

Merchant Exchange
17 – 19 Whitworth Street West
Manchester
M1 5WG

T. 0161 236 2394
manchester@curtins.com
www.curtins.com



Our Reference: 072011-CUR-00-XX-CO-TP-001-V03

12 November 2021

Trafford Council

By Email Only

Re: World of Pets (105905/OUT/21) – Financial Contribution to New Thorley Lane Roundabout

Introduction

Curtins has been appointed on behalf of Harlex Property Ltd to provide traffic and transport advice in relation to an outline planning application to redevelop land located to the west of Thorley Lane in Timperley.

Background

Curtins was involved in producing the Transport Assessment (TA) (Document ref: 072011-CUR-00-XX-RP-TP-002) and Interim Travel Plan (ITP) (Document ref: 072011-CUR-00-XX-RP-TP-003) to accompany the planning application. The planning application was submitted in September 2021 and validated in October 2021 with the following description, and is awaiting a decision at the time of writing:

“Outline planning application for up to 116no. residential dwellings with all matters reserved aside from access, for which detailed consent is sought. | World Of Pets Thorley Lane Timperley WA15 7PJ”

During the preparation of the TA, Curtins obtained pre-application advice (ref: PREAPP/01031/19) from Trafford Council Highways as the Local Highway Authority (LHA), with a response received in September 2020. One of the points raised in the pre-application response was:

“The LHA are aware of proposal of new road in the Timperley Wedge masterplan, south of the roundabout with Thorley Lane which links up with Clay Lane. Any future application coming forward, the application should give due consideration to this proposed link road.”

It should be noted that as part of any transport work for a future application will need to take into account the proposed new spine road, part of plans for Timperley Wedge, intended to improve east-west connections between Altrincham and Manchester Airport.”

Places for Everyone

Greater Manchester Combined Authority (GMCA) have progressed the new joint development plan, known as Places for Everyone (PfE). The Places for Everyone: Publication Plan (Regulation 19 Consultation) was published for public consultation from 9th August 2021 to 3rd October 2021.

The planning application site is part of the proposed Timperley Wedge allocation under Places for Everyone Policy JP Allocation 3.2, identified for residential development, and its removal from the Green Belt for housing development is supported by Trafford Council.

Places for Everyone Policy JP Allocation 3.2 earmarks the Timperley Wedge to deliver 2,500 residential units and a minimum of 60,000 sq.m of employment space. It is identified that 1,700 residential units and 15,000 sq.m of employment space will be delivered during the plan period (2021 – 2037).

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The consultation included a strategic Masterplan for the Timperley Wedge Allocation. The masterplan includes proposals a new spine road to the east of the application site, commencing off a new roundabout junction to the south of the existing Thorley Lane / Clay Lane / Wood Lane roundabout.

The application site is identified as Site 1 of Phase 1 / Region 1 in the Masterplan for Timperley Wedge and can come forward within a five-year period with no requirement for significant supporting infrastructure.

An extract of the new spine road is shown in **Figure 1** as follows:

