NORTH AYRSHIRE COUNCIL

7 October 2020

Local Review Body

Title:	**Pre-Examination Meeting - Notice of Review: 19/00752/PP – Site To North West Of 10 Crompton Way North Newmoor Irvine**
Purpose:	To agree the process for determination of a Notice of Review by the Applicant in respect of a planning application refused by officers under delegated powers.
Recommendation:	That the Local Review Body agree the process for the determination of the Notice of Review.

1. Executive Summary

1.1 The Town and Country Planning (Scotland) Act 1997, as amended by the Planning (Scotland) Act 2006, provides for certain categories of planning application for "local" developments to be determined by appointed officers under delegated powers. Where such an application is refused, granted subject to conditions or not determined within the prescribed period of 2 months, the applicant may submit a Notice of Review to require the Planning Authority to review the case. Notices of Review in relation to refusals must be submitted within 3 months of the date of the Decision Notice.

2. Background

2.1 A Notice of Review was submitted in respect of Planning Application 19/00752/PP - Erection of a Lidl foodstore with a sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment at the Site To North West Of 10 Crompton Way North Newmoor Irvine.

2.2 The application was refused by officers for the reasons detailed in the Decision Notice.

2.3 The following related documents are set out in the appendices to the report: -

Appendix 1 - Notice of Review documentation;
Appendix 2 - Report of Handling;
Appendix 3 - Location Plan;
Appendix 4 - Planning Decision Notice;
Appendix 5 - Further representations from interested parties: and
Appendix 6 - Applicants response to further representations.

2.4 The Local Review Body at a meeting on 2nd September 2020 agreed to continue the case to a pre-examination meeting to consider the process by which the case should be determined.

3. Proposals

3.1 The Local Review Body is invited to note the documents referred to in paragraph 2.3 set out as appendices to the report and to thereafter consider the process by which the case should be determined. It should be noted that the remit of the meeting is limited to a decision on the process to be followed for determination and that the meeting will not determine the merits of the case.

3.2 The applicants have requested that a site visit be held, further written submissions sought, and a hearing be convened to assist with determination of the case.

The Local Review Body will wish to consider:

- Whether any further information is required to assist with the determination of the application;
- Whether a site visit is required;
- Whether written submissions are required and if so to decide on:
    - The topics upon which further written submissions are required;
    - The parties from whom further written submissions are sought.
- Whether a hearing is required as requested by the applicants and if so to decide on:
    - The topics for the hearing;
    - The parties required to address the hearing.

3.3 The Local Review Body should adjourn the Pre-Examination meeting and instruct officers to make appropriate arrangements, based on the outcome of their deliberations on the determination process, to enable the case to be determined in accordance with the Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013.

4. Implications/Socio-economic Duty

Financial

4.1 None arising from the recommendation of this report.

Human Resources

4.2 None arising from the recommendation of this report.

Legal

4.3 The Notice of Review requires to be considered in terms of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning (Scotland) Act 2006, and the Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013.

Equality/Socio-economic

4.4 None arising from the recommendation of this report.

Environmental and Sustainability

4.5 None arising from the recommendation of this report.

Key Priorities

4.6 None arising from the recommendation of this report.

Community Benefits

4.7 None arising from the recommendation of this report.

5. Consultation

5.1 Interested parties (both objectors to the planning application and statutory consultees) were invited to submit representations in terms of the Notice of Review and these are attached at Appendix 5 to the report.

5.2 The applicant has had an opportunity to respond to the further representations and their response is set out in Appendix 6 to the report.

Craig Hatton
Chief Executive

For further information please contact **Hayley Clancy, Committee Services Officer,** on **01294 324136**.

Background Papers
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NOTICE OF REVIEW

UNDER SECTION 43A(8) OF THE TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED) IN RESPECT OF DECISIONS ON LOCAL DEVELOPMENTS

THE TOWN AND COUNTRY PLANNING (SCHEMES OF DELEGATION AND LOCAL REVIEW PROCEDURE) (SCOTLAND) REGULATIONS 2008

THE TOWN AND COUNTRY PLANNING (APPEALS) (SCOTLAND) REGULATIONS 2008

IMPORTANT: Please read and follow the guidance notes provided when completing this form. Failure to supply all the relevant information could invalidate your notice of review.

Use BLOCK CAPITALS if completing in manuscript

Applicant(s)

Name	Lidl Great Britain Limited
Address	c/o Agent
Postcode	
Contact Telephone 1	
Contact Telephone 2	
Fax No	
E-mail*	c/o Agent

Agent *(if any)*

Name	Daniel Wheelwright
Address	
Postcode	
Contact Telephone 1	
Contact Telephone 2	
Fax No	
E-mail*	

Mark this box to confirm all contact should be through this representative: ☒

* Do you agree to correspondence regarding your review being sent by e-mail? Yes ☒ No ☐

Planning authority	North Ayrshire Council
Planning authority's application reference number	N/19/00752/PP
Site address	Land at Stancastle Roundabout, Irvine.
Description of proposed development	Erection of a Lidl foodstore with a sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment.
Date of application	
Date of decision (if any)	12th February 2020

Note: This notice must be served on the planning authority within three months of the date of the decision notice or from the date of expiry of the period allowed for determining the application.

Nature of application

1.	Application for planning permission (including householder application)	X
2.	Application for planning permission in principle	
3.	Further application (including development that has not yet commenced and where a time limit has been imposed; renewal of planning permission; and/or modification, variation or removal of a planning condition)	
4.	Application for approval of matters specified in conditions	

Reasons for seeking review

1.	Refusal of application by appointed officer	X
2.	Failure by appointed officer to determine the application within the period allowed for determination of the application	
3.	Conditions imposed on consent by appointed officer	

Review procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may tick more than one box if you wish the review to be conducted by a combination of procedures.

1.	Further written submissions	X
2.	One or more hearing sessions	X
3.	Site inspection	X
4	Assessment of review documents only, with no further procedure	

If you have marked box 1 or 2, please explain here which of the matters (as set out in your statement below) you believe ought to be subject of that procedure, and why you consider further submissions or a hearing are necessary:

Please refer to the enclosed Appeal Statement and associated Appendices which sets out the substantive case on why the LRB appeal should be heard. Specifically this is shown in paragraphs 5.102 to 5.107 of the statement and page 4 of the Executive Summary.

Site inspection

In the event that the Local Review Body decides to inspect the review site, in your opinion:

		Yes	No
1.	Can the site be viewed entirely from public land?	X	
2	Is it possible for the site to be accessed safely, and without barriers to entry?	X	

If there are reasons why you think the Local Review Body would be unable to undertake an unaccompanied site inspection, please explain here:

No - however notice of a site visit taking place would be helpful.

Statement

You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. Note: You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

If the Local Review Body issues a notice requesting further information from any other person or body, you will have a period of 14 days in which to comment on any additional matter which has been raised by that person or body.

State here the reasons for your notice of review and all matters you wish to raise. If necessary, this can be continued or provided in full in a separate document. You may also submit additional documentation with this form.

Please refer to the enclosed Appeal Statement and associated Appendices. The documents and plans submitted with the application equally are relevant to the LRB appeal.

Have you raised any matters which were not before the appointed officer at the time the determination on your application was made?

Yes	No
☐	☒

If yes, you should explain in the box below, why you are raising new material, why it was not raised with the appointed officer before your application was determined and why you consider it should now be considered in your review.

No sunstantive new matters raised. However, further investigation has been undertaken in some areas in response to new points raised in the Report of Handling, as these had not been raised dby Council Officers during the consideration of the planning application.

List of documents and evidence

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review.

Appeal Statement, Rapleys LLP, May 2020

Supporting appendices:

Appendix 1 Report of Handling, North Ayrshire Council, Undated
Appendix 2 Planning and Retail Statement, Rapleys LLP, October 2019
Appendix 3 Rebuttal Letter, Rapleys LLP, 7 November 2019
Appendix 4 Douglas Armstrong QC opinion, 12 November 2019
Appendix 5 Email from Case Officer, 1 November 2019
Appendix 6 Further Sequential Assessment of East Road Retail Park, Rapleys LLP, April 2020
Appendix 7 Google Maps satellite extract (accessed 25 March 2020)
Appendix 8 North Ayrshire Council Car Parking Strategy 2014
Appendix 9 North Ayrshire Council website extract, March 2019
Appendix 10 SEPA Response on former Ayrshire Metals Site, 19 March 2020
Appendix 11 Transport Assessment, Systra, 2 October 2019
Appendix 12 Report and Minutes of NAC's Planning Committee held on 22 January 2020
Appendix 13 Statement of Community Involvement, Rapleys LLP, October 2019
Appendix 14 Press Reports of Public Meeting Held 2 March 2020

Note: The planning authority will make a copy of the notice of review, the review documents and any notice of the procedure of the review available for inspection at an office of the planning authority until such time as the review is determined. It may also be available on the planning authority website.

Checklist

Please mark the appropriate boxes to confirm you have provided all supporting documents and evidence relevant to your review:

☒ Full completion of all parts of this form

☒ Statement of your reasons for requiring a review

☒ All documents, materials and evidence which you intend to rely on (e.g. plans and drawings or other documents) which are now the subject of this review.

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice from that earlier consent.

Declaration

I the ~~applicant~~/agent [delete as appropriate] hereby serve notice on the planning authority to review the application as set out on this form and in the supporting documents.

Signed Daniel Wheelwright

Date 6 May 2020

Supporting Appeal Statement for
Lidl Great Britain Limited
Application Reference: N/19/00752/PP

LAND AT STANECASTLE ROUNDABOUT, IRVINE, NORTH AYRSHIRE

May 2020

Our Ref: 18-02874

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Appendices

QUALITY ASSURANCE

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2008.

Created by:	
Signature:	
Checked by:	Daniel Wheelwright BA (Hons) MA MRTPI
Signature:	

FOREWARD

Rapleys LLP is instructed by Lidl Great Britain Limited to lodge an appeal to the North Ayrshire Local Review Body (LRB) under Section 43A of the Town and Country Planning (Scotland) Act 1997, against refusal of planning permission N/19/00752/PP for the *"Erection of foodstore with a sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment."* This Appeal Statement, accompanying appendices and LRB form comprise the applicant's case in response to the reasons for refusal issued by North Ayrshire Council (NAC) on 12th February 2020. The applicant's appeal comprises this Appeal Statement, accompanying appendices and completed LRB form.

EXECUTIVE SUMMARY

The reasons for refusal are outlined in Section 3 and refer to the following key matters governing the principle of development:

- Whether the site is the most sequentially preferable having regard to other suitable and available sites in and on the edge of Irvine Town Centre;
- Whether the proposal will lead to a significant adverse impact on Irvine Town Centre;
- Whether the design of the proposal is distinctive and appropriate to its surroundings; and
- Whether the proposal is accessible by a range of transport modes

The Applicant's Case,

The reasons set out in the Council's delegated refusal notice contain a number of errors, are not justified, and fail to take into account material planning considerations which would alter the planning balance to that of approval.

In summary, the applicant's case is that:

- Retail sequential assessment - **There are no sequentially preferable, suitable or available sites within the catchment area that can accommodate the application proposal**. The 'real world' operations and requirements of Lidl must be considered and not unrealistic alternatives. Section 5 of the statement outlines in detail why the suggested alternative sites are not suitable and/or available for the proposed development.

  The position of Officers of the Council in refusing the application does not reflect previous legal rulings i.e. the Tesco vs Dundee High Court judgement in paragraph 69: *"…**the issue of suitability is directed to the developer's proposals, not some alternative scheme which might be suggested by the planning authority**… these criteria are designed for use in the real world in which developers wish to operate, not some artificial world in which they have no interest doing so."*

  The Officer's stated preferable sites are:

  - **East Road/ Caledonian Carpark - This land is classed as 'common good' and as such is not available and should not have been stated by Planning Officers as being a preferable site.** The car park is new, well utilised and also **not the size required for a Lidl store.** Furthermore, the consultation with the public has indicated that there are issues egressing from the site during peak times, any additional development would add to this.

  - **Riverway Retail Park/ Lamont Drive** – Lidl has shown that this is not suitable for them (having traded form Riverway previously). **There is no current availability, it should therefore not have been stated as a preferable site by Officers.**

- **Ayrshire Metals** – This site has **no visual prominence and poor accessibility**, meaning that it functions as an out of centre site and not sequentially better than the application site. There is a **high likelihood of contamination** on the site **and is classed as having a medium to high risk of flooding by SEPA**. Although this site is being marketed it should be classed as 'unavailable' and hence not a preferable site. **SEPA has confirmed that they will object to any application for the proposed development on the grounds that it may place buildings and persons at flood risk contrary to Scottish Planning Policy.**

- **Montgomerie Park** – During the application process Officer's promoted Montgomerie Park as the only preferable site despite it being out of centre and further away from the town centre compared with the application site. Following the applicant's submission of a QC Opinion, **officers now accept that Montgomerie Park is not sequentially preferable to the application site**.

- Retail impact – **As acknowledged in the Report of Handling, the proposal satisfies the impact test – it will not have a significant adverse impact on Irvine Town Centre.** Reference to the proposal potentially 'competing' with the Irvine Town Centre, is unfounded and not a policy test. **In addition, the positive benefits of the proposal have been ignored by Officers. The proposal will meet an identified retail need for a discount foodstore in this part of Irvine, serving an expanding population locally including residents in Girdle Toll and Bourtreehill.**

- Design and context of the proposal – **The single-storey and high-quality contemporary design of this proposal is entirely consistent with its surroundings which are a mix of residential and commercial properties.** The redevelopment of this derelict, previously developed site will provide a significant enhancement to the area. The previous use of the site was a factory and the Tennent's factory is in close proximity. It should also be noted that the area is not a sensitive location in landscape or heritage terms. **The proposal also allows for added safety measures installed on Stanecastle roundabout.**

- Accessibility of the site by a range of transport choices – **the site benefits from close access to bus stops which provide frequent bus services in and around Irvine and wider North Ayrshire.** Wide public footpaths also serve the site, connecting into adjacent residential areas. The site is therefore highly accessible and therefore the officer's refusal on this basis is not justified.

The 'principles of development' identified in the Report of Handling and Decision Notice, ignored a number of important matters which should have been critical to deciding the planning application. These are positive aspects of the development which should be 'weighed' in the overall planning balance. The failure to do so in the Report of Handling has meant that the determination of the planning application was 'skewed' and did not take all relevant factors into account. In combination with the applicant's case summarised above, these points should have led to a positive determination of the application:

- The significant economic benefits of the proposal – **The substantial multi million pound investment in the local area and creation of up to 40 full time equivalent, well paid positions should carry substantial weight.** The Scottish Government's recent 'State of the Economy' report highlights that the economy is likely to shrink by a third over this period due to COVID-19 and that there will be a significant longer-term impact to Scotland's economy. Against this context, **Lidl's current and continuing investment should be welcomed and fully recognised.**

Other Benefits Include;

- Multi-million pound capital investment in Irvine, bringing a third Lidl store to North Ayrshire.
- Minimal impact on town centre trading.
- The regeneration of a prominent and derelict site.
- Traffic calming installed to Stanecastle roundabout.
- Local walkway improvements.
- Up to 40 new full and part-time jobs.
- Lidl offers employees Living Wage Foundation hourly rate (£9.30) as well as starting salaries of £24,000 for Assistant Store Managers and £37,000 for Store Managers.
- A new 1,257 sqm. sales area discount foodstore.
- High quality products at affordable prices.
- Wide range of Scottish sourced products in stores - Lidl now works with over 60 Scottish suppliers.
- In store fresh bakery.
- Modern store with generous welfare areas for staff.
- 130 parking spaces including parent & child, disabled and electric charging spaces.
- Lidl's Full range of award winning, great-value Scottish products.
- Support for community charities.

- **The substantial public support for the proposal** – During initial public consultation by the applicant on the scheme, **284 responses were received at this point, of which 98% supported the proposal**. During the consideration of this planning application, **184 letters of support were received (including Irvine Community Council) in comparison to only two letters of objection.** This local support is shown by a local action group being set up to express a strong community desire for a Lidl foodstore at the application site, with **a recent meeting held on 2 March 2020 being attended by over 80 people all in support of a Lidl store at the Stanecastle location.** This support is based on the proposal meeting an identified retail need for a discount foodstore in this location of Irvine.

Having regard to this statement, supporting appendices and associated application documents, we request that the LRB – following a hearing - overturn the decision of officers to approve the application proposal. The applicant is happy to wait until the LRB's September meeting following the relaxation of social distancing measures.

The applicant strongly requests that this LRB appeal be heard for the reasons set out in Section 5 of this statement because:

- **Highly material points and justifications in the applicant's evidence have not been taken into account in the Report of Handling**, which is the Council's main justification for the decision taken. If these matters had been fully addressed, it would have directly affected the determination of the planning application.
- **The Report of Handling raised new issues not previously known to the applicant and which they had no ability to address.** Had the applicant been able to consider the various points raised, this would have materially influenced the Council's decision-making process.
- **The Report of Handling makes a number of assertions without recourse to the evidence submitted by the applicant.** Had these been taken into account, these also would have altered the Council's decision-making process.

- **Officers have failed to take into account the overall 'weighing' of the planning balance. This includes failure to consider the substantial economic benefits of the development outlined in the Planning and Retail Statement and associated strong public support. These are significant material planning consideration in support of the proposal.**
- **There is very significant public interest in the proposal for which it is essential that natural justice is allowed for relevant interested parties to be heard.** This has been compounded by the fact that the application was not decided at planning committee.

1 INTRODUCTION

1.1 Rapleys LLP is instructed by Lidl Great Britain Limited ('Lidl') to lodge an appeal to the North Ayrshire Local Review Body (LRB) under Section 43A of the Town and Country Planning (Scotland) Act 1997, against refusal of planning permission.

1.2 The proposal was for:

> *"Erection of foodstore with a sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment"*

1.3 The application reference for the application was N/19/00752/PP.

1.4 This report comprises the Appeal Statement and sets out the case of the applicant in response to specific elements of the reason for refusal issued by North Ayrshire Council (NAC) on 12th February 2020.

1.5 The purpose of this Appeal Statement is to provide a clear description of the proposal which was refused, the context of the application, and the grounds on which the decision made should be overturned. It also sets out the reasons why the applicant considers that the appeal should be 'heard' at a forthcoming meeting of the LRB and why the applicant deems it appropriate to be present at the Review meeting

1.6 A summary of the case background is provided, followed by an assessment of the key planning considerations and justification as to why the appeal should be allowed and planning permission granted for the above described development. Against this background, the content of this statement has been set out as follows:

- Introduction
- Site Specific Information
- Case Background
- Planning Policy
- Planning Considerations
- Conclusions

2 SITE SPECIFIC INFORMATION

2.1 This section provides details of the site and surrounding area, the planning history of the site, and the development proposed.

SITE AND SURROUNDING AREA

2.2 The site is located on land to the immediate west of Stanecastle Roundabout. Access to the site is gained from Crompton Way. The site is 'brownfield' and was formerly occupied by industrial buildings which have now been demolished.

2.3 The site is irregular in shape and extends to 1.17ha in size and is generally flat.

2.4 Manson Road bounds the site to the north of Newmoor Industrial Estate; and the A78 bounds the site to the west. The site is located to the north-east of the town centre. The wider area to the north, east and west consists of housing, community facilities, hot-food takeaways, restaurants and other complementary uses.

2.5 The site previously had an industrial use reflecting the wider Newmoor Industrial Estate, however over time low level vegetation has established itself on the site. New housing development is being built to the west of the site presenting an increasingly residential/mixed use form of development.

2.6 There are a number of trees present on the grass embankment which bounds Stanecastle Roundabout and on the northern boundary. A number of self-seeded low-quality trees and shrubs are located on the remainder of the site to the west of the existing footpath which runs north/south.

2.7 The site is accessible to public transport having a number of bus stops in close proximity, including those on Manson Road. These provide links to the town centre to the west, the east of Irvine and other settlements including: Kilwinning, Kilmarnock, Stewarton, and Glasgow. The site also benefits from connections to the public footpath network.

2.8 The town centre of Irvine is located approximately 15 minutes' walk to the west or 5 minutes by car. The site is also well served by the A78 (Irvine Bypass) which runs north/south and the A71 which connects to Kilmarnock.

2.9 The site is not located in a conservation area and no statutory listed buildings are located on the site or in close proximity to the site.

RELEVANT PLANNING HISTORY

2.10 A search of North Ayrshire's online planning application search has identified the following planning applications which are relevant to the site:

- 19/00050/PP – Erection of a foodstore with sales area of up to 1,410 square metres to include the provision of access, car parking, landscaping and boundary treatment. Application withdrawn 30th April 2019.
- 05/00184/PP – Partial change of use of factory premises to provide area for factory retail outlet for sale of goods produced on premises, and erection of 2.4 metre high palisade boundary fence. Application approved subject to conditions 19th April 2005.

2.11 In relation to planning application 05/00184/PP, this confirms the previously developed nature of the site.

2.12 It should be noted that the applicant previously submitted planning application 19/00050/PP to NAC on the 22 January 2019 This comprised the initial proposal for a Lidl foodstore on the

site, which was subsequently withdrawn on the 30 April 2019. The reason for the withdrawal was to address the specific issues identified by NAC during its consideration. These were:

- The retail impact assessment – demonstrating a qualitative or quantitative deficiency that the proposal will address;
- The sequential site assessment – further assessment required of sites which the Council considered to be sequentially preferable to the application site;
- Potential impact on the amenity of future occupiers of the new dwellings to the west of the application site; and
- Transport and connectivity to and from the application site.

2.13 Following these discussions, the applicant has sought to address the concerns raised through the updated proposal. This includes further analysis of the development's impact on the local road network, the amenity of the neighbouring Persimmon residential development and additional sequential site analysis.

2.14 This application has sought to build on the previous proposal. Key amendments include:

- The addition of a pedestrian footpath to the north of the site connecting the store to the existing footpath and subway;
- The reduction in the footprint of the store resulting in a reduced net-sales area (further reducing the already limited impact on Irvine Town Centre);
- Providing a further analysis of the impact on the local road network demonstrating that there is capacity for a new discount foodstore in this location;
- A further analysis regarding connectivity showing that the site is well location in relation to public transport, cycle routes and pedestrian routes;
- An increase in the number of parking spaces in compliance with the North Ayrshire Council 'Road Development Guide';
- The undertaking of a daylight/sunlight Assessment demonstrating that the proposal will not impact on the amenity of the houses near the western boundary of the Lidl site;
- An expanded sequential assessment, further demonstrating that there are no suitable or available sequentially preferable sites to accommodate the application proposal; and
- An updated retail impact assessment, including additional justification on how the proposal addresses qualitative and quantitative deficiencies within the catchment.

DEVELOPMENT PROPOSAL

2.15 The application sought planning permission for the erection of a discount foodstore, together with associated parking and landscaping on the currently vacant land beside Crompton Way, Stanecastle Roundabout, Irvine.

2.16 The Lidl foodstore (Use Class 1) is proposed to extend to 1,996 sq.m. GEA with a net sales area of 1,257 sq.m, together with 130 parking spaces (including 8 disabled spaces and 12 parent & child spaces).

2.17 The foodstore is proposed to the west of the site with car parking provided directly in front extending eastwards. The delivery bay is sited on the northern elevation parallel with Mansons Road; with a glazed façade on the southern elevation.

2.18 Of the total net sales area (1,257 sq.m), 1,006 sq.m (80% of net floor space) is proposed for convenience goods sales; and 251 sq.m (20% of net floor space) for comparison goods sales.

2.19 The proposed Lidl foodstore provides a clean and contemporary design, featuring a single height glazed entrance; and a single height glazed elevation along the southern elevation facing Crompton Way. It is considered that the proposal would enhance the appearance of both the site and the surrounding area.

2.20 Vehicular access is taken from a new road access at Crompton Way. There is an existing footpath along the eastern boundary which will be maintained. A new pedestrian access will be provided from Crompton Way, providing direct access to the store. A separate pedestrian access will also be provided, connecting the existing footpath to the north of the site and the subway which passes under Mansons Road.

2.21 A dedicated servicing area will be provided adjacent to the north of the building. Delivery vehicles will drive into the site in forward gear and reverse into the delivery bay, where product will be deposited within the warehouse. All store waste will be stored within the warehousing area and will be collected at the same time as deliveries, thereby minimising HGV movements.

3 BACKGROUND

3.1 The application was refused consent on 12th February 2020. The accompanying Decision Notice and Report of Handling (RoH) outlines the reasons for refusal.

3.2 The Decision Notice issued by NAC states the following reasons for refusal:

"*1. The proposed development would be contrary to Strategic Policy 1: Spatial Strategy (Towns and Villages Objective) and Policy 3: Town Centres and Retailing of the adopted North Ayrshire Local Development Plan, as the applicant has not demonstrated a town centre first approach as required. The proposed site is not suitable for a large retail development as it would compete with the town centre and there are preferable sites available in, or close to the town centre.*

2. The proposed development would be contrary to Strategic Policy 2: Placemaking of the adopted North Ayrshire Local Development Plan as it would be neither distinctive in respect of scale, street, building form and material and does not create a place with sense of identity. Nor in-keeping with the predominantly residential character of the surrounding area.

3. The proposed development would be contrary to Strategic Policy 27: Sustainable Transport and Active Travel of the adopted North Ayrshire Local Development Plan as the application would be for an out-of-centre retail development, encouraging car use, which would not take into account the need to mitigate and adapt to climate change with regard to the Climate Change (Scotland) Act 2009.

4. The proposed development would set an undesirable precedent for the development of unjustified out-of-centre retail developments within North Ayrshire, which would undermine the town centre first policies of both North Ayrshire Council and the Scottish Government."

3.3 The associated Report of Handling provides the following overarching conclusion on the proposal:

"*In conclusion, the adopted Local Development Plan clearly states that the preference of the Council is that large retail developments be located in town centres, which is in accordance with Scottish Planning Policy. The application site is some 1.2km outside Irvine town centre and it is not considered that the applicant has provided convincing evidence that there are no preferable sites in or close to the town centre. While no suitable town centre sites were identified, the Ayrshire Metals site (located immediately adjacent to the town centre) is sequentially preferable to the application site, is available and meets all of the applicant's requirements. If the proposed supermarket were to be located in, or adjacent to, Irvine town centre, then it would add to the sustainability and vibrancy of Irvine town centre as a retail destination. However, if located at the application site, the supermarket would compete with and would be detrimental to the Council's policies aimed at revitalising the town centre. There are no other material considerations that have been identified which would outweigh this conclusion.*"

3.4 The Reasons for Refusal and conclusions of the Report of Handling will be addressed in this Statement, alongside the applicant's request that the appeal is 'heard' by the Local Review Board.

4 PLANNING POLICY

4.1 This section considers the planning policy which is relevant to the determination of the proposal.

4.2 Section 25 of the Town and Country Planning (Scotland) Act 1997 and as amended by the Planning etc. (Scotland) Act 2006, requires the determination of a planning application must be made in accordance with the development Plan, unless material considerations indicate otherwise. Proposals must first demonstrate compliance with the adopted planning policy. Where they do not, the planning system allows a further opportunity to examine relevant facts that justify why the proposed change is beneficial and is considered material to the case.

4.3 The current development plan comprises the North Ayrshire Local Development Plan (LDP2).

NORTH AYRSHIRE LOCAL DEVELOPMENT PLAN (2019)

4.4 The North Ayrshire Local Development Plan (LDP) was adopted in November 2019.

4.5 The following policies are considered to be most pertinent to this application:

4.6 **Strategic Policy 1: Towns and Villages Objective:** states that the towns and villages are where most of the homes, jobs, community facilities, shops and services are located. New development will be directed to the towns and villages.

4.7 The Policy lists a number of criteria which if satisfied, development proposals will be supported in the towns and villages. Criteria C includes proposals which generate new employment opportunities, and criteria E supports proposals which prioritise the re-use of brownfield land.

4.8 **Strategic Policy 2: Placemaking:** states that the policy safeguards and where possible enhances environmental quality through the avoidance of unacceptable adverse environmental or amenity impacts. All development proposed is expected to mix the six qualities set out in the policy. These are; distinctive; safe and pleasant; resource efficient; welcoming; adaptable; easy to move around and beyond.

4.9 **Detailed Policy 3: Town Centres and Retail:** states that for development which has the potential to generate significant footfall, proposals will be supported which have adopted a town centre first sequential approach. Locations should be considered in the order of preference; Town Centres, edge of town centres, other commercial centres, out of centre locations that are or can be made easily accessible by a choice of transport modes.

4.10 The Policy states that the Council will be flexible and realistic in applying the sequential approach to ensure that different uses are developed in the most appropriate locations.

4.11 **Detailed Policy 27: Sustainable Transport and Active Travel:** states that development will be supported where it is in accordance with the points listed. These include development that supports long term sustainability, provides safe and convenient sustainable transport options, reduces the need to travel.

4.12 The policy states that significant traffic generating uses should be sited at locations that are well served by public transport, subject to parking restraint policies, and are supported by measures to promote the availability of high-quality public transport services.

5 PLANNING CONSIDERATIONS

5.1 Planning Application Ref. 19/00752/PP for the erection of a Lidl foodstore was refused by North Ayrshire Council on 12th February 2020. There were four reasons for refusal given. The reasons for refusal will be considered in turn.

REASON FOR REFUSAL ONE (RFR1)

5.2 The first reason for refusal states:

1. The proposed development would be contrary to Strategic Policy 1: Spatial Strategy (Towns and Villages Objective) and Policy 3: Town Centres and Retailing of the adopted North Ayrshire Local Development Plan, as the applicant has not demonstrated a town centre first approach as required. The proposed site is not suitable for a large retail development as it would compete with the town centre and there are preferable sites available in, or close to the town centre.

5.3 RFR1 is appears to comprise two principal elements:

- Suggested failure of the proposal to satisfy the sequential approach; and
- Suggestion of an adverse impact on though Irvine Town Centre 'competition'.

5.4 We take each element in turn.

Sequential Approach

5.5 Compliance with the sequential approach is an area which was substantially debated through the consideration of the planning application and which is detailed in the Council's Report of Handling (RoH) as shown in Appendix 1. The applicant has provided robust evidence to demonstrate that there are no suitable or available sequentially preferable sites within the defined catchment area. The applicant's substantive justification on this matter is set out in the accompanying October 2019 Planning and Retail Statement (PRS – shown in Appendix 2), 7 November 2019 Rebuttal Letter (Appendix 3) and 12 December 2019 Advocate's Opinion (Appendix 4).

Sequential Search Parameters

5.6 The penultimate paragraph of page 14 of the states that the Council considers that the applicant has not shown enough flexibility in its approach to identifying potentially sequentially preferable sites, including referring to other examples of Lidl stores occupying a smaller footprint than 0.6ha such as Giffnock (which has a 'deck' car park arrangement) and Lanark.

5.7 This argument repeats the view of the Case Officer in his email sent 1 November 2019 at 11:51am (Appendix 5) which states:

> *'It is noted that Lidl operate other town centre stores in Scotland which do not meet the minimum requirements as detailed in the SSA.'*

5.8 At the point of the email being sent, 'other Lidl stores' were generically referred to, it is clear that the Council in continuing this point in the RoH, has failed to take into account the clear opinion of Douglas Armstrong's Counsel Opinion (12 November 2019 – Appendix 4) which states:

> *'Paragraph 9.22 of the PRS highlights what can happen when such minimum requirements are not met.*
>
> *It is not appropriate to simply state that there are stores operated in other town centres by Lidl that do not meet the minimum requirements detailed in paragraph*

> *9.20. It is the proposal for Irvine and the minimum requirements for the area that must be considered. There will be site specific and historic reasons for operations in other areas which can explain why stores operate differently in these areas. The planning officer has not set out which stores he is referring to or what criteria are not met. He does not set out an analysis of the minimum requirements and explain why any of the requirements should not be applied in this particular analysis.'* (Our emphases added)

5.9 This position is backed up by paragraph 69 of Scottish Planning Policy which states: *"Planning authorities, developers, owners and occupiers should be flexible and realistic in applying the sequential approach"*. It is not just the developer and landowners who need to demonstrate flexibility but also the planning authority. (Our emphases added)

5.10 As also outlined in the Counsel opinion in Appendix 4, the Tesco vs Dundee[1] judgment provides decisive case law on this matter:

> *"…the issue of suitability is directed to the developer's proposals, not some alternative scheme which might be suggested by the planning authority. I do not think that this is in the least surprising, as developments of this kind are generated by the developer's assessment of the market that he seeks to serve. If they do not meet the sequential approach criteria, bearing in mind the need for flexibility and realism to which Lord Reed refers in para 28, above, they will be rejected. But these criteria are designed for use in the real world in which developers wish to operate, not some artificial world in which they have no interest doing so."* (Our emphases added)

5.11 With that important framing in mind - that it is the suitability of the application proposal and not some other alternative scheme - we take the references to the other examples stores in turn.

5.12 In relation to Giffnock, this is a former standalone Wholefoods Market store which closed in 2018. Lidl has occupied the store from 2019 onwards. This store represents an outlier in Lidl's Scottish portfolio as it was an Amazon Whole Foods Market store (the only store outside of Greater London at the time, reflecting Giffnock's wealthy catchment). Whilst it occupies a smaller overall area, this is because the parking for the store is on the roof, thus reducing its overall footprint. This is an extremely costly arrangement which no discount operator in the UK would themselves propose as part a standard new-build construction. In this case, the internal floorspace of the unit provides sufficient floorspace to accommodate Lidl's current requirements. This is different to Irvine, where an entirely new foodstore is proposed with associated surface level car parking and where no suitable existing retail units can accommodate the proposed store.

5.13 The Lanark example refers to a legacy town centre Lidl store which is now too small to accommodate current discount foodstore requirements and poorly located in comparison to other retail offerings in the town. Lidl has an active requirement for a new store in Lanark, to relocate from this existing store.

5.14 Lidl now has over 100 stores trading in Scotland and it is evident that the examples referred to in the RoH are not representative of the wider store portfolio. It is therefore not correct to state that the applicant hasn't applied sufficient flexibility in the sequential search

[1] Tesco Stores Limited v Dundee City Council (2012) UKSC 13

parameters. The minimum requirements are those in relation to the proposed development and not some alternative scheme asserted by officers of the Council. Furthermore, the established minimum requirements for proposed new Lidl foodstores have been accepted by numerous local authorities in the consideration of similar planning applications, both across Scotland and in the rest of the UK.

Sites Considered Through the Sequential Assessment

5.15 We take each site/ location referred to in the RoH in turn, based on the Council's consideration of their sequential status.

Available Units in Irvine Town Centre

5.16 We note that the RoH accepts that there are no suitable or available existing retail units within Irvine Town Centre, including that The Forum does not meet Lidl's minimum requirements.

Edge of Centre Sites/ Locations

5.17 Riverway Retail Park and Lamont Drive are considered in page 15 of the RoH. Despite the Council recognising that there are no units of a sufficient size available at either location, the Council repeats the suggestion that a unit may become available in the near future. This repeats the speculative suggestions previously outlined by the Council, and which were specifically dismissed in paragraph 15 of Douglas Armstrong QC's Opinion, dated 12 November 2019 (Appendix 4):

> *'…the sequential assessment has to consider* ***what is available at the current time or what is likely to become available in the near future. It is not designed as a forward planning assessment****. Such an approach would again undermine the sequential approach. Policy TC4 of the Local Development Plan 2014 identifies that the sequential assessment involves consideration of available and suitable sites/premises (or which can reasonably be made available or suitable). Consideration of unspecific vacancies that might become available in the future is not appropriate.* ***Such an approach would undermine the whole basis for a sequential assessment. It cannot be considered a reasonable approach****.'* (Our emphases added)

5.18 Further, the RoH goes further to suggest that because other convenience retailers - Farmfoods and the Food Warehouse – trade in smaller units from this location, then the applicant could similarly be flexible in its approach to trading in this location. This is categorically not the case. Lidl is a recognised limited assortment (LAD) discounter and has a specific model which is recognised in numerous appeals. These are set out in paragraphs 6.4 to 6.10 of the PRS. Indeed, the PRS is explicit in referring to the fact that Lidl previously traded at Riverway Retail Park (outlined in paragraph 9.22 of the PRS), however the sub-standard nature of the retail unit meant that the Lidl store could not viably trade from this location. This point underlines that the stated minimum requirements outlined in the supporting PRS (paragraphs 9.20-9.22), are integral components for achieving a viable store operation.

East Road Retail Park

5.19 The sequential assessment within the PRS considers East Road Retail Park in paragraphs 9.34 to 9.39 and also in the accompanying Appendix 2 to the PRS. What is evident is that the retail park has full occupancy and that the recently completed Caledonian Car Park is in active use. The conclusion of the applicant was therefore that there are no sites to assess within East Road Retail Park.

5.20 Despite its active use, page 15 of the RoH considers that the Caledonian Car Park should have been considered in combination with a further vacant site to the east of the car park associated with the Argos retail unit. The applicant is extremely surprised to see an additional site being suggested by the Council at such a late stage. The applicant was unable to view the RoH until the application was determined, and as such had no time to review or respond to the suggestion site of an additional site. Council officers had numerous opportunities under this application (19/00752/PP) and under previous application (19/00050/PP) to do so when other additional sites were suggested for assessment. As such, this suggestion of an additional site at East Park can only be viewed as a last-minute addition and one which has denied the applicant the natural justice of a right of reply through the application determination.

5.21 Notwithstanding this, the applicant has assessed the suitability and availability of the Caledonian Car Park and other vacant site as part of this LRB appeal and the details are shown in Appendix 6. The assessment identifies that the suggested sites (considered in combination) are neither suitable or available for the proposed development.

5.22 In particular, we dispute the assertion in page 16 of the RoH that the Caledonian Car Park is 'underused'. This appears at odds with satellite imagery, which indicate good utilisation of the car park (Appendix 7). Furthermore, as Irvine's only dedicated long-stay car park, the loss of the car park would be in complete contradiction of NAC's own Car Parking Strategy (Appendix 8), which underscores the need for additional car parking capacity, particularly in relation to long-stay parking for workers commuting to the centre. Indeed, the car park was only opened in 2016 as a key recommendation from the car parking strategy. Also of note, is that the car park has designated coach parking and an electric charging point, providing critical infrastructure for the needs of different users visiting the town. If is self-evident that Lidl operates parking on the basis of short-term occupancy, to ensure an appropriate turnover of spaces for customers of the store. This is incompatible with the operation of the Caledonian Car Park.

5.23 Additionally, there is a known issue with the junction capacity at East Road Retail Park during peak times. Specifically, the rotation of the signalised junction causes significant queueing within East Road Retail Park, blocking the ability for access to and egress from the retail park at peak times. The applicant's community consultation has also highlighted this issue which acts as a barrier, dissuading customers from visiting the retail park at busier periods. Clearly, additional retail units at this location would only exacerbate this issue.

5.24 Despite the reference in the RoH to being 'underused', we also note that the car park is not being actively marketed by the Council (see Appendix 9). On further investigation, we are aware that both the Caledonian Car Park and the vacant site are designated as 'Irvine Common Good Land', which means that they cannot be seen as available within a reasonable timeframe in any case, to change the classification of this land an application to the court would have to be made and be approved

5.25 Following our updated assessment in Appendix 6, it is evident that there are no suitable or available sites in, or adjacent to East Road Retail Park which can accommodate the proposed development.

Former Ayrshire Metals Site

5.26 Throughout application discussions with Council Officers, it was confirmed that the Ayrshire Metals site was not considered a sequentially preferable site. Indeed, the applicant's substantive response on this matter in the PRS and subsequent correspondence makes clear why this is the case. Despite this position, the proposition by Officers that it is sequentially preferable to the application site in the RoH has led the applicant to undertake further investigation of the level of flood risk associated with the former Ayrshire Metal site. This confirms the position that the site is neither suitable nor practically available for the proposed

development. Specifically, Appendix 10 contains the response from the Scottish Environmental Protection Agency (SEPA) outlines both the troubling extent of Flood Risk and associated substantive constraints which are an effective bar to the viable development of the site. We detail these further issues against the 'suitability' and 'availability' headings below.

5.27 However, before then we highlight that- at the outset - the location and nature of the Ayrshire Metals site is in all practical reality an 'out of centre' site and consequently not sequentially preferable to the application site.

Sequential Status

5.28 Appendix 2 of the submitted PRS and page 4 of the rebuttal letter state why the applicant considers that the site is 'out of centre' in relation to its relationship to the town centre. In summary the reasons given were:

- Lack of prominence of the site – a fatal issue in relation to the minimum requirements of a LAD retailer;
- Very limited passing traffic to Victoria Roundabout as a consequence of no significant destinations to the west of the railway line;
- Poor pedestrian links in practical terms through perceived difficulties in crossing roads, the 'hidden' nature of the site from the town centre, and lack of visual attraction for this route; and
- The lack of a development scheme being taken forward on the site since the Ayrshire Metal buildings were demolished, being a key indicator that the site is not considered to be well-linked to the town centre.

5.29 Neither Policy 3 of NAC's LDP2 or SPP contain a definition of 'edge of centre' and therefore the most helpful guide to the assessment of what constitutes an edge of centre site is the former SPP8 (Town Centres and Retailing) (August 2006). We set this out in Appendix 2 of the PRS. In summary, this states:

> *'Edge of Town Centre cannot be defined by a precise distance as different centres vary in their size and scale. Generally, edge of town centre should be interpreted as adjacent to the boundary of the town centre but consideration must also be given to the local context, including the function and the character of the site in relation to the town centre as well as the ease of movement between the site and the town centre in terms of physical linkages and barriers, for example paths and roads. It should be within comfortable and easy walking distance of the identified primary retail area of the town centre. Thought should also be given to topography, visual integration, the attractiveness of the experience of accessing the site by different modes and whether transport links allow or deter easy access to the surrounding area.'* (Our emphases added)

5.30 What is evident from the above former SPP8 definition is that the judgement on this matter is not just the physical distance of the site from the town centre, but should be a wider consideration of the *perceived* ease of access to the site, taking into account visual attractiveness, potential barriers and other factors which affect the user experience.

5.31 On page 16 of the RoH, the case officer states why the Council consider this site to be 'edge of centre'. NAC consider that pedestrian links are good, despite the presence of a dual carriageway and the embanked railway crossing. These are clear and significant barriers between the site and the town centre as reflected in the SPP8 definition. The RoH on page 16 focusses just on the physical distance of the site from the town centre and the bus stops

from the site, rather than a more detailed assessment of the barriers a user would experience in taking such a route.

5.32 Furthermore, SPP8 refers to edge of centre commonly meaning 'adjacent to' the town centre. At 75m from the nearest point of the site to the town centre boundary, this cannot be considered be 'adjacent' even adopting the most generous definition of that term. As such, it is evident that the site - for all practical purposes and with reference to the former SPP8 definition – exhibits the clear characteristics of an out of centre site.

As such, as an 'out of centre' site in practical terms, the former Ayrshire Metals is sequentially equal to the application site. In accordance with established case law, the site does not therefore need to be specifically considered in the sequential assessment as it is not 'sequentially preferable' to the application site. Nevertheless, for completeness and to fully engage with the points raised in the RoH, we consider the suitability and availability of the former Ayrshire Metals site below.

Availability

5.33 In relation to availability, the RoH refers to the site being actively marketed. The applicant has looked into this further and the anticipated exclusivity agreement with a residential developer has now fallen through. We understand this is on the basis of the level of flood risk associated with the development of the site. Whilst it could be said that the site is theoretically 'available' for the purposes of the sequential assessment in that the site is being marketed by the landowner, it is not available for development in practical terms because of flood risk being a substantive bar to its development. We outline this further below in the suitability section, supported by Appendix 10 (SEPA response).

5.34 Notwithstanding this, and as consistently identified in Appendix 2 of the PRS and amplified in this statement, there are numerous issues which render the site as categorically unsuitable for the proposed development. These issues remain a fatal issue for any discount foodstore to locate here, which is evidenced by the fact that no food retail development – or development of any kind - has occurred on this site since becoming vacant.

Suitability

5.35 Section 9 and Appendix 2 of the PRS set out the applicant's case in relation to the suitability of the former Ayrshire Metal site. This assessment still stands and whilst we don't seek to repeat the substantive arguments, though we outline a summary of the main points further below.

5.36 As discussed above, the applicant has undertaken further investigation of the level of flood risk associated with the former Ayrshire Metal site. Appendix 10 of this statement contains the response from the Scottish Environmental Protection Agency (SEPA) outlining both the level of Flood Risk and the issues associated with bringing any development forward.

5.37 The pertinent points raised in the response are:

- The site is at a medium to high risk of flooding (0.5% annual risk of flooding);
- SEPA will object to any application for proposed development on the grounds that it may place buildings and persons at flood risk contrary to Scottish Planning Policy;
- The Lower Irvine Flood Study shows the site to be fully within the 0.5% Annual Exceedance Probability (AEP) flood extent; and
- There are anticipated issues with access/ egress in light of the site falling entirely within the fluvial flood extent.

5.38 This additional evidence is therefore clear that this presents a significant suitability constraint, and one which is an effective bar to any re-development of the former Ayrshire Metals site. This fact is underlined by the negotiations with a housebuilder falling through, with flood risk being a fatal factor in that outcome as we understand it.

5.39 We now outline a summary of the suitability issues set out in the PRS – all of which remain relevant and entirely material to the site not being suitable for the proposed development:

- **Lack of Prominence** - The site is not prominent enough to attract passing trade. Victoria Roundabout is not a key arterial route which has a significant amount of passing traffic. Vehicles using the Marress Roundabout generally either turn off at New Street to visit the town centre or commercial retail parks to the north and south; or use the A737 to travel to residential areas of Irvine to the south-east. Moreover, the Magnum Leisure Centre, formerly located at Beach Drive near the Harbour, has also recently moved into the town centre (now known as The Portal). This has further reducing the passing traffic at this site. People who would normally visit the Magnum are now travelling into the town centre.

- **Poor pedestrian connections to the town centre** in practical terms – for a variety of reasons. Firstly, the closest bus stops are located on New Street to the east of the site and to the east of the Railway Bridge which acts as a natural boundary of the town centre. The Railway Bridge severs the link between the town centre and this part of Irvine. Visitors would have to walk and cross Boyle Street, before walking under the bridge to access the bus stop heading away from the town centre. The bus stop on the southern side of New Street is more difficult to reach with visitors having to cross New Street to get to this. There are no designated, signalised pedestrianised crossing to cross New Street and reach the bus stops.

- **Complete lack of visibility** - A further, pertinent point regarding the railway line is its impact on visibility from the town centre. From New Street, this site cannot be seen. The railway line rises considerably above New Street via a steep embankment with associated grass verges on either side. The consequential extremely poor visibility does not meet the identified requirements of a discount convenience retailer. Similarly, visitors would not be able to view the site from the key Marress Roundabout which is a key entrance into the edge of the town centre. Whilst visitors may be able to briefly glimpse the site from New Street on arrival to the town centre, this is not sufficient and would be likely to result in customers missing the turn-off.

- **Lack of active development interest** - The site was demolished and cleared to slab level in the early 2010's and since that time, there has been no tangible development interest. This is surprising considering NAC consider this to be a prominent location with development potential. In light of the site's previously developed status, it is likely that the it may suffer from contamination issues, alongside the site being at a medium to high risk of flooding. These issues are collectively making the site unviable for development and unsuited to commercial operations. Any contamination or deep-rooted site issues – including the need to clear the substantial concrete slab and potential contaminated material - are likely to cause this site to be unviable for the Lidl retail operation and will halt this welcome investment into Irvine.

  Previous regeneration plans did not consider the site to be appropriate for retail uses - The site was included within the 'Irvine Town Regeneration Plan' created by the then Irvine Bay Regeneration Company. Within this, the site was noted as being suited for Class 10 (non-residential institutions) as part of the wider Harbourside proposal. It was noted that this site would ideally include business space, office pavilions, a hotel, gyms, health spa and apartments to integrate into the wider

residential-led development. It was considered to be more suitable for this to be a mixed-use area with leisure, tourism and residential at its core – not retail of this proposed scale. Clearly, this document would have assessed the potential of the site and what would be most suited here to successfully regenerate the area. It is evident that this comprehensive regeneration document did not plan for retail to be at the heart of this site. As such, this regeneration document demonstrates further the unsuitability of this site for a Lidl foodstore.

- The site as a whole is also too large for a Lidl store to accommodate. Even if Lidl – forgetting all other suitability factors – had an interest in the site, this would need to be on the basis of a wider development which would lead to a suitable destination in this area. No other interest is apparent. As noted in the preceding reasons, the applicant considers the site to be totally unsuitable for its discount retail operation.

5.40 Despite this extensive analysis in the applicant's PRS, page 17 of the RoH only briefly engages with matters of suitability set out by the applicant and instead focusses on the issue of the sequential status of the site, which we have addressed above. This is disappointing as the numerous points made in Appendix 2 of the PRS have evidently not been engaged with.

5.41 In particular, a critical point outlined in Appendix 2 is the extremely poor visibility of this site. Page 20 of the RoH again fundamentally misses the key point that this is a crucial factor for the siting of a discount food operator. This does not just refer to Lidl, but to all discount food retail operators. The RoH does not engage with this critical point, despite stating that the Council remains of the view that the site is suitable for the application proposal. Lidl as the applicant and operator of the store, is clear that this is simply not the case.

5.42 In summary – and as has been continually affirmed by the applicant - the former Ayrshire Metals is not suitable for the proposed development for the reasons outlined. The suggestion by Council officers to the contrary, does not stand up to detailed scrutiny. Put simply, the site cannot meet the well documented and distinct requirements of a discount food retailer.

Out of Centre Sites/ Location

Montgomerie Park.

5.43 We note that page 17 of the RoH makes clear that the previously identified site at Montgomerie Park is not sequentially preferable to the application site. This is because it constitutes an 'out of centre site' and is not sequentially preferable to the application proposal. We welcome this change in the Council's view which reflects the clear advice highlighted in the Advocate's opinion (Appendix 4). Prior to this, the view of officers was that Montgomerie Park was the only sequentially preferable site that could accommodate the application proposal, which was self-evidently incorrect.

Conclusion on sequential approach

5.44 As we have set out in the submitted PRS and re-affirm in this statement, there are no sequentially preferable, suitable or available sites within the catchment area that can accommodate the application proposal. As such, RfR1 cannot be supported and should be respectfully overturned by the LRB.

5.45 The Council's statement in page 18 of the RoH that, *'Placement of the proposed development at the application site, would in effect, be a missed opportunity.'* Is therefore entirely misplaced. If there are no sequentially preferable suitable or available sites to accommodate the application proposal, then development of the site is consistent with local and national planning policy and self-evidently cannot be a 'missed opportunity'.

The statement on page 14 of the RoH concludes that ... *'The Applicant is not considered to have shown any sufficient flexibility with regards to the application of their minimum requirements in the sequential test. These minimum requirements, not immediately evident in full elsewhere, are considered to be very onerous. By their inherent lack of flexibility, these minimum requirements would tend to act against selecting any town centre sites.'*

5.46 As we have demonstrated above, this conclusion is both erroneous and fails to understand the recognised LAD model that discount retailers (such as Lidl and Aldi) currently operate. This conclusion is evidently not founded on an operational knowledge of how discount food retailers trade. The stated minimum requirements are just that – the minimum necessary to achieve a viable trading store.

5.47 We re-emphasise the Tesco vs Dundee High Court judgment of which is very clear on this matter:

> *"…the issue of suitability is directed to the developer's proposals, not some alternative scheme which might be suggested by the planning authority… these criteria are designed for use in the real world in which developers wish to operate, not some artificial world in which they have no interest doing so."* (Our emphases added).

5.48 It is evident that Officers have not been cognisant of this central point – the sequential assessment is in relation to application proposal and the associated trading characteristics of a discount food retailer. Instead, they have sought to try and impose the characteristics of an entirely different scheme. This is not working in a 'real world' scenario. Put simply, this view is counter-productive - Lidl will not invest in Irvine if there is not a suitable and available site which meets their stated requirements (i.e. that of a discount food retailer).

Impact on Irvine Town Centre

5.49 Furthermore, RfR1 also implies concerns over retail impact, though this is vaguely worded on the basis that the proposal will 'compete' with Irvine Town Centre. This phrasing is outside of any recognised policy basis and is not worded with reference to any alleged significant impact on its vitality or viability, which is the basis of SPP and Policy 3: Town Centre and Retailing. As outlined in the RoH, responses from the Council have centred on the sequential approach and not on retail impact.

5.50 Pages 17 and 18 of the RoH do specifically refer to the impact of the proposal and it is clear that in relation to the impact of the proposal, that the proposed development *'would not, in itself, affect the vitality and viability of the [Irvine] Town Centre'*. Further down page 18 of the RoH, again it is stated that *'the proposal would probably not significantly adversely affect the viability of the town centre'*. Simply put, the proposal satisfies the impact test, which is the relevant test in relation to the determination of planning applications.

5.51 The further commentary in the RoH in relation to the proposal potentially 'competing' with the Irvine Town Centre, is not a policy test and relies on a speculative view which is not material to the decision-making process. The assessment of impact is a straightforward test – does the proposed development lead to a significant adverse impact on a defined town centre or not? If not, then the impact test has been passed.

5.52 As the applicant set out in Section 9 of the submitted PRS, the forecast convenience retail impact of the proposal on Irvine Town Centre as a whole is 3.85%. This substantially derives from trade diversion from the Asda store (£2.27m trade diversion from an estimated convenience store turnover of £50.54m) which will continue to trade healthily on the basis of the post-impact turnover. In relation to other town centre convenience destinations, the forecast impact on the Iceland store is predicted to be only 0.96% and 0.25% in terms of 'other local stores'. These figures represent a minimal order of impact, reflecting the limited degree

of overlap between Iceland and Lidl. This conclusion similarly applies to the other local stores which serve very localised or specialist needs.

5.53 The overall convenience retail impact on Irvine is therefore not likely to be significantly adverse because:

- Any potential impact is spread across a number of stores and a range of retailers;
- The good existing vitality and vitality of Irvine Town Centre, having regard to the various key indicators; and
- In reality, the role and function of a Lidl store seeks to encourage linked trips to the town centre retailers, which isn't captured in the forecast impact figures. The proposed Lidl store is in a well-connected location with effective links to the Town Centre.

5.54 Accordingly, the RoH on pages 17 and 18 confirms that the impact of the proposal is not significantly adverse, and therefore this element of the retail tests has evidently been passed.

5.55 On a separate matter, we also take issue with the contention in RfR1 that this is a 'large retail development' without any qualification. The proposal relates to a single retail unit for occupation by a discount foodstore operator, as opposed to an all category large format supermarket, or a retail park development. This categorisation presents a skewed sense of the scale of the application proposal.

5.56 Furthermore, the assertion that the site in insolation is *'not suitable for a large retail development'* does not relate to an approach that is recognised in either local or national planning policy. The sequential approach as outlined in LDP2 Policy 3: Town Centres and Retailing and Scottish Planning Policy (SPP) is the principal determinant of the site's appropriateness for development in planning policy terms. As outlined in this Section above, the proposal is fully in accordance with the retail sequential approach. Simply put, there are no other, suitable and available, sequentially preferable sites which can accommodate the proposed development. Consequently, the application site must be the most sequentially preferable site for the application scheme.

REASON FOR REFUSAL TWO (RFR2)

5.57 The second reason for refusal states as follows:

2. The proposed development would be contrary to Strategic Policy 2: Placemaking of the adopted North Ayrshire Local Development Plan as it would be neither distinctive in respect of scale, street, building form and material and does not create a place with sense of identity. Nor in-keeping with the predominantly residential character of the surrounding area

5.58 The applicant fundamentally disagrees with the assertion in RfR2 that the proposal is out of context. Page 20 of the RoH fails to engage with paragraphs 11.21 to 11.30 of the PRS or the benefits of the proposal in enhancing the site in design terms, as set out in the submitted Design and Access Statement (DAS) in paragraphs 3.34 to 3.38, 3.4 to 3.45 and 5.1 to 5.3.

5.59 As the DAS sets out, the context of the application site currently reflects the site's former industrial identity as part of the wider Newmoor Industrial Estate. It is a previously developed site as evidenced by the concrete foundations remaining from its former industrial use. On this basis, the proposed development would lead to the positive development of a long vacant and derelict brownfield site.

5.60 The wider context of the site is as an area of change with residential development taking place to the west. Characterising it currently as a primarily residential location ignores the

other mixed uses to the north, east and west of the site which also consist of community facilities, hot-food takeaways, restaurants and the Tennent's Breweries factory to the south of Crompton Way.

5.61 The new Lidl store will be of contemporary design, with a full-height glazed façade on the southern elevation to maximise natural light entering the store. To that end the proposed store provides an, uncluttered and crisp appearance that is entirely reflective of the modern dwellings being constructed to the west, which have a modern and unadorned appearance. Furthermore, a comprehensive landscaping scheme is proposed which seeks to soften the building form.

5.62 It is therefore unclear why the Council considers that the Lidl is incompatible with the neighbouring residential development under construction, when a significant number of current Lidl stores are co-located adjacent to residential uses. Indeed, Section 6 of the PRS makes clear that the proposed store represents a 'neighbourhood facility', serving a reasonably localised catchment commensurate with LAD format. The strong public support for the proposal underlines that the proposed foodstore's location is seen as appropriate by residents.

5.63 Furthermore, the applicant is disappointed at the inclusion of this reason for refusal. At no point during the consideration of the subject application (nor the previous planning application 19/00050/PP), was this point raised as a critical issue. Furthermore, the Council did not make any request to the applicant for any amendments to be made to either the design or layout of the store. If the case officer had considered that changes should be made, then the applicant should have been afforded opportunity to respond. This is a further point on which the applicant has been denied the opportunity to exercise a right of reply; the issue was raised in the RoH, which the applicant could not review prior to the application being refused.

5.64 We also note that there appears to be an internal contradiction in the phrasing of this RfR where it initially states that the application proposal is not *'distinctive in respect of scale, street, building form'* and then goes on to state that it is not *'in-keeping with the predominantly residential character'* of the area. These two disparate elements cannot be reconciled in the RfR and is a clear flaw in the drafting of the RfR.

5.65 We also emphasise that the site is not subject to any local or national landscape designations, is not within a Conservation Area and does not impact on any designated or non-designated heritage assets.

5.66 In conclusion, we consider that RfR2 is contradictory in seeking opposing characteristics from the development; and is misleading in suggesting that the proposal does not fit in with the site context. It is evident that the scale and mass of a discount foodstore is entirely appropriate to neighbouring residential properties which have been accepted on numerous similar locations. Furthermore, the Council's RfR ignores the significant positive urban design benefits of the proposal as outlined in the PRS and DAS and that the site is not in a sensitive location in landscape or heritage terms. On this basis, we consider that the grounds for refusal outlined in RFR2, are not justified or appropriate and that the proposal is fully compliant with Strategic Policy 2 of LDP2.

REASON FOR REFUSAL THREE (RFR3)

5.67 The third reason for refusal states as follows:

3. The proposed development would be contrary to Strategic Policy 27: Sustainable Transport and Active Travel of the adopted North Ayrshire Local Development Plan as the application would be for an out-of-centre retail development, encouraging car use, which would not

take into account the need to mitigate and adapt to climate change with regard to the Climate Change (Scotland) Act 2009.

5.68 The applicant fundamentally disagrees with this assessment which does not reflect the clear accessibility of the site, or the lack of objection by roads officers. We take each point in turn below.

Accessibility

5.69 On page 19 of the RoH, the Council acknowledges that the site is accessible by a range of transport modes:

- Bus stops to the east and west of the site at a distance of approximately 100m from the proposed foodstore. However, the RoH does not go on to state that these stops are served by a number of high frequency bus services throughout the day and serve multiple destinations.
- The site is served by a network of off-road paths which can safely serve both pedestrians and cyclists

5.70 This is entirely compliant with the LDP2 Strategic Policy 27 where it states that proposed development will be supported where it *'provides safe and convenient sustainable transport options and supports modal shift to sustainable transport and active travel'.*

Sustainability of the Location

5.71 RfR3 is phrased to indicate that the proposed development, simply by virtue of its location, is unsustainable. This assertion is then underpinned without reference to key details of the proposal which are entirely relevant to demonstrating compliance with Strategic Policy 27. Furthermore, the limited detail within the RoH analysis, focusses selectively on information contained within the submitted Transport Assessment (TA) (Appendix 11) and does not provide a balanced review of the overall sustainability of the proposal. Specifically, the RoH does not reflect the positive points advanced by the Applicant as set out in paragraphs 11.31 to 11.37 and 11.38 to 11.43 of the PRS and pages 15 to 17, 22 to 25 and 54 to 56 of the Transport Assessment. We outline these further below.

Trip Generation

5.72 The RoH then refers to car trips generated by the development stating that a *'significant number of new trips'* will occur (penultimate paragraph of page 19) before going on to focus on the level of non-car trips to the store during the Saturday peak period stated in the Traffic Assessment (TA).

5.73 This represents a selective use of the information and does not provide an objective and balanced assessment of these matters. As the TA sets out in paragraphs 4.4.1 to 4.4.3, the TA has, for robustness, assumed that all car trips generated by the development are new. Importantly however, it then states that 'pass-by' trips – those who are already travelling to a destination and hence are not 'new trips' – will inevitably form a proportion of this trip generation. Furthermore, based on experience of similar stores, this figure is likely to be around 30% of total trips. The only reason for assuming that all trips are new in the TA, is to provide the local roads authority with the worst case scenario data on trip generation, to demonstrate conclusively that the proposal will not lead to an unacceptable impact on the local road network. This important point is simply not reflected in the RoH.

Mode Distribution and Non-Car Modes

5.74 In relation to the proportion of non-car modes, the RoH omits three very important points of detail which qualify the points made. Firstly, that the proportions of non-car users is

generated from standard TRICs data and represents a conservative estimate of non-car users. Local circumstances will inevitably influence the level of non-car visits, however given the good accessibility of the site, the proportion of non-car visitors can be reasonably assumed to be higher. On the second point, the RoH only references the Saturday peak proportion of non-car visitors. However, the TA sets out in Table 5 that 26% of visitors to the store during the weekday peak period, will be non-car users. This is notably higher and is notable by its omission from the RoH.

5.75 Thirdly, the RoH does not refer to the numbers of predicted passenger trips (i.e. visitors who arrive at the store as a passenger in a car, separate to the driver. These do not lead to additional car trips but are reflected in the 'people trips'. As the TA sets out in Table 5, 49% of people trips in the weekday peak to the proposed development, are made by those not driving a car. This increases to 52% for the weekend peak period. This conclusively demonstrated that the proposed development is not dominated by single car trips, and that the actual trip generation will be lower.

5.76 Furthermore, and as outlined in Section 6 of the PRS, it has to be recognised that a proportion of trips to the proposed store will involve the purchase of bulky goods which cannot be carried easily on public transport. Again, this material point is not recognised in the RoH.

5.77 On this basis it is evident that – contrary to RfR3 - the proposal is fully compliant with LDP2 Strategic Policy 27 in that it is a development which is accessible by a range of non-car modes and does not result in an adverse impact on the local road network, even when judged on a 'worst case scenario' basis.

5.78 Furthermore, the RoH doesn't give due regard or weight to the fact that the proposal includes two rapid electric vehicle charging points and will encourage low-carbon trips to the store.

5.79 **Conclusion on RfR3**

5.80 On this basis, we conclude that the proposed development, by virtue of its demonstrable accessibility outlined above, together with the accepted position that the proposal can be satisfactorily accommodated on the local highway network, is fully compliant with LDP Strategic Policy 27 which reflect the provision of the Climate Change (Scotland) Act 2009.

5.81 The construction of RfR3, appears to be principally on the basis that the proposal is in an 'out of centre' location, which it is assumed will lead to a greater level of car trip generation than in other locations. This assertion does not stand up to scrutiny in relation to the application site which is clearly accessible by various non-car modes, including a sizable residential catchment to the north and east of the application site. By way of comparison, if such an approach was taken to Montgomerie Park - which has been agreed as being out of centre for the purposes of the retail assessment – then it follows that would have to be similarly judged as an unsustainable location, for the same reasons.

5.82 As noted in Section 6 of the PRS, Lidl stores serve a relatively localised catchment, providing a 'neighbourhood store. Section 9 of the PRS outlines that there is both a qualitative and quantitative need for a discount foodstore in this location, which will also reduce the amount of travel that residents in this locality and who currently have to travel further afield to serve their needs and thus reduce emissions rather than add to it as stated on the RoH

5.83 RfR3 and the supporting RoH also fail to take into account the wider benefits of the proposal including two rapid electric vehicle charging points, free at the point of use. These matters should have weighed favourably in the planning balance.

REASON FOR REFUSAL FOUR (RFR4)

5.84 The fourth reason for refusal states as follows:

4. The proposed development would set an undesirable precedent for the development of unjustified out-of-centre retail developments within North Ayrshire, which would undermine the town centre first policies of both North Ayrshire Council and the Scottish Government.

5.85 This RfR is a 'parasitic' condition to RfR1, in that it substantially repeats the matters set out in RfR1, without adding any additional points of substance. For this reason, the justifications advanced under RfR1 should equally be referred to in relation to this RfR.

5.86 However, we do find it necessary to challenge the statement that '*the proposed development would set an undesirable precedent for the development of out-of-centre retail development within North Ayrshire'*. Such a statement ignores the fact that each planning application has to be considered on its own facts and circumstances and assessed against the relevant policies of the Development Plan. This is a fundamental principle of planning law, as set out in the Town and Country Planning (Scotland) Act 1997 (as amended), secondary legislation and relevant Scottish Government Circulars. It is therefore incorrect to justify a refusal of the proposal on the basis of setting a precedent, when this evidently cannot be the case. As such, both the framing and execution of this RfR is erroneous.

MATTERS NOT ADDRESSED IN THE NOTICE OF DECISION OR REPORT OF HANDLING

Economic benefits

5.87 The proposed development will involve a capital investment of £4m as well as the associated direct and indirect economic benefits during the construction phase.

5.88 The proposed foodstore will lead to the direct creation of up to **40 full time equivalent jobs**. Linked to this, Lidl has a policy of employing local people to work in their stores which assists in both the recruitment and retention of store staff. The positions are also flexible to the personal circumstances of staff offering part-time hours as appropriate.

5.89 The foodstore will also provide a range of managerial and administrative positions in addition to positions such as store assistants and cashiers. Being part of a larger company, Lidl also runs comprehensive management development and training programmes, providing clear career paths for store workers who are keen to progress.

5.90 Current pay for store workers is as follows:

- Store Assistants - entry level pay of £9.30 per hour (reflecting current 'Real Living Wage Foundation' rates)
- Assistant Store Manager – starting salary of £24,000 per annum
- Store Manager – starting salary £37,000 per annum

5.91 These substantial benefits have not been reflected in the Council's consideration as is evident by its absence in the discussion of the planning balance in the RoH.

Addressing quantitative and qualitative deficiencies in this area of Irvine

5.92 The RoH does not engage with the point that the proposal will meet an identified retail need for a discount foodstore in this part of Irvine, serving an expanding population locally, including residents in Girdle Toll and Bourtreehill.

5.93 As outlined in paragraphs of the PRS, currently there is only one discount foodstore (Aldi within the East Road Commercial Centre) serving the substantial catchment of 42,000 residents. Typically, a single discount convenience store is intended to serve a population of

approximately 15,000-20,000 people, reflecting its operational capacity and the likely associated consumer draw from within the catchment area. Consequently, a single discount foodstore serving the identified catchment is clearly insufficient to meet the consumer demand for this market sector. Provision of a second discount foodstore will therefore retain this expenditure more locally and will mean that the majority of residents in Irvine can satisfactorily access a LAD discount retailer.

5.94 The proposed store's location to the east of the A78, is closest to a significant and growing residential catchment to the north-east of Irvine. 2017 population projections sourced from Experian (based on ONS projections) indicate that a total population of 18,388 reside east of the A78, resulting in more than enough available expenditure to demonstrate a quantitative need

Significant Public Support

5.95 Whilst the RoH lists the responses received to the application in basic terms, it is clear that from the outset of the submission of the initial planning application there has been strong support for the proposal from the community. This should carry material weight in the decision-making process, particularly as representations focussed on the proposal meeting a qualitative deficiency in retail provision locally. However, it is not evident that the RoH has given any weight to this strong public support. To remedy this omission, we set out the various stages of public involvement in the proposal below.

5.96 Public consultation on the proposal occurred prior to the submission of initial planning application 19/00050/PP (see Appendix 13). This included:

- The delivery of circa 9,000 consultation leaflets to surrounding residential addresses making people aware of the development proposal and a community consultation exhibition as well as providing them with a freepost response card where people could share their thoughts on the proposal; and
- A dedicated webpage giving further details about the proposal as well as online feedback; and
- A public exhibition was held on 11th December 2018 at Irvine Park Bowling Club.

5.97 A total of 284 responses were received at this point, of which 98% of respondents supported the proposal. This represents an overwhelming level of public support, even at this early stage.

5.98 During the consideration of the planning application and as referenced in the RoH, 184 letters of support were received – including Irvine and Bourtreehill Community Councils - in comparison to only 2 letters of objection.

Three further public information days also took place:

- 9th and 10th October 2019 - Gulab Tandoori Restaurant
- 25th October 2019 - Vineburgh Community Centre
- 184 letters of support from local people and stakeholders including Irvine Community Council and Bourtreehill and Broomlands Tenants and Residents Association

5.99 The high levels of public support for the proposal from the local community, has led to the establishment of a local action group which holds weekly meetings. The purpose of this group is to highlight that there is a strong community desire for a Lidl foodstore at the application site.

5.100 Specifically, the local action group has:

- Held a successful public meeting on Monday 2nd March at Volunteer Rooms, Irvine with 80 people in attendance.
- Collected over 450 signatures to a petition in support of the application proposal.

5.101 The principal reasons stated by supporters are:

- Affordable discount food provision within walking distance close to neighbourhoods whose retail needs aren't being met.
- Proposed store at a location which is well connected with high frequency public transport services.

REASONS FOR REQUESTING A HEARING AT THE LOCAL REVIEW BOARD

5.102 On the basis of the arguments advanced under each of the RfRs and additional matters set out above, it is evident that there are a number of fundamental issues which require particular and focussed consideration by the LRB. On this basis, it is not sufficient for these matters to be considered by written representations alone. The gravity of the matters and issues raised mean that the applicant considers it vital that the LRB appeal is duly 'heard'. Specifically, we set out our reasons below:

1. That highly material points and justifications in the PRS have not been specifically engaged with in the RoH. If these matters had been fully taken into account, it would have directly affected the determination of the planning application.
2. There are a number of new issues forming the basis of the decision, of which the applicant was unaware of and had no ability to address. As a consequence, the democratic process of natural justice has not been followed and had the applicant been able to consider the various points raised[2], this would have demonstrably influenced the Council's decision-making process.
3. Furthermore, had the application gone to planning committee for determination, this would have enabled the various points to be addressed through the planning application stage, enable transparent and informed decision making.
4. A number of assertions are made in the RoH without recourse to objective evidence or without reference to the detailed justification of the applicant in the submitted application information, in particular the PRS and DAS.
5. Officers have failed to take into account the 'weighing' of the planning balance – i.e. balancing the overall compliance of the proposal with the development plan as well as other positive material considerations. Instead the assessment of the application - as evidenced by the RoH - focusses primarily on the negative elements of the proposal.
6. There is very significant public interest in the proposal for which it is essential that natural justice is allowed for relevant interested parties to be heard. This has been compounded by the fact that substantive consideration of the application at planning committee did not occur (Appendix 12 – 22 January 2020 Planning Committee

[2] Specifically this includes matters related to consideration of the East Road Retail Park area in the sequential assessment, the sequential status of the former Ayrshire Metals site, the accessibility and sustainability of the application site and the design of the proposal in relation to the site context.

Minutes). Given the significant of this public interest, we expand further on the detail on this below

5.103 From the outset of the submission of the initial planning application there has been – and which continues – strong support for the proposal from the community. Public consultation on the proposal occurred prior to the submission of initial planning application 19/00050/PP (see Appendix 13). This included:

- The delivery of circa 9,000 consultation leaflets to surrounding residential addresses making people aware of the development proposal and a community consultation exhibition as well as providing them with a freepost response card where people could share their thoughts on the proposal; and
- A dedicated webpage giving further details about the proposal as well as online feedback; and
- A public exhibition was held on 11th December 2018 at Irvine Park Bowling Club.

5.104 A total of 284 responses were received at this point, of which 98% of respondents supported the proposal. This represents an overwhelming level of public support, even at this early stage.

5.105 During the consideration of the planning application and as referenced in the RoH, 184 letters of support were received – including Irvine Community Council - in comparison to only 2 letters of objection. Again, this re-confirms the strong public interest and support for the proposal

5.106 Furthermore, the high levels of public support from the local community has led to the establishment of a local action group. The purpose of this group is to highlight that there is a strong community desire for a Lidl foodstore at Stanecastle roundabout, Crompton Way, Irvine. A recent meeting held on 2 March 2020, was attended by over 80 people following the refusal of the planning application. Members of the public wanted to express their dismay at the decision made and to understand what the next steps in the process will be. The oversubscribed meeting was received close attention being covered in both local and national press (Appendix 14).

5.107 For any and all of the aforementioned reasons 1-6, the applicant duly requests that this LRB appeal be heard by committee members in due course.

6 OVERALL CONCLUSIONS

6.1 This Appeal Statement has been prepared by Rapleys LLP on behalf 'Lidl') to support the lodging of an appeal to the North Ayrshire Local Review Body (LRB) under Section 43A of the Town and Country Planning (Scotland) Act 1997, against refusal of planning permission N/19/00752/PP on 12th February 2020.

6.2 The proposal was for:

> *"Erection of foodstore with a sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment"*

6.3 The applicant's appeal comprises this Appeal Statement, accompanying appendices and completed LRB form. As made clear in this statement and in the LRB form, the Applicant strongly requests that this LRB appeal be heard and has set out accompanying reasons for such a request in Section 5.

6.4 The applicant's case, is that the reasons set out in the Council's delegated refusal notice contain a number of errors, are not justified, and fail to take into account material planning considerations which would alter the planning balance to that of approval.

6.5 In summary, the applicant's case is that:

- RfR1 (part1) - as set out in the submitted PRS and re-affirmed in this statement, **there are no sequentially preferable, suitable or available sites within the catchment area that can accommodate the application proposal. As such, RfR1 cannot be supported and should be respectfully overturned by the LRB**
- RfR1 (part 2) – as Officer's have recognised, **the proposal satisfies the impact test**, which is the relevant test in relation to the determination of planning applications. **The further commentary in the RoH in relation to the proposal potentially 'competing' with the Irvine Town Centre, is not a policy test and relies on a speculative view which is not material to the decision-making process.**
- RfR2 - is contradictory in seeking opposing characteristics from the development; and **is misleading in suggesting that the proposal does not fit in with the site context, when the scale and mass of a discount foodstore is entirely appropriate to neighbouring residential properties and which has been accepted in numerous similar locations. Furthermore, RfR2 ignores the significant positive urban design benefits of the proposal** as outlined in the PRS and DAS and that the site is not in a sensitive location in landscape or heritage terms. **The proposal is therefore fully compliant with LDP2 Strategic Policy 2.**
- RfR3 **- the proposed development, by virtue of its demonstrable accessibility outlined in the submitted application documents, together with the accepted position that the proposal can be satisfactorily accommodated on the local highway network, is fully compliant** with LDP Strategic Policy 27 which reflect the provision of the Climate Change (Scotland) Act 2009.
- RfR4 - is a 'parasitic' condition to RfR1, in that it substantially repeats the matters set out in RfR1, without adding any additional points of substance. For this reason, the justifications advanced under RfR1 should equally apply to RfR4 and **there are no reasonable grounds to refuse the planning application on this basis**.

6.6 Furthermore, the **'principles of development' identified in the Report of Handling and RfRs, ignore a number of important matters which are material to deciding the planning application:**

- **The significant economic benefits of the proposal** – this substantial **multi-million pounds investment** in the local area and creation of up to **40 full time equivalent, well paid positions** should carry substantial weight. The Scottish Government's recent 'State of the Economy' report highlights that the economy is likely to shrink by a third over this period due to COVID-19 and that here will be a significant longer-term impact to Scotland's economy. Against this context, Lidl's current and continuing investment should be welcomed and fully taken into account.

- **The substantial public support for the proposal** – During initial public consultation by the applicant on the scheme, 284 responses were received at this point, of which **98% supported the proposal**. During the consideration of this planning application, 184 letters of support were received (including Irvine Community Council) in comparison to only two letters of objection. This local support is shown by a local action group being set up to express a strong community desire for a Lidl foodstore at the application site, with a recent meeting held on 2 March 2020 being attended by over **80 people, all supporting a Lidl at the proposed location.** This support is based on the proposal meeting an identified retail need for a discount foodstore in this location of Irvine.

6.7 Having regard to this statement, supporting appendices and associated application documents, we request that the LRB – following a hearing - overturn the decision of officers to approve the application proposal.

Appendix 1

REPORT OF HANDLING, NORTH AYRSHIRE COUNCIL

REPORT OF HANDLING

North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Reference No:	19/00752/PP
Proposal:	Erection of foodstore with sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment
Location:	Site To North West Of , 10 Crompton Way, North Newmoor, Irvine Ayrshire
LDP Allocation:	Residential/Housing
LDP Policies:	SP1 - Towns and Villages Objective / Detailed Policy 19 - Open Space Devs / Detailed Policy 3 - Town Centres & Retail / Detailed Policy 27 / Strategic Policy 2 /
Consultations:	Yes
Neighbour Notification:	Neighbour Notification carried out on 04.10.2019 Neighbour Notification expired on 25.10.2019
Advert:	Regulation 20 (1) Advert Published on:- 16.10.2019 Expired on:- 06.11.2019
Previous Applications:	19/00050/PP for Erection of foodstore with sales area of up to 1,410 square metres to include the provision of access, car parking, landscaping and boundary treatment Application Withdrawn on 30.04.2019
Appeal History Of Site:	None

Relevant Development Plan Policies

SP1 - Towns and Villages Objective
Towns and Villages Objective

Our towns and villages are where most of our homes, jobs, community facilities, shops and services are located. We want to continue to support our communities, businesses and protect our natural environment by directing new development to our towns and villages as shown in the Spatial Strategy. Within urban areas (within the settlement boundary), the LDP identifies town centre locations, employment locations and areas of open space. Most of the remaining area within settlements is

shown as General Urban Area. Within the General Urban Area, proposals for residential development will accord with the development plan in principle, and applications will be assessed against the policies of the LDP. New non-residential proposals will be assessed against policies of this LDP that relate to the proposal.

In principle, we will support development proposals within our towns and villages that:

a) Support the social and economic functions of our town centres by adopting a town centre first principle that directs major new development and investment to town centre locations as a priority including supporting town centre living.
b) Provide the right new homes in the right places by working alongside the Local Housing Strategy to deliver choice and variety in the housing stock, protecting land for housing development to ensure we address housing need and demand within North Ayrshire and by supporting innovative approaches to improving the volume and speed of housing delivery.
c) Generate new employment opportunities by identifying a flexible range of business, commercial and industrial areas to meet market demands including those that would support key sector development at Hunterston and i3, Irvine.
d) Recognise the value of our built and natural environment by embedding placemaking into our decision-making.

e) Prioritise the re-use of brownfield land over greenfield land by supporting a range of strategic developments that will deliver:
o regeneration of vacant and derelict land through its sustainable and productive re-use, particularly at Ardrossan North Shore, harbour and marina areas, Montgomerie Park (Irvine) and Lochshore (Kilbirnie).
o regeneration and conservation benefits, including securing the productive re-use of Stoneyholm Mill (Kilbirnie) and supporting the Millport Conservation Area Regeneration Scheme.
f) Support the delivery of regional partnerships such as the Ayrshire Growth Deal in unlocking the economic potential of the Ayrshire region.

Detailed Policy 19 - Open Space Devs
Policy 19:

Developments Involving Open Space

Developments involving the loss of open space (excluding outdoor sports facilities) will only be supported where they accord with the Council's current Open Space Strategy and in the following exceptional circumstances:

o the open space is:
o of limited amenity and/or recreational value (not as a result of neglect or poor maintenance) and does not form part of a recognised upgrading/ improvement scheme or strategy; or
o a minor part of a larger area of functional open space and the development would not harm or undermine the function of the main site; or
o a minor part of the wider provision of open space and its loss would not result in a significant deficiency of open space provision within the immediate area; or
o the development would result in
o a local benefit in terms of either alternative equivalent provision being made or improvement to an existing public park or other local open space; or

o significant benefits to the wider community which outweigh the loss of open space.

Detailed Policy 3 -Town Centres & Retail
Policy 3:

Town Centres and Retail

Our town centres are the social and economic heart of our communities, providing jobs, homes and employment. Appropriate development within our town centres has the potential to improve their vitally and vibrancy. This can also ensure that investment in our communities is directed in a way that is most beneficial to residents, employees and visitors to our towns.
In principle, we will support development in our network of centres shown in schedule 6 where it would be of a scale appropriate to that centre.
For development that has the potential to generate significant footfall, we will support proposals that have adopted a town centre first sequential approach. This includes retail and commercial leisure uses, offices, community and cultural facilities and where appropriate, public buildings such as education and health facilities.
We will require that locations are considered, and a reasoned justification given for discounting them, in the order of preference:
o Town centres (as defined in Strategic Policy 1).
o Edge of town centres.
o Other commercial centres (as defined above).
o Out-of-centre locations that are, or can be made, easily accessible by a choice of transport modes.

We will be flexible and realistic in applying the sequential approach, in particular where key sector and employment uses are proposed, to ensure that different uses are developed in the most appropriate locations. It is important that community, education and healthcare facilities are located where they are easily accessible to the communities that they intend to serve. We recognise that for some uses, such as sports centres and schools, a town centre location may not always be the appropriate location for them, particularly where sports pitches are part of the proposal.
When a development is proposed within our Network of Centres, we will support proposals which positively contribute to:
o The role and function of the centre within the network, including by addressing an identified opportunity.
o Quality of character and identity that creates a shared sense of place for users, visitors and residents
o Community well-being, including by supporting the integration of residential uses and by enhancing links with surrounding residential areas and tourist attractions via the road and path network with associated blue & green network.
o Vitality, viability and vibrancy of the centre, supporting it as a place for business to locate, expand and flourish by enhancing and diversifying the mix of uses including supporting economic and social activity.
o Our important retail streets/areas (as described in schedule 6 and in our Town Centre Audits), recognising the fragile nature of some of our retail areas.
o Accessibility of the town centre including considering the location of regular rail and bus routes.
In principle, we will also support proposals which align with town centre strategies and we will continue to encourage other

regeneration initiatives, such as Conservation Area renewal projects, which improve the quality, accessibility and perception of town centre environments.

Detailed Policy 27
Sustainable Transport and Active Travel

We will support development that:
contributes to an integrated transport network that supports long term sustainability
o reduces inequality by improving the accessibility and connectivity of employment opportunities and local amenities
o provides safe and convenient sustainable transport options and supports modal shift to sustainable transport and active travel.
o reduces the need to travel or appropriately mitigates adverse impacts of significant traffic generation, road safety and air quality, including taking into account the cumulative impact.
o takes a design-led, collaborative approach to street design to provide safe and convenient opportunities for integrated sustainable travel in the following order of priority: pedestrians, people on cycles, people using collective transport (buses, trains etc.) and people using private transport.
o considers the potential requirements of other infrastructure providers, including designing for the potential development of district heat networks by for example incorporating access points into the transport network to allow for future pipe development or creating channels underneath the road/infrastructure to enable pipe development with minimal disruption to the networks.
o enables the integration of transport modes and facilitates movement of freight by rail or water (in preference to road). This would include, for example, the provision of infrastructure necessary to support positive change in transport technologies, such as charging points for electric vehicles and the safeguarding of disused railway lines with the reasonable prospect of being used as rail, tram, bus rapid transit or active travel routes.
o considers the impact on, and seeks to reduce risk to level crossings, including those located within Ardrossan, Stevenston and Gailes.

Proposals are expected to include an indication of how new infrastructure or services are to be delivered and phased, and how and by whom any developer contributions will be made.

We will take account of:
o the implications of development proposals on traffic, patterns of travel and road safety.
o Significant traffic generating uses should be sited at locations that are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services. Where this is not achievable, we may seek the provision of subsidised services until a sustainable service is achievable.
o the potential vehicle speeds and level of infrastructure provided for the expected numbers of trips by all modes.
o the relationship between land use and transport and particularly the capacity of the existing transport network, environmental and operational constraints, and proposed or committed transport projects.
o committed and proposed projects for the enhancement of North Ayrshire's transport infrastructure, including improved park and ride provision.
o specific locational needs of rural communities. We recognise that in rural areas we need to be realistic about the likely viability of public transport services and

innovative solutions such as demand-responsive public transport and small scale park and ride facilities at nodes on rural bus corridors will be considered.
o The Council's adopted Local Transport Strategy, Core Paths Plan, Town Centre Parking Strategy and parking requirements.
o The need to mitigate and adapt to climate change with regard to the Climate Change (Scotland) Act 2009.
o The provision of new and improved links to existing and proposed active travel routes which are integrated with the wider strategic network, including the National Walking and Cycling Network, core paths and the Ayrshire Coastal Path.
Developments likely to generate significant additional journeys will be required to be accompanied by a Transport Assessment, Air Quality Assessment and a Travel Plan. A Transport Statement will be required for smaller scale developments that will not have a major impact on the transport network, but are still likely to have an impact at a local level on the immediate transport network.

National Development:

The National Walking and Cycling Network (NWCN) was designated as a national development within the National Planning Framework (NPF3). This is an ambitious project which aims to grow Scotland's
network of paths from 6,000 to 8,000 km by 2035. Key routes in North Ayrshire which will contribute to this network are detailed below. These are being developed in partnership with Sustrans and Scottish Natural Heritage as lead organisations for the delivery of the NWCN.

These include the development of an off-road alignment for:
o National Cycle Network (NCN) Route 73 (North) between Brodick and Corrie on the Isle of Arran
o NCN Route 753 between Skelmorlie and Ardrossan
o While not explicitly referenced in NPF3, support will be given to development of an off-road alignment for NCN Route 7 between Kilwinning and Kilbirnie.

Strategic Policy 2
Placemaking
Our Placemaking policy will ensure we are meeting LOIP priorities to make North Ayrshire safer and healthier by ensuring that all development contributes to making quality places.
The policy also safeguards, and where possible enhances environmental quality through the avoidance of unacceptable adverse environmental or amenity impacts.
We expect that all applications for planning permission meet the six qualities of successful places, contained in this policy. This is in addition to establishing the principle of development in accordance with Strategic Policy 1: Spatial Strategy.
These detailed criteria are generally not repeated in the detailed policies section of the LDP. They will apply, as appropriate, to all developments.

Six qualities of a successful place

Distinctive
The proposal draws upon the positive characteristics of the surrounding area including landscapes, topography, ecology, skylines, spaces and scales, street and building forms, and materials to create places with a sense of identity.

Welcoming

The proposal considers the future users of the site and helps people to find their way around, for example, by accentuating existing landmarks to create or improve views (including sea views), locating a distinctive work of art in a notable place or making the most of gateway features to and from the development. It should also ensure that appropriate signage and lighting is used to improve safety and illuminate attractive buildings.

Safe and Pleasant

The proposal creates attractive places by providing a sense of security, including by encouraging activity, considering crime rates, providing a clear distinction between private and public space, creating active frontages and considering the benefits of natural surveillance for streets, paths and open spaces.

The proposal creates a pleasant, positive sense of place by promoting visual quality, encouraging social and economic interaction and activity, and by considering the place before vehicle movement.

The proposal respects the amenity of existing and future users in terms of noise, privacy, sunlight/daylight, smells, vibrations, glare, traffic generation, and parking.

The proposal sufficiently investigates and responds to any issues of ground instability.

Adaptable

The proposal considers future users of the site and ensures that the design is adaptable to their needs. This includes consideration of future changes of use that may involve a mix of densities, tenures, and typologies to ensure that future diverse but compatible uses can be integrated including the provision of versatile multi-functional greenspace.

Resource Efficient

The proposal maximises the efficient use of resources. This can be achieved by re-using or sharing existing resources and by minimising their future depletion. This includes consideration of technological and natural means such as flood drainage systems, heat networks, solar gain, renewable energy and waste recycling as well as use of green and blue networks.

Easy to Move Around and Beyond

The proposal considers the connectedness of the site for people before the movement of motor vehicles, by prioritising sustainable and active travel choices, such as walking, cycling and public transport and ensuring layouts reflect likely desire lines, through routes and future expansions.

Description

Permission is sought for the erection of a food store with a sales area of 1,257sqm, access, car parking, landscaping and associated boundary treatment.

The total site area is some 11,790sqm forming a roughly rectangular area at the western end with a curved boundary at the eastern end, following the shape of Crompton Way, Stanecastle Roundabout and Manson Way. The site is bounded by the road network the east, north-east and south-east sides. The site was formerly part of a factory premises. To the south is a vacant site which is currently subject to a residential development application. To the west of the site is a recent residential development. To the north, across Manson Way, at some 65m is another residential

area. There are other residential areas to the east, on the other side of Stanecastle Roundabout at approx. 200m.

The building would be sited in the western portion of the site. The site would be accessed from Crompton Way to the south. Car parking and a servicing area would be formed in the middle to the site and to the south of the building. There would be spaces for 130 vehicles, including 8 disabled spaces, 12 parent and toddler spaces and 2 electric charging bays. The eastern portion of the site would be landscaped.

The building would have a footprint of approximately 1,996sqm excluding the canopy which would wrap around the south-eastern corner of the building. There would be 1,257sqm of sales area. An external plant area of some 125sqm would be formed at the north-western corner of the building.

The building would have a mono-pitched roof sloping east to west from a height of some 6.8m to approx. 5m. The covered external area would have a roof some 4.95m in height. The elevations would be finished in grey and white cladding panels with the main access door at the southern end of the eastern elevation. The service bay would be on the northern elevation which would otherwise be blank. There would be two pedestrian doors on the rear (western) elevation.

The submitted drawings show advertisements on the eastern elevation; however, these would require to be the subject of a separate advertisement consent application.

The application site lies some 1.2km to the east of Irvine Town Centre, as identified by the adopted Local Development Plan (LDP). The majority of the site was previously in industrial use and is identified by the LDP as being part of the General Urban Area. The eastern side of the site is identified as being open space.

The LDP adopts a 'town centre first' approach which promotes town centres as the desired locations for proposals which generate significant footfall, such as large food store developments such as is proposed. This town centre first approach is based upon a network of centres with Irvine as the primary centre in North Ayrshire.

The town centre first principle is a long-standing element of planning policy and practice in Scotland through successive development plans. It is also embedded within Scottish Planning Policy (2014). SPP requires that local authorities place the health of town centres at the heart of decision making. It seeks to deliver the best local outcomes, align policies and target available resources to prioritise town centre sites, encouraging vibrancy, equality and diversity.

Over recent years, the Council has implemented the town centre first principle through major capital investment decisions. Within Irvine, these include the renovation of Bridgegate House to facilitate the relocation of office staff from Perceton House; the development of a new leisure facility (the Portal) in conjunction with the refurbishment of the historic Townhouse as an events venue and the development of the Quarry Road business and sports facilities. Other investment decisions include enhancements to the streetscape and public realm of Irvine town centre, such as Bridgegate. Work is currently ongoing within High Street and Bank Street and is due for completion during 2020. All of these efforts have supported the regeneration of Irvine town centre by diversifying the range of facilities on offer. The policies contained within The Local Development Plan align closely with national

policy, ensuring that the Council's own decision-making framework comply with National Policy.

The Local Development Plan shows support for development which helps keep town centres healthy and vibrant. The Plan's Spatial Strategy is based on the principle that the "right development should happen in the right place" by directing new development to our towns, villages and developed coastline. This is a key aim that is required to be achieved in order to ensure sustainable development. Part a) of the towns and villages objective explicitly shows support for the social and economic functions of town centres by adopting the town centre first principle and directing development and investment to town centre locations as a priority. This policy position is further supported by policy 3: Town Centres and Retail. The policy outlines how the town centre first principle will be implemented and highlights that development should be directed in a manner which is most beneficial to the residents, employees and visitors.

Some of the additional benefits of taking the town centre first approach include that town centres are accessible to a greater percentage of the population since they are at the heart of local transport networks. Town centres are better connected than out of centre locations, reducing the need for those who shop or work there to take private transport and therefore reducing the carbon footprint of the development. This in turn can help the Council realise its aspirations in dealing with the declared climate emergency.

It is considered that the other relevant policies of the LDP are Policy 19: Developments Involving Open Space and Policy 27: Sustainable Transport and Active Travel. In addition, all development applications require to be assessed under Strategic Policy 2: Placemaking.

Planning permission was originally sought to develop the site at Crompton Way in February 2019 with a foodstore with a floor area of 1,410 square metres (ref. 19/00050/PP) ("the original application") but was subsequently withdrawn by the applicants in April 2019. This action was taken after the planning authority advised the applicants that a grant of planning permission would not be supported, for the following reasons:

1. Location
The proposal was considered to be contrary to Policy TC4: Edge of Centre/Out of Centre Development from the previous LDP. Policy TC4 was very similar in content to Policy 3 in the current LDP, as it sought to restrict new retail development (of a scale larger than a local shop) to town centre locations. The policy also stated that, where a town centre location cannot be found, edge of centre sites and other sites designated within the LDP as having potential for commercial development can be considered. If all these locations can be discounted, then another location may be suitable.

The application site does not fit any of the preferred categories and it was not considered that the application suitably demonstrated that no other sites were available. The Council identified the site of 'The Forum' shopping centre within Irvine town centre which has been vacant for several years, and also the vacant Ayrshire Metals site which is approximately 75m from the western boundary of the town centre. It should be noted that the applicant previously operated a unit within Riverway Retail Park, which is a large commercial centre of shops and related uses adjoining Irvine town centre. The applicant discounted The Forum as it does not

appear to be marketed, does not have an adjacent car park and is not considered to be in a prominent location. The Applicant argued that the former Ayrshire Metals site can be discounted because they consider that the site is not prominent enough to attract passing trade; that it has poor pedestrian links; that it has poor visibility from the town centre; that there is the possibility of contamination; that the site was not allocated for retail under the Irvine Town Regeneration Plan and that the site is too large.

The Council also identified the new housing estate of Montgomerie Park as a potential site. Whilst this was not a town centre nor edge of centre location, the adopted LDP identifies an area to the southwest of Hill Roundabout as being suitable for the development of facilities to serve the Montgomerie Park community including, potentially, retail. The site is some 1km to the north of the application site and further from Irvine town centre. The Montgomerie Park site was discounted by the applicant because it was not considered to be sequentially preferable to the Stanecastle site and they considered that it has poor visibility.

2. Access
The Council's Active Travel and Transportation team had concerns about the proposal. The concerns related to the number of vehicle trips the development would generate and the impact on the road network. In particular, concerns were raised about the impact on the adjacent Stanecastle Roundabout as well as the suitability of the site for non-vehicular forms of transport (eg. walking and cycling). The applicant was requested to provide more information in this respect, which they have since addressed.

3. Overshadowing
The store would have been sited to the east of a number of recently constructed houses. Concern was raised that the proposal could overshadow these houses, to the detriment of their amenity. The applicant was requested to provide further information so that this could be fully assessed.

In summary, it was considered that the access and overshadowing issues could potentially be overcome. However, it was considered unlikely that the applicant could overcome concerns regarding the location of the site, which is the fundamental planning issue in this case.

The following supporting information has been submitted with the current application:

Design and Access Statement
Provides a design rationale and policy assessment.

Planning and Retail Statement
Includes a Retail Impact Assessment (RIA), a Town Centre Health Check (TCHC), details of Lidl's minimum site requirements and a Sequential Site Assessment (SSA). Also includes a more in-depth Planning policy analysis than that included in the Design and Access Statement.

Statement of Community Involvement
The statement sets out the discussions undertaken between the developer and North Ayrshire Council's Planning Services which has led to the revised proposal as well as the additional information being submitted in support of the application. The

changes to the proposal, in comparison with the original application, include the addition of an additional footpath connection north of the site; a reduction in sales area by approximately 250sqm; the provision of further analysis on the impact of the development on the local road network; an increase in the number of parking spaces; a daylight/sunlight analysis and a strengthened sequential location assessment. The statement also sets out the consultation undertaken between the developer and the local community. Note: there was no statutory requirement for the applicant to carry out pre-application public consultation.

Extended Phase 1 Habitat Survey
The habitats and plant species on site typical of those found on brownfield sites and are not of any significant ecological value either at the local or Local Authority level, so are not considered an ecological constraint for development. There are a group of 10 semi-mature Norway maples covered in Ivy which are considered a moderate roost potential location for bats and therefore a follow up Bat Presence/Absence Survey is required. There was no evidence of Badgers on site. The application site has negligible value for breeding birds, however to ensure breeding birds are not an ecological constrain the site clearance should take place outwith the main bird breeding season, or a walkover survey should be conducted by an ecologist prior to site clearance.

Bat Presence and Absence Survey
No bat roost was found to be present within the trees on site; roosting bats are therefore not an ecological constraint at the present time.

Daylight and Sunlight Study
This study considered the effect of the proposed development on 16 neighbouring properties in the adjacent housing development in terms of loss of daylight and sunlight. The study used a 3D computer model to undertake this analysis. The results confirmed that the neighbouring rooms, windows and amenity spaces would be fully compliant with the various standards for daylight, sunlight and overshadowing.

Noise Impact Assessment
Takes into account the effect of the noise generated by the proposed fixed plant, on-site vehicle movements and customer vehicles on the nearby noise sensitive receptors. The rating level, due to the operation of the foodstore, has been predicted to be equal to or below the measured daytime and night-time background sound levels at all assessment locations. The proposed development is therefore considered likely to have a low impact on its closest receptors.

Site Investigation Report
Whilst the majority of the site had been planted with trees during the 1970s as part of the landscaping works for North Newmoor Industrial Estate, a small part of the site was previously used as a car park associated with a factory unit to the west of the site between the 1980s until the early 2000s. No significant constraints were uncovered on site as a result of previous development.

Tree Survey and Arboricultural Implication Assessment
Considers that the existing trees on site are of low quality and therefore their removal and replacement with new landscaping would enhance the landscape value of the site.

Transport Assessment

The assessment concludes that the site is highly accessible by all modes of transport and that traffic volumes generated by the foodstore would not have a detrimental impact on the local road network.

The applicants have also provided letters from their agents and legal representative which seek to address some of the reasons given by Council planning officers in opposition to the proposal. These letters largely reiterate the arguments made in the Planning and Retail Statement.

