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A. Appendix A

Local Highway Authority Response to Planning Consultation

Planning Application:	98127/FUL/19	Pre-app?	No
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.		
Planning Officer:	Bethany Brown	Date Received:	02/01/2020
Date of Response:	08/01/2020	Response No.:	04

1 Previous 5-year Planning History:

None

2 The Proposals

It is our 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.

LHA Response 04 only considers TTP Consulting supporting document 'Altrincham Retail Park Unit 1 - Response to Highway Comments in Relation to Planning Application 98127/FUL/19 - Dated 19 December 2019'.

2.1 Background to the Proposals

Reference should be made to previous LHA formal and email correspondence. Three previous formal consultations were received on 7 and 29 August 2019, and 22 October 2019.

3 Proposed Amendments to Previous Design

3.1 Proposed Left-Turn Only Egress

- 3.1.1 LINSIG modelling undertaken for the proposals indicated queues within the car park would be expected to increase as a result of the development. 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. All works proposed to be undertaken on the adopted public highway would be subject to a suitable (Highway Act, 1980) Section 278 Agreement. Section 5 of the supporting document states the proposed egress has been moved closer to the major junction with Manchester Road, where the road widens to three traffic lanes, including a dedicated 'left turn only' lane.
- 3.1.2 It is noted that 790 spaces are currently provided for the retail park which are spread across two parking areas divided by an internal roundabout junction. Of these spaces, 339 are located in the vicinity of the existing Homebase unit located on the eastern side of the site as noted above, the number of spaces would be reduced). Car park occupancy levels obtained from automatic number plate recognition (ANPR) systems currently in operation at the entrance to the retail park show a maximum occupancy of 47% on a Saturday (understood to be the busiest day). The proposals forecast an increase in occupancy levels on a Saturday to 62% (an increased parking demand of 84 spaces). The data does not show the number of vehicles parked in the eastern car park.
- 3.1.3 The ANPR data does not show the number of vehicles parked in the eastern car park. The proposals would result in a downsized Homebase unit, and the erection of a new retail unit to be occupied by Lidl. It is further understood that the proposals would result in a loss of 94 car park spaces, thus reducing the size of the eastern car park and therefore the number of vehicles likely to use the proposed egress.
- 3.1.4 In addition to paragraph 3.1.2 above, it is considered that given the location of the egress, most of the time only those drivers with vehicles parked near it, would use it, and then only if they are turning left onto George Richards Way. Furthermore, the alignment of the proposed egress as shown on drawing number 2019-3538.DWG-204 (Appendix A of the supporting document) appears to indicate that vehicles would not easily be able to turn left onto the egress from the car park. This comment has been raised previously but swept path analysis has not yet been seen for left turn manoeuvres.

- 3.1.5 Notwithstanding paragraphs 3.1.2 and 3.1.3, Table 1: Summary of LINSIG (Site Access Junction) contained in section 8 of the supporting document does not show an existing or forecast capacity issue associated with left turning vehicles (the only vehicle movement relevant to the proposed egress). The Degree of Saturation (DoS) is significantly below 90% for all scenarios. Indeed, Development Scenario 1 (existing layout, development in operation), only forecasts a 54.4% DoS for left turn vehicles at the existing park junction, and a maximum forecast increase in existing queue length of one vehicle. The LINSIG modelling results do not show an existing or forecast capacity issue for left turn vehicle movements for the site access junction. For information, it is noted that for all scenarios and vehicle movements the DoS is not forecast to go above 82.3%.
- 3.1.6 Section 4 of the supporting document states confirms the proposed island has been since been increased in length to stop vehicles turning right from the proposed new access (refer to section 3.2 below). The LHA would refer the developer to our previous comments regarding the proposed location of the access and its proximity to the junction.
- 3.1.7 The proposed egress would be a very short distance away from the existing left turn lane diverge, and in the weaving length for vehicles changing lane to exit George Richards Way to turn left onto Manchester Road. The modelling results do not indicate any significant traffic benefit would be achieved through the provision of the proposed egress. Taking the scenario that the egress was removed from the development proposals, using the existing left turn queue length as a baseline, the maximum forecast increase in queue length would be one vehicle, and the maximum decrease in queue length would be two vehicles (if 15% of vehicles were to utilise the new egress).
- 3.1.8 It is therefore considered that whilst the proposed left turn only egress would have an adverse impact to road safety at this location, its construction would achieve little to no reduction in capacity at the existing junction which, has been demonstrated to be operating below capacity, and is forecast to continue operating below capacity following construction of the proposed new retail unit.
- 3.1.9 Therefore, in light of the above and as per our previous comments, the LHA strongly objects to the proposal to construct a left turn only egress as presented by previously submitted design drawings for planning application 98127/FUL/19 and drawing number 2019-3538.DWG-204 (Appendix A of the supporting document).

