

From: Jonathan Harper
Sent: 21 Oct 2021 13:03:44 +0000
To: McGowan, Cormac; Joshua Ambrus
Subject: RE: Planning application 105905/OUT/21 World of Pets

Hi Cormac

Thank you for the below and your subsequent emails.

I note an updated Education response will be provided shortly.

We have asked our Ecologist to review the comments from GMEU and will revert back to you on this in due course.

Our Highway Consultant's have reviewed the residents comments regarding the Wood Lane / Thorley Lane Roundabout and have responded as follows:

"We refer to paragraphs 6.4.3 and 6.4.4 of the Transport Assessment, where it is first stated that in the projected 2026 opening year, on the Wood Lane approach to the roundabout junction, the increase of Ratio of Flow to Capacity (RFC) and queues in passenger car unit (PCU) from 1.02 and 39.1 pcus in the base (do-nothing) scenario to 1.05 and 64.1 pcus in the base plus development (do-something) scenario. The subsequent paragraph states that once an RFC is calculated above 1.00, the associated queue length increases at an exponential rate and is not a true reflection of the development impact.

The increase in passenger trips at the junction is quantified in Appendix D to the rear of the report, in Figures 08 and 09 (AM Development Trip Generation and PM Development Trip Generation respectively), where it is shown that the junction experiences an increase in 39 and 33 two-way trips in the AM and PM peak hours respectively (1 additional car every ~90 seconds). Of these trips at the junction, only 18 and 16 two-way trips would be routed through the Wood Lane approach in the AM and PM peak hours.

Additionally, when the increase in two-way trips at the junction as a whole is compared against the 2019 surveyed scenario (Figures 01 and 02, 2019 AM Peak Survey Traffic and 2019 PM Peak Survey Traffic respectively) as a percentage impact, the increase in two-way trips is quantified as 1.75% and 1.45% in the AM and PM peaks respectively. This percentage would decrease in future years as the 2021 application year and 2026 opening year base traffic is has been extrapolated based on ~2% and ~7.5% growth factors; whereas the development traffic has been calculated based on all 116 dwellings. In recent years, evidence has emerged to query the appropriateness of using growth factors to estimate future year traffic, (i.e. emergence of trends such as home / hybrid / flexible working, decline in car trip rates), and it could be argued that applying the above growth factors is a form of overestimating future trips; however Curtins' assessments have been made using these growth factors to calculate the development impact in a "worst-case scenario".

It is on this basis that the assessment concluded in paragraphs 6.4.4 and 6.5.3 that although the roundabout junction is predicted to experience increases in [traffic generation and] queue length, the impact is considered to be nominal when compared to the existing situation."

Please let me know if you require anything further on this point.

Kind regards

Jonathan

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From: McGowan, Cormac 

Sent: 19 October 2021 10:21

To: Jonathan Harper ; Joshua Ambrus

Subject: FW: Planning application 105905/OUT/21 World of Pets

Hi Jonathan/Josh

Please find below comments from GMEU below, they have requested further information in relation to bio-diversity including a copy of the matrix calculations/inputs.

I have also attached a copy of an updated representation querying some comments made regarding the roundabout capacity, I have also sent a copy over to LHA.

Education consultation response attached regarding contributions break down.

Thanks

Cormac McGowan

Major Planning Projects Officer

Planning and Development

Place Directorate

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