Consultations and Representations

The statutory neighbour notification process was undertaken, and the application was also advertised in a local newspaper, the Irvine Herald. 184 letters of support (including one from Irvine Community Council) and 2 letters of objection have been received. The overwhelming majority of the letters of support were signed standardised letters. The representation points are summarised and responded to below:

Support:

1. It would be good to have a shop within walking distance; the site is very accessible by active travel.

Response: It is noted that the proposed site is within walking distance of some residential areas, however, town centre or edge of centre locations are accessible for a greater number of people than out of centre sites such as the application site.

2. The proposed development would create local jobs. The applicant pays their employees more than the national living wage.

Response: The applicant has stated that the proposed development would employ up to 40 full-time staff, however, this consideration does not outweigh the inappropriate location of the development. If the supermarket was located in or adjacent to the town centre it would generate the same level of employment. Wage levels are not a material planning consideration.

3. The site has been derelict for a long time and it would be good to see it developed.

Response: The majority of the application site was covered by woodland that was planted by Irvine Development Corporation in the 1970s as part of the landscaping works associated with the development of the North Newmoor Industrial Estate. The semi-mature trees and shrubs were then cleared by the landowner during the early part of 2015. This included the removal of a significant number of trees on Council land adjacent to the Stanecastle Roundabout, without the Council's prior consent. The landowner also indicated, during 2016, their aspirations for a "neighbourhood retail centre" on the site. As such, it is inaccurate to claim that the site is derelict, since the trees were removed in order to promote commercial development. The land to the west of the application site had been developed in the 1980s as a factory unit which, following closure, was demolished during 2013. As noted above, that site is currently being redeveloped as a housing estate. The application site is allocated as General Urban Area in the LDP and would be suitable, in principle, for residential development.

4. There are no supermarkets or shops in this area of Irvine.

Response: The Local Development Plan directs large retail developments towards town centre locations.

5. The proposed development would ease traffic congestion in the town centre.

Response: The Transport Assessment anticipates that the proposed store would generate 155 and 250 vehicle trips per hour on the peak weekday PM and Saturday periods respectively. There is no evidence to suggest the amount of these vehicles which would be diverted from the town centre, if indeed any would. There is therefore no evidence to suggest that the proposed development would ease congestion in the town centre.

6. Numerous comments have been made in relation to the desire to see a Lidl in Irvine and the benefits in terms of consumer choice and affordability of food.

Response: Irvine is currently well served by a wide range of food retailers and there is a choice of options in terms of affordability. While the Council would support additional choice in terms of discount food retail in Irvine, any new store would need to be situated in a suitable location in order to meet planning policy requirements.

7. A neighbouring resident supports the application but does not want trees along the back boundary of the property because they may shed leaves onto neighbouring gardens.

Response: The applicant is proposing trees along the boundary to act as screening. It is not considered that the shedding on leaves onto neighbouring gardens would constitute a significant amenity concern.

8. Lidl has demonstrated that the site is suitable via a sequential analysis.

Response: The applicant has submitted a Sequential Site Analysis (SSA), however the conclusions that they arrive at are disputed. See Analysis section, below.

9. There is a need for another discount retailer in Irvine.

Response: Irvine is currently well served by a wide range of food retailers and there is a choice of options in terms of affordability. While the Council would support additional choice in terms of discount food retail in Irvine, any new store would need to be situated in a suitable location in order to meet planning policy requirements.

Objections:

1. The proposed development does not accord with the town centre first strategy adopted in the North Ayrshire Local Development Plan.

Response: Agreed. See analysis.

2. The development would compete with established local stores and could lead to job losses or store closures.

Response: The applicant has submitted a Planning and Retail Assessment which considers the effect of the proposed development on established retail in the area. Given the information contained in the assessment, it is accepted that on balance the development would not significantly affect the vitality of Irvine town centre or other local shops and retail centres. The proposed development would however compete with rather than compliment the town centre and is contrary to the town centre first approach promoted by the LDP and by Scottish Planning Policy.

3. There are already many supermarkets in the surrounding area and Irvine does not need any more. Additionally, there are too many off-licences in the area leading to anti-social behaviour.

Response: It is not considered that there are too many supermarkets in Irvine, however, it is noted that there is no deficiency of major food retailers in Irvine, all of which have been able to locate in or adjacent to the town centre. Licensing matters fall outwith the scope of material planning considerations.

4. The Stanecastle Roundabout cannot cope with an increase in traffic.

Response: The applicant has submitted a Transport Statement which considers the impact of the proposed development on traffic flows at the Stanecastle Roundabout and concludes that it would continue to operate in its practical capacity following the development. This assessment has been accepted by North Ayrshire Council Active Travel and Transportation.

Consultations

NAC Environmental Health - No objections subject to a condition controlling noise levels.

Response: Noted

NAC Active Travel and Transportation - No objections subject to conditions.

Response: Noted.

Analysis

In terms of the statutory requirements placed on the Council by the Planning Acts, the determination of a planning application requires to be made in accordance with the provisions of the development plan unless material considerations indicate otherwise.

In this respect, the development plan is the adopted North Ayrshire Local Development Plan, adopted by the Council on 28th November 2019.

Policy 3 of the LDP states: "for development that has the potential to generate significant footfall, we will support proposals which have adopted a town centre first sequential approach." The proposed supermarket is considered likely to generate significant footfall and therefore requires a sequential approach to be undertaken with the following order of site preference:

1. Town Centres

2. Edge of town centres
3. Other commercial centres
4. Out-of-centre locations that are, or can be made, easily accessible by a choice of transport modes

This sequential approach is based upon the town centre first principle as promoted by Scottish Planning Policy (2014). Paragraph 73 of the Scottish Planning Policy states that out-of-centre locations should only be considered for uses which generate significant footfall where:

- All town centre, edge of town centre and other commercial centre options have been assessed and discounted as unsuitable or unavailable;
- The scale of the development proposed is appropriate, and it has been shown that the proposal cannot reasonably be altered or reduced in scale to allow it to become accommodated at a sequentially preferable location;
- The proposal will help to meet quantitative or qualitative deficiencies; and
- There will be no significant adverse effect on the viability of existing town centres.

The applicant has submitted a Sequential Site Assessment (SSA) where they outline the sites they considered in sequence. In terms of their sequential analysis, the applicant states that they have a set of minimum requirements that need to be met for them to consider a site suitable. These parameters include minimum site and floor areas, availability of vehicular access and parking, visual prominence and accessibility. The applicant also states that sites need to both be available and meet their minimum standards in order for them to be considered acceptable.

It should be noted that Lidl operate stores in other areas of Scotland which do not meet some of the minimum requirements which they have set out for this application. As an example, their recently opened store in Giffnock town centre which makes use of an existing building, has a site area of less than 0.6ha and has car parking on a raised deck not visible from the street. Likewise, their Lanark store is in a town centre site of less than 0.6ha in size. A supporting document submitted by the applicant states that the minimum requirements are not general minimum requirements for Lidl stores but refer specifically to the Irvine area. No evidence has been provided to explain why Lidl has certain minimum requirements to operate a store in Irvine that are not required in other towns, such as Giffnock and Lanark. The applicant is not considered to have shown any sufficient flexibility with regards to the application of their minimum requirements in the sequential test. These minimum requirements, not immediately evident in full elsewhere, are considered to be very onerous. By their inherent lack of flexibility, these minimum requirements would tend to act against selecting any town centre sites. By way of contrast, the Council has been flexible in terms of discounting its preferred sites where they are not suitable in terms of the applicant's operational requirements, as will be demonstrated in the forthcoming section of this report.

In respect of town centres sites, the applicant's SSA considers that there are no vacant units within Irvine Town Centre which are suitable. Most of the vacant units are considered too small for their purposes. They identify The Forum centre as being vacant and having a site area of 0.17ha. This is discounted by the SSA as it does not appear to be marketed, has no adjacent car park, is below their minimum site area and is not considered to be in a prominent location to attract passing trade.

It is agreed that the majority of vacant units within the historic core of Irvine town centre are unlikely to be of a size Lidl would consider large enough. The Forum had

previously been promoted by the Council as a potential site because it is in the middle of the town centre with proximity to established public transport links and the Rivergate Shopping Centre. The Forum is visually prominent in approaches from Low Green Road and also from Marress Roundabout on the western side of the town centre. There is car parking in the undercroft of The Forum and additional surface car parking at West Road, the High Street and many other locations within the town centre. It is not considered that adequate information has been submitted to suggest that The Forum is unavailable. Nevertheless, despite all of the above considerations being in favour of The Forum as a potential retail redevelopment site, it is accepted that it fails to meet Lidl's minimum requirements in terms of site area, floor area and parking provision. Following consideration of these requirements when set against the particular circumstances, including the quality of available parking provision, the justification for discounting The Forum is accepted.

In respect of edge of town centres sites, the applicant's SSA has considered Riverway Retail Park, Lamont Drive and East Road Retail Park as designated commercial centres and edge of centre of sites. Riverway Retail Park is immediately to the south of the town centre with Lamont Drive contiguous to the south. East Road Retail Park is immediately adjacent to the east of the town centre. The SSA considers that there are no suitable units vacant within Riverway Retail Park or Lamont Drive. It also stated that there are no suitable units in East Road.

Whilst there may be no units of a size considered suitable by the applicant available within Riverway and Lamont Drive, it is not considered that the SSA has taken cognisance of the turnover of units within the site, particularly at Riverway. There are 11 units in Riverway of between approx. 705sqm and 1500sqm with occupants of those units having changed regularly over the years. It is noted that Lidl previously operated from one of these units for a number of years. It is also noted that in the period between the submission of the original (ref. 19/00050/PP) and current application that 'The Food Warehouse', also a discount food store, moved into one of the Riverway units during 2019. This demonstrates the occurrence of availability or turnover which arises, and suitability of these units for discount food retailers. Furthermore, planning permission was granted during 2019 (ref. 19/00532/PP) for the removal of the historic planning condition dating from 1997 that had limited the choice of goods which can be sold in Riverway Retail Park. The consequence of this decision is that all retail units in Riverway can now be used for the sale of all types of retail goods, without any restrictions in the event that they become vacant. While it is accepted that there are at present no sites available within the Riverway or Lamont Drive retail parks, the existence of discount food retailers such as The Food Warehouse and Farmfoods which apparently successfully operate units which fall below the minimum requirements set out for this application is evidence that the reasonability of the minimum requirements the applicant has proposed could be questioned

In terms of East Road, this site is identified in the LDP as being suitable for comparison goods but there is no restriction requiring large bulky goods only. There is one convenience food retailer within East Road, Aldi. The applicant notes that a previous application for a supermarket was refused at East Road, however, this application was refused because of its excessive scale, not its location. A smaller supermarket in this location may be acceptable. The East Road retail park is highly accessible to the eastern part of Irvine town centre and has a large Council owned public car park adjacent, the Caledonian Car Park. There is a vacant site immediately to the north of the carpark some 2,800sqm. in area. This could easily accommodate the proposed Lidl store. The vacant site and the Caledonian Car Park

have a combined site area of approximately 0.8ha, which is well above Lidl's minimum site requirements. The Caledonian Car Park is currently underused, and the applicant has not given due consideration to the suitability or availability of the East Road site.

The SSA has also not considered the possibility of new development within the town centre. Permission has been granted in the past for new retail units and extensions to the Rivergate Shopping Centre within the town centre and no assessment of the possibility of such development has been provided. Furthermore, current vacancy rates in the Rivergate Centre mean that there may be an opportunity to create a shop unit with access to adequate parking of a suitable size for Lidl's requirements in the Centre through reorganisation of the shop units, however, this possibility has not been considered in the SSA. The applicant rightly states that the SSA has to consider what is available at the current time or is likely to become available in the near future, however, although it is not suggested that at present there are any alternative available sites it is considered that the approach appears to demonstrate a lack of meaningful effort has been made into exploring alternative town centre or edge of centre options which may require a degree of flexibility or creativity.

The applicant was also asked to consider the Ayrshire Metals site as part of their SSA. The Ayrshire Metals site is allocated as General Urban Area within the LDP and lies within 75m to the west of the Irvine town centre adjacent to the Victoria Roundabout on the main route to Irvine Harbourside. No definition of 'edge of centre' is given in Policy 3 and the applicant argues that based on previous definitions the site would not qualify and should be considered as 'out of centre'. They argue that there is therefore no requirement to consider the Ayrshire Metals site as part of the sequential assessment as it would be in the same category as the application site. The applicant considers that the railway line acts as a barrier between the town centre and the site. However, there are two bridges under the railway line which provide good pedestrian access to the town centre at Irvine Railway Station and Church Street as well as a dual-carriageway road leading from the Victoria Roundabout to the Marress Roundabout. The applicant contends that the site has very poor pedestrian connectivity, however, the site is approximately 2 minutes' walk from Irvine railway station (where there are also bus stops) and 5 minutes from the entrance to the Rivergate adjacent to Asda. As such, the Ayrshire Metals site therefore has very good pedestrian connectivity to the town centre, as well as good road links to other parts of the town via Marress Road (north) and Fullarton Street (south). The Ayrshire Metals site is immediately adjacent to Irvine town centre and clearly meets both previous and common-sense definitions of edge of centre. As such, it is quite clear that the Ayrshire Metals site is an edge of centre site in relation to Irvine town centre.

Despite not considering that the Ayrshire Metals site needs to be considered under the sequential assessment, the applicant outlines reasons that they do not consider it to be an appropriate site. The reasons given are: the site is not prominent enough to attract passing trade; it has poor pedestrian links; it has poor visibility from the town centre; there is the possibility of contamination; the site was not allocated for retail under the Irvine Town Regeneration Plan and that the site is too large.

As previously noted, contrary to the applicant's analysis, the site actually has very good pedestrian connectivity (as well as good road connections to other parts of the town). The Ayrshire Metals site is in a more prominent position within the townscape than the application site, being immediately adjacent to the town centre, railway and Harbourside. The applicant has not submitted any evidence to suggest that the site

is contaminated, and even if it were, this would not affect the sequential site analysis. The fact that the site was not allocated as retail under the Irvine Town Regeneration Plan is irrelevant as that plan was indicative in nature, and not part of the development plan. In any case, the Irvine Town Regeneration Plan no longer has any official status and the site is allocated in the adopted LDP as a General Urban Area - which could include retail due to the edge of centre location. The fact that the site is too large is also not considered to be an issue in terms of planning as the partial development of the site would be preferable to no development at all and may act as a catalyst for further development of the site. The applicant states that the site is under offer from a housebuilder, however, and at time of writing the site is still being actively marketed by Savills on behalf of its current owner. In light of the above consideration it is considered that the Ayrshire Metals site is not only sequentially preferable to the application site, but also meets all of Lidl's minimum requirements, and clearly so if reasonable flexibility were applied.

Finally, in respect of 'other commercial centres', the applicant was asked to consider a site at Hill Roundabout in Montgomerie Park approximately 750m to the north of the application site. Like the Ayrshire Metals site, the applicant does not consider that this site requires to be assessed under the SSA as it would be considered out of centre. While this site is out of centre, it is in a site allocated in Strategic Policy 3 of the LDP as part of the Montgomerie Park Strategic Development Area (SDA). Within the SDA, the potential supermarket site is allocated as General Urban Area: Support for Education and Community Facilities. The policy specifically states that the Council will encourage other community activities such as shops for local residents.

While it is the position of the Council that the Montgomerie Park site could be considered an 'other commercial centre' and would therefore be sequentially preferable to the application site, it is accepted that the Montgomerie Park site is further away from the town centre than the application site and would therefore be difficult to justify promoting in terms of the town centre first principle. The allocation of the site for community facilities would suggest a scale of retail smaller than what is being proposed. As such, locating the proposed shop at a site in Montgomerie Park would raise similar planning policy issues as the current application site in terms of competing with Irvine town centre. It is therefore accepted that the Montgomerie Park site is not suitable for this specific retail proposal in terms of the SSA.

In conclusion, the applicant has failed to demonstrate that there are no sequentially preferable sites in Irvine. The Ayrshire Metals site is an edge of centre site and is therefore sequentially preferable to the application site which is out of centre. Furthermore, the Ayrshire Metals site meets all of Lidl's minimum requirements and is available and on the market. It is therefore considered that the proposal does not comply with Policy 3.

Since the proposal does not accord with Policy 3 it is not acceptable in principle. However, in the interests of conducting a thorough analysis of the proposal, this report will now consider the impact of the proposed development on the viability of Irvine town centre and whether the development would tackle any deficiencies which cannot be met in the town centre.

With regards to the economic impact of the proposal on the viability of Irvine town centre, the applicant has submitted a Retail Impact Assessment (RIA) with projected impact of the proposed development on commercial properties within Irvine. The RIA considers that the development would have the largest impact on the East Road

Commercial Centre, diverting approx.10.94% of its convenience turnover by 2025. It considers that the impact on shops within Irvine town centre would be the equivalent of approx. 3.85% of the projected turnover in 2025 and the Riverway/Lamont Drive Retail Park would be impacted by approx. 2.52%.

A Town Centre Health Check (TCHC) has also been submitted by the applicant. This states there is a town centre vacancy rate of 11% which is slightly below the Scotland average of 11.1%. The TCHC notes the number of large parking facilities within the town centre and its easy accessibility.

The RIA demonstrates that there will be a diversion of trade from the town centre to the development. However, given the percentage amount, it is not considered that the development would, in itself, affect the vitality or viability of the town centre. The proposal could impact more significantly on commercial premises within the East Road Retail Park, which is immediately adjacent to the town centre. Again, however, it is not considered that this would necessarily cause cumulative impact on the vitality or viability of the town centre.

The Council carried out a town centre audit of Irvine in October 2018. Whilst the audit is still in its draft stage, it found a vacancy rate of 13.9%. However, this fell to 10.6% when units which would require planning permission to be used as retail premises were excluded. Despite different methodologies, it is considered that the applicant's TCHC and the Council's own audit are broadly in agreement. It is important to note the Policy led investment in our town centres by both the Council and the Scottish Government is aimed at regenerating our town centres, which have seen higher vacancy rates arising from changing trends in the retail sector. It is envisaged that, despite public sector investment in the town centre, the trends in retailing will continue in the years ahead.

The applicant states that their business model is for their store to be used by their consumers in addition to other food retailers; their customers are expected to buy basic staples in Lidl then go to another store to purchase more specialist items. For this business model to function effectively, it would benefit a store to be located close to the existing retail outlets i.e. within, or close to, a town centre. The proposed site, being remote from the town centre, is not located near any other food shops and therefore this model does not seem likely to be commonly adopted by consumers. The proposed site is isolated from other retailers and would likely be used as a single destination shop. Any cumulative positive effects as a result of linked trips to other nearby shops would be difficult to demonstrate given its isolated position in relation to Irvine town centre. While the applicant has demonstrated that the proposal would probably not significantly adversely affect the viability of the town centre, the proposed development would clearly compete with, rather than complement or enhance, the town centre. Placement of the proposed development at the application site would, in effect, be a missed opportunity. If located in, or adjacent to the town centre, the proposal would provide a positive addition to the retail offering of Irvine town centre and would provide cumulative economic and social benefits.

Regarding the issue of whether the proposed development would tackle any deficiencies that cannot be met within the town centre, the applicant has stated that they consider themselves to be a 'deep' discount retailer, distinct from what they describe as 'mainstream' convenience retailers eg. Asda, Tesco, Sainsbury's and Morrisons. They consider Aldi to be the other retailer which provides the type of service they do.

Whist the applicant may consider themselves a distinct type of retail, in planning terms the proposed development (and all the above retailers) is within Class 1 of the Town and Country Planning (Use Classes) (Scotland) Order 1997. Class 1 makes no distinction between different shopping categories or retailer, and it is not the role of the Council to consider the precise format adopted by the business model of individual retail traders. In Irvine Town Centre there exists over 5,919sqm of convenience retail sales area (the applicants RIA) and a larger area of all types of potential retail. As stated above, there are potential retail development opportunities in or adjacent to the town centre. This does not include the large Riverway, Lamont Drive or East Road Retail parks which further add to the retail offer within, or adjacent to, the established town centre. It is not considered that there is a deficiency in the retail offer within Irvine Town Centre. If there were, it is also considered that there would be potential to address these deficiencies within the town centre.

Policy 19 of the LDP states that development of land identified on the LDP Maps as protected open space will only be supported when it accords with the Council's Open Space Strategy and in certain exceptional circumstances. The area of the site allocated as open space is at the eastern end, between an existing footpath and the Stanecastle Roundabout. The proposal seeks to retain the land as open space. It currently contains unmanaged woodland on land owned by the Council. The proposal is to fell the remaining woodland and replace it with grass, presumably to give the frontage of the shop maximum visibility from the Stanecastle Roundabout. Regardless of the change in character of the open space, it would not be developed and thus the proposal does not conflict with Policy 19.

In terms of Policy 27: Sustainable Transport and Active Travel, the Applicant's transport assessment describes the public transport linkages of the application site as being good; there are east and westbound bus stops on Manson Road approximately 100m from the site where buses serve Irvine Town centre as well as the surrounding residential areas of Girdle Toll, Bourtreehill and Broomlands. While there is no on-road cycling provision surrounding the site, the site is well served by off-road footpaths which could cater to pedestrians as well as cyclists. The proposed development would have a pedestrian link to the existing pavement on Crompton Way and from there onto the existing path which cuts through the east of the site. This footpath leads to the bus stops to the north of the site and eventually to Irvine Town Centre; the eastbound bus stop is accessed via an underpass.

The proposed development would be likely to generate a significant number of new trips and therefore have an impact on the local road network. The impact of the proposed development on the Stanecastle Roundabout and Towerlands Interchange was assessed in the applicant's Transport Assessment. It was found that both junctions would continue to operate within their practical capacity following the proposed development. The proposed access would be formed onto Crompton Way. There would be spaces for 130 vehicles in the car park, including 8 disabled spaces, 12 parent and toddler spaces and 2 electric charging bays, which is considered acceptable provision.

The modal split of the trips to the proposed store estimate that during the Saturday peak period only 16% of journeys to the supermarket would be made by sustainable transport modes. Approximately 250 cars would arrive and depart from the site during that 3-hour period. Policy 27 of the LDP states that the Council will take account of the need to adapt to climate change. Out-of-town retail development that

is heavily dependent on access by private car such, as that proposed, is not considered to be in line with the Council's aspirations to move towards greener and more sustainable transport modes in order to tackle climate change. A town centre or edge of centre location would be more likely to result in a much higher share of trips to the store being made by sustainable transport modes. In light of the above consideration, the proposal is contrary to Policy 27.

The relevant criterion of Strategic Policy 1 (Towns and Villages Objective) is (a). Criterion (a) states that proposals should support the social and economic functions of town centres by adopting a town centre first principle that directs major new development and investments to town centre locations. As we have already discussed in this report, the applicant has not demonstrated a town centre first approach, and there is a sequentially preferable site immediately adjacent to the town centre. The proposed development therefore conflicts with criterion (a).

With respect to Strategic Policy 2: Placemaking, the design of the unit follows a typical design for Lidl stores and is modern in appearance with white and grey cladding panels being the main finishing material. The design is not distinctive and does not draw upon the positive characteristics of the surrounding area in respect of scale, street, building form and material and does not create a place with a sense of identity. It has not been altered or adapted to adhere to the positive characteristics of the surrounding area. The surrounding area is residential and suburban in character, with the nearby Tennents distribution warehouse being the only remaining industrial building. The scale of the proposed foodstore, the use of cladding panels and lack of appropriate architectural detail would mean that it would be utilitarian in appearance. North Newmoor is an area transitioning from industry to a new residential area. As such, a higher standard of design would be expected for new developments than is proposed.

The applicant's Daylight and Sunlight Study took account of 16 neighbouring properties in the adjacent Persimmon housing development and concluded that there would be no detrimental impact on these properties in terms of loss of light or overshadowing. The methodology adopted and the results of this study are accepted. The applicant is proposing to plant trees along this boundary to provide visual screening of the development.

The applicant carried out a Noise Assessment which predicted that the rating level, due to the operation of the foodstore, would be equal to or below the measured daytime and night-time background sound levels at all assessment locations. The proposed development is therefore considered likely to have a low impact on its closest receptors and would not cause any noise disturbance for the adjacent residential properties.

The Phase 1 Habitat Survey did not discover any evidence of protected species within the site. The Survey did identify a stand of trees at the north-eastern end of the site which could be a potential summer roost feature for bats. A further Bat Survey was carried out and did not uncover any roosting bats within this woodland. The Tree Survey finds that these trees are in poor condition and do not have any landscape value. These trees are to be removed as part of the development and maintained as open grass. The trees do not benefit from any protection and the findings of the Tree Survey are accepted.

It is not considered that the design of the proposed foodstore distinctive or in-keeping with the residential character of the surrounding area and therefore the proposal is contrary to Strategic Policy 2: Placemaking.

It is considered that because the applicant has failed to demonstrate a town centre first approach in line with the policies of the recently adopted LDP, that if the development was permitted, it could set an undesirable precedent for further out-of-centre retail developments which would undermine the primacy of the town centre as the location of retail development within North Ayrshire's towns.

In conclusion, the adopted Local Development Plan clearly states that the preference of the Council is that large retail developments be located in town centres, which is in accordance with Scottish Planning Policy. The application site is some 1.2km outside Irvine town centre and it is not considered that the applicant has provided convincing evidence that there are no preferable sites in or close to the town centre. While no suitable town centre sites were identified, the Ayrshire Metals site (located immediately adjacent to the town centre) is sequentially preferable to the application site, is available and meets all of the applicant's requirements. If the proposed supermarket were to be located in, or adjacent to, Irvine town centre, then it would add to the sustainability and vibrancy of Irvine town centre as a retail destination. However, if located at the application site, the supermarket would compete with and would be detrimental to the Council's policies aimed at revitalising the town centre. There are no other material considerations that have been identified which would outweigh this conclusion.

The proposal is considered to be contrary to Strategic Policy 1: Spatial Strategy (Towns and Villages Objective), Strategic Policy 2: Placemaking, Policy 3: Town Centres and Retailing and Policy 27: Sustainable Transport and Active Travel. On this basis, it is recommended that the application be refused.

Decision

Refused

Case Officer - Mr John Mack

Appendix 1 - Drawings relating to decision

Drawing Title	Drawing Reference (if applicable)	Drawing Version (if applicable)
Location Plan	2271_310	
Block Plan / Site Plan	2271_311	
Block Plan / Site Plan	2271_313 Rev B	
Proposed Floor Plans	2271_314	
Roof Plan	2271_315	
Proposed Elevations	2271_316	
Block Plan / Site Plan	2271_318 Rev A	
Sections	2271_320	
Landscaping	R/2198/1C	

Appendix 2

PLANNING AND RETAIL STATEMENT, RAPLEYS LLP, OCTOBER 2019

Planning and Retail Statement for
Lidl Great Britain Ltd

ERECTION OF NEW LIDL FOODSTORE WITH ASSOCIATED WORKS

AT

LAND BESIDE CROMPTON WAY, IRVINE, NORTH AYRSHIRE

October 2019

Our Ref: 18-02874

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Appendices

QUALITY ASSURANCE

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2008.

Created by:	Grant Allan MA (Hons) MSc MRTPI
Signature:	
Checked by:	Daniel Wheelwright BA (Hons) MA MRTPI
Signature:	

1 INTRODUCTION

1.1 This Supporting Planning and Retail Statement has been prepared by Rapleys LLP (Rapleys), on behalf of Lidl Great Britain Limited (Lidl), and is submitted in support of a planning application for the erection of a new Lidl foodstore with associated car parking and landscaping at Crompton Way, Irvine.

1.2 Proposals for the development have been subject to pre-application discussions with North Ayrshire Council (NAC) details for which are summarised in the accompanying Statement of Community Involvement.

1.3 This application seeks to erect a new Lidl foodstore (Use Class 1), comprising 1,996 sq. floorspace gross external area (GEA) with a net sales area of 1,257 sq.m; 130 car parking spaces (including 8 disabled spaces and 12 parent & child spaces); and a trolley bay located underneath the store entrance.

1.4 The nature of the Lidl business model means that this store will perform a predominantly "top up" shopping role. Deep discount convenience operators, such as Lidl, therefore serve complementary roles to mainstream foodstore operators. The proposal will thus provide increased consumer choice and competition to Irvine as well as the creation of up to 40 full time equivalent job positions locally.

1.5 A previous planning application was submitted to NAC in January 2019 for the erection of a Lidl foodstore on this same site. Following discussions with NAC this application was withdrawn in April 2019. As a result of these discussions, a number of positive changes have been made to the scheme and these form the basis of this amended application submission. It is believed that these changes add further credibility to the proposal and demonstrate why it is an appropriate development for this location.

1.6 Lidl previously operated from a sub-standard unit at Riverway Retail Park, in relation to the requirements of a discount foodstore operator. Despite attempts to ensure an efficient and viable operation at the unit, had to 'pull-out' as the scale and configuration of the unit could not be made viable. This underlines how important it is for Lidl to be able to trade from suitability configured, sustainable store which will provide additional choice within the catchment area and which is complementary to existing mainstream convenience retailers.

1.7 This Statement provides an overview of the development proposal, details of the pre-application consultation that took place, and appraises the compliance of the proposed development with relevant national and local planning policy, as well as any other material considerations. It also provides evidence of the unique nature of the discount foodstore operation, as supported by key appeal decisions

1.8 This Statement should be read in conjunction with the documentation submitted in support of this application submission. These documents include:

- Full Architectural Drawing Package prepared by Mansons;
- Design and Access Statement prepared by Rapleys LLP;
- Statement of Community Involvement prepared by Rapleys LLP;
- Daylight and Sunlight Assessment prepared by Rapleys LLP;
- Landscape Plan produced by FDA;
- Transport Assessment prepared by Systra Ltd;
- Noise Impact Assessment prepared by SLR;

- Phase 1 Habitat Survey and Bat Survey prepared by Acorna Ecology Ltd; and
- Tree Survey and Arboricultural Impact Assessment prepared by Donald Rodger Associates

1.9 The submission documents conclude that the proposed development is acceptable and should be supported in planning terms. Therefore, planning permission should be duly granted by the local planning authority.

2 SITE AND SURROUNDS

2.1 The site is located on land to the immediate west of Stanecastle Roundabout. Access to this site is gained from Crompton Way. This site is 'brownfield' and was formerly occupied by industrial buildings which have now been demolished (believed to be a former fireplace factory).

2.2 The site is irregular in shape and extends to 1.17ha in size and is generally flat.

2.3 Manson Road bounds the site to the north of Newmoor Industrial Estate; and the A78 bounds the site to the west. This site is located to the north-east of the town centre. The wider area to the north, east and west consists of housing, community facilities, hot-food takeaways, restaurants and other complementary uses.

2.4 The site previously had an industrial use reflecting the wider Newmoor Industrial Estate, however over time low level vegetation has established itself on the site. New housing development is being built to the west of the site presenting an increasingly residential/mixed-use form of development.

2.5 There are a number of trees present on the grass embankment which bounds Stanecastle Roundabout and on the northern boundary. A number of self-seeded low quality trees and shrubs are located on the remainder of the site to the west of the existing footpath which runs north/south.

2.6 The site is accessible to public transport having a number of bus stops in close proximity, including those on Manson Road. These provide links to the town centre to the west, the east of Irvine and other settlements including: Kilwinning, Kilmarnock, Stewarton and Glasgow. The site also benefits from connecting to the public footpath network with this network moving in all directions.

2.7 The town centre of Irvine is located approximately 15 minutes walk to the west or 5 minutes by car. The site is also well served by the A78 (Irvine Bypass) which runs north/south and the A71 which connects to Kilmarnock.

2.8 The site is not located in a conservation area and no statutory listed buildings are located on the site or in close proximity to the site.

3 PLANNING AND SITE HISTORY

3.1 A full search of NAC online planning portal/facilities has identified the following planning applications which are relevant to the site:

Planning Application Reference	Description	Outcome
19/00050/PP	Erection of foodstore with sales area of up to 1,410 square metres to include the provision of access, car parking, landscaping and boundary treatment	Application Withdrawn – 30th April 2019
05/00184/PP	Partial change of use of factory premises to provide area for factory retail outlet for sale of goods produced on premises, and erection of 2.4 metre high palisade boundary fence	Application Approved Subject to Conditions – 19th April 2005

Table 1: Planning History of the application site

3.2 A previous proposal was submitted to NAC in January 2019 for the erection of a Lidl foodstore (Application Reference 19/00050/PP). Following discussions with the planning Case Officer and other consultees, the applicant withdrew the planning application to make to address a number of points raised and to make associated amendments to the proposed development. These are described in Section 5.

Other Relevant Planning History

3.3 A residential development is currently being built to the immediate west of the site. This development consists of 93 homes. This application was approved by NAC on 23rd August 2017 and was submitted by Persimmon Homes and Dawn Developments (Application Reference 17/00581/PPM).

3.4 Prior to the submission 17/00581/PPM by Persimmon, Dawn Homes & Toscafund (Crompton Way) Ltd submitted a planning application (16/00070/PPM) for the erection of 144 homes which was approved by NAC on 1st June 2016. This covered a wider area than the Persimmon site and also included an indicative masterplan identifying the potential options for the wider development of the area. The current application site, formed part of this wider masterplan are and which indicated that it was suitable for mixed-use development including retail and other commercial uses.

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4 PRE-APPLICATION CONSULTATION

4.1 Scottish Planning Policy (2014) (SPP) identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It is explained that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.

4.2 The following sections will provide an overview of the consultations with NAC and the local community.

NORTH AYRSHIRE COUNCIL

4.3 Prior to submitting the planning application, Lidl undertook pre-application consultation discussions with NAC. This involved:

- Sending a formal pre-application enquiry email to NAC on 14th November 2018;
- Receiving a response from the Case Officer, Iain Davies on 21st November 2018;
- Engaging in discussion via email and telephone with the Case Officer; and
- A formal Pre-Application Meeting with Iain Davies at NAC Officer in Irvine on 3rd December 2018.

4.4 As a part of the pre-application enquiries, correspondence was sent to clarify the scope for the Retail Impact Assessment on 14th November 2018.

4.5 Subsequent responses from NAC were received on 16th, 21st, 23rd November 2018 including relating to retail impact assessment matters. This was also followed-up by the Case Officer in an email of the 5th December 2018.

4.6 Overall, discussions focussed on what supporting documents were required and the policy position of the Local Development Plan (LDP) regarding a retail proposal at Stanecastle Roundabout. The Case Officer understood the reasoning behind Lidl's proposal and why this location was chosen for the development. He noted that it was for the applicant to satisfy the sequential and retail impact policy tests.

4.7 It was noted that there may need to be some screening to the south of the site to protect the visual amenity of the residential properties being built to the south of the subject site.

4.8 The Case Officer also noted that discussions with the roads department within the NAC highlighted that a Transport Assessment was require to assess the impact of the proposal on the local road network

4.9 This feedback has aided in the design of the new store and scope of the relevant planning application documentation to accompany the application.

Further Consultation with North Ayrshire Council

4.10 During the consultation and determination periods of Planning Application Reference 19/00050/PP, regular dialogue between NAC and the applicant took place.

4.11 This included email and telephone correspondence to discuss the scheme; and to discuss planning matters as well as other comments from consultees.

4.12 This included such matters as:

- The retail impact assessment;
- The sequential site assessment;

- Impact on the surrounding area; and
- Transport and connectivity.

4.13 Following these discussions, the applicant has sought to address any concerns raised through this updated proposal. This includes further analysis of the development's impact on the local road network, the amenity of the neighbouring Persimmon residential development and additional sequential site analysis.

4.14 This application has sought to build on the previous proposal. Key amendments include:

- The addition of a pedestrian footpath to the north of the site connecting the store to the existing footpath and subway;
- The reduction in the footprint of the store resulting in a reduced net-sales area (further reducing the already limited impact on Irvine Town Centre);
- Providing a further analysis of the impact on the local road network demonstrating that there is capacity for a new discount foodstore in this location;
- A further analysis regarding connectivity showing that the site is well location in relation to public transport, cycle routes and pedestrian routes;
- An increase in the number of parking spaces in compliance with the North Ayrshire Council 'Road Development Guide';
- The undertaking of a daylight/sunlight Assessment demonstrating that the proposal will not impact on the amenity of the houses near the western boundary of the Lidl site;
- An expanded sequential assessment, further demonstrating that there are no suitable or available sequentially preferable sites to accommodate the application proposal; and
- An updated retail impact assessment, including additional justification on how the proposal addresses qualitative and quantitative deficiencies within the catchment.

4.15 Further discussions with NAC have allowed the applicant to bring forward an improved scheme demonstrating the appropriateness of the development site at Crompton Way.

4.16 A further pre-application meeting was held between the applicant and NAC Planning and Road officers on the 24th September 2019 at NAC Offices in Irvine. This meeting was used to discuss the above points, how previous issues have been overcome and to display the new proposal.

PUBLIC CONSULTATION

4.17 Lidl also undertook consultation with the local community within the area where the application is proposed. This community consultation comprised:

- The delivery of circa 9000 informative leaflets to surrounding residential addresses making people aware of the development proposal and community consultation event as well as providing them with a response car where people could share their thoughts on the proposal; and
- A dedicated webpage giving further details about the proposal and inviting feedback was set-up. This also provided the opportunity for residents to submit any comments via email; and

- A public exhibition was held on 11th December 2018 at Irvine Park Bowling Club, Woodland Avenue, Irvine, KA12 0PZ from 3pm-7pm.

4.18 Over 260 leaflets were returned with comments about the proposal.

4.19 In summary, the comments received set out:

- Support for a new Lidl foodstore in Irvine including their product range and prices;
- That it was a convenient location in relation to the surrounding residential areas and in this part of Irvine;
- They would shop at this new Lidl;
- This proposal will complement the town centre;
- Support for the design of the foodstore which will fit into the area well;
- That it will help redevelop this part of Irvine;
- It is well-connected to existing footpaths and with wider area; and
- Some comments were made which expressed concern that at peak-times, Stanecastle Roundabout can be busy, causing congestion for local residents

4.20 Overall, the overwhelming majority of comments supported the proposal.

4.21 Further details of the public consultation are provided in the Statement of Community Involvement, submitted alongside the planning application.

5 PROPOSED DEVELOPMENT

5.1 This application seeks planning permission for the erection of discount foodstore, together with associated parking and landscaping on the currently vacant land beside Crompton Way, Stanecastle Roundabout, Irvine.

5.2 The Lidl foodstore (Use Class 1) will extend to 1,996 sq.m. GEA with a net sales area of 1,257 sq.m, together with 130 parking spaces (including 8 disabled parking spaces and 12 parent & child spaces). Full details of the proposed development are presented in the drawings accompanying the submission.

5.3 The Lidl store will be located to the west of the site with car parking provided directly in front of it and extending eastwards. The delivery bay will be located on the northern elevation in parallel with Mansons Road; with a glazed façade on the southern elevation.

5.4 Of the total net sales area (1,257 sq.m), 1,006 sq.m (80% of net floor space) will be for convenience good sales; and 251 sq.m (20% of net floor space) has been identified for comparison goods sales.

5.5 The proposed Lidl foodstore building, and overall site, will provide a clean and contemporary design, which will feature a single height glazed entrance; and a single height glazed elevation along the southern elevation facing out on to Crompton Way. A Design and Access Statement also accompanies this application and appraises the aesthetic appearance of the proposal, which has been designed to present an attractive built frontage along Crompton Way. The proposal therefore enhances the appearance of both the site and surrounding area.

5.6 The vehicular access to the site will be taken from new road access at Crompton Way. There is an existing footpath along the eastern boundary which will be maintained. A new pedestrian access will be provided from Crompton Way, providing direct access to the store. A separate pedestrian access will also be provided, connecting to the existing footpath to the north of the site and the subway which passes under Mansons Road.

5.7 A dedicated servicing area will be provided adjacent to the north of the building. Delivery vehicles will drive into the site in forward gear and reverse into the delivery bay, where product will be deposited within the warehouse. All store waste will be stored within the warehousing area and will be collected at the same time as deliveries thereby minimising HGV movements.

5.8 A detailed landscaping plan has also been prepared which provides further detail on the landscaping improvements which will be made as part of this application. This includes new tree planting, soft landscaping and paving features of the pedestrian paths.

6 THE LIDL RETAIL OPERATION

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

POSITION WITHIN THE MARKET

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

6.3 The first Lidl stores opened in Germany in 1973 and by the 1980s Lidl had become a household name. In the early 1990s Lidl began to expand throughout Europe and now has more than 9,000 stores in 26 countries. Lidl commenced trading in the UK in November 1994 and since that date has grown to become a substantial presence in the convenience retail market, with over 600 stores currently trading nationwide. It is estimated by Mintel (April 2014) that UK sales reached £6.4BN in 2017/18. Research from Kantar Worldpanel in January 2019 identifies that Lidl has a 5.3% share of the grocery market.

DISCOUNT FORMAT

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

6.5 The 'deep discount' sector includes Lidl and Aldi and formerly also included Netto. 'Deep discounters' concentrate on selling a limited range of primarily own brand goods at extremely competitive prices. These retailers are therefore distinct from the mainstream convenience retailers (principally Tesco, Asda, Sainsbury's and Morrison's) in the offer that they provide to shoppers.

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

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

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

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

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

6.9 Paragraph 4.80, page 70 of the investigation goes on to state that due to the limited number of products carried by LADs they are not close substitutes for other foodstores of a comparable size – in short they are different operations:

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

6.10 Whilst, the number of lines now stocked by Lidl is typically around 2,000-2,200, this represents only a modest uplift since 2008 and therefore the findings of the Competition and Markets Authority's 2008 investigation remain entirely appropriate - therefore that Lidl does provide a distinctly different offer to the non-LAD food retailers.

LIMITED PRODUCT RANGE

6.11 Aside from the difference in pricing from the main convenience retailers, another characteristic of the Lidl business model, is that Lidl predominantly stock their own brand products (around 90% of all products in store), with only a small proportion of non-own branded products. This is distinct from conventional food retailers who typically stock a much larger provision of branded products.

6.12 Approximately 300 convenience product lines are directly sourced from 60 Scottish suppliers. This includes a large proportion of seasonal fruit and vegetables. Overall, approximately two-thirds of convenience product lines are sourced from within the UK. The remaining products are sourced from Europe. Lidl aims to keep the shopping experience simple for its customers and operates a 'no frills' policy by avoiding unnecessary packaging and presentation, including a basic store fit-out, all of which contributes to keeping the cost of products low.

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

NOT THE 'FULL' RETAIL OFFER

6.14 Lidl stores also differ from other convenience retailers by not offering any of the following products or services in-store:

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

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

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

SHORTER TRADING HOURS

6.17 The standard opening hours for Lidl stores are also more limited than the main convenience retailers, as well as smaller independent convenience retailers. Generally, Lidl stores open for a core period of between 08.00–22.00 Monday to Sunday (including Bank Holidays).

6.18 The standard opening hours of Lidl stores are therefore more limited in comparison to the 24 hour convenience superstores format or - at the opposite end of the spectrum – to the smaller convenience or 'c' store format. This is another factor underlining Lidl's distinct operation which hence the limited overlap with the operation of other convenience retailers.

STORE FORMAT

6.19 Lidl has an established store format that is integral to the success of its business model. The typical store size required by Lidl to meet its operational requirements is between 1,800 and 2,500 sq. m gross external area. This equates to a net sales area of between approximately 1,150 sq. m to 1,400 sq.m gross internal area.

6.20 There are a number of reasons why this size of store is required. Lidl stores stock a limited number of products compared to other retailers, as space is required in the sale area for non-food specials, which can be bulky items. Furthermore, the market position of Lidl as a 'deep discounter' is dictated by its ability to cut costs throughout the business. In order to do so, all products are displayed from the original pallets or boxes on/in which they were

delivered to the store. This minimises the costs associated with manual handling by removing the need to break pallets down and stack them on shelves. A significantly smaller sales area would therefore reduce the number of products that could be displayed.

6.21 A single level store of this scale allows for pallets to be easily moved directly from the delivery bay and placed in the sales area. This cannot be achieved in the same way in smaller stores, resulting in the need to break pallets down and stack more products on shelves, which consequently increases staff costs. This therefore makes it more difficult for Lidl to pass cost savings on to its customers, thereby impacting on its ability to deliver the benefits of discount retailing.

6.22 In addition, the standard store format has been purposefully designed in order to provide mobility impaired customers, the elderly and those with small children, space to move through the store easily. Also by placing bulky products on the sales floor, Lidl ensure easy access to these items for all customers.

LOCAL CATCHMENT

6.23 Lidl stores serve a relatively compact catchment area and are intended to provide a local shopping facility. The locational strategy of Lidl is for stores in urban areas, to serve an area that typically equates to a 0-5 minute drive-time of the site. Because of its limited offer, people do not tend to travel long distances to shop at Lidl.

6.24 As stated above, many customers use Lidl stores to purchase part of their main grocery shop (i.e. basic staples), taking advantage of the low prices, but to then visit other retailers to purchase luxury food or more specialist items that are not offered at Lidl (e.g. fresh fish). In addition, many Lidl customers also continue to visit smaller independent convenience stores in close proximity to their homes for top-up/basket shopping (i.e. buying a pint of milk or a loaf of bread) as well as to use services that are not provided by Lidl (e.g. dry cleaning, Post Office etc.).

EMPLOYMENT OPPORTUNITIES

6.25 The proposed Lidl store will employ up to 40 full staff in store. Lidl has a policy of employing local people from all backgrounds to work in their stores. This allows for a short commute to work and for staff to potentially work at short notice. The company is an equal opportunities employer with a strong social inclusion policy. The following extract is taken from Lidl's employee handbook, which sets out the company's equal opportunities stance

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

6.26 Lidl offer many different career paths and opportunities within the retail sector. These include managerial and administrative positions in addition to positions such as store assistants and cashiers. The company also runs comprehensive management development and training programmes, enhancing skills of staff and maximising staff retention.

6.27 When setting up a new store, Lidl will bring in a manager from another store that ideally has links with the area. This is vital to provide the necessary experience and leadership during the training period of the new store staff. It is then the responsibility of the store manager and district manager to recruit and train the necessary numbers of staff prior to store opening. New staffs are recruited from the local community using a variety of methods, including local newspaper advertisements, Job Centre advertisements and open days.

DELIVERIES

6.28 Lidl products are purchased throughout the UK and Europe and then packaged and distributed directly to the relevant Regional Distribution Centre (RDC), of which there are currently 10 in the UK, for onward distribution to its stores across the UK. The nearest RDC to Crompton Way is located at Holytown near Eurocentral in North Lanarkshire.

6.29 Lidl are mindful of the need to minimise any disturbance to neighbouring residents and landowners. To assist in achieving this, each store has only one or two dedicated deliveries per day. This provides all the necessary products for the store, including frozen and chilled goods, which are carried using individual temperature controlled units that can be loaded on to the vehicle. This ensures minimum disruption by removing the need for noisy air conditioning units on the vehicle.

6.30 During deliveries, it is company policy that vehicle engines are switched off to reduce noise and disturbance. New stores (such as that proposed) also feature graded ramps in the delivery bay and manual dock levellers, negating the need for noisy scissor or tail lifts. The total unloading time for deliveries is approximately 45 minutes.

SUSTAINABILITY MEASURES

6.31 Lidl implement a variety of measures to minimise the environmental impact of its stores and to contribute toward sustainability objectives, including:

- Limiting deliveries to a maximum of two per day. Delivery vehicles are also used to remove waste from the store on their return journey to the RDC where the waste/recyclable material is sorted and managed centrally. This also helps to reduce vehicle trips and emissions.

- Lidl lead the sector in terms recycling and waste to landfill reduction by recycling all paper/cardboard and plastic waste produced by the store. This means that over 80% of all waste produced in store is recycled.

- Lidl stores include highly efficient condensing boilers, which recover waste heat from the combustion process. All heating is regulated by sensors.

- Lidl stores use a manual dock leveller for deliveries, reducing noise emissions and energy use.

- All Lidl stores are fitted with a ‘Building Management System’ incorporating movement sensors, Lux meters and thermostatic controls. This ensures that the back of house areas of the store are only lit when people are using them, that external lighting is only used when required and that the temperatures of the various areas within store

are maintained at the correct levels. Energy efficient LED lighting is used and lighting within the sales area is cutback to one third before and after trading hours.

- Water consumption is carefully monitored and flow control devices and water meters are fitted in all stores.

- Car park lighting is designed in accordance with Lidl's 'Dark Sky' policy with light fittings carefully specified in order to keep light spill beyond the site boundary to a minimum, with Lux and timer controls fitted.

6.32 Lidl also produce and implement Travel Plans to promote sustainable transport choices.

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

SECURE BY DESIGN AND THE EQUALITY ACT 2010

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

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

SUMMARY

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

1. **Restricted number of product lines** – Lidl is not a one stop shop and sells a limited range of predominantly own brand goods, with customers visiting other stores for branded or luxury goods.

1. **Not the full retail offer** – Lidl provides a limited range of comparison goods 'non-food specials' which are sold on a constantly changing basis which ensures that any impact of other retailers is not constant and is limited. Lidl stores do not offer the range of services provided by the mainstream food retailers or smaller independent stores.

2. **Small store size and localised catchment** – Lidl provide neighbourhood scale stores which do not draw customers from a wide area.

3. **Shorter trading hours** – Lidl stores are not open 'all hours' and so there is limited overlap with mainstream food retailers and local convenience stores.

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

7 PLANNING POLICY

7.1 This section will outline the development plan policy which is relevant to the subject site and proposed development.

7.2 Section 25 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006 requires the determination of a planning application must be made in accordance with the development plan, unless material considerations indicate otherwise.

7.3 The current development plan is the North Ayrshire Local Development Plan (2014) ('LDP').

NORTH AYRSHIRE LOCAL DEVELOPMENT PLAN (2014)

Site Allocation

7.4 The LDP (2014) identifies this site as a 'Mixed Use Employment Area' (Policy IND5) and as an 'Additional Housing' Site (RES2). The western edge of the site beside Stanecastle Roundabout is allocated as 'Open Space'.

Relevant LDP Policies

7.5 **LDP Policy: General Policy** will be applied to all proposed development and provide numerous general criteria. This includes:

a) Sitting, Design and External Appearance;

b) Amenity;

c) Landscape Character;

d) Access, Road Layout, Parking Provision;

e) Safeguarding Zones;

f) The Precautionary Principle;

g) Infrastructure and Developer Contributions;

h) 'Natura 2000 ' Sites;

i) Waste Management

7.6 **LDP Policy TC1: Town Centres** notes that areas identified on the LDP map as Town Centres, excluding Core Shopping Areas, development comprising Classes 1, 2, 3, 4, 7, 9, 10 and 11, and hot food takeaways, amusement arcades, public houses, theatres and flats shall accord with the LDP.

7.7 **LDP Policy TC2: Core Shopping Areas** notes that within the areas identified on the LDP Map as Core Shopping Areas, development comprising Classes 1, 2 and 3, and hot food takeaways, amusement arcades, public houses and flats above ground floor level shall accord with the LDP.

7.8 **LDP Policy TC3: Commercial Centres** notes that Uses in the allocated Commercial Centres will be restricted as follows:

(a) Comparison goods, secondary convenience goods and ancillary other commercial development at Riverway Retail Park and Lamont Drive in accordance with the note below;

(b) Comparison goods retailing at the East Road Retail Park, with commercial leisure uses also acceptable for expansion of the Retail Park; and

(c) Bulky goods comparison retailing at Hawkhill, Stevenston. For the avoidance of doubt proposals in accordance with the retail goods categories specified in this policy will also need to comply with Policy TC 4: Edge of Centre/Out of Centre Development. In the case of the Riverway Retail Park, this particularly applies to convenience retailing which should remain a secondary function to the primary function of the park as a comparison goods retail park, and to any other ancillary commercial development which may be considered appropriate. These uses are considered to be more likely to undermine the function and character of the town centre

7.9 **LDP Policy TC4: Edge of Centre/Out of Centre Development** notes that proposals for new retail or commercial leisure development (including extensions to or redevelopment of existing premises) on sites located outwith the town centre boundaries identified on LDP Maps shall not accord with the LDP unless the following criteria can be satisfied:

(a) the development comprises local shops permitted in terms of Policy TC5; or

(b) that the proposal site has been selected after sequential assessment of available and suitable sites/premises (or which can reasonably be made available or suitable) in the following order (1) sites within the town centre (2) sites within edge of centre locations (3) other sites designated on the proposals map as commercial centres, with each alternative sequentially preferable option being discounted for demonstrable reasons; and

(c) that the development would not adversely affect, either on its own or in association with other built or consented developments, the vitality and viability of the town centre; and

(d) the development would tackle deficiencies (the nature of which shall require to be described and quantified) in qualitative or quantitative terms which cannot be otherwise met in the town centre; and

(e) the development is well located in relation to access by public transport, cycle routes and on foot. For the avoidance of doubt, the above policy shall apply to all retail and commercial leisure development proposals within Commercial Centre allocations, which do not form part of defined town centres. Where commercial centres are in edge of centre locations, this will be sequentially preferable to other commercial centres. Applicants may be required to submit a proportionate retail impact assessment and undertake a town centre health check in order to demonstrate compliance with the above criteria. This will depend on the scale of the proposal and will be at the discretion of the Council.

7.10 **LDP Policy RES2: Additional Housing Sites** notes that the sites identified in Table 1 and on the LDP Maps are allocated for market housing to meet the identified housing requirement to 2025. Sites will require to mitigate against any unacceptable adverse impacts on infrastructure arising as a result of the site's development. Indicative requirements are set out within the Action Programme. The site, subject of this application, falls under Site 2: North Newmoor which was allocated an indicative capacity of 300 homes.

7.11 **LDP Policy IND 5: Mixed Use Employment Areas** notes that sites allocated with this designation must demonstrate an element of retained employment use, the nature of which will be negotiated on a site by site basis with reference to a business plan.

7.12 **LDP Policy ENV 12: Development of Open Space** notes that development on allocated land shall not accord with the LDP unless the following criteria can be met, *inter alia*:

- Where the proposed development is for a use other than outdoor recreational or physical activity purposes, it will not set an undesirable precedent for further incremental loss of open space;
- The proposed development will not unacceptably impact upon the recreational and/or amenity value of any area of active or passive open space when considered in relation to the overall level of provision in the local area; and
- Where the loss of open space has a material effect on the quality, function or playing capacity of a facility, alternative provision of similar or improved community benefit and accessibility will be made available in a location which is convenient for its users.

7.13 **Policy PI1: Walking, Cycling & Public Transport** notes that all development proposals which will generate significant trip generation shall require to demonstrate that account has been taken of the needs of walkers, cyclists and public transport users by demonstrating, *inter alia,* that:

a) the proposals reflect the principles of "Designing Streets" where applicable;

b) at an early design stage, consideration has been given to likely desire routes (public transport nodes, schools, town centres etc.) which shall inform the design of the development;

c) connectivity is maximised within and to the development site by providing direct routes to wider path networks where possible

d) any paths through the site are clearly signposted, well lit and where possible overlooked; and

e) secure cycle parking of a proportionate scale, in a visible and accessible location, is provided where the development will be used by a significant volume of visitors (including employees). Changing and shower facilities should also be provided where appropriate;

7.14 The policy continues by noting that a Transport Assessment may be required where development will involve significant trip generation.

7.15 **Policy PI3: Parking** notes that the development of new car parking facility is supported subject to other policies within the LDP.

7.16 **Policy PI4: Core Path Network** notes Development proposals impacting on an area occupied by a Core Path route, Right of Way, or other important route, must incorporate this route within the layout of the site, or alternatively agree a diversion route with the Council, as Access Authority. Development within close proximity to the Core Path network should provide suitable links to the Core Path network where appropriate.

7.17 **Policy PI8: Drainage, SUDS & Flooding** provides guidance and policy for Drainage, SUDS, Flooding. It states that development on areas identified as at or greater than 0.5% risk of flooding annually 76 (0.1% for essential civil infrastructure) on flood risk plans, or on areas of known or suspected incidences of flooding, shall not accord with the LDP, unless the following criteria can be satisfied:

a) a Flood Risk Assessment, completed to the satisfaction of the Council's Flood Risk Management Section, has been submitted;

(b) the ability of any functional floodplain to store and convey water will not be impaired;

(c) the development will not increase the risk of flooding elsewhere or materially increase the number of buildings at risk of being damaged by flooding; AND

(d) the risk of flooding to the development itself can be mitigated satisfactorily (i.e. through an existing or planned flood protection scheme); OR

(e) where flood risk cannot be satisfactorily mitigated, the development has an operating requirement that makes the location essential (e.g. for emergency services coverage, agriculture related use, water based activity) and will be capable of remaining operational and accessible during extreme flooding events.

7.18 **Policy PI13: Carbon Emission and New Buildings** notes that All new buildings must reduce their carbon dioxide emissions above or in line with building standards through appropriately designed:

- On-site low or zero carbon generating technologies (LZCGTs); and/or
- Passive/operational energy efficiency measures.

8 MATERIAL PLANNING CONSIDERATIONS

8.1 As noted at the beginning of Section 7 of this Supporting Planning Statement, all planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

8.2 Whilst many factors are capable of being a material planning considerations, we consider the following material considerations are the most relevant:

- Scottish Planning Policy (SPP) (2014)
- Proposed North Ayrshire Local Development Plan 2 ('PLDP2') (2018)

SCOTTISH PLANNING POLICY (2014)

8.3 Published in June 2014, Scottish Planning Policy ('SPP') establishes planning policies which reflect Scottish Ministers priorities for the operation of the planning system and for the development and use of land.

8.4 SPP provides that the presumption in favour of development that contributes towards sustainable development is a material consideration in all planning applications.

8.5 Specifically:

> *"the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term' (Paragraph 28).*

8.6 Paragraph 29 notes that development should be guided by the following principles, *inter alia*:

- *giving due weight to net economic benefit;*
- *responding to economic issues, challenges and opportunities, as outlined in local economic strategies;*
- *supporting good design and the six qualities of successful places;*
- *making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;*
- *supporting delivery of accessible housing, business, retailing and leisure development;*
- *protecting, enhancing and promoting access to cultural heritage, including the historic environment; and*
- *avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality.*

8.7 Importantly, Paragraph 40 requires decisions to be guided by a number of principles including: *"considering the re-use or redevelopment of brownfield land before new development takes place on greenfield sites"*.

8.8 Paragraphs 41-46 of SPP note that development should demonstrate the six qualities of successful place:

- *Distinctive;*
- *Safe and Pleasant;*

- *Welcoming;*
- *Adaptable;*
- *Resource Efficient; and*
- *Easy to Move Around and Beyond*

8.9 SPP discusses town centre and retailing matters. Specifically, paragraph 68 details the sequential approach which should be adopted by local planning authorities:

> *"Development plans should adopt a sequential town centre first approach when planning for uses which generate significant footfall, including retail and commercial leisure uses, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities. This requires that locations are considered in the following order of preference:*
>
> - *town centres (including city centres and local centres);*
> - *edge of town centre;*
> - *other commercial centres identified in the development plan; and*
> - *out-of-centre locations that are, or can be, made easily accessible by a choice of transport modes."*

8.10 Moreover, paragraph 69 notes that flexibility and realism should be used when applying the sequential approach to ensure different uses are developed in the most appropriate locations.

8.11 Paragraph 71 notes that local planning authorities should apply a sequential test to planning applications for main town centre uses (including retail) that are not in an existing centre and are not in accordance with an up-to-date local plan. The sequential test will require development for main town centre uses to be located in town centres, followed by edge-of-centre locations and only if suitable sites are not available will out-of-centre sites be considered. When considering edge-of-centre and out-of-centre proposals, SPP confirms that preference should be given to accessible sites that are well connected to a centre. Where a retail and leisure development with a gross floorspace over 2,500 sq.m. is proposed outwith a town centre, contrary to the development plan, a retail impact analysis should be undertaken.

8.12 Paragraph 72 notes that applicants and planning authorities, where possible, should agree a scope for undertaking an impact assessment.

8.13 Paragraph 73 notes that out-of-centre locations should only be considered for uses which generate significant footfall where:

- *all town centre, edge of town centre and other commercial centre options have been assessed and discounted as unsuitable or unavailable;*
- *the scale of development proposed is appropriate, and it has been shown that the proposal cannot reasonably be altered or reduced in scale to allow it to be accommodated at a sequentially preferable location;*
- *the proposal will help to meet qualitative or quantitative deficiencies; and*
- *there will be no significant adverse effect on the vitality and viability of existing town centres.*

8.14 Paragraphs 270-274 of SPP advise that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local Planning Authorities should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.

8.15 All developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:

- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
- Safe and suitable access to the sites can be achieved for all people; and
- Whether improvements can be undertaken within the transport network that effectively limits any significant impact of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of development are severe.

8.16 SPP guidance on travel plans, transport assessments and statements in decision-taking identifies that the documents are required (as appropriate) for all developments which generate significant amounts of movements.

PROPOSED NORTH AYRSHIRE LOAL DEVELOPMENT PLAN (2018)

8.17 NAC approved the PLDP2 in April 2018 for public consultation. This has now ended and the PLDP2 was sent to Scottish Ministers for Examination on 9th October 2018. The Reporter's published their Report of Examination on 10th July 2019 with their proposed modifications. On 17th September 2019 NAC Local Development Plan Committee approved the PLDP2 for submission to the Scottish Ministers for adoption.

8.18 The PLDP2 provides an up-to-date reflection of NAC planning policy position and therefore has significant weight in the determination of planning applications.

Site Allocation

8.19 The North Ayrshire PLDP2 does not provide any site specific allocation. However, it does note that the site is in a 'General Urban Area: Irvine'. The eastern most portion of the site is (the grass embankment beside Stanecastle Roundabout) is allocated as 'Open Space'.

LDP Policies

8.20 **Strategic Policy 1 (Spatial Strategy)** is split into a number of sub sections which are relevant to this proposal including:

Towns and Villages Objective - Towns and villages are where most of homes, jobs, community facilities, shops and services are located. NAC will support communities, businesses and protect our natural environment by directing new development to towns and villages as shown in the Spatial Strategy. Within urban areas (within the settlement boundary), the LDP identifies town centre locations, employment locations and areas of open space. Most of the remaining area within settlements is shown as General Urban Area. Within the General Urban Area, proposals for residential development will accord with the development plan in principle, and applications will be assessed against the policies of the LDP. New non-residential proposals will be assessed against policies of this LDP that relate to the proposal.

This objective also notes that development proposals will be supported in towns and villages that, *inter alia*:

- Support the social and economic functions of our town centres by adopting a town centre first principle that directs major new development and investment to town centre locations as a priority including supporting town centre living;
- Support the social and economic functions of our town centres by adopting a town centre first principle that directs major new development and investment to town centre locations as a priority including supporting town centre living;
- Prioritise the re-use of brownfield land over greenfield land by supporting a range of strategic developments that will deliver regeneration of vacant and derelict land.

8.21 **Strategic Policy 2 (Placemaking)** notes that all development proposals will be judged against the Six Qualities of Successful Place.

8.22 **Policy 3: Town Centres and Retail** noted that development that has the potential to generate footfall will be assessed against a town centre sequential approach. This includes retail use. Location will be considered, and a reasoned justification given for discounting them, in the following order of preference:

- *Town centres (as defined in Strategic Policy 1)*
- *Edge of town centre*
- *Other commercial centres (as defined above)*
- *Out-of-centre locations that are, or can be made, easily accessible by a choice of transport modes.*

8.23 The policy notes that a flexible and realistic approach will be taken with the sequential approach to ensure that different uses are developed in the most appropriate locations.

8.24 **Policy 18: Forestry, Woodland, Trees and Hedgerows** notes that Development proposals will only be supported when it would not result in the loss or deterioration of an ancient or long established plantation or semi-natural woodland unless there are overriding public benefits from the development that outweigh the loss of the woodland habitat. Where the loss of trees, hedgerows or woodlands of merit is unavoidable and compensatory planting is required, replacement trees should be of a similar scale and massing to the loss or if smaller there should be additional tree planting committed to ensure a net gain is achieved.

8.25 **Policy 19: Developments Involving Open Space** notes that developments involving the loss of open space will only be supported where they accord with the Council's Open Space Strategy and in the following exceptional circumstances:

- The open space is of limited amenity and/or recreational value and does not form part of a recognised upgrading/improvement scheme or strategy; or
- a minor part of a larger area of functional open space and the development would not harm or undermine the function of the main site; or
- a minor part of the wider provision of open space and its loss would not result in a significant deficiency of open space provision within the immediate area; or
- the development would result in a local benefit in terms of either alternative equivalent provision being made or improvement to an existing public park or other local open space; or
- significant benefits to the wider community which outweigh the loss of open space

8.26 **Policy 23: Flood Risk Management** notes that development that demonstrates accordance with the Flood Risk Framework as defined in Scottish Planning Policy and shown in schedule 7, relevant flood risk management strategies and local flood risk management plans will be supported. Generally development should avoid locations of flood risk and should not lead to a significant increase in the flood risk elsewhere. Land raising and elevated buildings (such as those on stilts) will only be supported in exceptional circumstances, where it is shown to have a neutral or better impact on flood risk outside the raised area.

8.27 **Policy 27: Sustainable Transport and Active Travel** notes that development will be supported if it meets the following criteria including, *inter alia:*

- contributes to an integrated transport network that supports long term sustainability;
- reduces inequality by improving the accessibility and connectivity of employment opportunities and local amenities;
- provides safe and convenient sustainable transport options and supports modal shift to sustainable transport and active travel;
- reduces the need to travel or appropriately mitigates adverse impacts of significant traffic generation, road safety and air quality, including taking into account the cumulative impact;
- takes a design-led, collaborative approach to street design to provide safe and convenient opportunities for integrated sustainable travel in the following order of priority: pedestrians, people on cycles, people using collective transport (buses, trains etc.) and people using private transport; and
- considers the potential requirements of other infrastructure providers, including designing for the potential development of district heat networks by for example incorporating access points into the transport network to allow for future pipe development or creating channels underneath the road/infrastructure to enable pipe development with minimal disruption to the networks.

9 RETAIL ASSESSMENT

9.1 This section sets out the applicant's approach to the sequential and impact assessments, taking into consideration the requirements of SPP and Policy TC4 the LDP.

SEQUENTIAL SITE ASSESSMENT

9.2 This site at Crompton Way, Stanecastle Roundabout, Irvine, is located in an 'out-of-centre' in policy terms with regards to Irvine Town Centre.

9.3 As outlined in Section 8, SPP, the LDP and the PLDP2 all require that out-of-centre retail proposals of a certain scale should undertake a sequential assessment. This should demonstrate why the proposed retail use cannot be accommodated in a more central location. Policy TC4 sets out the hierarchy of locations to assess in the search for potentially sequentially preferable sites:

- Sites within the town centre;
- Sites within edge of centre locations; and
- Other sites designated on the proposals map as commercial centres,

9.4 The sequential assessment of sites should consider their suitability and availability to accommodate the proposed development.

9.5 Importantly, Policy TC4 of the LDP notes that where commercial centres are located in edge-of-centre locations, these will be sequentially preferable to other commercial centres.

9.6 On this basis we have considered the following locations in our sequential assessment which are also listed in order of priority:

- Irvine Town Centre and Core Shopping Area
- Edge-Of-Centre Sites
- Riverway Retail Park/Lamont Drive and East Road Retail Park

9.7 To identifying any other potentially sequentially preferable sites, we undertook the following:

- A review of North Ayrshire Council Development Plan Documents;
- A search of relevant online property databases including: CoStar, EGI, Focus; and
- A site visit to establish and understand any opportunities 'on the ground'.

9.8 In line with Paragraph 73 of SPP and to ensure a robust assessment of the availability or suitability of other potential sites, physical site visits together with desktop appraisal was undertaken.

Catchment Area

9.9 Policies TC1-TC7 of the LDP provide the retail suite of planning policies for North Ayrshire.

9.10 Typically, any centre located within the catchment area of a proposed store should be assessed for sequentially preferable sites. As set out in Section 6 of this statement, Lidl stores typically serve a relatively compact catchment area that provides as it provides a local shopping facility. Typically this equates to a 0 - 5 minute drive-time from the store. However, in this instance, an 8 minute drive-time has been utilised with regard to the surrounding context. A catchment plan for the proposal is attached at Appendix 1.

9.11 Drawing on this approach, the applicant has undertaken a sequential site assessment appropriate to the proposal's catchment area and the policies of the LDP.

Considering Suitability and Availability

9.12 The key principle in SPP, which this report emphasises, is that in assessing alternative sites, they need to be **suitable or available.**

9.13 In searching and assessing other sites and their suitability, it is necessary to make reference to *Lidl UK GmbH v North Ayrshire Council and Scottish Ministers (2006)*. In this case, Lord Glennie confirmed that, in the application of the approach, regard should be had to the identification of sites or premises capable of accommodating the proposed development and that it is not appropriate for the decision make to seek to change the type of development in order to make it fit other sites or premises. In this decision, Lord Glennie stated: *"the question is whether the alternative town centre site, in this case the existing Lidl site, is suitable for the proposed development, not whether the proposed development can be altered or reduced so that it can be made to fit into the alternative site".*

9.14 This matter was also endorsed by judges in the case of *Tesco Stores Ltd v Dundee City Council* (2012). This case dealt with the issue of identifying whether or nor a proposed site can fit within the suggested alternative site. In the Supreme Court, Lord Reed considered the extent to which the approach of the developer or operator should be flexible and realistic in the assessment of the suitability of alternatives.

9.15 In this case, the Lords stated:

- *"The question remains whether* ***an alternative site is suitable for the proposed development*** *not whether proposed development can be altered or reduced so that it can be made to fit in alternative site; and*
- *"The issue of suitability is directed at the developer's proposal's, not some alternative scheme which might be suggested…these criteria are designed for use in the real world in which developers wish to operate, not some artificial world in which they have no interest in doing so"*

9.16 The Supreme Court's position frames our considerations of alternative sites and therefore what is required in this instance is a site capable of accommodating the proposed store and associated car parking.

9.17 The suitability of alternative sites is not restricted to just the size of alternative sites/existing premises, it is also necessary to take into account other key factors that are directly relevant to the operation of this convenience sector including a location to a core residential catchment, good accessibility, prominent site frontage and use compatibility. This represents the 'real world' trading characteristics of discount or 'LAD' convenience retailers.

9.18 Therefore the sequential approach must have regard to the broad form of development including the associated operational and commercial requirements – in this case a discount foodstore operator as detailed in Section 6.

9.19 It is also important to note that there is no requirement under the sequential approach to consider other sites within the same sequential category as the proposed site. This was confirmed by Lord Malcolm in his judgement of the *Tesco Stores V Highland Council*. Thus, as the application site at Crompton Way is classified as an out-of-centre location, there is no reason to consider other out-of-centre sites within the settlement.

Site Search Parameters

9.20 In light of the above, in assessing alternative sites a number of factors/requirements, we have adopted the following search parameters which set out the minimum requirements for the application proposal:

- A site that can accommodate a discount foodstore suitable for occupation by Lidl with a minimum gross external floor space of 1,500 sq. m to allow for provision of enhanced consumer choice based on a full product range offer;
- A site which is a minimum of 0.6ha in size and can provide sufficient car parking for staff and visitors;
- A site that can allow for the safe manoeuvring of customer vehicles and delivery vehicles on site;
- A prominent site which serves the intended catchment of Irvine and with the ability to attract passing trade;
- A site that is easily accessible by a choice of means of transport;
- A site that is able to offer benefits to its customers, including adjacent surface level car parking, so that customers can easily transfer goods to their vehicles;
- Provision of a dedicated service area to the rear of the store, including the ability to accommodate HGV's; and
- A single storey, open and unrestricted sales floor area which benefits from a level/flat topography, or which has the ability to be developed as such.

9.21 As set out in Section 6 of this Statement, it has been accepted by the Secretary of State and Planning Inspectors in England that a single level retail operation is essential to the trading format of LAD discounters and therefore the footprint of the store cannot be reduced though a multi- level operation without the discount format being lost. Furthermore, the size of a proposed store and accordingly its site area is predicated on the ability for a store to provide its full range of products which provide enhanced consumer choice and provision in terms of goods and price.

9.22 The importance of the above parameters cannot be over-emphasised. Lidl previously operated out of a retail unit within Riverway Retail Park, to secure a presence within the Irvine catchment. However this had to cease trading due to the inefficient and unviable operation of the sub-standard retail unit which fell some way below the minimum requirements. Therefore, to secure a site which provides a sustainable basis for Lidl to operate is essential. This means that it must meet at least the minimum requirements outlined above to ensure its viable operation.

9.23 Whilst we have sought to agree the full scope of the retail assessment with NAC, this has not been possible due to lack of capacity. We have therefore advanced the assessment on the basis outlined above, which has been accepted by numerous Local Planning Authorities in Scotland in relation to similar proposals.

9.24 We provide a summary below of the sites that we have considered as part of the sequential assessment. A full assessment is provided in Appendix 2.

Irvine town Centre and Core Shopping Area (LDP Policy TC1 & TC2)

9.25 The town centre of Irvine comprises of the Rivergate Shopping Centre (which is built over the River Irvine). This eastwards and comprises of the traditional high street area (Bridgegate, High Street, and Eglinton Street) as well as NAC Offices and the Asda supermarket to the west.

9.26 Following our site visit to the town centre on 3rd December 2018, we observed that the centre primarily consists of traditional small shop units containing a mixture of retail, commercial, café/restaurants, residential uses.

9.27 Our assessment of potential vacant shop units and sites is shown in Appendix 2. However as noted, there are no sites or existing vacant shop units in Irvine Town Centre which are capable of accommodating the proposed Lidl store on the basis of the criteria specified above. Indeed, the vast majority of opportunities fall well below the specified requirements necessary to accommodate a LAD convenience retailer.

9.28 Another review of the town centre in July 2019, has confirmed that there are still no suitable properties to accommodate the proposed Lidl foodstore.

9.29 **Verdict: On reviewing the town centre, we consider that there are no vacant units/sites within the boundary that are suitable or available to accommodate the proposed development.**

Riverway Retail Park & Lamont Drive Commercial Centre (LDP Policy TC3(a))

9.30 Riverway Retail Park and Lamont Drive Commercial Centre is located immediately south of Irvine Town Centre and Rivergate Shopping Centre which denotes the boundary of the town centre. This area extends southwards to include Tesco Superstore and the other retail units beside Riverway; Sainsbury's to the west of Ayr Road; and the grouping of Farmfoods, B&M and XS Stock to the east of Ayr Road.

9.31 A visit was undertaken on the 3rd December 2018 and found that only one unit is available to let, Unit 9B. This is located directly beside the new Taco Bell restaurant which is due to opened in December 2018. At only 158 sq.m, this is substantially below Lidl's requirements. All other units are in active use and no other sites or buildings could be identified.

9.32 A search of this area in May 2019, confirms that Unit 9b is still available for let. Furthermore, the Frankie and Benny's restaurant is also now closed. This is located adjacent to the Taco Bell Restaurant. It has to be assumed that this is available; however, it is not suitable for development. The approximate site area is 0.07ha meaning it is too small, and it would not meet the other site requirements as listed earlier in this section.

9.33 **Verdict: On, this basis we consider that the vacant unit located within the Riverway Retail Park & Lamont Drive Commercial Centre is unsuitable to accommodate the development proposed by this application; and there are no other opportunities present.**

East Road Retail Park (LDP Policy TC3)

9.34 East Road Retail Park bounds Irvine Town Centre's northern boundary. Policy TC3 of the LDP stipulates that comparison goods retailing are allowed in this located. Argos, Halfords, Aldi, Boots, Barnardo's and Dominoes Pizza all occupy units within the retail park currently; as well as Creepy Crawlies Soft Play. A new car park has been built by North Ayrshire Council to behind the Aldi footsore (Caledonian Car Park).

9.35 The Retail Park is of a modest size and is fairly self-contained with one access road coming from East Road.

9.36 This site was visited on the 3rd December 2018 and noted that the retail park benefits from full occupancy with no vacancies. As a very self-contained designation, it is clear that there are no sites available within the retail park.

9.37 The Caledonian Car Park has just been recently opened and is intended as additional car parking in this location. We also note that a previous application for retail use on this site

was refused, and therefore it is clearly intended to remain in use as a car park. In any case, the car park only extends to approximately 0.12ha in size, and is therefore well below Lidl's operational requirements.

9.38 A review of East Road Retail Park in May 2019, has confirmed that there are still no available or suitable premises to accommodate the proposed Lidl foodstore.

9.39 **Verdict: It is considered that there is no availability in this retail park for the proposed Lidl foodstore. There are no suitable or available sites within East Road Retail Park to accommodate the proposed Lidl foodstore.**

Supplementary Sequential Site Assessment

9.40 Following further discussions with NAC planning officers during the determination of planning application reference 19/00050/PP, a further sequential analysis has been undertaken focusing on a number of potential development sites. These are:

- The Former Ayrshire Metals Site (beside Victoria Roundabout);
- Montgomerie Park; and
- The Forum Shopping Centre.

9.41 We have duly assessed these sites and our assessment is shown in Appendix 2.

9.42 In summary, we have concluded that these sites are:

- Not suitable or available; and/or
- Are not sequentially preferable to the application site.

Summary

9.43 In conclusion, the sequential site assessment has evidenced that there are no suitable or available sites, which are sequentially preferable sites to the application proposal. We therefore conclude that the proposal is fully compliant with SPP and the requirements of Policy TC4(b) of the adopted LDP.

RETAIL IMPACT ASSESSMENT

9.44 SPP notes that retail proposals outside an existing centre should be assessed according to their impact (if any) on existing centres. Impact assessments should be undertaken to support all proposals over 2,500 sq.m where it is not located within an existing centre and not in accordance with an up-to-date development plan.

9.45 As previously mentioned, Policy TC4 of the adopted LDP requires that all proposals for retail development in out-of-centre locations that the viability and vitality of existing centres will not be adversely affected.

9.46 In this instance, the proposal consists of a new Class 1 discount store of 1,996 sq.m gross area and a net sales area of 1,257 sq.m, which is under the SPP threshold. However, in line with Policy TC4 of the LDP, a full retail impact assessment has been prepared.

9.47 Specifically, Paragraph 73 of SPP states that out-of-centre locations should only be considered for uses which generate significantly footfall where:

- The proposal will help to meet qualitative or quantitative deficiencies; and
- There will be no significant adverse effect on the vitality and viability of existing town centres.

9.48 LDP Policy TC4 makes similar provisions for out-of-centre retail development.

9.49 We demonstrate below how the application scheme is in full compliance of the proposed development with LDP Policy TC4 and the relevant provisions of the SPP.

Proposed Retail Floorspace

9.50 The development proposed consists of a discount store for occupation by Lidl comprising of 1,996 sq.m. GEA and 1,257 sq.m. net sales area broken down between 1,006 sq.m convenience floorspace (80%) and 251 sq.m. comparison floorspace (20%).

Catchment Area

9.51 Following an analysis of the settlement, it has been concluded that the proposed store will serve an 8 minute drive time core catchment. This encompasses Irvine Town Centre and the other commercial centres as defined in the LDP. The retail impact analysis has therefore been produced on this basis.

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

9.52 As set out above, the only identified Town Centre within the catchment area of the proposed store is Irvine.

9.53 There are no existing, committed, and planned public and private investment proposals that are considered the proposed development would impact upon.

9.54 Indeed, in this context, it is considered that the significant investment which will be made by Lidl, will assist in instilling investor confidence in Irvine. This in turn, should lead to further development and investment within the town, improving the vitality and viability of Irvine.

9.55 On this basis, the development is therefore considered to have no impact on any committed investment.

THE PROPOSAL WILL HELP MEET QUALITATIVE OR QUANTITATIVE DEFICIENCIES

9.56 The proposal seeks to create a new discount foodstore which will be occupied by Lidl. Lidl stores serve a relatively compact catchment area and are intended to provide a local shopping facility. The locational strategy of Lidl is for stores to serve an area that broadly equates to an up to 5 minute off-peak drive-time distance. This is because the relatively limited offer of LAD discounters means that people do not tend to travel long distances to shop. In this instance and based on the nature of the surrounding hinterland and other available discount foodstores, this has been extended up to an 8 minute off-peak drivetime catchment.

9.57 As is evident from the population figures within Appendix 3, there is a significant population within Irvine and its surrounding hinterland (approximately 42,000 people within the catchment). Furthermore, it should be noted that the population forecasts are based on ONS datasets which are based on past trends and which do not take into account planned development. Therefore in reality and reflecting the committed residential development in the pipeline, population growth within the catchment is likely to be greater over this period than the Experian forecast.

9.58 Currently, there is only one LAD discounter (Aldi within the East Road Commercial Centre) serving this substantial catchment. As we have identified in Section 6, the LAD retailer has been recognised as operating in a discrete market segment, separate to the operations of other mainstream retailers.

9.59 Typically, a single discount convenience store is intended to serve a population of approximately 15,000-20,000 people, reflecting its operational capacity and the likely associated consumer draw from within the catchment area. Consequently, a single discount foodstore serving the identified catchment is clearly insufficient to meet the consumer demand for this market sector. Indeed, currently this means the Aldi, East Road store is meeting less than half of the needs of the resident population within the catchment.

9.60 Therefore, there is a clear qualitative need for an additional LAD discount foodstore serving this under-represented catchment. Currently, a notable number of residents will be travelling out of the catchment (such as the Lidl store in Stevenston or Dalry) to meet their needs dependent on where they reside. Provision of a second discount foodstore will

therefore retain this expenditure more locally and will mean that the majority of residents in Irvine can satisfactorily access a LAD discount retailer.

9.61 Furthermore, the proposed store's location to the east of the A78, is closest to a significant and growing residential catchment to the north-east of Irvine. The 2017 population projections sourced from Experian (based on ONS projections) indicate that a total population of 18,388 reside east of the A78. Taking into account the per capita convenience expenditure (at 2017 sourced from Experian), this equates to a total available convenience expenditure of £45.36m just within this area of Irvine. It should also be noted that this is simply the available expenditure from the resident catchment and does not make any allowance for any inflow of expenditure from beyond the catchment.

9.62 As we have noted, it is likely that significant leakage from the Irvine catchment area is occurring owing to the limited LAD foodstore provision available locally. Even assuming just 25% (£11.34m) of this resident expenditure 'leaks' to other convenience retail destinations outside of the catchment area, this more than exceeds the total convenience turnover of the store (£9.71m). Thus it is evident that the application proposal will meet both a qualitative and quantitative deficiency that is not currently being met by the market.

9.63 On this basis we consider that the proposal is fully compliant with Paragraph 73 of SPP.

THERE WILL BE NO SIGNFICANT ADVERSE EFFECT ON THE VITALITY AND VIABILITY OF EXISTING TOWN CENTRES

9.64 A quantitative impact assessment has been undertaken, underpinned by the latest Experian and Mintel data.

9.65 The estimated total turnover of the proposed store has been calculated using benchmark turnover figures within the Retail Impact Assessment Tables which are provided within Appendix 3. This identifies a total predicted turnover of £12.13m at 2017.

9.66 This turnover should be viewed in the context of available expenditure within the catchment area of the proposed development (£224.88m in 2017 in Table 5c of Appendix 3). Thus the total turnover of the store represents only 5% of the total available retail expenditure within the catchment.

9.67 **Table 1** of **Appendix 3** confirms the population figures for the 8 minute drive time catchment area which the store will serve. At the point of submission, the population within this area is 42,151 in 2020, though it is forecast to marginally decline to 41,651 in 2025.

9.68 **Table 2** sets out the convenience expenditure per capita which is available within the catchment area. This has been derived from Experian Micro marketer at a 2017 base year. This figure is then projected forward utilising the appropriate levels of growth from the Experian Retail Planner Briefing Note 16 (December 2018) and also accounts for Special Forms of Trading (SFT).

9.69 Figures are provided for both 2019 (the anticipated year in which planning permission will be obtained) and 2025 (impact year). The adoption of 2025 for the quantitative assessment of impact assumes that planning permission for the development will be obtained in 2019 with completion of the development in 2020. Thus the store will have achieved a mature pattern of trading by that point.

9.70 **Table 3** sets out the available convenience expenditure within the catchment area, calculated via the figures set out within Tables 1 and 2. At 2025, this equates to £97.35m.

9.71 **Table 4** confirms the turnover of the proposed Lidl store development, utilising a benchmark turnover sourced from Mintel Retail Ranking databook (2019). As noted above, this equates to £12.13m. The same benchmark figure has been adopted for both the convenience and comparison elements of the proposed store.

9.72 **Table 5** provides a comparison between the proposed store's convenience turnover and then relative to the available convenience expenditure within the catchment area. This identifies that at 2025, the proposed store's convenience turnover will equate to £10.03m; just 10.3% of the total convenience expenditure within the catchment area. Consequently, this means that a further £87.31m of convenience expenditure from the catchment area remains available to be spent at other convenience destination both within and outside of the defined retail located in the wider surrounding area.

9.73 Of course it is unlikely that the store will draw all of its trade from within the catchment area alone. In reality there will be a proportion of 'inflow' from outside the catchment area which comprises a proportion of the total turnover of the store. Nevertheless, this exercise does illustrate that in the event that all of the store's trade did come from within the catchment area, it could easily be supported with over £87m of convenience retail expenditure still available.

9.74 **Table 6** provides a summary of the sales turnovers of various convenience stores within the catchment area at 2017, based on benchmark figures. These sales turnovers are then projected forward to 2025, taking account of predicted sales density growth.

9.75 Through this submission, with a view to assisting the Council in illustrating that the proposal is acceptable in retail planning terms, the applicant has also undertaken trade diversion analysis for the proposed development commensurate with the scale and nature of the development proposed

9.76 The applicant has had regard to the existing convenience retail provision within and around the 8 minute drive time catchment area for the proposed Lidl store, the role and function of these stores, and the areas from which they are likely to draw the majority of their trade.

9.77 As noted above, it is anticipated that the proposed Lidl will result in trade diversion which falls principally on other LAD discounters and mainstream foodstore destinations located within the 8 minute drive-time catchment area. To that end, **Table 7** provides a summary of the anticipated convenience retail trade diversion to the proposed Lidl store.

9.78 As is evident from Table 7, it is anticipated that the majority of trade will be diverted from the established main food stores or 'main supermarkets' in the catchment area. This principally includes, Asda - Irvine, Tesco – Riverway Retail Park, Sainsbury's – Riverway Retail Park, Aldi – East Road Commercial Centre and Morrisons on the edge of Stevenston. The rest of the trade diversion will be dispersed amongst a large number of stores and therefore will have a minimal impact on any individual store.

9.79 As noted above, given the proposal's location it is also appropriate to take into account that a proportion of the store's turnover will be derived from 'inflow' trade. In this context, it is anticipated that 15% of the store's turnover will be constitute 'inflow' trade from outside of the 8 minute drive time catchment area.

CONVENIENCE RETAIL IMPACT

Impact on Irvine Town Centre

9.80 It is important to note that out of the stores referred to in paragraph 9.77, only Asda falls within Irvine Town Centre and this is afforded policy protection. We therefore consider the convenience retail impact of the proposal on Asda as well as the town centre as a whole.

9.81 It is anticipated that £2.27m will be diverted from Asda to the Lidl store, leading to a forecast impact of 4.29%. This is not considered to be significantly adverse on Asda, given that the post-diversion turnover of Asda will still be £50.54m. This represents a healthy trading turnover for a store of this size, and is extremely unlikely to threaten the viability of the store. Furthermore, as we outline above Lidl is a limited assortment discounter and therefore shoppers at Lidl, will still need to visit large 'all-category' supermarkets to meet all of their needs. For this reason the forecast impact on Asda is likely to be overstated in reality.

9.82 Of course, the consideration whether the retail impact from a development proposal is significantly adverse, is based on the centre as a whole, as opposed to the impact upon any single retailer. Table 7 demonstrates that there will be a forecast 3.85% convenience retail impact on Irvine Town centre as a whole. As noted above, this substantially derives from trade diversion from the Asda store. The forecast impact on the Iceland store is predicted to be only 0.96% and 0.25% in terms of 'other local stores'. This is clearly a minimal impact reflecting the limited degree of overlap between Iceland and Lidl. This conclusion similarly applies to the other local stores which serve very localised or specialist needs.

9.83 The overall convenience retail impact on Irvine is therefore not considered to be significantly adverse because:

- Any potential impact is spread across a number of stores and a range of retailers;
- The good existing vitality and vitality of Irvine Town Centre, having regard to the various key indicators; and
- In reality, the role and function of a Lidl store seeks to encourage linked trips to the town centre retailers, which isn't captured in the forecast impact figures. The proposed Lidl store is in a well connected location with effective links to the Town Centre.

9.84 Overall, therefore, the convenience retail impact of the proposal on Irvine is not considered to be significantly adverse as the bulk of the trade diversion from the town centre will be from the Asda store which will continue to trade healthily after the proposed Lidl store has reached a mature trading pattern. The forecast trade diversion from Iceland and 'other local stores' will be minimal given the limited amount of overlap.

9.85 Furthermore, as there is no Lidl located currently located at Irvine, it is reasonable to assume that some residents are currently leaving the settlement to visit other Lidl stores in nearby towns. Indeed, from the public consultation exercise undertaken in advance of the planning application submission, it has become apparent that a significant number of shoppers from Irvine currently travel to the Lidl store located at Dalry and Stevenston. Therefore, it is anticipated that these residents will choose to shop more locally and will remain in Irvine to undertake their food shopping, as opposed to traveling further afield. This means that additional expenditure is likely to be 'clawed back' locally as a consequence of the new Lidl, with associated linked trips to other convenience retail destinations, including Irvine Town Centre.

Impact on other destinations outside of defined town centres

9.86 As noted above, the majority of convenience stores that the proposed development is predicted to divert trade from, fall outside of any defined town centre and are therefore not afforded any policy protection. Notwithstanding this, we set out the level of trade diversion to the proposed Lidl store from these destinations in Table 7. As is evident, the

post-impact turnovers of these destinations following the trading of the proposed Lidl store, will remain healthy and substantial. It is therefore considered that the viability of these stores will not be threatened from the proposed store, despite them not having any policy protection. Indeed, as mentioned above, the proposed Lidl is likely to assist in 'clawing back' some expenditure lost to areas outside of the catchment area.

9.87 This conclusion is further supported by the operational nature of the proposed Lidl foodstore: it is of a smaller scale and diminutive turnover, relative to mainstream foodstores of the type operated by Tesco, Sainsbury's Asda or Morrisons.

COMPARISON RETAIL IMPACT

9.88 In regard to the comparison turnover of the proposed Lidl store (£3.03m in 2025), it is deemed this will have a minimal impact on Irvine town centre. The limited level of comparison goods sold at Lidl stores tend to be purchased by customers who visit the store for convenience shopping purposes, as opposed to a comparison only visit. In any case, Lidl is not a comparison goods destination in its own right, given that items are typically sold on a 'promotional' basis, and effectively represent impulse purchases in association with the primary purpose of food shopping.

9.89 The majority of comparison expenditure is expected to be drawn from the main food stores (which have extensive comparable comparison goods), and other bulky goods retail destinations. On this basis, it is considered the comparison goods floorspace proposed by Lidl will not have a significant adverse impact on the vitality and viability of Irvine Town Centre.

CONCLUSION

9.90 This we conclude that the proposed Lidl foodstore will not lead to a significant adverse impact on the vitality of any designated retail centre.

9.91 The proposal will not have any significant adverse impact on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal.

9.92 As we demonstrate in our healthcheck in Appendix 4 and Section 10, Irvine is a healthy town centre which performs well against the SPP key indicators. Having regard to this and the quantitative retail assessment, we conclude that the impact of the proposal on Irvine town centre's vitality and viability, including local consumer choice and trade in the town centre and wider area, will not be significantly adverse.

9.93 Furthermore, the proposal will improve the range and choice of retail officer within the town of Irvine; whilst encouraging linked trips to the town centre.

10 TOWN CENTRE HEALTHCHECK

10.1 We outline below a summary of our health check of Irvine Town Centre which is the only defined town centre within the catchment area. The full details of the health check are presented in Appendix 4

10.2 The following can be concluded from the healthcheck which was completed on the 3rd December 2018:

- Vacancy levels are below the national average;
- There is a healthy mix of national and independent retailer provision;
- The town centre can be easily accessed via a range of transport modes including active travel options and most of the car parks are free/restriction free;
- The town centre has benefited from recent regeneration initiatives to improve the public realm, but some areas of the town could still be aesthetically improved;
- The addition of the Portal leisure centre serves to increase the attractiveness of the town centre as a leisure destination encouraging people to visit this area.

10.3 Overall, it is considered that Irvine Town Centre is in a good state of health and compares favourably against most of the SPP's healthcheck indicators. This is especially true when compared against other comparable town centres in the West of Scotland which are suffering from retail and footfall decline.

10.4 Following another desktop review in May 2019 of Irvine Town Centre, it is concluded that there have been no material or drastic changes from the healthcheck completed in December 2018.

11 PLANNING ASSESSMENT

11.1 This section considers the merits of the current proposal with regard to the relevant planning policy considerations identified in Section 6 & 7.

PRINCIPLE OF DEVELOPMENT

11.2 The majority of the subject site falls within an area allocated as Mixed Use Employment Area under Policy IND5 of the adopted LDP. This policy states that that sites allocated under this designation must demonstrate an element of retained employment use, the nature of which will be negotiated on a site by site basis.

11.3 It is important to note that there is no strict definition for 'employment' uses with the Scottish Planning System, although Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution) are typically referred to when discussing and classifying employment uses. However, Scottish Planning Policy (SPP) (2014) states that the planning system should: *"promote business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environments as national assets"* and *"give due weight to net economic benefit of proposed development"*.

11.4 There has been little to no interest from 'traditional employment' companies in this site. The landowner has received no viable interest or enquiries from industrial or business units to take forward this site as a feasible development opportunity. Notwithstanding this, fit is clear that the local context has changes with the neighbouring residential development under construction. Providing traditional employment development in this location is likely to cause potential amenity conflict, notwithstanding there is has been no demand shown for such uses. Indeed, an industrial or employment generating use is would be likely to have a greater adverse impact on residential amenity. Indeed the proposed Lidl store represents a positive opportunity to redevelop this As such, derelict and vacant brownfield site with a high quality foodstore.

11.5 It is important to note that previous planning applications for land to the west of the site (16/00070/PPM & 17/00581/PPM) both indicated that the application site would be suitable for a commercial/retail development. These applications provided indicative masterplans/development frameworks for the subject site noting that it would serve the residents of the new homes and 'complete' the development.

11.6 This development will represent a natural rounding off of this part of Irvine: the Persimmon housing development in conjunction with this retail foodstore will allow this area to look 'complete'. This prominent entrance to the wider town will now appear welcoming, modern and attractive. Furthermore, the proposed foodstore will provide an important local facility for these new residents, as well as planned future residential development at Irvine.

11.7 This application for a retail foodstore has demonstrated that there will be limited impacts on residential amenity. Screening mechanisms such as new tree planting will protect visual amenity and appropriate fencing is being deployed to mitigate any potential noise level increases. It is also important to bear in mind that this new foodstore will create up to 40 new full time equivalent jobs locally. As aforementioned, Lidl recruit locally and would look to fill these new roles with residents in the local area.

11.8 A large proportion of the population of Irvine lie to the east of A78 and Long Drive. The proposed development would provide a convenience retail offer with a scale suitable for this location to serve this part of the town for 'top-up' shopping. Lidl are a top-up retailer, and as demonstrated, the store would have very little negative impact on the designated town centre.

11.9 Moreover, the eastern portion of land in the application boundary is designated as open space in the adopted LDP. Currently, this portion of land is occupied by two groups of trees which have been defined a being of poor quality with no long-term future. It is the intention of this proposal to maintain this area as open space, free of any structures and to remove these trees. Thus the proposal will provide a landscaped high quality area of open space under long-term management.

11.10 We therefore consider that the principle of development has been established for the re-development of this vacant, brownfield site for a Lidl foodstore. As we have outlined, the proposal is in full compliance with the retail policies of the adopted LDP and emerging PLDP. Furthermore the proposal will generate significant new employment opportunities.

RETAIL POLICY

11.11 As the site is located in an out of centre location, we have undertaken a sequential and impact assessment in compliance with LDP Policy TC4 and Paragraph 68 of the SPP.

11.12 The sequential assessment set out in Statement has demonstrated that there are no sequentially preferable sites within the town centre, on the edge, or in the commercial centres within the catchment, which can accommodate the application proposal.

11.13 Our healthcheck assessment of the vitality and viability of Irvine Town Centre demonstrates that the centre is in good health (see Section 10 and Appendix 4).

11.14 The retail impact assessment incorporated into this statement demonstrates that the proposed Lidl store will not lead to a significant adverse impact on Irvine Town Centre.

11.15 Thus it has been demonstrated in Section 9 of this Supporting Planning Statement that the proposed development fully complies with the retail tests set out within SPP and Policy TC4 of the LDP.

ECONOMIC BENEFITS

11.16 The economic role is one the three dimensions for achieving sustainable development. In these terms, the economic role of sustainable development is to contribute to building a strong, responsive and competitive economy. The Scottish Government is committed to securing economic growth in order to create jobs and prosperity and for the planning system to support sustainable economic growth.

11.17 Lidl has had a desire for many years to open a new store in Irvine. Lidl previously operated a store in the Riverway Retail Park. However, this previous store did not fit with Lidl's current operational requirements and therefore closed. Since that point, Lidl have been investigating suitable and available potential sites which can meet their current operation requirements. The proposed development is the culmination of those efforts and represents the best opportunity for Lidl to gain representation at Irvine.

11.18 This proposal represents a significant investment in Irvine and underlines the desire to get back into the town and redevelop a prominent brownfield site. As this Supporting Planning Statement has highlighted, Lidl offers a range of benefits and training opportunities for staff to progress within the company. As discussed above, the proposed store will provide up to 40 full time and part-time equivalent employment roles for the local community.

11.19 Therefore, the local economy of Irvine is being supported and developed by this proposal. Lidl also have an extensive history of working with the communities they are located within; this involves being involved in local businesses and charity initiatives. These principles equally apply to Irvine.

11.20 Thus, we consider that the proposal meets the requirements of SPP to deliver sustainable economic development.

DESIGN

11.21 The design, layout and appearance of the development proposal have been informed by Lidl's design and operational requirements, a review of the surrounding area, through a public consultation exercise and planning policy. Lidl seeks to provide a high quality design delivered through quality materials to deliver a contemporary shopping experience.

11.22 It is considered that the design approach offers a high quality design solution to provide retail floorspace, whilst meeting both Lidl's operational requirements and customer expectations, in accordance with the relevant policy requirements.

11.23 The layout of the site is shown on the proposed site layout plan which shows the location of the store to the west of the site, with the car parking extending eastwards.

11.24 The elevational treatment to the proposed store is of a high quality, with a modern and contemporary design. The glazed entrance to the store front on Crompton Way providing an active frontage to the car park which also encourages natural surveillance of the site. Further information relating to the scale of the development proposals can be seen on the proposed elevation drawings.

11.25 Customer vehicular access is proposed from Crompton Way which runs off of Stanecastle Roundabout. It is proposed that HGVs will access the site via Crompton Way to then enter the delivery bay to the north of the site.

