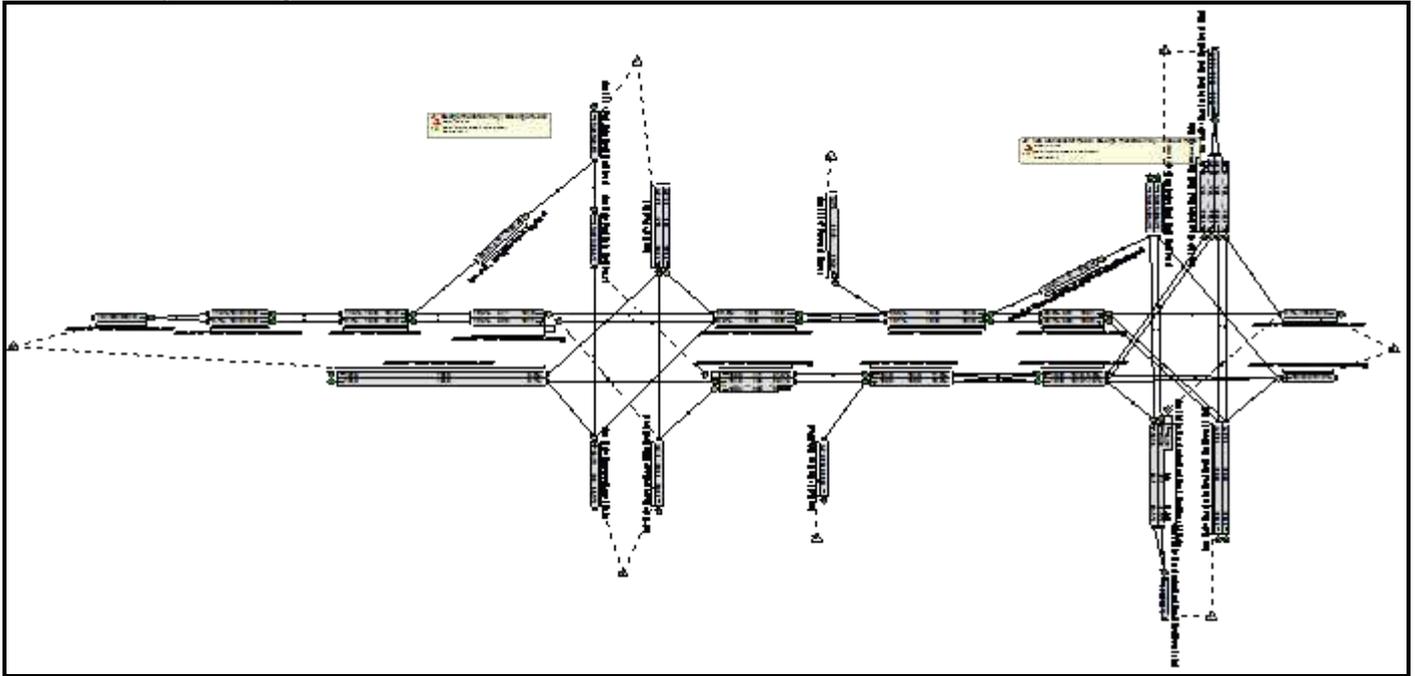
9/1	Manchester Road South Southbound J Exit	U	-	-	-	-	675	1940	1940	34.8%	-	-	-	0.3	1.4	0.3
9/2	Manchester Road South Southbound J Exit	U	-	-	-	-	667	1940	1940	34.4%	-	-	-	0.3	1.4	0.3
10/1	Manchester Road South Northbound J Entry Left Ahead	U	C2:C	1	40	-	551	1833	696	79.2%	-	-	-	6.4	41.8	16.4
10/2+10/3	Manchester Road South Northbound J Entry Ahead Right	U+O	C2:C	1	40	-	639	1940:1830	699+58	84.5 : 84.5%	49	0	0	7.9	44.8	19.6
11/1	Southern Retail Park	U	-	-	-	-	49	1940	1940	2.5%	-	-	-	0.0	1.0	0.0
12/1	Manchester Road South Northbound start Ahead	U	-	-	-	-	1190	1940	1940	61.3%	-	-	-	0.8	2.4	0.8
13/1	Manchester Road North Southbound Start Ahead	U	-	-	-	-	1162	1940	1940	59.9%	-	-	-	0.7	2.3	0.7