3.2 Proposed Traffic Island on George Richards Way

- 3.2.1 The LHA would request that the proposed left turn only egress and the associated central traffic island are removed from the development proposals. However, to address comments made in the supporting document '*Altrincham Retail Park Unit 1 - Response to Highway Comments in Relation to Planning Application 98127/FUL/19 - Dated 19 December 2019*', the LHA would state the following:

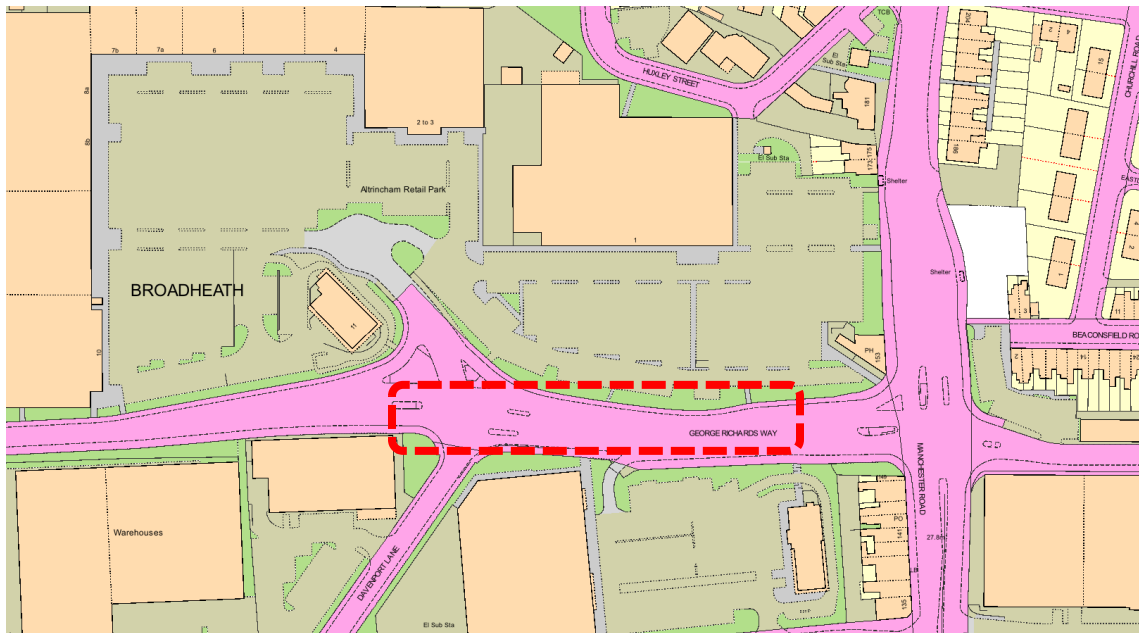
- I. Section 3 of the supporting document states it is proposed to install pedestrian guardrail along the full extent of the proposed traffic island which, has been extended in length to stop vehicles from turning right out of the proposed new access. It is also proposed to reduce the width of the island to 0.950m, with the exception of the ends which would be 1.2m wide (all works would be subject to a S278 Agreement).
- II. The nosing of the island would be 1.2m at each end which, would create a 'dog bone' shaped island. The LHA is concerned that the proposed alignment could potentially lead to a road safety issue as a result of the change in carriageway and kerbline alignment, and therefore requests that the design is amended accordingly. Refer to paragraphs 4.1.3 and 4.1.5 below.
- III. The proposed central island set-back is not clear from the plan provided. For information, for minor road junctions (and subject to the location of the island, including the position of the nosing), the minimum set-back should be 1m from the edge of the running carriageway.
- IV. Further to paragraph 4.1.2 above, physical traffic islands should be clearly visible to approaching drivers. It is accepted that illuminated bollards, and signs, and hazard road markings would be installed; however, drawing number 2019-3538.DWG-204 only shows a partial hatched road marking for the island which could result in vehicle kerb strikes.
- V. Assuming the road markings and other highway features shown on the drawing are representative of what is currently provided on site, it is indicated that the proposed island would impact the existing controlled crossing at the junction with Manchester Road. Therefore, the design team and developer, in consultation with TfGM, should amend the proposals to include the controlled junction, thus providing a single island.
- VI. It is proposed to install pedestrian guard rail along the full length of the island to prevent the central island from being used as a crossing facility. In addition to future maintenance requirements, guard railing can be unsightly, resulting in a cluttered and 'closed' environment. In some instances, cyclists can be pushed across the traffic lane and into the railings. (as noted in research undertaken by Southampton University). Further evidence also suggests people will still walk alongside the railings if they perceive they can shorten their journey by doing so (regardless of the possibility that they may also be putting themselves at greater risk of being struck by a passing vehicle).
- VII. With no physical barrier currently in place vehicles are currently afforded the opportunity to enter the centre hatched area in the event of an incident e.g. to avoid a potential sideswipe collision with another vehicle. Should a traffic incident occur at this location following construction of the island, the proposed guard railing would be another object in the carriageway that could be hit, particularly given the proposed length of railing to be installed. Guard railing should only be introduced where there is a clear, identified need for it.
- VIII. The design team should investigate alternative low maintenance options to encourage pedestrians not to utilise the island as a crossing, that would not denigrate the existing streetscape.

4 S278 Agreement

The LHA presumes the proposed changes to the adopted highway will be by way of a S278 agreement.