11.26 A Tree Survey has been prepared as part of this planning application and it has identified that there are two groups of trees on the grass embankment to the east of the site (fronting Stanecastle Roundabout). These are identified as being of poor quality which are suitable for removal. It is proposed that this area is re-landscaped with new turf providing a long-term sustainable solution and to enhance the landscape value of the site. The grass embankment is allocated as open space in the LDP and will be maintained as such.

11.27 The proposed landscaping of the area will retain this as green space with improved landscaping. The current open space is of no amenity value and in the winter, when the trees are dormant, the area is of no visual value. The proposed landscaping scheme will vastly improve the current condition of the open space and retain it as this for the long-term. .

11.28 Importantly, the rear of the store and western boundary of the site will have a 1.8m high screening fence to protect the visual amenity of the housing development. Additionally, a number of trees are going to be planted between the rear of the store and this screening fence to further protect the residential amenity of the housing units. It is considered that these will provide an additional level of protection and add to the overall design quality of the development.

11.29 As part of this new planning application, a detailed Daylight and Sunlight assessment was completed to assess if the development would have any adverse impact on the amenity of the neighbouring housing development. This report concludes that the amenity areas do not have the sunlight reduced at all following the implementation of the proposed massing. The proposed development will therefore not have a noticeable impact on the light receivable by the neighbouring properties.

11.30 Design has been carefully managed here and the development meets the requirements of LDP Policy: General Policy, Policy ENV 12; and Strategic Policy 1 (Placemaking), Policy 18 and Policy 19 of the PLDP.

ACCESS AND TRANSPORT

11.31 A full transport Assessment was completed as part of this development proposal. This has assessed the impacts the development would have on the local road network; the connectivity of the site and level of parking provision.

11.32 This has concluded that the proposal is highly accessible by all modes of transport including walking, cycling and public transport. The site is surrounded by housing with an industrial estate located to the immediate south. There is an existing network of good pedestrian infrastructure – street lighting, footpaths and footways - all of which allow successful integration with the surrounds. The site will provide footpaths which connect to Crompton Way and Manson Road; as well as providing 6 Sheffield Bike stands to accommodate up to 12 bikes. Bus stops are located in very close proximity on Manson Road. These provide access to the town centre and other surrounding areas of Irvine.

11.33 The proposal will also include two electric charging bay parking spaces in order to provide use for customers with electric vehicles. A further pedestrian footpath is to be installed from the northern end of the site to connect to the existing footpath which runs along the eastern boundary of the site.

11.34 The level of parking is in accordance with the relevant guidelines and has been concluded to provide sufficient support for customers travelling by car.

11.35 The transport assessment has demonstrated that the impact of the proposed Lidl store on the local road network will be low and no off-site junction improvements are necessary to support the development proposals. It also concluded that Stanecastle Roundabout and Towerlands Interchange will be able to support the development proposal and operate sufficiently.

11.36 The TA has been further updated to take account of comments from NAC Active Travel and Transport during the determination of the previous planning application.

11.37 Overall, it is clear that the site is well-connected to the surrounding area, encourages the use of active travel, and the development will not cause an adverse impact on the local road network. Further detail can be found in the accompanying Transport Assessment and the Design & Access Statement which accompany this planning application. However, the proposal fully complies with LDP Policy TC4, LDP Policy PI1, LDP Policy PI3 and PLDP Policy 3 and Policy 27.

SUSTAINABILITY

11.38 Lidl undertake a variety of sustainability measures as standard procedure in the operation of their stores. The measures minimise the environmental impact of the store and are set out within an earlier section of this Supporting Planning Statement.

11.39 Lidl stores are therefore designed, built and operated to industry leading standards and the company is constantly looking for new and creative ways of reducing energy consumptions and emissions.

11.40 The proposal will assist in limiting carbon dioxide emissions with the objective to be resilient towards climate change through its choice of a sustainable location and the use of innovative design.

11.41 Furthermore, the proposed development will also secure the redevelopment of a vacant and derelict brownfield site in a prominent location. This is in line with sustainable development principles of the Scottish Planning System which seeks to prioritise the redevelopment of brownfield land over greenfield land.

11.42 As demonstrated above, the site is located in a sustainable location which is well-connected to existing transport infrastructure; helping to promote the use of active transport.

11.43 Therefore, the proposal is in accordance with LDP Policy PI13; and Strategic Policy 1 (Town and Villages Objective) and Strategic Policy 2 (Placemaking) the PLDP.

NOISE IMPACT

11.44 As part of the development proposal, a Noise Impact Assessment was undertaken to identify noise impacts which may result from the proposed development.

11.45 This was completed with reference to BS4142:2014, whereby the sound sources under investigation have been compared to the existing (background) sound levels. This noise impact assessment relates to the potential impact of fixed plant noise and on-site vehicle movements on nearby residential properties.

11.46 The rating level, due to the operation of the foodstore, has been predicted to be equal to or below the measured daytime and night-time background sound levels at all assessment locations.

11.47 In this regard, BS4142:2014 states that, "where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context".

11.48 Therefore, with reference to BS4142:2014, the operation of the development is likely to have a "low impact" at the closest receptors, as noted in the Impact Assessment.

11.49 Overall, based on the results of the assessment, noise should not prove a material constraint for the development proposals.

ECOLOGY

11.50 As part of the development proposal, an Extended Phase 1 Habitat Survey was undertaken to understand if there were any ecological issues that needed to be addressed.

11.51 This report noted that the site presented no significant ecological issues which need to be addressed as part of the proposal.

11.52 The report noted that one group of 10 semi-mature trees adjacent to the public footpath that crosses the site just south of Manson Road had a moderate roost potential location in the absence of any other sustainable habitat for roosting bats. A Bat presence/absence survey was undertaken during May and June 2019. This found that there was no roosting by bats and extremely low levels of foraging activity by bats at this location. Roosting bats were not found to be an ecological constraint.

11.53 Similarly, the habitat within the application site was of poor quality and no birds were detected within the site. However, as this survey was undertaken outwith the bird breeding season an as such, it is recommended that any site clearance work is undertaken outwith the bird breeding season (mid-March-July). Alternatively, would be for any works within this season to be preceded by a walkover survey to check for any indication of breeding birds.

11.54 Further detail can be found in the accompanying reports, but it is considered that there are no significant ecological constrains to development on this site.

12 SUMMARY AND CONCLUSIONS

12.1 This Supporting Planning Statement has assessed the proposed development against national and local planning policy, and other material considerations.

12.2 This is a high quality development that incorporates high standards of design and will bring this derelict brownfield site back into active use.

12.3 It is considered that the proposal is in accordance with SPP, the adopted LDP and emerging PLDP. The proposal:

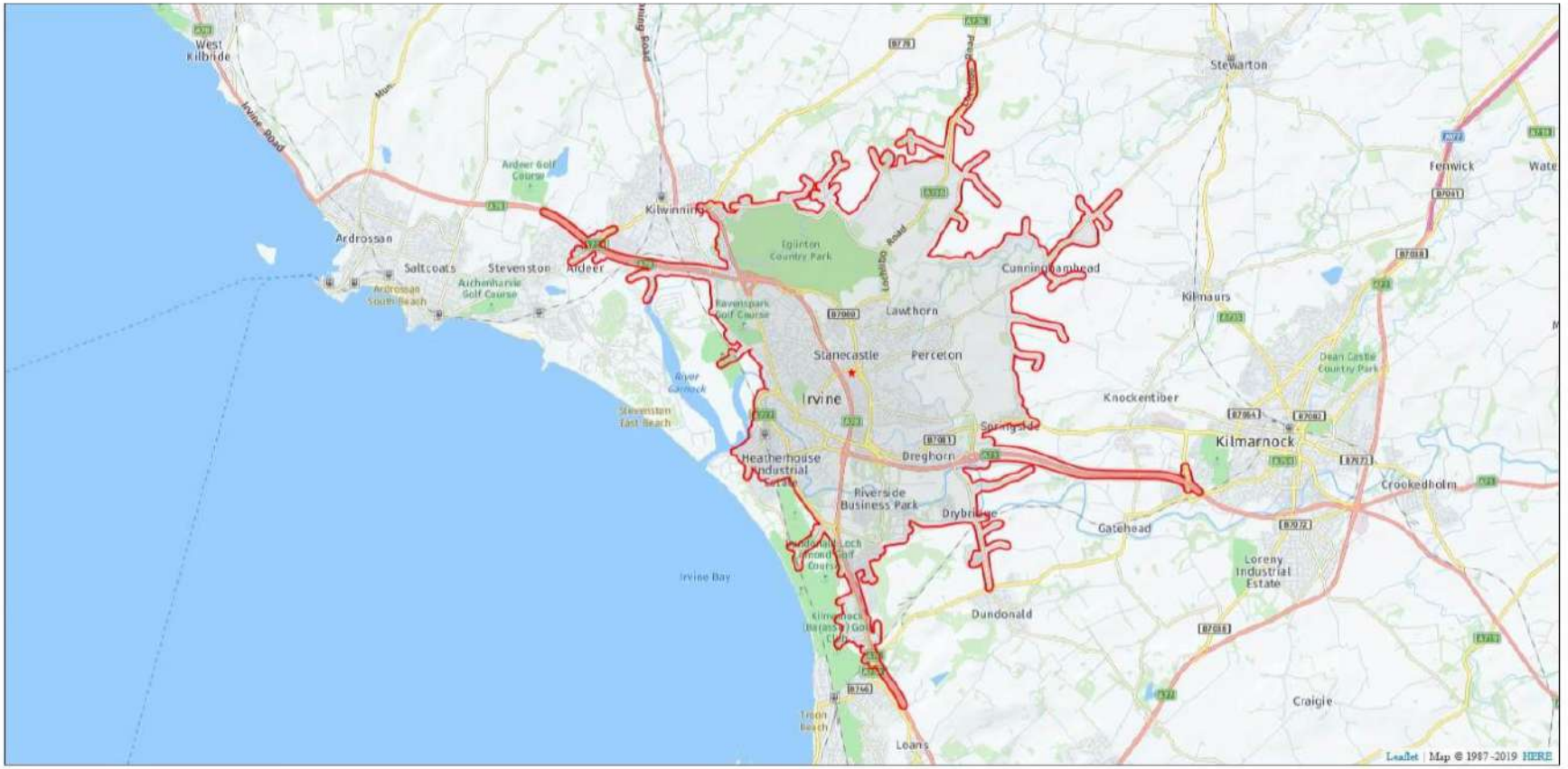
- Will regenerate a prominent and vacant site in Irvine allowing Lidl to accommodate a new Lidl foodstore, adjacent to a growing residential population;
- Fully complies with both the sequential and retail impact tests as set out within SPP and the LDP and will not lead to a significant adverse impact on Irvine Town Centre;
- Will provide a contemporary building design that will enhance the visual amenity of the site and enhance the character of the surrounding area;
- Will improve customer choice and enhance the shopping experience for shoppers within Irvine;
- Will have a positive economic impact on the town creating a significant number of new full and part time jobs in the area;
- Has been subject to pre-application discussions with North Ayrshire Council and consultation with local residents;
- Will provide a high quality design that has been informed by the site constraints and surrounding area along with Lidl's operational requirements; and
- Provides significant new landscaping, improving the overall aesthetic of the site and the allocated open space beside Stanecastle Roundabout.

12.4 Overall, we consider this proposal to comply with both national and local planning policy; and there are no other material considerations which indicate a contrary view should be taken.

12.5 Therefore, we consider that this planning application should be fully supported by NAC and duly granted planning permission.

Appendix 1

CATCHMENT PLAN



Legend

Lidl Irvine 8 Minute
(8 Minutes)

Date: 23/01/19

Appendix 2

SEQUENTIAL SITE ASSESSMENT

SEQUENTIAL SITE ASSESSMENT

Irvine Town Centre and Core Shopping Area (Lidl Policy TC1 & TC2)

The town centre of Irvine mainly comprises two distinct elements - the Rivergate Shopping Centre built over the River Irvine and the traditional high street of Bridgegate, High Street, and Eglinton Street to the east. As a consequence, our site visit to the town centre on 3rd December 2018, revealed that the historic part of the centre primarily consists of large number of small shop units typically containing a mixture of retail, commercial, café/restaurants, residential uses. Whereas the Rivergate Shopping Centre has more modern retail floorplates to accommodate larger multiple retailers.

For the purposes of clarity and ease, the assessment of potential sites in the town centre has been split into two areas:

- The Rivergate Shopping Centre and west of the Rivergate Shopping Centre; and
- Traditional Town Centre to the east of Rivergate Shopping Centre.

From visiting the centre and undertaking our own online research, there are a number of units which are vacant in the Rivergate Shopping Centre:

Address	Size	Comment
Unit 6B Riverside Way	85.7 sq.m	Unit is too small and unsuitable.
Unit 7, Riverside Way	109.4 sq.m.	Unit is too small and unsuitable.
Unit 13 Riverside Way	121.7 sq.m.	Unit is too small and unsuitable.
Unit 11A Fullarton Square	131.5 sq.m.	Unit is too small and unsuitable.
Unit 11B Fullarton Square	170.1 sq.m.	Unit is too small and unsuitable.
55 Rivergate Irvine	53.9 sq.m.	Unit is too small and unsuitable. Furthermore, this is a concession unit within the Asda store behind the main till points

It was also identified that the traditional town centre had a number of vacant properties including:

Address	Size	Comment
5 Bridgegate	47.4 sq.m	Unit is too small and unsuitable.

Address	Size	Comment
5 Bridgegate	47.4 sq.m	Unit is too small and unsuitable.
21 Townhead	589 sq.m.	This property appeared to look vacant on the first site visit to the town centre. However, further research has shown that this property is now being redeveloped in line with planning permission 17/00912/PP. This granted planning permission for the sub-division of the building into two

		commercial units with one to be used as a pool club/bar. Notwithstanding this, the site is not large enough to accommodate the proposed development and is not available.
45 Townhead	182.8 sq.m.	Unit is too small and unsuitable.
115 High Street	901.01 sq.m.	Advertised Pub/Restaurant unit measuring 901.1 sq.m over 2 floors with some car parking to the rear. Unit is too small and unsuitable.
124 High Street	599.1 sq.m	Unit is too small and unsuitable.
148 High Street	N/A	Listed as a development plot to the rear of this address. It is 0.05 ha in size. Site is too small and unsuitable.
166 High Street	206.2 sq.m.	Under Offer and the unit is too small/unsuitable.
20 Bridgegate	136 sq.m.	Unit is too small and unsuitable.
22 Bridgegate	99.6 sq.m.	Unit is too small and unsuitable.
32 Bridgegate	269.6 sq.m.	Unit is too small and unsuitable.
34 Bridgegate	264.3 sq.m.	Unit is too small and unsuitable.
36 Bridgegate	177.8 sq.m.	Unit is too small and unsuitable.
44-46 Bank Street (Office over two floors)	Total space 1486.4 sq.m.	Unit is too small and unsuitable.
32 Eglinton Street	124.4 sq.m.	Unit is too small and unsuitable.
2 Quarry Road	92.9 sq.m	Unit is too small and unsuitable.

Our assessment has show that there are no sites or existing vacant shop units in Irvine Town Centre which are capable of accommodating the proposed Lidl store on the basis of the criteria specified above. Indeed, the vast majority of opportunities fall well below Lidl's identified requirements.

Verdict: On reviewing the town centre, we consider that there are no vacant units/sites within the boundary that are suitable to accommodate the proposed development.

Irvine Town Centre and Core Shopping Area (LDP Policy TC1 & TC2)	
Availability	**Suitability**
The majority of vacant units are considered to be available.	It has been clearly demonstrated that none of the units within the town centre are suitable to meet the requirements of the proposed Lidl food store; and fall way below the requirements.

Riverway Retail Park & Lamont Drive Commercial Centre (LDP Policy TC3(a))

Riverway Retail Park and Lamont Drive Commercial Centre is located immediately south of Irvine Town Centre and Rivergate Shopping Centre which denotes the boundary of the town centre. This area extends southwards to include Tesco Superstore and the other retail units beside Riverway; Sainsbury's to the west of Ayr Road; and the grouping of Farmfoods, B&M and XS Stock to the east of Ayr Road.

A visit was undertaken on the 3rd December 2018 and found that only one unit - Unit 9B - is available to let. The unit is located directly beside the new Taco Bell restaurant and extends to only 158 sq.m. This is substantially below Lidl's requirements. Furthermore, the Frankie and Benny's restaurant is also now closed. This is located adjacent to the Taco Bell Restaurant. It has to be assumed that this is available; however, it is not suitable for development. The approximate site area is 0.07ha meaning it is too small, and it would not meet the other site requirements as listed earlier in this section.

All other units are in active use and no other sites or buildings could be identified.

Verdict: On, this basis we consider that the vacant unit located within the Riverway Retail Park & Lamont Drive Commercial Centre is unsuitable to accommodate the development proposed by this application; and there are no other opportunities present.

Riverway Retail Park & Lamont Drive Commercial Centre (LDP Policy TC3(a))	
Availability	**Suitability**
This commercial centre has been assessed and it is considered that there is one unit which is available for occupation. This adjoins the Taco Bell restaurant but it is considered to be far too small in floor space to accommodate the proposed Lidl development. It is also considered to not meet the other operational requirements of the Lidl foodstore.	For the reasons outlined, the only available unit in this location is not suitable to accommodate the proposed development in terms of size, for accommodating HGV movements, providing sufficient dedicated car parking or providing unrestricted usage or convenience retailing.

East Road Retail Park (LDP Policy TC3)

East Road Retail Park bounds Irvine Town Centre's northern boundary. Policy TC3 of the LDP stipulates that retail units providing comparison goods retailing are acceptable in this location. Argos, Halfords, Aldi, Boots, Barnardo's and Dominoes Pizza all occupy units within the retail park currently; as well as Creepy Crawlies Soft Play. A new car park has also been recently built by North Ayrshire Council (Caledonian Car Park).

The Retail Park is of a modest size and is fairly self-contained with one access road coming from East Road. This site was visited on the 3rd December 2018 and noted that the retail park benefits from full occupancy with no vacancies. On this basis, it is clear that there are no available opportunities within the retail park for accommodating he proposed development.

The Caledonian Car Park has just been recently opened behind the Aldi foodstore and provides additional car parking in this location. We also note that a previous application for retail use on this site was refused, and therefore it is clearly intended to remain in use as a car park. In any case, the car park only extends to approximately 0.4ha in size, and is therefore well below the state requirements necessary to accommodate a LAD discount operator.

Verdict: It is considered that there is no availability in this retail park for the proposed Lidl foodstore. There are no suitable or available sites within East Road Retail Park to accommodate the proposed Lidl foodstore.

East Road Retail Park (LDP Policy TC3)	
Availability	**Suitability**
This commercial centre has been assessed and it is considered that there is no availability in this commercial centre. This is a relatively small-scale centre which is fully let. There is a recently opened North Ayrshire Council Car Park to the north of the Aldi foodstore but it is not considered that this is presents a viable development opportunity. Therefore, there is no availability in this centre to accommodate a LAD foodstore for occupation by Lidl.	The units to the west of the centre were considered unsuitable due to them being too small to accommodate the proposed Lidl store. The role of this retail park is to provide large bulky goods and comparison retail.

SUPPLEMENTARY SITE ASSESSMENT

Following further discussions with NAC planning officers during the determination of planning application reference 19/00050/PP, we have assessed the following additional sites:

- The Former Ayrshire Metals Site (beside Victoria Roundabout);
- Montgomerie Park; and
- The Forum Shopping Centre.

As noted in Section 9 of the submitted PRS, potential development sites have to be both **suitable and available** for accommodating the proposed development. The assessment of suitability also needs to consider the specific requirements of the type of occupier – in this case a discount food retail operator. Section 9 of the accompanying PRS also sets out a list of parameters for assessing suitability in the context of this Lidl foodstore.

We take each of these sites in turn.

FORMER AYRSHIRE METALS SITE (BESIDE VICTORIA ROUNDABOUT)

Figure 1: Former Ayrshire Metals Site Location

It was noted by NAC that this is a potential development site which could accommodate the proposed Lidl foodstore. This site is located to the west of the town centre, the railway line (runs in a north/south direction) and beside Victoria Roundabout. In the context of its location, NAC considers this site to be 'edge of centre' in relation to the defined town centre. This assertion is contested with this PRS believing it to be an 'out-of-centre' location due to a number of factors discussed below.

Availability

The site is being has been marketed by Savills property consultants since April 2019. It can be considered available.

Suitability

A key consideration surrounding this site is its place within the sequential approach. This PRS considers the site to be an out-of-centre site for many of the reasons outlined below. The LDP provides no detailed description of what edge-of-centre or out-of-centre developments are. Thus, in the context of this application, it is considered appropriate to rely on a previous definition. SPP8 (Town Centres and Retailing) (August 2006) previously described an edge-of-centre site as being:

> *"Edge of Town Centre cannot be defined by a precise distance as different centres vary in their size and scale. Generally, edge of town centre should be interpreted as adjacent to the boundary of the town centre but consideration must also be given to the local context, including the function and the character of the site in relation to the town centre as well as the ease of movement between the site and the town centre in terms of physical linkages and barriers, for example paths and roads. It should be within comfortable and easy walking distance of the identified primary retail area of the town centre. Thought should also be given to topography, visual integration, the attractiveness of the experience of accessing the site by different modes and whether transport links allow or deter easy access to the surrounding area."*

Similarly, the former Ayrshire Joint Structure Plan (2007) provided the following definition for Edge of Centre sites:

> *"A location within easy walking distance of the town centre and usually adjacent to the town centre and providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes."*

Having assessed the former Ayrshire Metals site, we are of the firm view that it does not meet the criteria above as being an edge of centre site, and thus should be considered an 'out of centre' site for the purposed of the sequential assessment. There is no requirement under the sequential approach to consider other sites that are in the same sequential category as the proposed site (i.e. that are sequentially 'equal'); this was confirmed by Lord Malcolm in his judgement of the *Tesco Stores v Highland Council*. As the application site is in an out-of-centre location, there is no reason to consider other out-of-centre sites

Notwithstanding the above and for completeness, we have still assessed the Ayrshire Metals site below.

This site is allocated under Policy IND5 and RES2 of the LDP. We note that the policy indicates that the site could accommodate approximately 100 housing units and would be suitable as a 'mixed use employment area'.

It is clear that this site is not suitable for the proposed Lidl foodstore for a number of reasons:

- The site is not prominent enough to attract passing trade. Victoria Roundabout is not a key arterial route which has a significant amount of traffic. On visiting the site (Saturday 30th March at Midday) (a peak time for convenience shopping) it was noted that there was very little traffic using this roundabout or immediate surrounding roads. Vehicles using the Marress Roundabout generally either turn off at New Street to visit the town centre or commercial retail parks to the north and south; or use the A737 to travel to residential areas of Irvine to the south-east. Moreover, the Magnum Leisure Centre, formerly located at Beach Drive near the Harbour, has also recently moved into the town centre (now known as The Portal). This has further reducing the passing traffic at this site. People who would normally visit the Magnum are now travelling into the town centre.

- Similarly, this site was found to have very poor pedestrian connections to the town centre. Firstly, the closest bus stops are located on New Street to the east of the site and to the east of the Railway Bridge which acts as a natural boundary of the town centre. Indeed, the Railway Bridge severs the link between the town centre and this part of Irvine. Visitors would have to walk and cross Boyle Street, before walking under the bridge to access the bus stop heading away from the town centre. The bus stop on the southern side of New Street is even more difficult to get to with visitors having to cross New Street to get to this. It is noted that there are no designated, signalised pedestrianised crossing to cross New Street and reach the bus stops.

- A further, pertinent point regarding the railway line is its impact on visibility from the town centre. From New Street, this site cannot be seen. The railway line rises considerably above New Street via a steep embankment with associated grass verges on either side. The consequential extremely poor visibility does not meet the identified requirements of a discount convenience retailer. Similarly, visitors would not be able to view the site from the key Marress Roundabout which is a key entrance into the edge of the town centre. Whilst visitors may be able to briefly glimpse the site from New Street on arrival to the town centre, this is not sufficient and would be likely to result in customers missing the turn-off..

- Furthermore, after crossing these roads, any pedestrian would have to walk further south to reach the town centre. Alternatively, pedestrians could travel south and cross Victoria Roundabout on to Cochrane Street, underneath the railway line to the town centre. There are no bus stops on these routes. This brief description demonstrates the poor connectivity of the site with the town centre. This is unlike the site at Crompton Way where two bus stops are easily accessible on Manson Road; and has existing and accessible pedestrian infrastructure connecting to the surrounds. This is further detail in the accompanying transport assessment reports.

- Whilst NAC have deemed this to be an 'edge of centre site' this can be contested. The Railway line to the east of the subject site (and runs north/south) effectively acts as a natural severance of the town centre and land to the west. It would appear to be unnatural for a commercial foodstore development of this scale to be located in this part of Irvine. With this all in mind, we would conclude that this site has very poor pedestrian connectivity, does not promote active travel and could be considered an out-of-centre site. The site is also not considered to be active in promoting linked trips to the town centre for this reason.

- The site was demolished and cleared in early 2010's and since then there is no evident planning history or development interest. This is surprising considering NAC consider this to be a prominent location with development potential. It can be concluded that the site may suffer from contamination issues resulting from its heritage. There is therefore a good chance that site problems are making the site unviable for development and unsuited to commercial operations. Any contamination or deep-rooted site issues would likely cause this site to be unviable for the Lidl retail operation and halt this investment with the town.

- Additionally, the site was included within the 'Irvine Town Regeneration Plan' created by the Irvine Bay Regeneration Company. Within this, the site was noted as being suited for Class 10 (non-residential institutions) as part of the wider Harbourside proposal. It was noted that this site would ideally include business space, office pavilions, a hotel, gyms, health spa and apartments to integrate into the wider residential-led development. It was considered to be more suitable for this to be a mixed-use area with leisure, tourism and residential at its core – not retail of this proposed scale. Clearly, this document would have assessed the potential of the site and what would be most suited here to successfully regenerate the area. It is evident that this comprehensive regeneration document did not plan for retail to be at the heart of this site. As such, this regeneration document demonstrates further the unsuitability of this site for a Lidl foodstore.

- The site as a whole is also too large for a Lidl store to accommodate. Lidl would only be able to develop a small parcel of this wider site. Feasibly, this would then attract other commercial retailers to locate out here too – creating a 'new destination' away from the town centre. Any other facilities located out here would also be served by the poor connectivity to the town centre, limiting linked trips. It is to be noted that the Crompton Way site would not act in this manner with no other room on the site for a development large enough.

The Proposed LDP allocates this site under 'General Urban Area' where proposals for residential development will accord with the development plan in principle. The site is also listed as a Regeneration Opportunity under Policy 2 (Schedule 4) of the Proposed LDP. This notes that residential uses would be acceptable in such locations, as well as local-scale community & leisure uses, and other local employment uses.

Furthermore, through a review of the background documents to the Proposed LDP, this has highlighted that a representation was submitted at the Main Issues Report (MIR) stage by the owner of this site. In this submission (MIR REF35) it is made abundantly clear that the owner believes residential use is the most suitable outcome for this site and part of Irvine. It is noted that the previous mixed-use allocation in the adopted LDP has not aided in successfully selling or developing this site. The owner believed that a full residential allocation will be more successful and suitable. It is stated:

> *"in the case of the Ayrshire Metal Products Site, the landowners feel that the mixed use allocation has held back delivery. Their research has revealed that developers would prefer a single housing allocation. If the policy had been more flexible and/or single allocation residential development were permissible, it may not have stalled. A single use would have helped the promotion for the site in the wider market…. For sites such as Ayrshire Metal products, a refocus on its residential development suitability and sustainability credentials could enable it to come forward in a timely manner before 2029*

The representation continues:

> *"In the case of Ayrshire Metal Products site off Victoria roundabout, the mixed use status of the allocation has not enhanced it prospects for delivery and a new approach must be considered. The site is set away from existing business development areas and is surrounded on two sides by existing residential uses. The site has a greater association with nearby residential land uses than employment. A single residential allocation would be more appropriate on this site and the employment land element reallocated to a more suitable location."*

Therefore, it is abundantly that the owner, who appears to have actively approached the market for a potential developer, believes that the site is suitable as a residential development and not commercial or employment. It is noted that the site is surrounded by residential uses and has greater association with these. The Proposed LDP continues to note in Schedule 4 that this site could accommodate 100 residential units.

This is further evidenced in the marketing brochure recently produced by the selling agent. It is noted in those particulars that the site would be suitable for residential uses.

These assertions tie in with earlier points in this appendix regarding the Irvine Town Regeneration Plan which earmarked this site for residential-led development. It is important to highlight that fact that if this was a prominent site for commercial use and met the need of commercial retailers, it would have been expected to be developed before now. A committee member of the neighbouring Irvine Vics Football Club commented to the local newspaper (Irvine Times 6th June 2019): *"it's been sitting derelict for over 10 years now and nothing's happened in a long time so I don't expect anything to happen in a short period either"*.

Verdict: This site is unsuitable for the proposed development and does not meet key tests in SPP or the LDP. Due to its location and surrounding characteristics, this site acts like an out-of-centre site. Local Planning policy and market evidence shows that this site is most suitable for residential-led development, not commercial operations; whilst the train line creates a severe severing effect with the town centre.

MONTGOMERIE PARK

Figure 2: Location of Montgomerie Park (Red) and Irvine Town Centre (Blue)

This site is located beside Hill Roundabout on the northern end of Long Drive. There is no defined site at Montgomerie Park for commercial use. Instead the proposed LDP, which notes Montgomerie Park as being a 'Strategic Development Area', identifies land to the north, south and west of the Hill Roundabout. The land to the south of the roundabout is noted as being a, 'General Urban Area' with support for Education and Community Facilities. It is considered that this site would therefore be the most feasible for any commercial development.

The site sits to the south of Hill Roundabout with residential housing to the west and Long Drive on the eastern boundary. Other surrounding uses include a BP petrol filling station to the east. The adopted LDP allocates the majority of this site for housing with the northern, eastern and southern boundaries allocated as Open Space.

In assessing this site, it can clearly be classified as an 'out-of-centre' location being over two miles away from Irvine town centre. Therefore this site is substantially more remote than the subject site at Crompton Way: there Manson Road leads directly to the town centre; whereas this site is located at the very northern edge of Irvine, with Long Drive connecting to the A78 slightly further to the north. The connections to this town centre site are very poor and would require vehicle transport. The closest bus stops are located to the north on Montgomerie Park Drive with no clear pedestrian access to the town centre. Furthermore, there doesn't appear to be an intention to create a defined town centre at Montgomerie Park, with regard to current planning policy.

Consequently, we strongly emphasise again that there is no requirement under the sequential approach to consider other sites that are in the same sequential category as the proposed site. As we have previously noted, this was confirmed by Lord Malcolm in his judgement of the *Tesco Stores v Highland Council*. As the application site is in an out-of-centre location, there is no reason to consider other out-of-centre sites such as the one at Montgomerie Park.

However, for completeness we have nevertheless considered and assessed the site.

Availability

The Montgomerie Park area appears to be available and is being promoted on NAC's website. The planning case officer also directed the applicant to this site.

Suitability

Notwithstanding the points above, the site is clearly also unsuitable for a number of reasons including:

- A discount convenience store requires a prominent frontage with the ability to attract passing trade. The area of the site which bounds Long Drive (allocated Open Space) has considerable tree coverage. On inspection, these trees appear to be of good health and quality. A Lidl store would require that these trees be reduced or removed to ensure visibility from the main arterial route of Long Drive. It is unlikely that NAC would permit the removal of so many trees to allow clear and prominent visibility to be attained from Long Drive.

- The site is not visible enough for passing trade which is a key part of the LAD business model as set out in Section 9.

- A Core Path runs through the northern section of the site (east/west). This would be required to be maintained for any development. A discount foodstore would be required to locate to the south of this site with access coming in from Pavilion Gardens. It is unclear whether this road network could handle the volume of traffic associated with a foodstore development.

- NAC's own website states (website can be found here: https://www.north-ayrshire.gov.uk/business/land-and-property/property-land-to-let-for-sale/montgomerie-park.aspx), when advertising Montgomerie Park, that the town centre is minutes away from the town centre. In this context, it must be concluded that the application site at Crompton Way is therefore even closer to the town centre with the ability to provide linked trips to the town centre.

- It is sensible to assume that this area is envisaged, as stated in the Proposed LDP, that the site would be used for education, community and neighbourhood facilities more in keeping with small local shops and amenities to serve this area for strategic housing growth. Units would be much smaller than that of the proposed Lidl foodstore at Crompton Way. Indeed, it is intended that a new primary school is to be built at Montgomerie Park. As this area of land is indicated as being for education needs, it is likely to be located to the south of Hill Roundabout. It is unclear then what the size of this school will be and if a commercial foodstore would hinder or prejudice this long-term infrastructure requirement.

- In discussing this site with the Case Officer, it was noted that Montgomerie Park could be used for an, "appropriate commercial development". It would seem unacceptable for a foodstore of this scale to be located right on the edge of the settlement boundary with poor connectivity to the town centre. The proposal is not appropriate development in this location.

There is no need in planning terms to analyse sites which are in the same sequential category as the proposed development site. However, Montgomerie Park has been reviewed and clearly demonstrated that it is unsuitable for the proposed Lidl foodstore owing to its location and context.

Feasibly, shoppers could be attracted from the A78 with no need to visit the town centre and promote linked trips.

Verdict: Montgomerie Park has been assessed and deemed unsuitable for the proposed discount foodstore.

THE FORUM SHOPPING CENTRE

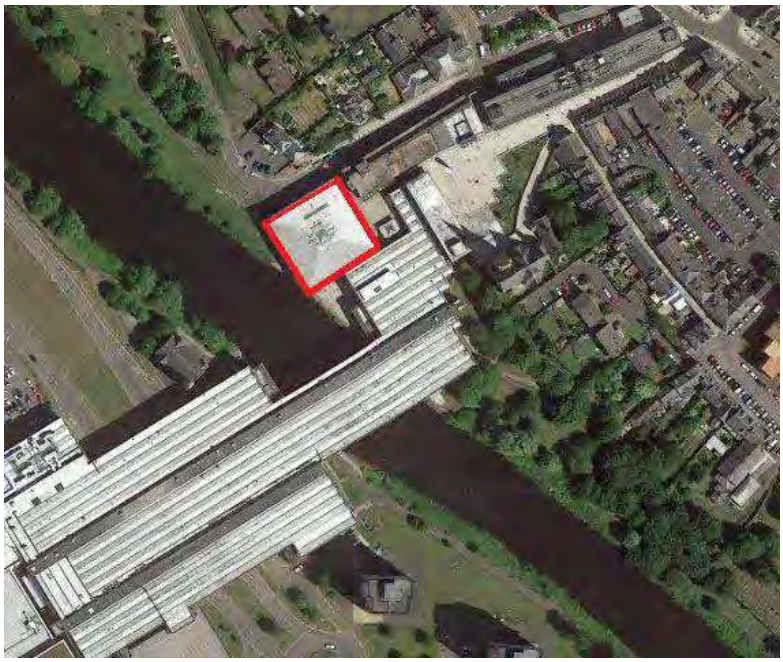


Figure 3: Location of the Forum Shopping Centre

The Forum Shopping Centre is located within the town centre and to the east of the River Irvine beside Bridgegate. This is a former contained shopping centre/indoor market which has been lying vacant for a number of years.

Availability

As noted above, the site appears to be vacant (being this way for a number of years). However, investigations have not provided any details of ownership.

Suitability

This site extends to approximately 0.17 ha in size (a hectare smaller than the proposed Lidl development site) and sits over two floors/ground levels. The main entrance to this building can be gained from the main square on the Bridgegate. The lower half, and rear of the building, can be gained from West Road. This appears to be where deliveries were made to the centre. There is a small set of steps which leads up from West Road to provide pedestrian access to Bridgegate. This site is allocated under Policy TC2 of the adopted LDP.

It is clear that this site is not suitable for the proposed Lidl foodstore development for a number of reasons.

Firstly, it is too small to accommodate the proposed development by some margin. The size of the site also means that the proposal would not be able to accommodate car parking for visitors, shoppers and staff. This is evident with the current Forum Shopping Centre structure not providing any dedicated parking. Even if car parking could be located underneath the store on the West Road side of the building, this provision would clearly impact on the ability to provide a dedicated service area to accommodate HGVs. This in turn also means that any proposed development would be difficult to be a single storey, open and with an unrestricted sales floor area which benefits from a level

topography. Due to the site's physical constraints, it would require undercroft parking which would not be a viable business proposition for Lidl in this location.

Secondly, the site is not prominent enough to attract passing trade. Indeed, this site is located in the Core Shopping Area, but as part of the Lidl model, passing trade is a key criteria for any potential development site. West Road which lies adjacent to the rear of the centre is not a prominent enough road which attracts a high volume of passing trade. West Road, is not a key arterial route through the town and, importantly, does not connect with the High Street. Any vehicles would need to travel via Seagate or Castle Street (to the west of the Forum Centre) which tail off High Street and Eglinton Street. The area in which these roads pass is predominantly residential in nature and self-contained with views out on to the River Irvine. This is clearly not an area with high levels of passing traffic which people use to travel from different area of the town; and indeed, it would not be suitable for amenity purposes for the levels of car journeys associated with a foodstore.

Thirdly, the main entrance to the centre is obstructed from view by buildings in front of it. Access to the site from Bridgegate is taken from a small and narrow pedestrian footpath with provides very little visibility to the main square. This therefore does meet the visibility requirements required of the proposed Lidl foodstore.

Overall, despite being located in the town centre, and in a sequentially preferable location, the site fails to meet the majority of key requirements set out in Section 9 in assessing suitability.

Verdict: The Forum Shopping Centre has been assessed and deemed unsuitable for the proposed Lidl foodstore development.

Appendix 3

RETAIL IMPACT ASSESSMENT TABLES

Table 1: Population Forecast for 8 Minute Drive Time Catchment

Study Area Zone	2017	2018	2019	2020	2021	2022	2023	2024	2025
Catchment Area	42,233	42,416	42,280	42,151	42,028	41,938	41,834	41,737	41,651
Total	42,233	42,416	42,280	42,151	42,028	41,938	41,834	41,737	41,651

Notes

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

Figures Provided by Experian

Table 2a: Convenience Expenditure Per Capita

Study Area Zone	2017	2018	2019	2020	2021	2022	2023	2024	2025
Catchment Area	£2,431	£2,352.76	£2,348	£2,343	£2,343	£2,340	£2,337.54	£2,337.42	£2,337

Table 2b: Comparison Expenditure Per Capita

Study Area Zone	2017	2018	2019	2020	2021	2022	2023	2024	2025
Catchment Area	£3,181	£2,709	£2,755	£2,821	£2,893	£2,970	£3,052	£3,141	£3,233

Notes

2017 Base Year Convenience Expenditure - Experian Micromarketer

Assumptions Regarding Available Expenditure on Convenience Goods

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Growth in Expenditure	1.0	0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Non store spend	3.4	3.7	4.0	4.3	4.4	4.6	4.8	4.9	5.0

Assumptions Regarding Available Expenditure on Comparison Goods

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Growth in Expenditure	2.8	2.6	2.8	3.3	3.3	3.3	3.3	3.3	3.3
Non store spend	15.5	17.0	17.9	18.6	19.2	19.7	20.1	20.4	20.7

Notes

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

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

Table 3a: Total Convenience Goods Expenditure

Study Area Zone	2017 - Base Year	2018	2019	2020	2021	2022	2023	2024	2025
Catchment Area	£102,668,423	£99,794,595	£99,263,894	£98,750,430	£98,457,741	£98,139,405	£97,788,492	£97,556,729	£97,350,593
Total	£102,668,423	£99,794,595	£99,263,894	£98,750,430	£98,457,741	£98,139,405	£97,788,492	£97,556,729	£97,350,593

Notes

Source - Rapleys LLP Tables 1 & 2

Table 3b: Total Comparison Goods Expenditure

Study Area Zone	2017 - Base Year	2018	2019	2020	2021	2022	2023	2024	2025
Catchment Area	£134,343,173	£114,899,684	£116,461,473	£118,915,031	£121,577,966	£124,545,594	£127,697,267	£131,111,278	£134,649,484
Total	£134,343,173	£114,899,684	£116,461,473	£118,915,031	£121,577,966	£124,545,594	£127,697,267	£131,111,278	£134,649,484

Notes

Source - Rapleys LLP Tables 1 & 2

Price Base - 2017

Table 4: Turnover of Proposed Lidl Store

	Gross Floorspace (sq.m)	Total Net Sales Floorspace (sq.m)	Benchmark Turnover (£/sq.m)	Total Store Turnover
Convenience	-	1,006	£9,652	£9,706,051
Comparison	-	251	£9,652	£2,426,513
Total	1,996	1,257	-	£12,132,564

Notes

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

Price Base- 2017

Table 5a: Turnover of Proposed Store Compared to Available Convenience Expenditure within Catchment

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Catchment Area Available Expenditure	£102,668,423	£99,794,595	£99,263,894	£98,750,430	£98,457,741	£98,139,405	£97,788,492	£97,556,729	£97,350,593
Convenience Turnover of the Proposed Store	£9,706,051	£9,706,051	£9,783,700	£9,832,618	£9,871,949	£9,911,436	£9,951,082	£9,990,886	£10,030,850
Percentage of Total Available Convenience Expenditure	9.5	9.7	9.9	10.0	10.0	10.1	10.2	10.2	10.3
Expenditure Remaining	£92,962,372	£90,088,543	£89,480,195	£88,917,812	£88,585,793	£88,227,969	£87,837,410	£87,565,843	£87,319,743

Table 5b: Turnover of Proposed Lidl Comparison Floorspace Compared to Available Comparison Expenditure within Catchment

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Catchment Area Available Expenditure	£134,343,173	£114,899,684	£116,461,473	£118,915,031	£121,577,966	£124,545,594	£127,697,267	£131,111,278	£134,649,484
Comparison Turnover of the Proposed Store	£2,426,513	£2,477,470	£2,529,496	£2,590,204	£2,673,091	£2,758,630	£2,846,906	£2,938,007	£3,032,023
Percentage of Total Available Comparison Expenditure	1.8	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.3
Expenditure Remaining	£131,916,660	£112,422,214	£113,931,977	£116,324,827	£118,904,875	£121,786,965	£124,850,361	£128,173,271	£131,617,461

Table 5c: Turnover of Proposed Lidl Floorspace (Convenience and Comparison) Compared to Available Total Expenditure within Catchment

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Catchment Area Available Expenditure	£237,011,596	£214,694,278	£215,725,368	£217,665,461	£220,035,707	£222,684,999	£225,485,759	£228,668,007	£232,000,077
Comparison Turnover of the Proposed Store	£12,132,564	£12,183,521	£12,313,196	£12,422,822	£12,545,039	£12,670,066	£12,797,988	£12,928,893	£13,062,873
Percentage of Total Available Comparison Expenditure	5.1	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.6
Expenditure Remaining	£224,879,032	£202,510,757	£203,412,172	£205,242,639	£207,490,668	£210,014,933	£212,687,771	£215,739,113	£218,937,204

Notes

Benchmark Turnover - Sourced from Mintel Retail Rankings (2019) 2017/18 Figure
Adjusted for Density Growth - Experian Retail Planner Briefing Note 16 (December 2018) - Figure 3a
Catchment Area Available Expenditure - Rapleys LLP Table 3
Price Base - 2017

Assumptions Regarding Convenience Sales Density Growth Rate

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Convenience Growth Rate (%)	0.7%	0.0%	0.8%	0.5%	0.4%	0.4%	0.4%	0.4%	0.4%
Comparison Growth Rate (%)	3.7%	2.1%	2.1%	2.4%	3.2%	3.2%	3.2%	3.2%	3.2%

Table 6: Benchmark Convenience Turnover Calculations

Store / Centre	Net Sales Area - Convenience (Sq.m)	Benchmark Turnover Figure (£/per Sq.m)	Turnover in 2017	Turnover in 2018	Turnover in 2019	Turnover in 2020	Turnover in 2021	Turnover in 2022	Turnover in 2023	Turnover in 2024	Turnover in 2025
Irvine Town Centre			**£59,978,377**	**£59,992,607**	**£60,472,548**	**£60,774,911**	**£61,018,010**	**£61,262,082**	**£61,507,131**	**£61,753,159**	**£62,000,172**
Asda, Rivergate Centre	4635	£11,024	£51,096,240	£51,096,240	£51,505,010	£51,762,535	£51,969,585	£52,177,463	£52,386,173	£52,595,718	£52,806,101
Iceland, High Street	913	£7,502	£6,849,251	£6,849,251	£6,904,045	£6,938,565	£6,966,319	£6,994,185	£7,022,161	£7,050,250	£7,078,451
Other local stores, Irvine	371	£5,478	£2,032,886	£2,047,116	£2,063,493	£2,073,810	£2,082,106	£2,090,434	£2,098,796	£2,107,191	£2,115,620
East Road, Commercial Centre, Irvine			**£14,641,152**	**£14,641,152**	**£14,758,281**	**£14,832,073**	**£14,891,401**	**£14,950,967**	**£15,010,770**	**£15,070,813**	**£15,131,097**
Aldi, East Road	1229	£11,915	£14,641,152	£14,641,152	£14,758,281	£14,832,073	£14,891,401	£14,950,967	£15,010,770	£15,070,813.46	£15,131,097
Riverway Retail Park and Lamont Drive, Commercial Centres, Irvine			**£145,690,234**	**£145,690,234**	**£146,840,699**	**£147,574,903**	**£148,165,202**	**£148,757,863**	**£149,352,895**	**£149,950,306**	**£150,550,108**
Farmfoods, Lamont Drive	818	£5,687	£4,651,966	£4,651,966	£4,689,182	£4,712,628	£4,731,478	£4,750,404	£4,769,406	£4,788,483	£4,807,637
Sainsbury's, Ayr Road	3762	£11,067	£41,634,054	£41,634,054	£41,967,126	£42,176,962	£42,345,670	£42,515,053	£42,685,113	£42,855,853	£43,027,277
Tesco, Riverway	6917	£11,698	£80,915,066	£80,915,066	£81,562,387	£81,970,198	£82,298,079	£82,627,272	£82,957,781	£83,289,612	£83,622,770
The Food Warehouse, Riverway	669	£7,502	£5,018,838	£5,018,838	£5,043,932	£5,069,152	£5,089,428	£5,109,786	£5,130,225	£5,150,746	£5,171,349
M&S Simply Food, Riverway	1393	£9,670	£13,470,310	£13,470,310	£13,578,072	£13,645,963	£13,700,547	£13,755,349	£13,810,370	£13,865,612	£13,921,074
Out-of-Centre, Irvine			**£44,704,126**	**£44,704,126**	**£45,061,759**	**£45,287,068**	**£45,468,216**	**£45,650,089**	**£45,832,690**	**£46,016,020**	**£5,398,702**
Morrisons, Stevenston	2996	£13,178	£39,480,234	£39,480,234	£39,796,075.63	£39,995,056	£40,155,036	£40,315,656	£40,476,919	£40,638,827	£40,801,382
Co-op, Dreghorn	261	£8,599	£2,244,339	£2,244,339	£2,262,293.71	£2,273,605	£2,282,700	£2,291,830	£2,300,998	£2,310,202	£2,319,443
Co-op, Caldon Road	347	£8,599	£2,979,554	£2,979,554	£3,003,389.93	£3,018,407	£3,030,481	£3,042,602	£3,054,773	£3,066,992	£3,079,260
Costcutter, Girdle Toll	131	£4,341	£566,501	£566,501	£571,032.50	£573,888	£576,183	£578,488	£580,802	£583,125	£585,458

Notes

1. Asda floorspace area taken floorspace taken from Scottish Assessors Association Website (July 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
2. Iceland floorspace taken from Scottish Assessors Association Website (January 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
3. Other Local Centres floorspace taken fro m Scottish Assessors Association Website (July 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2016- 2017 figure
4. Aldi floorspace area taken floorspace taken from Scottish Assessors Association Website (July 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
5. Farmfoods floorspace area taken floorspace taken from Scottish Assessors Association Website (July 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
6. Sainsbury's floorspace area taken floorspace taken from Scottish Assessors Association Website (July 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
7. Tesco floorspace area taken floorspace taken from Scottish Assessors Association Website (July 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
8. The Food Warehouse floorspace area taken from Planning Application 18/00655/PP submitted to North Ayrshire Council in July 2018. Benchmark Turnover sourced from Mintel Retail Rankings (2019) 2017-2018 based on Iceland company average turnover figure.
9. M & S Simply Food floorspace area taken from Planning Application Refs. 14/00235/PP & 06/00400/PP. Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
10. Morrisons floorspace area taken from Scottish Assessors Association Website (January 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
11. Co-op (Dreghorn) floorspace area taken from Scottish Assessors Association Website (January 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
12. Co-op (Caldon Road) floorspace area taken from Scottish Assessors Association Website (January 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.
13. Costcutter floorpace area taken from Scottish Assessors Association Website (January 2019). Benchmark turnover sourced from Mintel Retail Rankings (2019) 2017- 2018 figure.

Figures Adjusted for Density Growth - Experian Retail Planner Briefing Note 16 (December 2018) - Figure 3a
Price Base - 2017

Year	Growth Rate
2017	0.7%
2018	0.0%
2019	0.8%
2020	0.5%
2021	0.4%
2022	0.4%
2023	0.4%
2024	0.4%
2025	0.4%

Table 7: Anticipated Trade Diversion to the Proposed Development (Convenience Turnover)

Store / Centre	Turnover in 2025	Trade Diversion to Lidl, Crompton Way	%	Post Impact Turnover £m	Impact %
Irvine Town Centre	**£62,000,172**	**£2,388,669**	**23.81**	**£16,339,609**	**3.85**
Asda, Rivergate Centre	£52,806,101	£2,267,452	22.60	£50,538,649	4.29
Iceland, High Street	£7,078,451	£96,567	0.96	£6,981,884	1.36
Local Stores, Irvine	£2,115,620	£24,650	0.25	£2,090,970	1.17
East Road Commercial Centre	**£15,131,097**	**£1,654,782**	**16.50**	**£13,476,315**	**10.94**
Aldi, East Road	£15,131,097	£1,654,782	16.50	£13,476,315	10.94
Riverway Retail Park and Lamont Drive Commercial Centres	**£150,550,108**	**£3,798,538**	**37.87**	**£146,751,570**	**2.52**
Farmfoods, Lamont Drive	£4,807,637	£67,549	0.67	£4,740,088	1.41
Sainsbury's Ayr Road	£43,027,277	£1,628,068	16.23	£41,399,209	3.78
Tesco, Riverway	£83,622,770	£1,765,087	17.60	£81,857,683	2.11
The Food Warehouse, Irvine	£5,171,349	£82,469	0.82	£5,088,880	1.59
M&S Simply Food	£13,921,074	£255,365	2.55	£13,665,709	1.83
Out-of-centre	**£46,785,542**	**£684,233**	**6.82**	**£46,101,309**	**1.46**
Morrisons, Stevenston	£40,801,382	£355,549	3.54	£40,445,833	0.87
Co-op, Dreghorn	£2,319,443	£146,580	1.46	£2,172,863	6.32
Co-op, Caldon Road	£3,079,260	£135,604	1.35	£2,943,656	4.40
Costcutter, Girdle Toll	£585,458	£46,500	0.46	£538,958	7.94
Inflow		£1,504,627	15.00		
Total		**£10,030,850**	**100**		

Notes

Price Base - 2017

Appendix 4

IRVINE TOWN CENTRE HEALTH CHECK

HEALTH CHECK
Irvine Town Centre

Prior to undertaking a detailed technical retail impact assessment and sequential analysis, a town centre health check were completed to review the vitality and viability of the network of centres relevant to the proposal. SPP advocates this approach and has influenced the methodology.

Paragraph 70 of SPP makes the following statement: which is relevant to this proposal:

> *"Decisions on development proposals should have regard to the context provided by the network of centres identified in the development plan and the sequential approach outlined above…The aim is to recognise and prioritise the importance of town centres and encourage a mix of developments which support their vibrancy, vitality and viability. This aim should also be taken into account in decisions concerning proposals to expand or change the use of existing development."*

Using the LDP as a basis, the network of centres relevant to the catchment area of the proposal is:

- Irvine Town Centre and Core Shopping Area (TC1 & TC2)

Annex A of SPP sets out the key indicators which should be used to determine the vibrancy, vitality and viability of a centre and include, *inter alia*:

Activities	Physical Environment
retailer representation and intentions (multiples and independents)	space in use for the range of town centre functions and how it has changed
resident population	physical structure of the centre, condition and appearance including constraints and opportunities and assets
evening/night-time economy	historic environment;
leisure and tourism facilities	public realm and green infrastructure.
Property	**Accessibility**
vacancy rates, particularly at street level in prime retail areas	pedestrian footfall
vacant sites	accessibility
committed developments	public transport infrastructure and facilities
commercial yield/prime rental values	parking offer

The following sections will now assess the health of Irvine Town Centre and the Core Shopping Area.

IRVINE TOWN CENTRE AND CORE SHOPPING AREA (TC1 & TC2)

The LDP outlines the extent of Irvine Town Centre: this includes the Town Centre (TC1) and the Core Shopping Area (TC2). This falls within the catchment area of the proposed store, thus a full town centre health check has been undertaken to assess its health.

Description of the Town Centre

Irvine is the largest centre in North Ayrshire and is the administrative centre of the local authority area. The Town Centre is located to the west of the settlement beside the Firth of Clyde.

The River Irvine cuts through the town centre, with the Rivergate Shopping Centre built over it. The western side of the town centre also includes the NAC Office and a large Asda Supermarket with extensive car parking and the Fullarton Parish Church. The traditional high street is located to east including the pedestrianised Bridgegate and Bridgegate Square. High Street/Eglinton runs north/south through the town centre, extending to the East Road/Castle Street Junction. The town extends eastwards to Townhead to the junction with East Road.

A new Leisure Centre – The Portal – (replacing the Magnum in the harbour area of the town) opened in the Town Centre in 2017. This is located beside the roundabout at High Street/East Road.

Irvine Train Station is located just to the west of the Town Centre on its edge.

Unit Mix and Composition

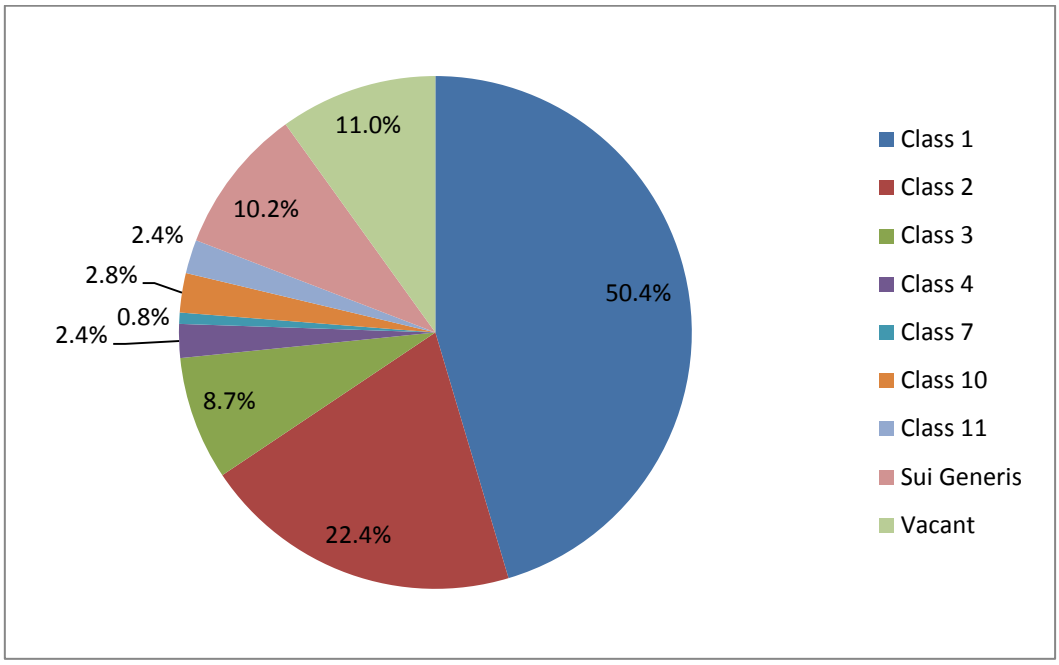
A survey was undertaken by Rapleys in December 2018 to survey and record the mix of uses within the town centre boundary as defined in the LDP.

In total 254 units were recorded as being within the town centre boundary.

Class 1 was the predominant use within the town centre making up just over half of the total units at 50.1%. Class 2 units made-up 22.4% of units; with Class 3 representing 8.7% of units in the town centre.

There are a number of other uses in the centre and including leisure, hot food takeaways, public houses and guest houses which are typical and normal for town centre the scale of Irvine.

The following provides a full breakdown of the uses within Irvine Town Centre:



The analysis of the town centre demonstrated that convenience provision within the town centre is limited and mainly comprises mainly of the Asda store to the south-west and the smaller Iceland store on High Street.

There are a number of other large convenience providers outwith the town centre including: The Tesco store, Sainsbury Store and M&S Foodhall within the Riverway Retail Park & Lamont Drive Commercial Centre; and the Aldi store at the East Road Retail Park.

Retailer Mix

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

In terms of the mixture of uses, this centre had a wide range of uses including independent and national retailers. These independent retailers are mostly located to the east of the town in the High Street/Bridgegate area.

A number of national retailers and companies were also present within the town centre including: Iceland, Primark, Boots, Burton/Dorothy Perkins, New Look, Superdrug, Semi-Chem, O2, JD Sports, Card Factory, Game and Clarks. This list serves to highlight the attractiveness of the town centre to UK wider retailers.

Vacancy Levels

The survey of the town centre identified a vacancy level of 11%. This is lower that the Scottish vacancy rate of 11.1% (Scottish Retail Consortium November 2018[1]). This survey therefore identifies that Irvine Town Centre is in a relatively health position with a below average vacancy level.

It is also worth noting that the vacant units are not clustered in one particular location. Instead, they are located throughout the town in a mixture of small, medium and large units.

Pedestrian Footfall

As part of the town centre healthcheck, pedestrian flows/footfalls were monitored. This was around 12pm-1pm on the 3rd December 2018.

Pedestrian Activity was monitored in the Rivergate Shopping Centre, outside the Rivergate Shopping Centre, Bridgegate and along High Street.

It was found that there was a high level of footfall in and outside the Rivergate Shopping Centre, as well as the pedestrianised Bridgegate and Bridegate Square. This correlates with this area being the Core Shopping Area.

The part of High Street which intersects with Bridgegate and Bank Street was also observed as being a busy area. The peripheral eastern and western ends of High Street were noted as being quieter. However this is understandable given the number of residential dwellings increases, whilst commercial units decrease. This was particular true of the eastern edge, beyond the Portal as the area merges into Townhead.

Accessibility

In terms of accessibility, the site can be accessed via a range of options including car, bus, bicycle and train. Irvine Train Station is located to the immediate south of the town centre boundary. There are a number of bus stops in the town centre along High Street, Eglinton Street, Townhead and beside the train station. These bus routes provide services to Ardrossan, Troon, Ayr, Kilmarnock and Glasgow.

There are also a number of large car parking facilities within the town centre including:

- Asda/Council Offices (circa 800 spaces);
- Rivergate Shopping Centre Multi-Storey (circa 500 spaces);
- West Road Car Park (circa 70 spaces);
- Kirkgate Car Park (circa 80 spaces);
- East Road Car Park (circa 160 spaces); and
- East Road South Car Park (circa 30 spaces).

The town centre is easily accessible and easy to move around. The health check found that the pavements were well kept and there are a number of crossings throughout the town.

[1] *Scottish Town Centre Vacancy Level figures produced by Springboard for the Scottish Retail Consortium reported in November 2018 by the Scottish Grocer and Convenience Retailer. Link - https://www.scottishgrocer.co.uk/2018/11/12/vacancies-soar-on-scotlands-high-streets/*

The Rivergate Shopping Centre (Core Shopping Area) is completely pedestrianised providing access to the southern and northern section of the town centre.

The town centre is also well-positioned to allow easy access from the surrounding residential areas from the north, south and east. The town centre is also well-connected to the adjacent Riverway Retail Park and East Road Retail parks encouraging linked-trips.

Environmental Quality

Irvine Town Centre has been the focus of regeneration efforts over the recent years. This has had the aim of improving the appearance of the town and includes the installation of new public realm on Bridgegate and the redevelopment of Bridegate House in 2013. These regeneration efforts have includes installing ne public lighting, street furniture, surfaces and landscaping.

As the LDP settlement map demonstrates, a large part of the town centre is within the Irvine Town Centre Conservation Area. The conservation area includes most of the town centre to the north of the Rivergate Shopping Centre. A number of listed buildings fall within this boundary including the Grade A Listed Trinity Church located beside the eastern entrance of the Rivergate Shopping Centre which has been subject of restoration work since 2009.

It is considered that the town centre is well maintained with a relatively high standard of environmental quality. Bridgegate Square in particular has high quality soft and hard landscaping. There are a number of attractive street frontages and the addition of the newly opened Portal in the town centre has added to the attractiveness of the town. The number of listed buildings brings an architectural interest to the town and townscape.

It was noted that some vacant units on the High Street/Eglinton Street looked run-down and derelict detracting from the visual amenity of the surrounding area. Similarly, the derelict Forum Shopping Centre does not add to the visual or environmental quality of the town centre. Parts of the Rivergate Shopping Centre and look like they could be refurbished and the car parking area outside the Asda/Council Offices could benefit from being renovated through landscaping measures.

The following can be concluded from the healthcheck which was completed on the 3rd December 2018:

- Vacancy levels are below the national average;
- There is a healthy mix of national and independent retailer provision;
- The town centre can be easily accessed via a range of transport modes including active travel options and most of the car parks are free/restriction free;
- The town centre has benefited from recent regeneration initiatives to improve the public realm, but some areas of the town could still be aesthetically improved; and
- The addition of the Portal leisure centre serves to increase the attractiveness of the town centre as a leisure destination encouraging people to visit this area.

Overall, it is considered that Irvine Town Centre is in a good state of health and compares favourably against most of the SPP's healthcheck indicators. This is especially true when compared against other comparable town centres in the West of Scotland which are suffering from retail and footfall decline.

Appendix 3

REBUTTAL LETTER, RAPLEYS LLP 7 NOVEMBER 2019

Our Ref: 18-02874

7th November 2019

LONDON
BIRMINGHAM
BRISTOL
CAMBRIDGE
EDINBURGH
HUNTINGDON
MANCHESTER

Dear John

Planning Application 19/00752/PP: Erection of foodstore with sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment at Crompton Way, Irvine

On behalf of our client, Lidl Great Britain Limited (Lidl), we provide our response to the following:

- A redacted representation submitted by a member of the public (Dated 24th October 2019);
- A representation submitted by JAS Campbell & CO on behalf of their client, Mr Basra (Dated 5th November 2019); and
- Comments received from North Ayrshire Council during the determination period (1st November 2019).

This letter addresses the planning policy points raised within the representations. We consider the 1st and 2nd objections listed above together as both appear to contain the same comments.

Representation (dated 24th October 2019) & Representation submitted by JAS Campbell & CO on behalf of Mr Basra (dated 5th November 2019)

We take these points in turn.

POINT 1 – 'COMPLIANCE WITH THE LDP'

The letter notes under point 1 (a) that the proposal does not comply with the 'Town Centre First Principle' of the Local Development Plan (LDP). The Planning and Retail Statement (PRS) submitted with the planning application has provided a robust assessment of the proposal including a sequential analysis to demonstrate why this proposal cannot be accommodated in the town centre, on the edge-of-centre and in any relevant commercial centre. Specifically this is set out in Section 9 of and Appendix 2 of the PRS.

It is also noted that the objector refers to 'Boutreehill and Girdle Toll' Town Centres' in point 1(a). It must be made clear that both the adopted LDP and emerging LDP (which is due to be adopted by the Council before the end of 2019) do not identify these as defined town centres. Therefore for the purposed of the sequential assessment, they are not afforded policy protection. . As such, an application for retail development needs to

use this as a basis for undertaking a sequential assessment and retail impact analysis. There is no policy provision for assessment against the aforementioned areas by the objector.

However, as part of the comprehensive retail assessment, the PRS has included a full retail impact assessment (RIA) underpinned by the latest Experian and Minter data. Planning Policy affords protection to defined town centres and this RIA has demonstrated that there will be a very limited impact on the town centre as a result of a new Lidl foodstore operating. It is forecast that there will only be a 3.85% impact on Irvine Town Centre as a whole. As Section 9 of the PRS makes clear, this substantially derives from trade diversion from the Asda store. This conclusion similarly applies to the other local stores which serve the very localised or specialist needs.

Point (b) of the representations makes comments in relation to potential impact and vitality & viability of town centres. It should also be made clear that NAC has raised no concerns regarding the impact analysis throughout the planning application process. It can be concluded that the limited impact on the town centre has been accepted and there is no basis for refusal on this matter.

Regarding point (c), the store will create up-to 40 new full and part time jobs, with Lidl's company policy to recruit locally. It should also be noted that Lidl was one of the first employers to sign up to the national living wage, and that the roles available include a number of managerial and supervisory positions. These employment opportunities are a considerable benefit and should strongly weigh in favour of the proposal. There is no evidence to suggest that the creation of a new Lidl foodstore will lead to job losses elsewhere in the town. Indeed, to reaffirm, the RIA has shown that there will be limited impact on the town centre and other existing retailers throughout the town.

POINT 2 – 'SUSTAINABILITY'

Points 2 (a) and (b) make similar comments with regards to the impact of a new Lidl foodstore on the town. To re-emphasise there is projected to be a very limited impact on the town centre of Irvine. The sales densities utilised in the RIA are the most up-to-date figures available and are specifically based on Lidl as an operator. The application does not relate to a speculative proposal for an unnamed convenience food retailer. It is specifically for a named discount food retailer with a specific and distinct operation. Therefore, it would be inappropriate and inaccurate to test the sales densities of other retailers. In any case, appropriate planning control of this matter can be made through a planning condition limiting the convenience floorspace to 'discount convenience retail provision'. This approach has been accepted in numerous planning applications for Lidl foodstores across Scotland, as well as the rest of the UK.

Appendix 3 of the accompanying PRS provides detailed commentary of the impacts the proposed new Lidl foodstore would have.

POINT 3 – 'PLANNING AND ECONOMIC BENEFITS' & 'TRANSPORT

Taking points (a) and (b) together, this letter has already outlined the impact analysis and the creation of new jobs associated with a new Lidl foodstore. As Section 6 of the PRS notes, Lidl sources 300 convenience products from 60 Scottish suppliers. It should also be remembered that Lidl does not provide the 'full retail offer' with the following an example of what is not provided in store: fresh meat counter, fresh fish counter, hot food counter, pharmacy, dry-cleaning, post officer services or a café/restaurant.

Moreover, Lidl as a discount retailer offers an inherently different service to other retailers and the localised retailers who have made these representations These stores who make the representation, typically open for extended hours for 'top-up'/'emergency purchases'. .

This further demonstrates, in tandem with the RIA, that Lidl offers a limited range of products which will not negatively impeded on existing businesses which provide a much more localised service.

Regarding point(c), the objector claims that Stanecastle Roundabout cannot cope with a further increase in traffic. This point is unsupported with no evidence to substantiate this claim. Indeed, the applicant has gone to great lengths to demonstrate that the proposed foodstore will not have a negative impact on the local road network; and that it will be accessible by a range of transport modes – especially active travel modes (e.g. walking and cycling). A full Transport Assessment (TA) has been submitted with the planning application concluding that the proposal is highly accessible by all modes of transport including walking, cycling and public transport. There is an existing network of good pedestrian infrastructure – street lighting, footpaths and footways - all of which allow successful integration with the surrounds. The site will provide footpaths which connect to Crompton Way and Manson Road; as well as providing 6 Sheffield Bike stands to accommodate up to 12 bikes. Bus stops are located in very close proximity on Manson Road. These provide access to the town centre and other surrounding areas of Irvine. The proposal will also include two electric charging bay parking spaces in order to provide use for customers with electric vehicles. A further pedestrian footpath is to be installed from the northern end of the site to connect to the existing footpath which runs along the eastern boundary of the site.

The TA noted the impact of the new store on the local road network will be low, but that the development could be supported. There have been extensive discussions with between Lidl's Transport Consultant and NAC Roads Officers to ensure that the development will not have a negative impact on the area. A further analysis of the existing walking/cycling routes was commissioned through an independent audit. It should be duly noted that NAC Roads Officers have since raised no objections to the proposal from a transport perspective on 24th October 2019 with a formal letter to the planning application. This noted that due to the evidence presented, the planning proposal was acceptable with a number of conditions then suggested by this department to be attached to any planning permission.

Assessment of NAC Comments during the Determination Period received from North Ayrshire Council (email dated 1st November 2019)

We respond to the comments of the case officer in relation to the sequential assessment which state:.

> *"It is considered the proposal is contrary to the Towns and Villages Objective of Strategic Policy 1 and Policy 3 of the LDP (due to be adopted prior to the committee date). The proposal does not adopt a town centre first principle and I disagree with the assessment of the SSA. It is my assessment that other sequentially preferable sites, such as Ayrshire Metals and Montgomerie Park, meet what your client considers to be their minimum requirements. While I accept that The Forum does not meet what Lidl consider to be their minimum requirements, I would argue that the high accessibility and visual prominence of The Forum outweigh these considerations."*

We take these points in turn:

SEQUENTIAL SITE ASSESSMENT

The application has provided a sequential assessment to demonstrate why the subject site beside Crompton Way is appropriate. The two sites mentioned in the above statement have been thoroughly assessed in the PRS to show why they are not suitable for the proposed development. In short:

- Ayrshire Metals Site: This site is considered to act, and be, and out-of-centre site. It is extremely disconnected from the town centre, does not promote linked trips, and does not have the visibility or passing traffic required for a successful Lidl operation. Due to its designation, we do not consider that a detailed assessment should even need to be provided for this site in line with the sequential approach i.e. there is no requirement to assess sites in the same sequential category as the proposed site location. However, a full site assessment has been undertaken in the PRS with the site still not meeting the requirements for a Lidl foodstore. Overall, this site is unsuitable for the proposed Lidl foodstore. It is also pertinent to note that, through discussions between the applicant and selling agent of the Ayrshire Metals Site (which has been on the market since approximately 2019), it can no longer be considered to be available for development. In an email of the 7th November 2019, it was made clear to the applicant that an offer had been made to purchase the site and was now 'under offer' with a housebuilder. Currently, an exclusivity agreement is being drawn up between the preferred party and landowner. On this basis, and in the context of this planning application, the Former Ayrshire Metals site can no longer be considered to be available (in addition to being unsuitable).

- Montgomerie Park: It is a matter of fact that the site is not a defined town centre and is therefore not afforded policy protection in relation to local and national planning policy. Consequently, as the PRS clearly demonstrates, the site is not sequentially preferable, as it also occupies an out-of-centre location. Notwithstanding this critical point, the PRS goes on to make clear that the Montgomerie Park site is not suitable for occupation by a discount convenience retailer. There are no site specific details for the proposed commercial use apart from the land to the south of Hill roundabout being supported for Education and Community facilities. The applicant has tried to obtain further information from NAC on this area throughout September and October 2019. Representatives in the NAC Regeneration Team who are managing this area note that the site has the potential to come forward at some point, but there is no specific timescale in mind or detailed layouts for development. With that in mind, it has to be considered that the site is wholly unsuitable; and it is not apparent that the site is available in the short to medium term. Discussions between the applicant and NAC have demonstrated that the Council is unclear when the a site(s) might become available.. It is unclear when this site will come forward and cannot be considered a material reason to refuse this application.

- The Forum: The site is unsuitable for the proposed Lidl foodstore. It is too small to meet the minimum requirements of a modern Lidl site and would not be able to accommodate on-site car parking. It is also unclear how a dedicated services area could be installed for HGVs. It would also make it very difficult to be a single store, open and unrestricted sales area which benefits from a level topography. These are just some of the reasons why the site is not suitable and does not meet the requirements set out in Section 9 of the PRS. It is important to remember that, in assessing suitability, the outcomes of the *Tesco Stores Ltd v Dundee City Council* (2012) should be considered. This decision noted that an alternative site is suitable for the proposed development not whether a proposed development can be altered or reduced so that it can be made to fit an alternative site. This is pertinent when assessing the Forum in particular. Lidl's previous occupation in the town (in Riverway Retail Park) highlights the importance of ensuring a site is suitable for operation. The previous unit did not meet operational requirements, resulting in Lidl vacating the unit and withdrawing from the town. It is acknowledged that this site is located within the designated town centre of Irvine, but availability is unclear.

The accompanying PRS explores these sites in more detail but concludes that there are not suitable for the proposal, thus ensuring the sequential assessment is entirely met.

Secondly, the Case Officer makes the following point:

> *"Furthermore, the SSA does not take into account other considerations such as the high turnover of units within the Riverway Retail Park or the possibility of erecting a new building in or adjacent to the town centre"*

Paragraph 69 of SPP states that 'realism from planning authorities' must be adopted in undertaking the sequential approach. In relation to the consideration of availability, sites should be available now or within a reasonable time period. The speculative suggestion of considering vacancies that could occur in the future within a designated commercial centre, is not a reasonable approach, unless a clear vacancy arises during the consideration of the planning application. As we set out in the PRS, there are currently no suitable vacancies in the commercial centres.

Furthermore, the statement that the applicant has not considered erecting a building in or adjacent to the town centre is generic in that the officer is not highlighting any specific site or opportunities for the applicant to consider. At both the pre-application stage and during the determination of the previous application (Application Reference: 19/00050/PP), the applicant held discussions with the planning officers to discuss whether there were any other sites that should be considered. Those that were suggested by the Council have been duly assessed in the accompanying PRS. No other specific sites have been suggested by the Council - indeed, it is unclear where any new buildings could be erected in the town centre. Our assessment has therefore comprehensively considered the suitability and availability of all the sites identified and suggested through the scoping process..

Conclusions

This letter has considered and fully addressed the points raised in the representations made by two objectors and comments received from NAC.

For the reasons outlined above, there are no sequentially preferable suitable or available sites to accommodate the proposed foodstore development. Therefore the proposal is fully compliant with the adopted LDP, the forthcoming LDP and with paragraph 73 of SPP.

We consider that all outstanding matters have been addressed and that the planning application now be determined favourably. Should you wish to clarify any of the points raised above, please do get in touch.

Yours sincerely,

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner

Appendix 4

DOUGLAS ARMSTRONG QC OPINION, 12 NOVEMBER 2019

Opinion of Senior Counsel

for

Lidl Great Britain Limited
("Lidl")

Subject : Planning Application 19/00752/PP : Erection of foodstore with sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment ("the Proposal") at Crompton Way, Irvine ("the Site").

Introduction

1. Senior Counsel's opinion is sought on the four questions set out in the paper attached to agents' e-mail of 7 November 2019. Counsel has the following opinion in relation to the questions set out.

Q1. Does Counsel consider that the proposed development meets the sequential approach set out in local and national planning policy having regard to the submitted application documents and further supporting justification and evidence?

Policy and case law background

2. Scottish Planning Policy ("SPP"), at paragraphs 68 and 69, sets out the Scottish Government's policy on the sequential approach. At paragraphs 70 to 73, the SPP sets out guidance on its use in development management. The North Ayrshire Local Development Plan (2014), through policy TC4, adopts the Scottish Government's policy on the sequential approach. The proposed North Ayrshire Local Development Plan (2018) through policy 3 : Town Centres and Retail also adopts the Scottish Government's policy on the sequential approach.

3. There are three Scottish cases which are particularly relevant to the issues involved in this question. They are Tesco Stores Limited v Dundee City Council (2012) UKSC 13 ("Tesco"), Tesco Stores Limited v Highland Council 2011 CSOH 11 ("the Highland Council case") and Lidl UK GmbH v Scottish Ministers 2006 CSOH 165. The key, pertinent points from these cases are :

    (i) The application of the sequential approach requires flexibility and realism from the developers and retailers as well as from planning authorities (see paragraph 28 of Tesco);

    (ii) Provided the applicant has followed a flexible and realistic approach the question is whether an alternative site is suitable for the proposed development, not whether the proposed development can be altered or reduced so that it can be made to fit an alternative site (see paragraphs 27 to 29 and 37 of Tesco); and

    (iii) The sequential approach is aimed at protecting and promoting town centres and the most sequentially preferable locations. It has no application to the comparable merits or demerits of out of town centre sites (see the Highland Council case, paragraphs 17, 23 and 33).

Counsel's assessment

4. Accordingly, the first issue is whether flexibility and realism have been applied in the sequential site assessment set out in (a) the Planning and Retail Statement for the Applicant dated October 2019 ("the PRS") at paragraphs 9.2 to 9.42 and Appendix 2, and (b) Rapleys' letter of 7 November 2019 to the Planning Department of North Ayrshire Council ("the Rebuttal letter").

5. In Counsel's opinion an important consideration in assessing this issue is the site search parameters set out and discussed in paragraphs 9.20 to 9.24.

Counsel considers that the PRS sets out a clear and reasoned justification for the minimum site requirements identified in paragraph 9.20 of the PRS. Flexibility and realism have been applied in reaching the minimum requirements set out in that paragraph.

6. The second issue to consider is the application of these requirements to the identified town centre, commercial centre and retail park sites. Paragraphs 9.25 to 9.39 and Appendix 2 of the PRS set out the analysis of the sites against these requirements. Counsel considers that it is clear from the assessment that there are no suitable or available sites that come even remotely close to meeting the requirements.

7. North Ayrshire Council's planning officers suggested three further sites that should be considered and they are set out in paragraph 9.40 and assessed in Appendix 2 of the PRS and in the Rebuttal letter at page 4. In relation to the Montgomerie Park site, Counsel considers that there is no requirement under the sequential approach to consider the site for the reasons set out Appendix 2 and page 4 of the Rebuttal letter. If the Montgomerie Park site was used as a basis for the Planning Authority refusing the Application, Counsel considers that Lidl would have strong grounds for challenging the decision. Such an approach by the Planning Authority would be following the mistake made by the planning officer in the Highland Council case. It would represent a misunderstanding of the sequential test and its purpose. In addition, the Montgomerie Park site has been assessed as being wholly unsuitable, having regard to the minimum requirements. In any event the site is not available in the short to medium term. Accordingly, Counsel considers that it cannot be considered as an acceptable site in any sequential assessment.

8. In relation to the Ayrshire Metals Site, the analysis in Appendix 2 and on page 4 of the Rebuttal letter supports the conclusion that the site is an out of centre site and not a site that should be considered in the sequential assessment. No justification has been advanced by the North Ayrshire Council planning department for taking a different approach to this site. Also, importantly, the evidence currently shows that the site is not available. Counsel refers to page 4 of the Rebuttal letter. It sets out that an offer

to purchase the site by a housebuilder has been made and provisionally accepted and that it is now "under offer". Accordingly, this site cannot be considered as available for the proposed development. Counsel notes that the use of this site for residential development is supported by the Irvine Town Centre Regeneration Plan.

9. The third site identified by the North Ayrshire Council planning officers is The Forum Shopping Centre. Appendix 2 of the PRS identifies that this site extends to approximately 0.17ha. Counsel considers that there is no basis for concluding that this is a suitable site and that the verdict identified in Appendix 2 that the site is unsuitable for the proposed development cannot reasonably be challenged. Counsel notes that the North Lanarkshire Council planning officer's e-mail of 1 November 2019 accepts that this site does not meet what the Applicant considers to be its minimum requirements. In Counsel's view, the suggestion that the high accessibility and visual prominence of this site outweighs the Applicant's other minimum requirements highlights an approach which has been rejected by the Courts as being inconsistent with the correct interpretation of the sequential approach. If such an approach was adopted by the planning authority Counsel considers that the Applicant would have strong grounds for challenging a decision based on that approach. Counsel considers this further in the answer to Question 2 below.

10. In conclusion, for the reasons set out in paragraphs 9.2 to 9.42 and Appendix 2 of the PRS and the Rebuttal letter, Counsel considers that the proposed development meets the sequential approach set out in local and national policy.

Q2 Is North Ayrshire Council justified in seeking to refuse the planning application on sequential assessment grounds, despite the Applicant's evidence to the contrary?

11. In the planning officer's e-mail of 1 November 2019, the officer sets out the planning officer's analysis of the assessment carried out. He considers that:

    (i) The Ayrshire Metals, Montgomerie Park and The Forum sites are sequentially preferable sites;

(ii) Whilst The Forum site does not meet the minimum requirements of the Applicant, it is highly accessible and visually prominent and this outweighs these minimum requirements;

(iii) Lidl operates other town centre stores which do not meet the minimum requirements set in paragraph 9.20;

(iv) The assessment does not take into account other considerations such as the high turnover within the Riverway Retail Park or the possibility of erecting a new building on or adjacent to the town centre.

12. In relation to reason (i), Counsel has set out his opinion at paragraphs 2 to 10 above. Counsel considers that the planning officer has not set out a valid justification for his position on these sites and that the argument which appears to be advanced by the planning officer displays a fundamental misunderstanding of the sequential approach. If adopted by the planning authority this argument would be open to challenge.

13. As regards reason (ii), Counsel considers that such an approach is not consistent with SPP or the interpretation of the sequential approach by the Scottish Courts. It undermines the requirement to be flexible and realistic when setting out criteria for a minimum requirement. This is highlighted by the relevant factual information on The Forum site. This is a site which is 0.17ha in size, a hectare smaller than the proposed development site. Paragraph 9.20 of the PRS identifies a minimum requirement of a site of 0.6ha which can provide sufficient car parking for staff and visitors. An approach which concludes that accessibility and visual prominence should in some way trump these minimum requirements is an approach which is rejected in the case referred to by Lord Reed in Tesco at paragraph 28. It is in effect the planning authority taking business decisions on behalf of the developer. In the circumstances of this application, Counsel does not consider that such an approach can be justified.

14. With regard to reason (iii), the minimum requirements set out at paragraph 9.20 take on board the particular circumstances relevant to this type of development in this area. Paragraph 9.22 of the PRS highlights what can happen when such minimum requirements are not met.

    It is not appropriate to simply state that there are stores operated in other town centres by Lidl that do not meet the minimum requirements detailed in paragraph 9.20. It is the proposal for Irvine and the minimum requirements for the area that must be considered. There will be site specific and historic reasons for operations in other areas which can explain why stores operate differently in these areas. The planning officer has not set out which stores he is referring to or what criteria are not met. He does not set out an analysis of the minimum requirements and explain why any of the requirements should not be applied in this particular analysis.

15. In relation to reason (iv), the sequential assessment has to consider what is available at the current time or what is likely to become available in the near future. It is not designed as a forward planning assessment. Such an approach would again undermine the sequential approach. Policy TC4 of the Local Development Plan 2014 identifies that the sequential assessment involves consideration of available and suitable sites/premises (or which can reasonably be made available or suitable). Consideration of unspecific vacancies that might become available in the future is not appropriate. Such an approach would undermine the whole basis for a sequential assessment. It cannot be considered a reasonable approach. Further, there is also no indication in (iv) of any site within, or adjacent to, the town centre suitable for erecting a new build.

16. If the planning authority was to adopt any of (i) to (iv) as a basis for refusing the application, Counsel considers that the Applicant would have strong arguments to challenge the decision. Accordingly, Counsel considers that in the circumstances North Ayrshire Council would not be justified in seeking to refuse the planning application on sequential assessment grounds.

Q3. If Counsel concludes that the sequential approach has not been met, what additional justification would be required to satisfactorily address the sequential approach?

17. For the reasons set out in answers 1 and 2 above, Counsel considers that an appropriate sequential assessment has been carried out.

Q4. Having regard to the information before Counsel, are there any other matters Counsel considers relevant to the above 3 questions?

18. Having regard to the information provided, Counsel has nothing further to add.

Douglas Armstrong QC

Advocates Library
Parliament House
Edinburgh

12 November 2019

Appendix 5

EMAIL FROM CASE OFFICER 1 NOVEMBER 2019

Daniel Wheelwright

From: Daniel Wheelwright
Sent: 17 February 2020 16:38
To: Daniel Wheelwright
Subject: FW: 19/00752/PP - Lidl Irvine

From: John Mack (Planning Officer / Planning) [
Sent: 17 December 2019 12:17
To: Grant Allan
Subject: RE: 19/00752/PP - Lidl Irvine

Good Morning Grant,

Yes I have read the document prepared by your Counsel. It is largely a reiteration of positions and opinions already expressed in your Planning and Retail Statement and Supporting Letter dated 12/11/2019. The document does not provide any additional evidence or analysis that would alter the opinion of the Planning Department that the applicant has failed to demonstrate that there are no sequentially preferable sites available in Irvine.

Regards,
John

From: Grant Allan
Sent: 17 December 2019 11:37
To: John Mack (Planning Officer / Planning)
Subject: RE: 19/00752/PP - Lidl Irvine

Morning John,

Further to the email the below, have you had a chance to review the Counsel Opinion? Can you let me know if you have and what your thoughts are?

In the applicant's view, there is a clear position and conclusion with regards to the application of the sequential approach.

Looking forward to seeing your thoughts.

Grant

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

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From: Grant Allan
Sent: 09 December 2019 11:21
To: 'John Mack (Planning Officer / Planning)'
Subject: RE: 19/00752/PP - Lidl Irvine

Morning John,

Please find attached a Senior Counsel Opinion which our client Lidl sought regarding this application.

Can you please review this and include it with the planning application.

Please let me know if you have any further questions.

Grant

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

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From: John Mack (Planning Officer / Planning) [
Sent: 02 December 2019 14:52
To: Grant Allan
Subject: RE: 19/00752/PP - Lidl Irvine

Hello Grant,

My Administration colleague noticed that the document contains individual comments personal details and so it has been taken down temporarily while she redacts the relevant information.

Regards,
John

From: Grant Allan
Sent: 02 December 2019 13:59
To: John Mack (Planning Officer / Planning)
Subject: RE: 19/00752/PP - Lidl Irvine

Thanks and understood, John.

I just checked the application this morning and note that our supplementary support document has been removed? Is this an error or was there a reason for its removal?

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

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From: John Mack (Planning Officer / Planning) [
Sent: 02 December 2019 09:27
To: Grant Allan
Subject: RE: 19/00752/PP - Lidl Irvine

Good Morning Grant,

Yes, we can accept additional support documents up until the committee date. If you do plan on doing this however I would advise submitting any additional documents in good time before the committee so that the members of the committee have an opportunity to examine any such documents as may be received.

Regards,
John

From: Grant Allan
Sent: 29 November 2019 16:57
To: John Mack (Planning Officer / Planning) <
Subject: RE: 19/00752/PP - Lidl Irvine

Thanks, John. The below is noted.

In terms of deadlines, I imagine you will still be accepting submission right up until the committee date of 22nd January 2019. Can you confirm this, please.

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

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From: John Mack (Planning Officer / Planning)
Sent: 29 November 2019 09:57
To: Grant Allan
Subject: RE: 19/00752/PP - Lidl Irvine

Good Morning Grant,

Unfortunately that is as much detail as I am able to provide at the moment. The full assessment will be available in the Committee Report which will be published a week before the January Committee.

Regards,
John

From: Grant Allan
Sent: 28 November 2019 11:49
To: John Mack (Planning Officer / Planning)
Subject: RE: 19/00752/PP - Lidl Irvine

Thanks for the update on the LDP, I wasn't sure exactly when it was being adopted.

Can you provide some more detail on what the reasons are in relation to these policies: do you feel the proposal doesn't meet the requirements of the sequential assessment, for example?

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

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---

From: John Mack (Planning Officer / Planning)
Sent: 28 November 2019 11:14
To: Grant Allan
Subject: RE: 19/00752/PP - Lidl Irvine

Hello Grant,

As previously stated, the recommendation will be fore refusal. The reason for refusal is that the proposal is considered to be contrary to Strategic Policy 1: Spatial Strategy (The Towns and Villages Objective) and Policy 3: Town Centres and Retailing of the adopted LDP (The new LDP has just been adopted today).

Regards,
John

From: Grant Allan <G
Sent: 28 November 2019 10:48
To: John Mack (Planning Officer / Planning)
Subject: RE: 19/00752/PP - Lidl Irvine

Morning,

Can you set-out in an email what the recommendation is and reasons for this?

Thanks

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

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London | Birmingham | Bristol | Cambridge | Edinburgh | Huntingdon | Manchester

From: John Mack (Planning Officer / Planning)
Sent: 28 November 2019 10:12
To: Grant Allan
Subject: RE: 19/00752/PP - Lidl Irvine

Morning Grant,

Apologies but that is not something that we would provide.

Regards,
John

From: Grant Allan <G
Sent: 27 November 2019 15:36
To: John Mack (Planning Officer / Planning) <
Subject: RE: 19/00752/PP - Lidl Irvine

Can you issue it in a draft format?

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

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From: John Mack (Planning Officer / Planning
Sent: 27 November 2019 13:46
To: Grant Allan
Subject: RE: 19/00752/PP - Lidl Irvine

Hello Grant,

No sorry, we are not able to provide you with a copy of the report before it is published. While the content of the report is unlikely to change before the 22nd of January, we cannot pre-empt the decision.

Regards,

John

From: Grant Allan
Sent: 26 November 2019 16:29
To: John Mack (Planning Officer / Planning)
Subject: RE: 19/00752/PP - Lidl Irvine

Can I please request a copy of the committee report if it has been finalised, please?

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

RAPLEYS

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---

From: John Mack (Planning Officer / Planning)
Sent: 26 November 2019 16:12
To: Grant Allan
Subject: RE: 19/00752/PP - Lidl Irvine

Hello Grant,

Even though the report is ready, I would expect it to be published close to the January committee as per standard practice.

Regards,
John

From: Grant Allan
Sent: 26 November 2019 14:58
To: John Mack (Planning Officer / Planning)
Subject: RE: 19/00752/PP - Lidl Irvine

Thank you for updating me, John.

I will update the applicant to make them aware.

In terms of your committee report, will you still be publishing it this week, or now waiting until January?

Grant

Grant Allan
MA (Hons) MSc MRTPI
Senior Planner
Town Planning

RAPLEYS

RAPLEYS LLP
8A Rutland Square Edinburgh EH1 2AS

From: John Mack (Planning Officer / Planning
Sent: 26 November 2019 14:18
To: Grant Allan
Subject: 19/00752/PP - Lidl Irvine

Good Afternoon Grant,

I'm writing to inform you that due to the late call-in and the forthcoming general election the decision has been taken to postpone the determination of the Lidl application until the January 22nd committee.

Regards,
John

John Mack
Planning Officer

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Appendix 6

FURTHER SEQUENTIAL ASSESSMENT OF EAST ROAD RETAIL PARK, RAPLEYS LLP, APRIL 2020

SEQUENTIAL SITE ASSESSMENT UPDATE

This sequential update is in response to the Report of Handling associated with the refusal of planning application N/19/00752/PP, which suggested a site adjacent to Creepy Crawlies and the Caledonian Car Park could be amalgamated to support a Lidl foodstore in this location. This combined site was not something previously suggested by the Council either at he pre-application or application stage.

East Road Retail Park / Caledonian Car Park (LDP Policy TC3)

East Road Retail Park bounds Irvine Town Centre's northern boundary. Policy TC3 of the LDP stipulates that retail units providing comparison goods retailing are acceptable in this location. Argos, Halfords, Aldi, Boots, Barnardo's and Dominoes Pizza all occupy units within the retail park currently; as well as Creepy Crawlies Soft Play. A North Ayrshire Council operated long stay car park (Caledonian Car Park) occupies an area to the east of the retail park.

The Caledonian Car Park occupies approximately 0.5ha and was constructed in 2016 as a consequence of the need for dedicated long-stay car parking provision Irvine being identified in the North Ayrshire Car Parking Strategy 2014-2020. The car park also provides dedicated public electric vehicle charging spaces and coach parking, again reflecting the requirements in the car parking strategy.

The Retail Park is of a modest size and is fairly self-contained with one access road coming from East Road. This site continues to benefit from full occupancy (notwithstanding the COVID-19 position regarding temporary store closures). However, Council Planning Officers - in the RoH associated with the refusal of the planning application - identified a vacant parcel of land (0.28ha) adjacent to Creepy Crawlies, which purport is potentially available for development. This site, in combination with the Caledonian Car Park, is suggested to be suitable and available for accommodating the proposed development. This is on the basis that officers consider that the Caledonian car park is 'underutilised'.

Assessment of the Vacant Parcel of Land and Caledonian Car Park

This area, being at the east of the retail park lacks any significant prominence from a main road which is a fundamental requirement of a discount food retailer. Furthermore, there is a known issue with the junction capacity at East Road Retail Park during peak times. Specifically, the rotation of the signalised junction causes significant queueing within East Road Retail Park, blocking the ability for access to and egress from the retail park at peak times. The applicant's community consultation has also highlighted this issue which acts as a barrier, dissuading customers from visiting the retail park at busier periods. Clearly, an additional foodstore at this location – notwithstanding its lack of prominence - would only exacerbate this issue.

We dispute the assertion in page 16 of the Council's RoH that the Caledonian Car Park is 'underused'. This appears at odds with satellite imagery, which indicate a good utilisation of the car park (Appendix 7). Furthermore, as Irvine's only dedicated long-stay car park, the loss of the car park would be in complete contradiction of NAC's own Car Parking Strategy (Appendix 8), which underscores the need for additional car parking capacity, particularly in relation to long-stay parking for workers commuting to the centre. Indeed, the car park was only opened in 2016 as a key recommendation from the car parking strategy. Also of note, is that the car park has designated coach parking and an electric charging point, providing critical infrastructure for the needs of different users visiting the town. Parking for a Lidl foodstore is predicated on it being short stay (typically up to 90 minutes), reflecting the shorter visit times to discount food retailers and the need to ensure an adequate turnover of car parking spaces for customers of the store.

The use of the car park by Lidl would therefore be fundamentally incompatible with the operation of the long-stay Caledonian Car Park. Specifically, it would undermine the implemented actions from the

parking strategy, denying commuters the ability to park there and leave no dedicated long-stay coach parking bays.

Both the Caledonian Car Park and the vacant site are designated as 'Irvine Common Good Land', which means that they cannot be seen as being available within a reasonable timeframe and require permission for any change of classification of the land. Even assuming permission would be given to change the classification of this land, an application to the court would have to be made and be approved. This process would mean that the site cannot be considered as available within a reasonable time period.

Verdict: There are no suitable or available sites or units within the retail park (either alone or in combination) that can accommodate the proposed Lidl foodstore.

East Road Retail Park/ Caledonian Car Park	
Availability	**Suitability**
This commercial centre has been assessed and it there are no available existing units as the retail park if fully let. The North Ayrshire Council Caledonian Car Park is in active use and appears to be well utilised serving the identified long-term parking needs of the town. It is therefore not available for development. Furthermore, the car park and the vacant land adjacent to Creepy Crawlies is Irvine Common Good Land' not cannot be seen as being available within a reasonable timeframe and require permission for any change of classification of the land.	The site lacks prominence from a main road which is a critical locational requirement for discount foodstore operator. there is a known issue with the junction capacity in accessing and egressing East Road Retail Park during peak times. Specifically, the rotation of the signalised junction causes significant queueing within East Road Retail Park, blocking the ability for access to and egress from the retail park at peak times. This is a significant barrier dissuading customers in addition to the aforementioned reasons.

Appendix 7

GOOGLE MAPS SATELLITE EXTRACT (ACCESSED 25 MARCH 2020)

Extract from Google Satellite Images – Accessed 25 March 2020

Image: Copyright Google

Appendix 8

NORTH AYRSHIRE COUNCIL CAR PARKING STRATEGY 2014

2014 - 2020

Town Centre Parking Strategy

North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Table of Contents

1. Introduction

1.1 Background

Effective management of parking and the development of alternative travel modes are central aspects within the development of economic and environmentally sustainable town centres. The Council has developed this strategy to ensure a consistent and coherent approach to parking that:-

- Enhances and supports local economies;
- Improves traffic flows and reduces congestion;
- Manages parking spaces to ensure adequate availability and the prioritisation of prime spaces;
- Reduces carbon emissions and improves air quality; and
- Promotes alternative modes of travel.

The strategy runs from 2014 to 2020 and will be reviewed at regular intervals to ensure the key aims and objectives are achieved. It compiles detailed research and information in three key areas:-

- Key Drivers – A review of the issues that will influence the future direction of parking management;
- Consultation and Local Studies – The views of residents and businesses on the Councils current approach to parking, key issues to be addressed and an analysis of the utilisation of car-parks in our town centres;
- Actions for Delivery – Recommended actions for implementation.

The strategy considers parking within the town centres listed below. It does not consider parking within residential areas.

- Ardrossan
- Beith
- Brodick
- Dalry
- Irvine
- Kilbirnie
- Kilwinning
- Largs
- Saltcoats
- Stevenston
- West Kilbride

1.2 North Ayrshire

North Ayrshire is situated around 25 miles south-west of Glasgow and has a population of 138,146. Its total area is approximately 340 square miles, almost equally divided between the mainland and the islands of Arran and Cumbrae. The administrative centre is Irvine, the largest town in North Ayrshire.

Over three-quarters of the population live in urban areas or accessible small towns, with the remaining population living in rural areas – 4.8% of the total population living in remote or very remote rural areas.

The A78 runs through North Ayrshire from Skelmorlie in the north to Irvine in the South. The A736 and A737 provide links between North Ayrshire and Glasgow, although improvements are required to improve access to the conurbation. Access to the national motorway network is via the A71 at Irvine to the M74, or via the A77 to the M77.

Regular rail links are provided from Largs and Irvine to Glasgow via Kilwinning. Most towns have railway stations on these lines. North Ayrshire also benefits from several quality bus corridors; Ardrossan to Kilmarnock, North Coast and the Garnock Valley. These routes provide access to high quality bus services for most of our towns.

Ardrossan and Largs provide ferry services to Arran (Brodick) and Cumbrae respectively. Hunterston provides deep-water seaport facilities.

In 2012 the Scottish Index of Multiple Deprivation identified a significant number of areas in North Ayrshire as being deprived. Irvine, Kilwinning, the Three Towns and Garnock Valley were among the areas identified.

In 2012, 34 per cent of households in North Ayrshire did not have a car available for personal use. This compared with a national figure of 31 percent.

Traffic volumes on roads in North Ayrshire reached a peak in 2008 with traffic levels 17.5% higher than they were in 2001. In the last couple of years levels have fallen back and are currently 3.2% lower than the 2008 levels.

The 2011 Census found that nationally 69.3% of people travelled to work by car (or van), 62.8% as the driver and 6.5% as a passenger. 11.2% used the bus, 11.1% walked, 4.2% travelled by train and 4.2% by other means.

In North Ayrshire at the same time, 73.8% of people travelled to work by car (or van), 66.5% as the driver and 7.3% as a passenger, 8.9% used the bus, 8.4% walked, 6.2% travelled by train and 2.7% by other means.