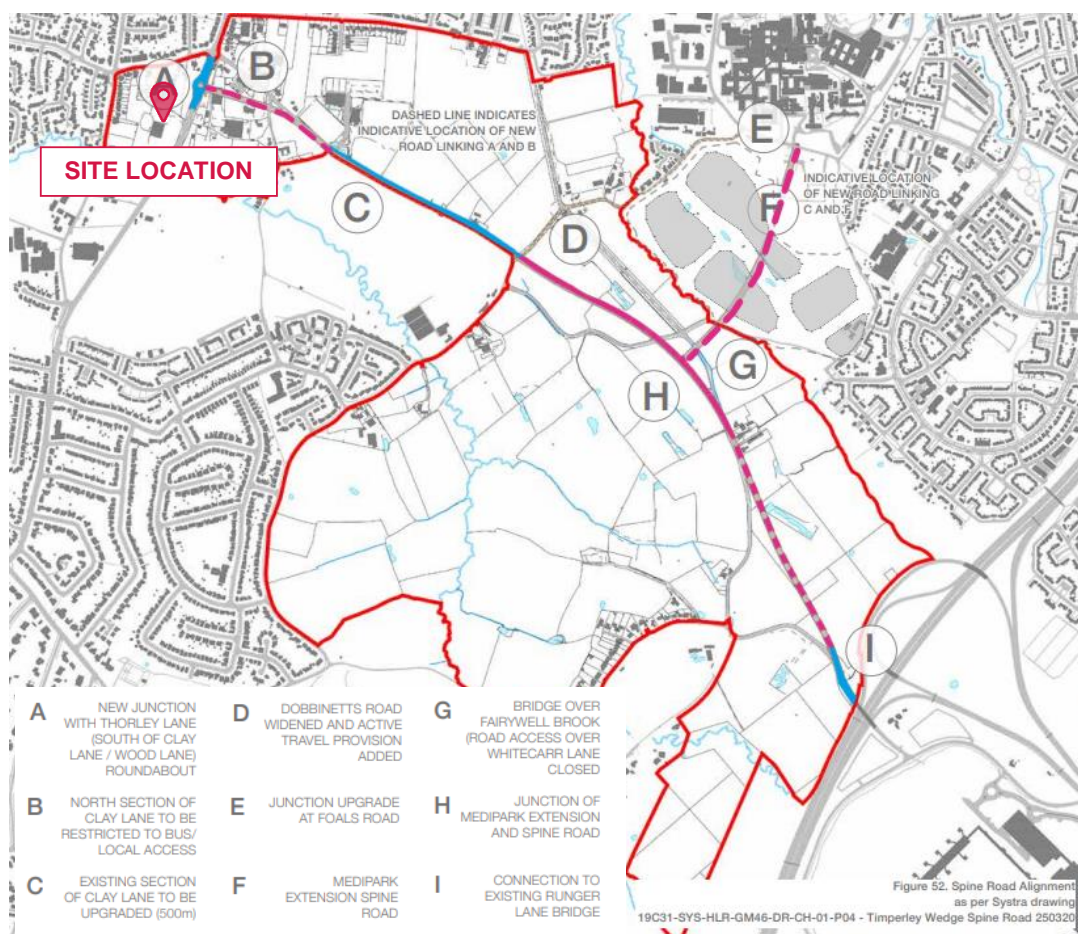


Figure 1 – Site Location in Relation to Timperley Wedge Allocation within the Current PFE Publication

(Source: Greater Manchester Combined Authority, 2020)

Additionally, the masterplan identifies that the application site (denoted Plot 1 in Region 1) will be brought forward alongside other residential and commercial development located along the length of the spine road in several indicative regions.

Harlex Property Ltd have held initial discussions with Trafford Council and discussed the potential for a financial contribution towards the new junction which is planned for Thorley Lane. To inform future discussions, an evidence-based approach has been taken to identify an appropriate contribution that is justifiable based upon the quantum of development that is being proposed at the application site.

Trip Generation-based Approach

Based on a review of the development sites across the separate indicative regions, Curtins has derived a potential percentage contribution based on the proportion of proposed trip generation of the application site compared to the proposed trip generation of all developments in the Timperley Wedge allocation area. The indicative regions are shown in **Figure 2** as follows:

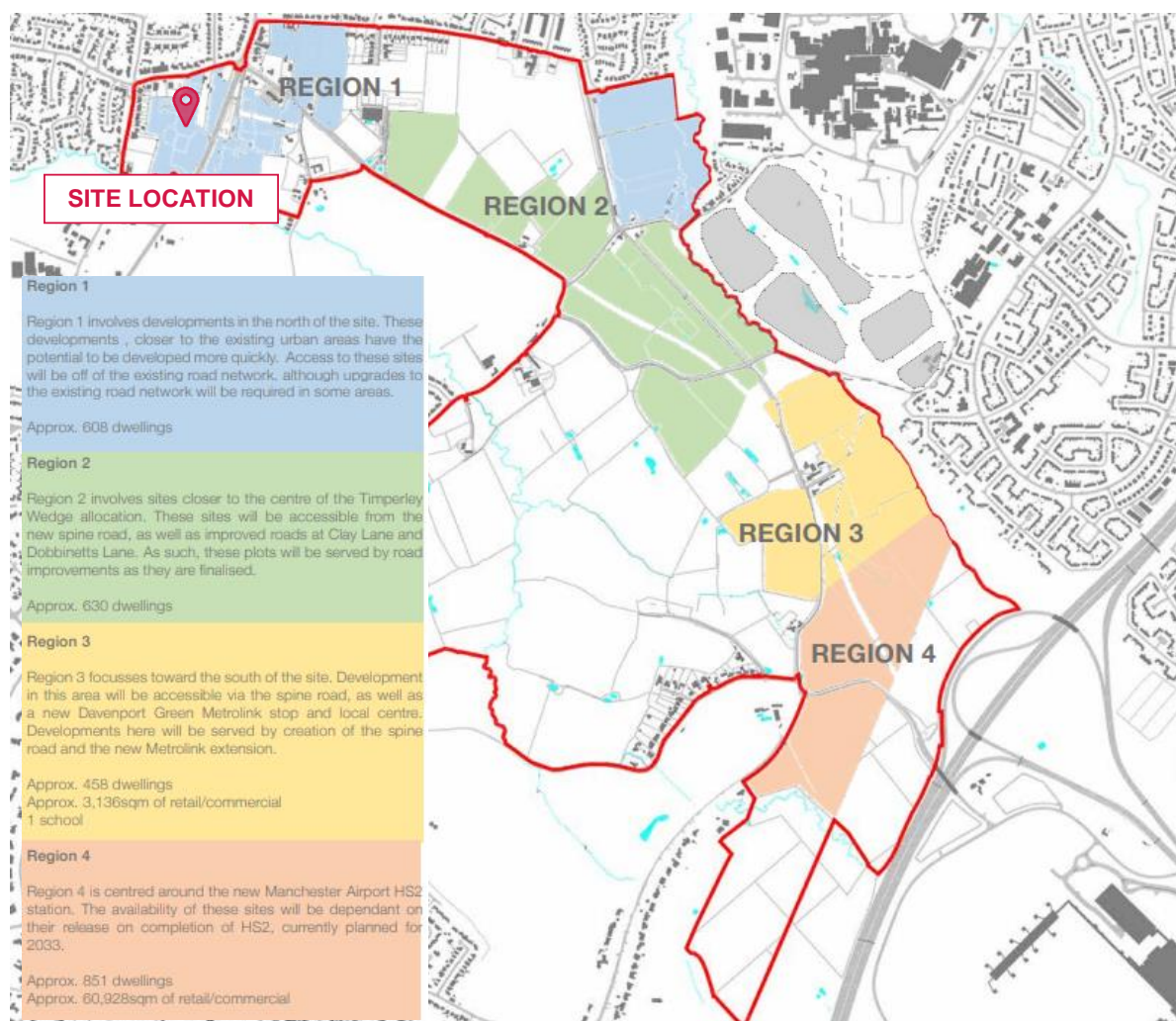


Figure 2 – Regions of Development within Timperley Wedge Allocation
(Source: Greater Manchester Combined Authority, 2020)

It can be observed that Regions 1 and 2 are primarily residential, whereas Regions 3 and 4 comprise a mix of residential and retail / commercial uses and a school. It is also noted that the regions may all be accessed separately (i.e., Regions 1 and 2 would be located closer towards the proposed new Thorley Lane roundabout junction and hence would benefit more from it, whereas Regions 3 and 4 are located further toward the south of the site and could be accessed from the south / via the Medipark extension spine road and Thorley Lane / Runger Lane).

As such, for robustness, developments in Regions 1 and 2 are considered the sole contributors to traffic routing through the new roundabout junction. The trip rates used to calculate development trips are the same as those used in the TA, which have been obtained from the Heath Farm Lane residential development in Partington

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(94949/HYB/18), which in turn have been obtained from the HIMOR / Carrington Lane development (88439/HYB/16). The use of these trip rates for the TA has been agreed in principle with Trafford Council.

The daily trip generation of the application site as a percentage of the total daily trip generation of Regions 1 and 2 is as follows:

Scenario	Yield of Residential Units at 100% Development	Daily Two-Way Trip Rates	Daily Two-Way Trip Generation	Application Site Trip Gen as a %
Application site	116	4.208	488	
Regions 1 and 2	1,550		6,522	7%

Table 1 – Trip Generation Comparison

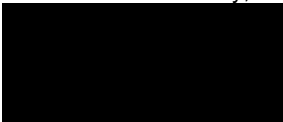
Table 1 above shows that based on trip generation; it would be proportionate for Harlex Property Ltd to provide a c. 7% financial contribution (from the total cost of the new junction works) towards the new junction.

Cost of Junction Works

Curtins note that neither Transport for Greater Manchester (TfGM) nor PfE has prepared a scheme or provided an indicative cost for the roundabout. As such, based on previous experience, an assumed cost of £500,000 has been adopted.

Based on the quantum of development at the application site, and the information presented in **Table 1** above, Harlex Property Ltd propose a £35,000 financial contribution.

Yours sincerely,


 Aaron Tilley
 Associate
 For and on behalf of **Curtins**

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS

[Redacted]
[Redacted]

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ

[Redacted]
[Redacted]

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS

[Redacted]
[Redacted]

[Redacted]

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH

[Redacted]
[Redacted]

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ

[Redacted]
[Redacted]

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland

[Redacted]
[Redacted]

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL

[Redacted]
[Redacted]

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT

[Redacted]
[Redacted]

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH

[Redacted]
[Redacted]

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE

[Redacted]
[Redacted]

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB

[Redacted]
[Redacted]

London

40 Compton Street
London
EC1V 0BD

[Redacted]
[Redacted]

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG

[Redacted]
[Redacted]

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW

[Redacted]
[Redacted]
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