5 Road Safety Audit

- 5.1.1 A second combined stage 1 / 2 Road Safety Audit (RSA) has been completed for the scheme, the terms of reference being stated as DMRB GG 119. A combined stage 1 / 2 RSA is completed at the detailed design stage of a scheme; however the RSA report does not show that a detailed design drawing, and its associated road marking and traffic sign schedule were provided for the Audit (the drawing notes refer to the schedules but it is indicated that these were not provided further to which, footnote 1 in chapter 1 of the RSA report states no Audit Brief was provided to the team for the RSA which is not in accordance with GG 119). The LHA does not therefore consider the RSA was completed in accordance with the stated Terms of Reference.
- 5.1.2 For information, the LHA is also concerned that the RSA team did not notice that the proposed central island as shown on the drawing, would run into, and impact the existing pedestrian refuge island for the controlled crossing located at the George Richards Way junction with Manchester Road.
- 5.1.3 The LHA would request a third RSA is completed, for which an Audit Brief should be provided to the RSA team (and copied to the LHA for information). The RSA Audit Brief produced by the developer should request consideration is given to road safety implications for the proposed development for the section of adopted public highway shown inside the dashed red edge box on the plan below, (the adopted public highway is shown shaded pink on the plan):



6 Summary of Comments

Description:	Summary of Comments (refer to sections 3 to 5 above)	LHA Request
Proposed access/ egress arrangements	<p>Information seen does not identify a need for a new 'left turn only' egress from the eastern car parking area. The modelling results provided show the existing retail park access is operating below capacity for all junction turning manoeuvres (and significantly below capacity for left turn only manoeuvres). The forecast increases of 84 vehicle trips associated with the construction of the proposed development shows the existing junction would still continue to operate below capacity.</p> <p>For left turn manoeuvres, if the junction access arrangements remain as existing the forecast increase in queue length would be one vehicle (in comparison to the existing situation). When considering the scenario that the proposed egress is implemented on site, if 10% of traffic used the new egress the queue length would only be reduced by one vehicle. If 15% of traffic used the new egress the queue length would be reduced by two vehicles.</p>	The proposed egress should be removed from the design
Proposed central traffic island	<p>The nosing of the island would be 1.2m at each end which, would create a 'dog bone' shaped island. The LHA is concerned that the proposed alignment could potentially lead to a road safety issue as a result of the change in carriageway and kerblines alignment.</p> <p>Drawing number 2019-3538.DWG-204 only shows a partial hatched road marking for the island which could result in vehicle kerb strikes.</p> <p>It is indicated that the proposed island would impact the existing controlled crossing at the junction with Manchester Road.</p> <p>It is proposed to install guard railing along the full length of the island, Guard railing can be unsightly, resulting in a cluttered and 'closed' environment. Cyclists can be pushed into guard railings. Evidence also suggests people will still walk alongside the railings if they perceive they can shorten their journey by doing so. Guard railing should only be introduced where there is a clear, identified need for it.</p>	<p>The proposed layout of the island is amended, or the island removed from the design (see above for Proposed access / egress arrangements)</p> <p>The hazard markings are extended</p> <p>The design should be amended in consultation with TfGM</p> <p>The design should be amended to include a low maintenance option that would not denigrate the existing streetscape and/or pedestrian access at this location removed</p>

	The LHA request a third RSA is completed, for which an Audit Brief should be provided to the RSA team (and copied to the LHA for information). The Audit Brief should request consideration is given to road safety implications for the proposed development for the section of adopted public highway shown inside the dashed red edge box on the plan in para 5.1.3	A Stage 1 RSA is requested
Proposed parking arrangements	Based on information seen it has been demonstrated that there is a sufficient number of car parking spaces to accommodate the loss of parking, whilst still providing adequate parking for customers of and visitors to, the retail park (including the forecast increase of 84 vehicle trips associated with the proposed development).	N/A