C1	PRC for Signalled Lanes (%):	16.8	Total Delay for Signalled Lanes (pcuHr):	24.08	Cycle Time (s):	108
C2	PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	39.15	Cycle Time (s):	108
	PRC Over All Lanes (%):	6.3	Total Delay Over All Lanes(pcuHr):	67.53		

Basic Results Summary

Scenario 3: 'F03 - PM Peak Proposed' (FG3: 'F03 - PM Peak Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	73.7%	21	251	2	52.6	-	-
J1: George Richards Way / Davenport Lane	-	-	-		-	-	-	-	-	-	70.3%	0	251	2	20.3	-	-
1/1	Park Entry North Northbound	U	-		-	-	-	422	1940	1940	21.8%	-	-	-	0.1	1.2	0.1
2/1	Park Entry Northbound Ahead	U	-		-	-	-	326	1940	1940	16.8%	-	-	-	0.1	1.1	0.1
3/1	Park Entry from GRW West Left	U	C1:G		1	18	-	96	1805	318	30.2%	-	-	-	1.2	46.8	2.7
4/1	GRW West Eastbound Ahead Ahead2	U	-		-	-	-	336	1940	1940	17.3%	-	-	-	0.1	1.1	0.1
4/2	GRW West Eastbound Ahead	U	-		-	-	-	40	1940	1940	2.1%	-	-	-	0.0	0.9	0.0
5/1	GRW West Eastbound J Entry Ahead	U	C1:B		1	18	-	240	1940	341	70.3%	-	-	-	3.9	59.2	7.9
5/2	GRW West Eastbound J Entry Right Ahead	O	C1:B		1	18	-	40	1817	320	12.5%	0	27	1	0.5	43.9	1.1
6/1	GRW West Westbound J Exit	U	-		-	-	-	177	1940	1940	9.1%	-	-	-	0.1	1.0	0.1
6/2	GRW West Westbound J Exit	U	-		-	-	-	116	1940	1940	6.0%	-	-	-	0.0	1.0	0.0
7/1	Park Exit Left	U	C1:D		1	46	-	187	1866	812	23.0%	-	-	-	1.1	22.0	3.6
7/2	Park Exit Right Ahead	U	C1:F		1	14	-	181	1940	269	67.2%	-	-	-	3.2	64.1	6.1
8/1	Davenport Lane J Entry Ahead Left Right	U	C1:C		1	28	-	342	1849	496	68.9%	-	-	-	4.5	46.9	10.2

Basic Results Summary

9/1	Davenport Lane ENtry Southbound	U	-	-	-	-	145	1940	1940	7.5%	-	-	-	0.0	1.0	0.0
10/2+10/1	GRW West Westbound J Entry Ahead Left	U	C1:A C1:E	1:2	25:37	-	168	1940:1805	453+209	25.4 : 25.4%	-	-	-	1.5	33.2	3.2
10/3	GRW West Westbound J Entry Right	O	C1:A	1	25	-	226	1830	441	51.3%	0	224	2	3.2	51.3	6.9
11/1	GRW West Westbound Ahead Left	U	-	-	-	-	190	1899	1899	10.0%	-	-	-	0.1	1.1	0.1
11/2	GRW West Westbound Ahead	U	-	-	-	-	226	1940	1940	11.6%	-	-	-	0.1	1.1	0.1
12/1	GRW West Eastbound J Exit Ahead	U	-	-	-	-	427	1940	1940	22.0%	-	-	-	0.1	1.2	0.1
12/2	GRW West Eastbound J Exit Ahead	U	-	-	-	-	193	1940	1940	9.9%	-	-	-	0.1	1.0	0.1
13/1	GRW furthest West Eastbound Ahead	U	-	-	-	-	336	1940	1940	17.3%	-	-	-	0.1	1.1	0.1
13/2	GRW furthest West Eastbound Ahead	U	-	-	-	-	40	1940	1940	2.1%	-	-	-	0.0	0.9	0.0
14/1	Proposed Egress Left	U	-	-	-	-	84	1940	1940	4.3%	-	-	-	0.0	1.0	0.0
15/1	GRW West Eastbound start Ahead	U	-	-	-	-	376	1940	1940	19.4%	-	-	-	0.1	1.2	0.1
J2: A56 Manchester Road / George Richards Way / Viaduct Road	-	-	-	-	-	-	-	-	-	73.7%	21	0	0	32.3	-	-
1/1	GRW East Eastbound Ahead Ahead2	U	-	-	-	-	458	1940	1940	23.6%	-	-	-	0.2	1.2	0.2

