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## **Local Highway Authority (LHA) comments**

### **PLANNING APPLICATION No. 98127/FUL/19**

#### **Location:**

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

#### **Description:**

**Extension, refurbishment and subdivision of the existing Homebase store to provide a downsized unit for Homebase and a new Class A1 retail unit to be occupied by Lidl. The application also proposes the relocation of the Homebase garden centre, the reconfiguration of the existing car park and associated landscaping, and the creation of a new egress from the site.**

#### **Highway comments**

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

#### **Planning history**

No applications in the last 5 years.

#### **Access**

To improve capacity at the existing exit and encourage better use of the parking provision across the whole of the retail site, it is proposed to construct a new exit from the existing car park onto George Richards Way, which will be located approximately half way between the existing two signalised junctions. A central reserve and change in kerb alignment will also be provided to prevent vehicles from turning right in or out of the retail park (all works would be subject to a S278 Agreement). Consent exists to create a second egress onto George Richards Way from the western site of the retail park. However, from the information available it is not known how the exit would be signed to prevent drivers and motorbike/cycle riders wanting to turn right onto George Richards Way from using the new exit. In the absence of a nearby roundabout junction to accommodate U-turn manoeuvres there is a risk of unsafe turning movements taking place at the exit and/or the junction with Viaduct Road. Therefore, it is considered that without suitable traffic management and signing for the exit, the proposal could have an adverse impact on road safety. Visibility splays, vehicle tracking and the proposed traffic island (including dimensions and kerbing detail) are to be added to the plan for the proposed vehicle exit. It is understood a Stage 1 Road Safety Audit has been instructed

for the proposed access and the LHA requests a copy of the RSA report is provided, to include a copy of any design team response and exception report.

### **Servicing**

The refuse / recycling arrangements as detailed in the Planning and Retail Statement are acceptable.

### **Parking**

SPD3 states that for this location, the maximum parking standard for an A1 (Food Retail) outlet is one space per 14 sqm, and one space per 20 sqm for an A1 (Non-Food Retail). Within the development site it is proposed to reduce the amount of available parking by 94 spaces to 257 spaces (which includes 16 disabled parking bays and 12 parent/child spaces). Across the whole site there would be 696 car parking spaces (52 disabled parking bays (and increase of four) and 27 parent/child spaces (an increase of 8). Information provided in the Planning Application's associated Travel Assessment dated May 2019 states that the car park operates at capacity for most of the week, with the least popular place to park being located outside Homebase. The maximum average forecast demand for parking within the development is predicted to be no more than 192 spaces. Customers will also have access to parking spaces provided in other areas of the retail park. The proposed parking arrangements as detailed in the Travel Assessment are acceptable.

### **Cycle Parking**

The proposals would increase the number of cycle parking spaces. The cycle parking arrangements as detailed in the Planning and Retail Statement are acceptable.

### **Public Rights of Way**

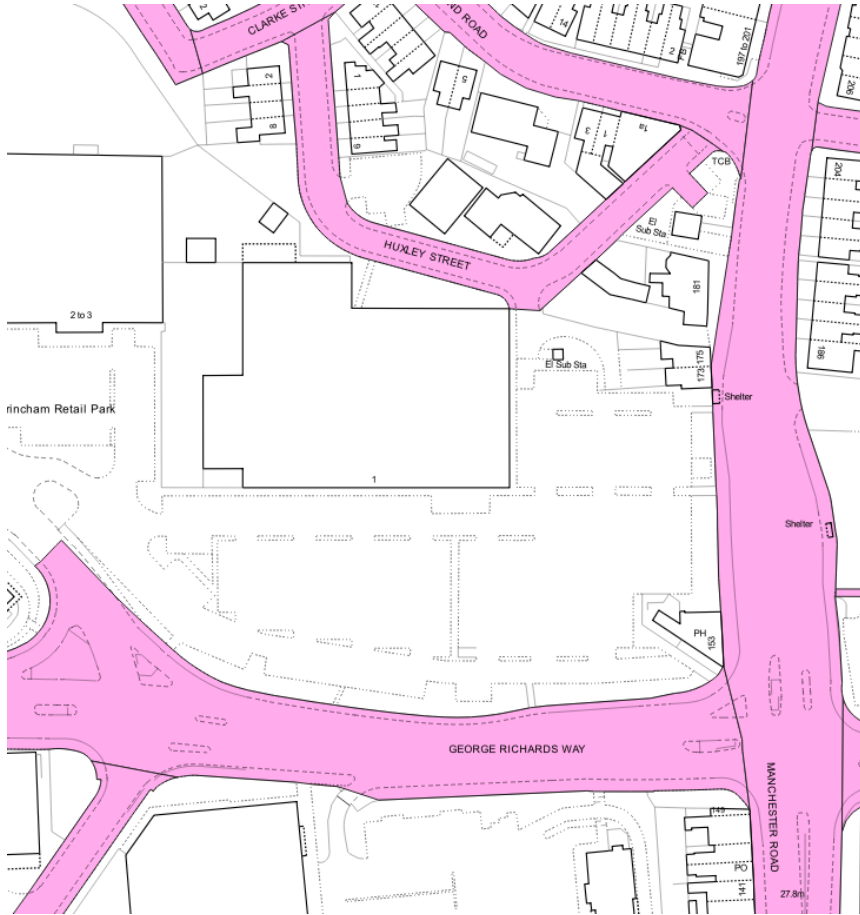
Not applicable

### **Summary**

Whilst there are no objections in principle to the proposed development on highways grounds, prior to providing a full response further clarity is required for proposed egress visibility splays, and vehicle tracking for the new access. The LHA also requests a copy of the RSA report is provided, to include a copy of any design team response and exception report.

**Elaine Hendren**

# Extract of Adopted Highway



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