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Our Reference: 072011-CUR-00-XX-CO-TP-002-V01

15 November 2021

Elaine Hendren
Trafford Council

By Email Only

Re: World of Pets (105905/OUT/21) – Post-Submission Response to Trafford Council and TfGM

Dear Elaine,

We have received a copy of your consultation response dated 25th October 2021 in relation to the above application. We have also received additional comments/advice from Transport for Greater Manchester (TfGM) dated 27th October 2021.

This document has therefore been prepared in response to both Trafford Council and TfGM comments.

The application proposals are defined as;

“Outline planning application for up to 116 residential dwellings with all matters reserved aside from access, for which detailed consent is sought. World of Pets Thorley Lane Timperley WA15 7PJ.”

The response sets out Trafford Council's current position, as the Local Highway Authority (LHA), on the planning application as follows;

“Whilst there are no objections in principle on highway grounds to the proposals –

- A. The existing access along Thornley Road is located within a 40-mph section of relatively straight, wide road with good visibility in both directions, and it is understood 85th percentile vehicle speeds along this section of road are circa 48 mph. Unlike now where vehicle egress is restricted to left-turn movements only, the proposed development will allow vehicles to turn left or right into/out of the site. It is also noted that the intention is to make this access wider to accommodate use by larger vehicles. It is therefore requested a traffic survey is completed to establish the mean and 85th percentile vehicle speeds. Refer to Section 3 above.*
- B. It is requested the proposed junction turning radii is increased to 10m*

The LHA would request the conditions detailed in Section 11 are secured by the LPA and attached to any subsequent planning approval.

Whilst the forecast increase in traffic flows at the Wood Lane/ Thorley Lane / Clay Lane roundabout junction is a concern and the situation is not ideal, options to mitigate the impact would be complex and costly. Furthermore, it is determined that the development itself would not constitute a severe traffic impact.”

It is noted that the technical elements of the Transport Assessment prepared by Curtins in support of the planning application, including the traffic impact on the local and strategic highway network, are considered acceptable by Trafford Council. Trafford Council's current position solely relates to a series of recommendations for further consideration as part of any reserved matters application.

We have therefore prepared the following response to consider Trafford Council's comments. The response sets out the comment received in italics and Curtins' response below.

ACCESS

It is proposed to retain and upgrade each access to provide a minimum 5.5m wide carriageway (Thorley Lane would be wider to accommodate large vehicles and a centre island) with 2m wide footways on both sides of the road, and 8m turning radii. The LHA is unclear why an 8m turning radii is proposed given the submitted information indicates the potential for overrun to occur and it is requested a 10m turning radii is provided.

Drawing 072011-CUR-00-XX-DR-TP-05003 appended to the rear of this report shows the updated access arrangement with wider turning radii as requested by Trafford Council.

For clarity, dropped kerbs and tactile paving will be provided as part of the proposed site access infrastructure works.

Furthermore, and whilst not directly associated with this application which seeks detailed consent for access, the submitted masterplan does not show an intention to prevent through traffic which could result in the development being used as a 'rat-run' by drivers wanting to avoid the roundabout junction, resulting in a further increase in traffic movements at both junctions.

Full details of the internal road network within the site's red line boundary would be included during a reserved matters application. Notwithstanding, Curtins note that in the masterplan that was submitted as part of the planning application (Northmill Associates Drawing No: MP_L(01)101, revision P10), it has been demonstrated that there would be a central island in the middle of the site which significantly narrows the carriageway. This street furniture, combined with the low speed limit of the proposed residential estate (the internal road network would be subject to a 20mph speed limit, and the 40mph speed limit from Thorley Lane would not be carried through into the site) would act as a deterrent to vehicles attempting to use the development as a "rat run".

The LHA is therefore concerned a road safety problem could be created where none currently exists and would not wish to be put in a position of having to retrofit highways measures following occupation of the proposed development to address vehicle access/egress and/or road safety problems at this junction (or indeed the Wood Lane junction). It is therefore requested a traffic survey is completed to establish the mean and 85th percentile vehicle speeds.

