

<b>Project:</b>	Omega Zone 8	
<b>Our reference:</b>	415187-08	<b>Your reference:</b> 759121
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<b>Subject:</b>	Transport Assessment & Travel Plan Review	

## Introduction

Mott MacDonald have been commissioned by St Helens Council to undertake a review of the Transport Assessment (TA) submission associated with the hybrid planning application for the development of land to the west of Lingley Mere Business Park, Lingley Green Avenue, Warrington, (also known as Omega Zone 8), planning application reference P/2020/0061/HYBR.

The focus of this review is the TA produced in support of the application by the developer's consultants (WSP), namely: 'Omega Zone 8, St Helens Transport Assessment' 12.12.19. Due cognisance has also been paid to the Planning Statement produced by Progress Planning Consultancy Ltd, and the Environmental Impact Assessment (EIA) Scoping Report produced by WSP.

## Scoping

Mott MacDonald, on behalf of St Helens Council, have previously reviewed the transport elements of the EIA Scoping Report produced by WSP ("Omega Zone 8 – information to support a scoping opinion request", October 2019), see technical note reference: 415187-03. This review identified a number of key points that were recommended to be addressed by WSP in the subsequent planning application and associated TA.

A summary of the comments produced at the scoping stage is provided in **Table 1**.

**Table 1: Summary of Mott MacDonald scoping response comments**

<b>Key Points</b>
Mott MacDonald would suggest that any future transport submission clearly states its assumptions and the methodology for assessment with regards to the emerging wider Omega site, including, the alteration to Zones 3-6.
The alterations in vehicular demands associated with the trip transfer from the B1 at zones 3-6 (replaced with zone 8) need to be clearly outlined in staged traffic flow diagrams within the transport work, such that the changes and differences are readily apparent.
It is suggested that St Helens Council reserve the right at a post-application stage to request a cumulative analysis be provided of both the B1 and zone 8 trips if questions about the adopted planning strategy arise.
For the detailed application, parking provision should be indicated on the masterplan and include allocated parking for mobility impaired and cycle parking as the current masterplan does not satisfy these requirements.
The transport submission should also set out the future year assessment scenarios including a 10-year post opening assessment in compliance with both Core Strategy and Highways England policy.

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## Key Points

The applicant should reference the Draft St Helens Local Plan, particularly site 1EA, noting that although the site is covered by the allocation area 1EA, a proportion extends into the Green Belt, including the potential land mitigation buffer to the north east of Booths Wood and industrial units and parking proposed to the areas north and south-east of the wood.

Locating to sites where there is potential for users to walk or cycle to or from the site and/or the provision of cycle and walking facilities within the site, and/or the improvement of routes or facilities which serve the site should be a key requirement, along with the potential for public transport links to be enhanced. The links across the M62 to Bold are considered important in this instance.

Walking and cycling connections to the area of St Helens north of the M62 (Bold etc) should be a focus of the assessment work, and improvements to the existing PRow across the M62 and opportunities to improve sustainable transport links to St Helens will need to be appropriately demonstrated.

Any future transport submission should consider Public Transport accessibility to the site, via both the existing Omega site (in Warrington) and also if possible, directly into St Helens.

The Council's parking standards should be referenced in relation to cycle parking in the first instance

A Framework Travel Plan is required and should set targets for mode share, ideally based on existing surveys from other Omega units.

There is likely to be a period of disruption to the use of PRow 102 during the construction of the new connection to it. A Construction Environment Management Plan will be required to consider this matter, amongst other relevant elements.

Given the location of these links and junctions, Mott MacDonald suggest the approach to data collection and highway assessment is agreed with Warrington Borough Council and Highways England in the first instance.

Notwithstanding the previous point, a future year scenario (registration +10) will be required in line with the Core Strategy and Highways England's policy.

Committed developments to be included in the assessments should be clarified and agreed with St Helens Council, Warrington Borough Council and Highways England.

Given the location of the links and junctions within the study area, Mott MacDonald suggest the approach to capacity assessment is agreed with Warrington Borough Council and Highways England.

Accident analysis should be undertaken for the most recently available five-year period using STATS19 data, for all links and junctions within the study area.

Mott MacDonald are content that the proposed EIA approach is in accordance with IEMA guidelines.