7 Conclusion: 98127/FUL/19

7.1.1 The LHA objects to the proposals on highway grounds.

8 Request for Conditions to Any Subsequent Grant of Planning Permission

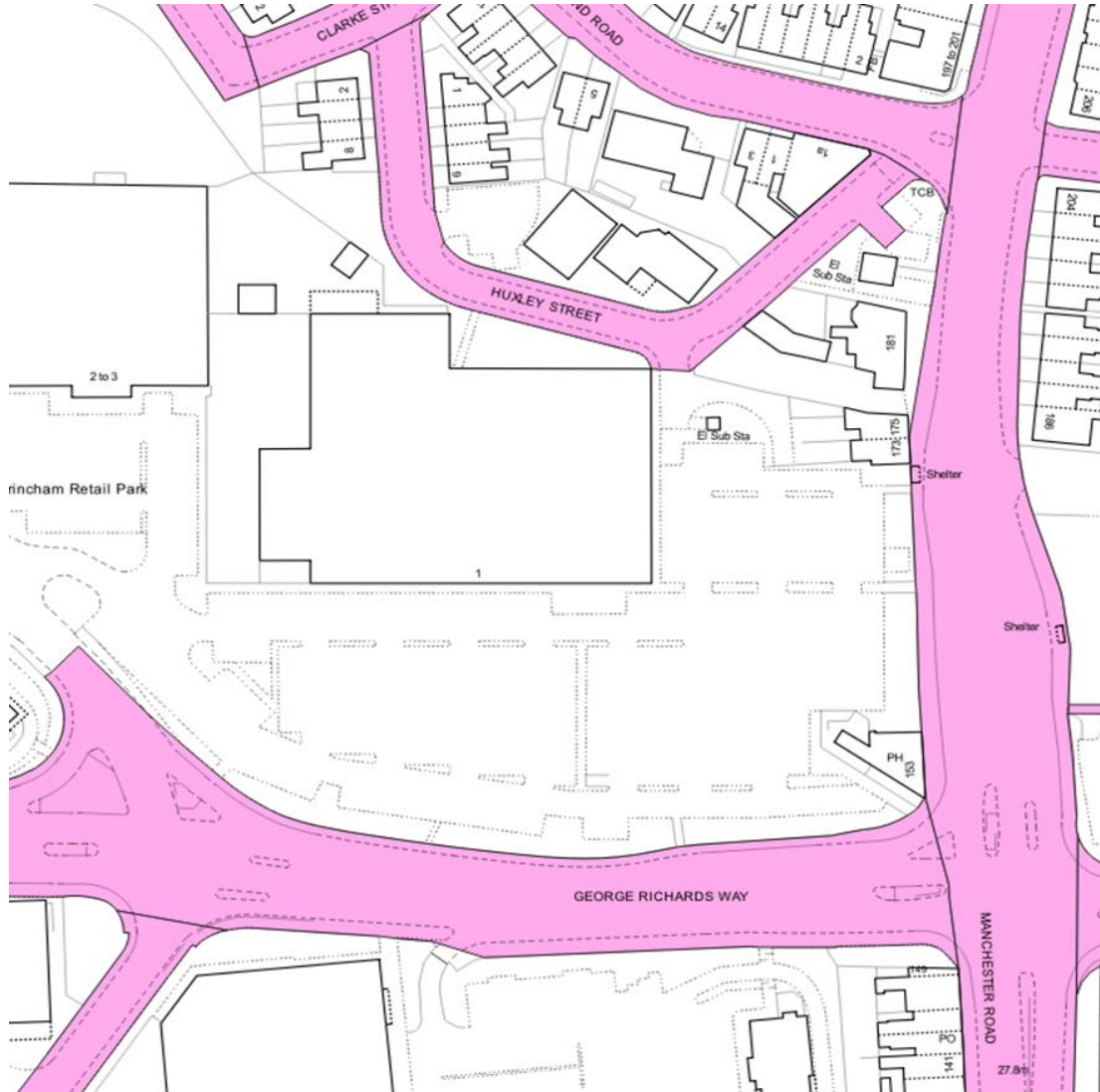
8.1.1 Construction Method Statement

No development shall take place, including any works of demolition, until such time as a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a) The parking of vehicles of site operatives and visitors;
- b) Loading and unloading of plant and materials;
- c) Storage of plant and materials used in constructing the development;
- d) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
- e) Wheel washing facilities, including measures for keeping the highway clean measures to control the emission of dust and dirt during construction;
- f) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- g) Days and hours of construction activity on site (in accordance with Trafford Councils recommended hours of operation for construction works), and
- h) Contact details of site manager to be advertised at the site in case of issues arising.

Elaine Hendren

Extract of Adopted Highway



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B. Appendix B

06.11.19

Hi Bethany

Colleagues within TfGM UTC have reviewed the latest emails and have responded as follows:

The latest response to TfGM comments states that the modelling has been updated to reflect UTC's previous comments. However the models have not been submitted. We cannot therefore check the validity of the results.

TfGM UTC maintain their previous comments regarding the proposed new egress:

With regards to the proposed left turn only egress on George Richards Way in between the Retail Park Access and Manchester Road, we do not consider this arrangement to be suitable. The proposed egress is located 80 metres from the George Richards Way/Manchester Road junction. This would encourage drivers from the retail park to bypass the traffic signals at the retail park access. The arrangement would still disrupt the linking between the signals resulting greater delays and reduced operation efficiency of the network. Furthermore, the proposed egress would require pedestrians accessing other parts of the retail park to cross an additional uncontrolled arm which presents an increased safety risk for pedestrians.

In terms of the changes to the parking provision, this was not an issue raised by TfGM.

Kind regards

Claire Smallman

Infrastructure Development Officer
Transport for Greater Manchester

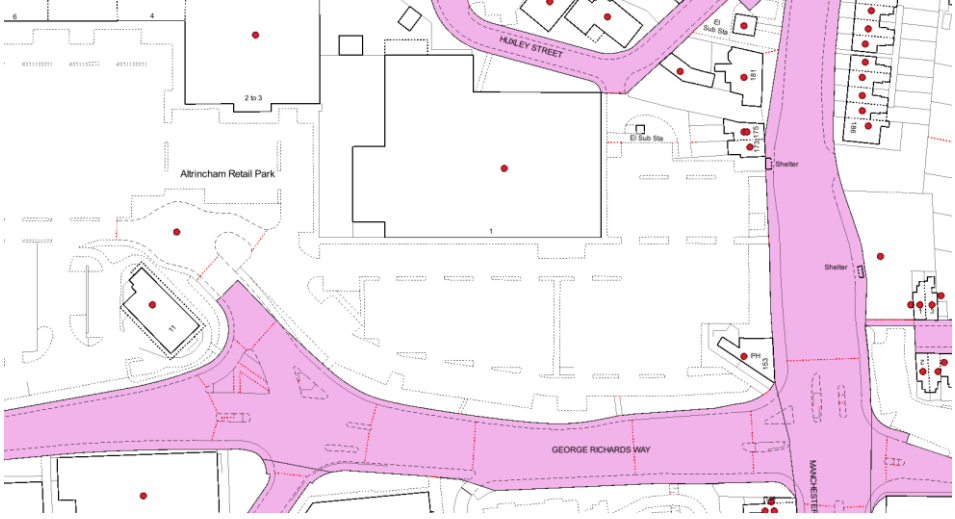
2 Piccadilly Place, Manchester M1 3BG
Direct line