Curtins do not believe that a new speed survey is required to support the proposals. Visibility splays have been provided in accordance with the posted 40mph speed limit, and it is also noted that the speed limit reduces to 30mph approximately 120m to the north of the proposed site access. If vehicle approach speeds are a concern, it is recommended that the 30mph speed limit is extended further south beyond the site access location. This should also be considered in the context that a new roundabout is proposed to be delivered in the future as part of the Timperley Wedge Masterplan.

The LHA would also request a long section is provided to demonstrate the proposed level of landscape removal needed and the visibility splays.

The level of landscape removal would be determined at detailed design stage. The landscape strategy will be determined as part of a reserved matters application.

The requirement to ensure visibility splays at the junction remain clear of any obstruction can be controlled via a planning condition.

It is understood that the existing footway along Wood Lane located at the proposed site entrance is privately maintained but is expected to be submitted for adoption at the reserved matters stage.

Harlex Property Ltd note this action will be addressed during the reserved matters stage.

SERVICING ARRANGEMENTS

It is considered there is adequate space within the site for the storage of refuse / recycling, however, no detailed information has been provided for the outline application and it is understood a waste management strategy will be submitted at the reserved matters stage.

The Waste Management Team should also be consulted at the reserved matters stage to ensure that they are satisfied with the proposed development servicing arrangements.

The masterplan indicates a refuse vehicle may not be able to successfully navigate through and turn within the estate and at the reserved matters stage it must be demonstrated by the developer that a refuse vehicle will be able to access and egress the development in a forward gear. The refuse vehicle in use in Trafford is the Mercedes-Benz Econic 2630LL 6x2 Rear-steer Euro 6 Crew Cab Chassis-cab.

It should be noted that a rear steer vehicle should be used for tracking as it is understood that the vehicle tends to pivot on the drive axle, with a 4.55m measurement as the overhang from drive axle to rear of bin lift assembly. The overall length of the vehicle is 10.4metres.

Harlex Property Ltd note this action will be addressed during the reserved matters stage.

CAR PARKING ARRANGEMENTS

Given the location of the development and poor level of access to public transport links, it is the LHA's view that the proposed level of parking (which is also below average car ownership levels for the area), is inadequate. Furthermore, if it is intended that the internal roads are adopted, the parking spaces proposed to be located within the extent of the highway will be public spaces, available for anyone to use, thereby reducing the proposed level of development parking further (public spaces cannot be counted towards the parking allocation for the development).

As such the LHA would request the number of car parking spaces is increased and any spaces proposed to be located within the extent of the adopted highway are removed. It is further requested that the internal layout submitted at the reserved matters stage should include measures which remove the ability for parking to take place along the adopted highway unless it is within a marked parking area.

Curtins note that the LHA's request is contrary to the Local Planning Authority (LPA)'s advice during a pre-application stage (Application number: PREAPP/01031/19), which was received from Trafford Council on 26th October 2020. In Paragraph 51 of this response, it was stated that:

"The LPA support the level of parking proposed for the development which is detailed at approximately 164 car parking spaces for 116no. residential dwellings. This reduction in parking provision (as detailed within SPD3) is considered appropriate in order to achieve a high-quality layout and reduce the over dominant impact of parking."

In any case, it has been clarified that the outline application will not detail the level of accommodation schedule for subsequent house types. As such, the number and layout of car parking spaces would be revisited at a reserved matters stage.

For note, subject to information provided at the reserved matters stage, it may be appropriate for any subsequent planning decision to request a parking review be undertaken for the roads surrounding the development, to determine the need and support for additional measures to control parking in these areas.

Harlex Property Ltd note this action will be addressed during the reserved matters stage.

