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Appeal by Accrue (Forum) 1 LLP  
Former B&Q Site, Great Stone Road, Stretford, M32 0YP  
PINS ref: APP/Q4245/W/20/3258552  
LPA ref: 100400/OUT/20  
Proof of Evidence by Gareth Davis  
HIGHWAYS

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Reference: AC/2/C Appendices to Proof of Evidence

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December 2021



## Report control

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Document: AC/2/C Appendices to Highways Evidence  
 Project: Former B&Q, Great Stone Road  
 Client: Accrue (Forum) 1 LLP  
 Job number: VN70912  
 File origin: N:\Vectos Job Data\2017\VN70912 Great Stone Road, Trafford\Docs\Appeal\VN70912 Highway Evidence - Gareth Davis - 07.12.21 v2

## Document checking

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Primary Author: Gareth Davis Initialled: GD

Issue	Date	Status	Checked for issue
1	11.11.21	V1	GD
2	07.12.21	V2	GD
3	10.12.21	V3	GD

## **Contents**

### **Appendix AC/2/C -GD1**

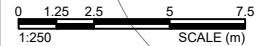
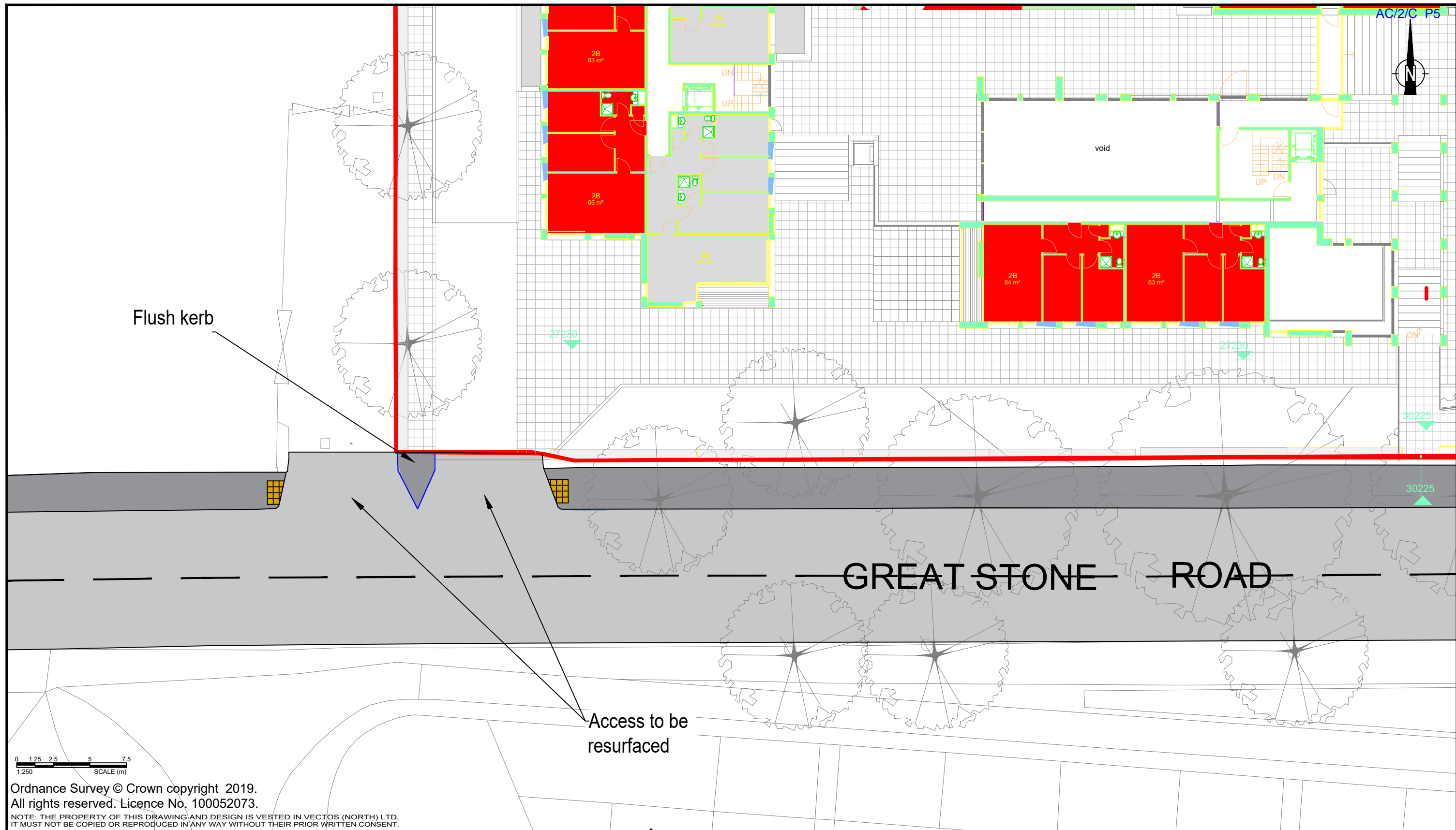
**Dwg VN70912-D103 Highways Proposals**