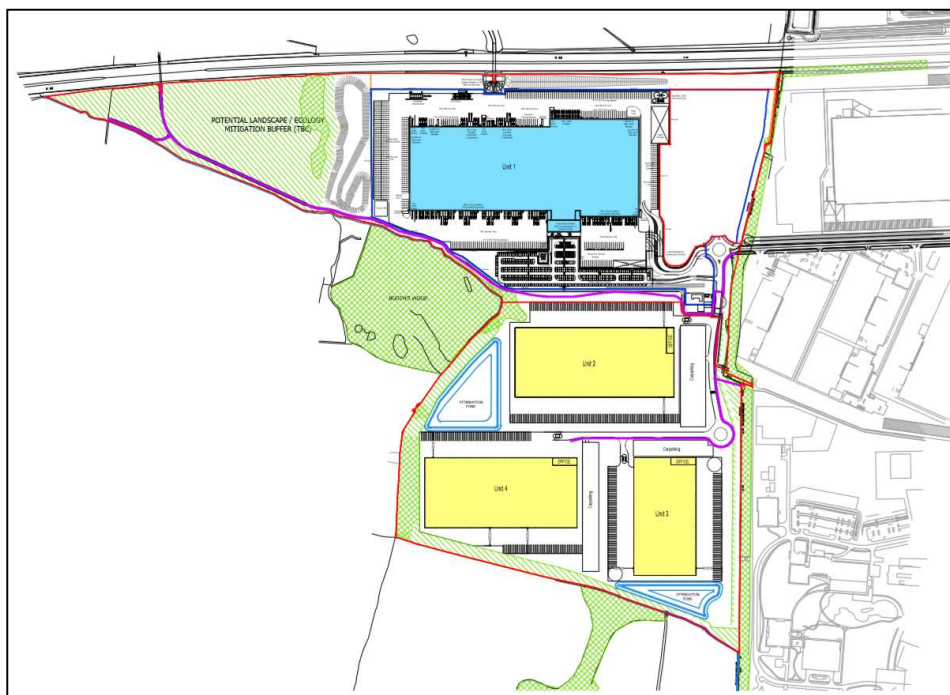
## Development Proposals

The development site is located to the west of the existing Omega south and whilst it lies wholly within St Helens, the eastern edge of the red line abuts the St Helens – Warrington boundary (see Figure 1).

The hybrid planning application, consists of:

- Full Planning Permission for the erection of c.2,210,500sqft consisting of a B8 warehouse, with ancillary offices, associated parking, infrastructure, and landscaping; and
- Outline Planning Permission for c.880,000sqft Manufacturing (B2) and Logistics (B8) development with ancillary offices and associated car parking, landscaping and infrastructure (detailed matters of appearance; layout and scale are reserved for subsequent approval).

**Figure 1: Site Masterplan**



### Wider Omega Context / Planning Strategy

Mott MacDonald are aware that planning consent was granted for B1 employment land use at zones 3-6 (Warrington Borough Council planning application reference: 2017/30371) but should the B2/B8 planning application at Zone 8 be accepted and permission granted, then the B1 element at Zones 3-6 is to be revoked and replaced by residential development.

As set out in the EIA Scoping Report (reviewed previously), St Helens Council and Warrington Borough Council will then enter into a section 106 agreement that will:

- Address any planning obligations required as part of the Proposed Zone 8 Development;
- Revoke the B1 floorspace (59,456sq.m) approved as part of 2017/30371; and
- Provide an undertaking that Omega Warrington Ltd will not implement any further development associated with outline planning consent 2003/01449 (as amended) granted by Warrington Borough Council.

Zone 3-6 land uses have been considered as committed development for assessment purposes within the TA (as discussed later in this review).

#### **Key Points**

*The current planning application is hybrid in nature, seeking full permission for a B8 unit at the north of the site, and outline permission for B2/B8 units to the south.*

*A planning strategy will be needed with regard to the previously consented B1 floor space at Zones 3-6, and the new proposed land uses at Zones 3-6 have been accounted for as a committed development in the highway impact assessment presented within the TA.*

## Policy and Guidance Context

### Preamble

At the time of writing, and during the period in which the scoping report and other documents were produced, the prevailing local policy, national policy and guidance relevant to St Helens Council and this application, were as follows;

### Policy

- St Helens Core Strategy Local Plan (adopted October 2012);
- St Helens Borough Local Plan 2020-2035 Submission **Draft** (January 2019);
- National Planning Policy Framework (2019 update); and
- DfT Circular 02/2013: The Strategic Road Network and The Delivery of Sustainable Development.