ELECTRIC VEHICLE CHARGING (EVC) SPACES

The LHA would therefore request the number of spaces proposed at the reserved matters stage is increased, and EVC management plan is also submitted which should include details of the specification of equipment and vehicle charging times, and how it is intended to enforce the spaces (e.g., stop the spaces being used by standard motor vehicles and electric vehicles which no longer need to charge).

Harlex Property Ltd note this action will be addressed during the reserved matters stage.

It should be noted that the outline application was developed on the basis that all dwellings would provide EV charging facilities. The application also proposed an additional two EV charging points for public use to address a significant local shortfall in EV provision.

CYCLE PARKING AND STORAGE ARRANGEMENTS

No specifics have been submitted at this stage for the proposed cycle parking and storage arrangements, but it is understood sufficient space will be provided to provide either communal or individual cycle stores, and detailed information for the proposed secure cycle parking arrangements will be submitted at the reserved matters stage.

For information, whilst the LHA would support the provision of communal cycle parking for any proposed apartment blocks, it is requested allocated cycle parking is provided for all dwelling houses, for example, a three-bedroom house should be provided with at least two secure and covered cycle parking spaces.

Harlex Property Ltd note this action will be addressed during the reserved matters stage.

TRAVEL PLAN

The submitted interim Travel Plan is accepted, and the LHA requests a full Travel Plan (TP) shall be submitted to the Local Planning Authority for review and approval in writing prior to first occupation of the proposed development.

Harlex Property Ltd note this action will be addressed during the pre-occupation stage.

ADOPTED HIGHWAY

If it is intended that the highway subsequently be adopted by the Council, the developer should submit at the reserved matters stage a plan clearly showing the areas to be offered for adoption and the following information to allow the LHA to comment on suitability.

Harlex Property Ltd note this action will be addressed during the reserved matters stage.

In terms of the comments/observations raised by TfGM in their response dated 27th October 2021, it is considered that the following points have already been addressed and agreed with Trafford Council as part of the planning submission and formal consultation process;

Trip Distribution;

Trip Rates;

Junction Assessments;

Mitigation;

Access Arrangements;

Traffic Regulation Orders; and

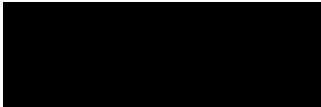
Construction Management Plan.

It is noted that TfGM has recommended a planning condition requiring the submission of a Full Residential Travel Plan is attached to any planning consent. This is a standard planning condition and is considered acceptable.

The contents of this note, in addition to the revised access arrangement attached, is considered to adequately address the comments raised within both the Trafford Council and TfGM consultation response. I trust that the above now provides Trafford Council with the required information to support the planning.

If you have any further queries or require any additional information to assist the determination of the planning application, please do not hesitate to contact me.