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C. Appendix C

LOCAL HIGHWAY AUTHORITY RESPONSE TO PLANNING CONSULTATION

Planning Application:	103414/FUL/21	Response No.:	02
Location:	Extension and sub-division of existing Homebase store (Unit 1) to create two new retail units (Use Class E(a)) comprising a retail warehouse unit and associated garden centre (Unit 1) and a discount convenience foodstore (Unit 1A), together with associated revised car parking arrangement, landscaping and formation of an additional site egress.		
Description:	Unit 1 Altrincham Retail Park George Richards Way Altrincham WA14 5GR		
Planning Officer:	Bethany Brown		
Date of Receipt:	25/02/2021	Date of Response:	22/03/2021
Extract of Adopted Highway	<p>© Crown copyright and database right 2021. Ordnance Survey 100023172.</p> 		

1 Latest 5-year planning history

98127/FUL/19	Extension, refurbishment, and subdivision of the existing Homebase store to provide a downsized unit for Homebase and a new Class A1 food retail unit. 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.
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2 Appeal

21/00006/REF	Planning Appeal against refusal of planning permission for extension, refurbishment, and subdivision of the existing Homebase store to provide a downsized unit for Homebase and a new Class A1 food retail unit. 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.
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3 Background (for information only)

The LHA has submitted a number of previous responses for planning application 98127/FUL/19 which cover several elements of the submitted application, including the results of traffic modelling, and ANPR survey data for the car park.

Determination for Planning Application 98127/FUL/19 was made on 17 June 2020. In October/November 2020, after determination and prior to the submission of 103414/FUL/21 additional information was provided by the developer, including video evidence which was provided by SCP (it is unclear if SCP took the videos or an independent contractor). LinSig modelled scenarios have also been submitted and these have since been checked by Transport for Greater Manchester (TfGM), and accepted by the LHA and TfGM.

The impact of Covid-19 on future commuter and leisure traffic flows/trip patterns is still unknown. However, for the previous application the TTP Consulting TA for 98127/FUL/19 (dated May 2019) comprised:

- Manual traffic surveys completed on Friday 13th and Saturday 14th March 2016 (1600-1900 / 1100-1700 hrs) to support 91125/FUL/17 (and the now lapsed planning permission for the approved egress on the western side of the park);
- TRICS (The Trip Rate Information Computer System) data in England, outside London; and
- DfT traffic data comparison

To expand on the points above, whilst the manual survey results are now several years old they are still acceptable in highway terms, and as per the comparison made against DfT data by the applicant, it would not be expected that there would have been any significant changes in traffic flow at this location (excluding the impact of Covid-19 lockdown and trading restrictions). The previous application was submitted in May 2019, and the manual survey data was deemed accepted at that time and this position has not changed for the new application. Had the Covid-19 pandemic not been a factor over the last 12-

months, the LHA would likely have requested new surveys be undertaken for completeness, but this would have been in addition to, not instead of the 2016 surveys.

With regards to the latest highway technical note provided by SCP for the new application “*The trip generating potential for the proposed development was calculated within the previous TA. It was previously agreed that traffic growth factor would not be applied*”. It is further noted that whilst the existing Homebase store would be reduced in size, the number of trips associated with it have not been changed.

- Forecast data is provided for the proposed development which considers by-pass/diverted trips (already on the network (45%)), linked trips (already visiting the retail park (15%)), and new trips (new to the network (40%)). The data considers the site location (i.e. an existing retail park), and the retail nature of the surrounding area.
- Capacity assessments provided within the previous TA have been updated following consultation with Trafford Council and TfGM, and the LinSig models submitted during the latter part of 2020 have been analysed and accepted by TfGM Urban Traffic Control (the existing traffic signal network is operated and controlled by UTC), and Trafford Council.
- With regards to the LinSig models, traffic scenarios during the PM and Saturday Peak have been assessed for the baseline and the proposed development, and for all scenarios the results indicate that there would be no expected operational issues at the signalised junctions. With the proposed development in place, the reported maximum Degree of Saturation would be 76.0% for the weekday PM, and 89.9% for the Saturday PM peak hour (it is generally accepted that DoS of 90% or less represents satisfactory signal operation).
- Amended flow diagrams have also been supplied by SCP which reflect previous comments made concerning underestimating the degree to which the egress would be used.
- The methods used to forecast trip rates for the proposed development are widely recognised and accepted, and in common use throughout the UK transport planning industry.