### Guidance

- The SRN: Planning for the future: A guide to working with Highways England on planning matters;
- St Helens Metropolitan Borough Council – Supplementary Planning Document – Ensuring a Choice of Travel (2010);
- St Helens Metropolitan Borough Council, Guidance Notes for the Submission of Transport Assessments, March 2016.

### Transport Assessment References

The following policy and guidance documents are referenced in the TA;

- The Strategic Road Network – Planning for the Future – A Guide to Working with Highways England on Planning Matters (2015);
- SHMBC – Supplementary Planning Document – Ensuring a Choice of Travel (2010);
- Warrington Borough Council – Standards for Parking in New Development (2015);
- Warrington Local Transport Plan (3);
- National Planning Policy Framework (2019 update);
- DfT Circular 02/2013: The Strategic Road Network and The Delivery of Sustainable Development;
- Transport for the North – Strategic Transport Plan;
- St Helens Borough Local Plan 2020-2035 Submission **Draft** (January 2019); and
- St Helens Metropolitan Borough Council – Supplementary Planning Document – Ensuring a Choice of Travel (2010);

### St Helens Core Strategy Local Plan

As set out in Mott MacDonald's previous scoping response (415187-03), where relevant the TA should refer to the adopted Core Strategy Local Plan. Although the Draft Local Plan will ultimately supersede the Core Strategy Local Plan, it should still be considered as it is the currently adopted plan for the Borough.

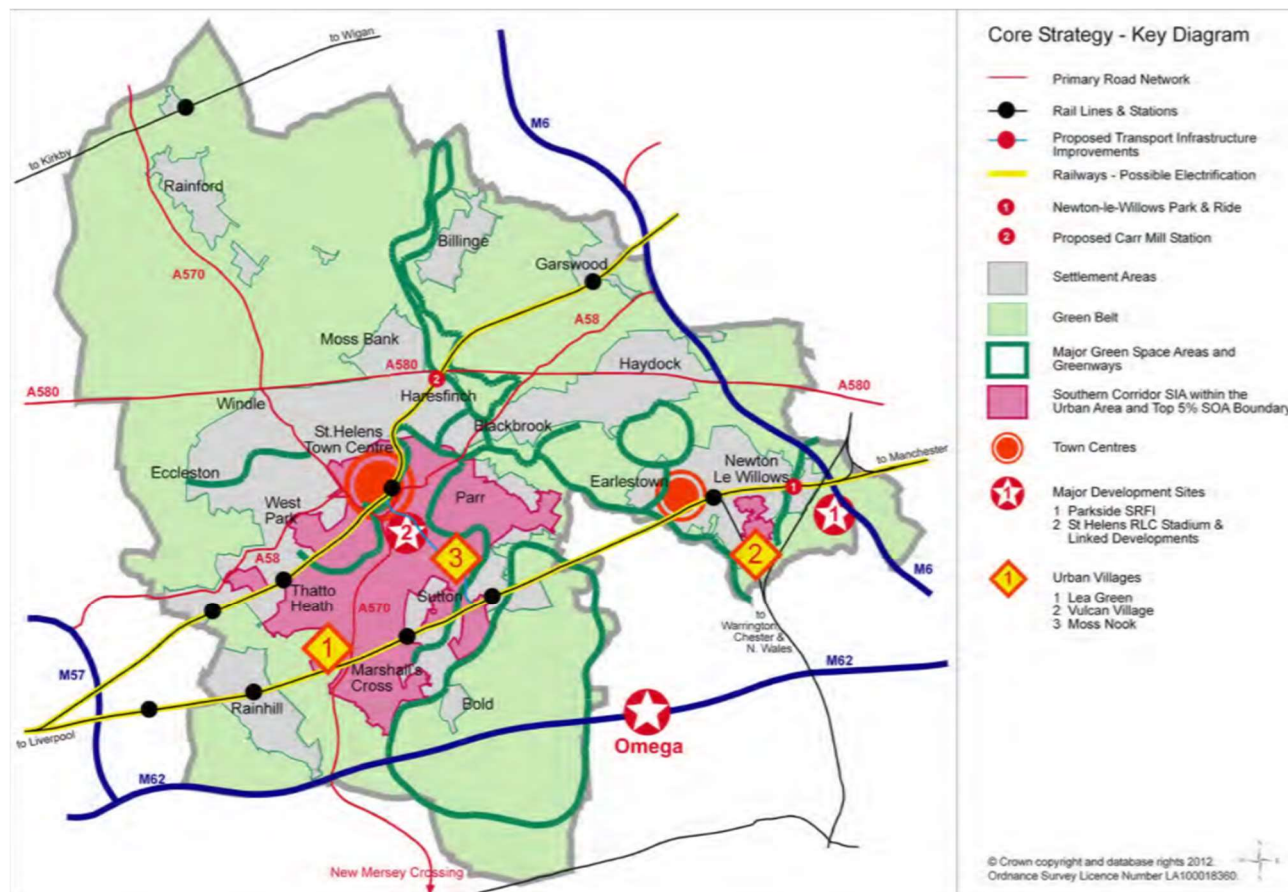
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The location of the Omega site in relation to the St Helens and the relevant aspects of the Core Strategy is illustrated in Figure 2.