### **Appendix AC/2/C - GD2**

**AXIS Correspondence and GDavis Response**

# Appendix GD1

## Dwg VN70912-D103 Highways Proposals



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REV.	DETAILS	DRAWN	CHECKED	DATE

**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Great Stone Road, Trafford

General Access Arrangement

DRAWN: WD      CHECKED: GD      DATE: 16.11.21      SCALES: 1:250 at A3

Accrue (Forum) 1 LLP

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DRAWING NUMBER: VN70912-D103      REVISION: .

# Appendix GD2

## AXIS Correspondence and GDavis Response

Our Ref: 2693-01/LK/2

30<sup>th</sup> November 2021

Mr Grant Anderson  
Hill Dickinson LLP  
50 Fountain Street  
Manchester  
M2 2AS

planning

transportation  
planning

environment

design

### **By Email Only**

Dear Grant,

### **PLANNING APPEAL REFERENCE APP/Q4245/W/20/3258552**

### **REFUSED RESIDENTIAL REDEVELOPMENT AT THE FORMER B&Q SITE, GREAT STONE ROAD, OLD TRAFFORD, M32 0YP**

#### **Introduction**

I refer to our recent correspondence in respect of the above planning appeal.

I note that, since the date of my previous letter dated 31<sup>st</sup> August 2021, the Appellant's consultants have sought to address the concerns therein by producing a new plan (Vectos drawing **VN70912-D103**).

The new plan replaces what was interpreted to be a corner radius and tactile paving in the area between the Appeal site access and LCCC's site access with a pointed flush-kerbed separation arrangement between the two access points.

This new solution does ostensibly appear to go some way towards addressing the concerns in our letter.

However, the concerns are not yet fully addressed because no swept path assessment plans have been provided of the new arrangement to demonstrate / confirm that LCCC's access won't be materially affected or prejudiced.

Similarly, no independent Stage 1 Road Safety Audit is mentioned or appears to have been undertaken, as raised in our letter.

There are works proposed on the public highway and this should be addressed to see whether a qualified and independent road safety auditor might still raise concerns about potential pedestrian and vehicular conflicts with this new arrangement.

These important items of missing information should be addressed to determine whether the revised arrangements are satisfactory from a road safety and operational perspective.

*Chester Office:*  
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Chester  
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*South Manchester Office:*  
Camellia House  
76 Water Lane  
Wilmslow  
SK9 5BB

Registered Office

0844 8700 007  
www.axisped.co.uk

I trust this is of assistance.

Yours sincerely,



**Lee Kendall**  
Technical Director  
AXIS



7th December 2021

---

Lee Kendall  
AXIS  
Camelia House,  
76 Water Lane,  
Wilmslow  
SK9 5BB

---

Our Ref: VN70912 L01 GD  
Your Ref: 2693-01/LK/2

Dear Lee,

**PLANNING APPEAL REFERENCE APP/Q4245/W/20/3258552  
FORMER B&Q SITE, GREAT STONE ROAD, OLD TRAFFORD, M32 0YP**

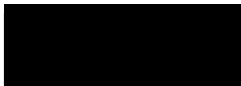
Dear Lee

Thank you for your response dated 30th November to our plan **VN70912-D103** of the proposed highway works at to access the development off Great Stone Road. Your assumption is correct in that the proposal is for flush surface treatment and that this does not affect the movement of vehicles in and out of either access. In practice the works are simply surface treatment to the pavement. As there is no physical change to the access arrangements other than the surfacing there is no change to the vehicle movements in and out of the LCCC access. Therefore I consider that there is no need to track the swept path of surface vehicles accessing nor a need to undertake a Road Safety Audit at this stage.

The Local Authority has not presented any objection to the scheme on highways grounds. The resurfacing works will be subject to a Section S278 agreement and if required by the local authority then a Road Safety Audit (Stage 1&2) could be provided to demonstrate that the works are safe and are appropriate to the council's requirements.

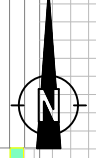
I trust that this is sufficient. If you have any comments to this, then please get in touch.