2. Key Drivers

2.1 Introduction

Current and future parking management is influenced by decisions taken at a number of levels. The UK is a signatory to international climate change strategies. These have been reflected in the Scottish Government's aim of making Scotland a leader in the field of environmental sustainability.

This chapter outlines some of the main issues that will influence sustainable travel and car parking management and have been considered during the development of this strategy.

2.2 National Considerations

2.2.1 Climate Change (Scotland) Act 2009

The Act creates the statutory framework for reducing greenhouse gas emissions setting an interim 42% reduction target by 2020 and an 80% reduction target by 2050. Personal Transport is a one of four main themes and includes a key indicator measuring the percentage of journeys people make to work via public transport or active travel.

2.2.2 Road Traffic Act 1991

The Act allows for the transfer of enforcement responsibilities for on-street parking controls from the Police to Councils via the Decriminalising of Parking Enforcement. In order to take up these powers Councils must submit a business case for approval by Government that demonstrates how the powers will be adequately discharged and be financed.

2.2.3 Enforcement of On-street Controls

Responsibility for the enforcement of on-street controls currently lies with the Police. The former Strathclyde Police withdrew the Traffic Warden Service in January 2012, reducing levels of enforcement to instances of parking that were deemed dangerous or caused a significant obstruction. Police Scotland has subsequently confirmed their intention to introduce this approach on a national basis.

2.2.4 *Environment Act 1995*

The Act through supporting Regulations sets key objectives against seven key pollutants used to assess air quality levels, principally arising from vehicle emissions,

2.2.5 *Equalities Act 2010*

The Act requires the provision of appropriate facilities in car-parks, principally the provision of dedicated and suitable spaces and access routes for disabled persons.

2.2.6 *Scottish Planning Policy*

One of the key aspects of the Scottish Government's promotion of successful town centres is the requirement for access by different modes of transport.

2.2.7 *National, Regional and Local Transport Strategies*

These strategies set down key aspirations, aims and actions to improve journey times, reduce emissions, and improve quality, accessibility and affordability of transport.

2.3 Local Considerations

2.3.1 *Single Outcome Agreement (SOA)*

The SOA includes a number of outcomes which influence the town centre parking strategy, principally around economic development, environmental sustainability and healthy lives.

2.3.2 *Council Plans, Strategies and Actions*

The Council has a range of priorities, plans, strategies, actions and influences, including:-

- Regeneration of Town Centres
  - A number of initiatives are either in development or underway in a number of town centres with the aim of increasing footfall;
- Health and Wellbeing
  - The promotion of healthy lifestyles provides a key opportunity to improve the health and wellbeing of the community;
- Tourism
  - Increasing the number of visitors to the area provides a key opportunity for the Council to achieve its economic development aspirations;
- A Safer Place
  - Targets are in place to reduce crime and the fear of crime;

- Climate Change and Sustainability
  - The aspiration to develop a 'greener' society that is self-sustaining and provides economic opportunities;
- Efficiency and Value for Money
  - As a result of financial challenges, there have been significant reductions in budgets, making efficient and effective use of available resources extremely important.

3. Public Consultation and Parking Studies

3.1 Introduction

The development of this strategy has considered the findings of a public consultation exercise was undertaken, data gathered from previously undertaken capacity and utilisation studies and the findings of a business case to evaluate the potential for the Council to submit a bid to decriminalise parking. The findings of the consultation exercise, capacity and utilisation studies along with locations of car-parks and on-street controlled parking zones for each town centre are detailed at Appendix A.

3.2 Consultation

The public consultation process included the following.

- On-street surveys and questionnaires;
- Community events in Ardrossan, Brodick, Irvine, Kilbirnie and Largs; and
- An online questionnaire.

A number of themes, common to the whole of North Ayrshire, emerged from the exercise. These are detailed in the table below:-

Concern	Percentage
Finding a space	17%
Access to the car park	10%
Limited on-street parking spaces	10%
Proximity to destination	10%
Safety and security	9%
Illegal parking	8%
Maintenance and condition	7%
People parking for too long	7%
Insufficient disabled parking	5%
Lack of footways in car park	5%
None of these	5%
Poorly signed directions	4%
Insufficient parent/child parking	3%

The consultation surveys also sought to establish the reason for people visiting our towns centres.

Concern	Percentage
Free Parking	23%
Easy Parking	22%
Quick and Easy Shopping	14%
Proximity to Home	10%
Other	10%
Good Range/Choice of Shops	7%
Good Facilities	6%
Specialised Shops	4%
Shop Opening Times	2%
Traffic Free Shopping	2%
Access to Public Transport	1%

3.3 Capacity and Utilisation Studies

The capacity and utilisation studies for car-parks identified the following key traits:-

At no time during the survey period did any of the car-parks within Beith, Dalry, Kilbirnie, Largs, Stevenston and West Kilbride exceed capacity – where the number of car parking spaces did not meet the demand.

Ardrossan

- Only the Glasgow Street South car-park exceeded its capacity and then only during weekdays. The remaining six car-parks maintained a high number of vacant spaces with occupancy rates ranging from 4% (Kilmeny Terrace) to 81% (South Beach Railway Station).

Irvine

- Three (East Road South, Peden Place and Irvine Railway Station) of the nineteen car-parks surveyed exceeded their capacity during weekdays, with one (Irvine Railway Station) reaching capacity at the weekend. The utilisation or average stay within these car-parks was between 5.77 and 7.66 hours indicating that they were used by people working within the town or,

in the case of the railway station, commuters. Of the remaining sixteen car-parks a further three (East Service Road, Bridgegate and Cunninghame House) were more than 90% full with an average stay of between 7.17 and 7.66 hours, again indicating use by people working within the town.

The occupancy of each of the remaining thirteen car-parks averages between 13% (Riverway Retail Park B) and 89% (East Road North).

The utilisation study indicates that overall there is sufficient parking within the town as a whole.

Kilwinning

- Two (James Watt College (A) and Almswell Road/Abbeygate) of the five car-parks surveyed exceeded their capacity during weekdays. Of the remaining three car-parks, one (Oxenward) was more than 90% full during weekdays. The average stay within these car-parks was between 6.05 and 7.42 hours indicating that they were used by students, attending the college, and/or workers. The occupancy of the remaining two car-parks was between 70% and 83% with an average utilisation time of between 5.57 and 6.47 hours, indicating a similar user profile to the other car-parks.

Saltcoats

- One (Vernon Street South) of the eight car-parks surveyed exceeded its capacity during both weekdays and weekends. During weekdays average stay was 6.75 hours which would indicate that this car-park is utilised by people working within the town, as the average stay reduced to 4.87 hours at weekends. The remaining car-parks maintained a high number of vacant spaces with occupancy rates ranging from 20% (Vernon Street North) to 82% (Bradshaw Street).

The studies of on-street controlled zones - i.e. those areas where limited 'no waiting' controls are in place - identified a small number of common themes:-

- 'No waiting' controls are often ignored resulting in high levels of illegal parking;
- Waiting restrictions are consistently ignored resulting in a low turnover of spaces;
- Occupancy rates reduced as the distance from the main town centre increases.

4. Actions for Delivery

4.1 Introduction

Following consideration of the drivers for change and the information collated from surveys and consultation, the key actions for delivery are summarised below. No single action carried out in isolation will effectively address the issues identified. In order to be successful they must be delivered in a co-ordinated and joined-up manner. Our partnerships with other transport agencies, such as Strathclyde Partnership for Transport (SPT), landowners and businesses that provide car-parking will be vital.

4.2 Maintain Free Parking

North Ayrshire is one of a small number of Councils that provides free parking. This is primarily to support local businesses and maintain visitors within areas identified within high levels of deprivation and where there are a number of large shopping centres that offer free parking. Consultation has also identified that free parking is a key factor in people visiting town centres.

4.3 Enforcement of On-street Controls

A draft business case has identified the resources required for the Council to take up powers to decriminalise parking enforcement. The business case estimates that 9000 Penalty Charge Notices (PCN's) per year would need to be issued to cover the costs of enforcement; this compares with 2620 issued by the Traffic Warden Service in its last full year of operation. Any shortfall in income recovered through PCN's would have to be met by the Council. This would need to be met either from the General Services Revenue Budget or the wider introduction of charges for parking.

The Council do not seek to take up powers to decriminalise parking but work in partnership with the Police to address the more serious cases of illegal parking and non-compliance with waiting restrictions that have been identified through surveys.

4.4 Promote Sustainable Travel Modes

The successful promotion of sustainable travel modes will alter demand for car travel and reduce the requirement for car-parking spaces, whilst supporting key environmental targets. In delivering these actions it will be important to adopt a partnership approach with a range of agencies, in particular Strathclyde Partnership for Transport, and to review planning policies to ensure new developments support the provision of new facilities and infrastructure. The following actions are proposed:-

- Promote public transport
    - Improve bus stops and information;
    - Complete the Public Transport Study within Irvine;
    - Continue to develop Park and Ride facilities at Railway Stations;
- Provide facilities to encourage cycling
    - Continue to implement the proposals identified within the Irvine Cycle Friendly Town Study;
    - Develop options to improve the cycle network in all towns;
    - Provide secure cycle parking at key destinations within towns.
- Improve pedestrian connections
    - Review and improve the condition of the footpath network, including lighting.
- Increase the provision of dedicated motorcycle parking.
- Expand the Electric Vehicle Charging Point network.
- Promote the development of travel plans for town centre business and employers. This includes the development of plans as a priority for this Council, as the largest local employer, and the Kilwinning Campus of Ayrshire College.

4.5 Review Facilities to Ensure Equality of Access and Use.

Review and provide, where required, appropriate spaces and facilities for disabled persons and parent and child parking.

4.6 Improve Signage

The provision of effective signage indicating the location and capacity of car parks will assist in re-balancing their use within towns - particularly in towns where some car-parks are exceeding capacity and others have empty spaces. Effective signage will also help attract and retain visitors who may drive through a town where they are unable to find appropriate parking. Signage that directs visitors from car-parks to key destinations within towns will also support visitors and the re-balancing of use. The following actions are proposed:-

- Review directional signage in all towns;

- Provide directional signage that indicates the total number of spaces within car-parks, ability to accommodate large vehicles e.g. camper vans, and any duration controls;
- Signage to also indicate privately operated car-parks;
- Provide dynamic signage where use of car-parks is not balanced or subject to seasonal demands i.e. Irvine, Largs and Saltcoats;
- Improve pedestrian signage from car-parks to destinations.

4.7 Ensure Car-parks are Well Maintained

The Council will manage the condition of its car-parks in line with the Roads Asset Management Plan. This involves an extensive inspection regime to ensure that the car-parks are fit for purpose, resources are allocated appropriately and to inform future investment programmes.

4.8 Improve Visitor Information

Actions proposed include:-

- The development of web pages that provide information on locations, capacity, facilities etc. of car-parks within towns enabling visitors to pre-plan journeys. This information can be enhanced through links to key visitor attractions, events etc.;
- The development of a mobile phone 'app' that provides 'live' web based information on the move;
- The provision of visitor information boards in car-parks detailing key destinations, routes and other relevant information.

4.9 Increase Use of Pedestrian Routes between Car-Parks and Key Destinations.

In order to support the right balance of visitors across town centre car park locations it is essential that pedestrian routes linking car-parks to key destinations are clearly marked, of good quality and safe. The following actions are proposed:-

- Improve pathways and lighting between car-parks and destinations;
- Provide signage to key destinations;
- Review road crossing points between car-parks and destinations;
- Identify pedestrian routes within car-parks.

4.10 Improve Safety and Security

Reported crime within car-parks remains low. However, it is important to ensure that this is maintained and that the public also perceives them as safe and secure environments - particularly long-stay parking - through the following actions:-

- Review Lighting, Layout, Hazards etc. in line with Secure Car-Park Standards;
- Consider the installation of CCTV in main Car-Parks;
- Provide advice through promotional campaigns, i.e. removing items from display when leaving your car.

4.11 Manage Availability of Parking

In some towns it is also necessary to implement direct measures to ensure the provision of an adequate number of parking spaces where patterns of occupancy and utilisation support town centre activities. Key examples include availability of key town centre spaces required by shoppers and visitors and seasonal demands. The actions to provide these measures include:-

- Work with Private Sector Providers to ensure access to all available car-parks

Increase turnover of spaces through the use of short stay controls (maximum three hour stay) in the following car-parks:-

- Bridgegate, Irvine;
- Kirkgate, Irvine;
- Oxenward, Kilwinning;
- Vernon Street, Saltcoats;

Provide Additional Parking Areas:-

- Review on-street 'no waiting' areas and remove restrictions where they are no longer appropriate;
- New car-parks within Irvine at East Road and Irvine Railway Station;
- Through planning policy ensure appropriate parking is provided for new developments, in conjunction with sustainable travel provision;
- Promote seasonal and weekend parking. Examples include Ardrossan Shore Front; Bowencraig, Largs; the Pencil, Largs; weekend and out of term parking at Largs Academy; and weekend use of Cunninghame House, Irvine;
- Support Park and Ride schemes during key events e.g. Bowencraig, Largs during the Viking Festival.

4.12 Parking within Residential Town Centre Streets

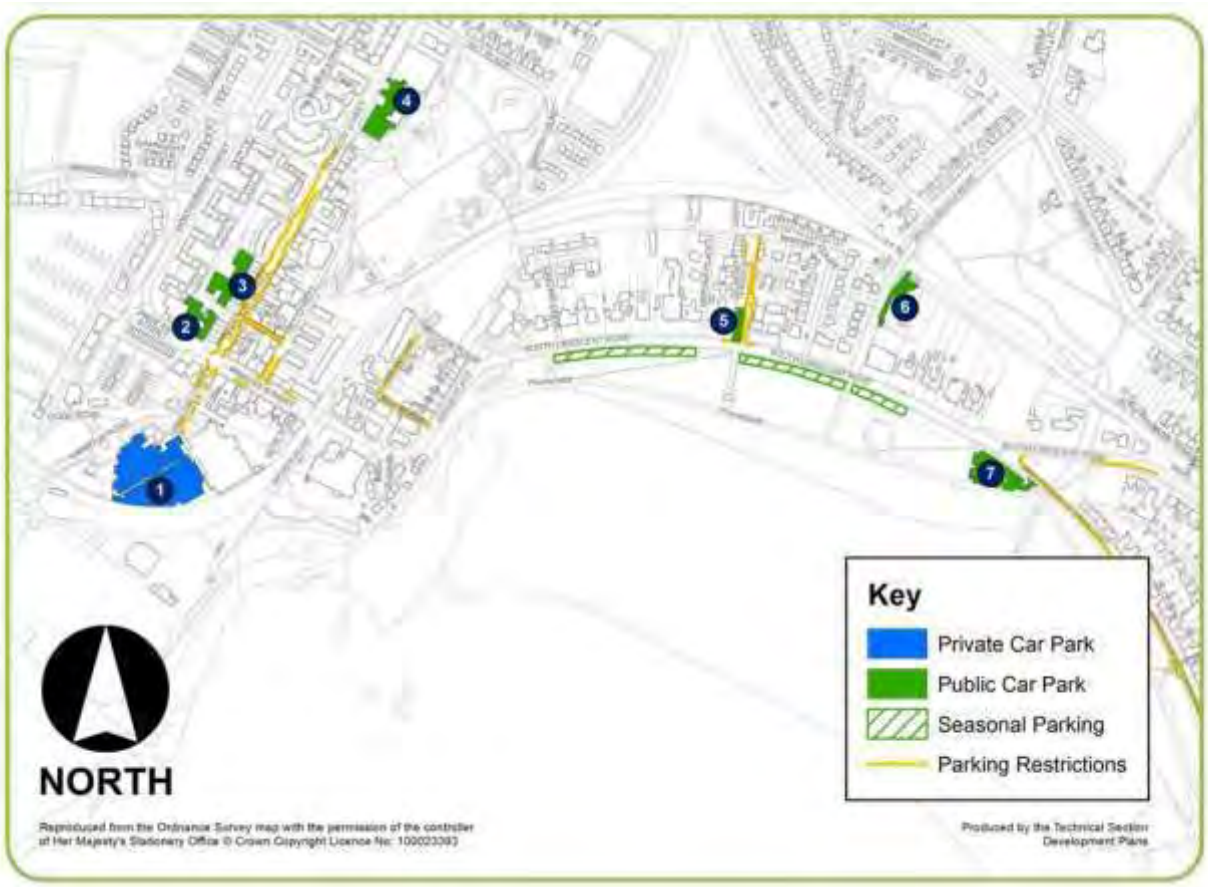
It is understood that some of the actions within the strategy may affect parking within residential town centre streets of Parterre, Kirkgate, Seagate and West Road in Irvine. A study, in respect of potential on-street controls (including residents parking), will therefore be carried out to assess the impact of the strategy on these streets with a view to accommodating all users of the street.

4.13 Monitoring of Actions

The strategy runs from 2014 to 2020 and will be reviewed at regular intervals to ensure that the key aims and objectives are achieved. Furthermore, twelve months after the implementation of the strategy, capacity studies will be undertaken within Largs and Irvine to assess the impact of the actions to alleviate pressures on town centre parking spaces.

Appendix A – Information for each Town

Ardrossan



There were 37 responses collected from the interview questionnaires, online surveys and consultation events.

The following issues were raised during the survey;

Concern	Percentage
Finding a space	16%
Access to the car park	10%
Illegal parking	10%
Limited on-street parking spaces	10%
People parking for too long	10%
Proximity to destination	9%
Maintenance and condition	8%
None of these	7%
Safety and security	6%
Insufficient disabled parking	4%
Poorly signed directions	4%
Insufficient parent/child parking	3%
Lack of footways in car park	1%

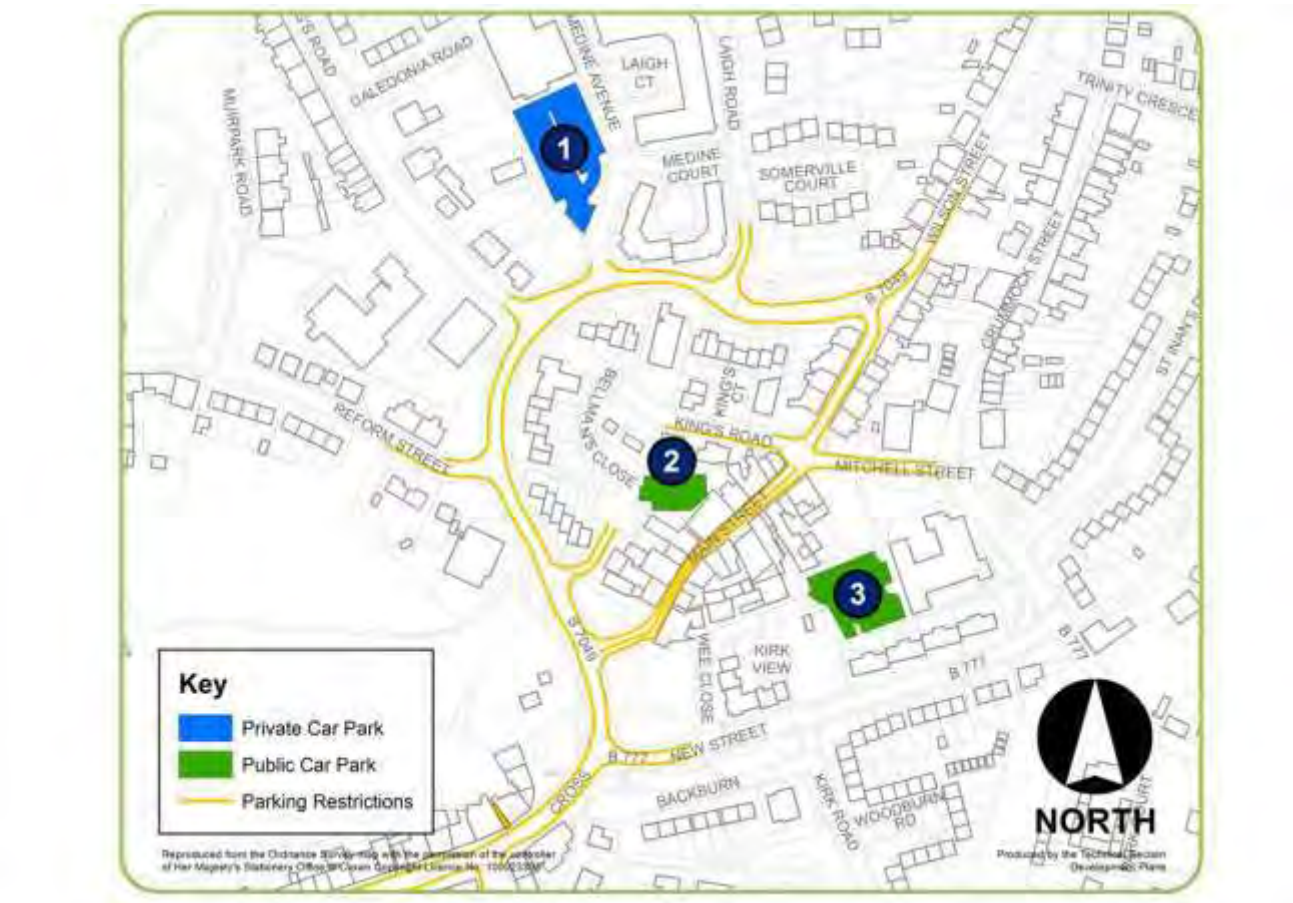
Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	Asda Supermarket	246	34	42	3.01	3.71	Private	No
2	Library	*Assessed in conjunction with car park 3*					Public	No
3	Glasgow Street South	22	106	80	4.2	2.9	Public	No
4	Ardrossan Civic Centre	33	25	0	2.76	0.02	Public	Patrons only
5	Kilmeny Terrace	20	4	42	0.4	4.08	Public	No
6	South Beach Railway Station	25	81	44	6.32	3.46	Private	Rail Passengers only
7	Burn Road	65	12	15	1.07	1.58	Public	No

On-Street Parking:

- Glasgow Street and Princes Street attract the highest number of vehicles
- Well utilised streets; Princes Street has a longer average stay at 3.02hrs compared to Glasgow Street at 1.81hrs
- Spaces closer to the town centre are more heavily occupied; spaces further away are less occupied.

Beith



There were 52 responses collected from the interview questionnaires, online surveys and consultation events.

The following issues were raised during the survey;

Concern	Percentage
Finding a space	17%
Limited on-street parking spaces	15%
Illegal parking	13%
People parking for too long	12%
None of these	12%
Access to the car park	11%
Proximity to destination	7%
Insufficient parent/child parking	4%
Insufficient disabled parking	3%
Poorly signed directions	3%
Maintenance and condition	2%
Lack of footways in car park	1%
Safety and security	1%

Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	Co-op Store Car Park	58	24	26	1.91	2.11	Private	No
2	Bellman's Close	10	64	54	5.10	4.30	Public	No
3	Wee Close	28	34	30	2.62	3.36	Public	No

On-Street Parking:

- Main on-street parking occurs in Eglinton Street, Main Street, Mitchell Street and Townhead
- Reasonably utilised streets; average stay of 1.5hrs to 2.5hrs during the week.
- Spaces closer to the town centre are more heavily occupied, spaces further away are less occupied
- Main Street has no on-street parking but accounts for 79 vehicles during the week and 114 vehicles during the weekend; illegally parked

Brodick

There were 26 responses collected from the interview questionnaires, online surveys and consultation events. No capacity surveys were undertaken.

The following issues were raised during the survey;

Concern	Percentage
Finding a space	19%
Proximity to destination	16%
Safety and security	13%
Access to the car park	12%
People parking for too long	10%
Limited on-street parking spaces	7%
None of these	7%
Illegal parking	6%
Maintenance and condition	3%
Poorly signed directions	3%
Insufficient disabled parking	2%
Insufficient parent/child parking	2%
Lack of footways in car park	2%

Dalry

There were 25 responses collected from the interview questionnaires, online surveys and consultation events.

The following issues were raised during the survey;

Concern	Percentage
Finding a space	19%
Limited on-street parking spaces	19%
Safety and security	13%
People parking for too long	12%
Maintenance and condition	9%
Proximity to destination	9%
Illegal parking	5%
Access to the car park	3%
Insufficient disabled parking	3%
Insufficient parent/child parking	3%
Poorly signed directions	3%
Lack of footways in car park	2%
None of these	1%

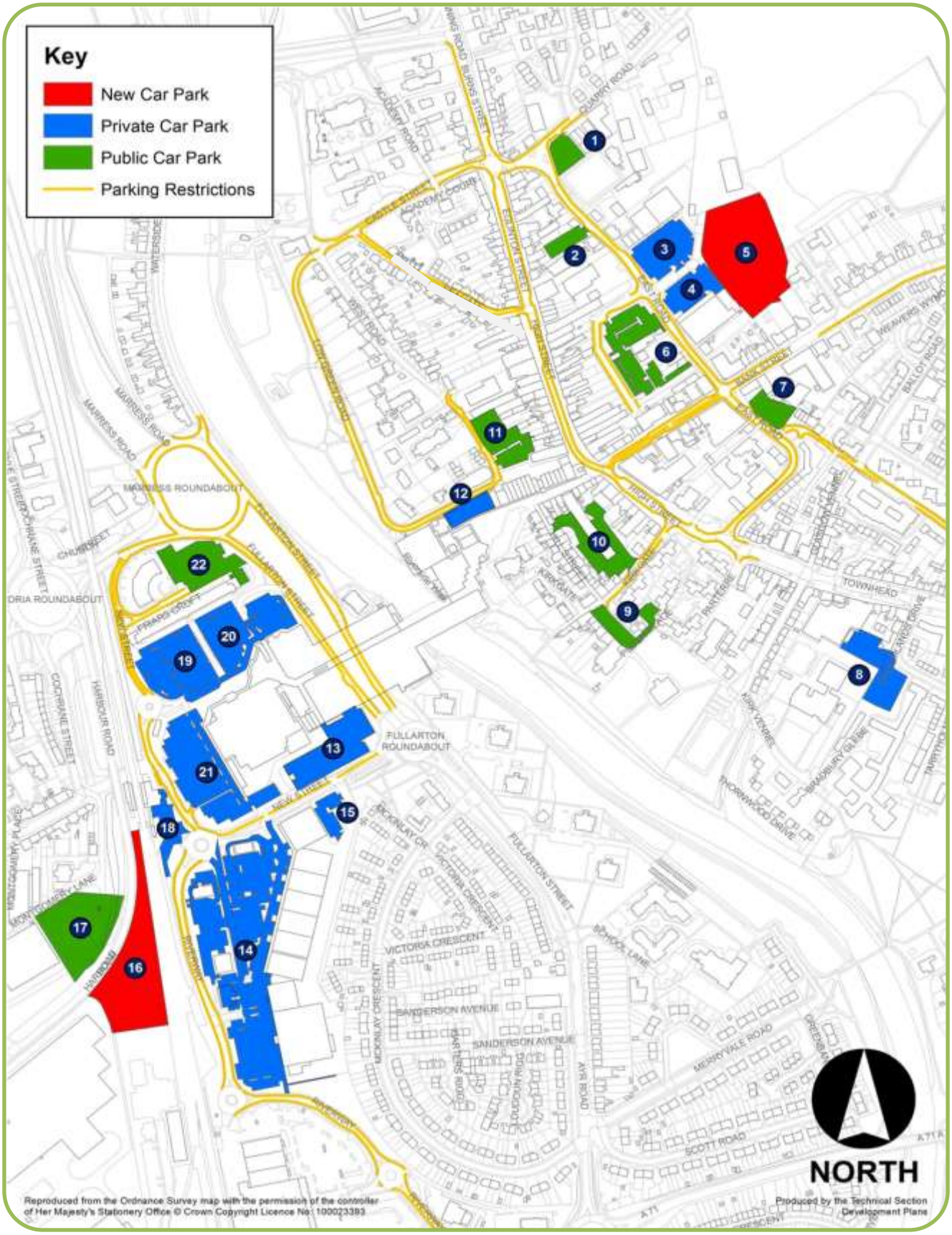
Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	North Street	9	28	29	2.28	2.33	Public	No
2	Courthill Street	16	66	45	5.28	3.59	Public	No
3	Smith Street	40	35	8	2.76	0.60	Public	No
4	Smith Street	12	56	56	4.46	4.46	Public	No
5	Behind North Street	15	19	43	1.53	3.43	Public	No
6	Kirk Close	32	50	40	4.02	3.17	Public	No

On-Street Parking:

- Main on-street parking occurs in Aitken Street, Main Street and North Street
- Main Street is heavily utilised, North Street and Aitken Street reasonably well utilised
- Average stay on Main Street and North Street are approximately 1hr whereas Aitken Street is 3.93hrs
- Spaces closer to the town centre are more heavily occupied, spaces further away are less occupied

Irvine


Key
New Car Park
Private Car Park
Public Car Park
Parking Restrictions
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MARESS ROUNDABOUT
FULLARTON ROUNDABOUT
VICTORIA CRESCENT
SANDERSON AVENUE
NORTH
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137 responses collected from the interview questionnaires on the East and 254 responses on the West, online surveys and consultation events.
During the interview questionnaires Irvine was split into East and West due to the utilisation surveys indicating that there was an imbalance in the towns parking requirements. There were 137 responses collected from the interview questionnaires on the East and 254 responses on the West, online surveys and consultation events.

When asked to assess the current issues with car parking within the local area, out the possible responses, the concerns were;

Concern	East	West
Finding a space	21%	15%
Proximity to destination	13%	7%
Safety and security	12%	10%
Access to the car park	9%	7%
Limited on-street parking spaces	7%	7%
Maintenance and condition	7%	9%
Illegal parking	6%	8%
Insufficient disabled parking	5%	6%
Insufficient parent/child parking	5%	4%
People parking for too long	5%	4%
Lack of footways in car park	4%	12%
Poorly signed directions	3%	4%
None of these	3%	8%

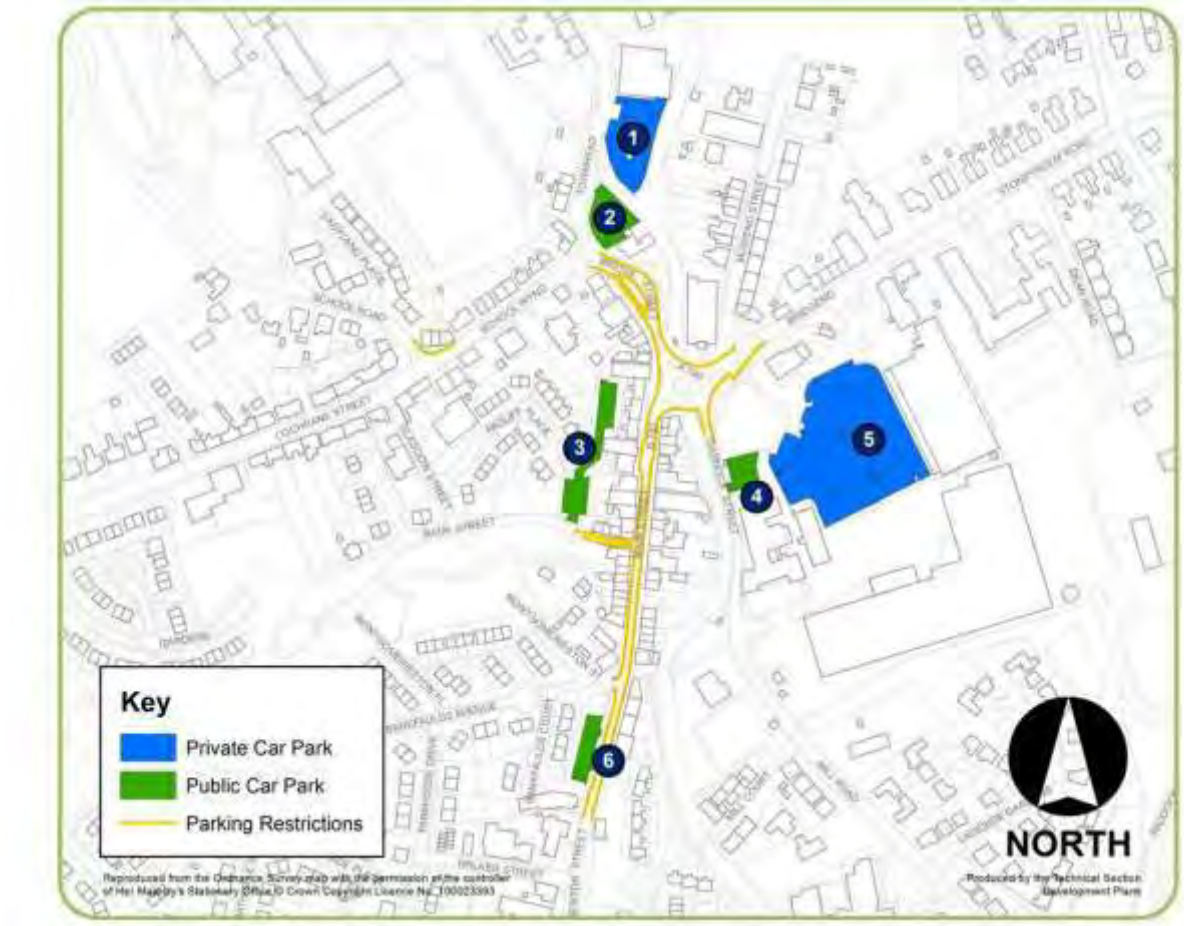
Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average ** Utilisation (hrs)		Ownership	Time Restriction
			Week day	Week end	Week day	Week end		
1	Quarry Road	36	63	24	5.06	1.94	Public	No
2	East Road North	34	89	35	7.13	2.79	Public	No
3	East Road Retail Park A	100	39	37	2.94	2.78	Private	Max stay 3hrs
4	East Road Retail Park B (Aldi)	71	34	31	2.55	2.41	Private	Max stay 1.5hrs
5	Proposed Long Stay	129	-	-			Public	No
6	East Service Road	164	96	70	7.66	5.64	Public	No
7	East Road South	33	102	71	6.75	5.22	Public	Leisure centre patrons only
8	Broomlands Drive	111	66	9	2.14	0.7	Private	Patrons only
9	Peden Place	25	130	88	5.77	4.78	Public	No
10	Kirkgate	106	86	56	6.85	4.38	Public	No
11	Bridgegate	113	93	68	7.41	5.42	Public	No
12	Rivergate Underground	-	-	-			Private	Not in use
13	Rivergate Multi-storey	409	36	37	2.86	2.94	Private	Max stay 3hrs or £1 for all day
14	Riverway Retail Park A	519	27	42	2.17	3.38	Private	Max stay 3hrs
15	Riverway Retail Park B	38	13	26	1.95	2.28	Private	Max stay 3hrs
16	Park and Ride	70 (140)*	-	-			Public	Rail passengers only
17	Maritime Museum	163	62	8	5.31	1.22	Public	No
18	Irvine Railway Station	33	101	100	7.61	7.33	Public	Rail passengers only
19	Rivergate A	311	58	72	4.67	5.64	Private	Max stay 3hrs
20	Rivergate B	62	68	81	5.33	6.05	Private	Max stay 3hrs
21	Rivergate C	276	34	45	2.75	3.64	Private	Max stay 3hrs
22	Cunninghame House	187	92	5	7.17	0.39	Public	For staff only

On-Street Parking:

- Spaces closer to the town centre are more heavily occupied while those further from the town centre, often on the same street, are less occupied.
- Biggest change in parking behaviour between weekdays and weekends are on Cochrane Street and Montgomery Street (West)
- Main on-street parking occurs in Bank Street, East Road, Townhead and Low Green Road (East)
- Reasonably utilised streets; average stay of between 1.5hrs and 2.5hrs

Kilbirnie



There were 63 responses collected from the interview questionnaires, online surveys and consultation events.

The following issues were raised during the survey;

Concern	Percentage
None of these	33%
Limited on-street parking spaces	16%
Finding a space	8%
Safety and security	8%
Maintenance and condition	7%
Illegal parking	6%
Lack of footways in car park	6%
People parking for too long	5%
Proximity to destination	5%
Access to the car park	2%
Insufficient parent/child parking	2%
Insufficient disabled parking	1%
Poorly signed directions	1%

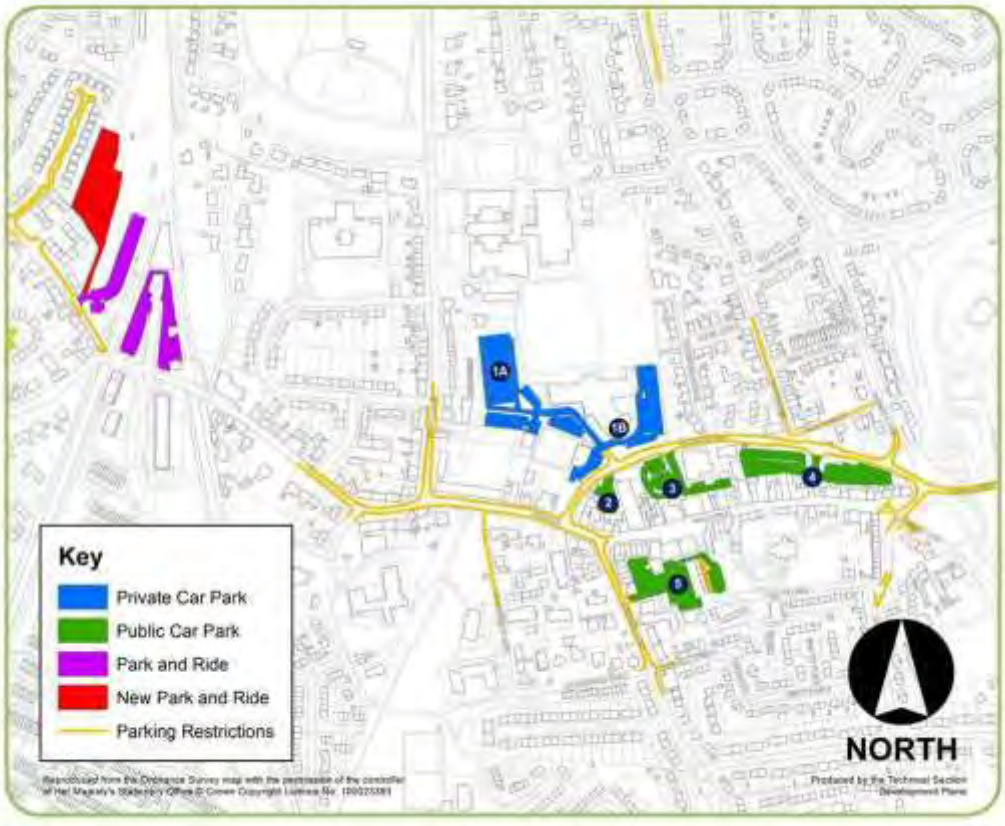
Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	Townhead (closed)	-	-	-	-	-	Private	Closed
2	Townhead	26	39	37	3.10	2.98	Public	No
3	Bank Street	30	66	27	5.27	2.13	Public	No
4	Garnock Street	52	21	9	1.71	0.73	Public	No
5	Supermarket	278	25	35	2.01	2.77	Private	No
6	Newton Street	24	47	59	3.77	4.38	Public	No

On-Street Parking:

- Number of cars parking on street both during the weekday and weekend is very low
- Main on-street parking occurs in Main Street and Muirend Street
- Illegal parking causing "bottlenecks"

Kilwinning



There were 62 responses collected from the interview questionnaires, online surveys and consultation events.

The following issues were raised during the survey;

Concern	Percentage
Finding a space	23%
Lack of footways in car park	12%
None of these	12%
Insufficient disabled parking	9%
Maintenance and condition	9%
Safety and security	9%
Illegal parking	6%
Proximity to destination	6%
Limited on-street parking spaces	4%
Access to the car park	3%
People parking for too long	3%
Insufficient parent/child parking	2%
Poorly signed directions	2%

Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	James Watt College A	149	112	-	6.63	-	Private	No
	James Watt College B	139	83	8	6.47	0.66	Private	No
2	Oxenward Surgery	No Data					Public	No
3	Oxenward	35	95	75	7.42	5.69	Public	No
4	Woodwynd	94	70	61	5.57	4.28	Public	No
5	Almswell Road/Abbeygate	88	104	60	6.05	3.49	Public	No

On-Street Parking:

- Parking on-street is low
- Parking occurs on Vaults Lane/Abbeygate and Almswall Road

Largs


Key
Private Car Park
Public Car Park
Parking Restrictions
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NORTH
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There were 172 responses collected from the interview questionnaires, online surveys and consultation events.

When asked to assess the current issues with car parking within the local area, out the possible responses, the concerns were;

Concern	Percentage
Finding a space	19%
Limited on-street parking spaces	13%
Access to the car park	12%
Proximity to destination	12%
Safety and security	11%
Illegal parking	10%
People parking for too long	7%
Poorly signed directions	4%
Insufficient disabled parking	3%
Insufficient parent/child parking	3%
Lack of footways in car park	3%
Maintenance and condition	3%
None of these	1%

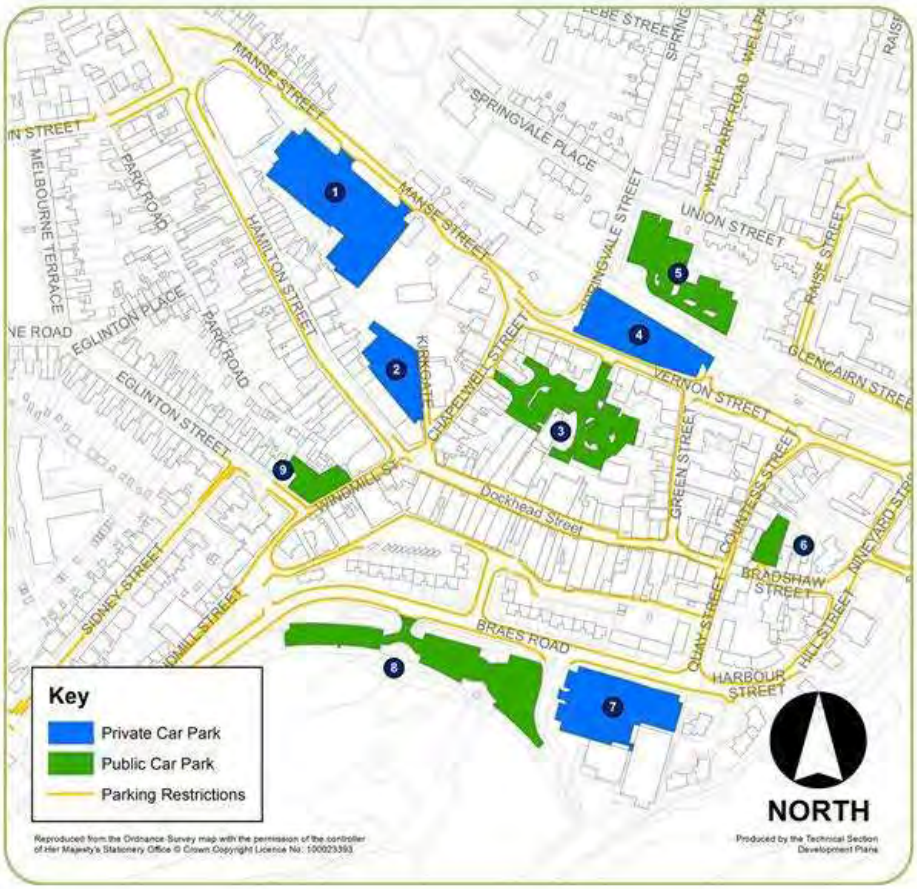
Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	Vikingar Centre	121	21	39	1.65	3.11	Public	No
2	Brooksby Resource Centre	113	55	28	4.39	2.28	Public	Patrons only
3	Shorefront	138	62	76	4.99	5.86	Public	No
4	Gateside Street	68	97	98	7.03	7.23	Public	No
5	Largs Academy	-	-	-	-	-	Public	No
6	Main Street	44	33	65	2.55	3.90	Private	No
7	Supermarket	215	57	69	4.54	5.54	Private	3hrs

On-Street Parking:

- Parking on-street is very high
- On-street parking occurring on most streets
- Spaces closer to the town centre are more heavily occupied, spaces further away are less occupied
- Large volume of cars are parking illegally
- Cars parked on street during weekdays demonstrate commuter parking
- Most of the streets are well utilised but, with the exception of Main Street, have limited turnover of spaces.

Saltcoats



There were 161 responses collected from the interview questionnaires, online surveys and consultation events.

The following issues were raised during the survey;

Concern	Percentage
Finding a space	14%
Access to the car park	12%
Illegal parking	10%
Maintenance and condition	10%
Safety and security	9%
Proximity to destination	8%
Limited on-street parking spaces	7%
Insufficient disabled parking	6%
Poorly signed directions	6%
Insufficient parent/child parking	5%
Lack of footways in car park	5%
People parking for too long	5%
None of these	1%

Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	Manse Street Supermarket	No data					Private	-
2	Kirkgate **	60**	66	-	5.99	-	Private	No
3	Vernon Street South	93	141	105	6.75	4.87	Public	No
4	Vernon Street North	106	20	15	1.57	1.22	Private	No
5	Union Street	92	48	15	3.88	1.21	Public	No
6	Bradshaw Street	23**	82	69	6.54	5.50	Public	No
7	The Braes (Supermarket)	133	57	56	4.55	4.45	Private	3hrs
8	The Braes	156	51	49	3.91	3.87	Public	No
9	Windmill Street	32**	61	81	4.89	6.47	Private	No

On-Street Parking:

- Parking on-street is very high
- On-street parking occurring on most streets
- Spaces closer to the town centre are more heavily occupied, spaces further away are less occupied
- Dockhead Place and Chapelwell Street; are over capacity
- Dockhead Place has limited parking availability; cars often illegally parked
- Most of the streets are well utilised but average stay is over 1hr resulting in limited turnover of spaces.

Stevenston

There were 63 responses collected from the interview questionnaires, online surveys and consultation events.

The following issues were raised during the survey;

Concern	Percentage
Finding a space	19%
Access to the car park	17%
Limited on-street parking spaces	16%
People parking for too long	11%
Proximity to destination	10%
Safety and security	8%
Maintenance and condition	6%
Insufficient disabled parking	5%
Illegal parking	3%
Poorly signed directions	3%
Lack of footways in car park	2%
Insufficient parent/child parking	1%
None of these	1%

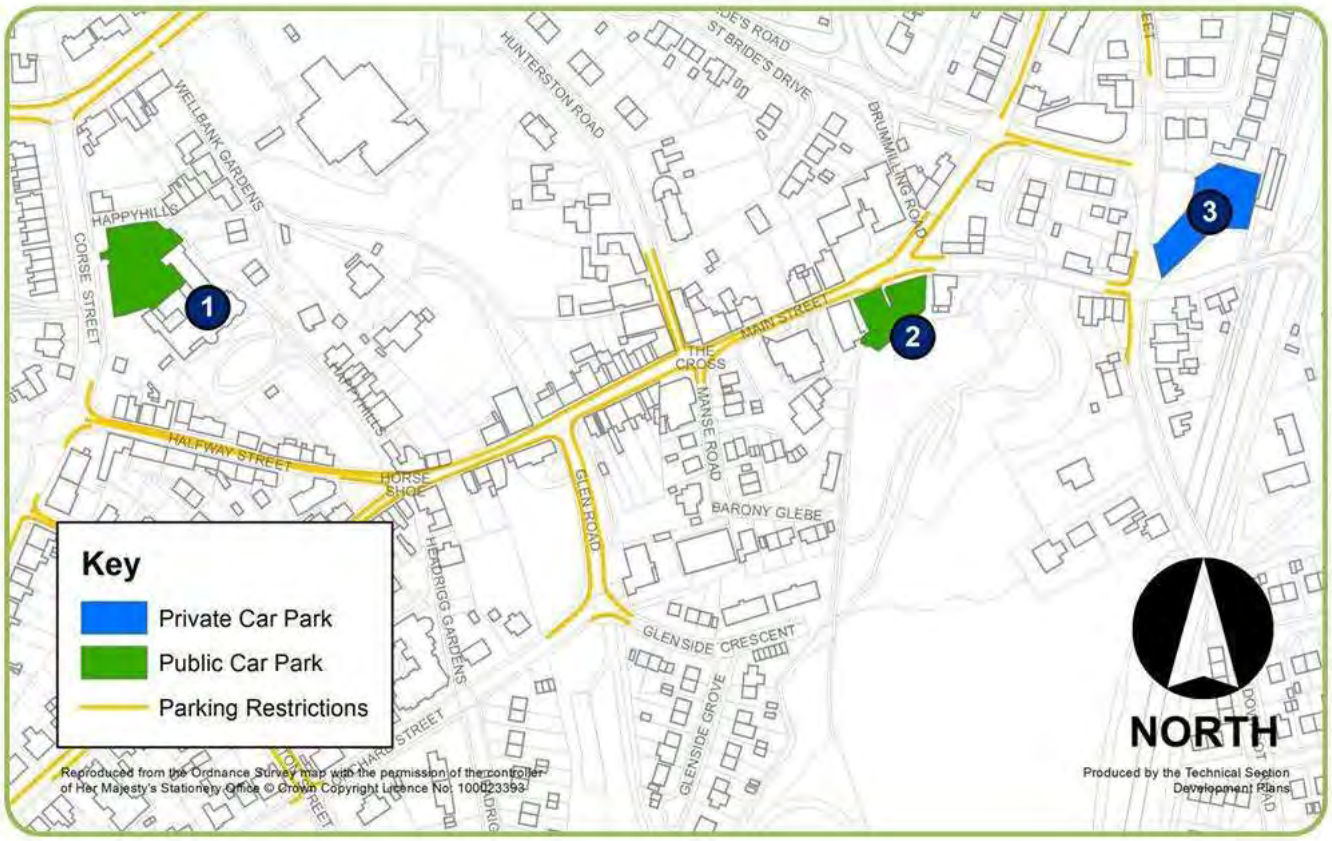
Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	Glebe Street	15**	30	10	2.41	0.78	Private	No
2	Glebe St (Supermarket)	-	-	-	-	-	Private	Closed
3	Schoolwell Street	15	57	49	4.57	3.90	Public	No
4	Afton Road	69***	89	29	6.04	1.98	Public	No

On-Street Parking:

- Spaces closer to the town centre are more heavily occupied, spaces further away are less occupied
- New Street utilisation falls dramatically at weekends suggesting cars may only be parked for short periods at weekends as opposed to being parked for the entire day on weekdays.

West Kilbride



There were 56 responses collected from the interview questionnaires, online surveys and consultation events.

The following issues were raised during the survey;

Concern	Percentage
Access to the car park	20%
Finding a space	19%
Limited on-street parking spaces	18%
Proximity to destination	18%
People parking for too long	17%
Insufficient disabled parking	2%
Safety and security	2%
Illegal parking	1%
Poorly signed directions	1%
Insufficient parent/child parking	0%
Lack of footways in car park	0%
Maintenance and condition	0%
None of these	0%

Off-Street Parking:

No	Location	No of Spaces	Average Occupancy (%)		Average * Utilisation (hrs)		Owner	Time Restriction
			Week day	Week end	Week day	Week end		
1	Community Centre	37	63	17	4.46	1.19	Public	No
2	Main Street	21	33	66	2.67	4.13	Public	No
3	Railway Station	32	66	67	4.55	4.61	Public	No

On-Street Parking:

- Spaces closer to the town centre are more heavily occupied, spaces further away are less occupied
- On street parking is relatively high in comparison to the other areas
- Main Street does have cars parking regularly however there are no designated parking areas
- Alton Street, Glen Road and Ritchie Street; highest average occupancy
- More users come to the area at the weekend to use facilities

Appendix B – Summary of Survey and Consultation Events

Date	Location	Activity
17/08/10 to 11/09/10	Irvine Kilwinning Largs Ardrossan Saltcoats Stevenston	Review of the on and off street parking facilities. The surveys identify all parking opportunities for the general public both legal and illegal and also both on and off street parking facilities.
31/01/12 to 11/02/12	Beith Dalry Kilbirnie West Kilbride	Review of the on and off street parking facilities. The surveys identify all parking opportunities for the general public both legal and illegal and also both on and off street parking facilities.
27/8/13	Irvine Town Centre Brodick, Isle of Arran Bridgegate Car Park, Irvine Kirkgate Car Park, Irvine East Road Car Park, Irvine Quarry Road Car Park, Irvine East Road Retail Park Car Park, Irvine Rivergate Centre Car Park, Irvine Riverway Retail Park Car Park, Irvine	Interview Questionnaires and Town Centre Surveys
28/8/13	Saltcoats Town Centre South Beach Car Park, Ardrossan Kilmeny Terrace Car Park, Ardrossan Glasgow Street Car Park, Ardrossan On-street in Ardrossan Almswall Road Car Park, Kilwinning Woodwynd Car Park, Kilwinning Oxenward Car Park, Kilwinning Union Street Car Park, Saltcoats The Braes Car Park, Saltcoats Bradshaw Street Car Park, Saltcoats Chapelwell Street/Dockhead Street Car Park, Saltcoats Windmill Street Car Park, Saltcoats Braes Road Car Park, Saltcoats Supermarket Car Park, Saltcoats Schoolwell Street Car Park, Stevenston Afton Road Car Park, Stevenston Supermarket Car Park, Stevenston	Interview Questionnaires and Town Centre Surveys

29/8/13	Largs Town Centre Dickson Court Car Park, Beith Bellman's Close Car Park, Beith Supermarket Car Park, Beith Kirk Close Car Park, Dalry Courthill Street Car Park, Dalry New Street Car Park, Dalry Smith Street Car Park, Dalry Bridge Street Car Park, Kilbirnie Newton Street Car Park, Kilbirnie Garnock Street Car Park, Kilbirnie Bank Street Car Park, Kilbirnie Tesco Car Park, Bridgend, Kilbirnie	Interview Questionnaires and Town Centre Surveys
9/9/13	Volunteer Rooms, Irvine	Consultation Event on the outcomes of the Questionnaire Surveys
10/9/13	Radio City, Kilbirnie	Consultation Event on the outcomes of the Questionnaire Surveys
11/9/13	Ormidale Centre, Brodick, Isle of Arran	Consultation Event on the outcomes of the Questionnaire Surveys
12/9/13	Brisbane Centre, Largs	Consultation Event on the outcomes of the Questionnaire Surveys
13/9/13	Civic Centre, Ardrossan	Consultation Event on the outcomes of the Questionnaire Surveys

Appendix C – Example of Consultation Questionnaire

Date:_____ Time:_____ (Office use only)

North Ayrshire Council

This questionnaire is designed to gather information about how people feel about parking within town centres in North Ayrshire.

Q1 **Which town do you mainly travel to? You will be asked to give your views about travelling to this town in the remainder of the questionnaire.**

Ardrossan ☐	Kilbirnie ☐	Stevenston ☐
Arran ☐	Kilwinning ☐	West Kilbride ☐
Beith ☐	Largs ☐	Other ☐
Dalry ☐	Millport ☐	
Irvine ☐	Saltcoats ☐	

Other _____

Please relate the following answers specifically to the town that you have chosen in Question 1. Should you wish, a separate response can be completed for each town you visit in North Ayrshire.

TRAVEL ISSUES

Q2 **What is your home postcode? We will use this to assess how far people are travelling to different places within North Ayrshire. Please give at least the first 4 digits of your postcode (e.g. KA12)** _____

Q3 **(i) What is your <u>main</u> reason for travelling to the town you chose in Question 1? Please tick one box in column (i).**

(ii) Are there any of these other reasons that you have for travelling to the town you chose in Question 1? Please tick any other boxes that apply.

	(i) Main reason	(ii) Other reasons
Leisure / recreation	☐	☐
Shopping	☐	☐
Work	☐	☐
Another reason (please give details)	☐	☐

Another reason _____

Another reason _____

Q4 **Why have you chosen to come to this particular location? Please choose up to three options from the list below.**

Easy parking ☐	*Proximity to home* ☐	*To access public transport* ☐
Free parking ☐	*Quick and easy shopping* ☐	*Traffic-free shopping* ☐
Good facilities ☐	*Shop opening times* ☐	*Other (please say what)* ☐
Good range / choice of shops ☐	*Specialised shops* ☐	

Other _____

Q5 **How do you travel to the town centre concerned?**

Car (as driver) ☐	Cycle ☐	Walk ☐
Car (as passenger) ☐	Train ☐	Other (please say what) ☐
Bus ☐	Taxi ☐	

Other ☐

PARKING ISSUES

Q6 **Below a list of issues that may or not be of concern to you when parking in the town centre. Please choose up to 5 issues that concern you and rank these issues from 1 to 5, where 1 is the greatest concern, 2 is the second greatest concern and so on.**

Access to the car park	☐
Finding a space	☐
Illegal parking	☐
Insufficient Disabled Parking	☐
Insufficient Parent / Child Parking	☐
Lack of footways in car park	☐
Limited on-street parking spaces	☐
Maintenance and condition	☐
People parking for too long	☐
Poorly signed directions	☐
Proximity to the destination	☐
Safety and security	☐
None of these	☐

It is possible to manage and control car parking using various methods. For example, limiting the length of stay, providing short-term and long-term parking and so on.

Q7 **In relation to parking in <u>CAR PARKS</u>, please say whether you agree or disagree that the following approaches are acceptable and indicate the extent of your agreement.**

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
All car parks to be free for first three hours	☐	☐	☐	☐	☐
A few car parks nearest the town centre restricted to free for the first three hours; the rest to be free parking all day	☐	☐	☐	☐	☐
A fee being required to park in all car parks during working hours	☐	☐	☐	☐	☐
A fee being required to park in a few car parks nearest the town centre during working hours; the rest to be free parking all day	☐	☐	☐	☐	☐
Introduce fees in all car parks to raise funds to make improvements to the car parking infrastructure	☐	☐	☐	☐	☐
Improved enforcement of illegal parking (i.e. not parking in a bay, using two bays etc.)	☐	☐	☐	☐	☐

Q8 **If you have any other suggestions relating to managing and controlling parking in CAR PARKS, please say what in the space below.**

Q9 **In relation to parking PARKING ON THE STREET, please say whether you agree or disagree that the following approaches are acceptable and indicate the extent of your agreement.**

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
All town centre on-street parking to be free for a limited period	☐	☐	☐	☐	☐
A fee being required to park on-street in the town centre	☐	☐	☐	☐	☐
Introduce fees for on-street parking to raise funds to make improvements to the car parking infrastructure	☐	☐	☐	☐	☐
Restrict the extent of available on-street parking	☐	☐	☐	☐	☐
Increase the availability of on-street parking	☐	☐	☐	☐	☐
Improved enforcement of waiting restrictions (i.e. double yellow lines etc.)	☐	☐	☐	☐	☐

Q10 **If you have any other suggestions relating to managing and controlling parking ON THE STREET, please say what in the space below.**

Q11 **If additional methods for controlling or managing car parks were to be implemented, which of the following do you think you would do?**

- Use another method of travel ..... ☐ **GO TO Q12**
- Still come to the town but park in locations that are free..... ☐ **GO TO Q13**
- Still come to the town and pay to park ... ☐ **GO TO Q13**
- Go elsewhere (e.g. for leisure / recreation, shopping, work)..... ☐ **GO TO Q13**

Comments

Q12 **If you would use another method of travel, please say what this would be.**

- Bus ..... ☐
- Car, as driver ..... ☐
- Car, as passenger ..... ☐
- Cycle..... ☐
- Motorbike..... ☐
- Taxi..... ☐
- Train ..... ☐
- Walk ..... ☐
- Other (please say what) ..... ☐

Other

USAGE OF CAR PARKS

This part of the questionnaire is designed to gather information about how people use the car parks in town centres.

Q13 **Thinking about the town you mentioned at the beginning of the questionnaire, where is the location of the car park would you say you use most often?**

Q14 **How frequently do you use this car park?**

- Daily ☐ **GO TO Q15**
- 2-3 times a week ☐ **GO TO Q15**
- About once a week ☐ **GO TO Q15**
- About once a fortnight ☐ **GO TO Q15**
- About once a month ☐ **GO TO Q15**
- About once every few months ☐ **GO TO Q16**
- Less often ☐ **GO TO Q16**
- Don't use any car parks in that town ☐ **GO TO Q16**

Q15 **Which of these days and times would you say that you typically use the car park? Please tick one box in each row.**

	Morning	Afternoon	Evening	All day	Do not use on this day
Monday	☐	☐	☐	☐	☐
Tuesday	☐	☐	☐	☐	☐
Wednesday	☐	☐	☐	☐	☐
Thursday	☐	☐	☐	☐	☐
Friday	☐	☐	☐	☐	☐
Saturday	☐	☐	☐	☐	☐
Sunday	☐	☐	☐	☐	☐

Q16 **Do you ever make repeat visits to the town centre in any one day?**

- Yes ☐ **GO TO Q17**
- No ☐ **GO TO Q18**

Q17 **If so, how many repeat visits would you make in a typical day? Please insert number and any comments.**

Number ☐

Comments ☐

Q18 **Do you hold a blue badge?**

- Yes ☐ 1
- No ☐ 2

Q19 **Do you have any further comments that you would like to make about the issues raised in this survey? If so, please please note these in the space below.**

Thank you for taking the time to complete this survey.

Appendix 9

NORTH AYRSHIRE COUNCIL WEBSITE EXTRACT MARCH 2019

Land and property for sale and let

We can help your business find property or land to suit your needs.

The following lists show land and property available to purchase from North Ayrshire Council, presenting intelligent conversion and development opportunities for all interested parties.

Property for sale

Property	Property details
	93 Princes Street, **Ardrossan**, KA22 8DQ Ref: G2230312 Offers over £195,000 are invited **Under offer** 93 Princes Street on map 93 Princes Street schedule (PDF, 631kb)
	61 Sharon Street, **Dalry,** KA24 5DT Ref: G2003995 GIA: 164m^2 (1,765ft^2) Offers over £30,500 **Under offer** 61 Sharon Street, Dalry on map
	Montgomerie House, 2A Byrehill Drive, West Byrehill, **Kilwinning**, KA13 6HN Ref: G2105267

	NIA: 800m^2 (8, 611ft^2) Offers over £195,000 are invited Montgomerie House on map Montgomerie House schedule (PDF, 2.03mb)
	36 Bank Street, **Irvine**, KA12 0LP Ref: T0590162 NIA: 264.40m2 (2,846ft2) Offers over £100,000 are invited 36 Bank Street on map 36 Bank Street schedule (PDF, 1.53mb)

Development land for sale

Site	Site details
	Site between 16 and 18 Beech Avenue, **Beith** Ref: G2303948 Beech Ave. site on map Beech Avenue schedule (PDF, 824kb)
	Yard, Canal Place, **Saltcoats** Ref: G2230193 Yard on map Canal Place yard schedule (PDF, 1.16mb)

All particulars are believed to be correct, but are supplied for information only and no reliance should be placed thereon. They are not deemed to form any part of a contract which may be entered into. North Ayrshire Council does not bind itself to accept the highest rate or offer and in supplying these Particulars is not issuing instructions and will not, therefore, bear liability for Agent's or other fees.

More information

Contact us for further information or to arrange a viewing:

- Telephone: 01294 324888
- email landandproperty@north-ayrshire.gov.uk

Appendix 10

SEPA RESPONSE ON FORMER AYRSHIRE METALS SITE 19 MARCH 2020

Daniel Wheelwright

To: Daniel Wheelwright
Subject: FW: Former Ayrshire Metals Site

From: Fotheringham, Brian
Sent: 19 March 2020 12:54
To: Alan Neish
Subject: Former Ayrshire Metals Site - pre application advice

Hello Alan,

Further to our recent telecon and my interim email I would enclose for your information the formal pre-application advice on flood risk at the site. I hope this information is helpful

Flood risk

We would **object** to the proposed development on the grounds that it may place buildings and persons at flood risk contrary to Scottish Planning Policy.

Technical Report

1. We have reviewed the information provided in this consultation and it is noted that the application site lies within the medium likelihood (0.5% annual probability or 1 in 200 year return period) fluvial flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding.

2. For planning purposes the functional flood plain will generally have a greater than 0.5% (1:200) probability of flooding in any year. Built development should not therefore take place on the functional flood plain. Scottish Planning Policy states in paragraph 255, that "the planning system should promote a precautionary approach to flood risk from all sources", as well as flood avoidance and flood reduction, where appropriate. It further defines in paragraph 256 that, "the planning system should prevent development which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere. Piecemeal reduction of the functional floodplain should be avoided given the cumulative effects of reducing storage capacity."

3. We are aware a flood study has been carried out on the Lower Irvine, the study shows the site to be fully within the 0.5% Annual Exceedance Probability (AEP) flood extent. The North Ayrshire Council who, as Flood Risk Management Authority and owner of the study, should be able to provide further information regarding this.

4. The proposal is to erect a retail outlet in place of a former metal works which has been cleared for development. We view this proposal as a 'demolish and rebuild' where there is no increase in land use vulnerability ('least vulnerable') within an existing developed site. We would not support any increase in land use vulnerability at this site. However, it is unclear from the information provided if there will be a change in the building footprint. This information is necessary to demonstrate that the proposal will not result in an increase in flood risk, either on or off site, relative to the previous development on site.

5. The minimum Finished Floor Level's (FFL) should also be confirmed taking into consideration 200 year flood level, freeboard and a climate change allowance. Further to this we would recommend that in terms of climate change we have updated our land use planning and climate change guidance to adopt regional allowances. It is recommended that this allowance is adopted. The provision of this information will then allow us to confirm that the development is compliant with Scottish Planning Policy (SPP).

6. Access and egress is recommended as good practice at sites which do not include overnight accommodation, however as this site is entirely within the fluvial flood extent access/egress could be an issue. We therefore recommend the provision of a safe and flood free route that enables the free movement of people of all abilities (on foot or with assistance) both to and from a secure place that is connected to ground above the design flood level and/or wider area.

Summary of Technical Points

7. In summary we would require to receive clarification on the following points before we would consider not submitting an objection to the proposed development:

- We require more information on the footprint of the retail outlet in relation to that of the previous development. If the footprint of the proposed outlet is shown to be equal or less than the previous development, we will then be in a position to not submit an objection.
- The minimum Finished Floor Level's (FFL) should also be confirmed taking into consideration 200 year flood level, freeboard and a climate change allowance.

Caveats & Additional Information for Applicant

8. Please note, the SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km^2 using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland.

9. We refer the applicant to the document entitled: *Technical Flood Risk Guidance for Stakeholders*. This document provides generic requirements for undertaking Flood Risk Assessments. Please note that this document should be read in conjunction *Policy 41* (Part 2).

10. Our *Flood Risk Assessment Checklist*should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist our review process.

11. Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

Regards
Brian

Brian Fotheringham
Senior Planning Officer
Planning SW
ASB

Telephones
Due to the current Coronavirus outbreak and in line with government guidance members of SEPA's South West planning service are now home working. Please do not leave a telephone message as we will not be able to answer it but you can email planning.sw@sepa.org.ukand we will respond where possible by email.

Appendix 11

TRANSPORT ASSESSMENT, SYSTRA, 2 OCTOBER 2019

Proposed Lidl Store, Stanecastle, Irvine **02/10/2019**

Reference number GB01T18B07/10742028

TRANSPORT ASSESSMENT

PROPOSED LIDL STORE, STANECASTLE, IRVINE

TRANSPORT ASSESSMENT

IDENTIFICATION TABLE	
Client/Project owner	Lidl UK GmbH
Project	Proposed Lidl Store, Stanecastle, Irvine
Study	Transport Assessment
Type of document	Final Report
Date	02/10/2019
Reference number	GB01T18B07/10742028
Number of pages	57

APPROVAL					
Version	**Name**		**Position**	**Date**	**Modifications**
1	Author	B Fleming	Consultant	28/05/2019	Draft 1
	Checked by	S Livingstone	Associate	28/05/2019	
	Approved by	S Livingstone	Associate	28/05/2019	
2	Author	B Fleming	Consultant	06/09/2019	Draft v2 – minor text updates
	Checked by	S Livingstone	Associate	09/09/2019	
	Approved by	S Livingstone	Associate	09/09/2019	
2	Author	B Fleming	Consultant	02/10/2019	Final
	Checked by	S Livingstone	Associate	02/10/2019	
	Approved by	S Livingstone	Associate	02/10/2019	

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1. INTRODUCTION

1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by Lidl UK GmbH (Lidl) to prepare a Transport Assessment (TA) in support of a proposed food retail development on a land to the south-west of Stanecastle Roundabout in Irvine. The proposed development comprises approximately 1,898sqm gross floor area (GFA) with 1,257sqm designed as the sales floor area.

1.1.2 The general location of the proposed development is indicated by Figure 1 below.

Figure 1. General Site Location

1.2 The Report

1.2.1 The report provides an assessment of the transport implications of the proposed development including consideration for pedestrians, cyclists, public transport, vehicular access, parking and potential off-site traffic impacts that the retail development may have on the surrounding transport network.

1.2.2 Sustainable development principles have been adopted to ensure that accessibility to the site on foot, by bicycle, and public transport is maximised and that any residual trips are able to be accommodated by the existing road network.

1.3 Planning History

1.3.1 In early 2019 a planning application was submitted to NAC for the erection of a food store comprising 2,283sqm GFA with 1,410sqm sales floor area (planning ref: 19/00050/PP). The supporting TA (dated 25/01/19) prepared by SYSTRA. NAC Roads responded to the TA via a Briefing Note (dated 08/03/19) with concerns in relation to:

- Accessibility of the site, particularly in relation to sustainable transport modes and pedestrian connectivity;
- Approach taken to the trip generation potential of the proposed development, including modal split and vehicle trip generation;
- Capacity analysis of Stanecastle Roundabout and the operation of the junction;
- Vehicle speeds from Long Drive (northbound) onto Stanecastle Roundabout; and
- Car parking provision.

1.3.2 SYSTRA submitted a comprehensive response to the Briefing Note, followed by further discussions with NAC Roads in late March/early April 2019. A copy of NAC's Briefing Note and SYSTRA's response is included in Appendix G.

1.3.3 In April 2019 the application for the 2,283sqm food store on the proposed site was withdrawn, however, NAC Roads' concerns in relation to the previous application have been taken into account, where applicable, and any outstanding concerns are addressed through this TA for the proposed smaller GFA food store.

1.4 Report Structure

1.4.1 The TA has been undertaken in accordance with the guidance contained within the following documents:

- Scottish Planning Policy;
- Planning Advice Note 75 – "Planning for Transport";
- Scottish Government – "Transport Assessment Guidance;
- Design Manual for Roads and Bridges;
- North Ayrshire Council – Local Development Plan and Roads Development Guide; and
- SCOTS National Roads Development Guide.

2. POLICY CONTEXT

2.1 National Policy

Scottish Planning Policy (SPP), 2014

2.1.1 The purpose of the SPP is to provide policy on land use planning and the planning process. This document sets out a range of transport considerations, with an emphasis on promoting the importance of providing sustainable developments. SPP sits alongside the documents: National Planning Framework 3, Creating Places and Designing Streets.

2.1.2 There are number of key elements of SPP that a development should seek to satisfy. These are summarised as follows:

- **"Paragraph 15** – Locating the development in the right place can provide opportunities for people to make sustainable choices, improve quality of life and delivering high quality infrastructure and a choice of how to access amenities and services;
- **Paragraph 23** – Align development more closely with transport to improve sustainability and connectivity. This is in relation to 'Planning Outcome 4' of SPP to provide a more connected place supporting better transport (and digital) connectivity;
- **Paragraph 40** – Planning should direct the right development to the right place by optimising the existing resource capacities;
- **Paragraph 46** – *Developments should be easy to move around and beyond by considering the needs of people before the movement of motor vehicles. This would include paths and routes with direct connections and would be well connected to the wider area beyond the site boundary;*
- **Paragraph 270** – *The planning system should support patterns of development that optimises the use of existing infrastructure, reduces the need to travel, provides safe and convenient opportunities for walking and cycling and facilitates travel by public transport and, enables the integration of transport modes;*
- **Paragraph 279** – Significant travel generation developments should be sited at locations which are well served by public transport and supported by measures to promote the availability of high quality public transport services, that provide access to a range of destinations;
- **Paragraph 281** – When an area is well served by sustainable transport modes, planning authorities may set more restrictive parking standards; and
- **Paragraph 287** – Planning permission should not be granted for significant travel generating developments where direct links to local facilities on foot and bicycle is not available, public transport networks would involve walking more than 400m and the Transport Assessment does not identify satisfactory measures to meet sustainable transport requirements.''

Planning Advice Note 75 (PAN 75), 2005 – ANNEX F

2.1.3 PAN 75 expands on how the policies of SPP may be delivered with the purpose of creating a safe, reliable and sustainable transport system for Scotland. One of the key tools in achieving this is integration, and with regard to new developments, the PAN states that:

> *"The intention is for new developments to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes."*

Transport Assessment Guidance (TAG), 2012

2.1.4 TAG sets out the approach that should be taken for the preparation of Transport Statements and TAs. The guidelines detail the importance of establishing the existing transport infrastructure and travel characteristics as well as the development proposal itself and the measures which will be included to improve infrastructure and services to encourage sustainable travel to the site.

2.1.5 The accessibility of the site will be measured through calculating the travel time by each mode of access in a hierarchy of sustainability, with walking and cycling at the top of this hierarchy. TAG considers the following journey times as acceptable for each mode:

- Walking: 20 – 30 minutes;
- Cycling: 30 – 40 minutes; and
- Public transport: generally a 30 minute door to door travel time (including walk, wait, journey and walk to destination).

2.2 Local Policy

North Ayrshire Council Local Development Plan (LDP), Adopted 2014[1]

2.2.1 The LDP is a land use document that indicates where certain types of development should, and should not, happen. It sets out a long term vision for growth and provides the policy framework for determining planning applications.

2.2.2 In relation to transport, Policy PI 1: Walking, Cycling and Public Transport states that all development proposals which will result in significant trip generation shall require to demonstrate that account has been taken of the needs of walkers, cyclists and public transport users by demonstrating that:

- *The proposals reflect the principles of "Designing Streets" where applicable;*
- *At an early design stage, consideration has been given to likely desire routes (public transport nodes, schools, town centres etc.) Which shall inform the design of the development;*
- *Connectivity is maximised within and to the development site by providing direct routes to wider path networks where possible;*

[1] Note: NAC's LDP2 is in progress and intended to be adopted in 2019.

- *Any paths through the site are clearly signposted, well-lit and where possible overlooked;*
- *Secure cycle parking of a proportionate scale, in a visible and accessible location, is provided where the development will be used by a significant volume of visitors (including employees). Changing and shower facilities should also be provided where appropriate;*
- *Discussion with Strathclyde Partnership for Transport (SPT) has been undertaken to consider the provision of new or diverted bus route(s) to serve the development where the proposal is not within 400m of a public transport node. New/diverted routes may require to be subsidised by the developer where such schemes are not commercially viable; and*
- *Proposals for national or major development (as defined by the Planning Etc. (Scotland) Act 2006) which will involve significant trip generation will require the preparation of a Travel Plan for the development.*

2.2.3 The proposed development will be designed in accordance with this policy and Chapter 5 of the report will go into further detail in relation to the walking and cycling measures to support the development in line with the national and local policy objectives.

3. EXISTING TRANSPORT CONDITIONS

3.1 The Site

3.1.1 The proposed site is bound to the north by Manson Road (A736), to the east by Stanecastle Roundabout, to the south by Crompton Way and to the west a residential development (under construction at the time of writing).

3.1.2 The local road network surrounding the site is indicated by Figure 2.

Figure 2. Local Road Network

3.2 Walking

3.2.1 The site is located next to a residential area (the recently consented and partly constructed development adjacent to the site) with some industrial land uses to the south of the site, known as “North Newmoor Industrial Estate”. There is a good network of pedestrian infrastructure surrounding the site comprising a combination of footways and footpaths with street lighting throughout.

3.2.2 Along Crompton Way there are footways of approximately 1.5m wide on both sides of the road between the sharp left-hand bend and Stanecastle Roundabout. South from the left-hand bend on Crompton Way, there is a footway on the east side of the road only. The general characteristics of these footways are indicated by Figure 3 and Figure 4.

Figure 3. Pedestrian Characteristics of Crompton Way Adjacent to Site Access

Figure 4. Pedestrian Characteristics of Crompton Way South of Left-Hand Bend

3.2.3 There is no roadside pedestrian provision at the roundabout, however, there is an extensive network of footpaths surrounding the site, connecting to pedestrian underpasses / overpasses of each arm of the junction.

3.2.4 From Crompton Way there is a footpath routeing north alongside the site towards Manson Road, as indicated by Figure 5. This footpath leads to an intersection between a new footpath created through the residential development (under construction) adjacent to the site, a footpath leading up to street level of Manson Street and the nearest bus

stops to the site, and an underpass of Manson Street. This intersection which is located at the northern edge of the site is indicated by Figure 6.

Figure 5. Footpath Routeing Alongside Site

Figure 6. Footpath Intersection at Edge of Site, Residential Development and Manson Road

3.2.5 An example of the numerous underpass pedestrian routes in the vicinity of Stanecastle Roundabout is indicated by Figure 7 which demonstrates the route under Long Drive (North). An example of the overpasses pedestrian routes is indicated by Figure 8 which demonstrates the route over Long Drive (South).

Figure 7. General Characteristics of Pedestrian Underpasses Near Site

Figure 8. General Characteristics of Pedestrian Overpasses Near Site

3.2.6 Along Manson Road there are continuous footways into Irvine Town. The aforementioned network of footways / footpaths for the immediate area connect the site to the neighbouring residential areas are indicated by Figure 9.

Figure 9. Immediate Network of Footways / Footpaths Surrounding Site

Walking Catchment

3.2.7 TAG suggests that journey times of up to 20 – 30 minutes (1600m – 2400m) are considered appropriate for walking. Analysis of the walking catchment of the site has been undertaken and isochrones produced that demonstrate an approximate 5, 10 and 20 minute walk from the site (therefore, well within the TAG suggested thresholds) which are indicated by Figure 10.

3.2.8 The journey times have been calculated based on routes utilising the network of footways / footpaths surrounding the site, some of which are identified in Figure 9 above.

Figure 10. Site Walking Catchment Isochrones

3.2.9 Figure 10 demonstrates that a significant proportion of the population in the residential areas of Irvine is within an approximate 20 minute walk from the site.

3.2.10 Table 1 indicates approximate walking distances and journey times between the site and other local amenities / facilities.

Table 1. Approximate Walking Distance and Journey Time from Site

FACILITIY / AMENITY	APPROX. DISTANCE	APPROX. WALKING JOURNEY TIME
St Mark's Primary/Nursery School	480m	6 mins
Girdle Toll Sub Post Office	805m	11 mins
Annick Primary School	965m	11 mins
Towerlands Community Centre	1.2km	15 mins
Bourtreehill Medical Practice	1.3km	16 mins
St John Ogilvie Primary School	1.3km	16 mins
Bourtreehill Branch Library	1.5km	17 mins
SPAR Lawthorn	1.5km	18 mins
Lawthorn Primary School	1.6km	20 mins

FACILITIY / AMENITY	APPROX. DISTANCE	APPROX. WALKING JOURNEY TIME
Irvine Town Centre	1.7km	21 mins
Rivergate Shopping Centre	2.1 km	24 mins
Irvine Train Station	2.4km	30 mins

3.2.11 Table 1 demonstrates that the site is within walking distance of a variety of amenities within the local neighbourhoods, including schools within Girdle Toll, Lawthorn and Bourtreehill residential areas. This therefore demonstrates that there is a considerable walking catchment for the site for potential customers and staff to be able to make joined-up trips through the local area.

3.3 Cycling

National Cycle Network

3.3.1 There is no designated on-road cycling provision in immediate proximity to the site. The nearest National Cycle Network Route (NCR) is Route 73 which is a predominantly traffic-free route comprising two parts: Kilmarnock and Ardrossan and Brodick to Lochranza. In the vicinity of the site, NCR 73 routes into Irvine Town.

3.3.2 There is signage within the industrial estate indicating that the existing footpath link between Arkwright Way and NCR 73 is also a shared cycleway. Therefore, cyclists can cycle on-road along Crompton Way which is a flat, direct route to Arkwright Way, and currently lightly trafficked. From here, they can route onto the off-road path to join NCR 73 at the point of the footbridge over Annick Water.

3.3.3 NRC 73 routes towards the town centre on the southern side of Annick Water, followed by the River Irvine and cyclists can cross the river onto the town centre side at the footbridge adjacent to Castle Street. Along Castle Street and onwards to the town centre, cyclists would continue on-road.

New Town Trail

3.3.4 There is also a local cycleway known as the "New Town Trail" which routes alongside Annick Water, through the neighbouring residential areas approximately 1km east of the site (as the crow flies). This route is also predominantly traffic-free. The aforementioned cycle routes are indicated by Figure 11 which is an extract from the SUSTRANS[2] website.

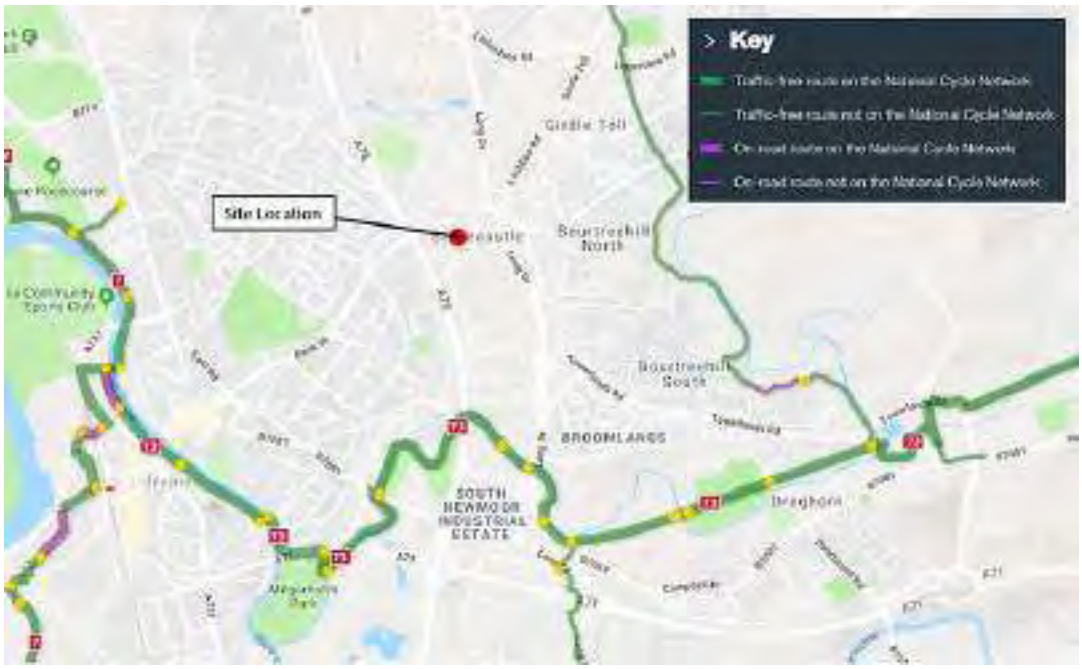


Figure 11. Cycle Routes in Vicinity of the Site (Extract from SUSTRANS)

3.3.5 In addition to the cycle routes indicated by Figure 11, NAC has a Core Paths Plan which identifies *"a basic framework of paths available for recreation and everyday journeys by local people and visitors".* Core paths are able for use by cyclists and NAC identify a network of core paths to the north of the site, as indicated by Figure 12 which contains an extract from NAC's Core Paths Plan map.

[2] www.sustrans.org.uk/ncn/map

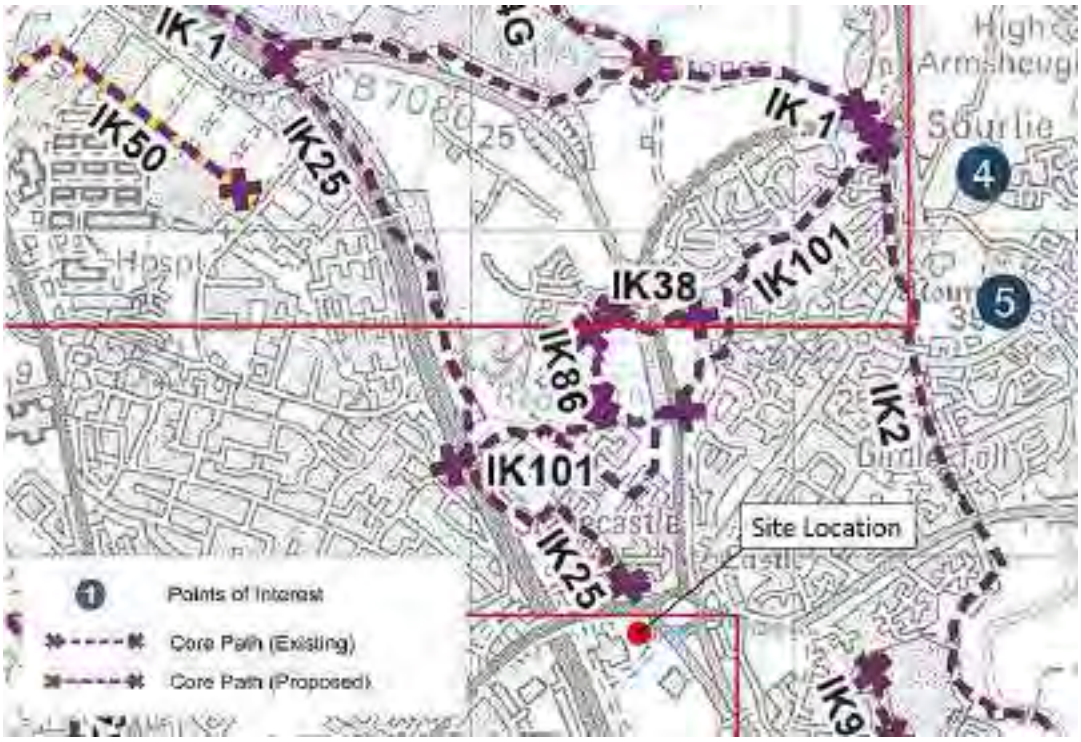


Figure 12. NAC Core Paths Plan Extract

Suitability of Cycle Routes

3.3.6 The site visit determined that the existing cycling routes in the area are favourable as they are predominantly off-road and that they are of a suitable standard to support the level of cycling expected to be generated by the proposed development.

Cycling Catchment

3.3.7 TAG suggests that journey times of up to 30 – 40 minutes are appropriate for cycle access to developments, which equates to around 10km at a typical cycle speed of around 16km/hour. Analysis of the cycling catchment of the site has been undertaken and isochrones produced that demonstrate an approximate 10, 20 and 30 minute cycle from the site. The cycling isochrones are demonstrated by Figure 13.

3.3.8 A copy of the walking and cycling isochrones are contained within Appendix B.

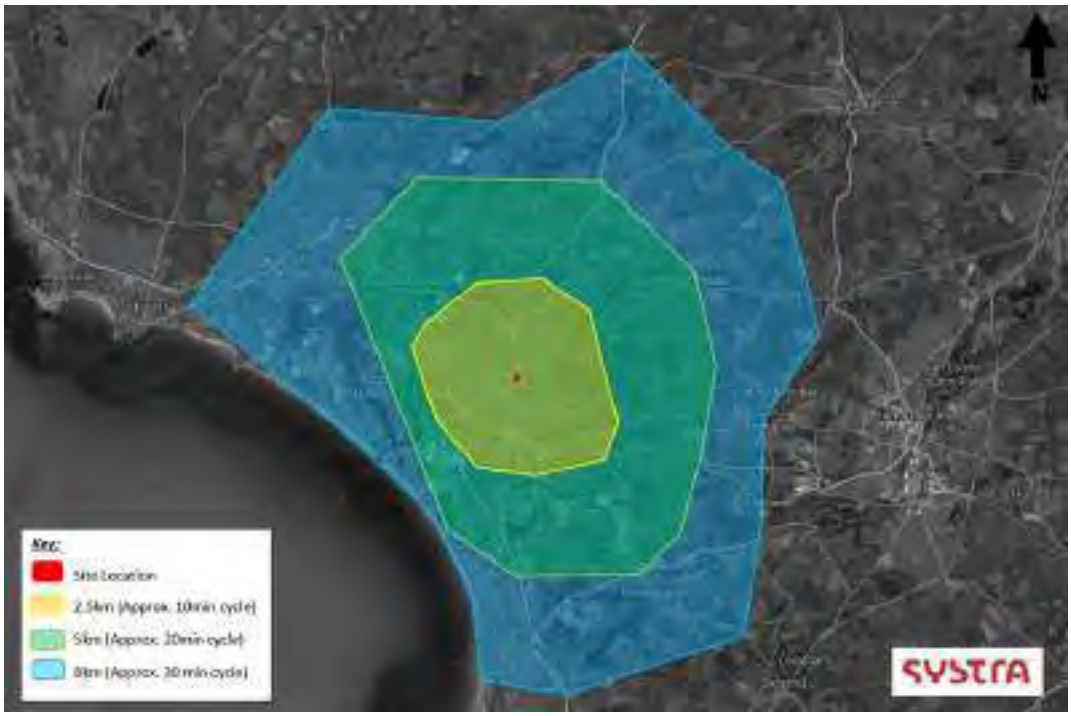


Figure 13. Site Cycling Catchment Isochrones

3.3.9 Figure 13 demonstrates the extensive cycling catchment of the site which covers all of Irvine within an approximate 10 – 20 minute cycle.

3.3.10 Table 3Table 2 indicates approximate cycling distances and journey times between the site and other local amenities / facilities.

Table 2. Approximate Cycling Distances and Journey Times From Site

FACILITIY / AMENITY	APPROX. DISTANCE	APPROX. CYCLING JOURNEY TIME
Irvine Town Centre	1.7km	6 min
South Newmoor Industrial Estate	2km	6 min
Rivergate Shopping Centre	2.2km	7 min
Irvine Royal Academy	2.7km	7 min
Greenwood Academy	2.5km	8 min
Ayrshire Central Hospital	3.3km	10 min
North Ayrshire Council	3km	11 min
Irvine Train Station	3.2km	12 min
Kilwinning Train Station	6.6km	21 min

FACILITIY / AMENITY	APPROX. DISTANCE	APPROX. CYCLING JOURNEY TIME
University Hospital Crosshouse	8km	27 min

3.3.11 Similarly to the cycling isochrones, Table 2 demonstrates that there is a wide cycling catchment for the site which presents opportunities for potential customers and staff to reach the site by bicycle. Irvine Town Centre is a short cycle from the site (under 10 minutes) and the journey can be made using quieter residential streets and by utilising the footbridge over the A78 to reach Crompton Way. This route would avoid vehicle traffic for the most part and would avoid cyclists having to negotiate Stanecastle Roundabout (which is advised).

3.3.12 It should be noted that various route options exist through the local area and to the neighbouring town of Kilwinning that avoid busy roads and allow predominantly off-road cycling.

3.4 Walking & Cycling – NAC Observations

3.4.1 NAC Roads' commented on the TA for the previous food store application on this site that the walking and cycling links to the neighbouring residential areas were 'circuitous'. SYSTRA would agree that the routes could be considered indirect between the site and the Girdle Toll residential area to the north-east of the site and to the areas to the west of the A78, accessed by foot via the pedestrian underpass between Cromtpton Way and Berry Drive. However, it is considered the pedestrian links to the residents Bank Street are direct as they route straight from the northern edge of the site (at which there will be a pedestrian access to the site provided), under Manson Road to join footways on Bank Street.

3.4.2 SYSTRA would also consider the pedestrian routes from the Bourtreehill residential area to be direct as the footbridge over the B7080 can be utilised to reach the footpath which routes northwards and links directly to the site. This route is no longer in distance / journey time than if there was footway provision alongside Stanecastle Roundabout.

3.4.3 Figure 14 demonstrates the walking / cycling routes which are considered to be direct as those circled in yellow.

Figure 14. Walking Routes Considered to be Direct

3.4.4 Despite having to route around Stanecastle Roundabout for many of the routes, the walking isochrones are based on journey times via the existing footways and footpaths and not direct distance. Therefore, the isochrones and information in Table 1 demonstrate that there is still a considerable catchment of residents within reasonable walking distance of the proposed development despite the circuitous nature of some of the routes. Furthermore, it is considered that many of the routes highlighted are attractive to pedestrians given that they are segregated from the road network, surrounded by greenery and have lighting.

3.5 Public Transport

3.5.1 Bus stops serving both eastbound and westbound directions are provided on Manson Road, immediately north of the site. From the centre of the site the distance to these stops is approximately 125m (as the crow flies). PAN 75 guidelines recommend a maximum walking distance of 400m for access to bus services, therefore, the proposed site is in accordance with this standard.

3.5.2 The bus stop on the southern side of Manson Road comprises a layby, raised kerb, shelter and timetable information, as indicated by Figure 15.

Figure 15. Bus Stop Facilities on Manson Road

3.5.3 Services from the stops on Manson Road run into Irvine Town, through the residential areas to the west of the site and through the residential areas of Girdle Toll, North and South Bourtreehill, and Broomlands to the east of the site. The service numbers, routes and frequencies are demonstrated by Table 3 below.

Table 3. Bus Services, Routes and Frequencies

OPERATOR	SERVICE NO.	ROUTE	FREQUENCY		
			Mon – Fri	Sat	Sun
Shuttle Buses	113	Irvine to Kilmaurs to Stewarton	Services every hour from 07:31 to 17:31	Services every hour from 08:31 to 17:31	No service
Stagecoach	28	Irvine to Bourtreehill	Services within 20 min with variable frequency	Services within 30 min with variable frequency	No service
Stagecoach	22	Perceton to Irvine to Castlepark	Services within 20 min with variable frequency	Services within 20 min with variable frequency	No service
Shuttle Buses	29	Whitehirst Park to Irvine Town Centre	Services at 07:26, 07:56, 08:46 and every hour from then	Services at 07:26, 07:56, 08:46 and every hour from then	No service
Stagecoach	30	Montgomerie Park to Irvine to Greenwood Academy	2 services per day	No service	No service

OPERATOR	SERVICE NO.	ROUTE	FREQUENCY		
			Mon – Fri	Sat	Sun
Stagecoach	30A	Montgomerie Park to Irvine to Greenwood Academy (via Perceton)	1 service per day	No service	No service
Stagecoach	25	Irvine to Kilwinning to Beith	Services every hour	Services every hour	No service
Stagecoach	X44	Glasgow to Barrhead to Irvine to Ardrossan	5 services per day	4 services	No service
Stagecoach	X79	Glasgow to Kilmarnock to Irvine	1 service per day	No service	No service

3.5.4 Table 3 indicates that from the bus stops on Manson Road, approximately nine services operate per hour on weekdays. These services link the site to many of the residential areas in Irvine. Figure 16 demonstrates the population which is within an approximate 400m walking catchment of a service which routes to the bus stops on Manson Road, adjacent to the site[3].

[3] Note: each isochrones represents 300m "as the crow flies" from the bus stop location, approximately equating to 400m on foot.

Figure 16. Bus Stop 400m Walking Catchment

3.5.5 Figure 16 demonstrates that much of the residential population of Irvine, which may not be within a reasonable walking distance of the site, is within an approximate 400m walking distance of a bus service that could bring them to the stops on Manson Road adjacent to the site.

3.6 Local Road Network

Crompton Way

3.6.1 Crompton Way bounds the site to the south and is a single carriageway road that provides one of two vehicular accesses to North Newmoor Industrial Estate from Stanecastle Roundabout. Crompton Way also provides access to the residential development under construction immediately to the west of the site. It is noted that Crompton Way can also be accessed from a roundabout further south on Long Drive via Arkwright Way.

3.6.2 Crompton Way is subject to a 30mph speed limit. A traffic calming measure has recently been put in place along Crompton Way in association with the residential development to the west of the site. This comprises build-outs on either side of the carriageway to narrow the road to single lane at a point. This feature and the general characteristics of Crompton Way are indicated by Figure 17.

Figure 17. Characteristics of Crompton Way and Traffic Calming Feature

Long Drive

3.6.3 Long Drive (B7080) runs in a north – south direction passing the site to the east and is a dual carriageway with a speed limit of 50mph. Long Drive links to the A71 to the south of the site via two roundabouts at the Greenwood Interchange. Long Drive continues north beyond Stanecastle Roundabout as the A763.

Manson Road

3.6.4 Manson Road is also a section of the A763 which runs in an east – west direction passed the north of the site. In the vicinity of the site, Manson Road has a 40mph speed limit and is single carriageway. The A763 continues west from the site into Irvine Town Centre.

3.7 Accessibility Summary

- The site is served by an extensive network of footways and footpaths which link to the neighbouring residential areas and public transport services;
- There are NAC Core Paths routeing to the north of the site, suitable for pedestrians and cyclists;
- The location of the site benefits from a large cycling catchment which includes all of Irvine within an approximate 20 minute cycle;
- There are two predominantly off-road cycle routes running to the east and south of the site respectively, accessible from the site within a short cycling distance; and
- There are bus stops well within a 400m walking distance of the site which provide connections to many residential areas within Irvine.

3.7.1 In summary, SYTRA would conclude that the site is accessible by a variety of travel modes but, fundamentally, by foot, bicycle and public transport.

3.7.2 It should be recognised that, although in its current environment the site is located within a predominantly industrial area, the forthcoming North Newmoor Persimmon residential development along Crompton Way and adjacent to the site will transform the environment into a residential surrounding. Therefore, the proposed development will be intended to serve the local residential area, in which many potential customers will be in a position to reach the proposed Lidl store by sustainable modes.

4. DEVELOPMENT TRAVEL CHARACTERISTICS

4.1.1 Government policies and guidelines focus on achieving a sustainable and integrated transport provision to reduce the reliance on the private car and promote greater use of walking, cycling and public transport as alternatives. The focus of a TA should therefore be on achieving accessibility to the site by a range of transport modes, particularly by sustainable travel.

4.2 People Trip Assessment

4.2.1 In line with best practice, the TRICS[4] database has been utilised to obtain people trip rates for the proposed development. TRICS has been interrogated under the categories "01 – Retail" and "C – Discount Food Stores" and the trip rate is indicated per 100sqm.

Survey Selection

4.2.2 The survey selection has been refined by discounting data collected from developments in Greater London, Ireland and Northern Ireland as these locations tend to have varied trips rates / modal split to sites in Scotland.

4.2.3 Further locational refinement has been applied to discount sites that are in town centre and edge of town centre locations to ensure a representative trip rate and modal split (particularly in relation to vehicle trips) is applied in this assessment.

Assessment Periods

4.2.4 Given the location and nature of the development, it is anticipated that the weekday PM and Saturday peak periods will be the critical period in terms of the impact to the local transport infrastructure. The development proposals will likely generate a small amount of trips during the weekday AM peak. These trips are unlikely to have a significant impact on the surrounding transport network during this time. Therefore, the total people trip rate from TRICS has been obtained for the weekday evening (PM) and Saturday peak hour periods of 17:00 – 18:00 and 12:00 – 13:00 respectively.