Basic Results Summary

1/2	GRW East Eastbound Ahead	U	-	-	-	-	246	1940	1940	12.7%	-	-	-	0.1	1.1	0.1
2/1	GRW East Eastbound J Entry Ahead Right	U	C2:D	1	22	-	269	1834	391	68.9%	-	-	-	5.3	70.8	8.8
2/2	GRW East Eastbound J Entry Right	U	C2:D	1	22	-	246	1830	390	63.1%	-	-	-	3.9	57.4	7.7
3/1	GRW East Westbound J Exit Ahead	U	-	-	-	-	288	1940	1940	14.8%	-	-	-	0.1	1.1	0.1
3/2	GRW East Westbound J Exit Ahead	U	-	-	-	-	128	1940	1940	6.6%	-	-	-	0.0	1.0	0.0
4/1	Manchester Road entry from GRW Eastbound Left	U	C2:E	1	39	-	189	1940	719	26.3%	-	-	-	1.5	29.2	3.6
5/1	Manchester Road North Northbound	U	-	-	-	-	493	1940	1940	25.4%	-	-	-	0.2	1.2	0.2
5/2	Manchester Road North Northbound	U	-	-	-	-	513	1940	1940	26.4%	-	-	-	0.2	1.3	0.2
6/2+6/1	Manchester Road North Southbound J Entry Left Ahead	U	C2:A	1	55	-	773	1940:1935	744+738	52.2 : 52.2%	-	-	-	3.9	18.2	7.5
6/3+6/4	Manchester Road North Southbound J Entry Right	U	C2:B	1	8	-	228	1856:1856	155+155	73.7 : 73.7%	-	-	-	4.4	69.8	4.7
7/1	Viaduct Road Eastbound J Exit	U	-	-	-	-	40	1940	1940	2.1%	-	-	-	0.0	0.9	0.0
8/1	Viaduct Road Westbound J Entry Ahead Right Left	U	C2:F	1	7	-	29	1849	137	21.2%	-	-	-	0.5	63.7	0.9