It is accepted that Covid-19 will have had an impact to current trip rates and travel patterns, and this will be true for many planning applications submitted during the pandemic for which future traffic impact on the highway network is a consideration. Whilst Trafford Council and TfGM have previously raised concerns for the proposed development the recently submitted LinSig models referred to above have been accepted by both TfGM and Trafford Council.

For information, it is observed that the video evidence demonstrates vehicle lane change manoeuvres at the location of the previously proposed egress, in addition to the presence of on-road cyclists. The videos also show vehicles encroaching on or straddling the lane lines, and the centre hatched road markings.

It is further noted that the new submission provides swept path analysis including vehicle tracking speeds, and an amended design which proposes carriageway realignment to achieve wider lanes, a left-turn only egress located further away from the George Richards Way signalised junction with the A56 weaving area and stop lines, a reduced egress gradient, and a standard traffic island design (not the previously submitted 'dog bone' shaped island) that is shorter in length and which, no longer stops immediately adjacent to the junction pedestrian crossing area, or results in an unnecessarily long length of pedestrian guardrail.

4 Our Understanding of the Proposals (103414/FUL/21)

It is the understanding of the Local Highway Authority (LHA) that the application seeks approval for the extension, refurbishment, and subdivision of the existing Homebase store to provide a downsized unit for Homebase and a new Class A1 food retail unit. 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

5 Vehicle Access and Egress

It is proposed to utilise the existing access arrangements to the retail park and the associated western and eastern car parks. With regards to egress, future customers will be able to utilise the existing retail park egress arrangements, for which it has been demonstrated that the proposed increase in traffic volume will not have a significant detrimental impact to traffic flows and queuing at the existing signals.

It is further proposed to provide a separate left-turn egress only from the eastern car park onto George Richards Way. The egress which, is similar in design at its junction with George Richards Way to a previous application, is located further away from the weaving (lane changing) area for the junction with the A56 Manchester Road, and closer to the main retail park entrance/exit at the signalised junction with Davenport Lane. The ramp has also been redesigned to provide a maximum gradient of 1:20 (5%).

Submitted boundary plan drawing number 14366-115 Rev. H dated 19 March 2021 shows an intention to plant trees to the rear of the parking bays, just outside the 2.4m x 43m visibility splay. The existing knee rail fence will also be set-back to ensure it does not impact the splay. The existing trees have the potential to impact visibility to and from the location of the proposed egress and as at time of writing, the proposed species of tree to be planted is unknown. As such the LHA would request a condition to any subsequent approval of planning permission that the egress shall not be brought into use until an unobstructed (minimum) 2.4m x 43m visibility splay is provided and said (unobstructed) visibility splay shall be retained at all times thereafter.

5.1 Proposed Left-Turn Only Egress Swept Path Analysis

The swept path analysis indicates a box van would need to take a convoluted route around the eastern car park in order to use the egress, including the need to 'cut across' an internal give way (two-way traffic). Whilst the internal path vehicles would take to access the egress are not expected to have any impact on the adopted highway, the LHA is concerned that the analysis indicates a 7.5t box van could strike the kerb at (a) the top of the egress potentially leading to tyre damage and an incident at this location or a delayed incident further along the highway, and (b) at the junction with George Richards Way and the same location where pedestrians would wait to cross. It is further noted that upon entering the adopted highway the vehicle would need to straddle two-lanes in order to make the turn. Whilst the vehicle speed used for tracking has been given (16 kph/10 mph) the assumed level of driver accuracy is unknown, but it is considered that the driver of a vehicle of this size would need to be precise when navigating the egress, with little room for driver error.

Therefore, in the interest of road safety the LHA would request the type and size of vehicle using the egress is restricted and would requests a 2.15m height restriction barrier is installed across the top and bottom of the egress. The LHA would accept this amendment being secured by condition to any subsequent approval of planning permission.

6 Pedestrian Access

The proposals include carriageway widening which will necessitate the realignment of the footway. However, it is noted that a 2m wide footway will still be provided (drawing number SCP/190052/SK08 Revision C), and as noted above, all works undertaken on the adopted highway will require the developer to enter into a S278 agreement.

7 Proposed Traffic Island

It is proposed to provide a traffic island on George Richards Way, however, in comparison to the previously submitted designs under planning application 98127/FUL/19 the island is shorter and the proposed 'dog bone' shape is replaced with a standard configuration.

The width of the proposed traffic island shown on drawing number SCP/190052/SK08 Revision C is 0.9m. There is a requirement for all vertical street furniture to be set back a minimum distance of 0.450m from the edge of the carriageway. Other than the width of the island, at this stage no detail is provided for the proposed keep left bollards and pedestrian guardrail and the LHA is concerned the required set-back will not be achievable. Nevertheless, it is also considered that this concern could be addressed during the design phase of the required S278 agreement.

8 Section 278 Agreement

The developer will be required to enter into a S278 agreement for all proposed highway works. The S278 agreement process will include an LHA technical design check of all submitted highway design drawings for which an administration fee will apply.

It shall be noted that planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured, and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

9 Servicing Arrangements

It is proposed to utilise the existing service yard located to the north of the site. The proposed arrangements comprise two to three deliveries a day, outside peak traffic hours. It is noted that the delivery vehicles will also be used to remove waste from the site, negating the need for additional service vehicles.