Results

4.2.5 The total people trip rate and resultant trip generation is indicated by Table 4 for the weekday PM and Saturday peak hour periods respectively. The full TRICS output files are contained within Appendix C.

[4] TRICS (Trip Rate Information Computer System) is a database of trip rates for developments used in the United Kingdom and Ireland for transport planning purposes, specifically to quantify the trip generation of new developments.

Table 4. TRICS Total People Trip Rate and Generation

PARAMETER	WEEKDAY PM PEAK: 17:00 – 18:00			SATURDAY DEVELOPMENT PEAK: 12:00 – 13:00		
	Arrive	Depart	Total	Arrive	Depart	Total
People Trip Rate (per 100 sqm)	7.762	8.441	16.203	12.312	13.764	26.076
People Trip Generation (1,898sqm)	147	160	308	234	261	495

4.2.6 Table 4 indicates that the proposed development is expected to generate in the region of 308 and 495 two-way total people trips during the weekday PM and Saturday peak hour periods respectively.

4.3 Modal Split

4.3.1 The estimated modal split for the proposed development has been determined from TRICS. By combining the mode share with the people trips, number of trips by each mode of travel can be calculated. The mode share for the proposed development and the associated trips by each mode are provided in Table 5 below.

Table 5. TRICS Modal Split and Generation

MODE	WEEKDAY PM NETWORK PEAK: 17:00 – 18:00				SATURDAY DEVELOPMENT PEAK: 12:00 – 3:00			
	Mode Share	Arrive	Depart	Total	Mode Share	Arrive	Depart	Total
Walking	**23%**	34	37	70	**14%**	53	60	113
Cycling	**2%**	2	3	5	**1%**	4	4	8
Public Transport	**1%**	1	1	2	**1%**	2	2	4
Car Passenger	**24%**	36	39	74	**36%**	56	63	120
Car Driver	**51%**	74	81	155	**48%**	118	132	250
Total	**100%**	147	160	308	**100%**	234	261	495

Any variances due to rounding

4.3.2 Table 5 indicates that, of the total people trips identified within Table 4, 26% are expected to be made by sustainable travel modes. 51% are expected to be associated with a car driver in the weekday PM peak period, equating to 155 two-way vehicle trips during this period.

4.3.3 During the Saturday peak period it is expected that 16% of total people trips will be made by sustainable travel modes while 48% are by a car driver, equating to 250 two-way vehicle trips.

4.3.4 It is noted that the public transport mode share demonstrated within Table 5 (1%) is considerably lower than would be expected at the proposed development. Given the proximity of the site to the existing bus infrastructure and the catchment of population within a 400m walking distance of a bus service which routes passed the site, it is considered that the public transport mode share would more likely be considerably greater. Notwithstanding this, the modal split obtained from TRICS has not been amended in order to provide a robust assessment of vehicle trips.

4.3.5 The vehicle trip mode share demonstrated by TRICS has been compared against 2011 Scottish Census data obtained for the local post code area for residents' usual method of travel to work or study. The census data indicates that the typical vehicle mode share for the local residents is 49%. This is therefore comparable with the results from TRICS and the modal split demonstrated by Table 5 is considered to be a reliable estimate.

4.3.6 Furthermore, Chapter 3 has demonstrated that the site has good accessibility by sustainable travel modes and the proposed development will include measures to further support and encourage sustainable travel principles by staff and customers. These measures are detailed within Chapter 5.

4.4 Pass-By Trips

4.4.1 It should be noted that the level of vehicle trip generation indicated by Table 5 is assuming that 100% of vehicle trips are "new" to the road network and making a designated journey to the proposed development.

4.4.2 It is widely accepted that with food retail developments such as the proposed Lidl store, there will be an element of pass-by trips from vehicles already on the local road network, therefore, all vehicle trips to the development would be considered as new to the network. IHT Guidelines suggest that a pass-by percentage of 30% is typical of this type of development.

4.4.3 Nevertheless, this assessment makes no allowance for pass-by trips and has been undertaken on the basis of 100% of vehicle trips being new to the road network to represent a robust assessment of the junctions included within the development's initial area of influence.

4.5 Trip Distribution and Assignment

4.5.1 The distribution and assignment of the pass-by development trips has been assumed based on the existing turning proportions at the roundabout obtained from turning count surveys. To distribute and assign the "new" development traffic in the assessment we have used a population / distance (squared) gravity model.

Gravity Model Methodology

4.5.2 The population of postcode areas within Irvine has been obtained from 2011 Scottish Census data[5] and areas have been selected based on the assumed catchment area for the proposed food store, as indicated by the snapshot contained in Figure 18.

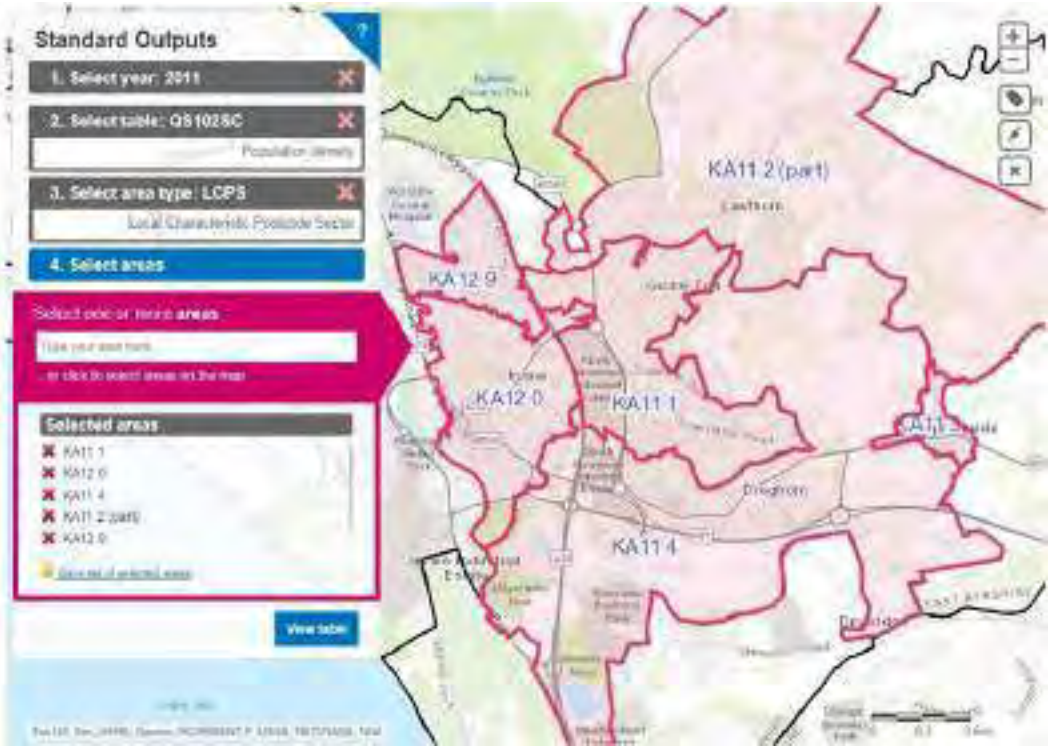


Figure 18. Scottish Census Post Code Selections

4.5.3 The population of each postcode area has then been weighed against the distance to the proposed development, and then adjusted based on what percentage of the postcode area is likely to travel to the proposed development. Such as; there is an Aldi discount food store located within Irvine Town (postcode area KA12 0). Therefore, the proportion of population that would potentially visit the proposed development from this area versus the proportion that would continue to visit the existing discount food store nearby, has been estimated and adjusted accordingly.

4.5.4 The percentage of trips originating from each postcode area has been calculated and the route(s) which customers would take to travelling to / from the proposed development from each area has been identified. This was undertaken using the Google Maps route finder function which takes into account the distance and journey time of potential routes, thus providing the basis for the trip assignment.

4.5.5 The distribution and assignment applied in this assessment is contained in the network diagrams within Appendix D.

[5] www.scotlandscensus.gov.uk

5. MEASURES TO SUPPORT THE DEVELOPMENT

5.1 Proposed Development Layout

5.1.1 An indicative layout of the proposed Lidl food store is demonstrated by Figure 19 below and a copy is also contained within Appendix A.

Figure 19. Proposed Development Indicative Layout

Development Access

5.1.2 Vehicular access to the site is proposed via a simple priority junction from Crompton Way, approximately 42m north-east of the existing access into the industrial unit on the southern side of Crompton Way and approximately 70m south from the approach / exit lanes to Stanecastle Roundabout.

5.1.3 NAC's Roads Development Guide states that private accesses should be no closer than 25m from the channel of a traffic distributor road and access spacing along an industrial and residential roads should also be 25m. Therefore, the proposed access is in accordance with these guidelines. It has been confirmed with NAC's Roads Officer that there are no concerns regarding junction spacing for the proposed development.

5.1.4 Links from the proposed store to the existing internal road network will seek to accommodate the safe movement of pedestrians, cyclists and vehicles, with as much separation between pedestrian and vehicle movements as is practical.

5.2 Walking

5.2.1 Government guidelines indicate a hierarchy of travel modes with walking being the highest and most sustainable form of travel. It is therefore important to ensure that the surrounding network of footways and footpaths is suitable to accommodate the additional trips on foot that will be generated by the proposed development and that good connectivity is provided to / from this network.

5.2.2 As Chapter 3 demonstrates, there is a well-established network of footways and footpaths surrounding the proposed development provide links to the neighbouring residential areas. The walking isochrones (Figure 10, Chapter 3) demonstrate that there is a substantial catchment of the residential population of Irvine that will be within a 20 minute walking distance of the proposed development.

5.2.3 It is expected that the proposed development will generate a number of additional pedestrian movements (85 and 136 two-way walking trips) during the weekday PM and Saturday peak periods respectively. In particular, the proposed development is well located to attract customers on foot from the residential development adjacent to the site which will comprise 144 units, once completed.

5.2.4 The proposed development will include two pedestrian accesses that will connect to the existing footway along Crompton Way and to the existing footpath which runs alongside and connects to Manson Road at the northern end of the site (and the bus stops on Manson Road). This will ensure that the development achieves a good level of pedestrian accessibility and is integrated well into the existing pedestrian network.

5.3 Journey Time Analysis

5.3.1 NAC Roads has expressed concerns over a small number of households situated within proximity to Stanecastle Roundabout that may be inclined to walk the most direct route to the proposed store along verges and not via the footways / paths provided. The general areas of concern are indicated by Figure 20. SYSTRA has undertaken journey time analysis of the possible walking routes in order to understand the likelihood of this happening.

Figure 20. Journey Time Analysis – Areas of 'Interest'

5.3.2 As Figure 20 demonstrates, there are few properties within the potentially 'affected' residential areas identified, therefore, only a small number of potential customers that this journey time analysis applies to.

5.3.3 The properties within these identified areas are separated from the main roads (i.e. Long Drive and Middleton Road) by dense trees and shrubbery. This vegetation acts as a natural barrier for noise, visibility and prevents pedestrians from taking direct and potentially unsafe paths leading onto the road verges without footway provision.

5.3.4 Therefore, for pedestrians to reach the roads without footway provision, they would often be required to walk around the dense vegetation onto grass verges via routes to the proposed store which would have relatively similar journey times as using the designated routes via the network of footways / paths. This concept is explored further below.

Example: 1-10 Stanecastle Road

5.3.5 Journey time analysis has been undertaken from a central point at the properties along 1-10 Stanecastle Road (as indicated by the orange marker in Figure 20) to the nearest entrance point of the proposed store. A comparison of the potential routes to the proposed store via the designated footways / paths and the more direct and less safe route via verges has been undertaken with regard to distance, journey time and crossings.

Designated Pedestrian Route

5.3.6 The designated route to the proposed store from the properties on Stanecastle Road via the network of footways, paths and pedestrian crossings or passages is approximately 700m and is indicated by Figure 21 below.

Figure 21. Stanecastle Road - Route to Development via Designated Paths

5.3.7 Assuming a walking speed of 1.2m/s, it would take a pedestrian approximately 9-10 minutes to walk the route indicated by Figure 21. As the figure indicates, the route designated utilises three pedestrian passages to cross the more heavily trafficked main roads of Middleton Road, Long Drive North and Mason Road. At-grade crossings are provided at Stanecastle Road and Bank Street, however, these roads are residential in nature and lightly trafficked, therefore, the delay associated with waiting for a suitable gap to cross as a pedestrian will be minimal. The total number of lanes required to cross at-grade is four.

Shortcut 1

5.3.8 Two possible shortcut routes have been considered in the journey time analysis exercise. 'Shortcut 1' is indicated by Figure 22.

Figure 22. Possible Shortcut (1)

5.3.9 Possible 'Shortcut 1' assumes that the pedestrian will cross the grassed area opposite the properties on Stanecastle Road to reach the verge along Middleton Road. Pedestrians cannot take a more direct route onto Middleton Road as there is an approximately 12ft retaining wall between the property at the end of the street and the edge of Middleton Road, as indicated by Figure 23 below. As a consequence of these constraints, pedestrians would require to cross the two lane carriageway to walk along the northern verge as the southern verge is very narrow and occupied by a crash barrier, as also indicated by Figure 23.

Figure 23. Retaining Wall and Crash Barrier Along Southern Verge of Middleton Road

5.3.10 Once at Stanecastle Roundabout, the pedestrian would then be required to cross Middleton Road exit and entry lanes, followed by the Long Drive South exit and entry lanes which comprise two lanes each and are separated by an approximate 60m wide grass central reservation. Finally, the pedestrian would walk along the verge between the Long Drive South approach and Crompton Way arms to reach the footways along Crompton Way and make a final crossing to reach the development access.

5.3.11 In total, possible Shortcut 1 is approximately 492m long which, assuming a walking speed of 1.2m/s, the journey would take approximately 7 minutes. This does not account for any delay associated with waiting for a suitable gap in traffic to cross the road, which is required at six points and traverses 10 carriageway lanes in total.

Shortcut 2

5.3.12 A second possible shortcut route is indicated by Figure 24 below.

Figure 24. Possible Shortcut (2)

5.3.13 'Shortcut 2' assumes that the pedestrian will take the same route at Shortcut 1 up to the point of reaching Stanecastle Roundabout. Here, instead of crossing onto Long Drive South, the pedestrian crosses the circulatory carriageway of the roundabout and routes along the verge of the central island to cross the circulatory again between the Long Drive northbound approach and Crompton Way arms. The final part of the route mirrors that of possible short-cut 1.

5.3.14 The total distance of Shortcut 2 is approximately 480m which would equate to a journey time of approximately 6-7 minutes assuming a 1.2m/s walking speed. Again, this does not account for any delay associated with waiting for a suitable gap in traffic to cross the road, which is required at five points in Shortcut 2 and traverses nine carriageway lanes in total.

5.3.15 It is acknowledged that the designated pedestrian route is approximately 3 minutes longer (in terms of distance) than the two shortcut routes explored. However, by using the designated footways / paths and passages, pedestrians are saving time compared to the shortcut routes where multiple lane crossings of busy carriageways are required. Furthermore, the designated route offers a more attractive and critically, safer option, with even surfacing and appropriate lighting.

5.3.16 It is fundamental to note that any desire to walk via one of the shortcut routes would only be considered by a very small number of potential customers to the proposed store. Given that the journey times are relatively similar between the designated route and shortcut routes, the attractiveness of either of the shortcut routes is diminished, to the point that very few of the these properties are likely to actually consider using either of the shortcuts. Therefore, SYSTRA considers that there is no requirement to provide upgraded footways / footpath connections on either shortcut routes.

Possible Alternative Route

5.3.17 Notwithstanding this, an alternative route that the Applicant is willing to explore further, if deemed necessary by NAC, is a compromise between the designated pedestrian route and the shortcuts demonstrated in terms of distance and journey time. This route is indicated by Figure 25 below.

Figure 25. Potential Route with Improvement Measures

5.3.18 The potential new route would be approximately 565m in distance which equates to approximately 7-8 minutes journey time assuming a 1.2m/s walking speed (and no delay associated with at-grade crossings).

5.3.19 Figure 25 demonstrates that the proposed pedestrian route would require new at-grade crossings at Stanecastle Road and Long Drive North arms of the roundabout and would

utilise the existing passages across Middleton Road an Manson Road. However, crossings at the suggested points could be facilitated in a safer way that incorporates into the existing pedestrian network than if pedestrians were inclined to take the shortcut routes.

5.3.20 If NAC considers this to be a necessary improvement measure to support the proposed development, the details design of this route can be agreed with NAC post-planning consent.

Example: Killoch Place

5.3.21 Journey times on foot to the proposed store have also been considered from the properties along Killoch Place (from the point indicated by the green marker in Figure 20). As discussed, the properties along Killoch Place are separated from Middleton Road by a dense line of vegetation. Therefore, the most direct path to the proposed store for pedestrians is via network of footways / paths up to the point of Stanecastle Road.

5.3.22 The designated pedestrian route from the properties on Killoch Place to the proposed store via the network of footway / paths and crossings is approximately 800m and is indicated by Figure 26.

Figure 26. Killoch Place – Route to Development via Designated Paths

5.3.23 Assuming a walking speed of 1.2m/s, the journey time of this route is approximately 11 minutes. Minimal delay would be experienced along this route utilise two pedestrian passages and only two at-grade road crossings are required and the roads are residential in natures and lightly trafficked compared to the other arms of the roundabout.

5.3.24 The possible shortcut route from Killoch Place would likely see pedestrians cut across Stanecastle Road and Long Drive North arms of the roundabout in a more direct movement to re-join the path at the western verge of Long Drive North. The shortcut would be very similar to the potential improvement route indicated by Figure 25 which

would result in an approximately 140m shortcut and 2 minute time saving compared to the current route.

Journey Time Analysis Conclusion

5.3.25 Table 6 provides a summary of the approximate distance, journey time and crossings for each route option explored in the journey time analysis exercise.

Table 6. Journey Time Analysis Summary

ROUTE	JOURNEY DISTANCE	JOURNEY TIME (EXCL. WAITING TIME)	NO. OF AT-GRADE CROSSINGS	NO. OF CARRIAGEWAY LANES TO CROSS
Stanecastle Road				
Designated Pedestrian Route	700m	9-10 minutes	2	4
Shortcut 1	492m	6-7 minutes	6	10
Shortcut 2	480m	6-7 minutes	5	9
Potential Alternative Route	564m	7-8 minutes	3	6
Killoch Place				
Designated Pedestrian Route	797m	11 minutes	2	2
Potential Alternative Route	656m	9 minutes	3	6

Note: Distances and journey times are approximate

5.3.26 Table 6 demonstrates that, in the examples provided of Stanecastle Road and Killoch Road, the designated route via the existing network of footways / paths takes pedestrians across the fewest at-grade crossings and fewest carriageway lanes compared to the possible shortcuts and the potential alternative route. Detailed gap acceptance analysis has not been undertaken in this exercise, however, the shortcut routes require more at-grade crossings of multiple lanes of busy carriageways, which inevitably increases the duration of the journey in real time. It is estimated that the actual journey times, taking delay into account, would be very similar between the designated route and the shortcut routes as the number of at-grade crossings and lanes to cross is increased in the more 'direct' routes. Therefore, the benefit of the shortcut is diminished.

5.3.27 The designated routes are more attractive for pedestrians, despite being slightly longer in distance, as they avoid busy roads, have even surfaces and appropriate lighting. The possible shortcut routes would require the pedestrian to walk an unobvious route along narrow and uneven verges, cross busy carriageways (resulting in delay) and walk a path which does not have streetlighting throughout. Therefore, the benefit of the shortcut is diminished further.

5.3.28 Table 6 demonstrates that the potential route that could be provided with improvement measures would result in only a 2 minute journey time saving (approximately), However, it should be reiterated that this does not take into account any delay associated with waiting times at the three at-grade crossings. Therefore, the journey time saving in real time is likely to be less than this. SYSTRA does not consider this to be required measure to support the proposed development given the evidence provided.

5.4 Cycling

5.4.1 The cycling isochrones (Figure 13, Chapter 3) demonstrate the expansive cycling catchment of the proposed development which includes all of Irvine.

5.4.2 The National Road Development Guide (NRDG) sets out minimum standards for cycle parking provision at retail developments of one space per 400sqm GFA for staff, and one space per 400sqm GFA for customers. Applied to the proposed development (1,898sqm) this would equate a minimum requirement of five spaces for staff and five for customers.

5.4.3 NAC's Roads Development Guide (RDG) states an appropriate provision of cycle parking for superstores of two spaces plus four per 100 car parking spaces provided. In terms of the proposed development, this would equate to a total of six cycle parking spaces. It is also understood from NAC's observations on the previous TA for the larger food store that NAC recommend cycle parking provision at a rate of 10% of peak staff and visitor capacity.

5.4.4 Given the variances between the guidelines, the appropriate level of cycle parking required to serve the staff and visitors at the proposed development will be agreed with NAC.

5.5 Public Transport

5.5.1 PAN 75 guidance states that developments should be within 400m walking distance of a bus service. As demonstrated in Chapter 3, the proposed development is in accordance with this threshold with the nearest bus stop located on Manson Road, approximately 125m from the centre of the site.

5.5.2 Given the level of services and the location of the existing bus stops, it is considered that the proposed development will be well served by public transport and no improvements are required.

5.6 Servicing Arrangements

5.6.1 Lidl service their stores by an articulated vehicle, with one delivery per day and usually early in the morning. SYSTRA have undertaken a swept path assessment which demonstrates that the site can be successfully accessed by an articulated vehicle, entering

and exiting the site in a forward gear. The layout of the swept path assessment is provided in Appendix E.

5.7 Car Parking

5.7.1 NAC's RDG states a required provision of 6.5 spaces per 100sqm for food stores with a GFA of 500 – 2,000sqm. In terms of the proposed development, this equates to a requirement for 123 car parking spaces.

5.7.2 The proposed development will provide a total of 130 car parking spaces in accordance with NAC's RDG, broken down into the following:

- 108 standard bays;
- 12 parent and child bays;
- 8 accessible parking bays; and
- 2 electric vehicle charging bays.

5.8 Vehicle Speeds at Stanecastle Roundabout

5.8.1 The proposed development will result in an increase in vehicles using Crompton Way. In response to the previous application for the larger food store on the site, NAC Roads expressed concerns in relation to the Long Drive South entry onto Stanecastle Roundabout being relatively close to the Crompton Way entry onto the roundabout. It is NAC Roads' concern that vehicle speeds from Long Drive South may reduce the decision time for vehicles leaving Crompton Way onto the roundabout.

5.8.2 To address these concerns, SYSTRA commissioned speed surveys at the following two locations along the Long Drive South arm approach to Stanecastle Roundabout (also indicated by Figure 27):

1. Within the **40mph** zone on approach to the roundabout entry; and
2. Approximately 100m from the roundabout entry and at the start of the "slow" road markings where the speed limit is **50mph**.

Note: 'ATC' refers to 'automatic traffic counter' which records vehicle speeds.

Figure 27. Speed Survey Locations

5.8.3 The results indicate that at ATC 2, approximately 100m from the roundabout entry and at the start of the "slow" road markings, the recorded mean speed of vehicles is 38mph and the 85%ile speed is 43.1mph, therefore, both significantly below the speed limit at this point of 50mph.

5.8.4 Similarly, at ATC 1 nearest to the roundabout entry, the mean speed recorded is 22.9mph and the 85%ile speed is 28.9mph, therefore, significantly below the speed limit of 40mph at this point.

5.8.5 SYSTRA have also reviewed the accident data available on the *Crashmap*[6] website and note that no accidents have been recorded in the last five years (2014 – 2018) on the Long Drive South approach to Stanecastle Roundabout or on the circulatory between this arm and the Crompton Way arm.

5.8.6 We would therefore conclude that the concern of speeding on the Long Drive South approach to Stanecastle Roundabout is a perceived issue rather than a material problem. Notwithstanding this, the Applicant is prepared to provide rumble strips[7] (i.e. yellow bar markings) along this approach if NAC Roads deem this a necessary measure to support the proposed development.

[6] www.crashmap.co.uk

[7] Rumble strips are a series of raised strips across a road, changing the noise a vehicle's tyres make on the surface and so alerting drivers to watch their speed.

6. TRAFFIC IMPACT ASSESSMENT

6.1 Base Traffic Data

6.1.1 Informed through initial consultation with NAC Roads regarding the proposed development's area of influence, SYSTRA commissioned traffic surveys in the form of 4no. junction turning counts (JTCs) during the network PM peak and expected Saturday peak periods for the development to establish the existing level of traffic on the surrounding local road network. Queue length surveys were also undertaken for the arms of each junction.

6.1.2 These surveys were undertaken at the following locations and as indicated by Figure 28 below:

1. Hill Interchange – 6-arm roundabout;
2. Stanecastle Roundabout – 7-arm roundabout;
3. Towerlands Interchange – 4-arm roundabout; and
4. Newmoor Roundabout – 4-arm roundabout.

Figure 28. Junctions Surveyed

6.1.3 The JTC surveys were undertaken on Wednesday 12th December 2018 from 16:30 – 18:30 and Saturday 15th December 2018 from 11:00 – 15:00, in agreement with NAC Roads.

6.2 Assessment Years

6.2.1 In accordance with TAG, junction analysis has been undertaken (where applicable) for the anticipated year of opening which has been assumed as 2020. We have applied the National Roads Traffic Forecast (NRTF) "low growth" factor to the 2018 baseline flows to obtain the anticipated flows for the future year baseline scenarios. This equates to a growth factor of 1.016.

6.3 Assessment Scenarios

6.3.1 The industry standard software tool for modelling roundabouts, ARCADY 6, has been used to undertake the traffic impact analysis of the appropriate junctions.

6.3.2 Traffic modelling has undertaken for the following scenarios for the junctions that trigger the requirement for a detailed assessment:

- Base traffic flows factored to the opening year of 2020 plus committed development; and
- Base factored flows plus committed development plus the total development traffic flows to the opening year of 2020.

6.4 Committed Development

6.4.1 The land adjacent to the site has planning permission for 144 residential units to be brought forward in two phases. It is noted that the first phase of construction is currently underway and a number of the residential properties are already occupied.

6.4.2 The TA associated with this residential development has been reviewed to establish the vehicle trip generation associated with the full development (144 units) and the impact on the proposed Lidl store's area of influence.

6.4.3 The TA for the residential development assessed the impact at Stanecastle Roundabout and the Towerlands Interchange roundabout only. The impact at the junctions beyond this within the proposed Lidl store's initial area of influence has been calculated based on the existing turning proportions at the junctions.

6.5 Threshold Assessment

6.5.1 A threshold assessment was carried out for each of the identified junctions within the initial area of influence. It has been assumed that a percentage impact of 5% or greater at Stanecastle Roundabout or 10% increase at the other junctions in the study area would trigger the requirement for a detailed junction assessment. The results of the threshold assessment are presented in Table 7.

Table 7. Area of Influence Junction Threshold Assessment

ARM	2020 PM BASE + COM (PCUS)		DEVELOPMENT TRIPS (PCUS)		IMPACT (%)	
	WD PM	SAT[1]	WD PM	SAT	WD PM	SAT
Hill Interchange (10%)						
Long Drive N	1056	340	2	3	0%	1%
Cairnmount Rd	686	324	2	3	0%	1%
Dalmore Way	79	76	2	3	2%	3%
Littlestane Rd	785	543	6	10	1%	2%
Long Drive S	1701	909	12	20	1%	2%
Montgomerie Park Dr	362	307	2	3	0%	1%
Stanecastle Roundabout (5%)						
Long Drive N	1624	1003	12	20	1%	2%
Stanecastle Rd	300	252	11	18	4%	7%
Middleton Rd	927	687	47	75	5%	11%
Long Drive S	1881	1253	48	78	3%	6%
Crompton Way	150	32	155	250	103%	771%
Manson Rd	1665	1157	33	53	2%	5%
Bank St	169	138	5	8	3%	5%
Towerlands Interchange (10%)						
Long Drive N	1588	1065	48	78	3%	7%
Towerlands Rd	746	482	39	63	5%	13%
Long Drive S	1641	1185	9	15	1%	1%
Arkwright Way	50	37	0	0	0%	0%
Newmoor Roundabout (10%)						
Long Drive N	1642	1187	9	15	1%	1%
Corsehill Mount Rd	815	684	5	4	1%	1%
Long Drive S	936	515	0	0	0%	0%
Annick Rd	1194	1050	5	8	0%	1%

Note: Numbers coloured red indicate where the threshold for further assessment has been triggered
1. Saturday base traffic would be marginally greater, as this figure does not include traffic from the adjacent residential development.

6.5.2 Table 7 indicates that the proposed development will have the greatest impact to the local road network in the Saturday peak period. The threshold assessment concludes that traffic associated with the proposed development will have a negligible impact at Hill Interchange and Newmoor Roundabout.

6.5.3 The threshold assessment indicates that Stanecastle Roundabout and Towerlands Interchange roundabout require detailed capacity analysis. This is on the basis of exceeding the a 5% increase in traffic on one or more arms of Stanecastle Roundabout, and exceeding a 10% increase on one or more arms at Towerlands Interchange.

6.5.4 It should be noted that no reduction in vehicle trips associated with the committed residential development has been applied in this assessment to account for the residential units which are occupied and therefore already generating vehicle trip that are on the network. Furthermore, no allowance for pass-by vehicle trips has been made, therefore, the assessment considers 100% of vehicle trips to the proposed development as new to the area of influence. This represents a robust approach taken to the traffic impact assessment.

6.6 Assessment Scenarios

6.6.1 Each of the junctions listed above will be modelled under the following traffic flow scenarios and assessment years:

- Base traffic flows factored to the opening year of 2020 plus committed development; and
- Base factored flows plus committed development plus the total development traffic flows to the opening year of 2020.

6.7 Junction Assessment Methodology & Reporting

Methodology

6.7.1 ARCADY 6 transport planning junction assessment tool has been used to carry out the traffic impact analysis of Stanecastle Roundabout and Towerlands Interchange.

6.7.2 The ARCADY software is designed to assess roundabouts based on empirical data alone. ARCADY, which was first released in 1981 (only the user interface has changed since that time, not the assessment parameters) was developed following a major research programme carried out by the UK government in the 1970s. ARCADY remains to be the industry standard tool to model priority controlled roundabouts.

6.7.3 Appendix F includes a complete set of output files associated with the ARCADY models while the results are detailed below.

ARCADY Analysis Reporting

6.7.4 The ARCADY analysis will report the Ratio of Flow Capacity (RFC) and maximum forecast queue for each movement within the junction. The RFC of a junction is one of the principle factors in influencing queues and delays.

6.7.5 General engineering design principles as set out in the DMRB are that when assessing a priority junction or roundabout, RFC levels should not exceed 0.85 in order for the junction to operate within 'practical' capacity. Should the RFC level exceed 1.0 then the junction is considered to operate above 'theoretical' capacity.

Stanecastle Roundabout

6.7.6 The results of the ARCADY 6 assessment for the Stanecastle Roundabout for the 2020 projected base plus committed development and 2020 base plus committed plus development traffic are indicated by Table 8.

Table 8. Stanecastle Roundabout ARCADY Peak Hour Analysis Results

ARM	2020 WEEKDAY PM		2020 SATURDAY	
	Base + Com	Base + Com + Dev	Base + Com	Base + Com + Dev
	RFC (Q)	RFC (Q)	RFC (Q)	RFC (Q)
A	0.520 (1)	0.538 (1)	0.330 (1)	0.349 (1)
B	0.120 (0)	0.130 (0)	0.093 (0)	0.104 (0)
C	0.273 (0)	0.295 (0)	0.255 (0)	0.287 0)
D	0.635 (2)	0.658 (2)	0.349 (1)	0.378 (1)
E	0.093 (0)	0.192 (0)	0.029 (0)	0.155 (0)
F	0.690 (2)	0.720 (3)	0.351 (1)	0.382 (1)
G	0.107 (0)	0.115 (0)	0.070 (0)	0.078 (0)

Note: Arm A = Long Drive N; B = Stanecastle Rd; C = Middleton Rd; D = Long Drive S; E = Crompton Way; F = Manson Rd; G = Bank St

6.7.7 As indicated by Table 8, the results from the ARCADY assessment demonstrates that Stanecastle Roundabout will continue to operate within its practical capacity with the addition of development traffic for the year of opening in both the weekday PM and Saturday peak periods with minimal queuing.

6.7.8 The maximum RFC noted is 0.720 on the Manson Road arm during the weekday PM 2020 base plus committed plus development scenario; however, the queue in ARCADY has only increased by one passenger car unit (PCU) from the base plus committed development scenario. The DMRB (TA 23/81) states: *"If an entry RFC ratio of 70%* [0.7] *occurs queuing will theoretically be avoided in 39 out of 40 cases. The general use of designs with a RFC ratio of about 85%* [0.85] *is likely to result in a level of provision which will be economically justified."* It is therefore concluded that no mitigation is required at this junction to support the proposed development.

Queue Length Survey Results

6.7.9 The video footage from the turning count surveys demonstrated that there is a steady flow of traffic and minimal queuing on all arms of Stanecastle Roundabout during the peak periods assessed.

6.7.10 The maximum queue observed was on the Long Drive North approach arm (inside lane) of the roundabout in which approximately five vehicles were queuing for less than 60 seconds. It is therefore considered that the result base model is indicative of the situation "on the ground".

Towerlands Interchange

6.7.11 The results of the ARCADY 6 assessment for the Towerlands Interchange roundabout for the 2020 projected base plus committed development and 2020 base plus committed plus development traffic are indicated by Table 9.

Table 9. Towerlands Interchange ARCADY Peak Hour Analysis Results

ARM	2020 WEEKDAY PM		2020 SATURDAY	
	Base + Com	Base + Com + Dev	Base + Com	Base + Com + Dev
	RFC (Q)	RFC (Q)	RFC (Q)	RFC (Q)
A	0.277 (0)	0.292 (0)	0.236 (0)	0.258 (0)
B	0.426 (1)	0.442 (1)	0.272 (0)	0.296 (0)
C	0.532 (1)	0.538 (1)	0.304 (0)	0.311 (0)
D	0.065 (0)	0.067 (0)	0.022 (0)	0.023 (0)

Note: Arm A = Long Drive N; B = Towerlands Rd; C = Long Drive S; D = Arkwright Way

6.7.12 As indicated by Table 9, the results of the ARCADY assessment demonstrates that Towerlands Interchange will continue to operate comfortably within its practical capacity in both the 2020 projected base plus committed development and 2020 base plus committed plus development traffic scenarios with negligible queuing.

6.7.13 The maximum RFC noted is 0.538 on the Long Drive (south) arm of the junction with a one PCU queue in the weekday PM 2020 base plus committed plus development scenario. Although, the results indicate that there is no increase in queue length from the 2020 base plus committed development scenario. It is therefore concluded that no mitigation is required at this junction to support the proposed development.

6.7.14 The queue length survey results mirror the maximum queue results from the ARCADY analysis in that there is negligible queuing on each arm of the junction.

7. SENSITIVITY TESTING

7.1 Context

7.1.1 SYSTRA is satisfied that the approach taken in this TA to calculate the modal split of total people trips to / from the development and the distribution and assignment of vehicle trips is representational of the accessibility of the site and the nature of the proposed development. It is considered that the traffic impact assessment (Chapter 6) is already robust in that we have made no allowance for pass-by vehicle trips and no adjustment to committed development flows to account for a number of the adjacent North Newmoor Persimmon dwellings being occupied when the base traffic surveys were undertaken.

7.1.2 The approved TA prepared by Mott MacDonald for the adjacent North Newmoor residential development (which is currently under construction) adopted a PM peak car driver mode share of 60% (and a car passenger mode share of 19%). This TA (Chapter 4) adopts a car driver mode share in the PM peak of 51% (and car passenger mode share of 24%). It is reasonable to assume that commuting trips will be across longer distances, possibly outwith Irvine, whilst the proposed development is a local retail offering. Therefore, it is expected that the North Newmoor TA has as slightly higher car driver mode share than the proposed development, albeit, the two car driver mode shares are comparable.

7.1.3 Furthermore, the overall car-based mode shares are closely comparable with a 79% car-based modal split adopted by the approved North Newmoor TA, versus 75% adopted by the TA for the proposed development. It is considered that the modal split adopted within the TA is appropriate for this location and a consistent approach to the adjacent consented development.

7.1.4 It should also be noted that the proposed food store is located on land identified as 'Phase 3' in the North Newmoor TA. While Phase 3 is not included in the planning consent (Ref: 16/00070/PPM), the supporting TA did test the impact to the network on the basis of a neighbourhood shopping area on this area of the site, whereby the trips originated from within the same area of influence as adopted for this TA. This test demonstrated that the traffic generated by a neighbourhood centre could be accommodated on the road network, without the need for any mitigation.

7.1.5 Notwithstanding this, SYSTRA has undertaken further assessment of Stanecastle Roundabout in the form of a sensitivity test to address any concerns NAC may have with regard to the mode share and / or distribution and assignment adopted in the traffic impact assessment and the impact on Stanecastle Roundabout.

7.1.6 This has been undertaken for Stanecastle Roundabout only given that RFC values have reached 0.7 (on the Manson Road arm only) and this could be considered to be nearing practical capacity (0.85). The RFC values from the ARCADY analysis at Towerlands Interchange are substantially lower than 0.85 and are therefore not considered further.

7.2 Approach to Sensitivity Test

7.2.1 In the sensitivity test we have changed the distribution of traffic assigned to Long Drive North arm from 8% to 38%, assuming that all 30% of the traffic originally distributed to the Middleton Road arm would instead use Long Drive North. However, we also have kept 30% of traffic assigned to Middleton Road arm. In the test we have also doubled the amount of development traffic routing between Manson Road (arm F) and Crompton Way (arm E) at the roundabout, given that it was the Manson Road arm with the highest RFC value in the original ARCADY analysis. These changes equate to 150% distribution of traffic across the junction.

7.2.2 The revised distribution adopted within the sensitivity test and the ARCADY output files are contained within Appendix H.

Revised Modal Split

7.2.3 In making the aforementioned revisions to the proposed development's vehicle trips through Stanecastle Roundabout, the mode share effectively applied in the sensitivity test has a higher proportion of car-based modes that the original mode share adopted.

7.2.4 The original mode share against the revised mode share for the sensitivity test is indicated by Table 10.

Table 10. Original Vs. Sensitivity Test Mode Share

MODE	WEEKDAY PM		SATURDAY	
	ORIGINAL	SENSITIVITY TEST	ORIGINAL	SENSITIVITY TEST
Walking	23%	11%	14%	14%
Cycling	2%	1%	1%	1%
Public Transport	1%	0%	1%	1%
Car Passenger	24%	12%	36%	34%
Car Driver	51%	76%	48%	51%

7.2.5 As Table 10 demonstrates, the sensitivity test accounts for a 76% car driver mode share in the weekday PM period and 51% in the Saturday peak period. This equates to a 25% and 3% increase respectively in car driver mode share from the original assessment.

Vehicle Trips

7.2.6 In terms of the level of vehicle trips, the revised modal split equates to the following increase in vehicle trips in the weekday PM and Saturday peak periods indicated by Table 11.

Table 11. Increase in Vehicle Trips

PERIOD	ORIGINAL			SENSITIVITY TEST			INCREASE
	Arrive	Depart	Total	Arrive	Depart	Total	
Weekday PM	74	81	155	111	112	233	+78
Saturday	118	132	250	177	198	375	+125

7.2.7 As Table 11 demonstrates, the sensitivity test assesses the impact of 233 and 375 two-way vehicle trips associated with the proposed development in the weekday PM and Saturday peak periods respectively at Stanecastle Roundabout. This equates to an additional 78 and 125 two-way vehicle trips assessed in comparison to the original assessment discussed in Chapter 6 of this report.

7.3 Sensitivity Test Results

7.3.1 The results of the sensitivity test for Stanecastle Roundabout are indicated by Table 12.

Table 12. Sensitivity Test – Stanecastle Roundabout ARCADY Peak Hour Analysis Results

ARM	WEEKDAY PM BASE + COM + DEV RFC (Q)		SATURDAY BASE + COM + DEV RFC (Q)	
	ORIGINAL	SENSITIVITY TEST	ORIGINAL	SENSITIVITY TEST
A	0.538 (1)	0.557 (1)	0.349 (1)	0.376 (1)
B	0.130 (0)	0.132 (0)	0.104 (0)	0.107 (0)
C	0.295 (0)	0.299 (0)	0.287 0)	0.292 (0)
D	0.658 (2)	0.665 (2)	0.378 (1)	0.384 (1)
E	0.192 (0)	0.242 (0)	0.155 (0)	0.217 (0)
F	0.720 (3)	0.739 (3)	0.382 (1)	0.403 (1)
G	0.115 (0)	0.118 (0)	0.078 (0)	0.080 (0)

Note: Arm A = Long Drive N; B = Stanecastle Rd; C = Middleton Rd; D = Long Drive S; E = Crompton Way; F = Manson Rd; G = Bank St

7.3.2 The results of the sensitivity test in Table 12 demonstrate that by adding 30% of development trips to the Long Drive North arm whilst retaining 30% of trips on Middleton Road arm, there is a negligible impact on the operation of the junction. Furthermore, the sensitivity test demonstrates that even with double the number of development trips to and from Manson Road arm, the RFC remains comfortably below 0.85 and no additional vehicles queuing compared to the original scenario assessed.

7.3.3 It is therefore considered that the predicted level of vehicle trip generation by the proposed development at Stanecastle Roundabout leaves sufficient residual capacity for the junction to continue to operate within its practical capacity with day-to-day fluctuations.

8. SUMMARY & CONCLUSIONS

8.1.1 SYSTRA Ltd has been commissioned by Lidl UK to prepare a Transport Assessment in support of a proposed food retail development on a brownfield land site to the south-west of Stanecastle Roundabout in Irvine. The proposed development will comprise approximately 1,898sqm GFA with 1,257sqm designed as the sales floor area.

8.1.2 This TA follows a previous application to NAC for the erection of a food store comprising 2,283sqm GFA with 1,410sqm sales floor area (planning ref: 19/00050/PP) in which NAC Roads responded to with a number of concerns. The application for the larger food store on the proposed site has since been withdrawn, however, NAC Roads' concerns in relation to the previous application have been taken into account, where applicable, and any outstanding concerns are addressed through this TA for the proposed smaller GFA food store.

8.2 Sustainable Accessibility

8.2.1 The site is located within a mainly residential area (including the recently consented and partly constructed development adjacent to the site) with some industrial land uses to the south of the site. There is a good network of pedestrian infrastructure surrounding the site comprising a combination of footways and footpaths with street lighting throughout.

8.2.2 The proposed development will include two pedestrian accesses that will connect to the existing footway along Crompton Way and to the existing footpath which runs alongside and connects to Manson Road at the northern end of the site (and the bus stops on Manson Road). This will ensure that the development achieves a good level of pedestrian accessibility and integrated well into the existing pedestrian network.

8.2.3 The proposed development will provide cycle parking at a level agreed with NAC to support and encourage cycling by customers and staff in accordance with the relevant standards.

8.2.4 Bus stops serving both directions are provided on Manson Road immediately north of the proposed development, approximately 125m from the centre of the site. PAN 75 guidelines recommend a maximum walking distance of 400m for access to bus services, therefore, the proposed site is in accordance with this standard.

8.3 Proposed Development Travel Characteristics

8.3.1 Given the location and nature of the development, it is anticipated that the weekday PM and Saturday peak periods will be the critical period in terms of the impact to the local transport infrastructure.

8.3.2 The TRICS assessment estimates that the proposed development would generate in the region of 308 and 495 two-way total people trips during the weekday PM and Saturday peak hour periods respectively.

8.3.3 Of these total people trips, is it anticipated that 26% and 16% will be made by sustainable travel modes in the weekday PM and Saturday peak periods. In addition, it is anticipated

that of the total people trips, 155 and 250 two-way trips during the weekday PM and Saturday peak periods will manifest as vehicle trips. This is assuming that 100% of the vehicle trips to the proposed development are new to the local road network.

8.3.4 It is widely accepted that with food retail developments such as the proposed Lidl store, there will be an element of pass-by trips from vehicles already on the local road network. However, this assessment makes no allowance for pass-by trips and has been undertaken on the basis of 100% of vehicle trips being new to the road network to represent a robust assessment of the junctions included within the development's initial area of influence.

8.4 Traffic Impact Assessment

8.4.1 The TA has analysed the impact that the traffic generated by the proposed development will have on the local road network. The threshold assessment demonstrated that the proposed development would have a greater than 10% impact at Stanecastle Roundabout and Towerlands Interchange, therefore, detailed capacity analysis of these junctions has been undertaken.

8.4.2 The ARCADY 6 transport planning software tool has been used to undertake the traffic impact analysis of these roundabout and the results demonstrate that the both junction will continue to operate within their practical capacity during the year of opening (2020) base plus committed and base plus committed plus development scenarios. It is concluded that no off-site junction improvements are necessary to support the development proposals.

8.5 Sensitivity Test

8.5.1 SYSTRA has undertaken further assessment of Stanecastle Roundabout in the form of a sensitivity test to address any concerns with regard to the mode share and / or distribution and assignment adopted in the traffic impact assessment and the impact on Stanecastle Roundabout.

8.5.2 The sensitivity test accounts for a 76% car driver mode share in the weekday PM period and 51% in the Saturday peak period. This equates to a 25% and 3% increase respectively in car driver mode share from the original assessment.

8.5.3 The results of the sensitivity test in demonstrate that by adding 30% of development trips to the Long Drive North arm whilst retaining 30% of trips on Middleton Road arm, there is a negligible impact on the operation of the junction. Furthermore, the sensitivity test demonstrates that even with double the number of development trips to and from Manson Road arm (therefore equating to an overall distribution of 150% through the junction), the RFC remains comfortably below 0.85 and no additional vehicles queuing compared to the original scenario assessed.

8.6 Overall Conclusion

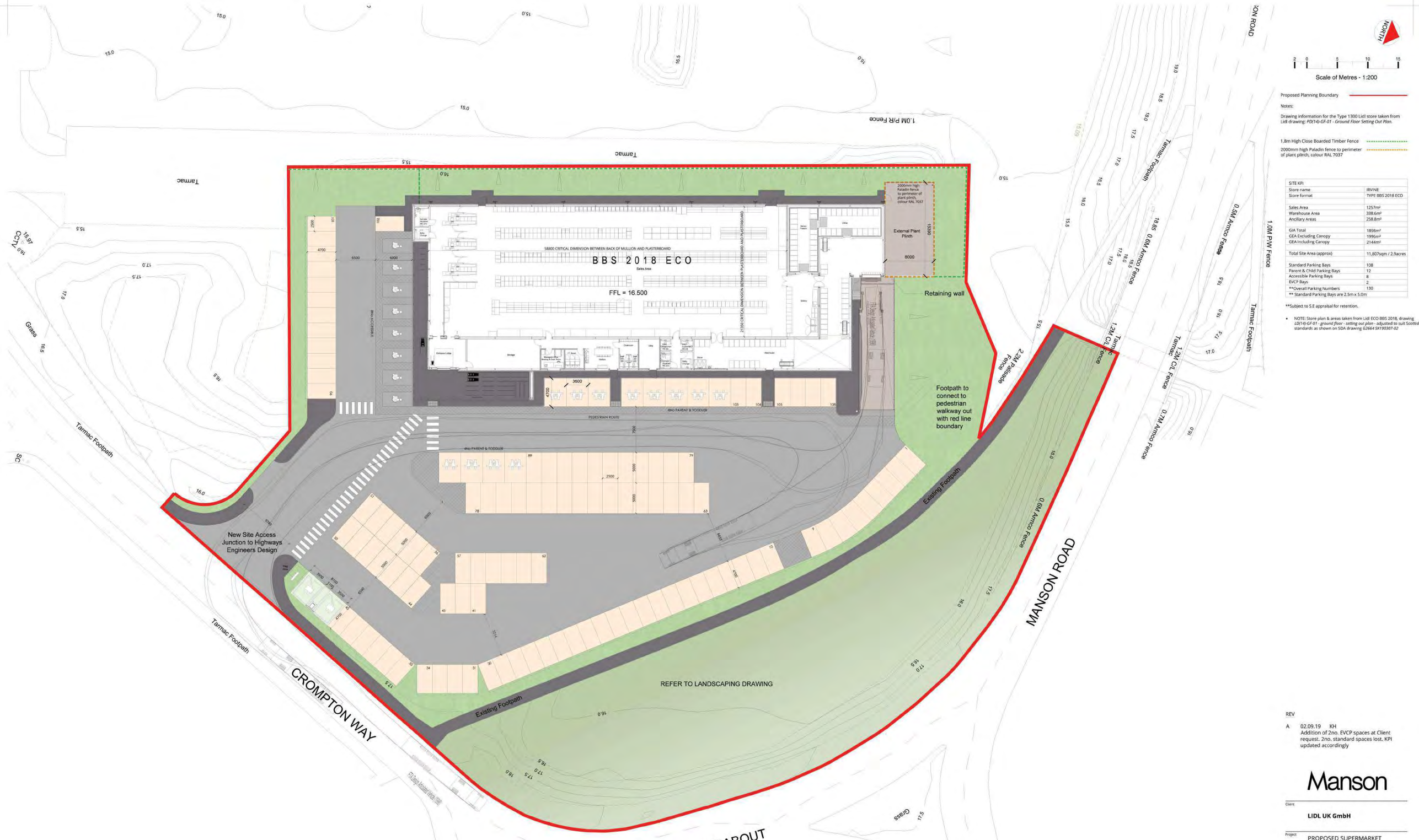
8.6.1 It is concluded that the proposed development site is highly accessible by all modes in accordance with local and national transport policies, and will not have a detrimental impact to the local road network.

8.6.2 It should be recognised that, although in its current environment the site is located within a predominantly industrial area, the forthcoming North Newmoor Persimmon residential development along Crompton Way and adjacent to the site will transform the environment into a residential surrounding. Therefore, the proposed development will be intended to serve the local residential area, in which many potential customers will be in a position to reach the proposed Lidl store by sustainable modes.

8.6.3 SYSTRA concludes that the proposed development will integrate well into the existing transport network and the proposed development will provide the appropriate infrastructure to encourage sustainable trips.

APPENDIX A

Indicative Development Layout



SITE KPI	
Store name	IRVINE
Store format	TYPE BBS 2018 ECO
Sales Area	1257m²
Warehouse Area	338.6m²
Ancillary Areas	258.8m²
GIA Total	1896m²
GEA Excluding Canopy	1996m²
GEA Including Canopy	2144m²
Total Site Area (approx)	11,807sqm / 2.9acres
Standard Parking Bays	108
Parent & Child Parking Bays	12
Accessible Parking Bays	8
EVCP Bays	2
**Overall Parking Numbers	130
** Standard Parking Bays are 2.5m x 5.0m	

**Subject to S.E appraisal for retention.

- NOTE: Store plan & areas taken from Lidl ECO BBS 2018, drawing *LD7140-GF-01 - ground floor - setting out plan* - adjusted to suit Scottish standards as shown on SDA drawing *G2664 SK190307-02*

REV

A 02.09.19 KH
Addition of 2no. EVCP spaces at Client request. 2no. standard spaces lost. KPI updated accordingly

Manson

Client
LIDL UK GmbH

Project
PROPOSED SUPERMARKET
CROMPTON WAY
IRVINE

Drawing Title
PROPOSED SITE LAYOUT

Date: APRIL 2019 | Scale: 1:200 @ A0

Issue Status: **PLANNING**

Drawing No.: **2271_313** | Rev.: A | Drawn: KH/JB

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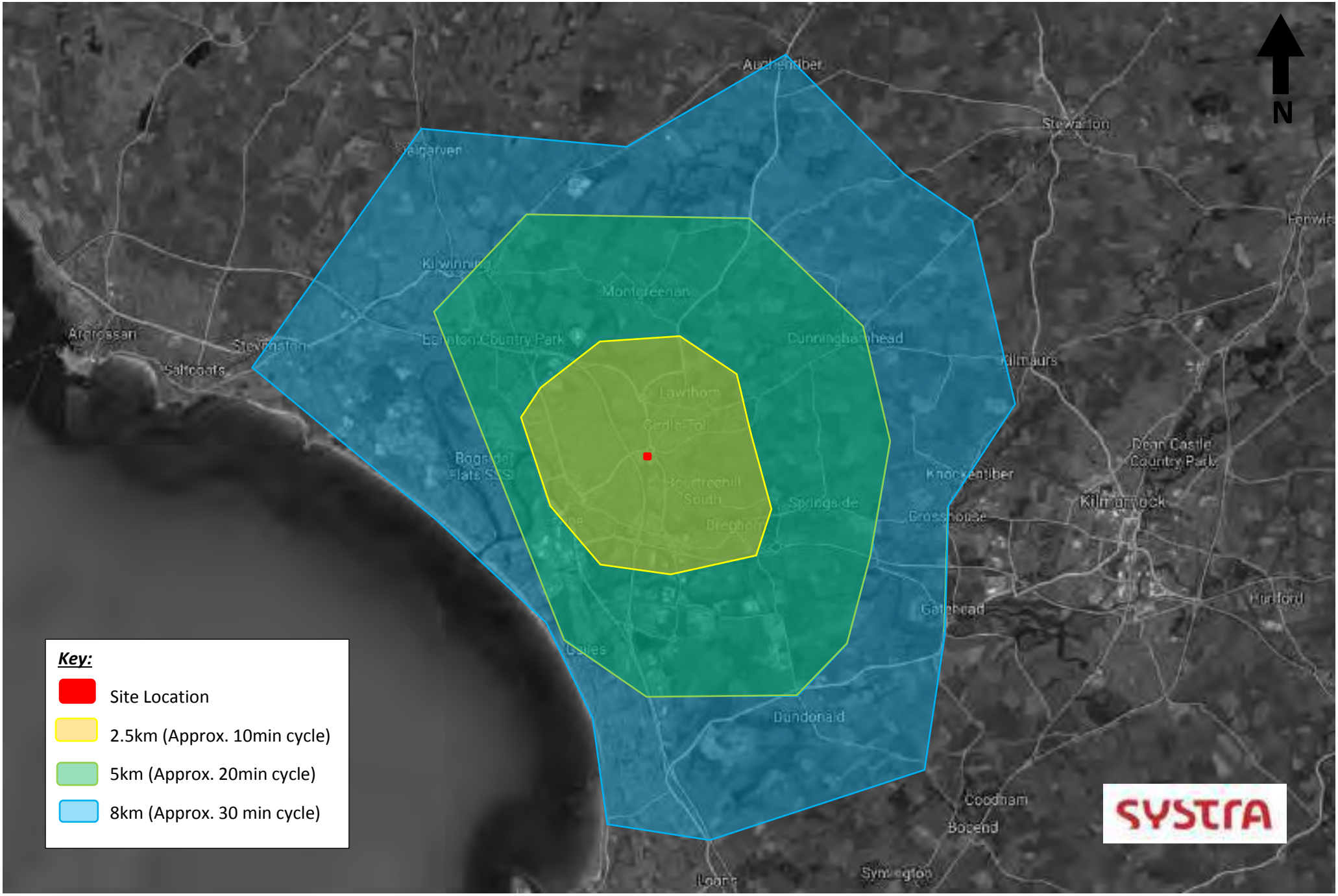
APPENDIX B

Walking & Cycling Isochrones


CASTLEPARK
Irvine Ravenspark Golf Club
Irvine Racecourse
Irvine Community Sports Club
Lawthorn
Bercelon
Girdle Toll
Bourtreehill North
Bourtreehill South
BROOMLANDS
SOUTH NEWMOOR INDUSTRIAL ESTATE
Irvine
N
Key:
Site Location
400m (Approx. 5min walk)
800m (Approx. 10 min walk)
1600m (Approx. 20 min walk)
SYSTRA


N
Auchenharvie
Stevenston
Ardrossan
Saltcoats
Montgreenan
Lawthorn
Springside
Dundonald
Kilmaurs
Knockentiber
Crosshouse
Kilmarnock
Dean Castle Country Park
Gatehead
Hurlford
Coodham
Bocend
Key:
Site Location
2.5km (Approx. 10min cycle)
5km (Approx. 20min cycle)
8km (Approx. 30 min cycle)
SYSTRA

APPENDIX C

TRICS Output Files

Calculation Reference: AUDIT-700706-181203-1221

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1485 to 2568 (units: sqm)
Range Selected by User: 750 to 2635 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 28/10/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday	8 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Retail Zone	1
High Street	2
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	1 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
Survey date: SATURDAY *01/07/17* *Survey Type: MANUAL*

2 LN-01-C-02 LIDL LINCOLNSHIRE
DIXON STREET
LINCOLN
NEW BOULTHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2233 sqm
Survey date: SATURDAY *28/10/17* *Survey Type: MANUAL*

3 LN-01-C-03 ALDI LINCOLNSHIRE
NEWARK ROAD
LINCOLN
BRACEBRIDGE
Suburban Area (PPS6 Out of Centre)
High Street
Total Gross floor area: 1485 sqm
Survey date: SATURDAY *28/10/17* *Survey Type: MANUAL*

4 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

5 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: SATURDAY *24/06/17* *Survey Type: MANUAL*

6 WM-01-C-01 LIDL WEST MIDLANDS
MACKADOWN LANE
BIRMINGHAM
KITT'S GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 2085 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

7 WM-01-C-02 LIDL WEST MIDLANDS
HIGH STREET
WEST BROMWICH
GUNS VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 2085 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	*16/07/16*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2195	0.490	8	2195	0.108	8	2195	0.598
08:00 - 09:00	8	2195	2.648	8	2195	1.885	8	2195	4.533
09:00 - 10:00	8	2195	3.833	8	2195	3.246	8	2195	7.079
10:00 - 11:00	8	2195	5.171	8	2195	4.613	8	2195	9.784
11:00 - 12:00	8	2195	6.355	8	2195	5.940	8	2195	12.295
12:00 - 13:00	8	2195	5.729	8	2195	6.674	8	2195	12.403
13:00 - 14:00	8	2195	5.655	8	2195	5.313	8	2195	10.968
14:00 - 15:00	8	2195	5.114	8	2195	5.211	8	2195	10.325
15:00 - 16:00	8	2195	5.182	8	2195	5.393	8	2195	10.575
16:00 - 17:00	8	2195	4.880	8	2195	5.034	8	2195	9.914
17:00 - 18:00	8	2195	4.231	8	2195	4.197	8	2195	8.428
18:00 - 19:00	8	2195	2.995	8	2195	3.371	8	2195	6.366
19:00 - 20:00	8	2195	2.187	8	2195	2.722	8	2195	4.909
20:00 - 21:00	8	2195	1.259	8	2195	1.486	8	2195	2.745
21:00 - 22:00	8	2195	0.615	8	2195	0.997	8	2195	1.612
22:00 - 23:00	8	2195	0.040	8	2195	0.165	8	2195	0.205
23:00 - 24:00									
Total Rates:			56.384			56.355			112.739

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	1485 - 2568 (units: sqm)
Survey date date range:	01/01/10 - 28/10/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	8
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2195	0.023	8	2195	0.000	8	2195	0.023
08:00 - 09:00	8	2195	0.023	8	2195	0.034	8	2195	0.057
09:00 - 10:00	8	2195	0.063	8	2195	0.068	8	2195	0.131
10:00 - 11:00	8	2195	0.097	8	2195	0.057	8	2195	0.154
11:00 - 12:00	8	2195	0.108	8	2195	0.097	8	2195	0.205
12:00 - 13:00	8	2195	0.074	8	2195	0.051	8	2195	0.125
13:00 - 14:00	8	2195	0.131	8	2195	0.091	8	2195	0.222
14:00 - 15:00	8	2195	0.074	8	2195	0.114	8	2195	0.188
15:00 - 16:00	8	2195	0.080	8	2195	0.046	8	2195	0.126
16:00 - 17:00	8	2195	0.080	8	2195	0.108	8	2195	0.188
17:00 - 18:00	8	2195	0.057	8	2195	0.103	8	2195	0.160
18:00 - 19:00	8	2195	0.097	8	2195	0.080	8	2195	0.177
19:00 - 20:00	8	2195	0.085	8	2195	0.080	8	2195	0.165
20:00 - 21:00	8	2195	0.080	8	2195	0.074	8	2195	0.154
21:00 - 22:00	8	2195	0.023	8	2195	0.063	8	2195	0.086
22:00 - 23:00	8	2195	0.000	8	2195	0.011	8	2195	0.011
23:00 - 24:00									
Total Rates:			1.095			1.077			2.172

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2195	0.780	8	2195	0.148	8	2195	0.928
08:00 - 09:00	8	2195	4.157	8	2195	2.973	8	2195	7.130
09:00 - 10:00	8	2195	6.173	8	2195	5.251	8	2195	11.424
10:00 - 11:00	8	2195	8.741	8	2195	7.614	8	2195	16.355
11:00 - 12:00	8	2195	10.814	8	2195	9.983	8	2195	20.797
12:00 - 13:00	8	2195	10.148	8	2195	11.760	8	2195	21.908
13:00 - 14:00	8	2195	10.575	8	2195	9.687	8	2195	20.262
14:00 - 15:00	8	2195	9.436	8	2195	9.618	8	2195	19.054
15:00 - 16:00	8	2195	9.630	8	2195	10.046	8	2195	19.676
16:00 - 17:00	8	2195	8.838	8	2195	9.174	8	2195	18.012
17:00 - 18:00	8	2195	7.557	8	2195	7.557	8	2195	15.114
18:00 - 19:00	8	2195	5.080	8	2195	5.780	8	2195	10.860
19:00 - 20:00	8	2195	3.798	8	2195	4.869	8	2195	8.667
20:00 - 21:00	8	2195	1.919	8	2195	2.466	8	2195	4.385
21:00 - 22:00	8	2195	0.974	8	2195	1.600	8	2195	2.574
22:00 - 23:00	8	2195	0.057	8	2195	0.199	8	2195	0.256
23:00 - 24:00									
Total Rates:			98.677			98.725			197.402

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2195	0.091	8	2195	0.051	8	2195	0.142
08:00 - 09:00	8	2195	0.678	8	2195	0.461	8	2195	1.139
09:00 - 10:00	8	2195	0.774	8	2195	0.712	8	2195	1.486
10:00 - 11:00	8	2195	1.458	8	2195	1.036	8	2195	2.494
11:00 - 12:00	8	2195	1.241	8	2195	1.287	8	2195	2.528
12:00 - 13:00	8	2195	1.936	8	2195	1.845	8	2195	3.781
13:00 - 14:00	8	2195	2.301	8	2195	2.175	8	2195	4.476
14:00 - 15:00	8	2195	2.306	8	2195	2.443	8	2195	4.749
15:00 - 16:00	8	2195	1.891	8	2195	2.244	8	2195	4.135
16:00 - 17:00	8	2195	1.851	8	2195	1.953	8	2195	3.804
17:00 - 18:00	8	2195	1.965	8	2195	1.760	8	2195	3.725
18:00 - 19:00	8	2195	1.839	8	2195	1.589	8	2195	3.428
19:00 - 20:00	8	2195	1.116	8	2195	1.372	8	2195	2.488
20:00 - 21:00	8	2195	1.002	8	2195	1.219	8	2195	2.221
21:00 - 22:00	8	2195	0.490	8	2195	0.598	8	2195	1.088
22:00 - 23:00	8	2195	0.068	8	2195	0.154	8	2195	0.222
23:00 - 24:00									
Total Rates:			21.007			20.899			41.906

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2195	0.011	8	2195	0.006	8	2195	0.017
08:00 - 09:00	8	2195	0.103	8	2195	0.034	8	2195	0.137
09:00 - 10:00	8	2195	0.131	8	2195	0.103	8	2195	0.234
10:00 - 11:00	8	2195	0.199	8	2195	0.154	8	2195	0.353
11:00 - 12:00	8	2195	0.131	8	2195	0.097	8	2195	0.228
12:00 - 13:00	8	2195	0.154	8	2195	0.108	8	2195	0.262
13:00 - 14:00	8	2195	0.182	8	2195	0.120	8	2195	0.302
14:00 - 15:00	8	2195	0.142	8	2195	0.165	8	2195	0.307
15:00 - 16:00	8	2195	0.103	8	2195	0.137	8	2195	0.240
16:00 - 17:00	8	2195	0.063	8	2195	0.120	8	2195	0.183
17:00 - 18:00	8	2195	0.051	8	2195	0.097	8	2195	0.148
18:00 - 19:00	8	2195	0.085	8	2195	0.091	8	2195	0.176
19:00 - 20:00	8	2195	0.034	8	2195	0.120	8	2195	0.154
20:00 - 21:00	8	2195	0.023	8	2195	0.046	8	2195	0.069
21:00 - 22:00	8	2195	0.000	8	2195	0.011	8	2195	0.011
22:00 - 23:00	8	2195	0.000	8	2195	0.000	8	2195	0.000
23:00 - 24:00									
Total Rates:			1.412			1.409			2.821

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2195	0.905	8	2195	0.205	8	2195	1.110
08:00 - 09:00	8	2195	4.960	8	2195	3.502	8	2195	8.462
09:00 - 10:00	8	2195	7.141	8	2195	6.133	8	2195	13.274
10:00 - 11:00	8	2195	10.495	8	2195	8.861	8	2195	19.356
11:00 - 12:00	8	2195	12.295	8	2195	11.464	8	2195	23.759
12:00 - 13:00	8	2195	12.312	8	2195	13.764	8	2195	26.076
13:00 - 14:00	8	2195	13.189	8	2195	12.073	8	2195	25.262
14:00 - 15:00	8	2195	11.959	8	2195	12.341	8	2195	24.300
15:00 - 16:00	8	2195	11.703	8	2195	12.472	8	2195	24.175
16:00 - 17:00	8	2195	10.831	8	2195	11.355	8	2195	22.186
17:00 - 18:00	8	2195	9.630	8	2195	9.516	8	2195	19.146
18:00 - 19:00	8	2195	7.101	8	2195	7.540	8	2195	14.641
19:00 - 20:00	8	2195	5.034	8	2195	6.441	8	2195	11.475
20:00 - 21:00	8	2195	3.024	8	2195	3.804	8	2195	6.828
21:00 - 22:00	8	2195	1.486	8	2195	2.272	8	2195	3.758
22:00 - 23:00	8	2195	0.125	8	2195	0.364	8	2195	0.489
23:00 - 24:00									
Total Rates:			122.190			122.107			244.297

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-700706-181203-1224

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	CF	CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 750 to 2568 (units: sqm)
Range Selected by User: 750 to 2635 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 28/10/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Retail Zone	3
High Street	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	1 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-01-C-01 LIDL CAMBRIDGESHIRE
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Gross floor area: 750 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
Survey date: THURSDAY *29/06/17* *Survey Type: MANUAL*

3 DH-01-C-01 ALDI DURHAM
WATLING ROAD
BISHOP AUCKLAND

Edge of Town
Retail Zone
Total Gross floor area: 1023 sqm
Survey date: THURSDAY *06/04/17* *Survey Type: MANUAL*

4 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

5 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: THURSDAY *22/06/17* *Survey Type: MANUAL*

6 WM-01-C-01 LIDL WEST MIDLANDS
MACKADOWN LANE
BIRMINGHAM
KITT'S GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 2085 sqm
Survey date: TUESDAY *12/07/16* *Survey Type: MANUAL*

7 WM-01-C-02 LIDL WEST MIDLANDS
HIGH STREET
WEST BROMWICH
GUNS VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 2085 sqm
Survey date: TUESDAY *12/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: WEDNESDAY	*13/07/16*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1952	0.307	8	1952	0.090	8	1952	0.397
08:00 - 09:00	8	1952	2.581	8	1952	1.697	8	1952	4.278
09:00 - 10:00	8	1952	3.247	8	1952	2.703	8	1952	5.950
10:00 - 11:00	8	1952	3.618	8	1952	3.445	8	1952	7.063
11:00 - 12:00	8	1952	3.977	8	1952	3.778	8	1952	7.755
12:00 - 13:00	8	1952	4.105	8	1952	3.862	8	1952	7.967
13:00 - 14:00	8	1952	4.163	8	1952	4.585	8	1952	8.748
14:00 - 15:00	8	1952	4.380	8	1952	4.476	8	1952	8.856
15:00 - 16:00	8	1952	4.246	8	1952	4.310	8	1952	8.556
16:00 - 17:00	8	1952	4.015	8	1952	4.035	8	1952	8.050
17:00 - 18:00	8	1952	4.054	8	1952	4.137	8	1952	8.191
18:00 - 19:00	8	1952	3.657	8	1952	3.990	8	1952	7.647
19:00 - 20:00	8	1952	2.741	8	1952	3.106	8	1952	5.847
20:00 - 21:00	8	1952	1.665	8	1952	2.075	8	1952	3.740
21:00 - 22:00	8	1952	0.538	8	1952	0.929	8	1952	1.467
22:00 - 23:00	8	1952	0.026	8	1952	0.199	8	1952	0.225
23:00 - 24:00									
Total Rates:			47.320			47.417			94.737

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	750 - 2568 (units: sqm)
Survey date date range:	01/01/10 - 28/10/17
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1952	0.013	8	1952	0.000	8	1952	0.013
08:00 - 09:00	8	1952	0.090	8	1952	0.070	8	1952	0.160
09:00 - 10:00	8	1952	0.083	8	1952	0.051	8	1952	0.134
10:00 - 11:00	8	1952	0.090	8	1952	0.077	8	1952	0.167
11:00 - 12:00	8	1952	0.032	8	1952	0.083	8	1952	0.115
12:00 - 13:00	8	1952	0.051	8	1952	0.058	8	1952	0.109
13:00 - 14:00	8	1952	0.096	8	1952	0.090	8	1952	0.186
14:00 - 15:00	8	1952	0.096	8	1952	0.083	8	1952	0.179
15:00 - 16:00	8	1952	0.077	8	1952	0.077	8	1952	0.154
16:00 - 17:00	8	1952	0.109	8	1952	0.064	8	1952	0.173
17:00 - 18:00	8	1952	0.096	8	1952	0.167	8	1952	0.263
18:00 - 19:00	8	1952	0.102	8	1952	0.090	8	1952	0.192
19:00 - 20:00	8	1952	0.045	8	1952	0.058	8	1952	0.103
20:00 - 21:00	8	1952	0.077	8	1952	0.077	8	1952	0.154
21:00 - 22:00	8	1952	0.000	8	1952	0.013	8	1952	0.013
22:00 - 23:00	8	1952	0.000	8	1952	0.000	8	1952	0.000
23:00 - 24:00									
Total Rates:			1.057			1.058			2.115

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1952	0.384	8	1952	0.102	8	1952	0.486
08:00 - 09:00	8	1952	3.247	8	1952	2.120	8	1952	5.367
09:00 - 10:00	8	1952	4.374	8	1952	3.567	8	1952	7.941
10:00 - 11:00	8	1952	5.232	8	1952	4.854	8	1952	10.086
11:00 - 12:00	8	1952	5.809	8	1952	5.616	8	1952	11.425
12:00 - 13:00	8	1952	5.828	8	1952	5.751	8	1952	11.579
13:00 - 14:00	8	1952	5.917	8	1952	6.507	8	1952	12.424
14:00 - 15:00	8	1952	6.526	8	1952	6.462	8	1952	12.988
15:00 - 16:00	8	1952	6.539	8	1952	6.449	8	1952	12.988
16:00 - 17:00	8	1952	6.020	8	1952	6.238	8	1952	12.258
17:00 - 18:00	8	1952	5.860	8	1952	6.244	8	1952	12.104
18:00 - 19:00	8	1952	5.616	8	1952	5.796	8	1952	11.412
19:00 - 20:00	8	1952	4.156	8	1952	4.656	8	1952	8.812
20:00 - 21:00	8	1952	2.472	8	1952	3.170	8	1952	5.642
21:00 - 22:00	8	1952	0.698	8	1952	1.287	8	1952	1.985
22:00 - 23:00	8	1952	0.026	8	1952	0.211	8	1952	0.237
23:00 - 24:00									
Total Rates:			68.704			69.030			137.734

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1952	0.134	8	1952	0.000	8	1952	0.134
08:00 - 09:00	8	1952	1.121	8	1952	0.858	8	1952	1.979
09:00 - 10:00	8	1952	1.454	8	1952	1.089	8	1952	2.543
10:00 - 11:00	8	1952	1.659	8	1952	1.370	8	1952	3.029
11:00 - 12:00	8	1952	1.300	8	1952	1.511	8	1952	2.811
12:00 - 13:00	8	1952	1.729	8	1952	1.627	8	1952	3.356
13:00 - 14:00	8	1952	1.806	8	1952	1.838	8	1952	3.644
14:00 - 15:00	8	1952	1.447	8	1952	1.422	8	1952	2.869
15:00 - 16:00	8	1952	1.454	8	1952	1.742	8	1952	3.196
16:00 - 17:00	8	1952	1.716	8	1952	1.569	8	1952	3.285
17:00 - 18:00	8	1952	1.774	8	1952	1.934	8	1952	3.708
18:00 - 19:00	8	1952	1.678	8	1952	1.588	8	1952	3.266
19:00 - 20:00	8	1952	0.813	8	1952	1.191	8	1952	2.004
20:00 - 21:00	8	1952	0.903	8	1952	0.954	8	1952	1.857
21:00 - 22:00	8	1952	0.352	8	1952	0.589	8	1952	0.941
22:00 - 23:00	8	1952	0.000	8	1952	0.026	8	1952	0.026
23:00 - 24:00									
Total Rates:			19.340			19.308			38.648

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1952	0.026	8	1952	0.019	8	1952	0.045
08:00 - 09:00	8	1952	0.128	8	1952	0.058	8	1952	0.186
09:00 - 10:00	8	1952	0.134	8	1952	0.083	8	1952	0.217
10:00 - 11:00	8	1952	0.147	8	1952	0.134	8	1952	0.281
11:00 - 12:00	8	1952	0.102	8	1952	0.090	8	1952	0.192
12:00 - 13:00	8	1952	0.109	8	1952	0.064	8	1952	0.173
13:00 - 14:00	8	1952	0.051	8	1952	0.083	8	1952	0.134
14:00 - 15:00	8	1952	0.102	8	1952	0.045	8	1952	0.147
15:00 - 16:00	8	1952	0.070	8	1952	0.064	8	1952	0.134
16:00 - 17:00	8	1952	0.038	8	1952	0.090	8	1952	0.128
17:00 - 18:00	8	1952	0.032	8	1952	0.096	8	1952	0.128
18:00 - 19:00	8	1952	0.045	8	1952	0.064	8	1952	0.109
19:00 - 20:00	8	1952	0.026	8	1952	0.038	8	1952	0.064
20:00 - 21:00	8	1952	0.051	8	1952	0.058	8	1952	0.109
21:00 - 22:00	8	1952	0.006	8	1952	0.038	8	1952	0.044
22:00 - 23:00	8	1952	0.000	8	1952	0.006	8	1952	0.006
23:00 - 24:00									
Total Rates:			1.067			1.030			2.097

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1952	0.557	8	1952	0.122	8	1952	0.679
08:00 - 09:00	8	1952	4.585	8	1952	3.106	8	1952	7.691
09:00 - 10:00	8	1952	6.045	8	1952	4.790	8	1952	10.835
10:00 - 11:00	8	1952	7.128	8	1952	6.436	8	1952	13.564
11:00 - 12:00	8	1952	7.243	8	1952	7.301	8	1952	14.544
12:00 - 13:00	8	1952	7.717	8	1952	7.499	8	1952	15.216
13:00 - 14:00	8	1952	7.871	8	1952	8.517	8	1952	16.388
14:00 - 15:00	8	1952	8.172	8	1952	8.012	8	1952	16.184
15:00 - 16:00	8	1952	8.140	8	1952	8.332	8	1952	16.472
16:00 - 17:00	8	1952	7.883	8	1952	7.960	8	1952	15.843
17:00 - 18:00	8	1952	7.762	8	1952	8.441	8	1952	16.203
18:00 - 19:00	8	1952	7.442	8	1952	7.538	8	1952	14.980
19:00 - 20:00	8	1952	5.040	8	1952	5.943	8	1952	10.983
20:00 - 21:00	8	1952	3.503	8	1952	4.259	8	1952	7.762
21:00 - 22:00	8	1952	1.057	8	1952	1.928	8	1952	2.985
22:00 - 23:00	8	1952	0.026	8	1952	0.243	8	1952	0.269
23:00 - 24:00									
Total Rates:			90.171			90.427			180.598

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX D

Network Diagrams

PM Peak
16:30 - 17:30

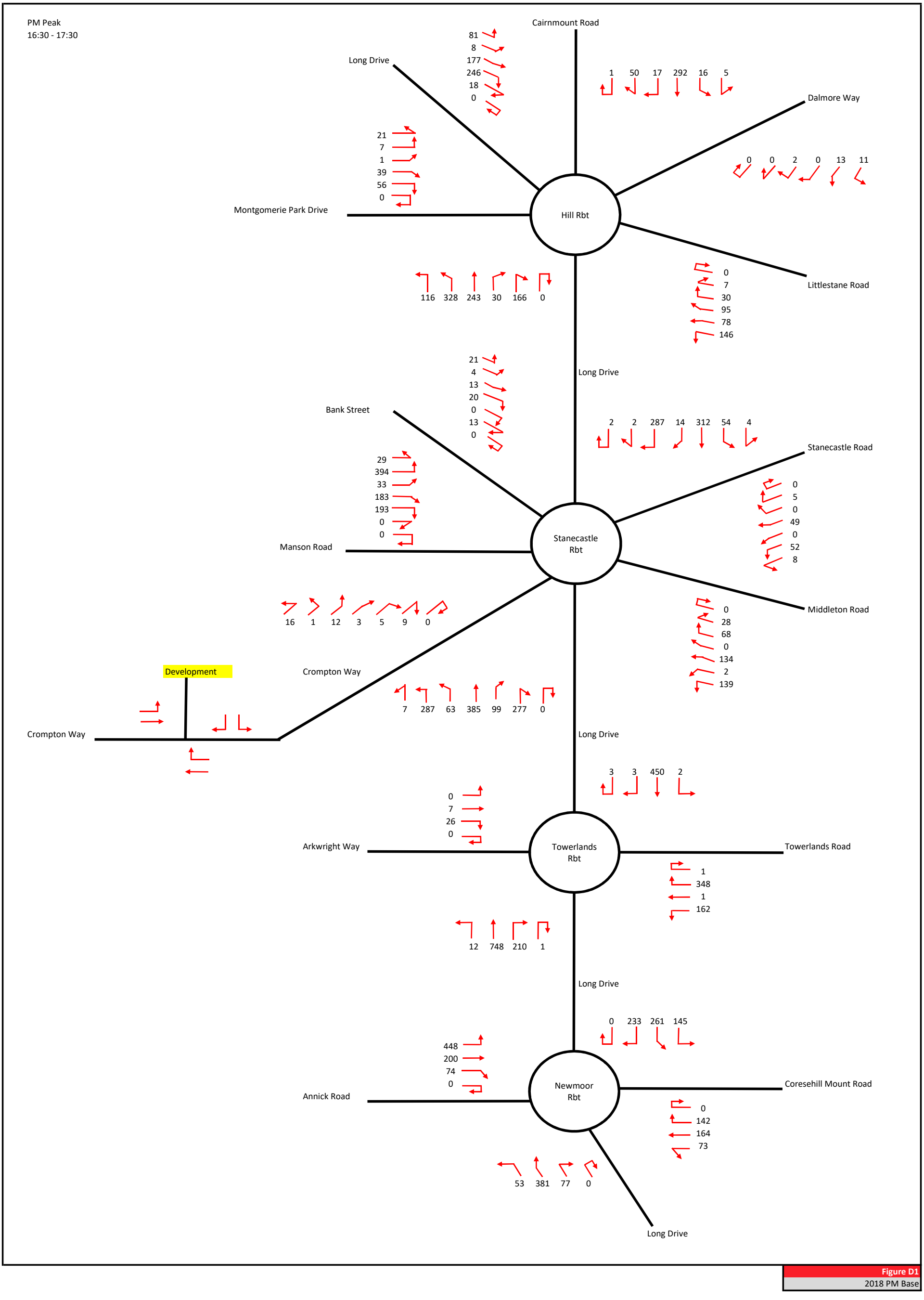


Figure D1
2018 PM Base

SAT Peak
11:45 - 12:45

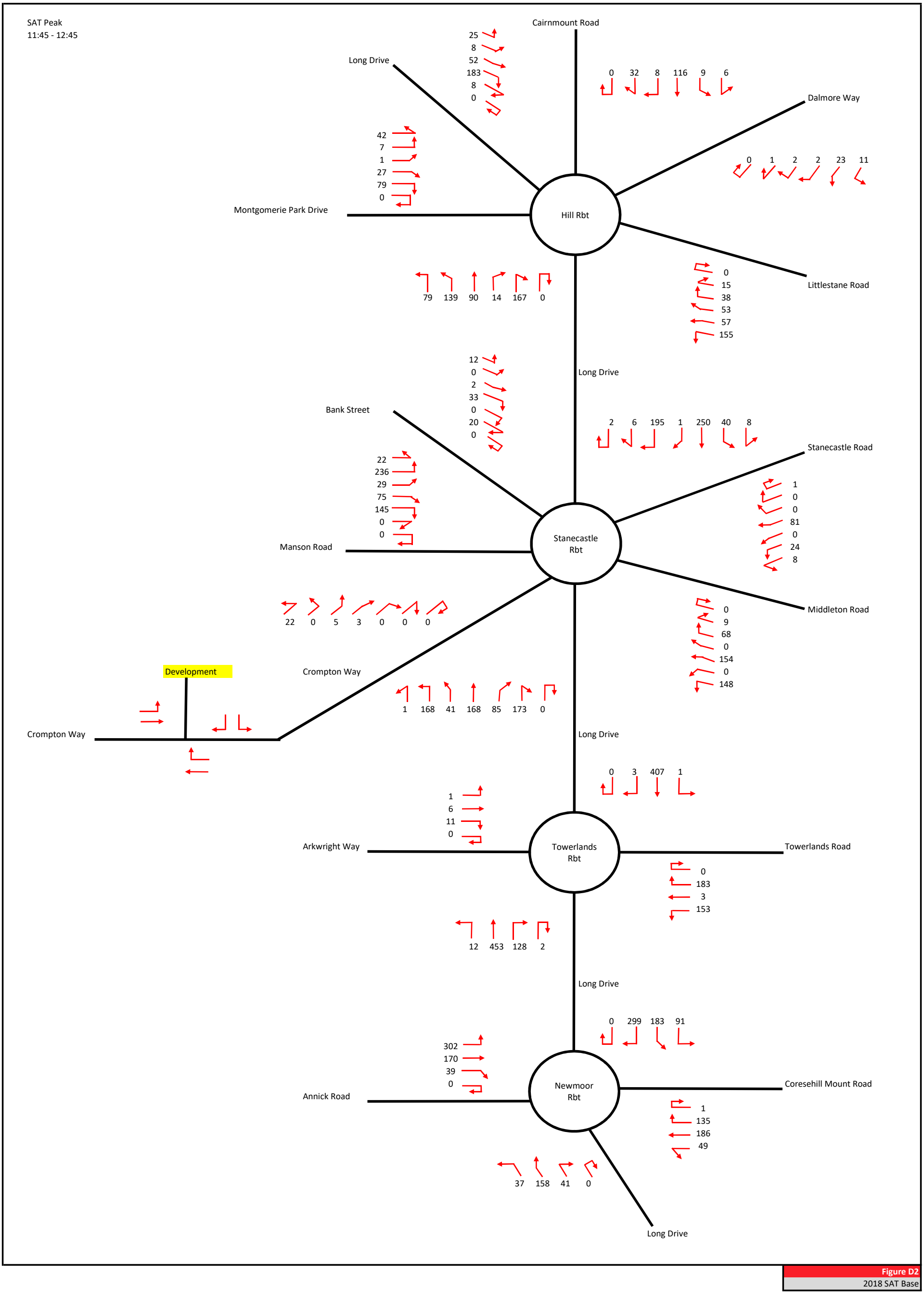


Figure D2
2018 SAT Base

NRTF Low Growth
1.02

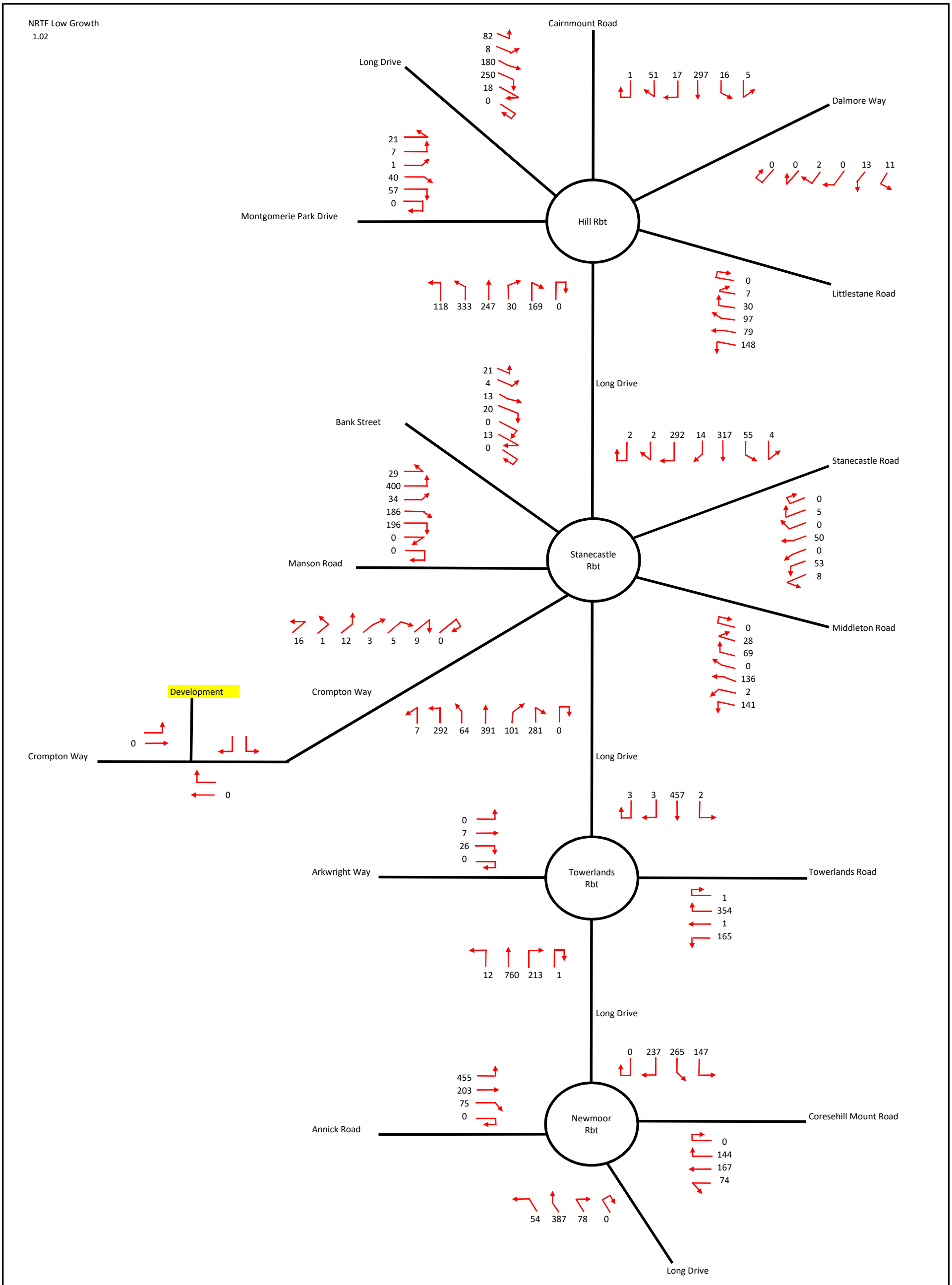


Figure D3
2020 PM Projected Base

NRTF Low Growth
1.02

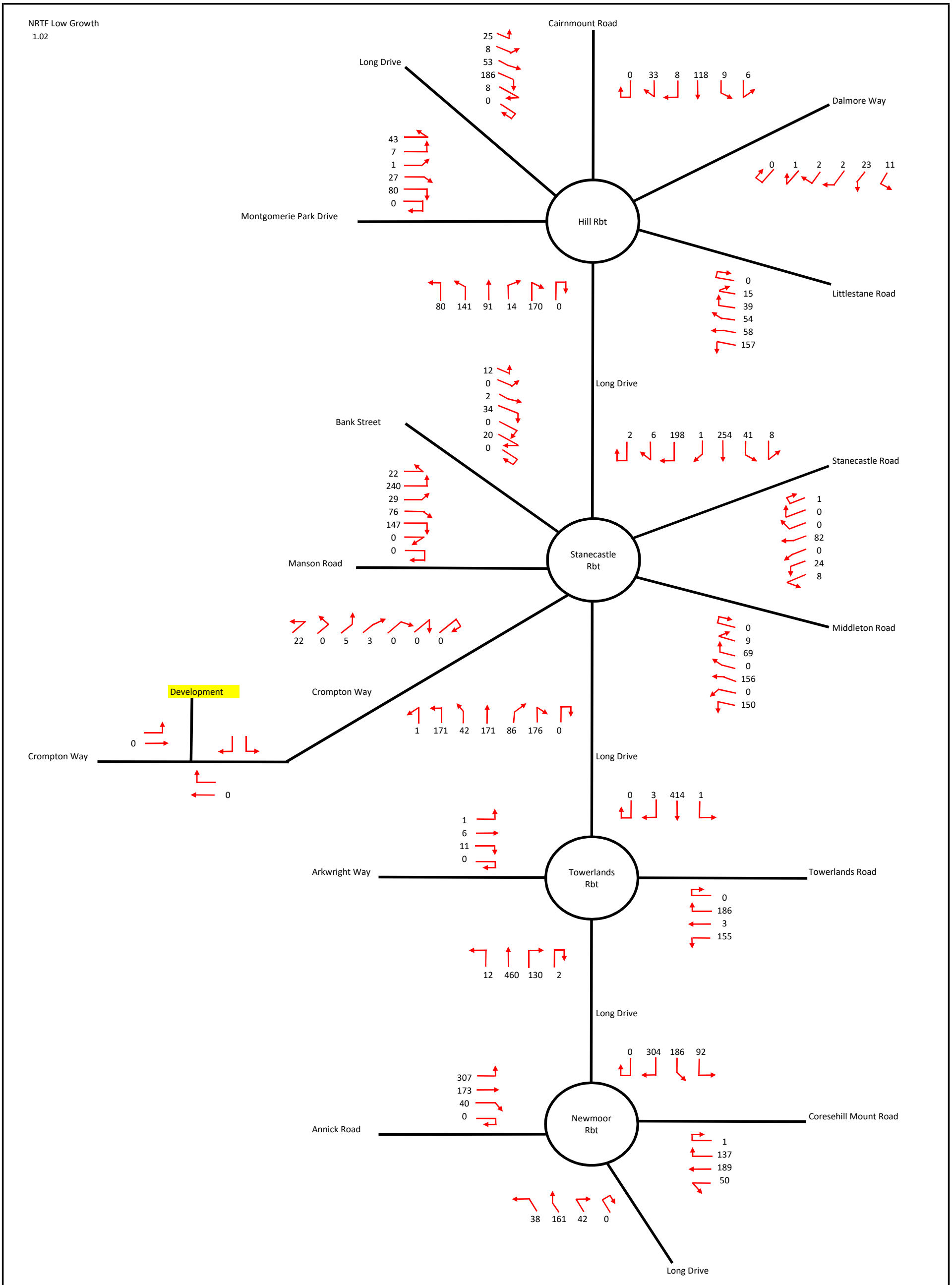
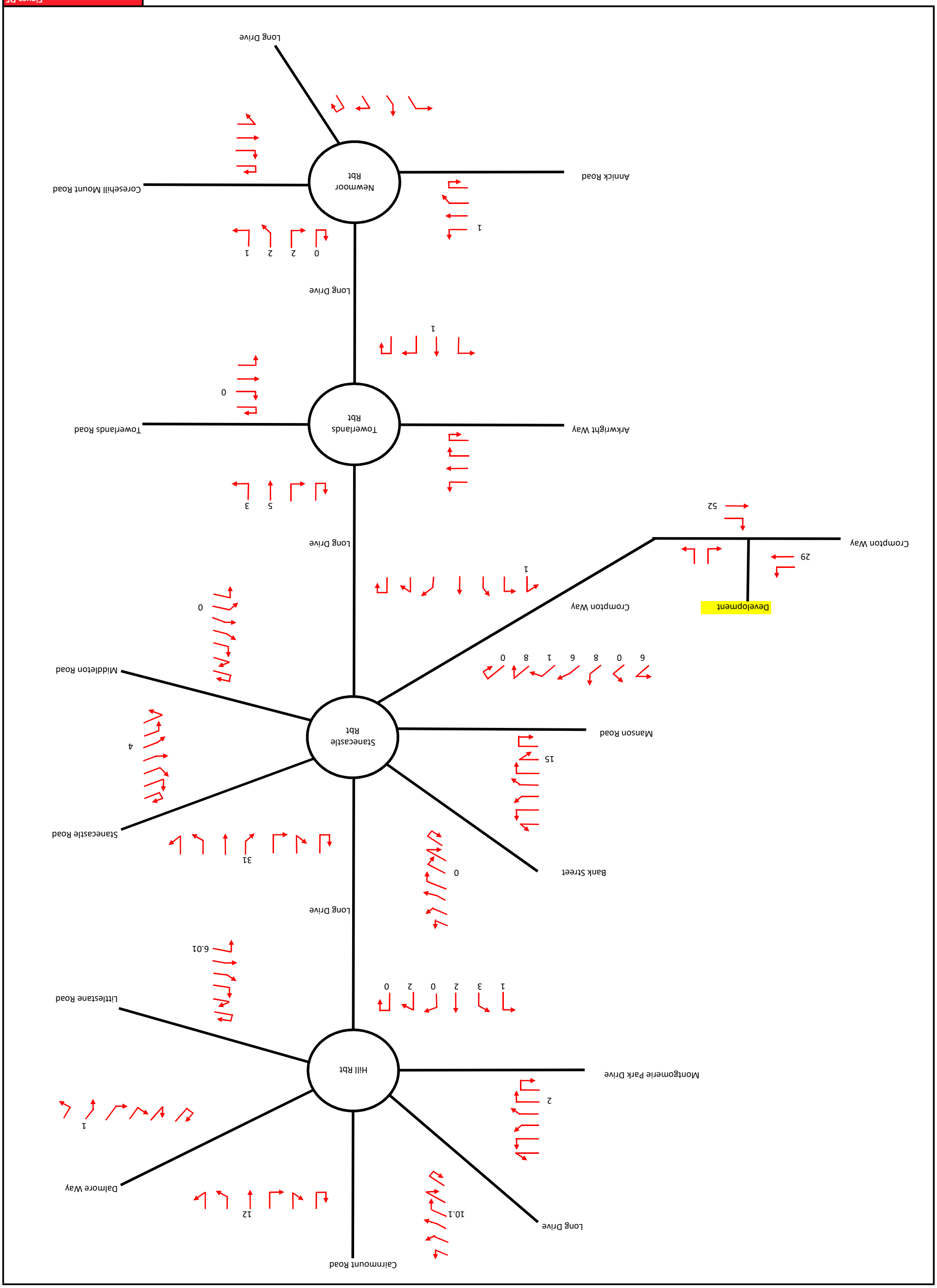