Basic Results Summary

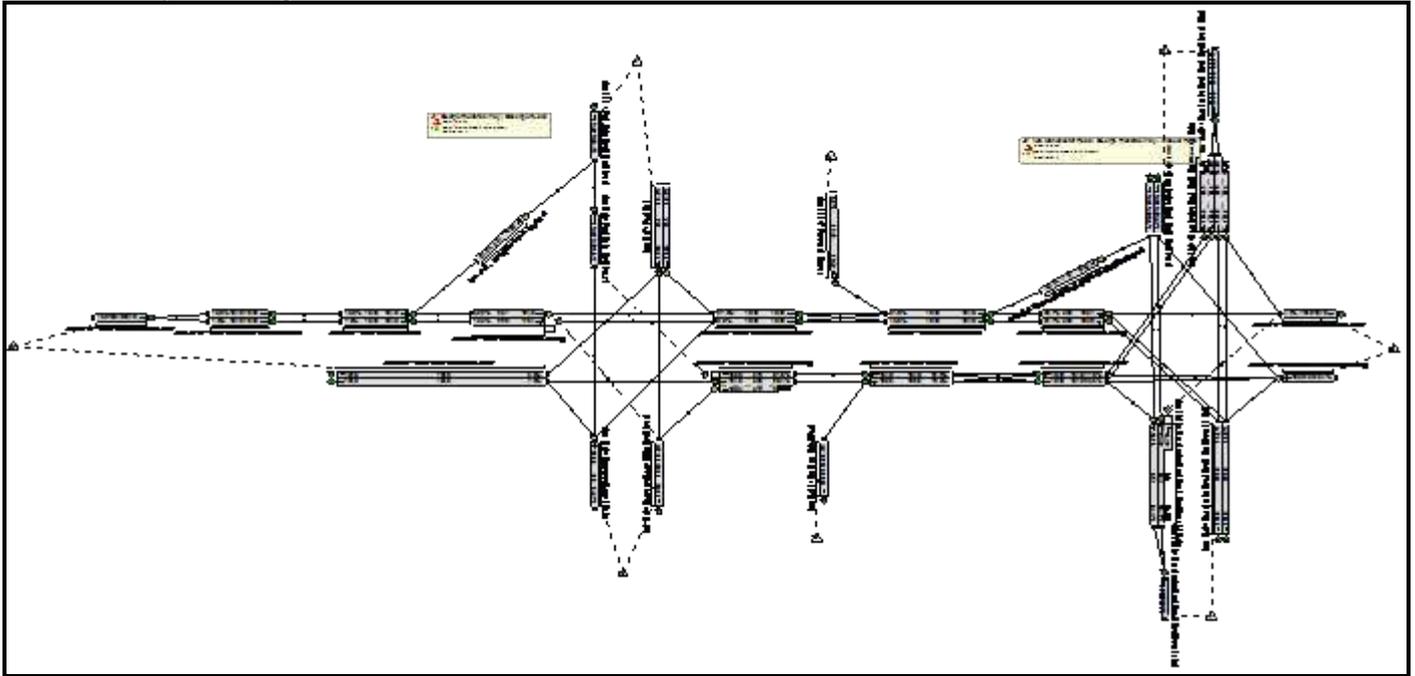
9/1	Manchester Road South Southbound J Exit	U	-	-	-	-	643	1940	1940	33.1%	-	-	-	0.2	1.4	0.2
9/2	Manchester Road South Southbound J Exit	U	-	-	-	-	634	1940	1940	32.7%	-	-	-	0.2	1.4	0.2
10/1	Manchester Road South Northbound J Entry Left Ahead	U	C2:C	1	39	-	478	1856	687	69.5%	-	-	-	5.0	37.3	13.2
10/2+10/3	Manchester Road South Northbound J Entry Ahead Right	U+O	C2:C	1	39	-	527	1940:1830	703+29	71.9 : 71.9%	21	0	0	5.5	37.6	14.5
11/1	Southern Retail Park	U	-	-	-	-	22	1940	1940	1.1%	-	-	-	0.0	0.9	0.0
12/1	Manchester Road South Northbound start Ahead	U	-	-	-	-	1005	1940	1940	51.8%	-	-	-	0.5	1.9	0.5
13/1	Manchester Road North Southbound Start Ahead	U	-	-	-	-	1001	1940	1940	51.6%	-	-	-	0.5	1.9	0.5

C1	PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	19.28	Cycle Time (s):	108
C2	PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	30.03	Cycle Time (s):	108
	PRC Over All Lanes (%):	22.1	Total Delay Over All Lanes(pcuHr):	52.64		

Basic Results Summary

Scenario 4: 'F04 - SAT Peak Proposed' (FG4: 'F04 - SAT Peak Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.7%	49	498	7	76.1	-	-
J1: George Richards Way / Davenport Lane	-	-	-		-	-	-	-	-	-	82.3%	0	498	7	29.0	-	-
1/1	Park Entry North Northbound	U	-		-	-	-	744	1940	1940	38.4%	-	-	-	0.3	1.5	0.3
2/1	Park Entry Northbound Ahead	U	-		-	-	-	617	1940	1940	31.8%	-	-	-	0.2	1.4	0.2
3/1	Park Entry from GRW West Left	U	C1:G		1	13	-	127	1805	234	54.3%	-	-	-	2.1	60.7	4.2
4/1	GRW West Eastbound Ahead Ahead2	U	-		-	-	-	291	1940	1940	15.0%	-	-	-	0.1	1.1	0.1
4/2	GRW West Eastbound Ahead	U	-		-	-	-	35	1940	1940	1.8%	-	-	-	0.0	0.9	0.0
5/1	GRW West Eastbound J Entry Ahead	U	C1:B		1	13	-	164	1940	251	65.2%	-	-	-	3.0	64.8	5.6
5/2	GRW West Eastbound J Entry Right Ahead	O	C1:B		1	13	-	35	1764	229	15.3%	0	34	1	0.5	51.0	1.0
6/1	GRW West Westbound J Exit	U	-		-	-	-	152	1940	1940	7.8%	-	-	-	0.0	1.0	0.0
6/2	GRW West Westbound J Exit	U	-		-	-	-	107	1940	1940	5.5%	-	-	-	0.0	1.0	0.0
7/1	Park Exit Left	U	C1:D		1	53	-	376	1866	933	40.3%	-	-	-	2.1	20.1	7.3
7/2	Park Exit Right Ahead	U	C1:F		1	13	-	201	1940	251	79.9%	-	-	-	4.4	78.9	7.7
8/1	Davenport Lane J Entry Ahead Left Right	U	C1:C		1	26	-	384	1866	466	82.3%	-	-	-	6.3	59.0	13.0