10 Parking Arrangements

10.1 Car Parking

The proposals would result in a loss of 96 car parking spaces; however, data provided for the two busiest days of the week shows a maximum occupancy level of 47% across the western and eastern car parks. It is suggested that the proposed supermarket will generate the need for circa 84 spaces, taking the maximum car park occupancy level to 60%. As such, and as per the previous application, the LHA accepts a proposed car parking provision of 694 for the retail park (western and eastern car parks).

10.2 Accessibility Car Parking

Information seen states 48 accessibility spaces are currently provided and it is proposed to provide an additional four spaces. Whilst the number of accessibility spaces is below the minimum, it is also noted that disabled Blue Badge holders will also be able to use the proposed parent and child parking spaces (it is proposed to provide ten additional parent and child spaces), thus they will have access to 16 spaces overall. Both the accessibility and parent and child spaces will be located close to the store entrance.

10.3 Motorcycle Parking

No information has been seen for proposed motorcycle parking spaces, and clarification is sought from the developer. However, the LHA would accept the provision of motorcycle parking being secured by condition, should the LPA be minded to approve planning permission.

10.4 Secure Cycle Parking and Storage Arrangements

As stated in the Transport Assessment, eight cycle parking spaces are currently provided outside the entrance to Homebase. To meet the minimum cycle parking standards as defined by SPD3 there is a minimum requirement for six additional cycle spaces. From information seen, it is the understanding of the LHA that it is proposed to provide an extra 16 cycle parking spaces, a number of which will also be covered and suitable for long stay parking, and accessible to employees.

11 Public Rights of Way

Not applicable

12 Requests for Planning Conditions

The LHA would request the following conditions are added to any future grant of planning permission.

12.1 Construction Method Statement

No development shall take place, including any works of demolition, until such time as a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a) the parking of vehicles of site operatives and visitors;
- b) deliveries to site;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;
- e) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works, and
- g) measures to control the emission of dust and dirt;
- h) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- i) days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works), and

- j) contact details of site manager to be advertised at the site in case of issues arising.

12.2 Left Turn Only Egress

The development hereby approved shall not be brought into use (comprising Unit 1A or Unit 1, whichever is the sooner) until the left-turn only egress has been constructed;

- a) The location of the egress shall be in accordance with the submitted drawing number SCP/190052/SK08 Revision D;
- b) The maximum gradient of the egress shall not exceed 1:20 (5%);
- c) In accordance with the submitted drawing number SCP/190052/SK08 Revision D, on George Richards Way, for each traffic lane, the minimum unobstructed traffic lane width shall not be less than 3m.

12.3 Left Turn Only Egress: Height Restriction

The development hereby approved shall not be brought into use (comprising Unit 1A or Unit 1, whichever is the sooner) until such time as a 2.15m vehicle height restriction barrier has been installed across the top and bottom of the egress, which shall also include the provision of driver information signs within the car park, in advance of the egress.

12.4 Egress Visibility Splay

Drawing number 14366-115 Rev. H dated 19 March 2021 shows an intention to set back the knee rail fence and plant trees to the rear of the parking bays, just outside the egress 2.4m x 43m visibility splay. The LHA would request a condition that the egress for the development hereby approved shall not be brought into use (comprising Unit 1A or Unit 1, whichever is the sooner) until an unobstructed minimum 2.4m x 43m visibility splay is provided and said (unobstructed) visibility splay shall be retained at all times thereafter.

12.5 Car Park

The development hereby approved shall not be brought into use (comprising Unit 1A or Unit 1, whichever is the sooner) until the car parking spaces and service routes shown on plan ref. 14366-105 F have been laid out and are available for use. The parking spaces and service routes shall be retained at all times thereafter.

12.6 Travel Plan

A full Travel Plan (TP) the development hereby approved shall be submitted to the Local Planning Authority for review and approval in writing within 6 (six)-months of the first date of operation:

- A firm commitment to targets detailed within the TP is expected, as such measures indicated in the TP shall not be primarily concerned with providing information e.g. timetables for public transport etc, a map of the local area etc.;
- The TP shall include realistic and quantifiable targets, and
- The TP shall include effective objectives and incentives to reduce car travel and increase use of non-car modes for staff
- TP targets shall be reviewed and monitored against the baseline which will be established within 3-months of the first date of operation;
- Employee travel survey shall be completed every 12 (twelve)-months from the date of first operation, and for a minimum period of ten years (i.e. minimum 12 (twelve) no. surveys excluding baseline surveys);
- The TP shall be implemented for a period of not less than 10 (ten) years from the first date of operation.

13 Informative

13.1 Works on the Public Highway (Section 278)

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980, which would specify the works and the terms and conditions under which they are to be carried out. Sufficient time shall be provided for the preparation and signing of the Agreement.

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured, and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

14 Summary

14.1 Outcome

01. There are no objections on highway grounds to the proposals subject the requested conditions being added to any subsequent approval of planning permission.