Figure D4
2020 SAT Projected Base

Figure D5
PM Com Dev



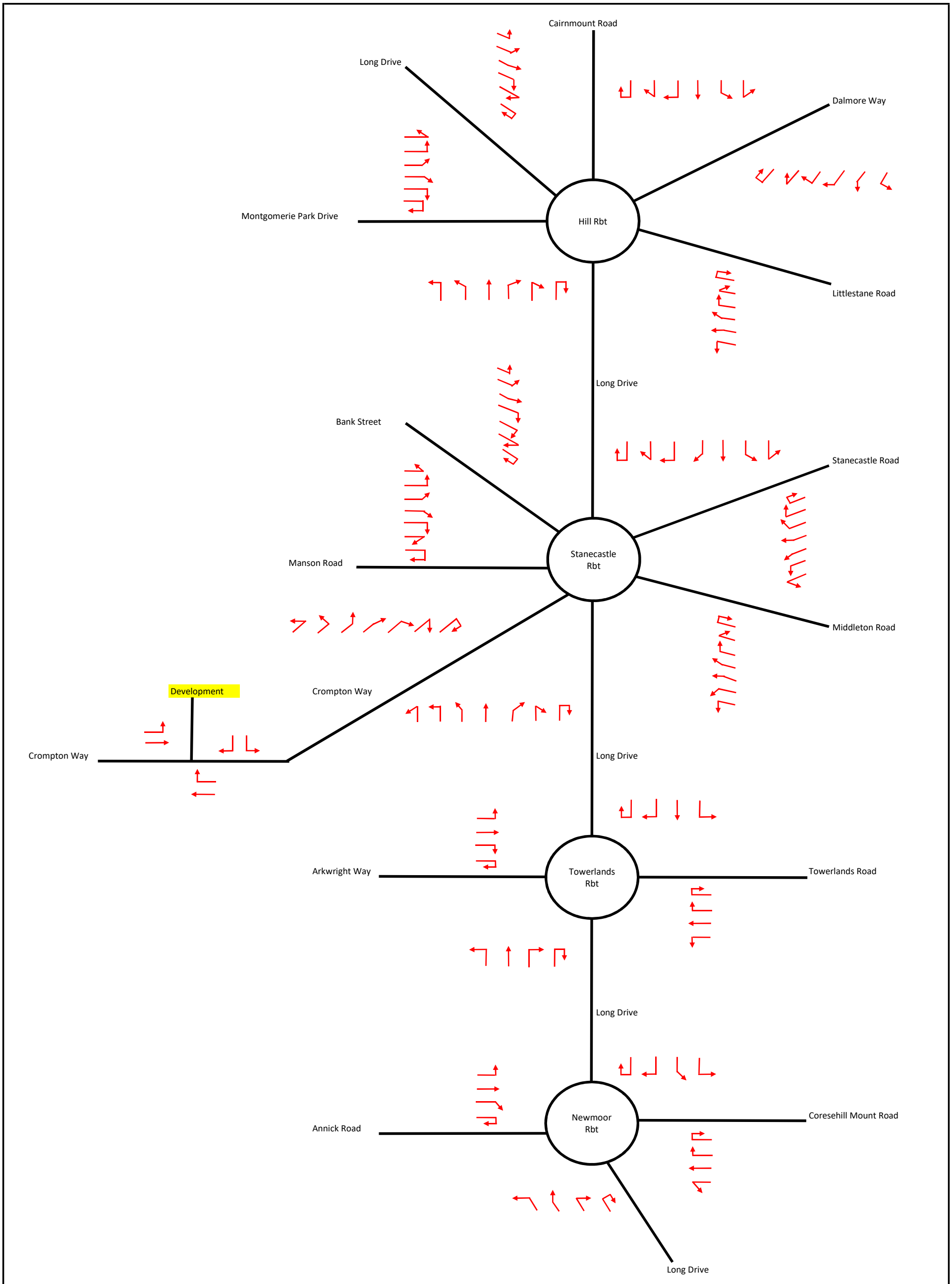
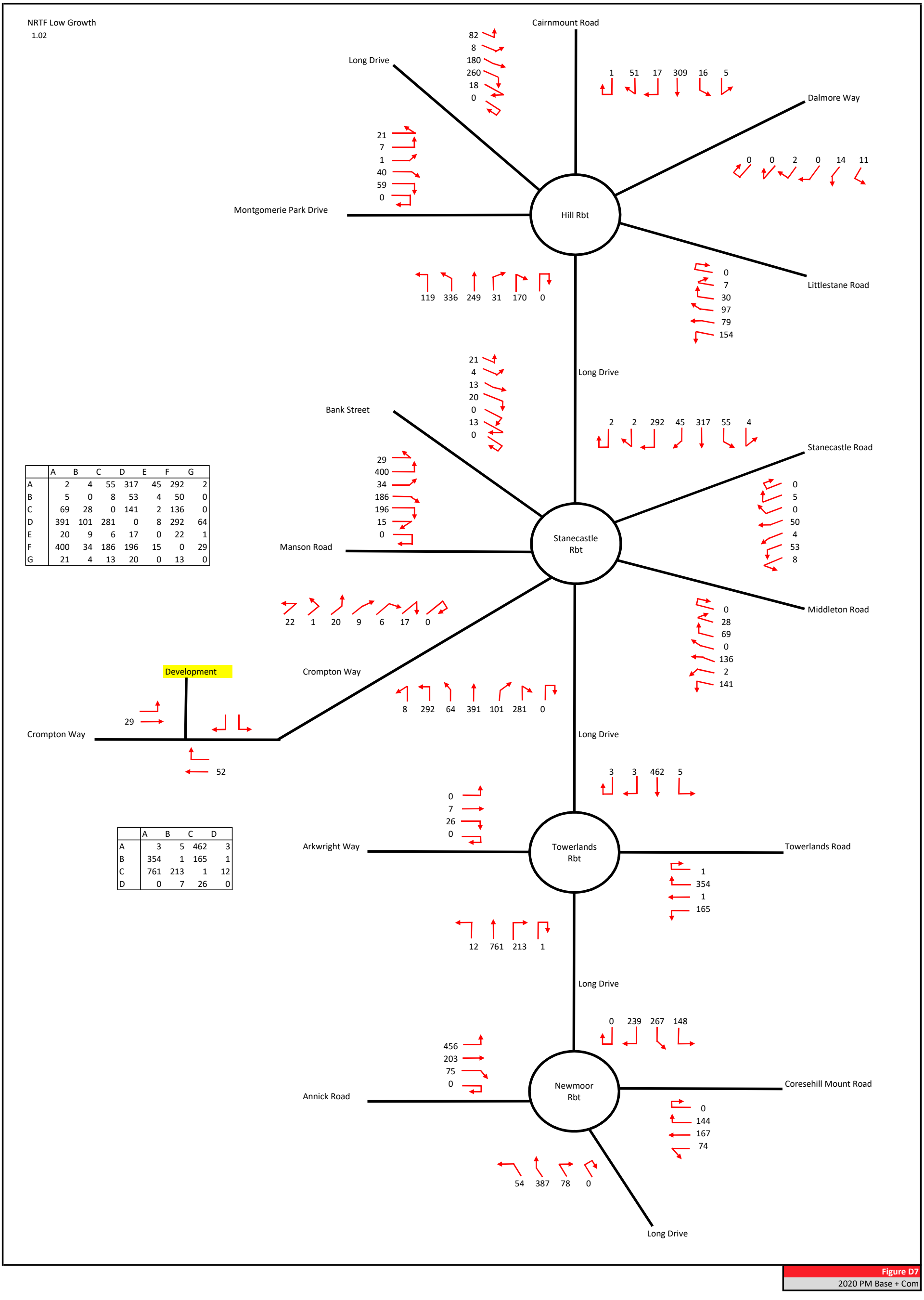


Figure D6

SAT Com Dev

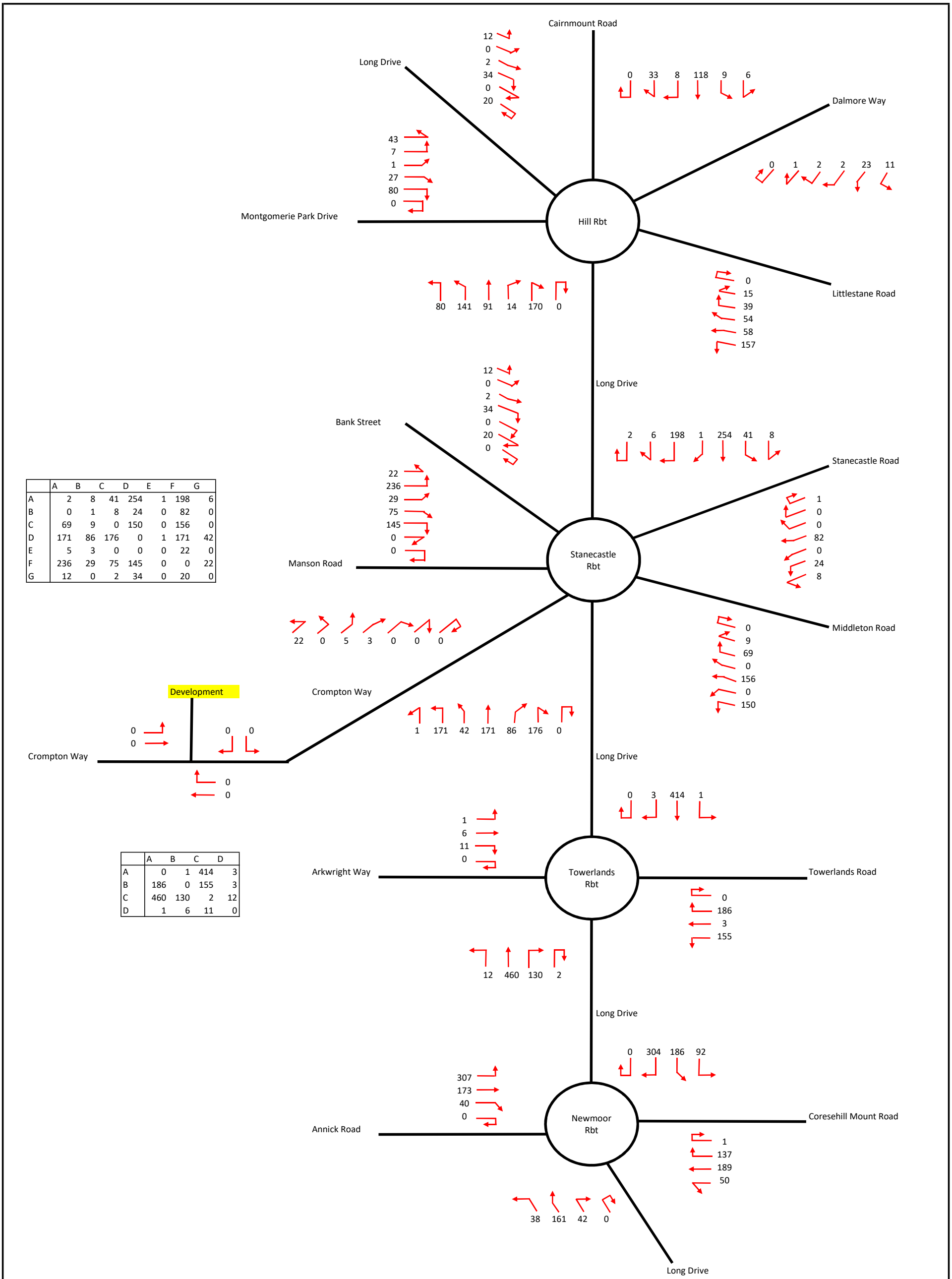
NRTF Low Growth
1.02



	A	B	C	D	E	F	G
A	2	4	55	317	45	292	2
B	5	0	8	53	4	50	0
C	69	28	0	141	2	136	0
D	391	101	281	0	8	292	64
E	20	9	6	17	0	22	1
F	400	34	186	196	15	0	29
G	21	4	13	20	0	13	0

	A	B	C	D
A	3	5	462	3
B	354	1	165	1
C	761	213	1	12
D	0	7	26	0

Figure D7
2020 PM Base + Com



	A	B	C	D	E	F	G
A	2	8	41	254	1	198	6
B	0	1	8	24	0	82	0
C	69	9	0	150	0	156	0
D	171	86	176	0	1	171	42
E	5	3	0	0	0	22	0
F	236	29	75	145	0	0	22
G	12	0	2	34	0	20	0

	A	B	C	D
A	0	1	414	3
B	186	0	155	3
C	460	130	2	12
D	1	6	11	0

Figure D8
2020 SAT Base + Com

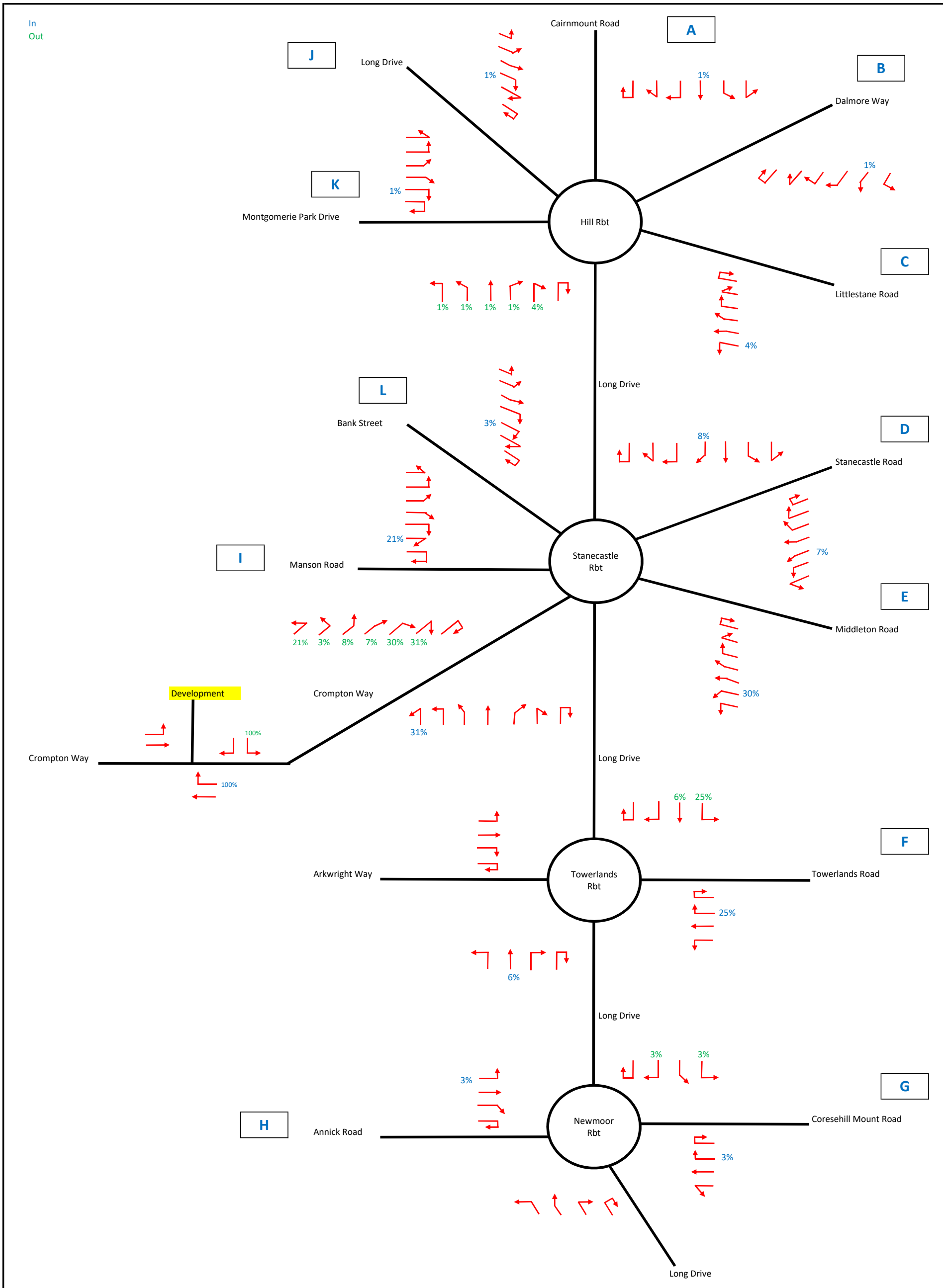


Figure D9
Dev Distribution

In 74 (No pass-by)
Out 81 (No pass-by)

Cairnmount Road
Long Drive
Dalmore Way
Montgomerie Park Drive
Hill Rbt
Littlestane Road
Long Drive
Bank Street
Stanecastle Road
Manson Road
Stanecastle Rbt
Middleton Road
Development
Crompton Way
Crompton Way
Long Drive
Arkwright Way
Towerlands Rbt
Towerlands Road
Long Drive
Annick Road
Newmoor Rbt
Coresehill Mount Road
Long Drive

Figure D10
PM Dev Trips

In 118 (No Pass-by)
Out 132 (No Pass-by)

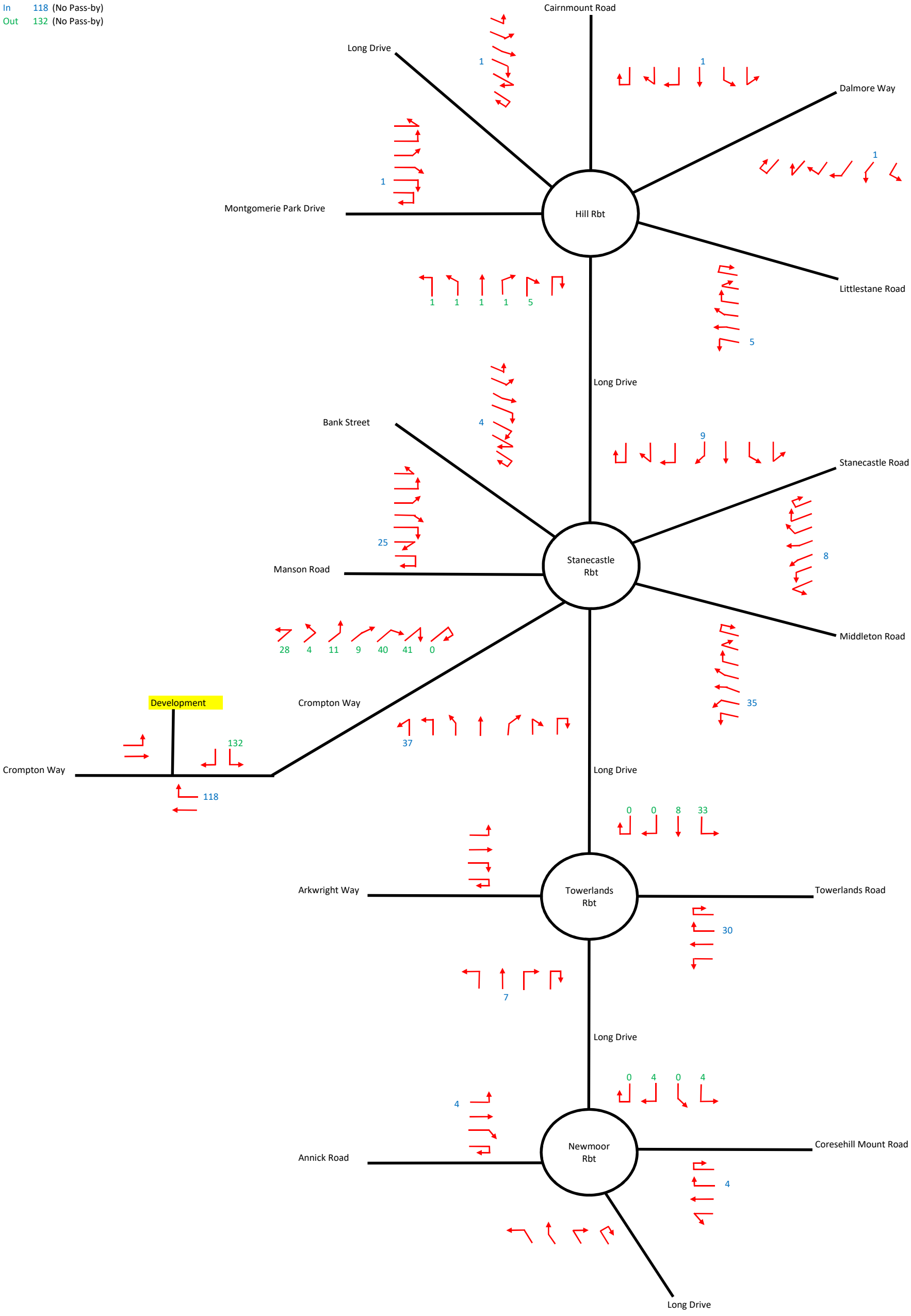
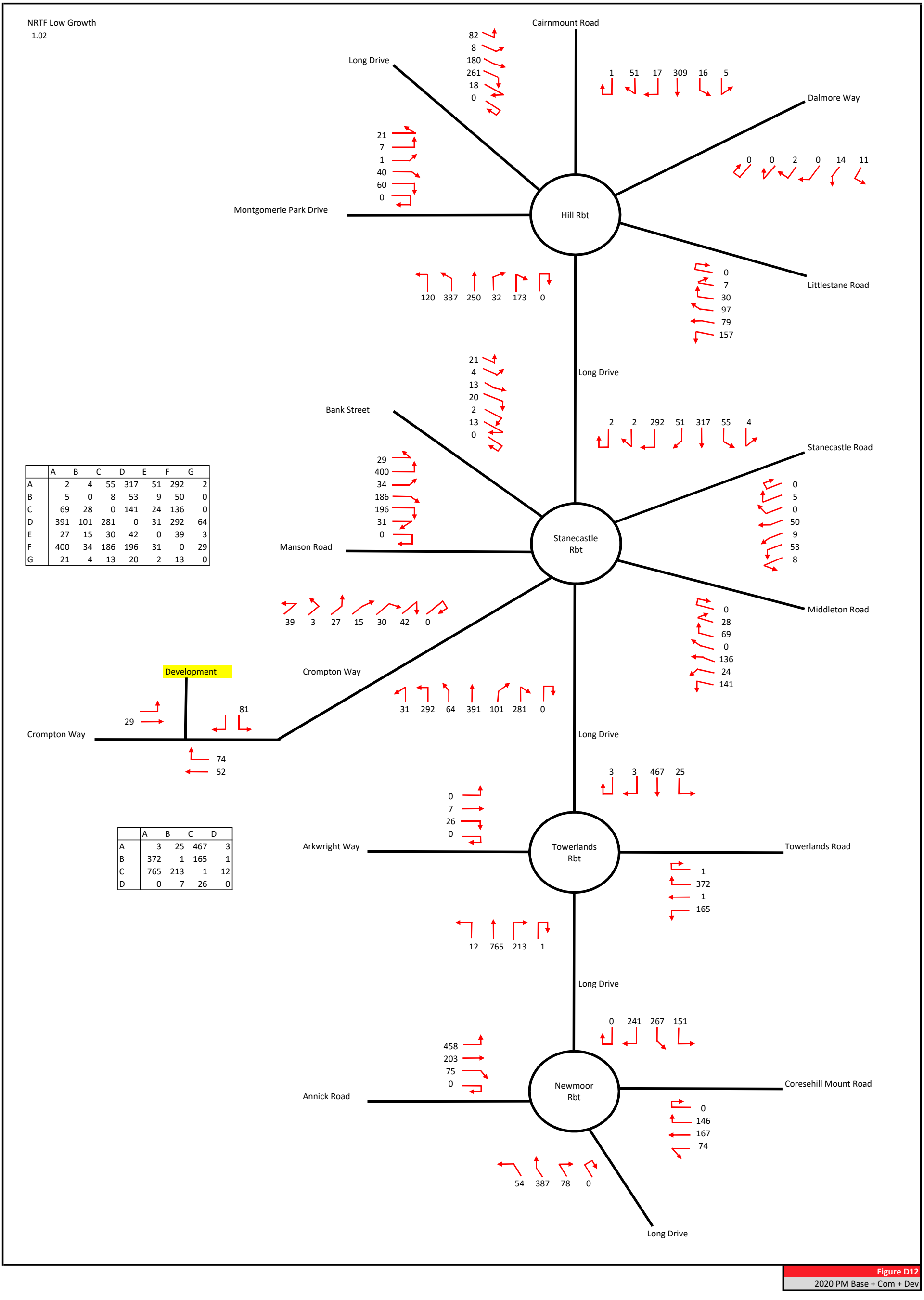


Figure D11
SAT Dev Trips

NRTF Low Growth
1.02

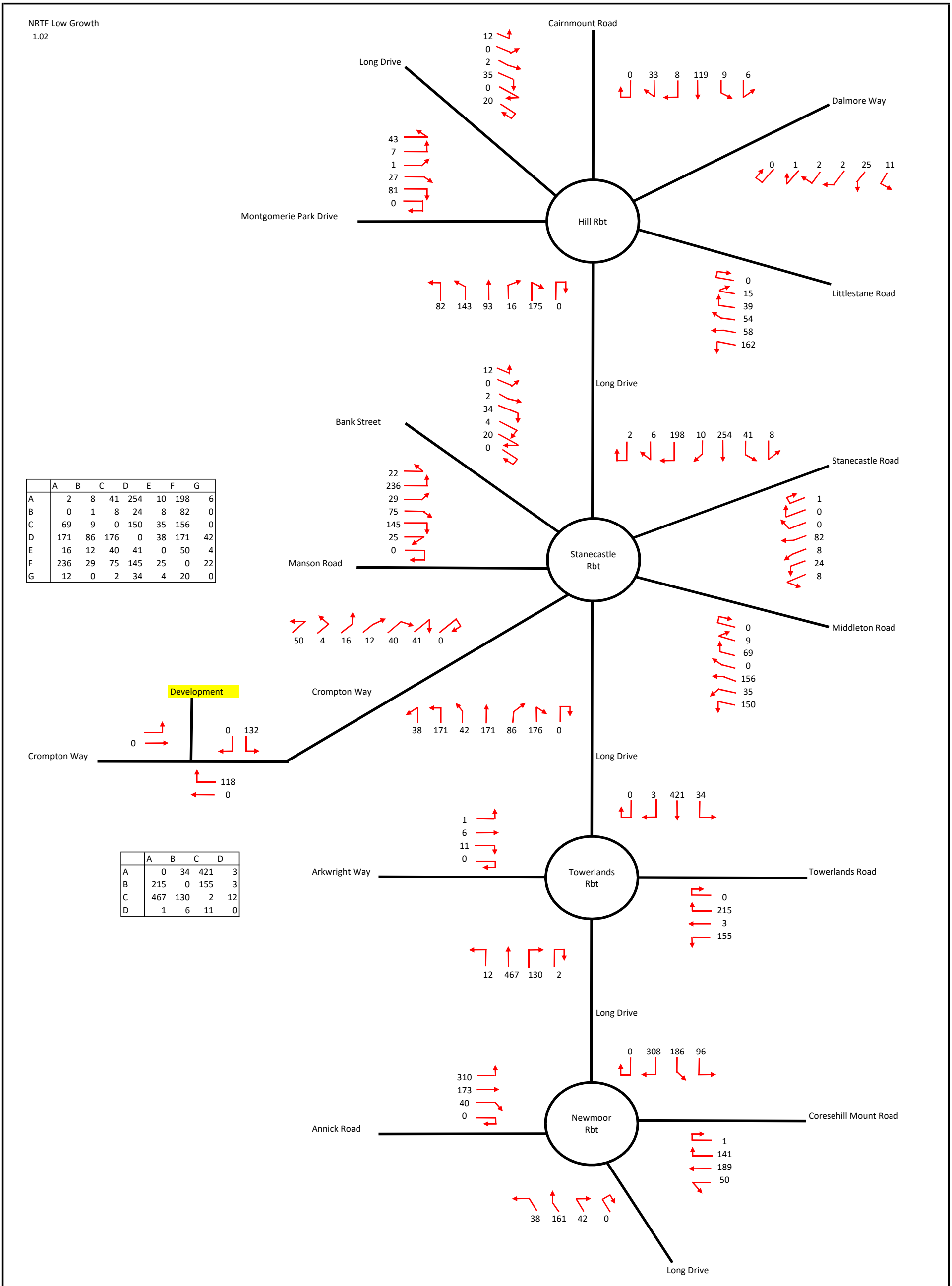


	A	B	C	D	E	F	G
A	2	4	55	317	51	292	2
B	5	0	8	53	9	50	0
C	69	28	0	141	24	136	0
D	391	101	281	0	31	292	64
E	27	15	30	42	0	39	3
F	400	34	186	196	31	0	29
G	21	4	13	20	2	13	0

	A	B	C	D
A	3	25	467	3
B	372	1	165	1
C	765	213	1	12
D	0	7	26	0

Figure D12
2020 PM Base + Com + Dev

NRTF Low Growth
1.02



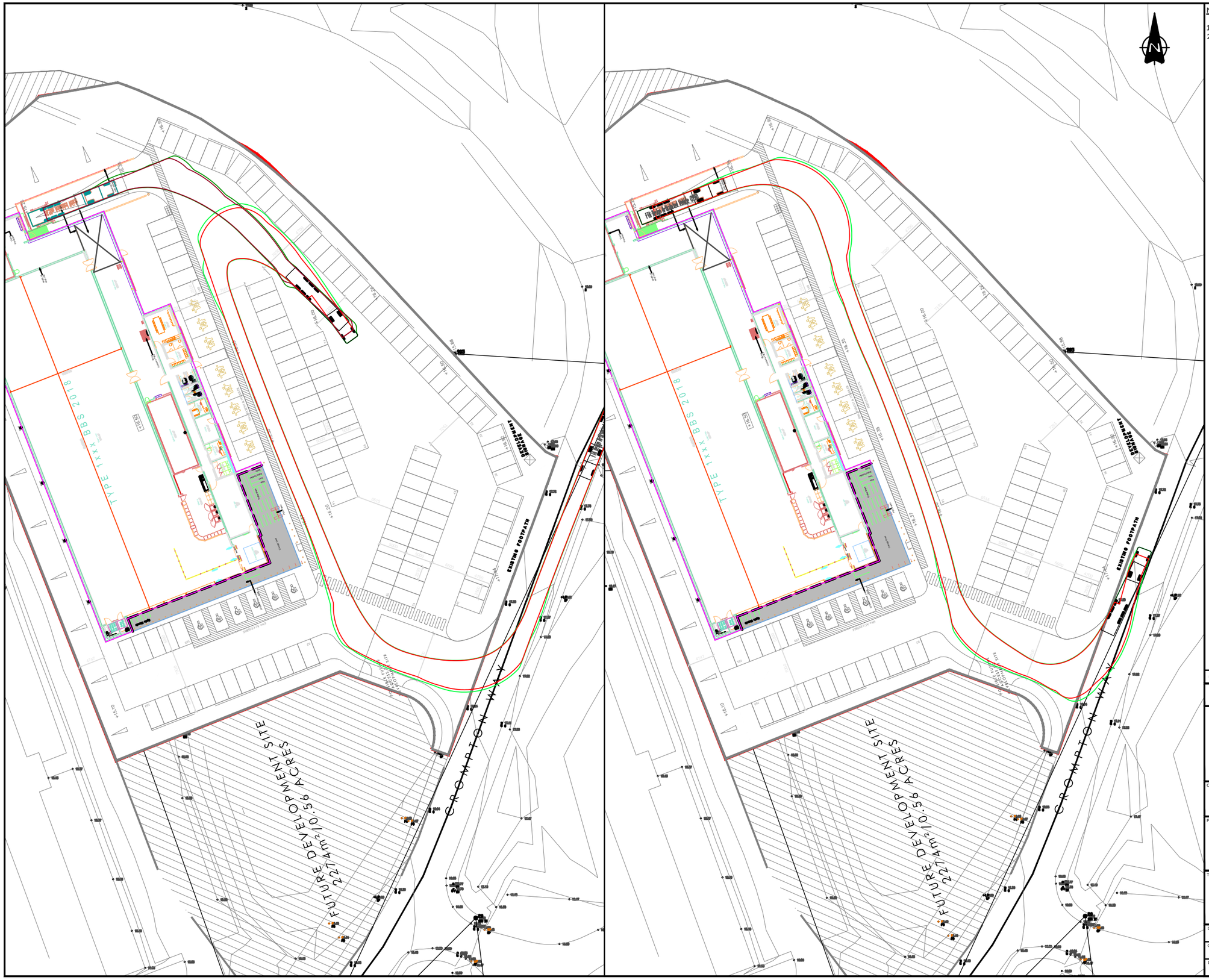
	A	B	C	D	E	F	G
A	2	8	41	254	10	198	6
B	0	1	8	24	8	82	0
C	69	9	0	150	35	156	0
D	171	86	176	0	38	171	42
E	16	12	40	41	0	50	4
F	236	29	75	145	25	0	22
G	12	0	2	34	4	20	0

	A	B	C	D
A	0	34	421	3
B	215	0	155	3
C	467	130	2	12
D	1	6	11	0

Figure D13
2020 SAT Base + Com + Dev

APPENDIX E

Swept Path Analysis



Notes:

1. Do not scale from drawing
2. All dimensions in metres unless otherwise stated

Rev.	Date	Revision details	Drawn	Checked	Approved

SYSTRA
www.systra.co.uk
124 St. Vincent Street,
Glasgow,
G2 5HF
T 0141 468 4205
F 0800 066 4367
E scotland@systra.co.uk

Client: Lidl GmbH

Project: Proposed Lidl Store
Lidl Stancastle, Irvine

Title: Swept Path Assessment
Proposed Infrastructure

Drawn	Checked	Approved
CC	SL	SL
Original drg. size	Date	Scale
A3	Nov'18	1:500
Drawing Status	Drawing Number	Rev.
Information	10742018/IRVI/SPA/001	-

APPENDIX F

ARCADY 6 Output Files

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770758
Crowthorne House Fax: +44 (0) 1344 770356
Nine Mile Ride Email: software@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"u:\SCT\2018\T&T\107420 - Lidl Stanecastle, Irvine\CALCULATIONS\TRAFFIC\ARCADY\
Lidl, Irvine - Stanecastle Roundabout SAT.vai"
(drive-on-the-left) at 10:18:31 on Monday, 9 September 2019

FILE PROPERTIES

RUN TITLE: Lidl, Irvine - Stanecastle Roundabout SAT
LOCATION: Irvine
DATE: 20/12/18
CLIENT: Lidl
ENUMERATOR: bfleming [GLA0911]
JOB NUMBER: 107420
STATUS: Draft 1
DESCRIPTION: Stanecastle Roundabout - 7-arm

INPUT DATA

ARM A - Long Drive N
ARM B - Stanecastle Rd
ARM C - Middleton Rd
ARM D - Long Drive S
ARM E - Crompton Way
ARM F - Manson Rd
ARM G - Bank St

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.94	9.00	18.50	30.10	155.30	34.0	0.490	33.608
ARM B	3.97	8.10	14.40	16.20	159.20	28.0	0.465	30.784
ARM C	3.53	10.56	21.70	22.10	161.50	37.0	0.493	34.565
ARM D	7.26	8.56	1.90	16.00	143.30	21.0	0.542	39.457
ARM E	3.64	7.96	14.60	12.70	149.20	27.0	0.448	29.064
ARM F	3.64	7.91	25.60	13.40	161.50	33.0	0.463	31.322
ARM G	3.61	8.00	9.30	11.50	142.50	37.0	0.409	25.426

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100
E	100
F	100
G	100

TIME PERIOD BEGINS(11.30)AND ENDS(13.00)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2020 SAT Base + Com

T15

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	6.38	9.56	6.38
ARM B	15.00	45.00	75.00	1.44	2.16	1.44
ARM C	15.00	45.00	75.00	4.80	7.20	4.80
ARM D	15.00	45.00	75.00	8.09	12.13	8.09
ARM E	15.00	45.00	75.00	0.38	0.56	0.38
ARM F	15.00	45.00	75.00	6.34	9.51	6.34
ARM G	15.00	45.00	75.00	0.85	1.28	0.85

DEMAND SET TITLE: 2020 SAT Base + Com

T33

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F	ARM G
11.30 - 13.00	ARM A	0.004	0.016	0.080	0.498	0.002	0.388	0.012
		2.0	8.0	41.0	254.0	1.0	198.0	6.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.009	0.070	0.209	0.000	0.713	0.000
		0.0	1.0	8.0	24.0	0.0	82.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.180	0.023	0.000	0.391	0.000	0.406	0.000
		69.0	9.0	0.0	150.0	0.0	156.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.264	0.133	0.272	0.000	0.002	0.264	0.065
		171.0	86.0	176.0	0.0	1.0	171.0	42.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM E	0.167	0.100	0.000	0.000	0.000	0.733	0.000
		5.0	3.0	0.0	0.0	0.0	22.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM F	0.465	0.057	0.148	0.286	0.000	0.000	0.043
		236.0	29.0	75.0	145.0	0.0	0.0	22.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM G	0.176	0.000	0.029	0.500	0.000	0.294	0.000
		12.0	0.0	2.0	34.0	0.0	20.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.30-11.45									
ARM A	6.40	30.04	0.213	- - -	0.0	0.3	4.0	-	0.042
ARM B	1.44	25.22	0.057	- - -	0.0	0.1	0.9	-	0.042
ARM C	4.82	29.82	0.162	- - -	0.0	0.2	2.8	-	0.040
ARM D	8.12	35.76	0.227	- - -	0.0	0.3	4.3	-	0.036
ARM E	0.38	22.38	0.017	- - -	0.0	0.0	0.3	-	0.045
ARM F	6.36	28.01	0.227	- - -	0.0	0.3	4.3	-	0.046
ARM G	0.85	20.26	0.042	- - -	0.0	0.0	0.6	-	0.052

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.45-12.00									
ARM A	7.64	29.35	0.260	- - -	0.3	0.4	5.2	-	0.046
ARM B	1.72	24.14	0.071	- - -	0.1	0.1	1.1	-	0.045
ARM C	5.75	28.90	0.199	- - -	0.2	0.2	3.7	-	0.043
ARM D	9.69	35.04	0.277	- - -	0.3	0.4	5.6	-	0.039
ARM E	0.45	21.09	0.021	- - -	0.0	0.0	0.3	-	0.048
ARM F	7.60	27.37	0.278	- - -	0.3	0.4	5.7	-	0.051
ARM G	1.02	19.26	0.053	- - -	0.0	0.1	0.8	-	0.055

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.00-12.15									
ARM A	9.36	28.40	0.330	- - -	0.4	0.5	7.2	-	0.053
ARM B	2.11	22.65	0.093	- - -	0.1	0.1	1.5	-	0.049
ARM C	7.05	27.63	0.255	- - -	0.2	0.3	5.0	-	0.049
ARM D	11.87	34.05	0.349	- - -	0.4	0.5	7.9	-	0.045
ARM E	0.55	19.30	0.029	- - -	0.0	0.0	0.4	-	0.053
ARM F	9.30	26.48	0.351	- - -	0.4	0.5	7.9	-	0.058
ARM G	1.25	17.88	0.070	- - -	0.1	0.1	1.1	-	0.060

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.15-12.30									
ARM A	9.36	28.39	0.330	- - -	0.5	0.5	7.3	-	0.053
ARM B	2.11	22.64	0.093	- - -	0.1	0.1	1.5	-	0.049
ARM C	7.05	27.62	0.255	- - -	0.3	0.3	5.1	-	0.049
ARM D	11.87	34.04	0.349	- - -	0.5	0.5	8.0	-	0.045
ARM E	0.55	19.29	0.029	- - -	0.0	0.0	0.4	-	0.053
ARM F	9.30	26.48	0.351	- - -	0.5	0.5	8.1	-	0.058
ARM G	1.25	17.87	0.070	- - -	0.1	0.1	1.1	-	0.060

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.30-12.45									
ARM A	7.64	29.34	0.260	- - -	0.5	0.4	5.4	-	0.046
ARM B	1.72	24.13	0.071	- - -	0.1	0.1	1.2	-	0.045
ARM C	5.75	28.89	0.199	- - -	0.3	0.2	3.8	-	0.043
ARM D	9.69	35.03	0.277	- - -	0.5	0.4	5.8	-	0.040
ARM E	0.45	21.07	0.021	- - -	0.0	0.0	0.3	-	0.048
ARM F	7.60	27.36	0.278	- - -	0.5	0.4	5.9	-	0.051
ARM G	1.02	19.25	0.053	- - -	0.1	0.1	0.9	-	0.055

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.45-13.00									
ARM A	6.40	30.03	0.213	- - -	0.4	0.3	4.1	-	0.042
ARM B	1.44	25.20	0.057	- - -	0.1	0.1	0.9	-	0.042
ARM C	4.82	29.80	0.162	- - -	0.2	0.2	2.9	-	0.040
ARM D	8.12	35.74	0.227	- - -	0.4	0.3	4.5	-	0.036
ARM E	0.38	22.36	0.017	- - -	0.0	0.0	0.3	-	0.045
ARM F	6.36	28.00	0.227	- - -	0.4	0.3	4.5	-	0.046
ARM G	0.85	20.24	0.042	- - -	0.1	0.0	0.7	-	0.052

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.4	
12.15	0.5	
12.30	0.5	
12.45	0.4	
13.00	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.1	
12.00	0.1	
12.15	0.1	
12.30	0.1	
12.45	0.1	
13.00	0.1	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.2	
12.00	0.2	
12.15	0.3	
12.30	0.3	
12.45	0.2	
13.00	0.2	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.4	
12.15	0.5	*
12.30	0.5	*
12.45	0.4	
13.00	0.3	

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.0	
12.00	0.0	
12.15	0.0	
12.30	0.0	
12.45	0.0	
13.00	0.0	

QUEUE AT ARM F

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.4	
12.15	0.5	*
12.30	0.5	*
12.45	0.4	
13.00	0.3	

QUEUE AT ARM G

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.0
12.00	0.1
12.15	0.1
12.30	0.1
12.45	0.1
13.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	702.0	468.0	33.2	0.05	33.2	0.05
B	158.3	105.5	7.2	0.05	7.2	0.05
C	528.5	352.4	23.4	0.04	23.4	0.04
D	890.5	593.7	36.2	0.04	36.2	0.04
E	41.3	27.5	2.0	0.05	2.0	0.05
F	697.8	465.2	36.4	0.05	36.4	0.05
G	93.6	62.4	5.2	0.06	5.2	0.06
ALL	3112.1	2074.7	143.6	0.05	143.6	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

Printed at 10:18:37 on 09/09/2019]

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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For sales and distribution information,
program advice and maintenance, contact:

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Run with file:-
"u:\SCT\2018\T&T\107420 - Lidl Stanecastle, Irvine\CALCULATIONS\TRAFFIC\ARCADY\
Lidl, Irvine - Stanecastle Roundabout SAT.vai"
(drive-on-the-left) at 10:17:57 on Monday, 9 September 2019

FILE PROPERTIES

RUN TITLE: Lidl, Irvine - Stanecastle Roundabout SAT
LOCATION: Irvine
DATE: 20/12/18
CLIENT: Lidl
ENUMERATOR: bfleming [GLA0911]
JOB NUMBER: 107420
STATUS: Draft 1
DESCRIPTION: Stanecastle Roundabout - 7-arm

INPUT DATA

ARM A - Long Drive N
ARM B - Stanecastle Rd
ARM C - Middleton Rd
ARM D - Long Drive S
ARM E - Crompton Way
ARM F - Manson Rd
ARM G - Bank St

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I ARM A	I	3.94	I	9.00	I	18.50	I	30.10	I	155.30	I	34.0	I	0.490	I	33.608	I
I ARM B	I	3.97	I	8.10	I	14.40	I	16.20	I	159.20	I	28.0	I	0.465	I	30.784	I
I ARM C	I	3.53	I	10.56	I	21.70	I	22.10	I	161.50	I	37.0	I	0.493	I	34.565	I
I ARM D	I	7.26	I	8.56	I	1.90	I	16.00	I	143.30	I	21.0	I	0.542	I	39.457	I
I ARM E	I	3.64	I	7.96	I	14.60	I	12.70	I	149.20	I	27.0	I	0.448	I	29.064	I
I ARM F	I	3.64	I	7.91	I	25.60	I	13.40	I	161.50	I	33.0	I	0.463	I	31.322	I
I ARM G	I	3.61	I	8.00	I	9.30	I	11.50	I	142.50	I	37.0	I	0.409	I	25.426	I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100
E	100
F	100
G	100

TIME PERIOD BEGINS(11.30)AND ENDS(13.00)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2020 SAT Base + Com + Dev

T15

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	6.49	9.73	6.49
ARM B	15.00	45.00	75.00	1.54	2.31	1.54
ARM C	15.00	45.00	75.00	5.24	7.86	5.24
ARM D	15.00	45.00	75.00	8.55	12.83	8.55
ARM E	15.00	45.00	75.00	2.04	3.06	2.04
ARM F	15.00	45.00	75.00	6.65	9.98	6.65
ARM G	15.00	45.00	75.00	0.90	1.35	0.90

DEMAND SET TITLE: 2020 SAT Base + Com + Dev

T33

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F	ARM G
11.30 - 13.00	ARM A	0.004	0.015	0.079	0.489	0.019	0.382	0.012
		2.0	8.0	41.0	254.0	10.0	198.0	6.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.008	0.065	0.195	0.065	0.667	0.000
		0.0	1.0	8.0	24.0	8.0	82.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.165	0.021	0.000	0.358	0.084	0.372	0.000
		69.0	9.0	0.0	150.0	35.0	156.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.250	0.126	0.257	0.000	0.056	0.250	0.061
		171.0	86.0	176.0	0.0	38.0	171.0	42.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM E	0.098	0.074	0.245	0.252	0.000	0.307	0.025
		16.0	12.0	40.0	41.0	0.0	50.0	4.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM F	0.444	0.055	0.141	0.273	0.047	0.000	0.041
		236.0	29.0	75.0	145.0	25.0	0.0	22.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM G	0.167	0.000	0.028	0.472	0.056	0.278	0.000
		12.0	0.0	2.0	34.0	4.0	20.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.30-11.45									
ARM A	6.51	29.32	0.222	- - -	0.0	0.3	4.2	-	0.044
ARM B	1.54	24.54	0.063	- - -	0.0	0.1	1.0	-	0.043
ARM C	5.26	29.29	0.179	- - -	0.0	0.2	3.2	-	0.042
ARM D	8.58	35.22	0.244	- - -	0.0	0.3	4.7	-	0.037
ARM E	2.05	22.40	0.091	- - -	0.0	0.1	1.5	-	0.049
ARM F	6.68	27.41	0.244	- - -	0.0	0.3	4.7	-	0.048
ARM G	0.90	19.63	0.046	- - -	0.0	0.0	0.7	-	0.053

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.45-12.00									
ARM A	7.78	28.48	0.273	- - -	0.3	0.4	5.5	-	0.048
ARM B	1.84	23.31	0.079	- - -	0.1	0.1	1.3	-	0.047
ARM C	6.28	28.26	0.222	- - -	0.2	0.3	4.2	-	0.045
ARM D	10.25	34.38	0.298	- - -	0.3	0.4	6.3	-	0.041
ARM E	2.44	21.09	0.116	- - -	0.1	0.1	1.9	-	0.054
ARM F	7.97	26.64	0.299	- - -	0.3	0.4	6.3	-	0.054
ARM G	1.08	18.49	0.058	- - -	0.0	0.1	0.9	-	0.057

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.00-12.15									
ARM A	9.52	27.33	0.348	- - -	0.4	0.5	7.8	-	0.056
ARM B	2.26	21.64	0.104	- - -	0.1	0.1	1.7	-	0.052
ARM C	7.69	26.84	0.286	- - -	0.3	0.4	5.9	-	0.052
ARM D	12.55	33.25	0.378	- - -	0.4	0.6	8.9	-	0.048
ARM E	2.99	19.30	0.155	- - -	0.1	0.2	2.7	-	0.061
ARM F	9.76	25.59	0.381	- - -	0.4	0.6	9.0	-	0.063
ARM G	1.32	16.94	0.078	- - -	0.1	0.1	1.2	-	0.064

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.15-12.30									
ARM A	9.52	27.32	0.349	- - -	0.5	0.5	8.0	-	0.056
ARM B	2.26	21.63	0.104	- - -	0.1	0.1	1.7	-	0.052
ARM C	7.69	26.83	0.287	- - -	0.4	0.4	6.0	-	0.052
ARM D	12.55	33.24	0.378	- - -	0.6	0.6	9.1	-	0.048
ARM E	2.99	19.29	0.155	- - -	0.2	0.2	2.7	-	0.061
ARM F	9.76	25.58	0.382	- - -	0.6	0.6	9.2	-	0.063
ARM G	1.32	16.93	0.078	- - -	0.1	0.1	1.3	-	0.064

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.30-12.45									
ARM A	7.78	28.47	0.273	- - -	0.5	0.4	5.8	-	0.048
ARM B	1.84	23.30	0.079	- - -	0.1	0.1	1.3	-	0.047
ARM C	6.28	28.24	0.222	- - -	0.4	0.3	4.4	-	0.046
ARM D	10.25	34.37	0.298	- - -	0.6	0.4	6.5	-	0.041
ARM E	2.44	21.07	0.116	- - -	0.2	0.1	2.0	-	0.054
ARM F	7.97	26.63	0.299	- - -	0.6	0.4	6.6	-	0.054
ARM G	1.08	18.48	0.058	- - -	0.1	0.1	0.9	-	0.057

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.45-13.00									
ARM A	6.51	29.31	0.222	- - -	0.4	0.3	4.4	-	0.044
ARM B	1.54	24.52	0.063	- - -	0.1	0.1	1.0	-	0.044
ARM C	5.26	29.27	0.180	- - -	0.3	0.2	3.3	-	0.042
ARM D	8.58	35.20	0.244	- - -	0.4	0.3	4.9	-	0.038
ARM E	2.05	22.37	0.091	- - -	0.1	0.1	1.5	-	0.049
ARM F	6.68	27.40	0.244	- - -	0.4	0.3	4.9	-	0.048
ARM G	0.90	19.61	0.046	- - -	0.1	0.0	0.7	-	0.053

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.4	
12.15	0.5	*
12.30	0.5	*
12.45	0.4	
13.00	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.1
12.00	0.1
12.15	0.1
12.30	0.1
12.45	0.1
13.00	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.2
12.00	0.3
12.15	0.4
12.30	0.4
12.45	0.3
13.00	0.2

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.4	
12.15	0.6	*
12.30	0.6	*
12.45	0.4	
13.00	0.3	

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.1	
12.00	0.1	
12.15	0.2	
12.30	0.2	
12.45	0.1	
13.00	0.1	

QUEUE AT ARM F

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.4	
12.15	0.6	*
12.30	0.6	*
12.45	0.4	
13.00	0.3	

QUEUE AT ARM G

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.0
12.00	0.1
12.15	0.1
12.30	0.1
12.45	0.1
13.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	714.4	476.2	35.7	0.05	35.7	0.05
B	169.3	112.9	8.1	0.05	8.1	0.05
C	576.7	384.5	27.0	0.05	27.0	0.05
D	941.5	627.7	40.4	0.04	40.4	0.04
E	224.4	149.6	12.4	0.06	12.4	0.06
F	732.3	488.2	40.7	0.06	40.7	0.06
G	99.1	66.1	5.8	0.06	5.8	0.06
ALL	3457.6	2305.1	170.0	0.05	170.0	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

Printed at 10:18:07 on 09/09/2019]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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Run with file:-
"u:\SCT\2018\T&T\107420 - Lidl Stanecastle, Irvine\CALCULATIONS\TRAFFIC\ARCADY\
Lidl, Irvine - Stanecastle Roundabout WD PM.vai"
(drive-on-the-left) at 09:52:24 on Monday, 9 September 2019

FILE PROPERTIES

RUN TITLE: Lidl, Irvine - Stanecastle Roundabout WD PM
LOCATION: Irvine
DATE: 20/12/18
CLIENT: Lidl
ENUMERATOR: bfleming [GLA0911]
JOB NUMBER: 107420
STATUS: Draft 1
DESCRIPTION: Stanecastle Roundabout - 7-arm

INPUT DATA

ARM A - Long Drive N
ARM B - Stanecastle Rd
ARM C - Middleton Rd
ARM D - Long Drive S
ARM E - Crompton Way
ARM F - Manson Rd
ARM G - Bank St

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.94	9.00	18.50	30.10	155.30	34.0	0.490	33.608
ARM B	3.97	8.10	14.40	16.20	159.20	28.0	0.465	30.784
ARM C	3.53	10.56	21.70	22.10	161.50	37.0	0.493	34.565
ARM D	7.26	8.56	1.90	16.00	143.30	21.0	0.542	39.457
ARM E	3.64	7.96	14.60	12.70	149.20	27.0	0.448	29.064
ARM F	3.64	7.91	25.60	13.40	161.50	33.0	0.463	31.322
ARM G	3.61	8.00	9.30	11.50	142.50	37.0	0.409	25.426

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100
E	100
F	100
G	100

TIME PERIOD BEGINS(16.15)AND ENDS(17.45)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2020 Base + Com

T15

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	8.96	13.44	8.96
ARM B	15.00	45.00	75.00	1.50	2.25	1.50
ARM C	15.00	45.00	75.00	4.70	7.05	4.70
ARM D	15.00	45.00	75.00	14.21	21.32	14.21
ARM E	15.00	45.00	75.00	0.94	1.41	0.94
ARM F	15.00	45.00	75.00	10.75	16.13	10.75
ARM G	15.00	45.00	75.00	0.89	1.33	0.89

DEMAND SET TITLE: 2020 Base + Com

T33

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F	ARM G
16.15 - 17.45	ARM A	0.003	0.006	0.077	0.442	0.063	0.407	0.003
		2.0	4.0	55.0	317.0	45.0	292.0	2.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.042	0.000	0.067	0.442	0.033	0.417	0.000
		5.0	0.0	8.0	53.0	4.0	50.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.184	0.074	0.000	0.375	0.005	0.362	0.000
		69.0	28.0	0.0	141.0	2.0	136.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.344	0.089	0.247	0.000	0.007	0.257	0.056
		391.0	101.0	281.0	0.0	8.0	292.0	64.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM E	0.267	0.120	0.080	0.227	0.000	0.293	0.013
		20.0	9.0	6.0	17.0	0.0	22.0	1.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM F	0.465	0.040	0.216	0.228	0.017	0.000	0.034
		400.0	34.0	186.0	196.0	15.0	0.0	29.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM G	0.296	0.056	0.183	0.282	0.000	0.183	0.000
		21.0	4.0	13.0	20.0	0.0	13.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
ARM A	9.00	27.95	0.322	- - -	0.0	0.5	6.9	-	0.053
ARM B	1.51	22.30	0.068	- - -	0.0	0.1	1.1	-	0.048
ARM C	4.72	28.21	0.167	- - -	0.0	0.2	3.0	-	0.043
ARM D	14.27	34.96	0.408	- - -	0.0	0.7	10.1	-	0.048
ARM E	0.94	19.39	0.049	- - -	0.0	0.1	0.7	-	0.054
ARM F	10.79	25.55	0.422	- - -	0.0	0.7	10.6	-	0.067
ARM G	0.89	16.43	0.054	- - -	0.0	0.1	0.8	-	0.064

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
ARM A	10.74	26.84	0.400	- - -	0.5	0.7	9.8	-	0.062
ARM B	1.80	20.62	0.087	- - -	0.1	0.1	1.4	-	0.053
ARM C	5.63	26.95	0.209	- - -	0.2	0.3	3.9	-	0.047
ARM D	17.04	34.08	0.500	- - -	0.7	1.0	14.6	-	0.059
ARM E	1.12	17.49	0.064	- - -	0.1	0.1	1.0	-	0.061
ARM F	12.89	24.42	0.528	- - -	0.7	1.1	16.1	-	0.086
ARM G	1.06	14.66	0.073	- - -	0.1	0.1	1.1	-	0.074

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	13.16	25.34	0.519	- - -	0.7	1.1	15.6	-	0.082
ARM B	2.20	18.36	0.120	- - -	0.1	0.1	2.0	-	0.062
ARM C	6.90	25.25	0.273	- - -	0.3	0.4	5.5	-	0.054
ARM D	20.86	32.87	0.635	- - -	1.0	1.7	24.7	-	0.083
ARM E	1.38	14.90	0.092	- - -	0.1	0.1	1.5	-	0.074
ARM F	15.78	22.87	0.690	- - -	1.1	2.2	30.6	-	0.138
ARM G	1.30	12.27	0.106	- - -	0.1	0.1	1.7	-	0.091

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	13.16	25.31	0.520	- - -	1.1	1.1	16.1	-	0.082
ARM B	2.20	18.32	0.120	- - -	0.1	0.1	2.0	-	0.062
ARM C	6.90	25.23	0.273	- - -	0.4	0.4	5.6	-	0.055
ARM D	20.86	32.86	0.635	- - -	1.7	1.7	25.8	-	0.083
ARM E	1.38	14.87	0.093	- - -	0.1	0.1	1.5	-	0.074
ARM F	15.78	22.86	0.690	- - -	2.2	2.2	32.8	-	0.141
ARM G	1.30	12.22	0.107	- - -	0.1	0.1	1.8	-	0.092

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	10.74	26.80	0.401	- - -	1.1	0.7	10.3	-	0.063
ARM B	1.80	20.58	0.087	- - -	0.1	0.1	1.5	-	0.053
ARM C	5.63	26.92	0.209	- - -	0.4	0.3	4.0	-	0.047
ARM D	17.04	34.06	0.500	- - -	1.7	1.0	15.5	-	0.059
ARM E	1.12	17.45	0.064	- - -	0.1	0.1	1.1	-	0.061
ARM F	12.89	24.39	0.528	- - -	2.2	1.1	17.7	-	0.088
ARM G	1.06	14.60	0.073	- - -	0.1	0.1	1.2	-	0.074

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	9.00	27.92	0.322	- - -	0.7	0.5	7.3	-	0.053
ARM B	1.51	22.25	0.068	- - -	0.1	0.1	1.1	-	0.048
ARM C	4.72	28.17	0.167	- - -	0.3	0.2	3.1	-	0.043
ARM D	14.27	34.94	0.408	- - -	1.0	0.7	10.6	-	0.048
ARM E	0.94	19.35	0.049	- - -	0.1	0.1	0.8	-	0.054
ARM F	10.79	25.52	0.423	- - -	1.1	0.7	11.3	-	0.068
ARM G	0.89	16.38	0.054	- - -	0.1	0.1	0.9	-	0.065

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.5	
16.45	0.7	*
17.00	1.1	*
17.15	1.1	*
17.30	0.7	*
17.45	0.5	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.4
17.15	0.4
17.30	0.3
17.45	0.2

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.7	*
16.45	1.0	*
17.00	1.7	**
17.15	1.7	**
17.30	1.0	*
17.45	0.7	*

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.1	
16.45	0.1	
17.00	0.1	
17.15	0.1	
17.30	0.1	
17.45	0.1	

QUEUE AT ARM F

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.7	*
16.45	1.1	*
17.00	2.2	**
17.15	2.2	**
17.30	1.1	*
17.45	0.7	*

QUEUE AT ARM G

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	986.9	657.9	66.0	0.07	66.0	0.07
B	165.2	110.1	9.1	0.06	9.1	0.06
C	517.5	345.0	25.1	0.05	25.1	0.05
D	1565.0	1043.3	101.3	0.06	101.3	0.06
E	103.2	68.8	6.6	0.06	6.6	0.06
F	1183.7	789.2	118.9	0.10	119.0	0.10
G	97.7	65.2	7.6	0.08	7.6	0.08
ALL	4619.3	3079.5	334.6	0.07	334.6	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

Printed at 09:53:04 on 09/09/2019]

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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RG40 3GA,UK

Run with file:-
"u:\SCT\2018\T&T\107420 - Lidl Stanecastle, Irvine\CALCULATIONS\TRAFFIC\ARCADY\
Lidl, Irvine - Stanecastle Roundabout WD PM.vai"
(drive-on-the-left) at 09:53:45 on Monday, 9 September 2019

FILE PROPERTIES

RUN TITLE: Lidl, Irvine - Stanecastle Roundabout WD PM
LOCATION: Irvine
DATE: 20/12/18
CLIENT: Lidl
ENUMERATOR: bfleming [GLA0911]
JOB NUMBER: 107420
STATUS: Draft 1
DESCRIPTION: Stanecastle Roundabout - 7-arm

INPUT DATA

ARM A - Long Drive N
ARM B - Stanecastle Rd
ARM C - Middleton Rd
ARM D - Long Drive S
ARM E - Crompton Way
ARM F - Manson Rd
ARM G - Bank St

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
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ARM E	3.64	7.96	14.60	12.70	149.20	27.0	0.448	29.064
ARM F	3.64	7.91	25.60	13.40	161.50	33.0	0.463	31.322
ARM G	3.61	8.00	9.30	11.50	142.50	37.0	0.409	25.426

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100
E	100
F	100
G	100

TIME PERIOD BEGINS(16.15)AND ENDS(17.45)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2020 PM Base + Com + Dev

T15

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	9.04	13.56	9.04
ARM B	15.00	45.00	75.00	1.56	2.34	1.56
ARM C	15.00	45.00	75.00	4.97	7.46	4.97
ARM D	15.00	45.00	75.00	14.50	21.75	14.50
ARM E	15.00	45.00	75.00	1.95	2.93	1.95
ARM F	15.00	45.00	75.00	10.95	16.42	10.95
ARM G	15.00	45.00	75.00	0.91	1.37	0.91

DEMAND SET TITLE: 2020 PM Base + Com + Dev

T33

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F	ARM G
16.15 - 17.45	ARM A	0.003	0.006	0.076	0.438	0.071	0.404	0.003
		2.0	4.0	55.0	317.0	51.0	292.0	2.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.040	0.000	0.064	0.424	0.072	0.400	0.000
		5.0	0.0	8.0	53.0	9.0	50.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.173	0.070	0.000	0.354	0.060	0.342	0.000
		69.0	28.0	0.0	141.0	24.0	136.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.337	0.087	0.242	0.000	0.027	0.252	0.055
		391.0	101.0	281.0	0.0	31.0	292.0	64.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM E	0.173	0.096	0.192	0.269	0.000	0.250	0.019
		27.0	15.0	30.0	42.0	0.0	39.0	3.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM F	0.457	0.039	0.212	0.224	0.035	0.000	0.033
		400.0	34.0	186.0	196.0	31.0	0.0	29.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM G	0.288	0.055	0.178	0.274	0.027	0.178	0.000
		21.0	4.0	13.0	20.0	2.0	13.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
ARM A	9.07	27.51	0.330	- - -	0.0	0.5	7.2	-	0.054
ARM B	1.57	21.87	0.072	- - -	0.0	0.1	1.1	-	0.049
ARM C	4.99	27.87	0.179	- - -	0.0	0.2	3.2	-	0.044
ARM D	14.56	34.62	0.420	- - -	0.0	0.7	10.6	-	0.050
ARM E	1.96	19.39	0.101	- - -	0.0	0.1	1.6	-	0.057
ARM F	10.99	25.18	0.437	- - -	0.0	0.8	11.2	-	0.070
ARM G	0.92	16.03	0.057	- - -	0.0	0.1	0.9	-	0.066

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
ARM A	10.83	26.31	0.412	- - -	0.5	0.7	10.2	-	0.065
ARM B	1.87	20.12	0.093	- - -	0.1	0.1	1.5	-	0.055
ARM C	5.96	26.56	0.225	- - -	0.2	0.3	4.3	-	0.049
ARM D	17.38	33.66	0.516	- - -	0.7	1.1	15.5	-	0.061
ARM E	2.34	17.49	0.134	- - -	0.1	0.2	2.3	-	0.066
ARM F	13.13	23.97	0.547	- - -	0.8	1.2	17.3	-	0.092
ARM G	1.09	14.19	0.077	- - -	0.1	0.1	1.2	-	0.076

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	13.27	24.69	0.537	- - -	0.7	1.1	16.7	-	0.087
ARM B	2.29	17.74	0.129	- - -	0.1	0.1	2.2	-	0.065
ARM C	7.30	24.77	0.295	- - -	0.3	0.4	6.1	-	0.057
ARM D	21.29	32.37	0.658	- - -	1.1	1.9	27.2	-	0.089
ARM E	2.86	14.91	0.192	- - -	0.2	0.2	3.5	-	0.083
ARM F	16.07	22.33	0.720	- - -	1.2	2.5	34.7	-	0.156
ARM G	1.34	11.69	0.115	- - -	0.1	0.1	1.9	-	0.097

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	13.27	24.65	0.538	- - -	1.1	1.2	17.3	-	0.088
ARM B	2.29	17.70	0.130	- - -	0.1	0.1	2.2	-	0.065
ARM C	7.30	24.74	0.295	- - -	0.4	0.4	6.3	-	0.057
ARM D	21.29	32.35	0.658	- - -	1.9	1.9	28.5	-	0.090
ARM E	2.86	14.87	0.192	- - -	0.2	0.2	3.6	-	0.083
ARM F	16.07	22.31	0.720	- - -	2.5	2.5	37.6	-	0.160
ARM G	1.34	11.64	0.115	- - -	0.1	0.1	1.9	-	0.097

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	10.83	26.26	0.412	- - -	1.2	0.7	10.9	-	0.065
ARM B	1.87	20.06	0.093	- - -	0.1	0.1	1.6	-	0.055
ARM C	5.96	26.52	0.225	- - -	0.4	0.3	4.4	-	0.049
ARM D	17.38	33.64	0.517	- - -	1.9	1.1	16.6	-	0.062
ARM E	2.34	17.45	0.134	- - -	0.2	0.2	2.4	-	0.066
ARM F	13.13	23.94	0.548	- - -	2.5	1.2	19.2	-	0.094
ARM G	1.09	14.12	0.077	- - -	0.1	0.1	1.3	-	0.077

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	9.07	27.47	0.330	- - -	0.7	0.5	7.6	-	0.054
ARM B	1.57	21.82	0.072	- - -	0.1	0.1	1.2	-	0.049
ARM C	4.99	27.84	0.179	- - -	0.3	0.2	3.3	-	0.044
ARM D	14.56	34.59	0.421	- - -	1.1	0.7	11.2	-	0.050
ARM E	1.96	19.35	0.101	- - -	0.2	0.1	1.7	-	0.058
ARM F	10.99	25.15	0.437	- - -	1.2	0.8	12.1	-	0.071
ARM G	0.92	15.98	0.057	- - -	0.1	0.1	0.9	-	0.066

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.5	
16.45	0.7	*
17.00	1.1	*
17.15	1.2	*
17.30	0.7	*
17.45	0.5	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.4
17.15	0.4
17.30	0.3
17.45	0.2

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.7	*
16.45	1.1	*
17.00	1.9	**
17.15	1.9	**
17.30	1.1	*
17.45	0.7	*

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.1	
16.45	0.2	
17.00	0.2	
17.15	0.2	
17.30	0.2	
17.45	0.1	

QUEUE AT ARM F

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.8	*
16.45	1.2	*
17.00	2.5	**
17.15	2.5	***
17.30	1.2	*
17.45	0.8	*

QUEUE AT ARM G

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	995.2	663.4	69.8	0.07	69.8	0.07
B	172.1	114.7	9.8	0.06	9.8	0.06
C	547.8	365.2	27.6	0.05	27.6	0.05
D	1596.7	1064.4	109.6	0.07	109.6	0.07
E	214.7	143.1	15.0	0.07	15.0	0.07
F	1205.7	803.8	132.1	0.11	132.1	0.11
G	100.5	67.0	8.2	0.08	8.2	0.08
ALL	4832.6	3221.8	372.1	0.08	372.2	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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APPENDIX G

NAC Briefing Note & SYSTRA Response

BRIEFING NOTE

ECONOMIC GROWTH
Regeneration

Project:	Planning application 19/00050	Made By:	Scott Jaap/David Hilditch
Purpose:	Response to planning application received 19/02/19	Date:	08/03/19

No.	Item
	Introduction Active Travel and Transport have reviewed the Transportation Assessment (TA) and require further information as detailed below. Following this information a further assessment of the proposals may result in additional clarification required.
1	Paragraph 3.2.7 states that TAG suggests that a journey times of up to 20 to 30 mins are considered appropriate for walking. Is this figure relevant for a shopping facility where carrying of goods is required?
2	Paragraph 3.3.1 indicates that there are no designated on-road cycling provision and that NCR 73 is the nearest national cycle route. Furthermore paragraph 3.3.3 states that core paths are able to be used by cyclists. However no assessment of the suitability of the routes has been carried out and no indication provided as to how cyclists will gain access to NCR 73 or the town centre.
3	Paragraph 3.3.4 states that TAG suggests that a journey times of up to 30 to 40 mins are considered appropriate for cycling. Is this figure relevant for a shopping facility where carrying of goods is required?
4	Paragraph 3.6 provides an accessible summary as follows. Comments are provided in red • The site is served by an extensive network of footways and footpaths which link to the neighbouring residential areas and public transport services; We would consider the links to be circuitous with few direct links • There are NAC Core Paths routeing to the north of the site, suitable for pedestrians and cyclists; No direct access has been suggested and no assessment carried out • The location of the site benefits from a large cycling catchment which includes all of Irvine within an approximate 20 minute cycle; As above • There are two predominantly off-road cycle routes running to the east and south of the site respectively, accessible from the site within a short cycling distance; and As above • There are bus stops well within a 400m walking distance of the site which provide connections to many residential areas within Irvine.
5	Paragraph 4.2.3 states that the site is in town centre. We would suggest that this is not the case which may affect trip assessments. The email of 06/12/19 – responding to the scoping study - asked that the assessment explores the trips and that the trips by vehicles may be higher given the remote location.
6	We would suggest that the trip mode split in Table 3 is not typical for the semi remote site proposed.
7	In order to assess the information contained within Paragraph 4.5.3 we would appreciate a table showing the population catchment for each leg of Stanecastle Roundabout. This will inform the concerns over trip distribution highlighted below.

No.	Item
8	Paragraph 5.3.2 states the cycle parking provision for the National Roads Development Guide. Within NAC we use the recommended 10% of peak staff and visitor capacity to obtain cycle parking provision. An analysis of the peak capacity should be provided.
9	With regards Section 5.6 we indicated on the 21/01/19 that the NAC Roads Development Guide are minimum standards. Paragraph 5.6.4 state that the levels are within the maximum standards in the National Roads Development Guide (NRDG). The NRDG is a guidance document that does not include NAC variations therefore the relevant standards within North Ayrshire are the NAC Roads Development Guide. On the 21/01/19 we indicated that we have previously relaxed the parking standards for this type of store however it is generally because they are in town centre locations. The proposed store is remote from the town centre and hence may encourage more car use. However we may in this circumstance consider a reduced parking level of 7 spaces per 100sq.m. of GFA (160 spaces) if improvements are made to the network that supports alternative means of transport. No improvements have been proposed.
10	Table 5 provides a summary of the Arcady analysis. In general a RFC of 0.85 means the junction is at practical capacity however as a value exceeds 0.7 and approaches 0.85 concern over the operation of the roundabout grows. The table indicates that an RFC of 0.663 and 0.727 is expected (an increase from the existing) which would suggest that the roundabout is approaching practical capacity and as such improvement may be required. Furthermore given the previous concern over mode split and the difference in trips rates detailed below we would like a further assessment on the operation of the roundabout.
11	The trip rates obtained from TRICS by NAC are comparable with the TA for weekend trips however there is a difference of over 2 trips per 100sq.m. for weekday trips when using edge of town comparable stores. This may impact on the analysis of the adjacent roundabouts.
12	The figures within the appendices do not contain the correct values for 2020 PM Base + Committed + Development.
13	We would question the distribution value of only 8% trips will use Long Drive North considering the catchment area of the Lawthorn area and Montgomerie Park.
14	Vehicles using Crompton Way will be increasing as a result of this development. The Long Drive South entry onto Stanecastle Roundabout is relatively close to the Crompton Way entry onto the roundabout. Vehicle speeds on the roundabout and from Long Drive South may reduce the decision time for vehicles leaving Crompton Way onto the roundabout. Therefore an assessment of the free flow speed around Stanecastle Roundabout, in the vicinity of Crompton Way, and the free flow speed from the Long Drive South entry onto the roundabout should be assessed. The results of this survey will provide an indication of the decision time available to exiting vehicles from Crompton Way. Works to reduce the speed and improve decision time may be required.

NAC Briefing Note – SYSTRA Response

Proposed Lidl Store, Stanecastle, Irvine

Planning Application Ref: 19/00050

Key:
NAC comments – black (and red) text next to numbered items as per original Briefing Note.
SYSTRA response – navy text (against red bullet point) under each numbered item.

1. Paragraph 3.2.7 states that TAG suggests that a journey times of up to 20 to 30 mins are considered appropriate for walking. Is this figure relevant for a shopping facility where carrying of goods is required?

   - TAG does not suggest differentiated walking times based on encumbrances; however, this figure is relevant for customers that make the journey by foot to purchase few or smaller items and is relevant for Lidl staff travelling to and from work. Notwithstanding this, paragraph 3.2.7 continues by indicating walking isochrones for approximately 5, 10 and 20 minute journey times, and concludes that a there is a considerable residential catchment within a 20 minute walk.

2. Paragraph 3.3.1 indicates that there are no designated on-road cycling provision and that NCR 73 is the nearest national cycle route. Furthermore paragraph 3.3.3 states that core paths are able to be used by cyclists. However no assessment of the suitability of the routes has been carried out and no indication provided as to how cyclists will gain access to NCR 73 or the town centre.

   - We agree that this could have been made clearer in the TA – please see our clarification on these points below.

   - The site visit determined that the existing routes in the area are favourable as they are predominantly off-road and that they are of a suitable standard to support the level of cycling expected to be generated by the proposed development. There is signage within the industrial estate indicating that the existing footpath link between Arkwright Way and NCR 73 is also a shared cycleway. Therefore, cyclists can cycle on-road along Crompton Way which is a flat, direct route to Arkwright Way, and currently lightly trafficked. From here, they can route onto the off-road path to join NRC 73 at the point of the footbridge over Annick Water. NRC 73 routes towards the town centre on the southern side of Annick Water, followed by the River Irvine and cyclists can cross the river onto the town centre side at the footbridge adjacent to Castle Street. Along Castle Street and onwards to the town centre, cyclists would continue on-road.

3. Paragraph 3.3.4 states that TAG suggests that a journey times of up to 30 to 40 mins are considered appropriate for cycling. Is this figure relevant for a shopping facility where carrying of goods is required?

   - This figure is relevant for those purchasing few or smaller items and those prepared to make the journey with goods and the carrying of goods on a bicycle is achievable with a rucksack or saddle

bags. This is also relevant for Lidl staff journeying to and from work. Furthermore, this paragraph in the report continues by indicating journey times of approximately 10, 20 and 30 minute cycles and demonstrates a considerable catchment of residents within a 10 – 20 minute cycle.

4. Paragraph 3.6 provides an accessible summary as follows. Comments are provided in red

- The site is served by an extensive network of footways and footpaths which link to the neighbouring residential areas and public transport services; We would consider the links to be circuitous with few direct links

- Whilst the footpath links may be 'circuitous' to the Girdle Toll residential area to the north-east of Stanecastle Roundabout, it is considered the pedestrian links to the residents Bank Street etc. are direct as they route straight from the northern edge of the site, under Manson Road to join footways on Bank Street. We would also consider the pedestrian routes from the Bourntreehill residential area to be direct as the footbridge over the B7080 can be utilised to reach the footpath which routes north-wards and links directly to the site. Please see Figure 1 below (from the TA) which we believe demonstrates this point – the direct routes referred to are circled in yellow.

Figure 1. Walking Routes

- Despite having to route around Stanecastle Roundabout, the walking isochrones are based on journey times via the existing footways and footpaths and not direct distance, and demonstrate that there is still a considerable catchment of residents within reasonable walking distance of the proposed development. Furthermore, it is considered that many of the routes highlighted in the

report are attractive to pedestrians given that the are segregated from the road network and surrounded by greenery and have lighting.

- There are NAC Core Paths routeing to the north of the site, suitable for pedestrians and cyclists No direct access has been suggested and no assessment carried out

- As stated in paragraph 5.2.4, "The proposed development will include two pedestrian accesses that will connect to the existing footway along Crompton Way and to the existing footpath which runs alongside and connects to Manson Road at the northern end of the site (and the bus stops on Manson Road). This will ensure that the development achieves a good level of pedestrian accessibility and is integrated well into the existing pedestrian network." The site visit determined that the core path routes were suitable for the purposes of trips to and from the proposed development. It is reasonable to assume that these core paths have undergone an assessment to be considered as core paths. As per Land Reform Act "it is the local authorities responsibility to review the core paths plan to ensure that the identified paths continue to give the public reasonable access throughout their area."

- The location of the site benefits from a large cycling catchment which includes all of Irvine within an approximate 20 minute cycle; As above

- Response as covered under points 2 and 3.

- There are two predominantly off-road cycle routes running to the east and south of the site respectively, accessible from the site within a short cycling distance; and As above

- Response as covered under points 2 and 3.

- There are bus stops well within a 400m walking distance of the site which provide connections to many residential areas within Irvine

- No further comment provided in the Briefing Note under this point.

5. Paragraph 4.2.3 states that the site is in town centre. We would suggest that this is not the case which may affect trip assessments. The email of 06/12/19 – responding to the scoping study - asked that the assessment explores the trips and that the trips by vehicles may be higher given the remote location.

   - Paragraph 4.2.3 reads "Further locational refinement has been applied to discount sites that are in town centre and edge of town centre locations to ensure a representative trip rate and modal split (particularly in relation to vehicle trips) is applied in this assessment." In response to the scoping study and NAC Roads comments in relation to the trip rates, we further refined the selections within TRICS to ensure compatibility with the proposed development's location. In addition, to ensure a robust estimation for the vehicle trip assessment we applied no reduction in vehicle trips to account for pass-by trade, as stated in section 4.4.

   - Furthermore, in adding the committed development traffic to the baseline flows we applied no reduction in vehicle trips to account for several units within the adjacent Persimmon

development that have been completed and were occupied at the time of the traffic surveys. This was to further demonstrate our robust approach taken in the traffic impact assessment.

6. We would suggest that the trip mode split in Table 3 is not typical for the semi remote site proposed.

   - As discussed under point 5, locational refinement was applied in the TRICS assessment to exclude surveys of sites which are situated in more central locations than the proposed development.

   - It is considered that the predicted travel characteristics of the proposed development (particularly 23% and 14% walking mode share in the PM and Saturday peaks respectively) are reflective of the fact that there will soon be in the region of 144 dwellings adjacent to the site which will form customer base within a short walking distance of the development.

   - The approved TA for the adjacent Persimmon development (which is currently under construction) adopted a PM peak car driver mode share of 60% (and a car passenger mode share of 19%). The TA for the proposed development adopted a car driver mode share in the PM peak of 51% (and car passenger mode share of 24%). It is widely understood that commuting trips will be across longer distances, possibly outwith Irvine, whilst the proposed development is a local retail offering. Therefore, it is expected that the Persimmon TA has as slightly higher car driver mode share than the proposed development, albeit, the two car driver mode shares are comparable. Furthermore, the overall car-based mode shares are closely comparable with a 79% car-based modal split adopted by the approved Persimmon TA, versus 75% adopted by the TA for the proposed development. It is considered that the modal split adopted within the TA is appropriate for this location and a consistent approach to the adjacent consented development.

7. In order to assess the information contained within Paragraph 4.5.3 we would appreciate a table showing the population catchment for each leg of Stanecastle Roundabout. This will inform the concerns over trip distribution highlighted below.

   - Please find attached in Appendix A the document containing the tables which indicate the population catchment data obtained from the 2011 Census and how this was applied to calculate the distribution and assignment of development trips.

8. Paragraph 5.3.2 states the cycle parking provision for the National Roads Development Guide. Within NAC we use the recommended 10% of peak staff and visitor capacity to obtain cycle parking provision. An analysis of the peak capacity should be provided.

   - It is unclear whether NAC's recommendation of 10% is applied to the two-way total people trips or the greater value out of the arrivals and departures.

   - The peak total people trips are predicted to occur at the weekend peak hour period whereby in the region of 595 two-way people trips are expected (281 arrivals and 314 departures). If applied to the two-way total people trips this would equate to a provision of 60 cycle parking spaces (or 31 spaces if applied to the greater value of the arrivals / departures). SYSTRA considers provision of 60 or 31 spaces to be surplus to requirement. The expected modal split for the weekend peak hour predicts a total of 10 two-way cycle trips to the proposed development (broken down into

5 arrivals and 5 departures). It is therefore considered proportionate and appropriate to provide 12 cycle parking spaces, as suggested within the report in accordance with NRDG standards.

- SYSTRA suggests that usage of the cycle parking is monitored once the development is operational and that additional cycle spaces can be provided if this is deemed necessary at a later date.

9. With regards Section 5.6 we indicated on the 21/01/19 that the NAC Roads Development Guide are minimum standards. Paragraph 5.6.4 state that the levels are within the maximum standards in the National Roads Development Guide (NRDG). The NRDG is a guidance document that does not include NAC variations therefore the relevant standards within North Ayrshire are the NAC Roads Development Guide. On the 21/01/19 we indicated that we have previously relaxed the parking standards for this type of store however it is generally because they are in town centre locations. The proposed store is remote from the town centre and hence may encourage more car use. However we may in this circumstance consider a reduced parking level of 7 spaces per 100sq.m. of GFA (160 spaces) if improvements are made to the network that supports alternative means of transport. No improvements have been proposed.

    - SYSTRA acknowledges that the proposed level of parking is below NAC's Roads Development Guide and that the proposed development is not in a town centre location. However, the proposed development in this location is intended to attract many trips from the local area. It should be recognised that the proposed development is located within convenient walking distance of a large residential catchment, including the new Persimmon residential development which is under construction immediately adjacent to the site, as indicated by the walking isochrones in Figure 2 below.

Figure 2. Walking Isochrones

- SYSTRA suggests that Lidl provides a bus shelter at the westbound stop on Manson Road on the as an improvement to the existing public transport infrastructure. Currently, the eastbound bus stop has a shelter, seating and timetable information whilst the eastbound stop is only a flag and pole stop. Therefore, this would be a considerable improvement to the existing public transport infrastructure surrounding the development site.

10. Table 5 provides a summary of the Arcady analysis. In general a RFC of 0.85 means the junction is at practical capacity however as a value exceeds 0.7 and approaches 0.85 concern over the operation of the roundabout grows. The table indicates that an RFC of 0.663 and 0.727 is expected (an increase from the existing) which would suggest that the roundabout is approaching practical capacity and as such improvement may be required. Furthermore given the previous concern over mode split and the difference in trips rates detailed below we would like a further assessment on the operation of the roundabout.

    - The DMRB states that: "If an entry RFC ratio of 70% occurs queuing will theoretically be avoided in 39 out of 40 cases. The general use of designs with a RFC ratio of about 85% is likely to result in a level of provision which will be economically justified."

    - The methodology adopted in the assessment of Stanecastle Roundabout was agreed with NAC in scoping discussions and it was not mentioned that the capacity analysis should be considering mitigation for an RFC of 0.7 on an arm of the junction, opposed to the industry standard of 0.85. The 0.727 RFC predicted represents a robust capacity analysis of the Manson Road Arm. The approach is considered to be robust as explained above; we have made no allowance for pass-by vehicle trips and no adjustment to committed development flows to account for a number of the adjacent Persimmon dwellings being occupied when the base traffic surveys were undertaken.

    - Notwithstanding this, to address NAC's concerns SYSTRA has undertaken further assessment in the form of a sensitivity test of Stanecastle Roundabout. In the test we have changed the distribution of traffic assigned to Long Drive North Arm from 8% to 38%, assuming that all 30% of the traffic originally distributed to the Middleton Road arm would instead use Long Drive North. However, we also have kept 30% of traffic assigned to Middleton Road arm, equating to 130% distribution of traffic across the junction. In the test we have also doubled the amount of traffic routing between Manson Road (arm F) and Crompton Way (arm E) at the roundabout. The original results from the TA against the results from the sensitivity test are indicated by Table 1 below.

Table 1. Sensitivity Test

ARM	2020 WD PM BASE + COM	2020 WD PM BASE + COM + DEV	
		Original Assessment	Sensitivity Test
	RFC (Q)	RFC (Q)	RFC (Q)
A – Long Drive N	0.520 (1)	0.542 (1)	0.596 (1)
B – Stanecastle Rd	0.120 (0)	0.132 (0)	0.136 (0)
C – Middleton Rd	0.273 (0)	0.300 (0)	0.307 (0)
D – Long Drive S	0.635 (2)	0.663 (2)	0.676 (2)
E – Crompton Way	0.093 (0)	0.213 (0)	0.302 (0)
F – Manson Rd	0.690 (2)	0.727 (3)	0.763 (3)
G – Bank St	0.107 (0)	0.118 (0)	0.123 (0)

- The results of the sensitivity test demonstrate that by adding 30% of development trips to the Long Drive North arm whilst retaining 30% of trips on Middleton Road arm, there is a negligible impact on the operation of the junction. Furthermore, the sensitivity test demonstrates that even with double the number of trips (base, committed development and proposed development trips) to and from Manson Road arm, the RFC remains comfortably below 0.85 and no additional vehicles queuing compared to the original scenario assessed. It is therefore considered that an RFC of 0.727 leaves sufficient residual capacity for the junction to continue to operate within its practical capacity with day-to-day fluctuations.

- It is also noted that North Ayrshire's LDP discusses improving the operation of Stanecastle Roundabout into the future with the addition of traffic signals. Nevertheless, the ARCADY analysis demonstrates that this is not required to support the development proposals.

11. The trip rates obtained from TRICS by NAC are comparable with the TA for weekend trips however there is a difference of over 2 trips per 100sq.m. for weekday trips when using edge of town comparable stores. This may impact on the analysis of the adjacent roundabouts.

    - SYSTRA are unaware of the other parameters selected by NAC to obtain these results as the TRICS output files have not been provided alongside these Briefing Note comments. Selecting 'edge of town' sites only (whilst being consistent with the regions chosen for the trip rates used within the TA, i.e. discounting sites in Greater London, Ireland and Northern Ireland), SYSTRA obtains a two-way total people trip rate equating to 330 for the weekday PM peak period (17:00 – 18:00) and a vehicle trip rate equating to 193 two-way vehicles during this period. In people trips terms, this is 40 two-way trips fewer than that adopted within the TA. In vehicle trip terms, this is 6 additional two-way trips than that adopted. This is considered to be a negligible difference in vehicle trips and as demonstrated through the sensitivity testing (Table 1) an additional 6 vehicle trips in the PM peak hour would not have a detrimental impact at the junction.

12. The figures within the appendices do not contain the correct values for 2020 PM Base + Committed + Development.

    - This was discussed in a telephone conversation between NAC and SYSTRA on 06/03/19. SYSTRA clarified that the missing values had no impact on the junction analysis undertaken and NAC were provided with the relevant updated appendices via email on 06/03/19.

13. We would question the distribution value of only 8% trips will use Long Drive North considering the catchment area of the Lawthorn area and Montgomerie Park.

    - This was also discussed in a telephone conversation between NAC and SYSTRA on 06/03/19. SYSTRA explained the methodology used in creating the gravity model and NAC had no further questions. Whilst we are comfortable with our original approach, further sensitivity testing at the junction has been undertaken in response to the points raised by this Briefing Note (Table 1) and the results indicate that increasing the proportion of vehicle trips that route to the development via Long Drive North does not have a detrimental effect of the capacity of this arm of the junction, or the operation of the junction as a whole.

14. Vehicles using Crompton Way will be increasing as a result of this development. The Long Drive South entry onto Stanecastle Roundabout is relatively close to the Crompton Way entry onto the roundabout. Vehicle speeds on the roundabout and from Long Drive South may reduce the decision time for vehicles leaving Crompton Way onto the roundabout. Therefore an assessment of the free flow speed around Stanecastle Roundabout, in the vicinity of Crompton Way, and the free flow speed from the Long Drive South entry onto the roundabout should be assessed. The results of this survey will provide an indication of the decision time available to exiting vehicles from Crompton Way. Works to reduce the speed and improve decision time may be required.

    - The methodology adopted for the junction assessments was agreed with NAC through scoping discussions, including the Scoping Letter submitted 05/12/18, in which ARCADY was the agreed tool for any modelling which would be required. Roundabouts as junctions are designed to maintain the flow of traffic and the existing roundabout (Stanecastle) should be designed to the appropriate speeds. The ARCADY software is designed to assess roundabouts based on empirical data. Attached in Appendix B is a document produced by TRL in relation to roundabout capacity and the empirical methodology.

    - We therefore do not intend or believe it necessary to undertake further surveys at Stanecastle Roundabout.

Conclusion

- The TA was prepared in line with the parameters and methodology outlined within the Scoping Report and through further scoping discussions. Where NAC had expressed concerns around the level of vehicle trip generation and level of pass-by, the TA adopted a robust approach by applying no reduction for pass-by trips or trips associated with the adjacent residential development that are already on the road network. This was done to ensure that a robust capacity analysis of the junctions was undertaken. The TA also provided detailed review of the residential catchments and the walking routes and journey times, including several figures to illustrate this, in justification of our opinion that there will be numerous trips made to and from the development by foot.

- It should also be recognised that, although in its current environment the site is located within a predominantly industrial area, the forthcoming Persimmon residential development along Crompton Way and adjacent to the site will transform the environment into a residential surrounding. Therefore, the proposed development will be intended to serve the local residential area, in which many potential customers will be in a position to reach the proposed Lidl store by sustainable modes.

Appendix A

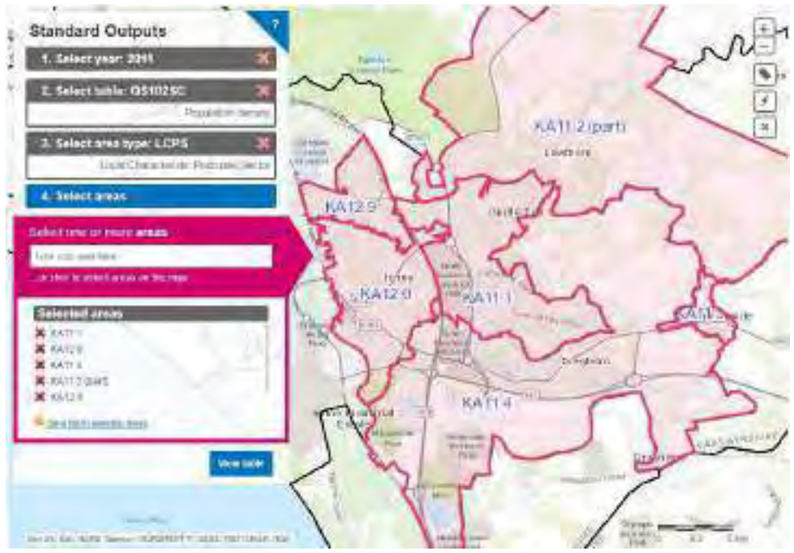
Population Catchment & Distribution Calculations

National Records of Scotland

C11
Scotland's Census 2011 - National Records of ScotlandTable QS102SC - Population densityAll people
Detailed/Local Characteristics by Summation Options by Term-time Address (Indicator)
Counting: Person, Hectarage of Output Area

Filters:
Term-time Address Resident

Summation Options	Person	Hectarage of Output Area	Density (number of persons per hectare)
Detailed/Local Characteristics			
KA11 1	10933	323	33.88
KA11 2 (part)	3868	1150	3.36
KA11 3	1259	38	33.32
KA11 4	4438	1102	4.03
KA12 0	7846	234	33.57
KA12 9	6347	99	64.05



Postcode	Population	Distance to Site (Miles)	D^2	Pop/D^2	Adjusted	%
KA11 1	10933	1	1	10933	5467	62%
KA11 2 (part) North	3868	2	4	967	967	11%
KA11 3	1259	2.8	7.84	161	161	2%
KA11 4	4438	2.2	4.84	917	458	5%
KA12 0	7846	1.2	1.44	5449	1816	20%
KA12 9	6347	2.8	7.84	810	405	5%
Total				19236	8869	100%

	A	B	C	D	E	F	G	H	I	J	K	L	Total
	Cairnmount Rd	Dalmore Way	Littlestane Rd	Stanecastle Rd	Middleton Rd	Towerlands Rd	Corsehill Mt	Annick Rd	Manson Rd	Long Dr N	Montgomerie Park	Bank St	
				10%	45%	40%						5%	100%
	10%	5%	40%	10%	30%						5%		100%
						100%							100%
							70%	30%					100%
								10%	90%				100%
									70%	30%			100%
	1.090%	**0.545%**	**4.361%**	**7.254%**	**31.008%**	**26.466%**	**3.619%**	**3.599%**	**21.626%**	**1.369%**	**0.545%**	**3.082%**	**105%**
Adjusted	1%	1%	4%	7%	30%	25%	3%	3%	21%	1%	1%	3%	100%

Appendix B

TRL Note on ARCADY

ROUNDABOUT CAPACITY:
THE UK EMPIRICAL METHODOLOGY

1 Introduction

Roundabouts have been used as an effective means of traffic control for many years. This article is intended to outline the substantial research programme undertaken by the UK Government over a period of some 10-12 years which resulted in the establishment of robust, dependable relationships both for the capacity and the likely accident record of roundabouts. These relationships were subsequently used to produce the ARCADY software package, which is still in use today.

The whole purpose of the research programme was to produce information that could be used to design roundabouts that meet operational requirements. There was no intention to produce theoretically pleasing equations that explained the processes involved, but instead purely to give practical links between geometry, capacity/delay and accidents.

2 Basic characteristics of roundabouts

Roundabouts have a number of advantages over traffic signals. Although they take more land, they are self-regulating in that the demands control the distribution of capacity between the arms, so without any form of imposed control, efficient regulation of traffic is achieved. Roundabouts can deal with a range of demands that would definitely require retiming of signals.

UK experience has also shown that for similar traffic loads, roundabouts return an injury accident rate far less than that of traffic signals.

As far as delays are concerned, roundabouts give lower delays during off-peak conditions, due to their inherently flexible operation, even though delays may be higher during peak hours. Over a 24 hour period, total delays are reduced, thanks to the greater number of hours of off-peak operation.

There are of course good roundabouts and bad roundabouts; no amount of clever software can ever get away from the need to have good traffic engineers responsible for the achievement of successful and safe operation.

3 UK empirical model for roundabout capacity

In the 1970s the UK Government began a major programme of research to investigate ways of predicting roundabout performance. The research programme, aimed at establishing both capacity and accident relationships, was carried out through the Transport and Road Research Laboratory (TRRL). Initial work led to the rejection of gap acceptance methods as being over-complicated and very sensitive to small parameter changes, and also of giving a weak link between junction geometry and performance. As junction geometry is the key thing that road designers need to determine, this is a very real weakness of gap acceptance methodology. The UK approach was therefore very much slanted towards the needs of practical designers, rather than academic purity.

The method chosen was to collect a very large amount of data at carefully selected operational junctions. Information was collected on various geometric parameters and entry/circulating flow measurements were made at peak times. Statistical analysis was then used to determine which parameters were significant and what their effect was.

The work that followed is probably now unrepeatable. This is because, at the time, the UK had many roundabouts in everyday use whose design was essentially the result of historic accident unrelated to motor traffic. This meant that the range of geometries, and particularly the combinations of values, were very wide indeed, and included combinations which no modern designer would ever produce. This wide variety is essential to producing robust results, giving data at the extremes to stabilise relationships. Today's roundabouts have been largely updated to meet current traffic conditions, using modern design processes, so we no longer have available junctions giving this very wide data spread.

The size of the database speaks for itself:

* 86 roundabout entries studied
* 11,000 minutes of capacity operation recorded
* 500,000 vehicles observed

There were also a number of extensive track trials carried out at TRRL's facilities at Crowthorne, to add further data at the extremes. The data points generated by these trials were not added to the public road data, as it was recognised that results from the test track are not necessarily compatible with public road data. They were however used to fill in gaps in the work that could not be filled with real road data. The results were that the relationships found from the public road data were supported in general form by the test track data, giving confidence that the results were generally applicable.

In addition, a team of scientists worked for 10-12 years establishing the databases, carrying out the statistical analysis, and developing the necessary theory to support the work.

4 Research conclusions

All the experimental measurements indicated that the relationship between entry capacity and circulating flow at a roundabout is linear, and that the characteristics of this linear relationship can be successfully predicted from knowledge of the geometry, flows and turning movements. This is a very important result, as it removed any need to understand and define the extremely complex and interactive actions of individual drivers as they use the roundabout.

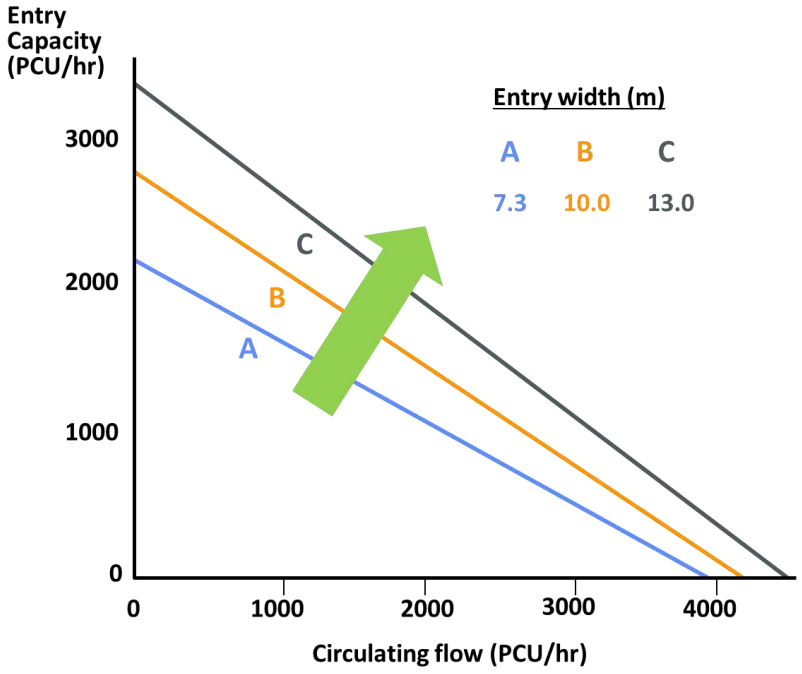
The research used linear regression to establish statistically significant relationships between entry capacity and various geometric parameters. The dimensions of the study roundabouts were carefully measured and the entry capacity measured during periods of at-capacity operation.

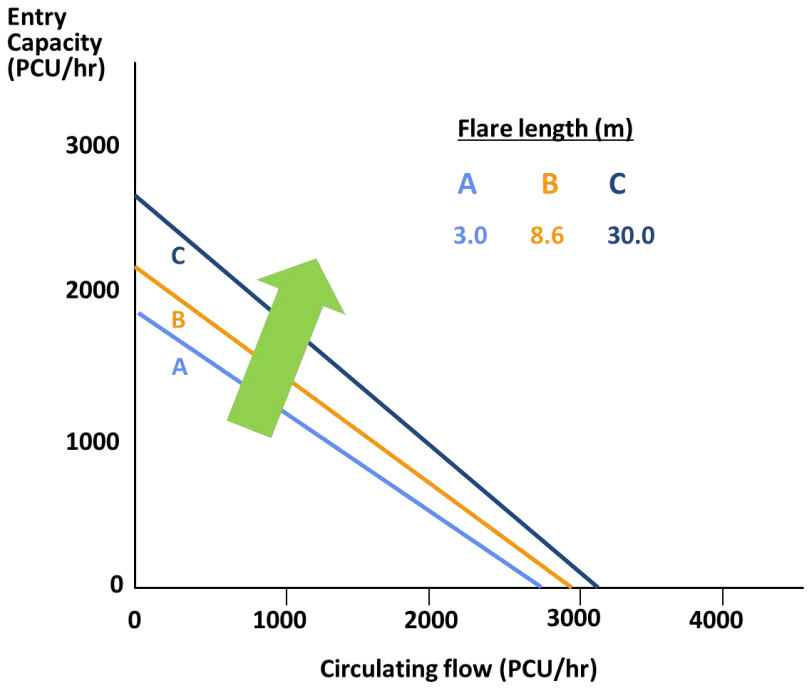
The geometries that were measured, along with the range of values observed, are shown in the following table. Those found to be significant, and subsequently used in ARCADY, are highlighted. The other geometries were found to be insignificant to entry capacity.

Variable	Range
Entry width	**3.6 – 16.5 m**
Entry width on previous entry	3.6 – 15.0 m
Approach width	**1.9 – 12.5 m**
Approach width on previous entry	2.9 – 12.5 m
Circulation width at entry	4.9 – 22.7 m
Circulation width between entry and next exit	7.0 – 26.0 m
Effective flare length (construction 1)	1 – infinity (m)
Effective flare length (construction 2)	**1 – infinity (m)**
Sharpness of flare	**0 – 2.9 m**
Entry radius	**3.4 – infinity (m)**
Entry (conflict) angle	**0 – 77 °**
Inscribed circle diameter	**13.5 – 171.6 m**
Weaving section length (straight-line distance between entry and next exit)	9.0 – 86.0 m

This led to comparatively simple relationships which have proved remarkably robust. Of these significant variables, three are of particular importance: most of all entry width, and then approach width and flare length. The remaining geometries have lesser effects.

The effect of entry width and flare length on entry capacity is illustrated in the following graphs, for an example roundabout.


Entry
Capacity
(PCU/hr)
3000
2000
1000
0
0
1000
2000
3000
4000
Circulating flow (PCU/hr)
Entry width (m)
A B C
7.3 10.0 13.0
C
B
A


Entry
Capacity
(PCU/hr)
3000
2000
1000
0
0
1000
2000
3000
4000
Circulating flow (PCU/hr)
Flare length (m)
A B C
3.0 8.6 30.0
C
B
A

4.1 Entry width and flaring

A vital area in which the empirical method gives useful results is in dealing with local widening, or flaring.