Basic Results Summary

9/1	Davenport Lane ENtry Southbound	U	-	-	-	-	205	1940	1940	10.6%	-	-	-	0.1	1.0	0.1
10/2+10/1	GRW West Westbound J Entry Ahead Left	U	C1:A C1:E	1:2	33:43	-	184	1940:1805	528+372	20.4 : 20.4%	-	-	-	1.3	26.3	2.7
10/3	GRW West Westbound J Entry Right	O	C1:A	1	33	-	470	1830	576	81.6%	0	464	6	7.8	59.4	15.6
11/1	GRW West Westbound Ahead Left	U	-	-	-	-	233	1866	1866	12.5%	-	-	-	0.1	1.1	0.1
11/2	GRW West Westbound Ahead	U	-	-	-	-	470	1940	1940	24.2%	-	-	-	0.2	1.2	0.2
12/1	GRW West Eastbound J Exit Ahead	U	-	-	-	-	540	1940	1940	27.8%	-	-	-	0.2	1.3	0.2
12/2	GRW West Eastbound J Exit Ahead	U	-	-	-	-	193	1940	1940	9.9%	-	-	-	0.1	1.0	0.1
13/1	GRW furthest West Eastbound Ahead	U	-	-	-	-	291	1940	1940	15.0%	-	-	-	0.1	1.1	0.1
13/2	GRW furthest West Eastbound Ahead	U	-	-	-	-	35	1940	1940	1.8%	-	-	-	0.0	0.9	0.0
14/1	Proposed Egress Left	U	-	-	-	-	131	1940	1940	6.8%	-	-	-	0.0	1.0	0.0
15/1	GRW West Eastbound start Ahead	U	-	-	-	-	326	1940	1940	16.8%	-	-	-	0.1	1.1	0.1
J2: A56 Manchester Road / George Richards Way / Viaduct Road	-	-	-	-	-	-	-	-	-	89.7%	49	0	0	47.1	-	-
1/1	GRW East Eastbound Ahead Ahead2	U	-	-	-	-	601	1940	1940	31.0%	-	-	-	0.2	1.3	0.2

Basic Results Summary

1/2	GRW East Eastbound Ahead	U	-	-	-	-	263	1940	1940	13.6%	-	-	-	0.1	1.1	0.1	
2/1	GRW East Eastbound J Entry Ahead Right	U	C2:D		1	18	-	270	1834	323	83.7%	-	-	-	6.0	79.7	10.1
2/2	GRW East Eastbound J Entry Right	U	C2:D		1	18	-	263	1830	322	81.7%	-	-	-	5.7	78.5	9.6
3/1	GRW East Westbound J Exit Ahead	U	-		-	-	-	490	1940	1940	25.3%	-	-	-	0.2	1.2	0.2
3/2	GRW East Westbound J Exit Ahead	U	-		-	-	-	213	1940	1940	11.0%	-	-	-	0.1	1.0	0.1
4/1	Manchester Road entry from GRW Eastbound Left	U	C2:E		1	39	-	331	1940	719	46.1%	-	-	-	2.9	31.1	7.1
5/1	Manchester Road North Northbound	U	-		-	-	-	594	1940	1940	30.6%	-	-	-	0.2	1.3	0.2
5/2	Manchester Road North Northbound	U	-		-	-	-	624	1940	1940	32.2%	-	-	-	0.2	1.4	0.2
6/2+6/1	Manchester Road North Southbound J Entry Left Ahead	U	C2:A		1	59	-	835	1940:1927	779+774	53.8 : 53.8%	-	-	-	3.7	16.1	7.7
6/3+6/4	Manchester Road North Southbound J Entry Right	U	C2:B		1	12	-	370	1856:1856	223+223	82.8 : 82.8%	-	-	-	7.0	68.5	7.7
7/1	Viaduct Road Eastbound J Exit	U	-		-	-	-	81	1940	1940	4.2%	-	-	-	0.0	1.0	0.0
8/1	Viaduct Road Westbound J Entry Ahead Right Left	U	C2:F		1	7	-	63	1833	136	46.4%	-	-	-	1.3	72.4	2.2