02. The developer is hereby advised that before undertaking work on the adopted highway a highway agreement under Section 278 of the Highways Act 1980 must be entered into which, will specify the works, and the terms and conditions under which they are to be carried out
03. The LHA is not submitting a refusal for this application for the following reasons:
- I. the amended location of the egress, this being further away from the junction with the A56 and namely the left-turn diverge, the weaving (vehicle lane changing) area, and the signal stop lines. As such, the left-turn only egress proposed by this application would not be expected to have a severe detrimental impact to road safety along the public highway at this location, and as such a refusal is not justified on highway grounds in accordance with the NPPF;
 - II. the gradient of the proposed egress is reduced to a maximum gradient of 1:20 (5%);
 - III. the provision of scheme designs which reflect the layout of George Richards Way at this location (conflicting adopted highway layouts were provided for planning application 98127/FUL/19 which despite requests from the LHA, were not amended);
 - IV. lanes widths are clearly illustrated on the plan, and the amended design now includes an intention to widen the carriageway to achieve minimum 3m wide traffic lanes, excluding the centre hatched road markings (for the previous application the LHA was concerned the road widths would be too narrow, and confirmation of unobstructed lane widths was requested by the LHA for planning application 98127/FUL/19, but not provided)
 - V. a standard design, shorter length traffic island will be provided, and there is no longer an intention to provide an unnecessarily long length of pedestrian guardrail (reference should be made to the LHA's earlier comments for the previously proposed non-standard traffic island for planning application 98127/FUL/19)
 - VI. the provision of swept path analysis including vehicle tracking speeds (requested by the LHA for planning application 98127/FUL/19, but not provided)
 - VII. provision of personal injury collision analysis (requested by the LHA for planning application 98127/FUL/19, but not provided)
 - VIII. In October/November 2020, after determination of planning application 98127/FUL/19 and prior to the submission of 103414/FUL/21, additional information was provided by the developer, including video evidence (it is unclear if SCP took the videos or an independent contractor). The LHA previously asked the developer to substantiate their claim that lane changing along George Richards Way would not be negatively impacted by the proposed egress under planning application 98127/FUL/19, and to demonstrate the proposals would not have a severe impact to road safety, but the information was not provided at that time.
 - IX. LinSig modelled scenarios were also submitted after determination of planning application 98127/FUL/19 and prior to the submission of 103414/FUL/21 (this application). Again, these were previously requested for planning application 98127/FUL/19, but not provided.

Relevant Comments and Observations

Whilst the following comments and observations should not be deemed a recommendation, or an instruction made by the LHA, it is also considered that they are relevant to the proposed development and thus, worthy of note.

A. The Need for an Egress

Whilst not a consideration to planning, based on information seen the LHA would not agree that a capacity issue has been demonstrated for the proposed development that would necessitate the need for a new left turn only egress at this location.

It is understood TfGM has also questioned the need for an egress onto a two-lane single carriageway road, that will be located between two signalised junctions and close to the main entrance and exit for the retail park. There is a concern shared by both TfGM and the LHA that the introduction of the egress could create a road safety problem where none currently exists.

TfGM has also requested a continuous footway is provided, however, the LHA has reservations regarding the use of what would be a standalone a feature (i.e. no others are located in this area). In addition, the Royal National Institute for the Blind has raised concerns regarding the use of continuous footways and their impact on blind and visually impaired pedestrians and as such, a feature of this type should only be taken forward following design and use consultations with relevant stakeholder groups. It is considered that the TfGM request could be discussed further within the S278 public highway works design process.

However, notwithstanding our comments above, whilst the LHA does not fully support the provision of the proposed left-turn only egress at this location, it is also our view that it has been demonstrated by the applicant that the egress proposed by planning application 103414/FUL/21 would not be expected to have a **severe** detrimental impact to road safety along the public highway at this location. As such, the LHA could not justify a refusal in accordance with the NPPF.

B. Internal Car Park Layout at the Location of the Egress

Although not part of the adopted highway (and therefore not included in the formal LHA response above), it is considered that the proposed internal layout for the amended egress could increase the risk of conflict occurring between vehicles manoeuvring around the eastern car park and those attempting to turn onto the proposed new egress. The applicant may wish to consider undertaking a safety assessment of the proposed eastern car park layout.

C. Possible alternative layout on George Richards Way

Discussions took place in August 2020 relating to the proposed development and the associated left-turn only egress, which included reducing George Richards Way to one-lane between its signalised junctions with Davenport Lane and the A56 (excluding the three-lane junction approach to the A56), and the

provision of an advisory on-road cycle lane. A preliminary design drawing and traffic modelling was provided in October 2020 for this option and both the LHA and TfGM stated at that time, that in principle, this alternative arrangement would be acceptable, but it would appear that, for reasons unknown to the LHA and TfGM, that the applicant has chosen not to proceed with this option.

D. Possible alternative location for the proposed egress

It is observed by the LHA that it may also be possible to relocate the egress slightly further west and closer to the main exit of the retail park. It would not be expected that vehicles exiting the signals will seek to change lanes immediately, and drivers will likely assess their position before making their moving. It is further considered that visibility to the right for drivers exiting the development via the egress could be achieved. However, it is also noted that this would require the applicant to undertake a partial redesign of the eastern car park layout, and the egress would be moved even closer to the main entrance and exit, albeit still within the eastern car park and not a significant location from the proposed egress.

Elaine Hendren, 22 March 2021