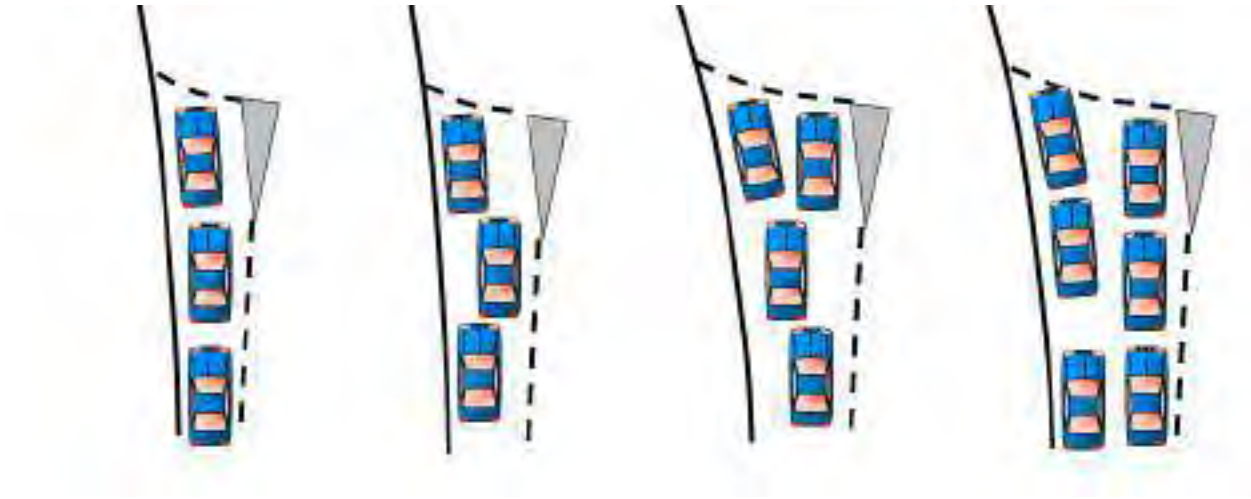
The experimental data from road measurements showed that there is a continuous (smooth) relationship between entry capacity and entry width. This may at first seem unlikely, as surely there must be either one queue or two (or more) queues at entry. Close observation of the real processes at a roundabout entry, however, will show that as entry width increases above one lane, the way drivers queue steadily changes.

Initially, the extra width is used to form a queue in which drivers tend to queue displaced sideways from the vehicle in front; in this mode they are prepared to queue closer to the vehicle ahead, and are therefore able to accept shorter follow on times. Not all drivers do this, but as the entry width increases, more are prepared to, so capacity rises steadily. The extra width also means that there is more freedom for individual vehicles to position themselves, perhaps based on their intended trajectory across the give-way line.

As the entry width increases further, the more adventurous are prepared to squeeze up alongside the driver ahead, introducing a degree of double queuing. This takes two actions - first, the driver ahead must be to one side, not centrally placed, and second the following driver must be prepared to accept a small space. Thus the adventurous and/or the owners of small vehicles (or two-wheelers at smaller widths) will do this.

As entry width increases further, these processes develop until two full queues are achieved all the time, again giving this continuous increase in capacity with entry width. The form of the flared area also affects this process: a very sudden and short flare makes it more difficult for drivers to use the full entry all the time and so gives less capacity than a more gently developed flare, even for the same entry width.

When there are lane markings painted on the road, many of the considerations above still apply. For example, two large vehicles may struggle to queue side by side in two narrow lanes, but would be more likely to do so if both lanes were made slightly wider.



Capacity is a continuous function of entry width. Queueing slowly changes from always single file to staggered (closer) queueing to some double file finally to 2 full queues, as entry width increases.

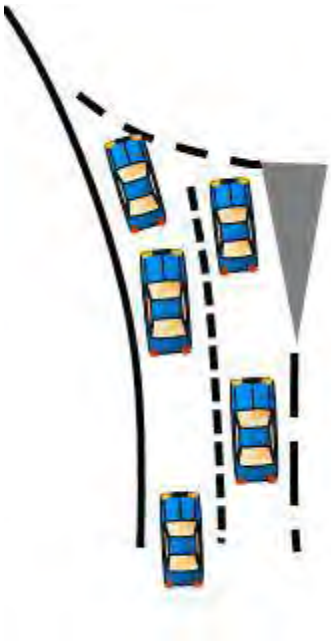
4.2 Use of road space

It has been suggested that the entry width relationships will only work successfully if all the available space is used all the time. This is not true. If space is randomly not used from time to time, just because drivers choose not to, then this behaviour is fully reflected in the road measurements behind the empirical relationships, and therefore they take this into account when predicting the capacity of a proposed roundabout entry.

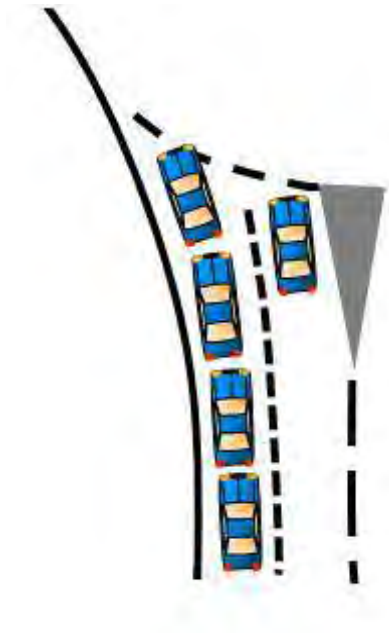
There remains what could be called the systematic failure to use all the space. This could be for a number of reasons, such as:

- Poor geometry or visibility which makes drivers reluctant to use a certain lane.
- Inappropriate lane arrows. If direction arrows are used and the balance of flows does not match the physical capacity assigned by the arrows, then drivers will be unable to use all the entry space as they seek to queue in lanes marked for their intended movement.
- If the approach flares from say two lanes to three at the give-way line, then continuous lane lines will tend to steer traffic away from using the extra space. It may be better to end the lane lines at the beginning of the widening, then to mark them again just before the give-way line.
- If a substantial part of the entry flow wishes to exit the roundabout at a restricted exit that is only able to accept one lane of traffic, then drivers will be unwilling to enter the roundabout side-by-side, knowing that they will then have to merge at the exit.

All of these conditions are predictable by a good traffic engineer. This systematic non-use of space is NOT taken into account by the empirical relationships, but it is predictable. From ARCADY 8 onwards, it is possible to obtain estimates of the effect of systematic lane imbalance by using Lane Simulation Mode.



Random differences in space utilisation: this is fully accounted for in ARCADY



Systematic imbalance: consider using Lane Simulation mode in ARCADY 8 onwards.

4.3 Queues and delays

UK research not only measured capacity, but also investigated in detail ways of calculating delay during operation at or near capacity. Previous theory could give satisfactory results when loading was either well below capacity or well above it. For practical junctions under typical conditions, it is this area close to capacity that is of prime importance. The research work showed that good approximations to the actual build-up of queues and therefore delays could be achieved by developing a transformation that progressively moved delay from the predictions of the steady state theory (good at low demand levels) to the those of the deterministic theory (accurate when demand is well above capacity) as traffic loads increased through capacity.

4.4 Empirical models versus gap acceptance and microsimulation

In addition to the UK empirical model described in this paper, roundabouts can also be modelled using gap acceptance and/or microsimulation methods.

These methods are extremely complex and require the solution of a number of problems, including:

- Gap acceptance itself, where waiting vehicles manage to accept gaps without in any way affecting the behaviour of circulating vehicles.
- Gap forcing, where entering vehicles fail to wait for a suitable gap and 'push' into the circulating stream, forcing a circulating (priority vehicle) to modify its chosen path/speed.
- Priority reversal, where for (short) periods priority completely reverses at times of high demand.
- Driver behaviour types: Gap acceptance parameters change with driver attitude/type. Aggressive drivers will accept much smaller gaps than nervous drivers. This in itself is complicated enough, but these characteristics are not even fixed for a driver, but will be modified by how the driver is feeling at the time, the behaviour of drivers around each individual, or by events which have just occurred away from the roundabout.

These are difficult problems even without the need to involve reliable connections to junction geometry. Having established all the above, it still remains to include satisfactory coverage of the effects of local flaring, the offset queuing process and the progressive change from one lane queuing to two and then three, which leads to the continuous growth of capacity with entry width. There are probably also a number of problems as yet unrecognised that will have to be solved.

How much neater it is just to step entirely around this minefield by using empirical methods and studying the performance of a wide range of real junctions.

4.5 Applicability outside the UK

It has often been said that the UK relationships are only valid in the UK for UK drivers. There is indeed some truth in this given that the relationships were developed using exclusively UK data. However, although there may be some deviations from UK values, and not always the same deviations from one country to another, it is extremely unlikely that a change which improves either capacity or accident rate in the UK is going to have the reverse affect in another country. In other words, the relationships will prove dependable for predicting the major effects of design changes. Detailed results may vary, but this criticism applies at least equally to, for instance, gap acceptance methods calibrated in other countries. For capacity, the UK method, as applied in ARCADY, allows the variation of predicted capacity by a user-selected amount: the capacity line can either be moved up or down by a fixed amount, at the user's discretion. Thus, if it is felt that capacity in general will differ from that achieved in the UK, this can be allowed for.

5 Further reading

The empirical relationships outlined in this article form the basis for the ARCADY software package, which is available as a module within TRL's **Junctions** software suite. For details, please see https://trlsoftware.co.uk/ARCADY.

The TRRL research report which summarises the research findings is: *Kimber, R M (1980). "The traffic capacity of roundabouts", Department of Environment Department of Transport, TRRL Report LR 942: Crowthorne: Transport and Road Research Laboratory.* This is available on request from TRL.

Other relevant papers are listed in the References section of the ARCADY/Junctions user guides.

For further information or enquiries, please visit www.trl.co.uk.

Acknowledgements

This article is based on *"Roundabout Design for Capacity and Safety: the UK Empirical Methodology", J R Peirce, 1998*.

APPENDIX H

Sensitivity Test Distribution & ARCADY Output Files

In 74 (No pass-by)
Out 81 (No pass-by)

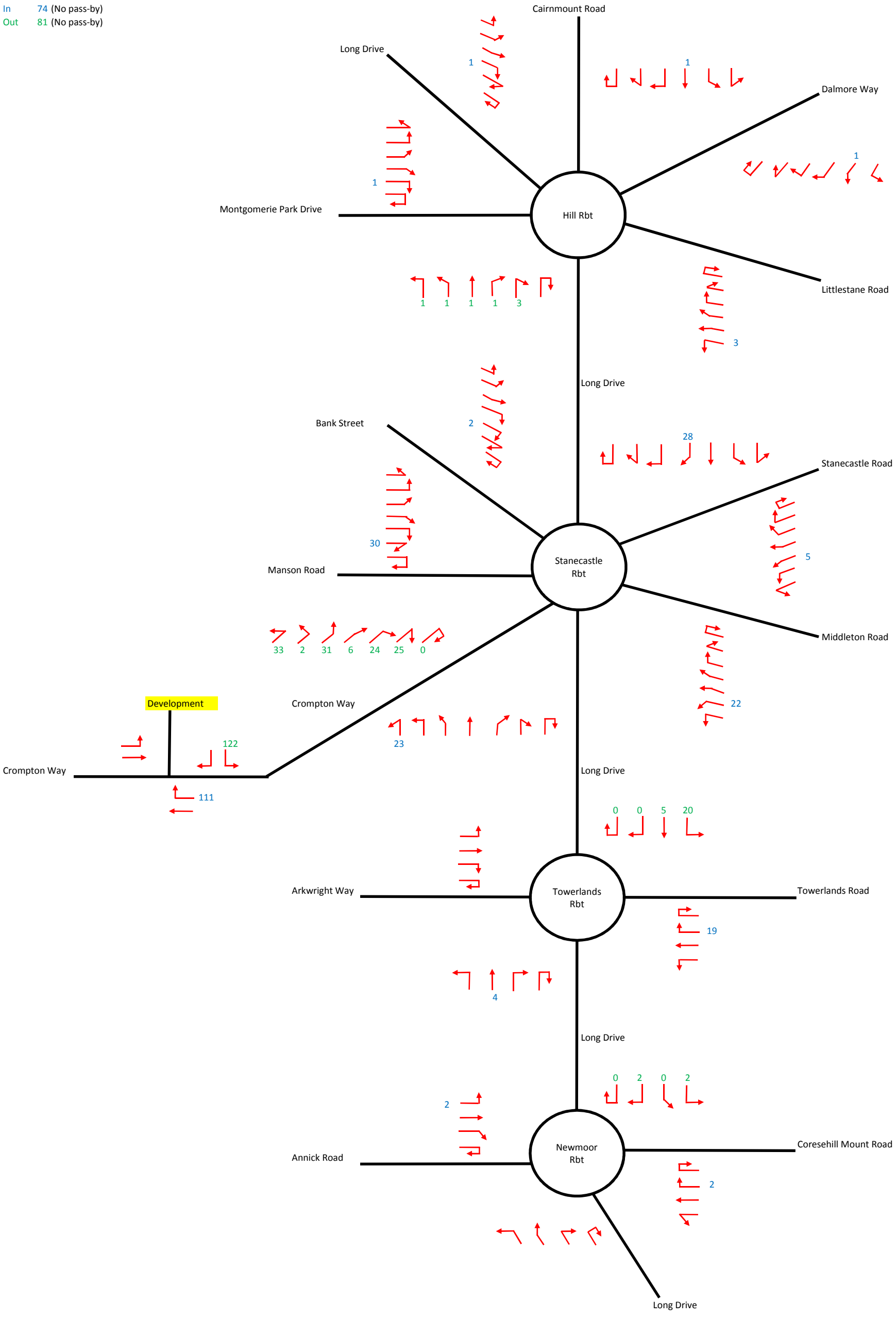


Figure D10
PM Dev Trips

In 118 (No Pass-by)
Out 132 (No Pass-by)

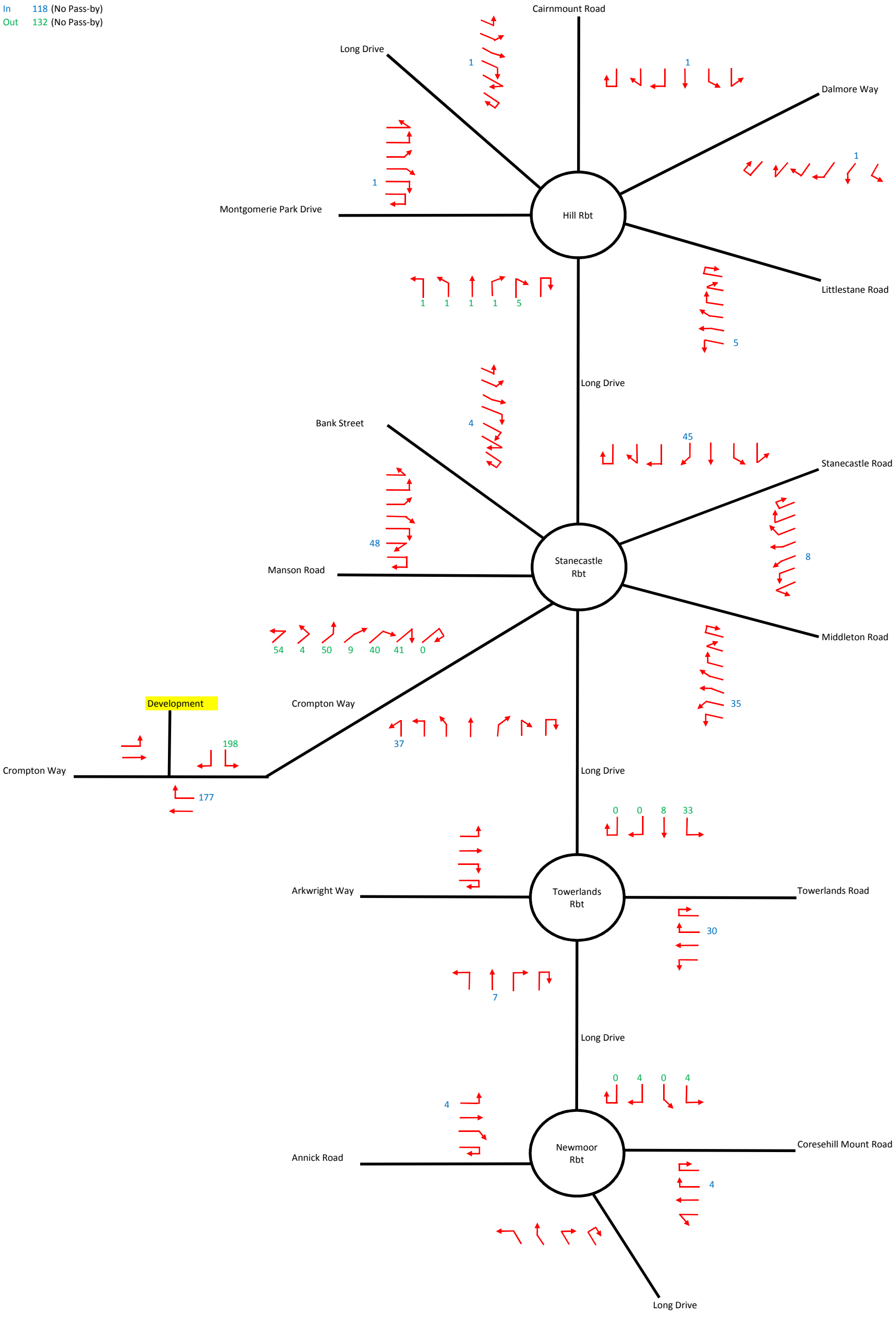


Figure D11
SAT Dev Trips

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

_____

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770758
Crowthorne House Fax: +44 (0) 1344 770356
Nine Mile Ride Email: software@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"u:\SCT\2018\T&T\107420 - Lidl Stanecastle, Irvine\CALCULATIONS\TRAFFIC\ARCADY\
Lidl, Irvine - Stanecastle Roundabout SAT TEST.vai"
(drive-on-the-left) at 09:44:24 on Monday, 9 September 2019

FILE PROPERTIES

RUN TITLE: Lidl, Irvine - Stanecastle Roundabout SAT TEST
LOCATION: Irvine
DATE: 20/12/18
CLIENT: Lidl
ENUMERATOR: bfleming [GLA0911]
JOB NUMBER: 107420
STATUS: Draft 1
DESCRIPTION: Stanecastle Roundabout - 7-arm

INPUT DATA

ARM A - Long Drive N
ARM B - Stanecastle Rd
ARM C - Middleton Rd
ARM D - Long Drive S
ARM E - Crompton Way
ARM F - Manson Rd
ARM G - Bank St

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.94	9.00	18.50	30.10	155.30	34.0	0.490	33.608
ARM B	3.97	8.10	14.40	16.20	159.20	28.0	0.465	30.784
ARM C	3.53	10.56	21.70	22.10	161.50	37.0	0.493	34.565
ARM D	7.26	8.56	1.90	16.00	143.30	21.0	0.542	39.457
ARM E	3.64	7.96	14.60	12.70	149.20	27.0	0.448	29.064
ARM F	3.64	7.91	25.60	13.40	161.50	33.0	0.463	31.322
ARM G	3.61	8.00	9.30	11.50	142.50	37.0	0.409	25.426

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100
E	100
F	100
G	100

TIME PERIOD BEGINS(11.30)AND ENDS(13.00)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2020 SAT Base + Com + Dev

T15

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	6.94	10.41	6.94
ARM B	15.00	45.00	75.00	1.54	2.31	1.54
ARM C	15.00	45.00	75.00	5.24	7.86	5.24
ARM D	15.00	45.00	75.00	8.55	12.83	8.55
ARM E	15.00	45.00	75.00	2.85	4.27	2.85
ARM F	15.00	45.00	75.00	6.94	10.41	6.94
ARM G	15.00	45.00	75.00	0.90	1.35	0.90

DEMAND SET TITLE: 2020 SAT Base + Com + Dev

T33

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F	ARM G
11.30 - 13.00	ARM A	0.004	0.014	0.074	0.458	0.083	0.357	0.011
		2.0	8.0	41.0	254.0	46.0	198.0	6.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.008	0.065	0.195	0.065	0.667	0.000
		0.0	1.0	8.0	24.0	8.0	82.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.165	0.021	0.000	0.358	0.084	0.372	0.000
		69.0	9.0	0.0	150.0	35.0	156.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.250	0.126	0.257	0.000	0.056	0.250	0.061
		171.0	86.0	176.0	0.0	38.0	171.0	42.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM E	0.241	0.053	0.175	0.180	0.000	0.333	0.018
		55.0	12.0	40.0	41.0	0.0	76.0	4.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM F	0.425	0.052	0.135	0.261	0.086	0.000	0.040
		236.0	29.0	75.0	145.0	48.0	0.0	22.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM G	0.167	0.000	0.028	0.472	0.056	0.278	0.000
		12.0	0.0	2.0	34.0	4.0	20.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.30-11.45									
ARM A	6.96	29.18	0.239	- - -	0.0	0.3	4.6	-	0.045
ARM B	1.54	24.20	0.064	- - -	0.0	0.1	1.0	-	0.044
ARM C	5.26	28.93	0.182	- - -	0.0	0.2	3.3	-	0.042
ARM D	8.58	34.82	0.247	- - -	0.0	0.3	4.8	-	0.038
ARM E	2.86	22.40	0.128	- - -	0.0	0.1	2.1	-	0.051
ARM F	6.96	27.18	0.256	- - -	0.0	0.3	5.0	-	0.049
ARM G	0.90	19.31	0.047	- - -	0.0	0.0	0.7	-	0.054

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.45-12.00									
ARM A	8.32	28.31	0.294	- - -	0.3	0.4	6.1	-	0.050
ARM B	1.84	22.90	0.080	- - -	0.1	0.1	1.3	-	0.047
ARM C	6.28	27.82	0.226	- - -	0.2	0.3	4.3	-	0.046
ARM D	10.25	33.90	0.302	- - -	0.3	0.4	6.4	-	0.042
ARM E	3.42	21.09	0.162	- - -	0.1	0.2	2.8	-	0.057
ARM F	8.32	26.37	0.315	- - -	0.3	0.5	6.8	-	0.055
ARM G	1.08	18.11	0.060	- - -	0.0	0.1	0.9	-	0.059

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.00-12.15									
ARM A	10.18	27.12	0.375	- - -	0.4	0.6	8.8	-	0.059
ARM B	2.26	21.13	0.107	- - -	0.1	0.1	1.8	-	0.053
ARM C	7.69	26.31	0.292	- - -	0.3	0.4	6.1	-	0.054
ARM D	12.55	32.66	0.384	- - -	0.4	0.6	9.2	-	0.050
ARM E	4.18	19.30	0.217	- - -	0.2	0.3	4.1	-	0.066
ARM F	10.18	25.26	0.403	- - -	0.5	0.7	9.9	-	0.066
ARM G	1.32	16.47	0.080	- - -	0.1	0.1	1.3	-	0.066

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.15-12.30									
ARM A	10.18	27.12	0.376	- - -	0.6	0.6	9.0	-	0.059
ARM B	2.26	21.12	0.107	- - -	0.1	0.1	1.8	-	0.053
ARM C	7.69	26.30	0.292	- - -	0.4	0.4	6.2	-	0.054
ARM D	12.55	32.65	0.384	- - -	0.6	0.6	9.3	-	0.050
ARM E	4.18	19.29	0.217	- - -	0.3	0.3	4.1	-	0.066
ARM F	10.18	25.25	0.403	- - -	0.7	0.7	10.1	-	0.066
ARM G	1.32	16.46	0.080	- - -	0.1	0.1	1.3	-	0.066

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.30-12.45									
ARM A	8.32	28.30	0.294	- - -	0.6	0.4	6.4	-	0.050
ARM B	1.84	22.88	0.081	- - -	0.1	0.1	1.3	-	0.048
ARM C	6.28	27.81	0.226	- - -	0.4	0.3	4.5	-	0.046
ARM D	10.25	33.89	0.302	- - -	0.6	0.4	6.6	-	0.042
ARM E	3.42	21.07	0.162	- - -	0.3	0.2	3.0	-	0.057
ARM F	8.32	26.36	0.315	- - -	0.7	0.5	7.1	-	0.055
ARM G	1.08	18.10	0.060	- - -	0.1	0.1	1.0	-	0.059

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.45-13.00									
ARM A	6.96	29.16	0.239	- - -	0.4	0.3	4.8	-	0.045
ARM B	1.54	24.17	0.064	- - -	0.1	0.1	1.0	-	0.044
ARM C	5.26	28.91	0.182	- - -	0.3	0.2	3.4	-	0.042
ARM D	8.58	34.80	0.247	- - -	0.4	0.3	5.0	-	0.038
ARM E	2.86	22.37	0.128	- - -	0.2	0.1	2.2	-	0.051
ARM F	6.96	27.17	0.256	- - -	0.5	0.3	5.3	-	0.050
ARM G	0.90	19.29	0.047	- - -	0.1	0.0	0.7	-	0.054

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.4	
12.15	0.6	*
12.30	0.6	*
12.45	0.4	
13.00	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.1
12.00	0.1
12.15	0.1
12.30	0.1
12.45	0.1
13.00	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.2
12.00	0.3
12.15	0.4
12.30	0.4
12.45	0.3
13.00	0.2

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.4	
12.15	0.6	*
12.30	0.6	*
12.45	0.4	
13.00	0.3	

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.1	
12.00	0.2	
12.15	0.3	
12.30	0.3	
12.45	0.2	
13.00	0.1	

QUEUE AT ARM F

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
11.45	0.3	
12.00	0.5	
12.15	0.7	*
12.30	0.7	*
12.45	0.5	
13.00	0.3	

QUEUE AT ARM G

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.0
12.00	0.1
12.15	0.1
12.30	0.1
12.45	0.1
13.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	763.9	509.3	39.7	0.05	39.7	0.05
B	169.3	112.9	8.2	0.05	8.2	0.05
C	576.7	384.5	27.6	0.05	27.6	0.05
D	941.5	627.7	41.3	0.04	41.3	0.04
E	313.8	209.2	18.4	0.06	18.4	0.06
F	763.9	509.3	44.1	0.06	44.1	0.06
G	99.1	66.1	6.0	0.06	6.0	0.06
ALL	3628.3	2418.8	185.3	0.05	185.3	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

Printed at 09:44:42 on 09/09/2019]

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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For sales and distribution information,
program advice and maintenance, contact:

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Run with file:-
"u:\SCT\2018\T&T\107420 - Lidl Stanecastle, Irvine\CALCULATIONS\TRAFFIC\ARCADY\
Lidl, Irvine - Stanecastle Roundabout.vai"
(drive-on-the-left) at 09:55:10 on Monday, 9 September 2019

FILE PROPERTIES

RUN TITLE: Lidl, Irvine - Stanecastle Roundabout WD PM
LOCATION: Irvine
DATE: 20/12/18
CLIENT: Lidl
ENUMERATOR: bfleming [GLA0911]
JOB NUMBER: 107420
STATUS: Draft 1
DESCRIPTION: Stanecastle Roundabout - 7-arm

INPUT DATA

ARM A - Long Drive N
ARM B - Stanecastle Rd
ARM C - Middleton Rd
ARM D - Long Drive S
ARM E - Crompton Way
ARM F - Manson Rd
ARM G - Bank St

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.94	9.00	18.50	30.10	155.30	34.0	0.490	33.608
ARM B	3.97	8.10	14.40	16.20	159.20	28.0	0.465	30.784
ARM C	3.53	10.56	21.70	22.10	161.50	37.0	0.493	34.565
ARM D	7.26	8.56	1.90	16.00	143.30	21.0	0.542	39.457
ARM E	3.64	7.96	14.60	12.70	149.20	27.0	0.448	29.064
ARM F	3.64	7.91	25.60	13.40	161.50	33.0	0.463	31.322
ARM G	3.61	8.00	9.30	11.50	142.50	37.0	0.409	25.426

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100
E	100
F	100
G	100

TIME PERIOD BEGINS(16.15)AND ENDS(17.45)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2020 PM Base + Com + Dev

T15

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	9.31	13.97	9.31
ARM B	15.00	45.00	75.00	1.56	2.34	1.56
ARM C	15.00	45.00	75.00	4.97	7.46	4.97
ARM D	15.00	45.00	75.00	14.50	21.75	14.50
ARM E	15.00	45.00	75.00	2.45	3.68	2.45
ARM F	15.00	45.00	75.00	11.13	16.69	11.13
ARM G	15.00	45.00	75.00	0.91	1.37	0.91

DEMAND SET TITLE: 2020 PM Base + Com + Dev

T33

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F	ARM G
16.15 - 17.45	ARM A	0.003	0.005	0.074	0.426	0.098	0.392	0.003
		2.0	4.0	55.0	317.0	73.0	292.0	2.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.040	0.000	0.064	0.424	0.072	0.400	0.000
		5.0	0.0	8.0	53.0	9.0	50.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.173	0.070	0.000	0.354	0.060	0.342	0.000
		69.0	28.0	0.0	141.0	24.0	136.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.337	0.087	0.242	0.000	0.027	0.252	0.055
		391.0	101.0	281.0	0.0	31.0	292.0	64.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM E	0.260	0.077	0.153	0.214	0.000	0.281	0.015
		51.0	15.0	30.0	42.0	0.0	55.0	3.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM F	0.449	0.038	0.209	0.220	0.051	0.000	0.033
		400.0	34.0	186.0	196.0	45.0	0.0	29.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM G	0.288	0.055	0.178	0.274	0.027	0.178	0.000
		21.0	4.0	13.0	20.0	2.0	13.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
ARM A	9.35	27.42	0.341	- - -	0.0	0.5	7.5	-	0.055
ARM B	1.57	21.66	0.072	- - -	0.0	0.1	1.1	-	0.050
ARM C	4.99	27.65	0.181	- - -	0.0	0.2	3.2	-	0.044
ARM D	14.56	34.37	0.423	- - -	0.0	0.7	10.7	-	0.050
ARM E	2.46	19.39	0.127	- - -	0.0	0.1	2.1	-	0.059
ARM F	11.17	25.04	0.446	- - -	0.0	0.8	11.6	-	0.072
ARM G	0.92	15.84	0.058	- - -	0.0	0.1	0.9	-	0.067

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
ARM A	11.16	26.21	0.426	- - -	0.5	0.7	10.8	-	0.066
ARM B	1.87	19.87	0.094	- - -	0.1	0.1	1.5	-	0.056
ARM C	5.96	26.29	0.227	- - -	0.2	0.3	4.3	-	0.049
ARM D	17.38	33.37	0.521	- - -	0.7	1.1	15.8	-	0.062
ARM E	2.94	17.49	0.168	- - -	0.1	0.2	3.0	-	0.069
ARM F	13.33	23.81	0.560	- - -	0.8	1.3	18.2	-	0.095
ARM G	1.09	13.95	0.078	- - -	0.1	0.1	1.2	-	0.078

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	13.67	24.56	0.557	- - -	0.7	1.2	17.9	-	0.091
ARM B	2.29	17.44	0.132	- - -	0.1	0.2	2.2	-	0.066
ARM C	7.30	24.45	0.299	- - -	0.3	0.4	6.2	-	0.058
ARM D	21.29	32.01	0.665	- - -	1.1	1.9	28.0	-	0.092
ARM E	3.60	14.91	0.241	- - -	0.2	0.3	4.6	-	0.088
ARM F	16.33	22.13	0.738	- - -	1.3	2.7	37.6	-	0.167
ARM G	1.34	11.41	0.117	- - -	0.1	0.1	1.9	-	0.099

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	13.67	24.53	0.557	- - -	1.2	1.2	18.7	-	0.092
ARM B	2.29	17.40	0.132	- - -	0.2	0.2	2.3	-	0.066
ARM C	7.30	24.42	0.299	- - -	0.4	0.4	6.4	-	0.058
ARM D	21.29	32.00	0.665	- - -	1.9	2.0	29.4	-	0.093
ARM E	3.60	14.87	0.242	- - -	0.3	0.3	4.8	-	0.089
ARM F	16.33	22.11	0.739	- - -	2.7	2.8	41.1	-	0.173
ARM G	1.34	11.35	0.118	- - -	0.1	0.1	2.0	-	0.100

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	11.16	26.16	0.427	- - -	1.2	0.8	11.5	-	0.067
ARM B	1.87	19.80	0.095	- - -	0.2	0.1	1.6	-	0.056
ARM C	5.96	26.25	0.227	- - -	0.4	0.3	4.5	-	0.049
ARM D	17.38	33.35	0.521	- - -	2.0	1.1	16.9	-	0.063
ARM E	2.94	17.44	0.168	- - -	0.3	0.2	3.1	-	0.069
ARM F	13.33	23.78	0.561	- - -	2.8	1.3	20.3	-	0.098
ARM G	1.09	13.88	0.079	- - -	0.1	0.1	1.3	-	0.078

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	9.35	27.38	0.341	- - -	0.8	0.5	8.0	-	0.056
ARM B	1.57	21.61	0.073	- - -	0.1	0.1	1.2	-	0.050
ARM C	4.99	27.61	0.181	- - -	0.3	0.2	3.4	-	0.044
ARM D	14.56	34.35	0.424	- - -	1.1	0.7	11.3	-	0.051
ARM E	2.46	19.35	0.127	- - -	0.2	0.1	2.2	-	0.059
ARM F	11.17	25.01	0.446	- - -	1.3	0.8	12.5	-	0.073
ARM G	0.92	15.78	0.058	- - -	0.1	0.1	0.9	-	0.067

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.5	*
16.45	0.7	*
17.00	1.2	*
17.15	1.2	*
17.30	0.8	*
17.45	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.2
17.15	0.2
17.30	0.1
17.45	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.4
17.15	0.4
17.30	0.3
17.45	0.2

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.7	*
16.45	1.1	*
17.00	1.9	**
17.15	2.0	**
17.30	1.1	*
17.45	0.7	*

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.1	
16.45	0.2	
17.00	0.3	
17.15	0.3	
17.30	0.2	
17.45	0.1	

QUEUE AT ARM F

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.8	*
16.45	1.3	*
17.00	2.7	***
17.15	2.8	***
17.30	1.3	*
17.45	0.8	*

QUEUE AT ARM G

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1025.4	683.6	74.5	0.07	74.5	0.07
B	172.1	114.7	10.0	0.06	10.0	0.06
C	547.8	365.2	28.0	0.05	28.0	0.05
D	1596.7	1064.4	112.2	0.07	112.2	0.07
E	269.8	179.9	19.8	0.07	19.8	0.07
F	1225.0	816.7	141.4	0.12	141.4	0.12
G	100.5	67.0	8.3	0.08	8.3	0.08
ALL	4937.2	3291.5	394.2	0.08	394.2	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

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Appendix 12

REPORT AND MINUTES OF NAC'S PLANNING COMMITTEE HELD ON 22 JANUARY 2020

NORTH AYRSHIRE COUNCIL

22 January 2020

Planning Committee

Title:	**Call In Request: Crompton Way, North Newmoor, Irvine**
Purpose:	To advise the Planning Committee of a call in request in relation to an application for planning permission which would otherwise be determined by an officer under the Council' Scheme of Delegation to Officers.
Recommendation:	The Planning Committee consider whether it wishes to determine the application which would otherwise be determined by an officer under the Council' Scheme of Delegation to Officers.

1. Executive Summary

1.1 In terms of Section 43(6)A of the Town and Country Planning (Scotland) Act 1997, three or more Elected Members can refer an application which would otherwise be determined by an officer under the Council' Scheme of Delegation to Officers, for determination by the Planning Committee.

2. Background

2.1 A request has been made by Councillors Easdale, Burns and Donald L Reid that an application for the erection of a foodstore should be determined by the Planning Committee and not by an officer under the Council' Scheme of Delegation to Officers.

2.2 The planning application was validated on 4 October 2019 and the call in request has been submitted within the 3 week deadline in accordance with the approved procedure (Appendix 1).

2.3 The stated reason for the call in request is as follows: -

- Creation of upto 40 local employment opportunities;
- No other suitable or available sites to accommodate this development;
- Retail Impact Assessment has shown there will be minimal impact on the designated town centre;
- Strong community support;
- Reuse of vacant and derelict site; and
- Demand for retail foodstore.

3. Proposals

3.1 The Planning Committee consider whether it wishes to determine the application which would otherwise be determined by an officer under the Council' Scheme of Delegation to Officers.

4. Implications/Socio-economic Duty

Financial

4.1 None

Human Resources

4.2 None

Legal

4.3 Section 43(6)A of the Town and Country Planning (Scotland) Act 1997, three or more Elected Members can refer an application which would otherwise be determined by an officer under the Council' Scheme of Delegation to Officers, for determination by the Planning Committee.

Equality/Socio-economic

4.4 None

Environmental and Sustainability

4.5 None

Key Priorities

4.6 None

Community Wealth Building

4.7 None

5. Consultation

5.1 No consultations were required.

Craig Hatton
Chief Executive

For further information please contact **Hayley Clancy, Committee Services Officer,** on **01294 324136**.

Background Papers
0

Planning Committee Call-in

In terms of Section 43(6)A of the Town and Country Planning(Scotland) Act 1997, three or more Elected Members can refer an application which would otherwise be determined by an officer under the Council's Scheme of Delegation to Officers, for determination by the Planning Committee.

The following steps should be followed when submitting a call in request:

- Requests must be signed by three Elected Members and delivered to the Chief Executive, or submitted electronically, via an individual email to the Chief Executive from each of the three Elected Members in question.
- Requests must be received no later than 12 noon on the twenty first calendar day (all days inclusive) following validation of the application.
- Requests must state the reasons for the call-in, which must relate to the provisions of the Local Development Plan and any material planning considerations which are relevant to the application. The reasons will be shared with the applicant.

On receipt of a call-in, the Chief Executive will consult with the Chair of the Planning Committee and if the Chief Executive is satisfied that the call-in complies with the terms of Standing Order 26.3.1, the application shall be referred to the Planning Committee for determination of the application. No Member of the Planning Committee who has signed a call-in request may take part in consideration of the call in request.

At least one of the Members who has requested the call in will be asked to attend the Planning Committee to explain the request. The Committee may either determine the application or decide not to determine the application, leaving officers to determine the application under delegated powers.

Planning Committee
22 January 2020

Irvine, 22 January 2020 - At a Meeting of the Planning Committee of North Ayrshire Council at 2.00 p.m.

Present
Tom Marshall, Timothy Billings, Robert Barr, Ian Clarkson, Robert Foster, Christina Larsen, Shaun Macauley, Ellen McMaster, Ronnie McNicol and Donald Reid.

Also Present
John Easdale, Jean McClung and Todd Ferguson.

In Attendance
J. Miller, Senior Manager (Planning), A. Craig, Senior Manager (Legal Services); and H. Clancy, Committee Services Officer (Chief Executive's Service).

Chair
Councillor Marshall in the Chair.

1. Declarations of Interest

There were no declarations of interest by Members in terms of Standing Order 10 and Section 5 of the Code of Conduct for Councillors.

Members of the Planning Committee advised that they were in receipt of both correspondence and telephone calls from the applicant for Agenda Items 4 and 5, but had not engaged in any way which would necessitate a declaration of interest in the matter.

2. Minutes

The Minutes of the meeting of the Planning Committee held on 4 December 2019 were confirmed and the Minutes signed in accordance with Paragraph 7 (1) of Schedule 7 of the Local Government (Scotland) Act 1973.

3. Introductory Remarks

The Legal Adviser to the Planning Committee set out the call in process for agenda items 4 and 5 and advised the pre meeting requirements had been met and the matters were now before the Planning Committee.

4. Call In Request: Crompton Way, North Newmoor, Irvine

Submitted a report by the Chief Executive of a call in request, in accordance with the approved call in procedure, in relation to an application for planning permission which would otherwise be determined by an officer under the Council's Scheme of Delegation to Officers.

A request has been made by Councillors Easdale, Burns and Donald L Reid that an application for the erection of a foodstore should be determined by the Planning Committee and not by an officer under the Council's Scheme of Delegation to Officers. The stated reason for the call in request was detailed in the call in request dated 24 October 2019 circulated to Members prior to the meeting and summarised as follows:-

- Creation of up to 40 local employment opportunities;
- No other suitable or available sites to accommodate this development;
- Retail Impact Assessment has shown there will be minimal impact on the designated town centre;
- Strong community support;
- Reuse of vacant and derelict site; and
- Demand for retail foodstore.

Councillor Easdale was in attendance and addressed the committee in support of the call in request. Councillor Easdale referred to the strong community support for this proposal, Lidl's informative consultation pack and the process for notifying Elected Members about planning applications which had been submitted.

Councillor Foster seconded by Councillor McNicol, moved not to call in the application and that it should be determined by an officer under the Council's Scheme of Delegation to Officers.

There being no amendment the motion was declared carried.

5. Call In Request: Sorbie Farm, Ardrossan

Submitted a report by the Chief Executive of a call in request, in accordance with the approved call in procedure, in relation to an application for planning permission which would otherwise be determined by an officer under the Council's Scheme of Delegation to Officers.

A request has been made by Councillors McClung, Gurney and Montgomerie that a section 42 application to vary condition 2 of planning permission 18/01061/PP to enable an increase of the consented wind turbine tip height from 104.3m to 125m, should be determined by the Planning Committee and not by an officer under the Council's Scheme of Delegation to Officers.

The stated reason for the call in request was detailed in the call in request dated November 2019 circulated to Members prior to the meeting and summarised as follows: -

- The application will contribute to 12MW capacity of clean renewable electricity which will go towards achieving the Scottish Government's aim for generation of renewable energy;
- North Ayrshire Council has declared a climate emergency;
- Mitigation of the landscape and visual impacts of the proposal has been undertaken by the applicant;
- The carbon balance of the proposal has been improved by the applicant;

- The applicant is unable to procure a wind turbine that would fit within the consented 104.3m envelope;
- Economic Benefits to North Ayrshire; and
- The terms of policy 29 of the Local Development Plan.

Councillor McClung was in attendance and addressed the committee in support of the call in request. Councillor McClung referred to a recent press release by North Ayrshire Council that aims to achieve net-zero carbon emissions within a decade. Councillor McClung also referred to the applicant's steps to further mitigate the landscape and visual impacts of the proposal and the significant economic benefit to the people of North Ayrshire. Councillor McClung also advised the money generated by Sorbie Dairy Farm will also allow the applicant to invest in local jobs and grow their business.

Councillor Foster seconded by Councillor Billings, moved not to call in the application and that it should be determined by an officer under the Council's Scheme of Delegation to Officers.

As an amendment, Councillor Barr, seconded by Councillor Macaulay, moved that the application be called in and determined by the Planning Committee.

On a division, there voted for the amendment five and for the motion five, and on the casting vote of the Chair, the motion was declared carried.

6.1 19/00539/PPM: 16-20 Murdoch Place Oldhall West Industrial Estate Irvine Ayrshire KA11 5DG

Doveyard Ltd have applied for Planning Permission for the development of an Energy Recovery Facility (ERF) to include (1) the erection of materials recycling/fuel preparation building; (2) the erection of an energy recovery building for the production of electricity and heat with associated (60m high) exhaust flue; and (3) the provision of associated site facilities to include silos, access roads, parking, attenuation pond, landscaping and security fencing. No representations were received.

The Committee agreed to grant the application subject to the following conditions:

1. That the development hereby approved shall be implemented in accordance with the details and recommendations contained in the supporting documentation submitted with the planning application unless otherwise indicated below, all to the satisfaction of North Ayrshire Council as Planning Authority.

2. That prior to the commencement of the development, hereby approved, the applicant shall carry out a programme of site investigations at the application site, (including the review of any previous site investigations) to assess the likelihood of contamination and to inform any subsequent suitable quantitative risk assessment as advocated in BS10175: 2011. Remediation proposals shall also be presented in relation to any significant findings. All documentation shall be verified by a suitably qualified Environmental Consultant and submitted to North Ayrshire Council as Planning Authority.

Any required remediation measures shall be undertaken, prior to the commencement of the development to the satisfaction of North Ayrshire Council as Planning Authority. Thereafter the presence of any significant unsuspected contamination, which becomes evident during the development of the site, shall be reported to North Ayrshire Council and treated in accordance with an agreed remediation scheme. On completion of the proposed works written verification, detailing what was done by way of any remediation, shall also be submitted to the North Ayrshire Council as Planning Authority.

3. That, for the avoidance of doubt, surface water arising from the development of the site shall be treated and managed using a SuDS system. Prior to the commencement of the development, hereby approved, confirmation shall be submitted in writing to North Ayrshire Council as Planning Authority and certified by a suitably qualified person that a scheme to treat the surface water arising from the site has been prepared in accordance with the principles and practices contained in 'The SuDS Manual' (CIRIA report C753, published November 2015). Thereafter, the certified scheme shall be implemented prior to the completion of the development and maintained thereafter to the satisfaction of North Ayrshire Council as Planning Authority.

4. That, prior to the commencement of any building operations, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority a detailed schedule of the proposed external finishes (inclusive of colour scheme), boundary treatments and ground surface treatments to be used in the development. For the avoidance of doubt, there shall be no natural lighting panels on the external walls of the turbine hall. Thereafter, the development shall be implemented only in accordance with such details as may be approved, unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

5. That the development shall be implemented to the satisfaction of North Ayrshire Council as Planning Authority in accordance with the details set out in the 'Design Principles Briefing Note - Acoustics' as prepared by SOL Environment Ltd dated 12th November 2019, unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

6. That, prior to the commencement of any landscaping of the site, the applicant shall submit for the written approval of North Ayrshire Council as Planning Authority a scheme of tree planting, which shall include details of species, planting densities, soil treatment and aftercare. For the avoidance of doubt, the area for tree planting shall be limited to the southeast corner of the site only. In addition, the species to be selected for the scheme shall be similar to the trees within the adjacent woodland at Oldhall Ponds. Trees which produce berries or fruits attractive to birds shall be excluded from the scheme. Thereafter, the tree planting scheme as may be approved shall be implemented prior the development becoming operational and retained thereafter to the satisfaction of North Ayrshire Council as Planning Authority.

7. That the flue stack shall be fitted within an omni-directional red warning light which requires to be commissioned immediately upon erection of the stack. The warning light shall be operated continuously during hours of darkness and permanently retained in working condition thereafter unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

8. That, following the removal of all recyclable materials within the Materials Recovery Facility hereby approved, the feedstock for the Energy Recovery Facility hereby approved shall be limited to non-hazardous materials derived from municipal, commercial and industrial sources. The plant shall be designed to operate up to a maximum tonnage of 180,000 tonnes of refuse derived fuel per annum. For the avoidance of doubt, there shall be no food waste, medical waste or hazardous waste accepted at the site.

9. That the development shall be implemented to the satisfaction of North Ayrshire Council as Planning Authority in accordance with the details set out in the 'Design Principles Briefing Note - Efficiency' as prepared by SOL Environment Ltd dated 12th November 2019, unless otherwise agreed in writing with North Ayrshire Council as Planning Authority.

7.1 19/00864/PPM: Loanhead Quarry Beith Ayrshire KA15 2JN

W H Malcolm Ltd have applied for planning permission for the operation of a materials recycling and wash plant at Loanhead Quarry, Beith. 7 objections were received and summarised in the report.

Councillor Barr seconded by Councillor McNicol, moved that a site visit should be undertaken before the planning application is determined.

As an amendment, Councillor Macaulay, seconded by Councillor Foster, moved that a site visit should not be undertaken, and the application be determined.

On a division there voted for the amendment five and for the motion four, the amendment was declared carried.

Councillor Reid seconded by Councillor Macaulay, moved to approve planning permission subject to conditions.

As an amendment, Councillor Barr, seconded by Councillor McNicol, moved to refuse planning permission on the grounds that the committee did not have sufficient information.

On a division there voted for the amendment three and for the motion seven, and the motion was declared carried.

Accordingly, the Committee agreed to grant the application subject to the following conditions:

1. That the use hereby permitted shall cease on 4th May 2058, or an earlier date to be agreed in writing with North Ayrshire Council, as Planning Authority. All plant and machinery shall be removed from the site and the land restored within twelve months of the expiration of the permission or twelve months of the earlier date agreed by North Ayrshire Council, as Planning Authority.

2. That, within 3 months of the date of the permission, a scheme of restoration for the area of the permitted use shall be submitted to North Ayrshire Council, as Planning Authority, for written approval.

3. The types of material to be processed will restricted to those permitted by SEPA in any permit for the site, or any future regulatory permit by the authorised environmental protection body. Any changes to the types of material permitted by SEPA will be forwarded to North Ayrshire Council, as Planning Authority, within 7 days of the change being agreed by SEPA.

4. That the public road adjacent to the site shall be kept clear of mud or other deposited material arising from the site at all times, to the satisfaction of North Ayrshire Council, as Planning and Roads Authority.

5. That adequate vehicle washing facilities shall be maintained to ensure that vehicles leaving the site shall not deposit deleterious material on public roads

6. That all loaded vehicles carrying aggregate materials 75mm and under in open containers shall be sheeted or otherwise covered.

7. That the hours of operation shall be restricted to 0700-1900 Monday to Friday and 0700-1300 Saturday, except for essential maintenance work, and no work shall be undertaken on Sundays or Public Holidays.

8. That the noise from the use shall not exceed 55dBLaeq, 1h(60mins) during the agreed working hours measured at least 3.5m in front of the most exposed façade of any existing noise sensitive property.

9. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification at all times and shall be fitted with and use effective silencers.

10. That the development shall monitor noise from the site and to record the finding in accordance with the approved monitoring scheme associated with planning permission 15/00264/DCMS

11. At all times during the carrying out of operations authorised or required under this permission, water bowsers and sprayers, mobile or fixed, shall be used at all times as it is necessary to minimise the emission of dust from the site.

12. That the development shall monitor dust from the site and to record the finding in accordance with the approved monitoring scheme associated with planning permission

13. The developer shall undertake all works to ensure that there are safeguards against pollution of groundwater or any watercourse from all construction and ongoing activities.

14. All storage mounds shall be evenly graded, shaped and drained to prevent water ponding on or around them.

15. That during the life of the operations the applicant shall retain the services of the South Strathclyde Raptor Study Group whose recommendations shall be followed unless otherwise agreed in writing by North Ayrshire Council, as Planning Authority.

16. The appropriate measures shall be adopted to ensure that no employee from the site visits the nests of either Peregrines, or Ravens or Barn Owls at any time.

8. Notice under Section 127 of the Town and Country Planning (Scotland) Act 1997: 20 Dubbs Road, Stevenston, Ayrshire, KA20 3AX

Submitted report by Executive Director (Place) to serve a Notice under Section 127 of the Town and Country Planning (Scotland) Act 1997 requiring the reduction in the height of fence at 20 Dubbs Road, Stevenston, Ayrshire, KA20 3AX.

The Senior Manager (Planning) provided the Committee with information on the site and advised the total height of the fence was 1.9m, the works were undertaken in 2018 and Planning permission had not been granted for the works, which were therefore unauthorised. The owner of the land has been advised that the works are unauthorised and has been requested to reduce the height of the fence. A response has not been received from the owner.

The Committee unanimously agreed to grant authority to serve a Notice under Section 127 of the Town and Country Planning (Scotland) Act 1997 requiring the reduction in height of fence at 20 Dubbs Road, Stevenston, Ayrshire, KA20 3AX.

Councillor Foster left the meeting.

9. The Planning (Scotland) Act 2019 Commencement Regulations

Submitted report by the Executive Director (Place) on the implementation of the Planning (Scotland) Act 2019.

Noted.

10. Scottish Government Consultation on Planning Performance and Fees

Submitted report by the Executive Director (Place) on the Scottish Government's consultation on the proposed introduction of Planning Performance and amendments to Planning fees.

The Committee unanimously agreed to approve the content of the report which will form the basis of the response to the Consultation.

The Meeting ended at 3.40 p.m.

Appendix 13

STATEMENT OF COMMUNITY INVOLVEMENT, RAPLEYS LLP OCTOBER 2019

Statement of Community Involvement
for Lidl Great Britain Limited

ERECTION OF NEW LIDL FOODSTORE WITH ASSOCIATED WORKS

AT

LAND BESIDE CROMPTON WAY, IRVINE, NORTH AYRSHIRE

October 2019
Our Ref: 18-02874

Caledonian Exchange, 19A Canning Street, Edinburgh EH3 8EG
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Contents

Appendices

1 INTRODUCTION

1.1 This Statement of Community Involvement (SCI) has been prepared by Rapleys LLP (Rapleys), on behalf of Lidl UK GmbH (Lidl), and is submitted in support of a planning application for the erection of a new Lidl foodstore with associated car parking and landscaping at land at Crompton Way, Irvine.

1.2 Proposals for the development have been subject to pre-application discussions with North Ayrshire Council (NAC) details for which are summarised in the accompanying Statement of Community Involvement.

1.3 This application seeks to erect a new Lidl foodstore (Use Class 1), measuring 1,996 sq.m gross external area (GEA) with a net sales area of 1,257 sq.m.; 130 car parking spaces (including 8 disabled spaces and 12 parent & child spaces); and a trolley bay located underneath the store entrance. It is the intention to provide 2 parking spaces with electric charging bays as part of the proposal.

1.4 The nature of the Lidl Business model result in the store performing a predominantly "top up" shopping role. Discount store such as Lidl, act as complimentary retailers to conventional food shopping. The proposal will provide increase competition and consumer choice, and create additional local jobs in addition to improving convenience shopping in Irvine.

1.5 This Statement should be read in conjunction with the documentation submitted in support of this application submission. These documents include:

- Full Drawing Package prepared by Mansons;
- Design and Access Statement prepared by Rapleys LLP;
- Planning and Retail Statement by Rapleys LLP;
- Daylight and Sunlight Assessment prepared by Rapleys LLP;
- Landscape Plan produced by FDA;
- Transport Assessment prepared by Systra Ltd;
- Noise Impact Assessment prepared by SLR;
- Phase 1 Habitat Survey and Bat Survey prepared by Acorna Ecology Ltd;
- Tree Survey prepared by Donald Rodger Associates

1.6 This SCI sets out the national and local policy context relevant to community engagement and the consultation strategy to be undertaken by Lidl to engage with local residents, NAC and other Statutory Consultees.

1.7 The consultation strategy adopted is informed by and accords with the requirements as set out in Scottish Government Planning Advice Note on Community Engagement 3/2010.

1.8 The SCI should be read alongside the Retail Statement, the Design and Access Statement and other supporting application documentation.

2 RELEVANT PLANNING CONTEXT

2.1 The section sets out the relevant planning context in relation to the requirements for public consultation and community involvement.

SCOTTISH PLANNING POLICY

2.2 Scottish Planning Policy (SPP, 2014) sets out the national requirements relating to pre-application engagement.

2.3 In decision taking, and specifically pre-application engagement, paragraph 48 of SPP states that early engagement has the significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better co-ordination between public and private resources and can result in improved outcomes for the community.

2.4 In order to avoid delay, SPP advises that applicants are encouraged to discuss what information is required with the local planning authority and expert bodies as early as possible (paragraph 106).

SCOTTISH GOVERNMENT PLANNING ADVICE NOTE ON COMMUNITY ENGAGEMENT 3/2010

2.5 The Scottish Government Planning Advice Note on Community Engagement 3/2010 (PAN 3/2010) sets out the Scottish Government's expectation's for Council engagement with the local community. Paragraphs 21-23 of PAN 3/2010 set out the Scottish Government's expectations of applicants when submitting a planning application.

2.6 When submitting an application, the Scottish Government encourages prospective developers to undertake more extensive public involvement at an early stage, before a planning application is submitted.

2.7 When a planning application is submitted for a major development, the Scottish Government expects the applicant to demonstrate how the community has been involved. This should take the form of a supporting statement outlining what public consultation has been carried out and how the results of the exercise have been taken into account in respect of the submitted application.

2.8 In light of the above, the following section outlines the public consultation strategy that has been carried out for the proposed scheme.

3 CONSULTATION PROCESS

3.1 The section sets out the consultation strategy undertaken by the applicant to engage with NAC and the local community to inform them of the proposed application and obtain feedback.

ENGAGEMENT WITH NORTH AYRSHIRE COUNCIL

3.2 Prior to submitting the planning application, Lidl undertook pre-application consultation discussions with NAC. This involved:

- Sending a formal pre-application enquiry email to NAC on 14th November 2018;
- Receiving a response from the Case Officer, Iain Davies on 21st November 2018;
- Engaging in discussion via email and telephone with the Case Officer; and
- A formal Pre-Application Meeting with Iain Davies at NAC Officer in Irvine on 3rd December 2018.

3.3 As a part of the pre-application enquiries, correspondence was sent to clarify the scope for the Retail Impact Assessment on 14th November 2018.

3.4 Subsequent responses from NAC were received on 16th, 21st, 23rd November 2018 noting that NAC were unsure as to who would be reviewing the RIA – if it would be reviewed internally and externally. Following the pre-application meeting on 3rd December, the Case Officer confirmed that it was more than likely for NAC to have the retail impact assessment reviewed externally. This was also followed-up by the Case Officer in an email of the 5th December 2018.

3.5 The Case Officer noted that NAC did not often receive retail applications of this scale in out-of-centre locations, hence the uncertainty regarding who would review it.

3.6 Overall, the discussions focussed on what supporting documents may be required and the policy position of the Local Development Plan (LDP) regarding this retail proposal at Stanecaste Roundabout. The Case Officer understood the reasoning behind Lidl's proposal and why this location was chosen for the development. He noted that it was for the applicant to satisfy the sequential and retail impact policy tests.

3.7 It was noted that there may need to be some screening to the south of the site to protect the visual amenity of the residential properties being built to the south of the subject site.

3.8 He also noted that he had spoken to his Roads Department Colleagues and they had expressed comments regarding the capacity of Stanecastle Roundabout and immediate road network.

3.9 This feedback has aided in the design of the new store and scope of the relevant planning application documentation to accompany the application.

Further Consultation with North Ayrshire Council

3.10 During the consultation and determination periods of Planning Application Reference 19/00050/PP, regular dialogue between NAC and the applicant was had.

3.11 This included email and telephone correspondence to discuss the scheme; and to discuss planning matters as well as other comments from consultees.

3.12 This included such matters as:

- The retail impact assessment;
- The sequential site assessment;
- Impact on the surrounding area; and
- Transport and connectivity.

3.13 Following these discussions, the applicant has sought to address any concerns raised through this updated proposal. This includes further analysis of the development's impact on the local road network, impact on the amenity of the neighbouring Persimmon residential development and a further sequential analysis.

3.14 It is considered that this application has sought to build on the previous proposal. Some key elements include:

- The addition of a pedestrian footpath to the north of the site connecting the store to the existing footpath and subway;
- The reduction in the footprint of the store resulting in a reduced net-sales area (further reducing the already negligible impact on Irvine Town Centre);
- Providing a further analysis of the impact on the local road network demonstrating that there is capacity for a new discount foodstore in this location;
- An increase in the number of parking spaces meaning the development proposal is now in compliance with North Ayrshire Council Road Development Guide;
- Daylight/Sunlight Assessment demonstrating that the proposal will not impact on the amenity of the houses near the western boundary of the Lidl site;
- A strengthened sequential assessment, further demonstrating why this site is suitable for the proposed Lidl foodstore. This included a number of sites which NAC should be assessed.

3.15 Further discussions with NAC have allowed the applicant to bring forward an improved scheme demonstrating the appropriateness of the development site at Crompton Way.

3.16 A further pre-application meeting between the applicant and NAC Planning and Road Officers was had on 24th September to discuss the new proposal being brought forward.

ENGAGEMENT WITH THE LOCAL COMMUNITY

3.17 Lidl have undertaken a significant amount of community engagement to obtain the opinions of the residents of Irvine.

3.18 Lidl also undertook consultation with the local community within the area where the application is proposed. This community consultation comprised:

- The delivery of circa 9000 leaflets to surrounding residential addresses making people aware of the development proposal and community consultation event as well as providing them with a response car where people could share their thoughts on the proposal; and
- A dedicated webpage giving further details about the proposal and inviting feedback was set-up. This also provided the opportunity for residents to submit any comments via email; and
- A public exhibition was held on 11th December 2018 at Irvine Park Bowling Club, Woodland Avenue, Irvine, KA12 0PZ from 3pm-7pm.

3.19 Over 260 leaflets were returned with comments about the proposal.

3.20 As such, consultation leaflets were sent out to 9000 addresses within a 1.25km radius of the development site presenting the planning application proposals and encouraging residents to provide their opinions via the postage-paid return envelope, a copy of the consultation leaflet and response card is provided in **Appendix 1**. A copy of the consultation banner can be found in **Appendix 2.**

3.21 The leaflet also set out the details of the website (https://rapleys.com/consultation/lidlirvine/) which was created to advertise the proposed development. The website provides further detail on the new store, and provides the option of viewing the consultation boards for those who could not attend the Public Consultation Event. There will also be the option to download the planning application plans and documents once submitted. This will ensure that anyone who could not attend the Public Exhibition Event has the ability to view and comment on the proposed development.

3.22 The location was selected to ensure that it was accessible to residents and businesses immediately affected by the proposals. The timing of the exhibition was allotted to ensure that residents could attend either during the day or after working hours. The purpose of the event was to give residents and other interested parties the opportunity to view the proposed plans and ask members of the development team questions.

3.23 In accordance with PAN 3/2010, the above methods of consultation are considered appropriate given the nature and scale of the proposal. The range of methods was used to ensure an inclusive approach to community engagement, the findings of which will be presented in Section 4 of this statement.

3.24 Lidl will continue to welcome comments on the proposals once the application has been submitted, demonstrating a willingness to maintain an open dialogue with the local community and local planning authority.

3.25 It is believed that the methods of consultation undertaken have exceeded those necessary for an application of this scale.

3.26 The consultation strategy employed is considered to be inclusive and appropriate for the nature and scale of the proposed development.

4 ANALYSIS OF QUESTIONNAIRE RESPONSES

4.1 This section provides an analysis summary of the comments and responses received from the public consultation exercise, taking into account the response cards received at the consultation event, by post and those received by email.

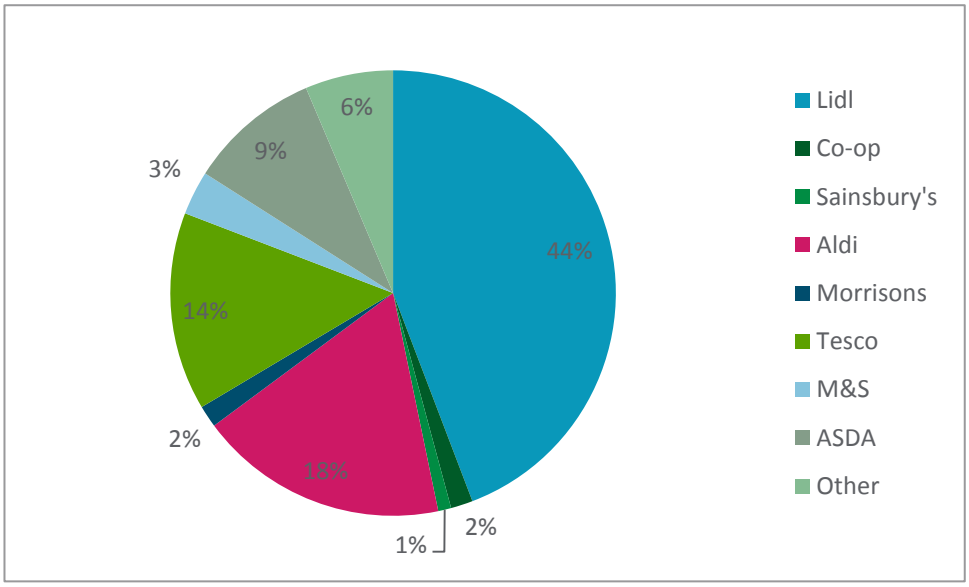
4.2 A total of 260 response cards were received during the consultation event and through the post, which asked residents four questions relating to the proposed development. In addition, a further 24 responses to the questions were received via email taking the overall response rate to 284.

4.3 The responses have been reviewed and analysed.

Existing Food Shopping Characteristics

4.4 A small amount of information on existing food shopping habits of the respondents was also collected as part of the survey, primarily where the respondent did the majority of their main food shopping. Please note that many respondents identified more than one store operator in response to this question so therefore this is an indicator of shopping habits only.

Figure 1: Preferred Supermarket of Respondents

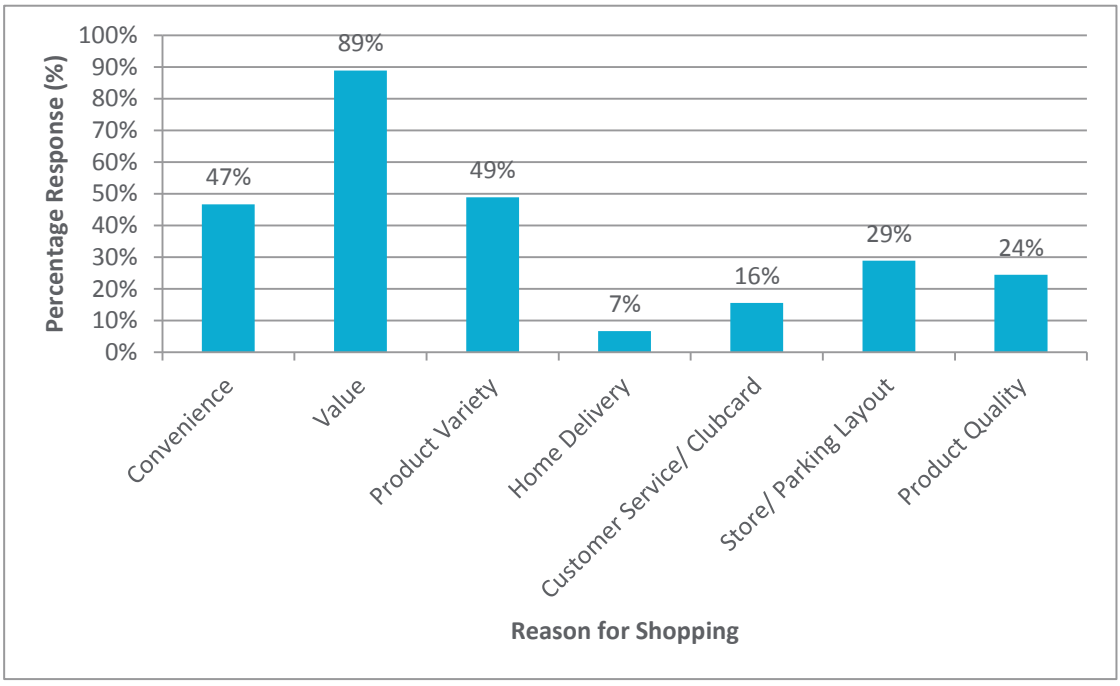


4.5 Although the survey did not identify the location specific stores nor the amount of spend directed to individual operators it does identify general information about current shopping habits.

4.6 A supplementary question was included relating to reasons for choice of main food shopping destination. Due to many respondents choosing more than one store it is not possible to clearly identify the specific reasons but a general overview is provided below.

4.7 47% of respondents choose convenience as their main reason for choosing a particular supermarket, 89% choose value, 49% picked product variety while 7% chose home delivery. All reasons are detailed below. Please note that some respondents chose multiple reasons for their choice preferred supermarket. As a result the total percentages exceed 100% of respondents.

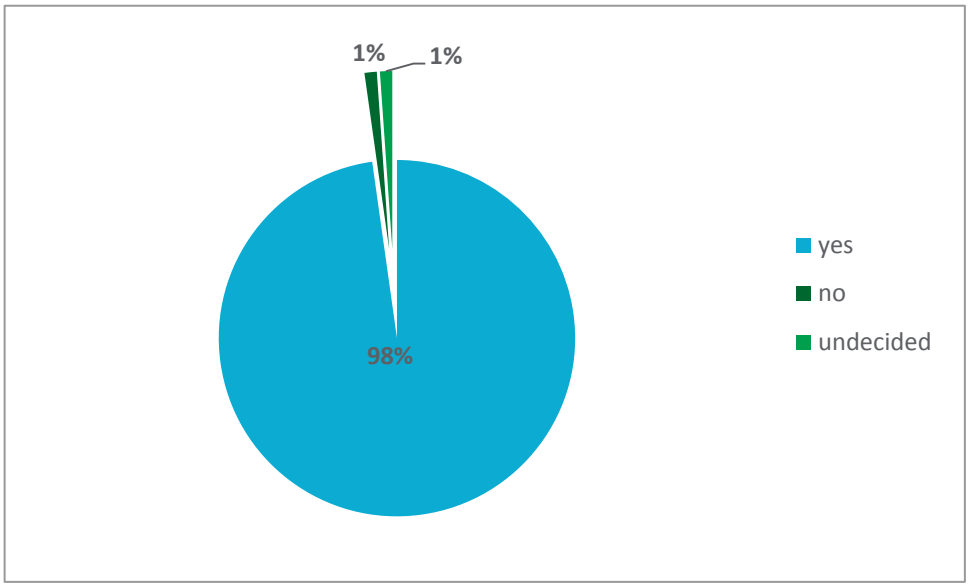
Figure 2: Reasons for Choosing Preferred Supermarket



Attitudes to Aspects of Proposed Development

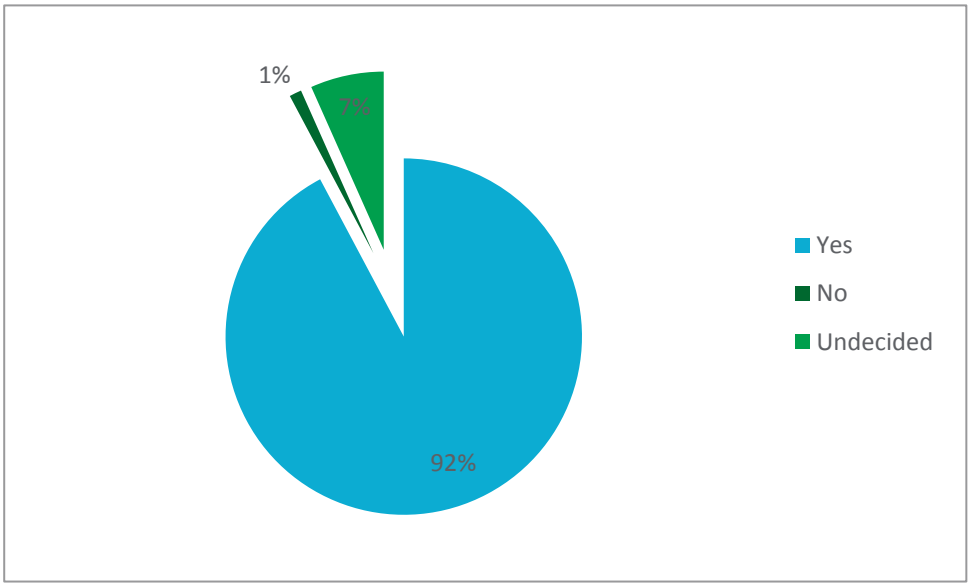
4.8 Residents were asked whether they thought whether they supported the proposed new Lidl store at Crompton Way. 98% of respondents indicated that they supported the development in principle, with 1% not supporting it and 1% undecided.

Figure 3: Do you support a new Lidl store at Crompton Way??



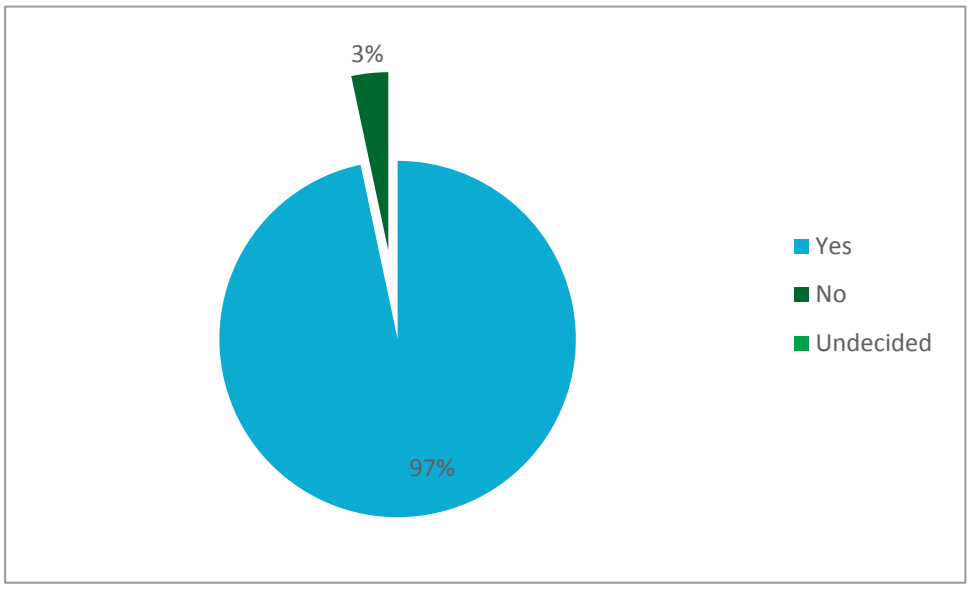
4.9 Residents were asked whether they supported the proposed design of the new Lidl store at Crompton Way. 92% of respondents indicated that they would shop in the new Lidl, with7% undecided and 1% indicating they did not like the design.

Figure 4: Do you like the proposed design of the new Lidl store at Crompton Way?



4.10 Residents were asked whether they thought whether they would shop in the new Lidl store at Crompton way: 97% of respondents indicated that they would shop in the new Lidl, with 3% noting they would not.

Figure 5: Would you shop in the new Lidl store on Crompton Way?



4.11 Figure 3 & 4 show that there is an overwhelming support for the proposed new Lidll store at Crompton Way and for the modern design of the store. This is a very strong positive affirmation of Lidl's proposals for a new store at this site and is of particular importance considering the Council view of the importance of design to the site.

4.12 It can be concluded therefore that the combination of these feedback questions confirms a high level of support in overall terms for the proposed Lidl store at Crompton Way and the benefits it can bring to shoppers and the wider town.

ADDITIONAL COMMENTS

4.13 The questionnaire provided the opportunity for respondents to provide additional comments regarding the proposed store on Crompton Way. These covered a range of matters which are summarised in Table 1. An appropriate commentary and any applicable rebuttals are also included.

Table 1: Analysis of Comments

Positive Comments	Commentary
• Expressed support for the proposed development; • Supported the proposed design; • General support for the Lidl concept.	• A large majority of respondents were supportive of the proposed new Lidl store with over 90% of respondents supporting the proposed design.
• Several members of the public praised the economic benefits of a new Lidl store which will create 40 new jobs	• As per Lidl company policy new staff are recruited from the local community using a variety of methods, including local newspaper advertisements, Job Centre advertisements and open days.
• The proposed store will redevelop a vacant area of land.	The development site has sat vacant or many years. This has created a derelict eyesore that is harming the visual amenity of the area. The proposed Lidl supermarket will help rejuvenate the site and create a sustainable urban future in line with the principles of the Scottish Planning System and the LDP.
Areas of Concern	**Commentary**
• Concerns over increased vehicular congestion on Stanecastle roundabout and immediate road network during peak times. • Some concerns over potential impacts on the new housing development to the west of the site.	• A full Transport Impact Assessment has been undertaken as part of the application submission. This concludes that the road network has capacity for the new development and there will be no significant adverse impacts. It also concludes that the site has existing effective connectivity and promotes active travel options. • The layout of the site has been designed to ensure minimal impact on residential amenity. A timber fence and tree planting to the rear of the store will protect residential amenity; whist a Noise Impact Assessment has demonstrated that there will be no adverse noise

	impacts resulting from the proposal. A detailed Daylight and Sunlight Assessment has also been undertaken which demonstrates that there will be no adverse light or overshadowing impacts on the neighbouring housing.

4.14 Table 1 identifies the comments which are broadly supportive and those that have concerns about the proposal. As can be seen there are generally more positive and neutral comments than negative which is generally unusual in relation to planning applications.

5 CONCLUSIONS

5.1 This Statement of Community Involvement forms part of a wider suite of documents accompanying a planning application submitted to NAC for a new Lidl foodstore at Crompton Way, Irvine.

5.2 This SCI has set out the approach taken to pre-application consultation in respect of the redevelopment proposals. In accordance with legislation, national planning policy and NAC planning guidance applicant has engaged with NAC to inform them of the application proposals.

5.3 Given the nature of the proposed redevelopment proposals, it is considered that the consultation methods adopted were appropriate and inclusive and engaged with a significant amount of the local community.

5.4 The community engagement programme has been positive and comprehensive and was acknowledged by many participants to be a very useful and purposeful exercise. The consultation event was well received and informative, providing local residents with the opportunity to meet the project team and raise any questions or concerns whilst discussing the benefits that a scheme of this nature can bring to the community and in what capacity they can become involved going forward in the planning process.

5.5 To date, the consultation exercise has received a very good response from the local community, illustrating considerable local interest in the proposal, as well as clear support for the principle of the proposed store at Crompton Way, Irvine.

Appendix 1

COPY OF THE CONSULTATION LEAFLET AND RESPONSE CARD

Have Your Say

- Have your say about our proposed development by filling in the form overleaf
- Then detach this page, fold in half with the Freepost address showing
- Seal it with a strip of sticky tape
- Pop it into the letterbox—no postage required

(Insert Freepost Stamp here)

Freepost details

Lidl Scotland

Since opening our first store in Scotland in 1994 we have steadily expanded and now operate over 90 stores across Scotland. Our expansion has only been possible thanks to the help and support of the local communities which we serve. We are very proud of our success in Scotland and the relationships that we have formed with Scottish suppliers and local communities.

As part of our commitment to provide quality and freshness to our customers and to support Scottish suppliers, every Lidl Scotland store offers a large range of products sourced within Scotland.

In fact, the products sourced from Scotland are of such fantastic quality that many are exported to over 9,500 Lidl stores across Europe - something both Lidl and Scotland can be proud of!

Lidl has also recently introduced in-store bakeries in all Scottish stores. Your new store in Irvine would benefit from a bakery and would offer freshly baked products throughout the day. The bakery would stock a wide range of goods from baguettes to doughnuts and cheese twists to Scottish morning rolls

However, it's not just our own brand products that are a success at Lidl, we also offer our customers some of Scotland's biggest brands at trademark Lidl prices.

Customers can enjoy a wide range of 100% Scottish beef, lamb and pork, as well as an extensive range of fresh fruit and vegetables, bread and cakes, and chilled and frozen products.

Every week we offer an array of outstanding promotions on some of the nation's favourite brands. Offers also include our 'Pick of the week', where we offer a variety fresh fruit and veg at reduced prices, all week long!

A New Lidl Store for Irvine

Proud to Serve Scotland

The Proposed Development

Community Consultation

We Welcome Your Views

The Subject Site

Lidl wishes to bring their award-winning retail offer to Irvine.

The site of the proposed new store is located to the north-east of Irvine Town Centre and adjacent to Stanecastle Roundabout. The site extends to approximately 0.87 ha and is an irregular shape. The site is currently vacant.

A housing development is located directly to the south of the proposed new Lidl with Stanecastle Roundabout to the north.

The immediate surrounding area is characterised by housing, community facilities, industrial units and the A78 to the south.

There is an extensive footpath network in the immediate area which connects with the Lidl site. This will provide effective connectivity with the surrounding residential areas and wider surrounds.

The Proposed Development

A new single storey building will be constructed to accommodate a 2,189m² (sales area) Lidl foodstore. The proposed development will benefit from free car parking bays including disabled and parent & child spaces.

- Creation of up to 40 additional new jobs, at a minimum of £8.75 an hour and with no staff operating on zero hour contracts;
- The layout provides a stand-alone bakery preparation area where customers can see the products being prepared before being stocked;
- Contemporary building design;
- The building will be constructed from high quality, modern materials which will present a clean and striking building and allow for functional use within the site;
- Internally the store will be bright and airy, mainly due to the large amount of glazing used, which utilises natural light and helps reduce electricity consumption; and
- Lidl stores are also designed to have wide and accessible aisles to allow free movement for all customers throughout the store.

We aim to lodge a planning application for this development in December 2018. A decision is expected in early 2019.

We would like to hear your views on our proposal to develop a bigger and better store in your neighbourhood. As such, we are inviting members of the community to attend our public exhibition, which will provide an opportunity for local residents to view our plans and discuss the development in more detail with members of the Lidl Team.

Public Exhibition Day
Tuesday 11th December at the Irvine Park Bowling Club, Woodlands Avenue, Irvine, KA12 0PZ between 3pm and 7pm.

https://rapleys.com/consultation/lidlirvine
Lidl has created a website so local residents can go online and be kept updated on the latest news.

Lidlirvine@rapleys.com
Please email us with messages of support or any questions you may have, using the subject line

"Proposed Lidl Foodstore - Irvine"

Alternatively, if you would prefer to submit your comments in writing please write to us at the following address:

Lidl Irvine
Rapleys LLP
19A Canning Street
Edinburgh
EH3 8EG

We will consider all feedback returned to us and, where possible and appropriate, use it to make changes to our plans. Please provide your feedback by completing the below questions and returning them to us by Tuesday 18th December 2018

We Value Your Views

At Lidl we know our success depends on the people we work with and the people who choose to shop with us. We recognise that providing high quality products at industry leading prices is only part of the story; the environment in which our customers do their shopping completes the experience.

We would like to invite you provide us with your thoughts on our proposal to develop a new foodstore in Irvine

We are interested to hear what the local community has to say about our proposal for Irvine, please use this pre-paid postal form to reply to us direct.

Gender: ❑ Male ❑ Female ❑ Prefer not to say
Age: ❑ 16-29 ❑ 30-39 ❑ 40-49 ❑ 50-65 ❑ Over 65
Are you: ❑ Employed ❑ Student ❑ Retired ❑ Other

Where do you do the majority of your food shopping? Please select one option:
❑ Lidl ❑ Co-op ❑ Sainsbury's ❑ Aldi ❑ Morrisons
❑ M&S ❑ ASDA ❑ Other - please specify: _____

Briefly state why you choose this type of shop:
_____

Would you shop in a new Lidl store in Lidl?
❑ Yes ❑ No ❑ Undecided

Do you like the proposed design of the new Lidl store in Irvine
❑ Yes ❑ No ❑ Undecided
Briefly state which design features you like :

_____

What is your overall opinion of our proposed development?
❑ Support ❑ Do not support ❑ Undecided

Thank you for taking the time to complete our survey! For quality assurance purposes your views can only be recorded if you provide contact details (this information will be held in the strictest confidence by Lidl (c/o Rapleys LLP) in line with GDPR

Title: _____ Name:_____
Address:
_____
_____
Email Address: _____

How would you like us to keep you updated on the progress of our proposed development?
❑ Post ❑ Email ❑ Please do not contact me

Appendix 2

COPY OF THE PUBLIC EXHIBITION BANNERS

A New Lidl Store for Irvine

The Proposed Development

Lidl are planning to bring their award-winning retail offer to Irvine! Lidl wishes to open a new store beside Stanecastle Roundabout, to the north-east of the town. This will be a modern and spacious supermarket with car parking, a new bakery and a range of stock. The proposed layout is shown below.

The Site

The site of the proposed new store is located to the north-east of Irvine Town Centre and adjacent to Stanecastle Roundabout. The site extends to approximately 0.87 ha and is an irregular shape. The site is currently vacant.

A housing development is located directly to the south of the proposed new Lidl with Stanecastle Roundabout to the north.

There is an extensive existing footpath network located around the site providing effective connectivity.

The immediate surrounding area is characterised by housing, commercial units, community facilities, industrial units and the A78 to the south-west.

The Proposal

Lidl propose to develop a new store on the site which will feature an attractive, single storey glazed frontage facing south-wards on to Crompton Way; with the car parking extending eastwards. The new store will extend to 2,189 sq.m. This will feature a new in-store bakery close to the main entrance. The deliver bay will be located to the north of the store.

Access to the new store will be taken from Crompton Way off of Stanecastle Roundabout. The car park will provide 122 spaces with 7 disabled spaces and 8 parent & child spaces.

Bicycle parking will be provided close to the store entrance; and dedicated pedestrian access will be provided, connecting to the local footpath network.

Proud to serve Scotland

Transforming Irvine

Benefits of the Proposed Development

The redevelopment of the site will provide the following benefits to the local area:

- Exclusive parking for Lidl customers with Disabled, Parent & Child spaces and secure Cycle Parking;
- A brand new store that will provide a clean and fresh shopping experience to meet the needs of customers;
- No impact on the vitality & viability and health of the town centre;
- Convenient access to Stanecastle roundabout and the wider road network in Irvine
- A contemporary building design that will complement the surrounding area;
- The proposed store will create up to 40 jobs including full and part-time roles for Irvine; and
- Lidl were the first UK supermarket to pay the real living wage per hour and continue to do so with no zero hour contracts.

Comments and Feedback

We would like to hear your views on the proposed development. Please provide your feedback using the following email address:
lidlirvine@rapleys.com

Alternatively, if you would prefer to submit your comments in writing, please use the following address:
Lidl Irvine
Rapleys LLP
Caledonian Exchange
19A Canning Street
Edinburgh
EH3 8EG

What Happens Next

Lidl aim to submit a planning application to North Ayrshire Council in December 2018; with determination in early 2019.

Details of the application when submitted will be available on the Council website.

https://www.north-ayrshire.gov.uk/planning-and-building-standards/search-view-track-planning-applications.aspx

Proud to serve Scotland

Appendix 14

PRESS REPORTS OF PUBLIC MEETING HELD ON 2 MARCH 2020

Lidl plans for Irvine store met with not one dissenting voice at meeting says Action Group stalwart

Nearly 100 people turned up at the Volunteer Rooms to hear the latest from Lidl bosses Ross Jackson and Gordon Rafferty at an event organised by Lidl Action Group.

By **Clair Fullarton**

21:09, 2 MAR 2020

Sylvia Mallinson made the claim after tonight's meeting at the Volunteer Rooms (Image: Irvine Herald)

Not one person against Lidl's Irvine store plans - that was the claim made tonight after a packed public meeting to discuss North Ayrshire Council's rejection for a supermarket at Stanecastle.

Nearly 100 people turned up at the Volunteer Rooms to hear the latest from Lidl bosses Ross Jackson and Gordon Rafferty at an event organised by Lidl Action Group.

And Action Group member Sylvia Mallinson said she was overwhelmed by the level of interest from the public.

READ MORE

▸ Lidl meeting rammed as supermarket take fight for Irvine store to the public

“There wasn’t a seat left and people were having to stand,” said Sylvia.

“And not one person said they were against Lidl bringing the store to Stanecastle.”

Jackie Frew from Irvine Community Council said it was clear there was a gap between what the public in Irvine want and the council planning decision-making process.

Some people had to stand in the corridor (Image: Irvine Herald)

Jackie added: “It was quite obvious from tonight that people feel passionately about this. I think we might need a bigger room for our next meeting.”

An update on the next stage was given by Lidl bosses who say the plan will now go to a local review body.

They also went through other suggested locations, including the former Ayrshire Metal site, giving reasons why they were not suitable.

Sylvia said: “The public are clearly in favour of the Stanecastle site. It’s meeting a gap in the market in that area.”

READ MORE

Lidl outline Ayrshire battle plan as residents have their say on store knockback

Lidl Action Group now plan to hold a further public meeting in a month's time.

"We already have hundreds of people on our mailing list and we took everyone's details tonight, so we can keep everyone informed, "added Sylvia.

"The next meeting will be in about four weeks time. Hopefully we will have more to update the community with then."

MORE ON

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Scots care home 'allowed wife to visit dying husband' despite 16 coronavirus deaths

CORONAVIRUS

Third of Scots cops off sick amid coronavirus pandemic as more than 5000 officers absent

CORONAVIRUS

Care home bosses face prison if they fail to protect staff and residents from coronavirus

CORONAVIRUS

Rapist caged for abusing three young girls over more than 10-year period

CHILD SEX ABUSE

CORONAVIRUS

NHS Nightingale admits first patients just nine days after hospital set up amid coronavirus

CORONAVIRUS

Government admits it is 'too early' to consider lifting coronavirus lockdown

CORONAVIRUS

Scots pensioner, 90, beats coronavirus and 'is heading back to the gym'

CORONAVIRUS

NHS paramedic left with broken jaw after 'brutal' attack

HOSPITALS

CORONAVIRUS

Man dies after falling ill in Aberdeen flat

POLICE SCOTLAND

Party host fined for birthday bash tells police 'I don't believe in coronavirus'

UK & WORLD

Lidl meeting rammed as supermarket take fight for Irvine store to the public

More than 80 people squeezed into the Volunteer Rooms - with more than a dozen left to listen from a corridor - as Lidl Head of Property Gordon Rafferty spoke in front of an audience that included councillors John Easdale and Marie Burns.

By **Eric McGowan**

20:03, 2 MAR 2020 | **UPDATED** 20:17, 2 MAR 2020

The Volunteer Rooms was packed out (Image: Irvine Herald)

A jam-packed Volunteer Rooms played host to a public meeting tonight as supermarket giants Lidl took their fight for an Irvine store to the public.

More than 80 people squeezed into the venue - with more than a dozen left to listen from the corridor - as Lidl Head of Property Gordon Rafferty spoke in front of an audience that included Irvine East councillors John Easdale and Marie Burns.

READ MORE
Lidl outline Ayrshire battle plan as residents have their say on store knockback

One man even listened from outside the building, cocking his ear to the window as North Ayrshire Council's decision to reject Lidl's application for a new store at Stanecastle Roundabout was discussed.

There was the best of order as Lidl - who plan to appeal the decision - laid out their proposals in great detail.

More to follow...

MORE ON

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TOP STORIES

Scots care home 'allowed wife to visit dying husband' despite 16 coronavirus deaths

CORONAVIRUS

Third of Scots cops off sick amid coronavirus pandemic as more than 5000 officers absent

CORONAVIRUS

Care home bosses face prison if they fail to protect staff and residents from coronavirus

CORONAVIRUS

Rapist caged for abusing three young girls over more than 10-year period

CHILD SEX ABUSE

Dog walker awarded £3k after business rival claims pets left in hot van

PETS

Scots care homes becoming 'crisis within a crisis', warns Labour health chief

CORONAVIRUS

NHS Nightingale admits first patients just nine days after hospital set up amid coronavirus

CORONAVIRUS

Government admits it is 'too early' to consider lifting coronavirus lockdown

CORONAVIRUS

Scots pensioner, 90, beats coronavirus and 'is heading back to the gym'

CORONAVIRUS

HOSPITALS

Carer in tears after being turned away from supermarket as she doesn't work for NHS

CORONAVIRUS

Man dies after falling ill in Aberdeen flat

POLICE SCOTLAND

REPORT OF HANDLING

North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Reference No:	19/00752/PP
Proposal:	Erection of foodstore with sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment
Location:	Site To North West Of , 10 Crompton Way, North Newmoor, Irvine Ayrshire
LDP Allocation:	Residential/Housing
LDP Policies:	SP1 - Towns and Villages Objective / Detailed Policy 19 - Open Space Devs / Detailed Policy 3 - Town Centres & Retail / Detailed Policy 27 / Strategic Policy 2 /
Consultations:	Yes
Neighbour Notification:	Neighbour Notification carried out on 04.10.2019 Neighbour Notification expired on 25.10.2019
Advert:	Regulation 20 (1) Advert Published on:- 16.10.2019 Expired on:- 06.11.2019
Previous Applications:	19/00050/PP for Erection of foodstore with sales area of up to 1,410 square metres to include the provision of access, car parking, landscaping and boundary treatment Application Withdrawn on 30.04.2019
Appeal History Of Site:	None

Relevant Development Plan Policies

SP1 - Towns and Villages Objective
Towns and Villages Objective

Our towns and villages are where most of our homes, jobs, community facilities, shops and services are located. We want to continue to support our communities, businesses and protect our natural environment by directing new development to our towns and villages as shown in the Spatial Strategy. Within urban areas (within the settlement boundary), the LDP identifies town centre locations, employment locations and areas of open space. Most of the remaining area within settlements is

shown as General Urban Area. Within the General Urban Area, proposals for residential development will accord with the development plan in principle, and applications will be assessed against the policies of the LDP. New non-residential proposals will be assessed against policies of this LDP that relate to the proposal.

In principle, we will support development proposals within our towns and villages that:

a) Support the social and economic functions of our town centres by adopting a town centre first principle that directs major new development and investment to town centre locations as a priority including supporting town centre living.
b) Provide the right new homes in the right places by working alongside the Local Housing Strategy to deliver choice and variety in the housing stock, protecting land for housing development to ensure we address housing need and demand within North Ayrshire and by supporting innovative approaches to improving the volume and speed of housing delivery.
c) Generate new employment opportunities by identifying a flexible range of business, commercial and industrial areas to meet market demands including those that would support key sector development at Hunterston and i3, Irvine.
d) Recognise the value of our built and natural environment by embedding placemaking into our decision-making.

e) Prioritise the re-use of brownfield land over greenfield land by supporting a range of strategic developments that will deliver:
o regeneration of vacant and derelict land through its sustainable and productive re-use, particularly at Ardrossan North Shore, harbour and marina areas, Montgomerie Park (Irvine) and Lochshore (Kilbirnie).
o regeneration and conservation benefits, including securing the productive re-use of Stoneyholm Mill (Kilbirnie) and supporting the Millport Conservation Area Regeneration Scheme.
f) Support the delivery of regional partnerships such as the Ayrshire Growth Deal in unlocking the economic potential of the Ayrshire region.

Detailed Policy 19 - Open Space Devs
Policy 19:

Developments Involving Open Space

Developments involving the loss of open space (excluding outdoor sports facilities) will only be supported where they accord with the Council's current Open Space Strategy and in the following exceptional circumstances:

o the open space is:
o of limited amenity and/or recreational value (not as a result of neglect or poor maintenance) and does not form part of a recognised upgrading/ improvement scheme or strategy; or
o a minor part of a larger area of functional open space and the development would not harm or undermine the function of the main site; or
o a minor part of the wider provision of open space and its loss would not result in a significant deficiency of open space provision within the immediate area; or
o the development would result in
o a local benefit in terms of either alternative equivalent provision being made or improvement to an existing public park or other local open space; or

o significant benefits to the wider community which outweigh the loss of open space.

Detailed Policy 3 -Town Centres & Retail
Policy 3:

Town Centres and Retail

Our town centres are the social and economic heart of our communities, providing jobs, homes and employment. Appropriate development within our town centres has the potential to improve their vitally and vibrancy. This can also ensure that investment in our communities is directed in a way that is most beneficial to residents, employees and visitors to our towns.
In principle, we will support development in our network of centres shown in schedule 6 where it would be of a scale appropriate to that centre.
For development that has the potential to generate significant footfall, we will support proposals that have adopted a town centre first sequential approach. This includes retail and commercial leisure uses, offices, community and cultural facilities and where appropriate, public buildings such as education and health facilities.
We will require that locations are considered, and a reasoned justification given for discounting them, in the order of preference:
o Town centres (as defined in Strategic Policy 1).
o Edge of town centres.
o Other commercial centres (as defined above).
o Out-of-centre locations that are, or can be made, easily accessible by a choice of transport modes.

We will be flexible and realistic in applying the sequential approach, in particular where key sector and employment uses are proposed, to ensure that different uses are developed in the most appropriate locations. It is important that community, education and healthcare facilities are located where they are easily accessible to the communities that they intend to serve. We recognise that for some uses, such as sports centres and schools, a town centre location may not always be the appropriate location for them, particularly where sports pitches are part of the proposal.
When a development is proposed within our Network of Centres, we will support proposals which positively contribute to:
o The role and function of the centre within the network, including by addressing an identified opportunity.
o Quality of character and identity that creates a shared sense of place for users, visitors and residents
o Community well-being, including by supporting the integration of residential uses and by enhancing links with surrounding residential areas and tourist attractions via the road and path network with associated blue & green network.
o Vitality, viability and vibrancy of the centre, supporting it as a place for business to locate, expand and flourish by enhancing and diversifying the mix of uses including supporting economic and social activity.
o Our important retail streets/areas (as described in schedule 6 and in our Town Centre Audits), recognising the fragile nature of some of our retail areas.
o Accessibility of the town centre including considering the location of regular rail and bus routes.
In principle, we will also support proposals which align with town centre strategies and we will continue to encourage other

regeneration initiatives, such as Conservation Area renewal projects, which improve the quality, accessibility and perception of town centre environments.

Detailed Policy 27
Sustainable Transport and Active Travel

We will support development that:
contributes to an integrated transport network that supports long term sustainability
o reduces inequality by improving the accessibility and connectivity of employment opportunities and local amenities
o provides safe and convenient sustainable transport options and supports modal shift to sustainable transport and active travel.
o reduces the need to travel or appropriately mitigates adverse impacts of significant traffic generation, road safety and air quality, including taking into account the cumulative impact.
o takes a design-led, collaborative approach to street design to provide safe and convenient opportunities for integrated sustainable travel in the following order of priority: pedestrians, people on cycles, people using collective transport (buses, trains etc.) and people using private transport.
o considers the potential requirements of other infrastructure providers, including designing for the potential development of district heat networks by for example incorporating access points into the transport network to allow for future pipe development or creating channels underneath the road/infrastructure to enable pipe development with minimal disruption to the networks.
o enables the integration of transport modes and facilitates movement of freight by rail or water (in preference to road). This would include, for example, the provision of infrastructure necessary to support positive change in transport technologies, such as charging points for electric vehicles and the safeguarding of disused railway lines with the reasonable prospect of being used as rail, tram, bus rapid transit or active travel routes.
o considers the impact on, and seeks to reduce risk to level crossings, including those located within Ardrossan, Stevenston and Gailes.

Proposals are expected to include an indication of how new infrastructure or services are to be delivered and phased, and how and by whom any developer contributions will be made.

We will take account of:
o the implications of development proposals on traffic, patterns of travel and road safety.
o Significant traffic generating uses should be sited at locations that are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services. Where this is not achievable, we may seek the provision of subsidised services until a sustainable service is achievable.
o the potential vehicle speeds and level of infrastructure provided for the expected numbers of trips by all modes.
o the relationship between land use and transport and particularly the capacity of the existing transport network, environmental and operational constraints, and proposed or committed transport projects.
o committed and proposed projects for the enhancement of North Ayrshire's transport infrastructure, including improved park and ride provision.
o specific locational needs of rural communities. We recognise that in rural areas we need to be realistic about the likely viability of public transport services and

innovative solutions such as demand-responsive public transport and small scale park and ride facilities at nodes on rural bus corridors will be considered.
o The Council's adopted Local Transport Strategy, Core Paths Plan, Town Centre Parking Strategy and parking requirements.
o The need to mitigate and adapt to climate change with regard to the Climate Change (Scotland) Act 2009.
o The provision of new and improved links to existing and proposed active travel routes which are integrated with the wider strategic network, including the National Walking and Cycling Network, core paths and the Ayrshire Coastal Path.
Developments likely to generate significant additional journeys will be required to be accompanied by a Transport Assessment, Air Quality Assessment and a Travel Plan. A Transport Statement will be required for smaller scale developments that will not have a major impact on the transport network, but are still likely to have an impact at a local level on the immediate transport network.

National Development:

The National Walking and Cycling Network (NWCN) was designated as a national development within the National Planning Framework (NPF3). This is an ambitious project which aims to grow Scotland's
network of paths from 6,000 to 8,000 km by 2035. Key routes in North Ayrshire which will contribute to this network are detailed below. These are being developed in partnership with Sustrans and Scottish Natural Heritage as lead organisations for the delivery of the NWCN.