**Figure 2: Core Strategy Key Diagram**



St Helens Local Plan Core Strategy October 2012

Although the Core Strategy does not reference the Omega site, other than in the context of adjacent industrial development, the location of the development in relation to rural St Helens and the Bold Forest Park is seen as an important consideration for this application.

Policy CAS 5 relates specifically to rural St Helens and is illustrated in Figure 3.



**Figure 3: Core Strategy Policy CAS 5 Rural St.Helens**

## **Policy CAS 5**

### **Rural St.Helens**

Within Rural St.Helens:

1. Development will be restricted to within existing rural settlement boundaries. Outside of these areas development will comply with Green Belt policy.
2. The positive use of the rural areas will be encouraged to:
  - i. Provide opportunities for access, outdoor sport and recreation;
  - ii. Protect, manage and enhance biodiversity and create opportunities for biodiversity;
  - iii. Protect and enhance landscape character; and
  - iv. Retain land in agricultural, forestry and related uses.
3. Opportunities for economic regeneration and rural tourism through farm diversification where adequate access can be achieved and there is no significant impact upon the character of the area, will be identified and encouraged. Larger scale employment activity will be focused on existing industrial estates at Rainford and Bold.
4. Local services, shops and community facilities will be safeguarded and supported where they are providing for a need. Opportunities to cluster services, shops and community facilities will be encouraged wherever possible.
5. Support will be maintained for the following accessibility objectives and development will be prevented from prejudicing the outcome wherever possible:
  - i. Improving access to employment areas in rural locations; and
  - ii. Improving access to community facilities such as health and education.
6. Green Infrastructure priorities will include:
  - i. Bold Forest Park on the southern edge of the Borough, which will be the subject of an Area Action Plan;
  - ii. Stanley Bank, Carr Mill Dam and Billinge Hill Corridor; and
  - iii. The restoration of the former Lyme and Wood Pits between Haydock and Newton-le-Willows to a Country Park.

Key points noted from the policy are to provide opportunities for access to outdoor sport and recreation and to improve access to employment areas in rural locations. It is considered that the location of Omega, adjacent to the rural St Helens area, as well as being located within Green Belt provides a requirement and opportunity consider these sustainable access considerations in the context of the policy and the development.

***The following text has been recreated from the Mott MacDonald EIA Scoping Response (415187-03 Mott MacDonald response to Omega Phase 8\_final).***

St Helens Core Strategy is the current adopted plan for the borough and recognises the need to create a strong and sustainable economy for St Helens, through its policy CE1:

*“to strengthen and diversify the Borough's economic base and to support the City Growth Strategy and other economic regeneration and development initiatives through: providing at least 37 hectares of land to meet local needs for B1, B2 or B8 purposes to 2027.”*

Although the site was not previously identified in the adopted Core Strategy 2012, it is recognised in the current draft Local Plan allocations that the Omega South Western Extension can have a notable contribution to the employment needs of the borough.