Basic Results Summary

9/1	Manchester Road South Southbound J Exit	U	-	-	-	-	678	1940	1940	34.9%	-	-	-	0.3	1.4	0.3
9/2	Manchester Road South Southbound J Exit	U	-	-	-	-	682	1940	1940	35.2%	-	-	-	0.3	1.4	0.3
10/1	Manchester Road South Northbound J Entry Left Ahead	U	C2:C	1	39	-	568	1818	673	84.4%	-	-	-	7.5	47.4	18.0
10/2+10/3	Manchester Road South Northbound J Entry Ahead Right	U+O	C2:C	1	39	-	662	1940:1830	684+55	89.7 : 89.7%	49	0	0	9.7	53.0	22.1
11/1	Southern Retail Park	U	-	-	-	-	49	1940	1940	2.5%	-	-	-	0.0	1.0	0.0
12/1	Manchester Road South Northbound start Ahead	U	-	-	-	-	1230	1940	1940	63.4%	-	-	-	0.9	2.5	0.9
13/1	Manchester Road North Southbound Start Ahead	U	-	-	-	-	1205	1940	1940	62.1%	-	-	-	0.8	2.4	0.8

C1	PRC for Signalled Lanes (%):	9.3	Total Delay for Signalled Lanes (pcuHr):	27.48	Cycle Time (s):	108
C2	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	43.85	Cycle Time (s):	108
	PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	76.07		

APPENDIX 8

Planning and Development
Trafford Council
Trafford Town Hall
Talbot Road
Stretford
M32 0TH

Our ref TRA/21/079

Your ref:

17th March 2021

Dear Sir / Madam,

Application Number: **103414/FUL/21**

Location: **Unit 1 Altrincham Retail Park George Richards Way Altrincham WA14 5GR**

Proposal: **Extension and sub-division of existing Homebase store (Unit 1) to create two new retail units (Use Class E(a)) 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.**

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for the construction of a new food store, new egress and associated car parking located at Altrincham Retail Park, off George Richards Way, Altrincham.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Highways Overview

TfGM HFAS (Highways Forecasting Analytical Services) and UTC (Urban Traffic Control) have reviewed the revised Transport Assessment (TA) issued in support of the proposed development and have provided the following comments.

Site Egress

The need for a new site egress is not explained, for example there is no description of any existing problems with the existing access to the site.

Note that the modelling shows that the left turn from the signalised access from the retail park has a maximum value of 49 per cent, this indicates that there are no capacity problems egressing the retail park.

The new access acts a new conflict point between traffic and pedestrians/cyclists that doesn't exist currently.

New Egress Design

A continuous footway design should be incorporated whereby traffic has to go up to the level of the pedestrian footway so as not to inconvenience pedestrians using George Richards Way.

The egress is giving way to two lanes of traffic; this presents an increased risk due to drivers having to look at two lanes of traffic when judging it is safe to exit.

Consideration should be given to making George Richards Way one-lane at this point. It is fed by one lane upstream; the capacity implications are likely to be low, this should be tested if the exit were to go ahead.

Visibility Splay

In terms of the visibility splay an explanation of the measures being taken to stop any restrictions being installed/planted on the grass strip should be given.

Trip Generation

Paragraph 6.9 of the TA states that it has been assumed that all Lidl traffic travelling east and 10% of all existing retail park traffic also travelling east upon existing the Park would use the new egress. This assumption should be supported by an explanation of how the ten percent figure has been derived.

Junction Assessment

George Richards Way East and Right are two distinct movements at the junction; the left turn is a separate phase and this should be presented in Table 7.1 as separate line.

Yours faithfully,

Riccardo Boncinelli
Senior Transport Planner
Email riccardo.boncinelli@tfgm.com

APPENDIX 9

4.0 Design



4.0 Design