These include the development of an off-road alignment for:
o National Cycle Network (NCN) Route 73 (North) between Brodick and Corrie on the Isle of Arran
o NCN Route 753 between Skelmorlie and Ardrossan
o While not explicitly referenced in NPF3, support will be given to development of an off-road alignment for NCN Route 7 between Kilwinning and Kilbirnie.

Strategic Policy 2
Placemaking
Our Placemaking policy will ensure we are meeting LOIP priorities to make North Ayrshire safer and healthier by ensuring that all development contributes to making quality places.
The policy also safeguards, and where possible enhances environmental quality through the avoidance of unacceptable adverse environmental or amenity impacts.
We expect that all applications for planning permission meet the six qualities of successful places, contained in this policy. This is in addition to establishing the principle of development in accordance with Strategic Policy 1: Spatial Strategy.
These detailed criteria are generally not repeated in the detailed policies section of the LDP. They will apply, as appropriate, to all developments.

Six qualities of a successful place

Distinctive
The proposal draws upon the positive characteristics of the surrounding area including landscapes, topography, ecology, skylines, spaces and scales, street and building forms, and materials to create places with a sense of identity.

Welcoming

The proposal considers the future users of the site and helps people to find their way around, for example, by accentuating existing landmarks to create or improve views (including sea views), locating a distinctive work of art in a notable place or making the most of gateway features to and from the development. It should also ensure that appropriate signage and lighting is used to improve safety and illuminate attractive buildings.

Safe and Pleasant

The proposal creates attractive places by providing a sense of security, including by encouraging activity, considering crime rates, providing a clear distinction between private and public space, creating active frontages and considering the benefits of natural surveillance for streets, paths and open spaces.

The proposal creates a pleasant, positive sense of place by promoting visual quality, encouraging social and economic interaction and activity, and by considering the place before vehicle movement.

The proposal respects the amenity of existing and future users in terms of noise, privacy, sunlight/daylight, smells, vibrations, glare, traffic generation, and parking.

The proposal sufficiently investigates and responds to any issues of ground instability.

Adaptable

The proposal considers future users of the site and ensures that the design is adaptable to their needs. This includes consideration of future changes of use that may involve a mix of densities, tenures, and typologies to ensure that future diverse but compatible uses can be integrated including the provision of versatile multi-functional greenspace.

Resource Efficient

The proposal maximises the efficient use of resources. This can be achieved by re-using or sharing existing resources and by minimising their future depletion. This includes consideration of technological and natural means such as flood drainage systems, heat networks, solar gain, renewable energy and waste recycling as well as use of green and blue networks.

Easy to Move Around and Beyond

The proposal considers the connectedness of the site for people before the movement of motor vehicles, by prioritising sustainable and active travel choices, such as walking, cycling and public transport and ensuring layouts reflect likely desire lines, through routes and future expansions.

Description

Permission is sought for the erection of a food store with a sales area of 1,257sqm, access, car parking, landscaping and associated boundary treatment.

The total site area is some 11,790sqm forming a roughly rectangular area at the western end with a curved boundary at the eastern end, following the shape of Crompton Way, Stanecastle Roundabout and Manson Way. The site is bounded by the road network the east, north-east and south-east sides. The site was formerly part of a factory premises. To the south is a vacant site which is currently subject to a residential development application. To the west of the site is a recent residential development. To the north, across Manson Way, at some 65m is another residential

area. There are other residential areas to the east, on the other side of Stanecastle Roundabout at approx. 200m.

The building would be sited in the western portion of the site. The site would be accessed from Crompton Way to the south. Car parking and a servicing area would be formed in the middle to the site and to the south of the building. There would be spaces for 130 vehicles, including 8 disabled spaces, 12 parent and toddler spaces and 2 electric charging bays. The eastern portion of the site would be landscaped.

The building would have a footprint of approximately 1,996sqm excluding the canopy which would wrap around the south-eastern corner of the building. There would be 1,257sqm of sales area. An external plant area of some 125sqm would be formed at the north-western corner of the building.

The building would have a mono-pitched roof sloping east to west from a height of some 6.8m to approx. 5m. The covered external area would have a roof some 4.95m in height. The elevations would be finished in grey and white cladding panels with the main access door at the southern end of the eastern elevation. The service bay would be on the northern elevation which would otherwise be blank. There would be two pedestrian doors on the rear (western) elevation.

The submitted drawings show advertisements on the eastern elevation; however, these would require to be the subject of a separate advertisement consent application.

The application site lies some 1.2km to the east of Irvine Town Centre, as identified by the adopted Local Development Plan (LDP). The majority of the site was previously in industrial use and is identified by the LDP as being part of the General Urban Area. The eastern side of the site is identified as being open space.

The LDP adopts a 'town centre first' approach which promotes town centres as the desired locations for proposals which generate significant footfall, such as large food store developments such as is proposed. This town centre first approach is based upon a network of centres with Irvine as the primary centre in North Ayrshire.

The town centre first principle is a long-standing element of planning policy and practice in Scotland through successive development plans. It is also embedded within Scottish Planning Policy (2014). SPP requires that local authorities place the health of town centres at the heart of decision making. It seeks to deliver the best local outcomes, align policies and target available resources to prioritise town centre sites, encouraging vibrancy, equality and diversity.

Over recent years, the Council has implemented the town centre first principle through major capital investment decisions. Within Irvine, these include the renovation of Bridgegate House to facilitate the relocation of office staff from Perceton House; the development of a new leisure facility (the Portal) in conjunction with the refurbishment of the historic Townhouse as an events venue and the development of the Quarry Road business and sports facilities. Other investment decisions include enhancements to the streetscape and public realm of Irvine town centre, such as Bridgegate. Work is currently ongoing within High Street and Bank Street and is due for completion during 2020. All of these efforts have supported the regeneration of Irvine town centre by diversifying the range of facilities on offer. The policies contained within The Local Development Plan align closely with national

policy, ensuring that the Council's own decision-making framework comply with National Policy.

The Local Development Plan shows support for development which helps keep town centres healthy and vibrant. The Plan's Spatial Strategy is based on the principle that the "right development should happen in the right place" by directing new development to our towns, villages and developed coastline. This is a key aim that is required to be achieved in order to ensure sustainable development. Part a) of the towns and villages objective explicitly shows support for the social and economic functions of town centres by adopting the town centre first principle and directing development and investment to town centre locations as a priority. This policy position is further supported by policy 3: Town Centres and Retail. The policy outlines how the town centre first principle will be implemented and highlights that development should be directed in a manner which is most beneficial to the residents, employees and visitors.

Some of the additional benefits of taking the town centre first approach include that town centres are accessible to a greater percentage of the population since they are at the heart of local transport networks. Town centres are better connected than out of centre locations, reducing the need for those who shop or work there to take private transport and therefore reducing the carbon footprint of the development. This in turn can help the Council realise its aspirations in dealing with the declared climate emergency.

It is considered that the other relevant policies of the LDP are Policy 19: Developments Involving Open Space and Policy 27: Sustainable Transport and Active Travel. In addition, all development applications require to be assessed under Strategic Policy 2: Placemaking.

Planning permission was originally sought to develop the site at Crompton Way in February 2019 with a foodstore with a floor area of 1,410 square metres (ref. 19/00050/PP) ("the original application") but was subsequently withdrawn by the applicants in April 2019. This action was taken after the planning authority advised the applicants that a grant of planning permission would not be supported, for the following reasons:

1. Location
The proposal was considered to be contrary to Policy TC4: Edge of Centre/Out of Centre Development from the previous LDP. Policy TC4 was very similar in content to Policy 3 in the current LDP, as it sought to restrict new retail development (of a scale larger than a local shop) to town centre locations. The policy also stated that, where a town centre location cannot be found, edge of centre sites and other sites designated within the LDP as having potential for commercial development can be considered. If all these locations can be discounted, then another location may be suitable.

The application site does not fit any of the preferred categories and it was not considered that the application suitably demonstrated that no other sites were available. The Council identified the site of 'The Forum' shopping centre within Irvine town centre which has been vacant for several years, and also the vacant Ayrshire Metals site which is approximately 75m from the western boundary of the town centre. It should be noted that the applicant previously operated a unit within Riverway Retail Park, which is a large commercial centre of shops and related uses adjoining Irvine town centre. The applicant discounted The Forum as it does not

appear to be marketed, does not have an adjacent car park and is not considered to be in a prominent location. The Applicant argued that the former Ayrshire Metals site can be discounted because they consider that the site is not prominent enough to attract passing trade; that it has poor pedestrian links; that it has poor visibility from the town centre; that there is the possibility of contamination; that the site was not allocated for retail under the Irvine Town Regeneration Plan and that the site is too large.

The Council also identified the new housing estate of Montgomerie Park as a potential site. Whilst this was not a town centre nor edge of centre location, the adopted LDP identifies an area to the southwest of Hill Roundabout as being suitable for the development of facilities to serve the Montgomerie Park community including, potentially, retail. The site is some 1km to the north of the application site and further from Irvine town centre. The Montgomerie Park site was discounted by the applicant because it was not considered to be sequentially preferable to the Stanecastle site and they considered that it has poor visibility.

2. Access
The Council's Active Travel and Transportation team had concerns about the proposal. The concerns related to the number of vehicle trips the development would generate and the impact on the road network. In particular, concerns were raised about the impact on the adjacent Stanecastle Roundabout as well as the suitability of the site for non-vehicular forms of transport (eg. walking and cycling). The applicant was requested to provide more information in this respect, which they have since addressed.

3. Overshadowing
The store would have been sited to the east of a number of recently constructed houses. Concern was raised that the proposal could overshadow these houses, to the detriment of their amenity. The applicant was requested to provide further information so that this could be fully assessed.

In summary, it was considered that the access and overshadowing issues could potentially be overcome. However, it was considered unlikely that the applicant could overcome concerns regarding the location of the site, which is the fundamental planning issue in this case.

The following supporting information has been submitted with the current application:

Design and Access Statement
Provides a design rationale and policy assessment.

Planning and Retail Statement
Includes a Retail Impact Assessment (RIA), a Town Centre Health Check (TCHC), details of Lidl's minimum site requirements and a Sequential Site Assessment (SSA). Also includes a more in-depth Planning policy analysis than that included in the Design and Access Statement.

Statement of Community Involvement
The statement sets out the discussions undertaken between the developer and North Ayrshire Council's Planning Services which has led to the revised proposal as well as the additional information being submitted in support of the application. The

changes to the proposal, in comparison with the original application, include the addition of an additional footpath connection north of the site; a reduction in sales area by approximately 250sqm; the provision of further analysis on the impact of the development on the local road network; an increase in the number of parking spaces; a daylight/sunlight analysis and a strengthened sequential location assessment. The statement also sets out the consultation undertaken between the developer and the local community. Note: there was no statutory requirement for the applicant to carry out pre-application public consultation.

Extended Phase 1 Habitat Survey
The habitats and plant species on site typical of those found on brownfield sites and are not of any significant ecological value either at the local or Local Authority level, so are not considered an ecological constraint for development. There are a group of 10 semi-mature Norway maples covered in Ivy which are considered a moderate roost potential location for bats and therefore a follow up Bat Presence/Absence Survey is required. There was no evidence of Badgers on site. The application site has negligible value for breeding birds, however to ensure breeding birds are not an ecological constrain the site clearance should take place outwith the main bird breeding season, or a walkover survey should be conducted by an ecologist prior to site clearance.

Bat Presence and Absence Survey
No bat roost was found to be present within the trees on site; roosting bats are therefore not an ecological constraint at the present time.

Daylight and Sunlight Study
This study considered the effect of the proposed development on 16 neighbouring properties in the adjacent housing development in terms of loss of daylight and sunlight. The study used a 3D computer model to undertake this analysis. The results confirmed that the neighbouring rooms, windows and amenity spaces would be fully compliant with the various standards for daylight, sunlight and overshadowing.

Noise Impact Assessment
Takes into account the effect of the noise generated by the proposed fixed plant, on-site vehicle movements and customer vehicles on the nearby noise sensitive receptors. The rating level, due to the operation of the foodstore, has been predicted to be equal to or below the measured daytime and night-time background sound levels at all assessment locations. The proposed development is therefore considered likely to have a low impact on its closest receptors.

Site Investigation Report
Whilst the majority of the site had been planted with trees during the 1970s as part of the landscaping works for North Newmoor Industrial Estate, a small part of the site was previously used as a car park associated with a factory unit to the west of the site between the 1980s until the early 2000s. No significant constraints were uncovered on site as a result of previous development.

Tree Survey and Arboricultural Implication Assessment
Considers that the existing trees on site are of low quality and therefore their removal and replacement with new landscaping would enhance the landscape value of the site.

Transport Assessment

The assessment concludes that the site is highly accessible by all modes of transport and that traffic volumes generated by the foodstore would not have a detrimental impact on the local road network.

The applicants have also provided letters from their agents and legal representative which seek to address some of the reasons given by Council planning officers in opposition to the proposal. These letters largely reiterate the arguments made in the Planning and Retail Statement.

Consultations and Representations

The statutory neighbour notification process was undertaken, and the application was also advertised in a local newspaper, the Irvine Herald. 184 letters of support (including one from Irvine Community Council) and 2 letters of objection have been received. The overwhelming majority of the letters of support were signed standardised letters. The representation points are summarised and responded to below:

Support:

1. It would be good to have a shop within walking distance; the site is very accessible by active travel.

Response: It is noted that the proposed site is within walking distance of some residential areas, however, town centre or edge of centre locations are accessible for a greater number of people than out of centre sites such as the application site.

2. The proposed development would create local jobs. The applicant pays their employees more than the national living wage.

Response: The applicant has stated that the proposed development would employ up to 40 full-time staff, however, this consideration does not outweigh the inappropriate location of the development. If the supermarket was located in or adjacent to the town centre it would generate the same level of employment. Wage levels are not a material planning consideration.

3. The site has been derelict for a long time and it would be good to see it developed.

Response: The majority of the application site was covered by woodland that was planted by Irvine Development Corporation in the 1970s as part of the landscaping works associated with the development of the North Newmoor Industrial Estate. The semi-mature trees and shrubs were then cleared by the landowner during the early part of 2015. This included the removal of a significant number of trees on Council land adjacent to the Stanecastle Roundabout, without the Council's prior consent. The landowner also indicated, during 2016, their aspirations for a "neighbourhood retail centre" on the site. As such, it is inaccurate to claim that the site is derelict, since the trees were removed in order to promote commercial development. The land to the west of the application site had been developed in the 1980s as a factory unit which, following closure, was demolished during 2013. As noted above, that site is currently being redeveloped as a housing estate. The application site is allocated as General Urban Area in the LDP and would be suitable, in principle, for residential development.

4. There are no supermarkets or shops in this area of Irvine.

Response: The Local Development Plan directs large retail developments towards town centre locations.

5. The proposed development would ease traffic congestion in the town centre.

Response: The Transport Assessment anticipates that the proposed store would generate 155 and 250 vehicle trips per hour on the peak weekday PM and Saturday periods respectively. There is no evidence to suggest the amount of these vehicles which would be diverted from the town centre, if indeed any would. There is therefore no evidence to suggest that the proposed development would ease congestion in the town centre.

6. Numerous comments have been made in relation to the desire to see a Lidl in Irvine and the benefits in terms of consumer choice and affordability of food.

Response: Irvine is currently well served by a wide range of food retailers and there is a choice of options in terms of affordability. While the Council would support additional choice in terms of discount food retail in Irvine, any new store would need to be situated in a suitable location in order to meet planning policy requirements.

7. A neighbouring resident supports the application but does not want trees along the back boundary of the property because they may shed leaves onto neighbouring gardens.

Response: The applicant is proposing trees along the boundary to act as screening. It is not considered that the shedding on leaves onto neighbouring gardens would constitute a significant amenity concern.

8. Lidl has demonstrated that the site is suitable via a sequential analysis.

Response: The applicant has submitted a Sequential Site Analysis (SSA), however the conclusions that they arrive at are disputed. See Analysis section, below.

9. There is a need for another discount retailer in Irvine.

Response: Irvine is currently well served by a wide range of food retailers and there is a choice of options in terms of affordability. While the Council would support additional choice in terms of discount food retail in Irvine, any new store would need to be situated in a suitable location in order to meet planning policy requirements.

Objections:

1. The proposed development does not accord with the town centre first strategy adopted in the North Ayrshire Local Development Plan.

Response: Agreed. See analysis.

2. The development would compete with established local stores and could lead to job losses or store closures.

Response: The applicant has submitted a Planning and Retail Assessment which considers the effect of the proposed development on established retail in the area. Given the information contained in the assessment, it is accepted that on balance the development would not significantly affect the vitality of Irvine town centre or other local shops and retail centres. The proposed development would however compete with rather than compliment the town centre and is contrary to the town centre first approach promoted by the LDP and by Scottish Planning Policy.

3. There are already many supermarkets in the surrounding area and Irvine does not need any more. Additionally, there are too many off-licences in the area leading to anti-social behaviour.

Response: It is not considered that there are too many supermarkets in Irvine, however, it is noted that there is no deficiency of major food retailers in Irvine, all of which have been able to locate in or adjacent to the town centre. Licensing matters fall outwith the scope of material planning considerations.

4. The Stanecastle Roundabout cannot cope with an increase in traffic.

Response: The applicant has submitted a Transport Statement which considers the impact of the proposed development on traffic flows at the Stanecastle Roundabout and concludes that it would continue to operate in its practical capacity following the development. This assessment has been accepted by North Ayrshire Council Active Travel and Transportation.

Consultations

NAC Environmental Health - No objections subject to a condition controlling noise levels.

Response: Noted

NAC Active Travel and Transportation - No objections subject to conditions.

Response: Noted.

Analysis

In terms of the statutory requirements placed on the Council by the Planning Acts, the determination of a planning application requires to be made in accordance with the provisions of the development plan unless material considerations indicate otherwise.

In this respect, the development plan is the adopted North Ayrshire Local Development Plan, adopted by the Council on 28th November 2019.

Policy 3 of the LDP states: "for development that has the potential to generate significant footfall, we will support proposals which have adopted a town centre first sequential approach." The proposed supermarket is considered likely to generate significant footfall and therefore requires a sequential approach to be undertaken with the following order of site preference:

1. Town Centres

2. Edge of town centres
3. Other commercial centres
4. Out-of-centre locations that are, or can be made, easily accessible by a choice of transport modes

This sequential approach is based upon the town centre first principle as promoted by Scottish Planning Policy (2014). Paragraph 73 of the Scottish Planning Policy states that out-of-centre locations should only be considered for uses which generate significant footfall where:

- All town centre, edge of town centre and other commercial centre options have been assessed and discounted as unsuitable or unavailable;
- The scale of the development proposed is appropriate, and it has been shown that the proposal cannot reasonably be altered or reduced in scale to allow it to become accommodated at a sequentially preferable location;
- The proposal will help to meet quantitative or qualitative deficiencies; and
- There will be no significant adverse effect on the viability of existing town centres.

The applicant has submitted a Sequential Site Assessment (SSA) where they outline the sites they considered in sequence. In terms of their sequential analysis, the applicant states that they have a set of minimum requirements that need to be met for them to consider a site suitable. These parameters include minimum site and floor areas, availability of vehicular access and parking, visual prominence and accessibility. The applicant also states that sites need to both be available and meet their minimum standards in order for them to be considered acceptable.

It should be noted that Lidl operate stores in other areas of Scotland which do not meet some of the minimum requirements which they have set out for this application. As an example, their recently opened store in Giffnock town centre which makes use of an existing building, has a site area of less than 0.6ha and has car parking on a raised deck not visible from the street. Likewise, their Lanark store is in a town centre site of less than 0.6ha in size. A supporting document submitted by the applicant states that the minimum requirements are not general minimum requirements for Lidl stores but refer specifically to the Irvine area. No evidence has been provided to explain why Lidl has certain minimum requirements to operate a store in Irvine that are not required in other towns, such as Giffnock and Lanark. The applicant is not considered to have shown any sufficient flexibility with regards to the application of their minimum requirements in the sequential test. These minimum requirements, not immediately evident in full elsewhere, are considered to be very onerous. By their inherent lack of flexibility, these minimum requirements would tend to act against selecting any town centre sites. By way of contrast, the Council has been flexible in terms of discounting its preferred sites where they are not suitable in terms of the applicant's operational requirements, as will be demonstrated in the forthcoming section of this report.

In respect of town centres sites, the applicant's SSA considers that there are no vacant units within Irvine Town Centre which are suitable. Most of the vacant units are considered too small for their purposes. They identify The Forum centre as being vacant and having a site area of 0.17ha. This is discounted by the SSA as it does not appear to be marketed, has no adjacent car park, is below their minimum site area and is not considered to be in a prominent location to attract passing trade.

It is agreed that the majority of vacant units within the historic core of Irvine town centre are unlikely to be of a size Lidl would consider large enough. The Forum had

previously been promoted by the Council as a potential site because it is in the middle of the town centre with proximity to established public transport links and the Rivergate Shopping Centre. The Forum is visually prominent in approaches from Low Green Road and also from Marress Roundabout on the western side of the town centre. There is car parking in the undercroft of The Forum and additional surface car parking at West Road, the High Street and many other locations within the town centre. It is not considered that adequate information has been submitted to suggest that The Forum is unavailable. Nevertheless, despite all of the above considerations being in favour of The Forum as a potential retail redevelopment site, it is accepted that it fails to meet Lidl's minimum requirements in terms of site area, floor area and parking provision. Following consideration of these requirements when set against the particular circumstances, including the quality of available parking provision, the justification for discounting The Forum is accepted.

In respect of edge of town centres sites, the applicant's SSA has considered Riverway Retail Park, Lamont Drive and East Road Retail Park as designated commercial centres and edge of centre of sites. Riverway Retail Park is immediately to the south of the town centre with Lamont Drive contiguous to the south. East Road Retail Park is immediately adjacent to the east of the town centre. The SSA considers that there are no suitable units vacant within Riverway Retail Park or Lamont Drive. It also stated that there are no suitable units in East Road.

Whilst there may be no units of a size considered suitable by the applicant available within Riverway and Lamont Drive, it is not considered that the SSA has taken cognisance of the turnover of units within the site, particularly at Riverway. There are 11 units in Riverway of between approx. 705sqm and 1500sqm with occupants of those units having changed regularly over the years. It is noted that Lidl previously operated from one of these units for a number of years. It is also noted that in the period between the submission of the original (ref. 19/00050/PP) and current application that 'The Food Warehouse', also a discount food store, moved into one of the Riverway units during 2019. This demonstrates the occurrence of availability or turnover which arises, and suitability of these units for discount food retailers. Furthermore, planning permission was granted during 2019 (ref. 19/00532/PP) for the removal of the historic planning condition dating from 1997 that had limited the choice of goods which can be sold in Riverway Retail Park. The consequence of this decision is that all retail units in Riverway can now be used for the sale of all types of retail goods, without any restrictions in the event that they become vacant. While it is accepted that there are at present no sites available within the Riverway or Lamont Drive retail parks, the existence of discount food retailers such as The Food Warehouse and Farmfoods which apparently successfully operate units which fall below the minimum requirements set out for this application is evidence that the reasonability of the minimum requirements the applicant has proposed could be questioned

In terms of East Road, this site is identified in the LDP as being suitable for comparison goods but there is no restriction requiring large bulky goods only. There is one convenience food retailer within East Road, Aldi. The applicant notes that a previous application for a supermarket was refused at East Road, however, this application was refused because of its excessive scale, not its location. A smaller supermarket in this location may be acceptable. The East Road retail park is highly accessible to the eastern part of Irvine town centre and has a large Council owned public car park adjacent, the Caledonian Car Park. There is a vacant site immediately to the north of the carpark some 2,800sqm. in area. This could easily accommodate the proposed Lidl store. The vacant site and the Caledonian Car Park

have a combined site area of approximately 0.8ha, which is well above Lidl's minimum site requirements. The Caledonian Car Park is currently underused, and the applicant has not given due consideration to the suitability or availability of the East Road site.

The SSA has also not considered the possibility of new development within the town centre. Permission has been granted in the past for new retail units and extensions to the Rivergate Shopping Centre within the town centre and no assessment of the possibility of such development has been provided. Furthermore, current vacancy rates in the Rivergate Centre mean that there may be an opportunity to create a shop unit with access to adequate parking of a suitable size for Lidl's requirements in the Centre through reorganisation of the shop units, however, this possibility has not been considered in the SSA. The applicant rightly states that the SSA has to consider what is available at the current time or is likely to become available in the near future, however, although it is not suggested that at present there are any alternative available sites it is considered that the approach appears to demonstrate a lack of meaningful effort has been made into exploring alternative town centre or edge of centre options which may require a degree of flexibility or creativity.

The applicant was also asked to consider the Ayrshire Metals site as part of their SSA. The Ayrshire Metals site is allocated as General Urban Area within the LDP and lies within 75m to the west of the Irvine town centre adjacent to the Victoria Roundabout on the main route to Irvine Harbourside. No definition of 'edge of centre' is given in Policy 3 and the applicant argues that based on previous definitions the site would not qualify and should be considered as 'out of centre'. They argue that there is therefore no requirement to consider the Ayrshire Metals site as part of the sequential assessment as it would be in the same category as the application site. The applicant considers that the railway line acts as a barrier between the town centre and the site. However, there are two bridges under the railway line which provide good pedestrian access to the town centre at Irvine Railway Station and Church Street as well as a dual-carriageway road leading from the Victoria Roundabout to the Marress Roundabout. The applicant contends that the site has very poor pedestrian connectivity, however, the site is approximately 2 minutes' walk from Irvine railway station (where there are also bus stops) and 5 minutes from the entrance to the Rivergate adjacent to Asda. As such, the Ayrshire Metals site therefore has very good pedestrian connectivity to the town centre, as well as good road links to other parts of the town via Marress Road (north) and Fullarton Street (south). The Ayrshire Metals site is immediately adjacent to Irvine town centre and clearly meets both previous and common-sense definitions of edge of centre. As such, it is quite clear that the Ayrshire Metals site is an edge of centre site in relation to Irvine town centre.

Despite not considering that the Ayrshire Metals site needs to be considered under the sequential assessment, the applicant outlines reasons that they do not consider it to be an appropriate site. The reasons given are: the site is not prominent enough to attract passing trade; it has poor pedestrian links; it has poor visibility from the town centre; there is the possibility of contamination; the site was not allocated for retail under the Irvine Town Regeneration Plan and that the site is too large.

As previously noted, contrary to the applicant's analysis, the site actually has very good pedestrian connectivity (as well as good road connections to other parts of the town). The Ayrshire Metals site is in a more prominent position within the townscape than the application site, being immediately adjacent to the town centre, railway and Harbourside. The applicant has not submitted any evidence to suggest that the site

is contaminated, and even if it were, this would not affect the sequential site analysis. The fact that the site was not allocated as retail under the Irvine Town Regeneration Plan is irrelevant as that plan was indicative in nature, and not part of the development plan. In any case, the Irvine Town Regeneration Plan no longer has any official status and the site is allocated in the adopted LDP as a General Urban Area - which could include retail due to the edge of centre location. The fact that the site is too large is also not considered to be an issue in terms of planning as the partial development of the site would be preferable to no development at all and may act as a catalyst for further development of the site. The applicant states that the site is under offer from a housebuilder, however, and at time of writing the site is still being actively marketed by Savills on behalf of its current owner. In light of the above consideration it is considered that the Ayrshire Metals site is not only sequentially preferable to the application site, but also meets all of Lidl's minimum requirements, and clearly so if reasonable flexibility were applied.

Finally, in respect of 'other commercial centres', the applicant was asked to consider a site at Hill Roundabout in Montgomerie Park approximately 750m to the north of the application site. Like the Ayrshire Metals site, the applicant does not consider that this site requires to be assessed under the SSA as it would be considered out of centre. While this site is out of centre, it is in a site allocated in Strategic Policy 3 of the LDP as part of the Montgomerie Park Strategic Development Area (SDA). Within the SDA, the potential supermarket site is allocated as General Urban Area: Support for Education and Community Facilities. The policy specifically states that the Council will encourage other community activities such as shops for local residents.

While it is the position of the Council that the Montgomerie Park site could be considered an 'other commercial centre' and would therefore be sequentially preferable to the application site, it is accepted that the Montgomerie Park site is further away from the town centre than the application site and would therefore be difficult to justify promoting in terms of the town centre first principle. The allocation of the site for community facilities would suggest a scale of retail smaller than what is being proposed. As such, locating the proposed shop at a site in Montgomerie Park would raise similar planning policy issues as the current application site in terms of competing with Irvine town centre. It is therefore accepted that the Montgomerie Park site is not suitable for this specific retail proposal in terms of the SSA.

In conclusion, the applicant has failed to demonstrate that there are no sequentially preferable sites in Irvine. The Ayrshire Metals site is an edge of centre site and is therefore sequentially preferable to the application site which is out of centre. Furthermore, the Ayrshire Metals site meets all of Lidl's minimum requirements and is available and on the market. It is therefore considered that the proposal does not comply with Policy 3.

Since the proposal does not accord with Policy 3 it is not acceptable in principle. However, in the interests of conducting a thorough analysis of the proposal, this report will now consider the impact of the proposed development on the viability of Irvine town centre and whether the development would tackle any deficiencies which cannot be met in the town centre.

With regards to the economic impact of the proposal on the viability of Irvine town centre, the applicant has submitted a Retail Impact Assessment (RIA) with projected impact of the proposed development on commercial properties within Irvine. The RIA considers that the development would have the largest impact on the East Road

Commercial Centre, diverting approx.10.94% of its convenience turnover by 2025. It considers that the impact on shops within Irvine town centre would be the equivalent of approx. 3.85% of the projected turnover in 2025 and the Riverway/Lamont Drive Retail Park would be impacted by approx. 2.52%.

A Town Centre Health Check (TCHC) has also been submitted by the applicant. This states there is a town centre vacancy rate of 11% which is slightly below the Scotland average of 11.1%. The TCHC notes the number of large parking facilities within the town centre and its easy accessibility.

The RIA demonstrates that there will be a diversion of trade from the town centre to the development. However, given the percentage amount, it is not considered that the development would, in itself, affect the vitality or viability of the town centre. The proposal could impact more significantly on commercial premises within the East Road Retail Park, which is immediately adjacent to the town centre. Again, however, it is not considered that this would necessarily cause cumulative impact on the vitality or viability of the town centre.

The Council carried out a town centre audit of Irvine in October 2018. Whilst the audit is still in its draft stage, it found a vacancy rate of 13.9%. However, this fell to 10.6% when units which would require planning permission to be used as retail premises were excluded. Despite different methodologies, it is considered that the applicant's TCHC and the Council's own audit are broadly in agreement. It is important to note the Policy led investment in our town centres by both the Council and the Scottish Government is aimed at regenerating our town centres, which have seen higher vacancy rates arising from changing trends in the retail sector. It is envisaged that, despite public sector investment in the town centre, the trends in retailing will continue in the years ahead.

The applicant states that their business model is for their store to be used by their consumers in addition to other food retailers; their customers are expected to buy basic staples in Lidl then go to another store to purchase more specialist items. For this business model to function effectively, it would benefit a store to be located close to the existing retail outlets i.e. within, or close to, a town centre. The proposed site, being remote from the town centre, is not located near any other food shops and therefore this model does not seem likely to be commonly adopted by consumers. The proposed site is isolated from other retailers and would likely be used as a single destination shop. Any cumulative positive effects as a result of linked trips to other nearby shops would be difficult to demonstrate given its isolated position in relation to Irvine town centre. While the applicant has demonstrated that the proposal would probably not significantly adversely affect the viability of the town centre, the proposed development would clearly compete with, rather than complement or enhance, the town centre. Placement of the proposed development at the application site would, in effect, be a missed opportunity. If located in, or adjacent to the town centre, the proposal would provide a positive addition to the retail offering of Irvine town centre and would provide cumulative economic and social benefits.

Regarding the issue of whether the proposed development would tackle any deficiencies that cannot be met within the town centre, the applicant has stated that they consider themselves to be a 'deep' discount retailer, distinct from what they describe as 'mainstream' convenience retailers eg. Asda, Tesco, Sainsbury's and Morrisons. They consider Aldi to be the other retailer which provides the type of service they do.

Whist the applicant may consider themselves a distinct type of retail, in planning terms the proposed development (and all the above retailers) is within Class 1 of the Town and Country Planning (Use Classes) (Scotland) Order 1997. Class 1 makes no distinction between different shopping categories or retailer, and it is not the role of the Council to consider the precise format adopted by the business model of individual retail traders. In Irvine Town Centre there exists over 5,919sqm of convenience retail sales area (the applicants RIA) and a larger area of all types of potential retail. As stated above, there are potential retail development opportunities in or adjacent to the town centre. This does not include the large Riverway, Lamont Drive or East Road Retail parks which further add to the retail offer within, or adjacent to, the established town centre. It is not considered that there is a deficiency in the retail offer within Irvine Town Centre. If there were, it is also considered that there would be potential to address these deficiencies within the town centre.

Policy 19 of the LDP states that development of land identified on the LDP Maps as protected open space will only be supported when it accords with the Council's Open Space Strategy and in certain exceptional circumstances. The area of the site allocated as open space is at the eastern end, between an existing footpath and the Stanecastle Roundabout. The proposal seeks to retain the land as open space. It currently contains unmanaged woodland on land owned by the Council. The proposal is to fell the remaining woodland and replace it with grass, presumably to give the frontage of the shop maximum visibility from the Stanecastle Roundabout. Regardless of the change in character of the open space, it would not be developed and thus the proposal does not conflict with Policy 19.

In terms of Policy 27: Sustainable Transport and Active Travel, the Applicant's transport assessment describes the public transport linkages of the application site as being good; there are east and westbound bus stops on Manson Road approximately 100m from the site where buses serve Irvine Town centre as well as the surrounding residential areas of Girdle Toll, Bourtreehill and Broomlands. While there is no on-road cycling provision surrounding the site, the site is well served by off-road footpaths which could cater to pedestrians as well as cyclists. The proposed development would have a pedestrian link to the existing pavement on Crompton Way and from there onto the existing path which cuts through the east of the site. This footpath leads to the bus stops to the north of the site and eventually to Irvine Town Centre; the eastbound bus stop is accessed via an underpass.

The proposed development would be likely to generate a significant number of new trips and therefore have an impact on the local road network. The impact of the proposed development on the Stanecastle Roundabout and Towerlands Interchange was assessed in the applicant's Transport Assessment. It was found that both junctions would continue to operate within their practical capacity following the proposed development. The proposed access would be formed onto Crompton Way. There would be spaces for 130 vehicles in the car park, including 8 disabled spaces, 12 parent and toddler spaces and 2 electric charging bays, which is considered acceptable provision.

The modal split of the trips to the proposed store estimate that during the Saturday peak period only 16% of journeys to the supermarket would be made by sustainable transport modes. Approximately 250 cars would arrive and depart from the site during that 3-hour period. Policy 27 of the LDP states that the Council will take account of the need to adapt to climate change. Out-of-town retail development that

is heavily dependent on access by private car such, as that proposed, is not considered to be in line with the Council's aspirations to move towards greener and more sustainable transport modes in order to tackle climate change. A town centre or edge of centre location would be more likely to result in a much higher share of trips to the store being made by sustainable transport modes. In light of the above consideration, the proposal is contrary to Policy 27.

The relevant criterion of Strategic Policy 1 (Towns and Villages Objective) is (a). Criterion (a) states that proposals should support the social and economic functions of town centres by adopting a town centre first principle that directs major new development and investments to town centre locations. As we have already discussed in this report, the applicant has not demonstrated a town centre first approach, and there is a sequentially preferable site immediately adjacent to the town centre. The proposed development therefore conflicts with criterion (a).

With respect to Strategic Policy 2: Placemaking, the design of the unit follows a typical design for Lidl stores and is modern in appearance with white and grey cladding panels being the main finishing material. The design is not distinctive and does not draw upon the positive characteristics of the surrounding area in respect of scale, street, building form and material and does not create a place with a sense of identity. It has not been altered or adapted to adhere to the positive characteristics of the surrounding area. The surrounding area is residential and suburban in character, with the nearby Tennents distribution warehouse being the only remaining industrial building. The scale of the proposed foodstore, the use of cladding panels and lack of appropriate architectural detail would mean that it would be utilitarian in appearance. North Newmoor is an area transitioning from industry to a new residential area. As such, a higher standard of design would be expected for new developments than is proposed.

The applicant's Daylight and Sunlight Study took account of 16 neighbouring properties in the adjacent Persimmon housing development and concluded that there would be no detrimental impact on these properties in terms of loss of light or overshadowing. The methodology adopted and the results of this study are accepted. The applicant is proposing to plant trees along this boundary to provide visual screening of the development.

The applicant carried out a Noise Assessment which predicted that the rating level, due to the operation of the foodstore, would be equal to or below the measured daytime and night-time background sound levels at all assessment locations. The proposed development is therefore considered likely to have a low impact on its closest receptors and would not cause any noise disturbance for the adjacent residential properties.

The Phase 1 Habitat Survey did not discover any evidence of protected species within the site. The Survey did identify a stand of trees at the north-eastern end of the site which could be a potential summer roost feature for bats. A further Bat Survey was carried out and did not uncover any roosting bats within this woodland. The Tree Survey finds that these trees are in poor condition and do not have any landscape value. These trees are to be removed as part of the development and maintained as open grass. The trees do not benefit from any protection and the findings of the Tree Survey are accepted.

It is not considered that the design of the proposed foodstore distinctive or in-keeping with the residential character of the surrounding area and therefore the proposal is contrary to Strategic Policy 2: Placemaking.

It is considered that because the applicant has failed to demonstrate a town centre first approach in line with the policies of the recently adopted LDP, that if the development was permitted, it could set an undesirable precedent for further out-of-centre retail developments which would undermine the primacy of the town centre as the location of retail development within North Ayrshire's towns.

In conclusion, the adopted Local Development Plan clearly states that the preference of the Council is that large retail developments be located in town centres, which is in accordance with Scottish Planning Policy. The application site is some 1.2km outside Irvine town centre and it is not considered that the applicant has provided convincing evidence that there are no preferable sites in or close to the town centre. While no suitable town centre sites were identified, the Ayrshire Metals site (located immediately adjacent to the town centre) is sequentially preferable to the application site, is available and meets all of the applicant's requirements. If the proposed supermarket were to be located in, or adjacent to, Irvine town centre, then it would add to the sustainability and vibrancy of Irvine town centre as a retail destination. However, if located at the application site, the supermarket would compete with and would be detrimental to the Council's policies aimed at revitalising the town centre. There are no other material considerations that have been identified which would outweigh this conclusion.

The proposal is considered to be contrary to Strategic Policy 1: Spatial Strategy (Towns and Villages Objective), Strategic Policy 2: Placemaking, Policy 3: Town Centres and Retailing and Policy 27: Sustainable Transport and Active Travel. On this basis, it is recommended that the application be refused.

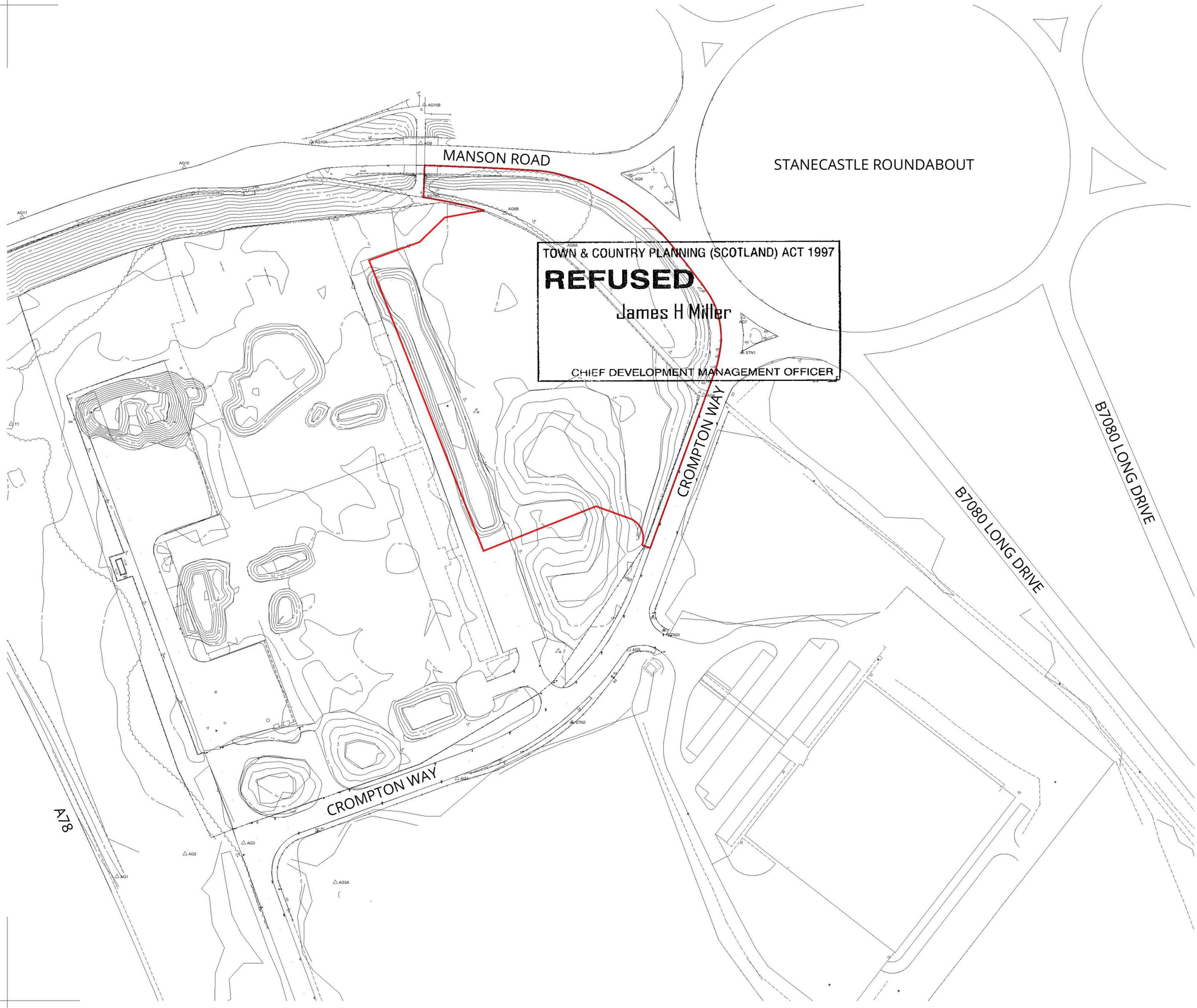
Decision

Refused

Case Officer - Mr John Mack

Appendix 1 - Drawings relating to decision

Drawing Title	Drawing Reference (if applicable)	Drawing Version (if applicable)
Location Plan	2271_310	
Block Plan / Site Plan	2271_311	
Block Plan / Site Plan	2271_313 Rev B	
Proposed Floor Plans	2271_314	
Roof Plan	2271_315	
Proposed Elevations	2271_316	
Block Plan / Site Plan	2271_318 Rev A	
Sections	2271_320	
Landscaping	R/2198/1C	



TOWN & COUNTRY PLANNING (SCOTLAND) ACT 1997

REFUSED

James H Miller

CHIEF DEVELOPMENT MANAGEMENT OFFICER

NORTH

10 0 20 40 60

Scale of Metres - 1:1250

Proposed Planning Boundary

REV

-

Manson

Client

LIDL UK GmbH

Project

PROPOSED SUPERMARKET
CROMPTON WAY
IRVINE

Drawing Title

SITE LOCATION PLAN

Date APRIL 2019

Scale 1:1250 @ A3

Issue Status **PLANNING**

Drawing No. **2271_310**

Rev. -

Drawn KH/JB

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North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

KAREN YEOMANS : Executive Director (Economy & Communities)

No N/19/00752/PP
(Original Application No. N/100181812-001)

REFUSAL OF PLANNING PERMISSION Type of Application: Local Application

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT, 1997,
AS AMENDED BY THE PLANNING ETC (SCOTLAND) ACT 2006.
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND)
REGULATIONS 2013

To : Lidl Great Britain Ltd
c/o Rapleys LLP
8A Rutland Square
Edinburgh
EH1 2AS

With reference to your application received on 4 October 2019 for planning permission under the above mentioned Acts and Orders for :-

Erection of foodstore with sales area of up to 1,257 square metres to include the provision of access, car parking, landscaping and boundary treatment

at Site To North West Of
10 Crompton Way
North Newmoor
Irvine
Ayrshire

North Ayrshire Council in exercise of their powers under the above-mentioned Acts and Orders hereby refuse planning permission on the following grounds :-

Site To North West Of 10 Crompton Way North Newmoor Irvine Ayrshire

No N/19/00752/PP

1. The proposed development would be contrary to Strategic Policy 1: Spatial Strategy (Towns and Villages Objective) and Policy 3: Town Centres and Retailing of the adopted North Ayrshire Local Development Plan, as the applicant has not demonstrated a town centre first approach as required. The proposed site is not suitable for a large retail development as it would compete with the town centre and there are preferable sites available in, or close to the town centre.

2. The proposed development would be contrary to Strategic Policy 2: Placemaking of the adopted North Ayrshire Local Development Plan as it would be neither distinctive in respect of scale, street, building form and material and does not create a place with a sense of identity. nor in-keeping with the predominantly residential character of the surrounding area.

3. The proposed development would be contrary to Policy 27: Sustainable Transport and Active Travel of the adopted North Ayrshire Local Development Plan as the application would be for an out-of-centre retail development, encouraging car use, which would not take into account the need to mitigate and adapt to climate change with regard to the Climate Change (Scotland) Act 2009.

4. The proposed development would set an undesirable precedent for the development of unjustified out-of-centre retail developments within North Ayrshire, which would undermine the town centre first policies of both North Ayrshire Council and the Scottish Government.

Dated this : 12 February 2020

.....
for the North Ayrshire Council

(See accompanying notes)

North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
AS AMENDED BY THE PLANNING ETC (SCOTLAND) ACT 2006.
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND)
REGULATIONS 2013 – REGULATION 28

KAREN YEOMANS : Executive Director (Economy & Communities)

FORM 2

1. If the applicant is aggrieved by the decision to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. The notice of review should be addressed to Committee Services, Chief Executive's Department, Cunninghame House, Irvine, North Ayrshire, KA12 8EE.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: 10 Crompton Way North Newmoor
Date: 19 May 2020 13:37:40

Thank you for your letter regarding the above. My husband and I are both in favour of this development. During this lockdown it would have been more advantageous for me to be able to walk to the store instead of having to go into town.
More people in my area would use the store and therefor take a lot of traffic from the town centre and help the pollution levels.
I understand there will be jobs for the area which can only be good and the company pay well.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Planning Application : 19/00752/PP - Notice of Review
Date: 19 May 2020 15:52:45

I have just received your letter dated 15th May and confirm I wish to make representation in relation to the subject matter.
I see the benefits of the proposed LIDL Store four fold :-
a) It's proximity will service all the surrounding housing estates (with additional housing in the pipeline)
b) It will provide many new jobs for local people both in construction and employment once built.
c) The site will be easily accessible from the Stanecastle roundabout and the local bus route.
d) "Lidl" as company is popular both for price and satisfaction of quality.

Trust this is of assistance and I cannot quite understand why the local council do not see the benefits.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidl store, Newmoor
Date: 22 May 2020 14:13:17

Good afternoon Hayley,
Thank you very much for your review letter dated 15th May 2020 regarding the above project.
Please see my response to the local planning and local review committee members.
I have also emailed the same response to all 3 of my local Councillors, so I trust it will be posted on the NA eplanning website.

Dear all,
I am emailing you all, in no particular order, to once again register my support for the above project, along with my objection to the refusal of planning permission. I respectfully request that you put forward my views to the relevant body. I read the Council's original comprehensive report on their objections and I still cannot support their reasons for rejection. I can only see the positives of having the new store in Newmoor. There will be countless construction jobs to create the store, bringing a percentage of increase to the local economy. Then when the store opens, there will be at least 40 permanent jobs but more importantly, we'll have a modern ambient store on our doorstep with a huge amount of amenities.
For the record, I have no known connection with any of the owners, construction or proposed staff of this project and no personal gain, financial or otherwise, other than seeing the store in all it's splendor.
I look forward to the store going ahead.
Kind regards,

To Hayley Clancy

Committee Services Officer

North Ayrshire Council.

Notice of Review by North Ayrshire Councils Local Review Body in relation to Planning Application Reference no 19/00752/PP ;Proposed Lidl Store on a site to the north west of 10 Crompton Way, North Newmoor,Irvine.

Thank you for your e mail of 15th May 2020 inviting me to make further representations **in support** of the above planning application.

My grounds of support are;

1.Officers have accepted that the proposed shop is within walking distance of many residents and yet have refused the application because it would encourage car use.This does not make sense as they prefer a town centre location which is normally congested.

2.It is factually true that there are no shops or supermarkets in this local area of Irvine and yet the Council plans to build even more houses in this area. We need a supermarket like Lidl in this area of the town for local need.

3.The Officers have refused the application as they prefer a Town Centre Location but there are no suitable Town Centre Locations available

4.Lidl demonstrated that there were no suitable sites by submitting a sequential analysis.Officers disagreed and favoured 2 sites at Ayrshire Metals and at East Road which are not suitable or available!

5.A discount retailer is needed in this location to give residents choice in an accessible location.

6.The reason for refusal indicates that the store would be out of place in the proposed location but such stores are normally in such locations which are accessible by walking, cycling and by bus as well as the car.The proposals include footpath improvements.This location is a normal location for such shops in Scotland and the store is well designed and will improve the area.

7.The proposal would employ up to 40 people.Not enough support is given by Officers for the new jobs which would be available which especially important at this present time.

Signed;

Address;

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: PLANNING APPLICATION: 19/00752/PP
Date: 24 May 2020 13:37:47

I am writing once more to confirm my support of the above application i.e., Lidl at North Newmoor. A larger supermarket in the surrounding area is much needed and will bring more variety than the smaller shops can offer (although they are great for incidentals but to expensive to buy a weekly shop.) Also it will help to ease congestion within the town centre, (when things get back to some sort of normality after COVID-19.) None of the other sites suggested are at all feasible and this one is ideally situated. Also having the store here will bring much needed jobs to the area.

Thank you for taking these points into consideration. I hope to hear from you soon.

Yours faithfully,

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Date: 25 May 2020 12:59:26

Lidl application: 19/00752/PP
My partner and i would like to see a Lidl built on or near 10 Crompton Way.
This would give us a better choice of products locally as our health does not allow us to always go to the town.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidi
Date: 25 May 2020 13:26:16

On behalf of Bourtreehill and Broomlands Tenants and Residents Association, I would like to register our support of Lidl being built at Irvine Newmoor, Stanecastle

Kind regards

From:	
To:	Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject:	Planning Application: 19/00752/PP Site To North West Of 10 Crompton Way North Newmoor Irvine -- Notice Of Review
Date:	25 May 2020 13:54:37

I am very much in favour of this supermarket to be built at the above location. My wife and I spend 60% of our shopping with Lidl and at present we either drive to Stevenson or Kilmarnock. A Lidl store at Stanecastle Roundabout means we can walk to this store in 8 minutes. Residents of Stanecastle, Bourtreehill North and Girdle Toll have a 15 minute walk or less. The pathways from the said areas avoid roads by using underpasses and footbridges. The proposed location is an ideal site with good paths and bus services.

All residents in the local area including the new housing developments driving to Asda, Tesco etc will create more congestion especially at weekends when there is nose to tail traffic from Annick Roundabout to town centre shops.

The store would also provide up to 40 new jobs which would be most welcome to those seeking employment.

I support the proposed new Lidl store at Stanecastle Roundabout.

Regards

From:	
To:	Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject:	Planning Application: 19/00752/PP Site To North West Of 10 Crompton Way North Newmoor Irvine -- Notice Of Review
Date:	25 May 2020 14:09:30

The proposed location would enable the many local residents, of which I am one,to walk to buy food and essentials from a discount retailer.

The growth of house building in this local area and the lack of supermarket provision highlights the need of a supermarket like Lidl in this area of town.

The proposed location is accessible by walking, cycling, bus and car and provides residents with choice from a discount retailer.

The proposal would also provide up to 40 new jobs which at this present time is important.

I support the proposed new Lidl store at Stanecastle Roundabout.

Regards

To Hayley Clancy

Committee Services Officer

North Ayrshire Council.

Notice of Review by North Ayrshire Councils Local Review Body in relation to Planning Application Reference no 19/00752/PP ;Proposed Lidl Store on a site to the north west of 10 Crompton Way, North Newmoor, Irvine.

Thank you for your e mail of 15th May 2020 inviting me to make further representations **in support** of the above planning application.

My grounds of support are;

1.Officers have accepted that the proposed shop is within walking distance of many residents and yet have refused the application because it would encourage car use. This does not make sense as they prefer a town centre location which is normally congested.

2.It is factually true that there are no shops or supermarkets in this local area of Irvine and yet the Council plans to build even more houses in this area. We need a supermarket like Lidl in this area of the town for local need.

3.The Officers have refused the application as they prefer a Town Centre Location but there are no suitable Town Centre Locations available

4.Lidl demonstrated that there were no suitable sites by submitting a sequential analysis. Officers disagreed and favoured 2 sites at Ayrshire Metals and at East Road which are not suitable or available!

5.A discount retailer is needed in this location to give residents choice in an accessible location.

6.The reason for refusal indicates that the store would be out of place in the proposed location but such stores are normally in such locations which are accessible by walking, cycling and by bus as well as the car.The proposals include footpath improvements. This location is a normal location for such shops in Scotland and the store is well designed and will improve the area.

7.The proposal would employ up to 40 people.Not enough support is given by Officers for the new jobs which would be available which especially important at this present time.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Planning Application:19/00752/PP
Date: 26 May 2020 10:02:30

In reply to your letter of 15th May,
I wish to register my continued support for the above application to build a Lidl store. As a local resident I would greatly appreciate having such a facility within easy walking distance. I also feel that it would benefit the look of the site which is at the moment nothing more than an eyesore.
I hope the Review Body can see a way ahead to enable the development to go ahead.

Thankyou

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidl
Date: 26 May 2020 14:52:12

The need for another supermarket has never been more apparent than now.
With large ques to get into the existing supermarkets & the locations where there are more than justify opening of another store near Stanecastle.
With social distancing in place it takes longer than average to do shopping.
Online shopping does not meet demand with major supermarkets taking days to supply.
The opening of Lidl can only be an improvement&help existing stores & benefit
the ever growing population of Irvine.
Sent from my Samsung Galaxy smartphone.
Jobs & services from a new store will bring employment at a time where some jobs will be lost can only be a win win situation

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidl Appeal
Date: 26 May 2020 15:08:43

Good afternoon, I am writing to express my support for the upcoming appeal for the Lidl supermarket. I truly feel that this supermarket would be an asset to the area and can't understand why planners would refuse the planning application when shortly afterwards approved another planning application from Persimmons for another phase of new houses surely this store is justified more so now .

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Planning app. 19/00752/PP
Date: 26 May 2020 17:56:21

I write in support of the application made by Lidl to open a supermarket on the proposed site. This area of town has a large population who have very little choice of goods to purchase. Lidl is an excellent choice as the range of goods they stock has literally something for everyone, whatever their income. Personally as I approach pensionable age, this store would be preferable to going into large retail parks. There is an excellent road amd pedestrian network already in situ.
I look forward to hearing from you regarding the review.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidl.
Date: 26 May 2020 23:17:03

Still in support of Lidl Irvine, it would be good for jobs in the area and also people in Irvine.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidl planning application
Date: 27 May 2020 15:12:01

Dear Ms Clancy,

I hope you will approve the planning application appeal from lidl for the new store at Stanecastle roundabout.

It will provide a much needed alternative supermarket choice with easy access for residents east of the centre, with a good road infrastructure available to tie into. it would also ease congestion on the town centre car parks which cannot cope with demand.

Gridlock at Aldi/Argos is now almost permanent, as is congestion via the blue bridge to the retail park encompassing Sainsbury's, Tesco and Asda, which all cater for the south of the town. Suggesting a premises inside the Mall is ridiculous as there is no way to easily get to a car park with a laden trolley.

Demand for a competitively priced supermarket on this side of the town which has no retail amenities is high and would ease the afore mentioned congestion (and emissions!). As it is easily accessable to many residential developments it is much easier to reach by foot or cycle. It is also on several local bus routes which can encourage use of public transport.

There has been, and continues to be, expanding housing developments in this area without any provision of facilities for the growing population, and the roads into town are already groaning under the strain. This would ease both.

lidl provides brands at discount prices which Aldi rarely does, and the bakery is an added incentive.

New jobs in this blackspot of unemployment is a rare opportunity.

The land used to be used for industrial units so there can be no legitimate conflict on change of use.

Most people in the area were very disappointed when the first application failed, and cannot understand the logic in doing so. I and fervently hope that this appeal is successful.

Subject: Planning Application:19/00752/PP Proposed new Lidl store
Date: 27 May 2020 16:47:29

Dear Ms Clancy,

Thank you for your letter and I would like to add to my previous supporting letter re: building of a new Lidl store at the proposed Newmore site.

With the current Covid 19 pandemic having changed our way of lives in so many ways, that we would not have imagined any of this situation just 15 weeks ago.

I think we should have a rethink on North Ayrshires planning policy of town centre first. For the last 12 weeks my family and I have struggled to have our shopping needs met. With deliveries only available to those shielding and the very infirm as a keyworker working on the Railway I've found it very difficult to access the shops. To have the towns 3 largest supermarkets all situated on the far side of town away from Clark drive where we live just makes it much more difficult.

Planning should now start to consider food supply as an essential commodity and the security of having more varied food suppliers (that all have their own independent logistics chain) can only be a good thing.

With public transport limiting the amount of people travelling on buses (social distancing) We SHOULD now look to allowing these smaller discount stores like the proposed Lidl to be situated in the heart of the community, and not all packed onto a retail park that will in effect force more people to congregate all at the same few places in town. Just imagine the case if we are indeed heading into a recession/depression due to the fallout of this pandemic. What if Tesco's has a drivers strike or goes into administration? Would our local population be supported by the remainder of its grocery stores?

We should value the proposal that a national chain wishes to open a store in our community especially as we are already so economically deprived in the west of Scotland. If we don't they will simply take their business elsewhere, much to our communities detriment.

It's time that we saw sense and took a bold new approach to planning and started doing right by the people that live in this town. If I can just make this point also, you can be assured that I and many in our community have not and probably will never use the Portal leisure centre and the same goes for the newly opened 'The Circuit' sports facility. Both, that at the end of the day are just leisure venues supported by discretionary leisure spending.

A new discount grocery store that the majority of residents in Irvine would actually use on a regular basis should be supported and should be a priority. Along with the jobs and income it would generate in this town.

I hope that this time around common sense will prevail and I look forward to us all welcoming Lidl back to Irvine again.

28 May 2020

Mr. Andrew Fraser
Head of Democratic and Administration Services
Committee Services
North Ayrshire Council
Cunninghame House
Irvine
KA12 8EE

Dear Sir

Planning Application No. N/19/00752/PP, Site to North West of 10 Crompton Way North Newmoor Irvine – Notice of Review

Thank you for your letter of 15 May advising that the above application is to be reviewed by the Council's Local Review Body.

If I understand correctly, the refusal was based on four points which in the Planning Department's interpretation, do not comply with three Policies and one undesirable precedent. I have listed these four points below together with counter views on their validity.

1. Strategic Policy 1: Spatial Strategy & Policy 3: Town Centres First (NAC Local Development Plan)

I would suggest that the proposed site is imminently suitable for a large retail development. Assuming Irvine Cross to be the town centre of Irvine, then this location is as close to the town centre as Sainsburys when comparing distance on foot and actually nearer if looking at road distances to both locations. Using "directions" on Google maps shows that the proposed Lidl site and Sainsburys are both 1.1mile by foot from the town centre and 1.3 mile and 1.9 mile respectively by car/bus to each. Both these mileages are using shortest routes from Irvine Cross.

I cannot factually comment on the approach by Lidl regarding their approach and requirements regarding suitable preferable town centre sites and the Council's idea and offers of suitable alternative sites within the town centre. I understand that Lidl have given the Council their reasons for rejecting sites which were deemed by NAC to be "Town Centre First"

2. Strategic Policy 2: Appearance

As a commercial development there may well be architectural aspects which do not replicate the predominantly residential nature of the area but it would then be fair to say neither does the existing warehousing unit in Crompton Way and dilapidated factory units further along the same road.

It is my understanding that Lidl have proposed that the area would be landscaped at their expense together with improving connectivity for pedestrians from the surrounding residential area.

The local residents appear to be in support of the proposed development and I personally have not heard of any objections on the ground of degrading the character of the area, in fact, the opposite would be true.

3. Strategic Policy 3: Travel policy/car use/climate change

Currently again assuming Irvine Cross to be the "town centre", Iceland at that location, and Aldi are possibly the only two "supermarkets" offering a range of products. In today's shopping style I would suggest that most supermarket shopping is conducted using the car as the preferred method of transport with the majority of pedestrian shoppers using public transport or private taxis to convey their purchases.

As you are aware, Iceland has no provision for on-site car parking unlike Aldi which does have its own on-site car park adjacent to the store itself. East Road being the only entry and exit into Aldi and other commercial premises opposite, can be completely log jammed with traffic at certain times due to vehicles entering and leaving the area. This congestion certainly impacts climate change but not in a positive way.

Similarly, Asda at the foot of the Rivergate centre has only one vehicular entry point and this also adds to road blockages at peak times as vehicles enter/exit New Street.

Being a resident in the Girdle Toll area, I, along with other residents in the area rely on public transport or private cars to visit the existing supermarkets in Irvine whereas our use of such transport would be reduced if the Lidl store became a reality in the area. Admittedly some increase in traffic from other areas of Irvine might result but this could be offset by a reduction in pollution within the "town centre".

4. Undesirable Precedent

I believe that the town centre first policy has already been breached by previous similar developments such as Sainsburys and Farmfoods at Lamont Place. This planned development would provide a long awaited and enhanced shopping opportunity to a large and ever-growing population in the greater North East of the town currently denied such a facility.

As stated in my initial comments of 28 October 2019, the proposed site at Crompton Way has a large, and growing, local catchment area, excellent public transport links, good pedestrian and enhanced vehicular access and egress via two routes, Crompton Way and Arkwright Way and would provide secure and permanent employment for 40 full time jobs plus support jobs in transportation, warehousing maintenance etc., and improve the existing area and hopefully the impression and viability of Irvine as a whole.

I therefore urge the Council to reverse the decision of 12 February and grant the original application.

Yours faithfully

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: planning application: 19/00752/PP Notice Review
Date: 28 May 2020 11:15:56

Proposed Lidl Supermarket site to North West of 10 Crompton Way North Newmoor Irvine

Dear Hayley Clancy,

As supporters to the above application we would like to make a further representation in relation to the review as follows:

Due to the Corona Virus there are now regular queues of people outside supermarkets.

If we had a supermarket in this area it would distribute customers this way from the town centre stores, possibly ease the queues, and decrease individual car journeys to Irvine town centre.

We wish we already had this facility at Stanecastle.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Reference no 19/00752/PP
Date: 28 May 2020 13:13:49
Attachments: image.png

To Hayley Clancy
Committee Services Officer
North Ayrshire Council.

Notice of Review by North Ayrshire Councils Local Review Body in relation to Planning Application Reference no 19/00752/PP ;Proposed Lidl Store on a site to the north west of 10 Crompton Way, North Newmoor,Irvine.
Thank you for your letter of 15th May 2020 inviting me to make further representations in support of the above planning application.

Everything about this proposal is positive from serving the local area, traffic reduction away from the town centre, encouraging walking, and Among others approximately 40 reasonably paid jobs.

My grounds of support are;

1. Officers have accepted that the proposed shop is within walking distance of many residents and yet have refused the application because it would encourage car use.
This does not make sense by arguing they prefer a town centre location which is already congested particularly in the east road, Aldi/Argos traffic lights and especially the Bank St/East Rd junction which is used by much of the traffic from the Stanecastle roundabout.

2. It is true that there are no shops or supermarkets in this area of Irvine and yet there are plans to build even more houses in this area. We feel this reinforces the argument for a store like Lidl in this area of the town serving essential local need.

3. The Officers have refused thIs application as they prefer a Town Centre Location but anyone who lives in Irvine know full well there are no suitable Town Centre locations for a store like Lidl.

4. Lidl Have demonstrated that there were no suitable sites by submitting a sequential analysis. We believe the Officers disagreed and favoured 2 sites at Ayrshire Metals and at East Road. East. At best Ayrshire Metals is an area that should be reserved for housing if a clean site, At worst it would just encourage more vehicle traffic something we feel you should be trying to discourage and it is also on the doorstep of Dublin & Belfast Quay.

5. A discount retailer is needed in this location to give residents choice in an accessible location. It will encourage more footfall by making greater use of the excellent footpaths in the area.

6. The reason for refusal indicates that the store would be out of place in the proposed location but such stores are normally in such locations which are accessible by walking, cycling and by

bus as well as the car. Although there are already good footpaths the proposals include footpath improvements. This location is a normal location for such shops in Scotland and the store is well designed and will improve the area.

7. The proposal will employ up to 40 people and not enough support for this is given by the Officers for the proposed new jobs which would be available and are particularly important to this area at this present time.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidl
Date: 29 May 2020 14:48:52

Good day Committee Clerk,

Please accept this email in support of Lidl being granted permission to open in Irvine.

We are a family of 6 and it would be easier for us to shop more locally than trekking into the town centre. This will reduce carbon emissions for those residents that reside at the top of the town, improving the environment and increase activities outside by being within walking distance especially during the current pandemic.

Subject: Lidl
Date: 29 May 2020 14:57:54

To whom it may concern

I would like advise you of my support of Lidl coming to the Stanecastle area of Irvine.

Subject: Supporting Lidl application
Date: 29 May 2020 15:22:46

My family are all in support of Lidl’s application to build at Stanecastle

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidl
Date: 29 May 2020 16:05:50

I would like to register my support for Lidl to be allowed to build a store next to the Stanecastle roundabout . This area of the town is very poorly served with shops and facilities in general. It would be nice to have a supermarket I could walk to if I chose , rather than drive 3 miles to where all the other supermarkets are, or into a congested town centre to visit Aldi.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Lidl
Date: 29 May 2020 23:29:32

Hi, I would like to register my support for the new lidl store to be built in Irvine. This store will bring much need jobs to the town and help support the local community

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: Planning Applicarion Review : 19/00752/PP (Lidl)
Date: 31 May 2020 12:25:12

I refer to the above review and your letter dated the 15 May 2020.

Before I make comment for review, I would like to declare on my own behalf that I am in no way or form an activist of any kind nor am I a constant complainer or supporter of any particular Political Party or Supermarket chain, but I feel obliged to comment on this one.

The immediate area to the North, South and East of the proposed site is probably one of the largest catchment areas if not the largest in Irvine and getting larger as time goes on. without any attempt to support the numbers.

With regards to your planning peoples suggestion of a site at East Rd. I would suggest is out of touch with reality . The traffic lights on East Rd and Bank St. are regularly out of sequence with those at the Aldi junction and at busy times (quite regular) allows only 2 or 3 cars at a time onto East Rd., this in turn makes the exit from the Boots carpark an absolute nightmare at those times, therefor we just make the situation worse.

The second suggestion of a site in the area of Ayrshire Metals. I don't know what use that would be being next door to Riverway and Rivergate shopping centres, but then that's planners for you, these kind of details don't seem to matter to them.

Further, the comment that the site at Stanecastle would only encourage car use beggars belief. The average shopper in this area heads for Riverway retail park with Tesco and Asda being their main targets and a few to Sainsburys and Aldi (East Rd).

A conservative estimate of the average distance travelled by car, I would put at around 7 Miles per round trip. It doesn't take too many cars to make this trip for the miles to get into 1000 per week and beyond.

Finally, there is also the employment opportunities to consider and according to Lidl would be around 40, although not significant they would certainly be welcome at this point in time, not forgetting the construction work too.

Thank you for the opportunity to comment.

From:
To: Hayley Clancy (Committee Services Officer / Committee & Member Serv)
Subject: RE: Planning Application: 19/00752/PP
Date: 29 May 2020 17:01:12

Afternoon,

Further to your letter of the 15th May, 2020 my clients would like to reconfirm their key points raised in our letter of the 24th October, 2019, their key points being;

- The proposed development does not align with the Town Centre First Principle that directs major new development and investment to town centre locations as a priority including *supporting town centre living*. Such a proposal stops investment in Bourtreehill and Girdle Toll town centres.
- The area is oversubscribed with discount retailers. There are over 15 independent retailers in the surrounding area of the proposed development. These independent retailers have been servicing the local community providing vital supplies while using local suppliers. This being highlighted during the current COVID19 pandemic, they have continued to supply the local community throughout.
- The Stanecastle Roundabout is a busy roundabout at present and a further increase in traffic may put strain on the road network, especially at peak times, increasing the risk to other road users and increasing journey times.
- The proposed development undermines the vitality or viability of town centres, a proposal that generates a significant footfall should accord with the Town Centre First Principle
- The area does not require a further budget priced off licence encouraging anti-social behaviour.
- The introduction of a further discount retailer will only result in more local shop closures. Impacting on local suppliers, employment and lead to more business units lying empty in town centres.

Further, our clients understand that Lidl had a prime location in Irvine but chose to close this site and it is our clients' view that they should not now be given free choice of a location that suits them at the expense of local retailers and suppliers in the town centres.

Please also find attached hereto further written submission by my clients' for the Local Review Body's consideration.

LIDL OBJECTION – APPEAL POINTS TO RAISE..

At the Lidl Action Group Meeting at the volunteer rooms, there was 80 and max 100 in attendance. Lidl make it out to be biggest turnout showing public demand/want this location, however the last census shows there are 33,000 people in Irvine so in comparison that ratio and attendance at this meeting did not represent the views of over 90% of people and was a small minority based on demographics. Note also 80 in attendance were cramped into a small room, creating the illusion to local media that there was huge turnout. One of our small stores takes in over 1000 transactions a day so 80 people doesn't not justify a demand to have a Lidl store. 100 in attendance shows 0.3% view to population of Irvine based on the last official census

This proposed area is a deprived area with large drinking problems, so having a "Discounter" selling cheapest alcohol day in day will fuel these problems and also lead onto more anti-social problems, underage drinking and loitering. The facts/history prove this as Bourtreehill Village Centre attracted hundreds of kids at the weekends main reason being cheap alcohol was on offer. Former community wardens can confirm this. This let to area discouraging people from shopping, led to anti-social problems, littering, and pestering customers for alcohol.
This issue has been resolved and since our stores in Bourtreehill do not sell cheap alcohol and stick to rrps from suppliers, there have been NO kids at weekends, less litter, and lots of pensioners, families and kids shopping and walking late at nights.

The roundabout is already very busy and so many members of the public complain about this, I can even provide photos of the traffic. So adding another busy junction will result in more accidents and longer queues at 4 main turnings at the roundabout that are already busy.

Lidl will be directly competing against the town centre so will drive customers and footfall away from an already struggling town centre. Tesco, Sainsburys and retails parks already provide easy access and enough parking for the demand as well as local busses running from Bourtreehill and Girdle Toll.
Lidl is only 1 mile away from Aldi so nearest discounter is not that far away for the public to access.

The town already has Tesco, Asda, Sainsburys, Home Bargains, Xcess Stock, Iceland, Farmfoods, B&M, Poundland & Food Warehouse that more than cover the needs of Irvine and none of these stores are overstretched. Tesco and Sainsburys car park already show this, they are never near full capacity even at peak times. These retailers have already cut back major staff and direct competition will result in more job losses than jobs gained that is also a fact.

There are over 15 independent retailers around this proposed area already catering to local communities providing vital services. Not only will jobs be lost, services will be lost too as a direct result of Lidl Opening.
We provide the only traditional butchers in Irvine (at one point there was around 12), this breaks even so any further impact will result in closure, loss of this service, jobs losses and Irvine losing out on a quality traditional butchers. We have 2 sites in Bourtreehill village centre and both stores are not thriving so a drop in sales or footfall will result in at least 1 site closing resulting in further job losses and also the loss of the Post Office

Bourtreehill village centre only a few minutes' drive away from proposed site is an example of the fact there is no demand for extra business. Apart from our 2 units, the chemist and Chinese, the rest of units have been vacant for at least 12 years now. If there was a demand these units would be full. Co Op, Ladbrokes, hairdressers, hardware store, bakers, butchers, fruit & veg shop, chip shop have

all left showing there is no demand of the extra business in this area. Lidl will take away business from local independent stores that have built up a good local reputation for over 35 years.

There is a Spar, 4x Premier convenience store, our Award Winning Bourtreehill Supermarket, Cost Cutter, Co Op all biggest uk community retail stores more than able to cope with any extra housing or development as they are struggling and rely on local convenience. These local stores are not over stretched and can easily cope with any additional demand

The proposed area has so many convenience stores, that deal with local suppliers, local producers and local wholesalers. These companies employ over 500 employs+ locally and rely on the business of local independent stores. Local suppliers and independent retailers contribute directly to the local Ayrshire area. Lidl who distribution centre is far outside Ayrshire are not interesting in local communities or the local economy or local suppliers as most products are imported

We run regular free kids workshops, community fun days, fitness classes, support local bourtreehill charities Age concern Bourtreehill and Children's 1st bourtreehill, competitions, massive giveaways around £20,000 in prizes including 50" tv, x box 1 etc, make your own slime workshops, Easter workshops, Santa's grotto, Halloween parties, Halloween competitions and 1000s free giveaways to local kids. This has helped combat anti-social behaviour and give kids something to do locally. We have also invested 70k in a soft play area for the community and local kids, re opened a chip shop THIS WILL STOP IF THERE IS FURTHER IMPACT ON OUR STORES AS IT WILL BECOME UNFEASIBLE.

Also, note Lidl had prime location in Irvine, before a lot of major discounters came into the town and gave this up and left Irvine so they should not have the choice of location that's suits them, why should they have prime location at the expense of independent stores locally and other supermarkets. There is not a demand for another discounter so the business will come from other established businesses locally so not really gaining any further business to the area. Since Lidl left Irvine 5 major discounters have came into Irvine so how can there be a demand for another discounter??

My Lawyer has raised some very valid points and facts so support our objection and are worth looking back into our original objection.

Council has every right to reject this appeal as the impact far out weighs the extra benefits to the local community. Lidl has not mentioned or acknowledged the impact this will have on Bourtreehill Village Centre and Girdle Toll stores. We can provided statistics within a week from Edinburgh on the impact on local shops if figures are needed as an example.

Thanks for taking the time to read this, but it shows a bigger picture that Lidl are choosing to ignore showing they don't really have the interests of Irvine at heart, finally note they had prime location in the town centre event before all the other discounters opened up so should not have choice to pick and choose the location that suits their needs at the expense of others that have been in local community and area for around 30 years. Lidl Action Group had also put up banners around proposed site without permission implying Irvine wants Lidl. Speaking to 3 residents next to the site they quoted saying they do not want a Lidl and also all the people that were at this Lidl Action group do not even stay at the new development so do not represent them or their views. There will be more job losses than gains and further loss of services locally, ignoring these facts to allow Lidl the location if its choice

NOTES

LIDL IS A BUSINESS LOOKING TO OPEN IN IRVINE, REGARDLESS OF LOCATION. THREATENING TO WALK AWAY FROM IRVINE ON THE REFUSAL OF THE ORIGINAL SITE, THEY WILL FIND ANOTHER SITE REGARDLESS OF WHAT THE COUNCIL SAY.

COUNCIL IS IN A STRONG POSITION WITH NOTHING TO LOSE, LIDL HAS EVERYTHING TO LOSE BY NOT OPENING IN IRVINE AS THEY ARE EXPANDING AND OPEINING IN ALL BIG TOWNS. They are trying to call bluff by threatening to walk away.

Lidl shouldn't be allowed priority in a key location, thye will always have an alternative choice and a backup plan.

Lidl will open up regardless and everyone wants prime location, the negative impact on the town centre and local businesses far out weighs the benefits. Less money will go into the local economy as Lidl do use local suppliers and they're distribution centres are not even Ayrshire based.

During the COVID pandemic, their was no shortage of supplies and services locally. Our 5 stores within a mile radius of proposed site have plenty of stock of Bread, Milk, Flour, Fruit & Vegetables and we never sold out of any essentials showing the demand was catered for by local independent stores.

24th October, 2019

Planning, North Ayrshire Council,
Cunninghame House,
Irvine,
KA12 8EE

RECORDED DELIVERY

Dear Sirs,

Application: 19/00752/PP (Erection of foodstore)

We refer to the above application and have been instructed to submit this letter on behalf of our clients Bourtreehill Limited, commenting on the above application prior to a final decision being made on the application by Lidl Great Britain Limited. Our client, Bourtreehill Limited, employs over 80 staff at 7 different sites around the proposed development site (including Girdle Toll Premier, Premier Village Convenience Store and Bourtreehill Supermarket) supplying local produce including; J & A Quinn Butchers, Brownings and Lainshaw Farm Eggs. Our clients view their businesses as being vital to the local economy with the money being spent back into the local economy.

Their Bourtreehill Supermarket is a multi-award-winning store, winning 12 major awards including 2 UK awards within its 1st year of opening. Our client proudly bases its stores in the centre of communities. They advise that they have reinvested £1 million in their stores and have been local retailers in the area for over 35 years. They also provide free kids workshops, dance classes, event days, competitions, fitness classes and support local events. Helping to combat anti-social behaviour and contributing greatly to the wellbeing of the community.

In respect of the proposed application we would raise the undernoted points on behalf of our clients.

1. compliance with the Local Development Plan (LDP)
    a. The proposed development does not align with the Town Centre First Principle that directs major new development and investment to town centre locations as a priority including *supporting town centre living*. Such a proposal stops investment in Bourtreehill and Girdle Toll town centres.
    b. Further, such a proposal that generates a significant footfall should accord with the Town Centre First Principle and must not undermine the vitality or viability

of town centres. This proposal would undermine the vitality of the Bourtreehill and Girdle Toll town centres and lead to job losses and possible store closures.

c. Rather than generating new employment opportunities it would instead lead to job losses in local stores and possible store closures.

2. Sustainability
    a. The area has been catered for by local independent stores for over 35 years.
    b. There is not the business for another supermarket. Lidl's projections aim to have £100,000.00 plus in sales a week, this can only impact on local independent stores resulting in the loss of jobs and will have a negative impact on vitality of the Bourtreehill and Girdle Toll town centres.

3. Planning and Economic benefits
    a. Local independent retailers employ 300+ people within the area and the proposed development will reduce employment among local suppliers and producers
    b. Locally based suppliers and producers provide jobs in the area and rely on the businesses of local independent retailers. The result of a 'discounter' supermarket with outside UK products undercutting these suppliers and producers will impact the whole local supply chain from local independent stores to the local suppliers and producers and their employees.
    c. The Stanecastle Roundabout is a busy roundabout and cannot cope with a further increase in traffic, especially at peak times

4. Availability of Service
    a. The area does not need require another discounter. There are already; Lidl, Asda, Tesco, Sainsburys, Farmfoods, Home Bargains, Iceland, New Food Warehouse, Xcess Stock, M&S food hall, Poundstretcher in the area. All providing supermarket services. Supermarkets are struggling and already cutting back staff.
    b. Our clients have been providing local independent convenience stores vital to communities within this area for over 35 years.

5. Need
    a. Over the last 15 years there have been units lying empty in Bourtreehill town centre. The Co-op, Watt Brothers, Bonmarche clothing, local butchers, homeware/hardware store, two bakeries and multiple takeaways have closed, showing that there is no demand or need for the proposed development.

b. In respect of off licences, the area is oversubscribed with off licences and does not require a further budget priced off licence encouraging anti-social behaviour.

Our client has been and continues to cater for the local community's needs providing local doorstep convenience stores vital to communities within this area and to invest in the community. They are already struggling due to constant changes both political and economic. Any further impact may result in local independent stores closures and job losses. There is no need and no economic benefit to the proposed development, and in our clients' view, would only result in a negative impact on the vitality of the Bourtreehill and Girdle Toll town centres.

We hope this letter provides you with enough information to make an informed decision based on the impacts contained within this letter.

This letter does not and shall not constitute, form part of, vary, or seek to vary any contract or unilateral obligation.

Yours faithfully,

Dear Sirs/Madam,

I am writing to request that you allow Lidl and the local action group a fair hearing to fully demonstrate the benefits to the area that a Lidl Store would bring to our community.
The amount of increased housing in the area....stretching as far as Perceton...
Clearly shows the need for additional local store provision....reducing the traffic congestion in central Irvine to more manageable levels.
Despite the new car parking areas in Irvine with the opening of the Portal Leisure Centre and a much busier East Road with a flourishing Aldi Store etc. traffic has been often at a standstill.

I have attached a copy of a letter of appeal sent to Council by Lidl Action Group.

It’s clear from talking to our family, friends and neighbours that people across Irvine want to see the Lidl store at Stanecastle Roundabout built. Lidl are committed to the site at Stanecastle Roundabout. The proposals represent a huge commitment to Irvine in difficult times providing up to 40 well paid jobs and a multi million pound investment. In these current uncertain times, a promise of new jobs in the area is something.

I wish to register my support to bring a Lidl Store to Stanecastle Irvine.

Regards,

:

Dear Sir /Madam

I wish to give my support to the LAG group campaigning for the building of a Lidl store to be built at Staincastle. I have lived 16 years in Perceton and have often wished for a supermarket closer to our home. Our area of Irvine is crying out for such a facility.

I hope the council look favourably at this application.

On behalf of Bourtreehill & Broomlands tenants and residents association, I would like to show our support in lidl Stanecastle.

Kind regards

PLEASE SUPPORT THE PROPOSAL FOR LIDL AT STANECASTLE. IT WOULD BE A GREAT AND MUCH NEEDED ADDITION TO THE AREA.

REGARDS,

Dear Councillors of the Local Review body

Re application by Lidl to build a store at Stanecastle Roundabout

A store in this area is VITAL - the benefits would be

Less CO2 as people in Bourtreehill, Broomlands, Girdle Toll, Clark Drive area and Stewart Drive area will be able to use this supermarket meaning they don't need to travel all the way into town - reducing the length of car journeys and the resulting CO2

This will also mean when the bottle/can return scheme is introduced people in these areas don't have to travel all the way into town to return bottles/cans - again reducing CO2.

This would allow people in these areas to walk to the store - saving on car journeys to supermarkets in town - again reducing CO2 emissions.

The council must be flexible and allow the store proposed as many people across many housing schemes want availability of more local Supermarket to save car journeys and bus journeys into town - especially as the Sunday Service for the no 28 bus does not give access to Asda/Tesco etc - and with Stagecoach during lockdown stopping the weekly service which goes to Tesco etc to a Sunday service where all week we have no public transport available - except to the town centre which is of no use to people in Bourtreehill and Clark Drive area

The demographics of an aging population in all the above areas - with a rising number of people with mobility problems makes it imperative those with reduced mobility - many who don't have cars - need something local - despite what councillors think is best for their plan - while the aging population strongly disagrees - local is better especially for the many who don't have cars.

Can a social distanced public meeting be held in the volunteer rooms - with councillors present -to hear from a panel of local people who support this application and why it is important to us - as bus cuts demonstrate a local lidl is vital for all those in bourtreehill/broomlands/local irvine housing schemes who are finding it difficult to access town centre shops and those on Riverside estate Having mobility problems myself - I have had to spend money shopping in small local shops - which are far more expensive than supermarkets - as the 28 bus did not go to Asda, Train Station, Tesco, Primark - and instead only went to the town centre since March - replacing the weekly schedule with a useless Sunday service every day under lockdown.

As I have had to shop locally during the lockdown as there were no buses going to the riverside estate - I have not been able to buy the food I want at prices I can afford - since March - 5 months of no access - and as I am on universal credit I don't have money to spare - never mind being forced to shop local with much higher prices and lack of choice.

Councillors must factor in the fact residents of the areas mentioned above have an increasing aging population which needs this Lidl to be local - especially for those on benefits and low wages - with no savings and small mouths to feed - those with disabilities and mobility problems who don't own a car too.

Factoring in aging population with mobility problems, non car owners and the reduction in CO2 emissions that WILL happen - these surely are three factors that should be included when deciding the benefits.

Regards

I am writing to support Lidl in their application to open at Stanecastle site in Irvine please read attached letter

Sent from my iPad

Dear Councillors,

We send this to register our support of the Lidl Action Group for the proposed new store at Stanecastle. We agree with the contents of the attached letter and that the review meeting should not be a closed meeting.

Yours faithfully

Dear Councillors,

I write to you to plead for your support in relation to Lidl's proposal to open a store at the Stanecastle Roundabout site. Having a Lidl store at this location caters for the local residents of Girdle Toll, Lawthorn, Perceton and the ever growing Montgomery park area. A store of the standing of Lidl is severely lacking and I feel the local authority is disadvantaging local residents if they refuse this proposal.

I implore you to pass this site as a suitable locale which will only benefit the eastward residents of Irvine. For too long the westward side has been favoured to our detriment. I look forward to your support in our time of need.

Regards

Dear Councillors

Emailing for your support on this development tomorrow at your Review meeting.

This development will not only provide essential jobs for the local community, but provide for more choice and competition for residents of Irvine and further afield in choice of supermarket to best suit their price range and variety of products.

For the residents on the east side of the Irvine bypass, it puts a supermarket of some size to complete full shopping trips without having to go out of town or across town to the larger main supermarket chains. This is more convenient and better for the environment. Many will be able to walk or cycle to the new Lidl store. This is close to main pathways and cycle routes in the town. The Store proposal is on Long Drive, as a regular daily user of Long Drive it is not an overly congested road, has easy access from the town, surrounding housing estates and to Middleton Road which links to Kilmaurs and Stewarton. It is an ideal location for a Medium sized supermarket.

Attached for your information is the letter the Lidl Action Group have sent to North Ayrshire Council, asking them to give this proposal a fair and open hearing

Regards

Hi Ellen,

I would like to add my support to the proposed creation of a Lidl supermarket at the Stanecastle Roundabout. Please find attached a letter from the Lidl Action Group.

Many thanks,

Dear Mr Hatton (Chief Executive),

I hope you are well.

I am writing to you on behalf of the Lidl Action Group regarding their support for the proposed Lidl store at Stanecastle Roundabout, Irvine.
Please find a letter attached that supports Lidl's request for a hearing from the Local Review Body.

If you need anything further please let me know.

Thank you in advance for taking the time to read.

Kind Regards,

Lidl Action Group

Mr Craig Hatton
Chief Executive
North Ayrshire Council
Cunninghame House
Irvine
KA12 8EE

24 August 2020

Dear Mr Hatton,

Lidl Action Group - Irvine Wants Lidl

I write to you on behalf of Lidl Action Group, who formed in September 2019 in support of Lidl's proposals to bring a new store to Stanecastle Roundabout. We are disappointed that due to the Covid-19 pandemic, North Ayrshire Council's Local Review Body officials will decide Lidl's application to build a new store at Stanecastle Roundabout at a closed meeting on 2 September 2020. Having become aware of this, it is our intention to write to you to support Lidl's request that this application is given a formal hearing by the Local Review Body to allow all sides of the debate to be heard. We think it is essential that the applicant and the community have the opportunity to offer our views on the application before the Local Review Body make their final decision.

It's clear from talking to our family, friends and neighbours that people across Irvine want to see the Lidl store at Stanecastle Roundabout built. We can speak to community interest in this application and it is completely contrary to public opinion and common sense for council officials to have refused this application. Lidl are committed to the site at Stanecastle Roundabout. The proposals represent a huge commitment to Irvine in difficult times providing up to 40 well paid jobs and a multi million pound investment. In these current uncertain times, a promise of new jobs in the area is something.

The Lidl Action Group already has the backing of over 200 local people who have written letters of support to the Council are delighted a further 140 supporters have got in touch over the past few weeks to join the group and lend their support to bring Lidl to Irvine. The Lidl Action Group held a Public Meeting on 3 March with nearly 100 people at the Volunteer Rooms. The Group addressed attendees and warned that their voices were not being heard by North Ayrshire Council.

We will continue to do everything in our power to bring Lidl to Stanecastle. We believe it would give us a supermarket in a convenient location, close to neighbourhoods whose retail needs aren't being met. Stanecastle Roundabout is well connected with public transport with three buses that pass over Manson Drive frequently. If you have any questions or would like to speak with the Group please do let me know and I can arrange. We will accept the final decision made by the Local Review Body if all procedures are followed correctly and the local community can be involved in the decision making process to state their case.

Yours sincerely,

Lidl Action Group

Lidl Appeal: Crompton Way, Irvine

Application Ref: 19/00752/PP and 19/00050/PP (withdrawn)

After yet another week (9 September 2020), where the local Irvine papers are promoting the huge demand and local support to overturn the Council's decision on the Lidl application, I am prompted to rectify the impression that the whole community wishes the decision overturned. I am one of many who support the decision to refuse the application. As a lifetime resident of Irvine, I believe that the decision was a correct one.

Without commenting in detail about some of the statements made in the appellants rebuttal letter, there are several points on which I believe that Lidl has been economical with the truth, as I see it.

- "wide public footpaths also serve the site"
  There is only 1 such path, which links directly in to the adjacent new housing development for a distance of approximately 100 metres.

Main pedestrian access routes from Irvine to proposed Lidl site

1 

2 

3 4

Footpath Photos:

1.Manson Road north path, exemplifying the inadequacy of the width for both pedestrian and cycle use, particularly for pushchairs and mobility scooters. There is also a 40mph speed limit.
2.Connecting ramp from Irvine Stewart Drive/Paterson Avenue/Redburn area to Manson Road overbridge and bus stop
3.Ramp from appeal site to bus stop on Manson Road
4.Path leading from Crompton Way to overbridge to Clark Drive area.
With the exception of (4), these routes are all considered as direct access to the site in the TA. The 40mph speed limit is greater than that from Sillars Meadow along the Southern Approach Road to the Retail Parks.

The quoted “good path network” seems to relate only to the dual capacity path leading from the edge of the site into the immediately adjacent new housing development. As evidenced by the photographs, the main paths over Manson Rd road are hopelessly inadequate; the pedestrian overbridge from Bourtreehill is a stepped ramp; and the overbridge from the Clark Drive area is similarly unattractive.

Bus Routes

The most regular routes are the 22 and 28, both of which connect to their destinations through Irvine Town Centre.

Questions that do not seem to be addressed in the Lidl statements relating to diversionary spend from the town centre:

- If you live in Bourtreehill and jump on a no. 28 bus to Lidl are you going to jump back on it again to go into the Town Centre afterwards, or just go back home with your weekly shop?
- Similarly the no 22 from Girdle Toll to and from Castlepark:
  This route not only passes through the town centre but also past the other large discounter, Aldi, which is located in the town centre. Is there no potential diversion of trade from the town centre here either?

- Are 0ne quarter of peak trip shoppers, (more than half at weekends), realistically going to walk or cycle along substandard foot and cycle routes for their shopping at effectively a one-stop shop?
- If the 18,500 people being targeted in the Bourtreehill/Broomlands/Dreghorn area are a key priority in choice of site, how has Lidl addressed the non-car access and have other parts of the wider Newmoor areas been actively considered, which are closer to these areas? Several are on the market.

Lidl Transport Assessment:

This identifies the Manson Rd leg of Stanecastle roundabout as the closest to approaching capacity. No assessment was made of the Stewart Drive junction, where there is already pedestrian/vehicle conflict and right turn issues, particularly at pupil and staff leaving times from both Haysholm and St Marks Primary schools. As highlighted in my objection to the withdrawn (19/00050/PP) application, there is no discussion to address or mitigate these issues.

The TA makes no allowance for pass-by trips, which will have a diversionary effect on the junction loadings. Given the potential for diversion on school journey trips to nearby Greenwood Academy as well as other local schools, and at busy times, it is strange that they are considered to be of little or no interest.

There have been numerous opportunities over the years for Lidl to develop a replacement store in Irvine. Their assessment of the unsuitability of other suggested sites both in their 2 applications and their appeal paper contains inaccuracies and is dismissive of any site other than the one for which they clearly hold some sort of development option. It may be fair for them to say that there is capacity in the market for another discounter, but it should be directed to a location on or near the existing retail areas of the town centre and not a good 25 minute walk from it for a fit person, without a bag of shopping. In my opinion, the cursory dismissal of suggested alternative options and sites not being actively marketed for discounter stores, reinforces the attitude that Lidl took 10 years ago when they left Irvine, ie “our way or no way”.

Covid19 is already impacting on town centres, with Irvine no exception. This proposed development takes no account of this and will be to the detriment of the High Street area in particular. The proposed development is clearly of benefit to Lidl, since they are pursuing it with vigour. The company has suggested it might be of benefit to the local community if they installed rumble strips on the Long Drive approach. I suggest it would be of greater community benefit for them to improve the walking and cycling routes and the circulation concerns at Stanecastle roundabout, were their appeal to be successful. As a local resident, I sincerely hope that the refusal is upheld.

Dear Sir

Re Application to build new LIDL store at Crompton Way Irvine

I was relieved when this application was refused by the Council and hope the decision will not be changed on review. I write in response to the company's exaggerated reports of support for the proposal which was included in a leaflet distributed by the company. This is based on the views of approximately 100 people at a meeting hosted by the company. According to the company there's "not a single person against the proposal. Well I am against it and do not feel the number mentioned by the company represent a significant proportion of local people or the wider views of people in Irvine.

I am against the proposal for the following reasons: -

1. Irvine does not need another food shop / discount supermarket - which would simply take away from local convenience stores and put jobs at risk.
2. LIDL really doesn't add a great deal more in terms of choice - despite the company's suggestion there are many similar discount stores, e.g. Food Warehouse, Farm Foods, Aldi, etc.
3. I support the Council policy to encourage town centre / High Street developments.
4. The suggestion that this is a local neighbourhood store with good pedestrian / cycling access is irrelevant for a LIDL store. There's a reason they are providing 130 parking places - they envisage people doing their large weekly shopping. It is not a convenience store.
5. The company want the council to consider "real world" situations. In the real world the majority of LIDL customers would drive or take a taxi They are certainly not going to be walking or cycling with heavy shopping bags through a network of footpaths and grass verges; they won't be crossing busy 2 lane roads and negotiating roundabout with heavy traffic, less so in the winter - in the dark and on icy paths!!
6. The only "locals" are the residents in the new housing development. I don't live there but it would certainly not be an attractive feature to me if I did.

7. LIDL says it is committed to Irvine. Only while it suits and if it gets the site it wants to compete with ALDI - it is not so many years since they closed a store.
8. I don't agree that the Stanecastle and Towerland roundabouts can cope with the increased traffic that the store would generate. There are significant waiting times to enter Stanecastle roundabout from Manson Road, Bank Street and Long Drive (both directions). It can be positively dangerous to access and exit the Stanecastle Road because of the close proximity to Bank Street.
9. I note some of the letters of support reference the need for this store because of COVID restrictions. While I sympathise with those affected (and indeed am affected myself due to husband's health issues) I don't think important decisions can be made on the basis of what we all hope is a temporary situation.

I hope the above can be taken into account.

Yours faithfully

Dear Sir/Madam,

I would like to ad my name to the growing number of local people opposed to the above. My objections are as follows:

1. Due to its location, I do not believe it would be used as a Convenience Store by people who do not have access to their own transport. There are already a number of shops locally providing this service.
2. Irvine is very well catered for by the number of Supermarkets we have.
3. Stanecastle Roundabout. What more need I say? This is a Roundabout which already should have traffic control, at least at peak times. It can be horrendously busy, cars entering, leaving this proposed Supermarket would only make it more hazardous.

Yours faithfully,

Our ref: 18-02874

19 June 2020

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CAMBRIDGE
EDINBURGH
HUNTINGDON
MANCHESTER

Hayley Clancy
Committee Services Officer
Democratic Services
1st Floor East
Cunninghame House
Irvine
KA12 8EE

Dear Hayley,

Re: Response to Interested Party Representations in relation to Notice of Review for Planning Application N/19/00752/PP at Land at Stanecastle Roundabout, Crompton Way, Irvine.

Thank you for sending through the details of the responses received from interested parties following notification of the review process. In total, we note that 29 responses were received, of which 28 responses were supportive with only a single objection. This reaffirms the substantial public support for the proposed development. We also note that one of the emails of support was received by Bourtreehill and Broomlands Tenants and Residents Association.

In summary, the main reasons for support from the interested parties are:

- Welcoming of discount convenience retail provision in the locality of the expanding residential areas around Stanecastle as well as Girdle Toll and Bourtreehill;
- Setting out that there is not sufficient convenience facilities locally – as evidenced by the current pandemic - which the proposed store will meet;
- That social distancing rules have further emphasised the need for convenience provision locally with significant congestion at existing retail parks;
- Welcoming of significant additional local employment opportunities, particularly in light of the significant economic impact of the pandemic;
- That the proposed development is sustainably located with good bus and walking links, contrary to the Council's reason for refusal.
- Consequently, the proposal will lead to a reduced need to travel by car if local provision is available, compared to the longer trips being made by residents to existing retail parks.
- The proposal will positively regenerate a prominent brownfield site which is currently an eyesore; and
- It is evident that the other sites considered by Lidl during the planning application are evidently not suitable or available for the proposed development.

These elements of support, echo points identified in detail within Section 5 of our appeal statement, adding further weight to the reasons given.

In relation to the objection from Bourtreehill Ltd (who own and operate a number of local convenience stores in the locality), the points made repeat those expressed during the consideration of the planning application. Principally, these relate to perceived concerns regarding the impact of the proposal on the operation of their small convenience shops.

As previously stated (and accepted) by the Council in the Report of Handling, the application proposal will not lead to a significant adverse impact on any defined centre within the catchment area of the proposal.

As the applicant made clear in responding to the representations made during the consideration of the planning application, the development proposal serves a different market. Namely that of small convenience outlets which typically serve a very localised customer base and have extended trading hours (particularly on Sunday) to cater for unplanned or top-up shopping needs. Thus, there is a very limited overlap between the proposed discount foodstore and the local convenience shops operated by the objector. As such, any retail impacts associated with the proposal will not be significant. For these reasons, the representations by Bourtreehill Ltd do not add any further information to that which the Council has already taken into account.

As emphasised in the Notice of Review form and associated Appeal Statement, the applicant strongly wishes to be 'heard' – i.e. at a further meeting of the Local Review Body (LRB) where verbal representations can be directly made by the applicant to members of the LRB. We have set out in our Appeal Statement compelling reasons for why we consider this to be the case, to ensure a transparent and fully informed review process can be undertaken.

We would be grateful if you could keep us informed of progress in taking the review of the application to the appropriate meeting of the LRB.

Yours sincerely,

Daniel Wheelwright

Daniel Wheelwright
BA (Hons) MA MRTPI
Senior Associate