Yours Sincerely



Gareth Davis  
Director  
for **Vectos (North) Limited**  
0777 282 7539  
[gareth.davis@vectos.co.uk](mailto:gareth.davis@vectos.co.uk)

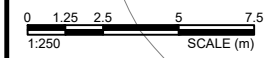
Enc Dwg VN70912-D103



Flush kerb

# GREAT STONE ROAD

Access to be resurfaced



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**Notes:**

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Great Stone Road, Trafford

Accrue (Forum) 1 LLP

General Access Arrangement



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DRAWN: WD

CHECKED: GD

DATE: 16.11.21

SCALES: 1:250 at A3

DRAWING NUMBER: VN70912-D103

REVISION: .

Our Ref: 2693-01/LK/3

10<sup>th</sup> December 2021

Mr Grant Anderson  
Hill Dickinson LLP  
50 Fountain Street  
Manchester  
M2 2AS

planning  
transportation  
planning  
environment  
design

### **By Email Only**

Dear Grant,

### **PLANNING APPEAL REFERENCE APP/Q4245/W/20/3258552**

### **REFUSED RESIDENTIAL REDEVELOPMENT AT THE FORMER B&Q SITE, GREAT STONE ROAD, OLD TRAFFORD, M32 0YP**

#### **Introduction**

I refer to our recent correspondence in respect of the above planning appeal, in particular my two previous letters dated 31<sup>st</sup> August 2021 and 30<sup>th</sup> November 2021, and also Vectos' more recent response letter dated 7<sup>th</sup> December 2021.

In summary, Vectos consider that further swept path assessment is not required due to the fact the 'island' feature in the central part of the double junction bellmouth arrangement on their latest drawing would be level and flush with the surrounding carriageway, and could therefore be overrun by large vehicles without impeding their movement. I agree this would be the case and that no further swept path assessment is therefore necessary.

In regard to the point about road safety audit however, Vectos have indicated that a Road Safety Audit RSA (Stage 1&2) could be provided at S278 stage, which is the post-approval, detailed design stage.

However, according to the CIHT SoRSA Road Safety Audit Guidelines 2021 (available here: <https://www.ciht.org.uk/sorsa/manual-home/>), Stage 1 RSA should ordinarily be provided at 'preliminary' design stage, which in planning terms equates to a point prior to determination of a planning application.

Whilst the provision of RSA is not mandatory, the SoRSA Guidelines do state that, in local authority areas (i.e. in non-trunk road areas), the requirement to undertake RSA should be based on the following consideration:

*"A good indication is whether the scheme is likely to change road user behaviour e.g. making a driver want to slow down, speed up, or brake sharply, or perhaps influencing pedestrian decisions to cross a road, or introducing additional uses or behaviours (e.g new development).*

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[www.axisped.co.uk](http://www.axisped.co.uk)

*If it is likely to change road user behaviour then an audit is advisable. Many authorities will only audit a maintenance scheme if it has an improvement element. Where it is a straightforward maintenance improvement and no change in road user behaviour is expected e.g. pavement repair/ patching/overlay/surface rejuvenation/like for like replacement of signs-no audit is required.”*

In the case of the Appeal scheme, and if allowed, the proposals would change road user behaviour because an extant DIY retail store use of the site would be replaced by a large residential redevelopment. The residential development will give rise to a different dynamic and profile of pedestrian users in the area than if the DIY store re-opened, where customers purchasing often bulky goods would be expected to arrive by car in most instances.

A residential use will likely generate materially more pedestrian trips across the junction bellmouth than a DIY store, and furthermore, those increased numbers of pedestrians could be composed of vulnerable users (i.e. residents who are elderly, disabled, children, parents with pushchairs etc).

If it is the intention to introduce a new flush ‘island’ in the centre of the double junction bellmouth, which some of these pedestrians could perceive as a safe haven to stand within when crossing the wide double junction bellmouth, but then simultaneously to propose that this island has been specifically designed to be overrun by large vehicles, then it is not unreasonable to suppose that an independent and qualified road safety auditor might find fault with this arrangement, and recommend some significant changes. Such changes might hypothetically not be within the Appellant’s control to deliver.

It therefore follows logically that it would be prudent, in view of the SoRSA Guidelines, to carry out a Stage 1 Road Safety Audit prior to any Appeal determination, so as to give comfort to the Inspector and other stakeholders that the access will operate safely and satisfactorily, and that a viable solution is in fact achievable, before proceeding to the S278 detailed design stage when a separate Stage 2 RSA would normally be carried out.