The Core Strategy also focuses on the accessibility requirements for St Helens;

*“Ensuring a choice in mode of travel by:*

- i. Locating to sites where there is potential for users to walk or cycle to or from the site and/or the provision of cycle and walking facilities within the site, and/or the improvement of routes or facilities which serve the site; and*
- ii. Locating to sites where there is good access to the public transport network and/or the provision of public transport facilities within the site and/or the improvement of public transport and facilities which serve the site.”*

It is recognised that the current masterplan includes a new walking and cycling connection to the existing Public Right of Way (PRoW) to provide access to the north west of the site and also connects into the Lingley Mere Business Park to the south. The relevant policy also clearly identifies the need to consider public transport accessibility in any transport submission as it has the potential to replace longer distance car trips.

Policy CP2 states;

*‘safe and adequate access to and from the public highway by: provision of safe and adequate vehicular, cycle and pedestrian access to and from, and circulation within, a site; the provision of adequate on-site parking, which should not exceed the Council's adopted maximum standards, unless it is proven to be essential to avoid highway danger; and parking for those of limited mobility, service vehicles, and cycles should meet the Council's minimum guidelines’.*

Policy CP2 goes on to identify the requirement to undertake 10-year future year assessments for any development which provides indirect access onto the strategic road network. This has not been set out in the current EIA Scoping Report and therefore appropriate assessment years and scenarios should be considered in any future transport submission.

### **St Helens Metropolitan Borough Council – Supplementary Planning Document – Ensuring a Choice of Travel (2010)**

Further to the above local policy considerations, the parking requirements referenced in Policy CP2 are shown in Figure 4.

Figure 4: SPD – St Helens Parking Standards

Class	Broad Use	Specific Land Use	Town Centre	Elsewhere	Disabled Parking	Bicycles	Motorcycles	Service Vehicles	Taxis	Comments
			All areas are Gross Floor Areas unless otherwise stated							
B2	General Industrial		1 space per 60 sq. m	1 space per 48 sq. m	3 spaces or 6% of total maximum standard which ever is greater	Staff - 1 secure staff space and locker per 500 sq. m	1 space per 1500 sq. m (minimum of 2 spaces)	To be assessed on the basis of individual applications	-	-
B8		Storage and Distribution	1 space per 100 sq.m.	1 space per 100 sq.m	3 spaces or 6% of total maximum standard which ever is greater	Staff - 1 secure staff space and locker per 500 sq. m	1 space per 1500 sq. m (minimum of 2 spaces)	To be assessed on the basis of individual applications	-	-
		Wholesale Cash & Carry/ Garden Centres/Bulk Merchants	1 space per 20 sq.m. of area GFA open to customers (customer parking) plus 1 per 100 sq.m of total GFA (staff parking)	1 space per 20 sq.m. of area GFA open to customers (customer parking) plus 1 per 100 sq.m of total GFA (staff parking)						

St Helens Metropolitan Borough Council – Supplementary Planning Document – Ensuring a Choice of Travel (2010)

It should be noted that, whilst the vehicular standards are a maximum, parking provision for the site should be realistic and therefore the sufficient provision during times of shift change-over will be an important consideration for the site.

It is also necessary to ensure that the mode share targets and initiatives of the Travel Plan are also realistic, and consideration should be paid to Public Transport accessibility to ensure that single-occupancy vehicle trips are kept to a minimum.

In addition, the masterplan will also need to adhere to the disabled parking provision, cycle and motorcycle parking provision noted in Figure 4.

### St Helens Borough Local Plan 2020-2035 Submission Draft

It is noted that the site is covered by the allocation area 1EA, a proportion of the site lies within the Green Belt, including the potential land mitigation buffer to the north east of Booths Wood and industrial units and parking proposed to the areas north and south-east of the wood.