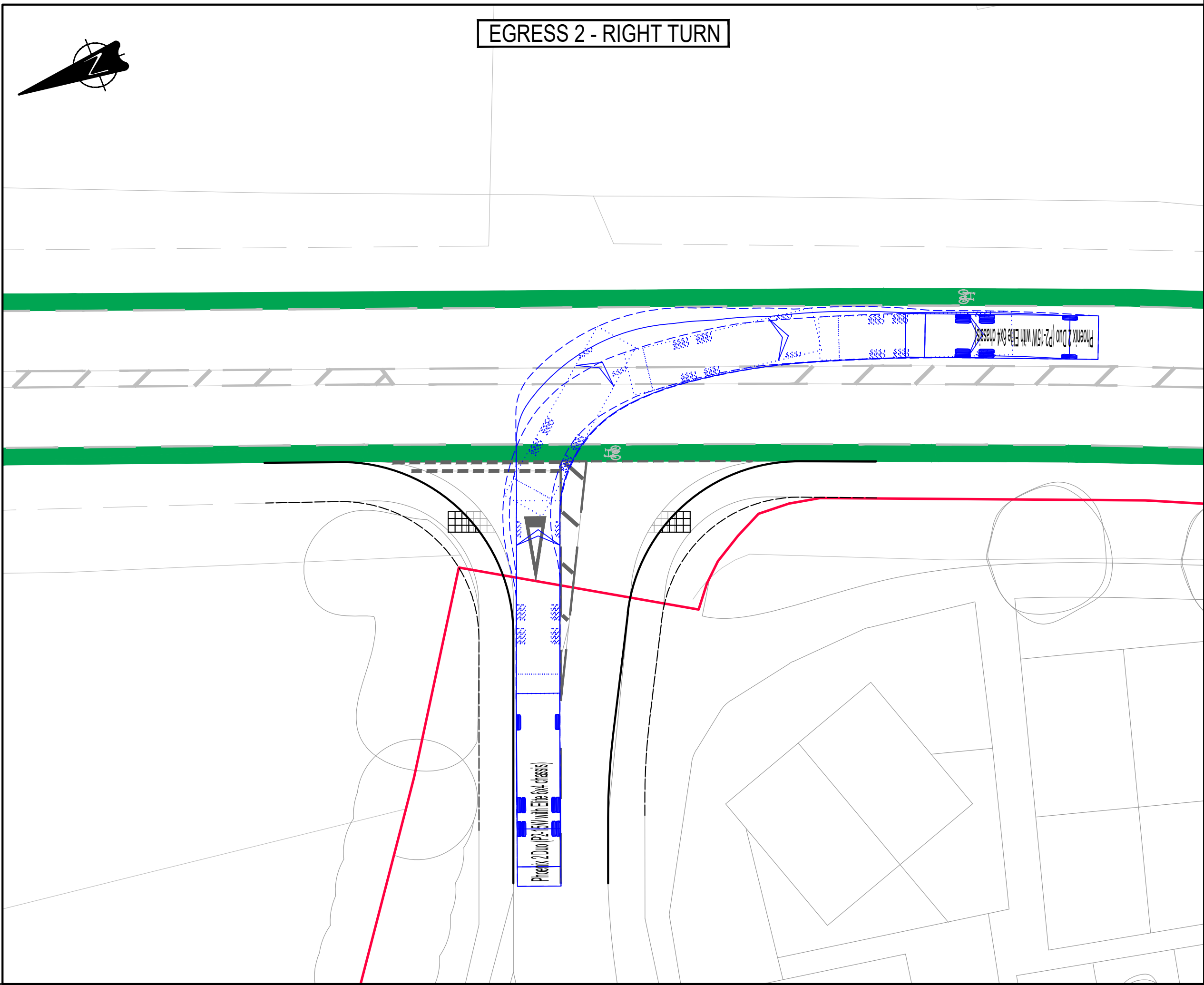
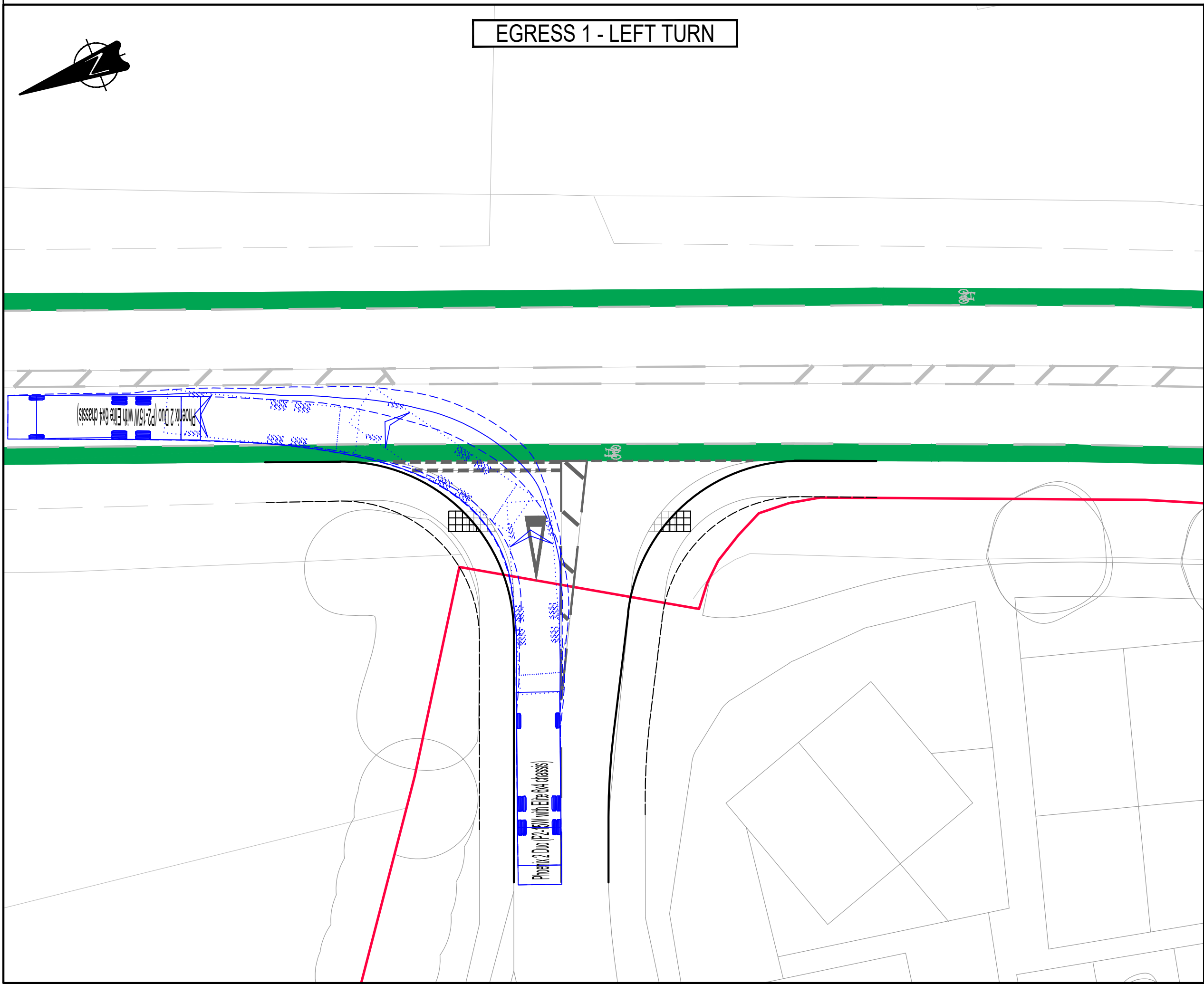
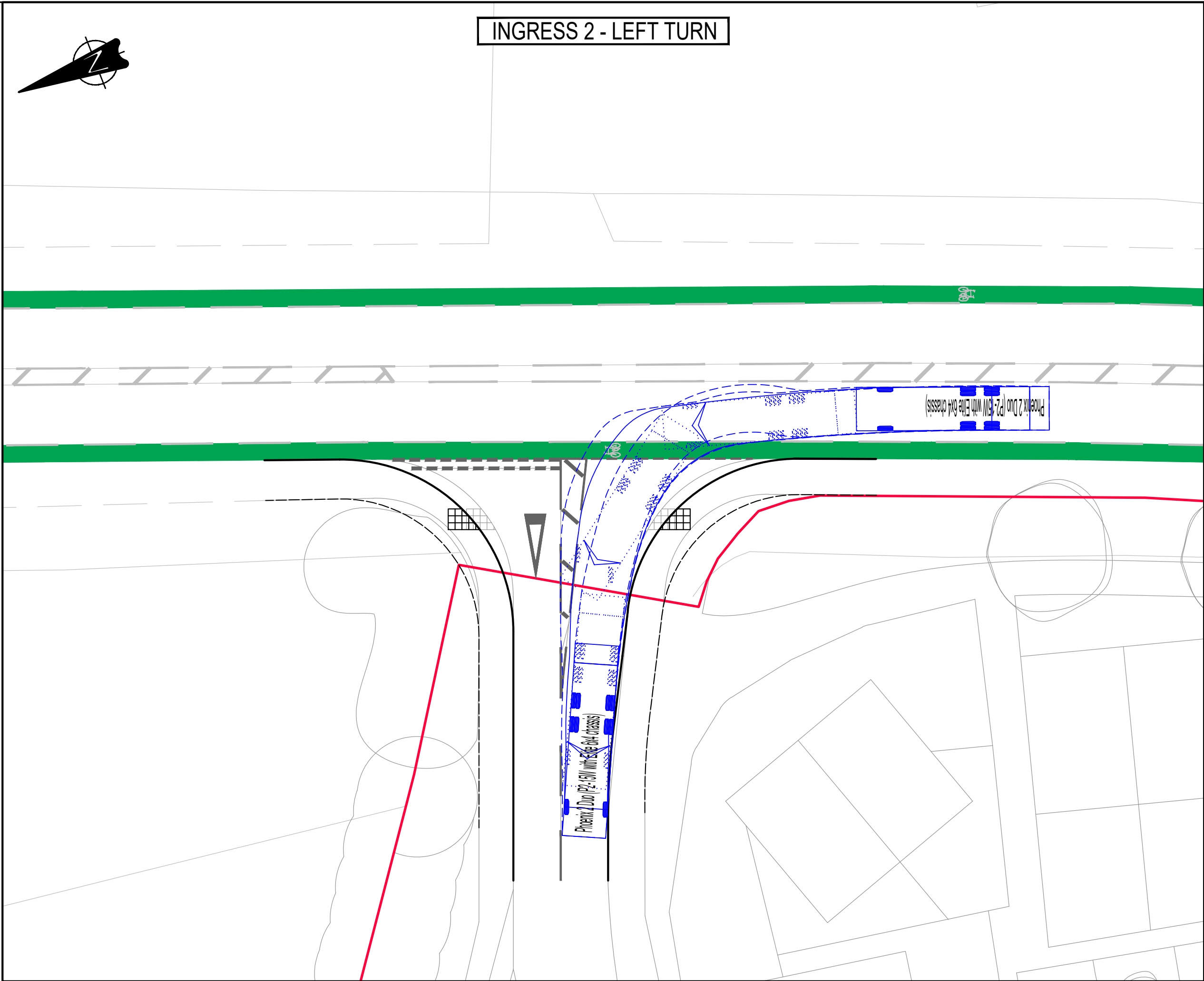
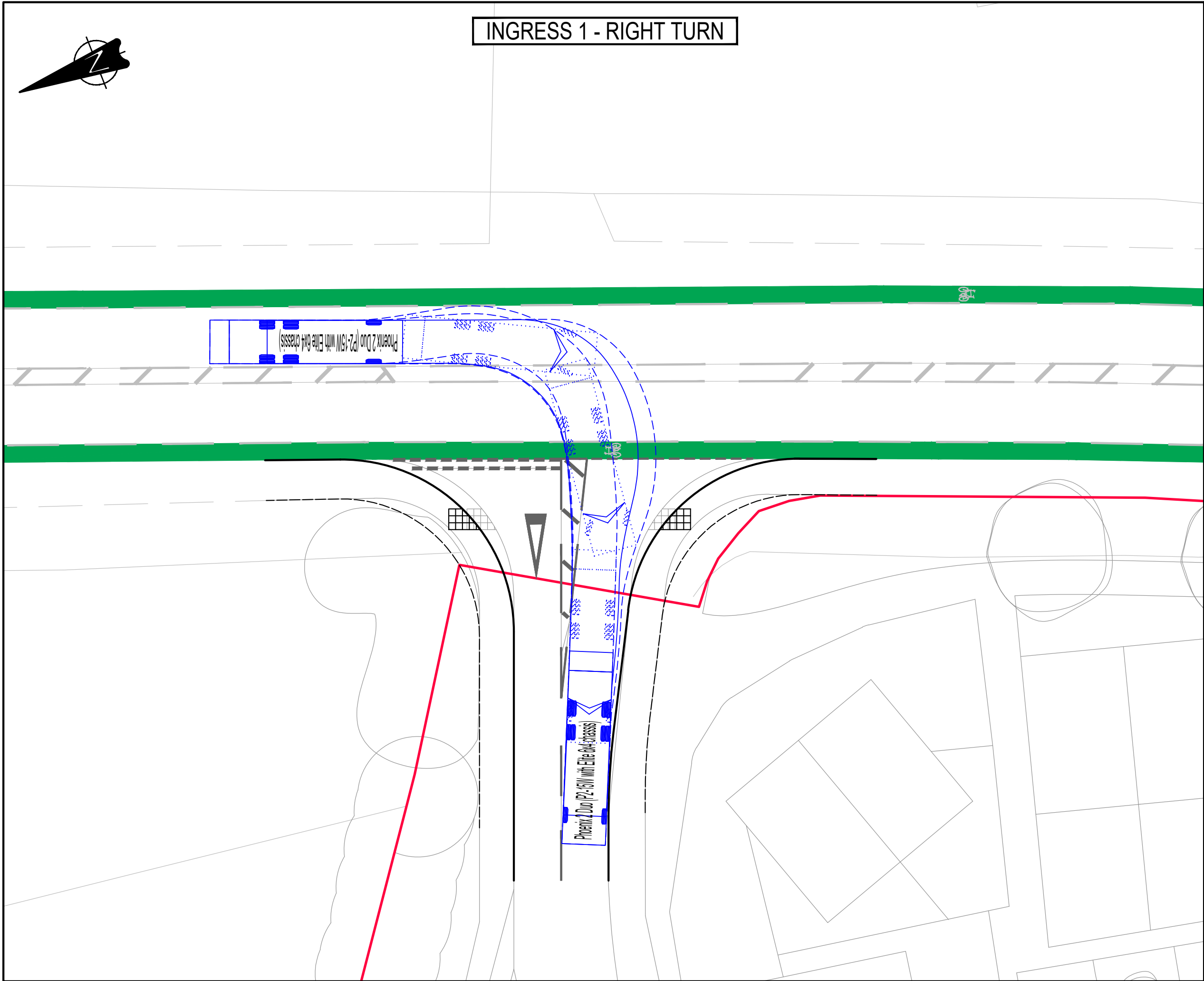
Yours sincerely,



Aaron Tilley
Associate
For and on behalf of **Curtins**

Drawings

Drawing 072011-CUR-00-XX-DR-TP-05003-P04 – (Swept Path Analysis) – 11.2m Refuse Vehicle: Thorley Lane Access



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- DRAWING BASED ON MASTERPLAN BY NORTHMILL ASSOCIATES.
DRAWING REFERENCE: MP_L(01)101 Proposed Outline Masterplan

VEHICLE PROFILE:

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

KEY:

- INDICATIVE RED LINE BOUNDARY
- PROPOSED KERB LINE
- PROPOSED BACK OF FOOTWAY
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS

P04	Access radii increased to 10m	11/11/21	DD	AT
P03	SITE LAYOUT UPDATED	18/05/21	LL	AT
P02	SITE LAYOUT UPDATED	08/04/21	LL	AT

Rev: Description: Date: By: Chkd:

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Status: PRELIMINARY

Project: WORLD OF PETS - TIMPERLEY

Dwg Title: SWEPT PATH ANALYSIS
REFUSE VEHICLE
THORLEY LANE ACCESS

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	29/01/21	JM	JM	AT

Scale: 1:200

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
72011	- CUR	- 00	- XX	- DR	- TP	- 05003	- P04

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