On this point, the SoRSA Guidelines state that:

*“An audit carried out on a preliminary design (Stage 1 audit) may find a problem that requires the scheme footprint to be enlarged. This could be impossible if the land is not readily available to achieve this. It is better to find this out during the preliminary design rather than waiting until the detailed design (Stage 2 audit), risking abortive design costs. Small schemes do not involve significant design costs and so may be appropriate to undergo a combined Stage 1 and 2 audit. These should be considered as the exception!”*

It is therefore my view that a Stage 1 RSA should be carried out prior to any Appeal determination, and not a combined Stage 1&2 afterwards, so that it can be ensured that the scheme will operate safely.

I trust this assists.

Yours sincerely,

A solid black rectangular box used to redact the signature of Lee Kendall.

**Lee Kendall**  
Technical Director  
AXIS



**From:** Gareth Davis <[gareth.davis@vectos.co.uk](mailto:gareth.davis@vectos.co.uk)>

**Sent:** 13 December 2021 07:31

**To:** Hard, Matt <[matthew.hard@wsp.com](mailto:matthew.hard@wsp.com)>

Dear Mr Kendall

Following your letter dated 10<sup>th</sup> December, I understand that you do not require swept path tracking of vehicles and accept that there is no restriction of LCCC vehicles in or out of Emirates Old Trafford and this is helpful in keeping the Inquiry focussed on the key issues of concern.

I can see that you have asked for a Stage 1 Road Safety Audit to be conducted on the proposed design. As a starting point I note that the local Authority has not objected to the access design. Secondly, I have not seen any evidence proposing that the existing layout is unsafe. Furthermore I have not seen evidence that by changing the land use from DIY Store to residential land use would, by generating more pedestrian movements, create a significant hazard for pedestrians.

The concern presented in your letter is whether a flush kerb detail could give the impression to pedestrians have a safe haven and that in turn could potentially give rise to a safety issue. You then argue that this may then be picked up in a Road Safety Audit process and an adverse audit response would somehow prevent an access from being achievable. This hypothetical scenario is not a cogent argument. While I consider that the flush kerb detail would not be a hazard, there is scope to simply remove it from the design if it was picked up as an issue in the Road Safety Audit. We would then have a layout similar to the existing situation (with the benefit of tactile paving at either end).

The request for a Road Safety Audit is therefore in my view a distraction from the focus of the Inquiry as highway design would be subject to the approval of the Local Highway Authority through the Section 278 process and be subject to a Road Safety Audit in any event.

I would welcome your consideration of this and I look forward to hearing from you.

Best regards


Gareth

**Gareth Davis**  
**Director**

-

4th Floor Oxford Place, 61 Oxford Street  
Manchester, M1 6EQ

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**From:** Grant Anderson <[Grant.Anderson@hilldickinson.com](mailto:Grant.Anderson@hilldickinson.com)>  
**Sent:** 13 December 2021 15:21  
**To:** Hard, Matt <[matthew.hard@wsp.com](mailto:matthew.hard@wsp.com)>  
**Cc:** Welch, Victoria <[victoria.welch@wsp.com](mailto:victoria.welch@wsp.com)>; Hann, Doug <[doug.hann@wsp.com](mailto:doug.hann@wsp.com)>  
**Subject:** RE: APP/Q4245/W/20/3258552: Former B&Q, Great Stone Road, Old Trafford - Access to LCCC [HD-UKLIVE.1044122.97]

Matt,

I have consulted Axis on Gareth Davies' response below. Axis have confirmed to me that Gareth's response does not affect their view as set out in their letter of 10 December that a road safety audit should be before the planning application is determined.

On the basis that Gareth Davies does not accept that view, I am not sure we can resolve this point by agreement and LCCC intend to rely on its written representations on this matter in particular as set out in the letter of 10 December and leave it for the Inspector to decide whether he thinks a road safety audit is required before he can determine the appeal.

Regards

Grant

Grant Anderson  
Partner  
**Hill Dickinson LLP**  
50 Fountain Street, Manchester, M2 2AS

Offices at Liverpool, Manchester, London, Piraeus, Singapore, Monaco and Hong Kong

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**From:** Hard, Matt <[matthew.hard@wsp.com](mailto:matthew.hard@wsp.com)>  
**Sent:** 13 December 2021 11:47  
**To:** Grant Anderson <[Grant.Anderson@hilldickinson.com](mailto:Grant.Anderson@hilldickinson.com)>  
**Cc:** Welch, Victoria <[victoria.welch@wsp.com](mailto:victoria.welch@wsp.com)>; Hann, Doug <[doug.hann@wsp.com](mailto:doug.hann@wsp.com)>  
**Subject:** FW: APP/Q4245/W/20/3258552: Former B&Q, Great Stone Road, Old Trafford [HD-UKLIVE.1044122.97] - Access to LCCC

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