Whilst the implications on green belt land have not been addressed explicitly within the TA, the Planning Statement that accompanies the application does, however, state:

*“It is accepted that the proposed development at Omega Zone 8, by virtue of its proposed use (B2/B8), size and scale, can only be considered as ‘inappropriate’ development within the Green Belt.*

*It is considered that ‘very special circumstances’ exist that serve to justify the proposed development in the Green Belt, as required by the Framework, adopted Development Plan and emerging Local Plan policies. These circumstances are sufficient to outweigh the harm to the Green Belt associated with the proposals (i.e. in relation to both ‘inappropriateness’ and ‘other harm’).*



*The proposed form of the development meets the requirements of the Development Plan and the associated investment and job creation will have significant benefits for both St Helens and Warrington Boroughs. The proposals also comply with guidance contained relevant policies in the Development Plan and emerging Local Plan with regards to design and layout, highways, amenity and other environmental assets.”*

It is Mott MacDonald's understanding that the “Omega western extension” was reviewed as part of the 2018 Green Belt Review. It was stated that development of this sub-parcel would form a natural extension of Omega to help meet Warrington's needs for employment, and therefore the parcel was recommended for allocation, with the exception of the small area of protected woodland within the sub-parcel that would need to be retained.

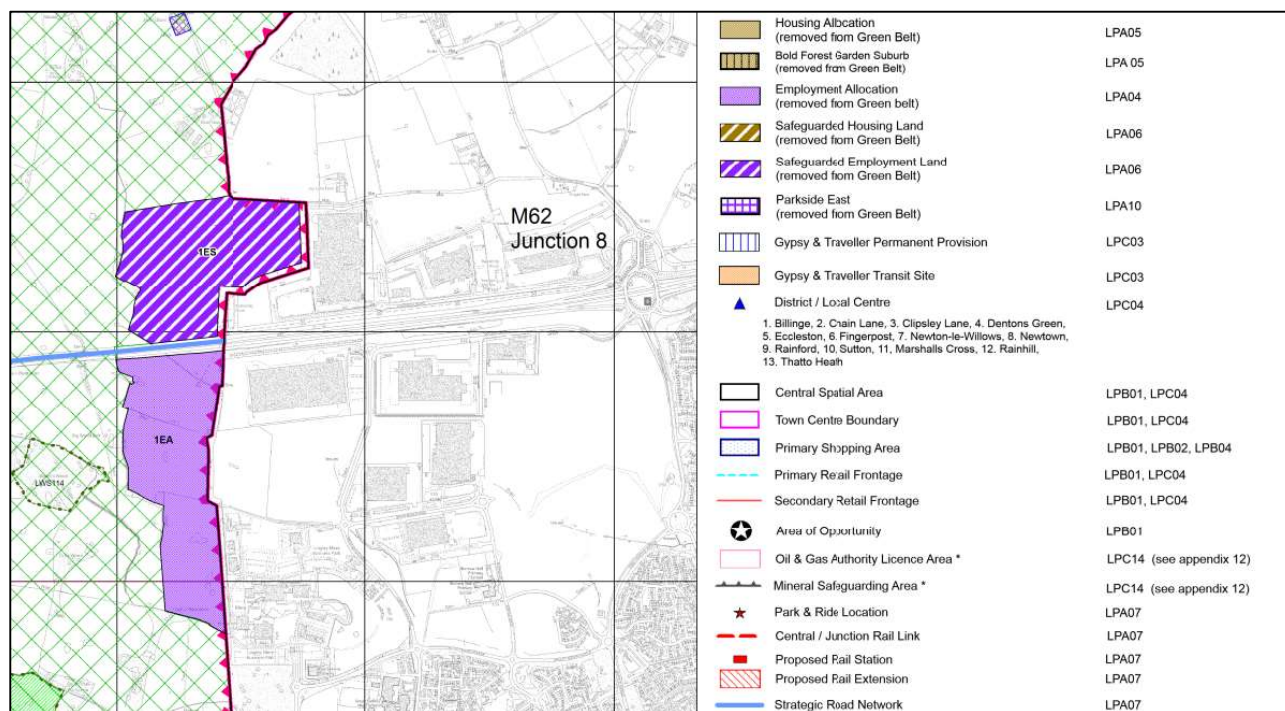
The Omega site is referenced within Policy LPA04.1: Strategic Employment Sites. The site is considered to represent a strategic employment site and as such would be required to set out the phasing of the development across the whole site.

It is also stated that the development should provide measures to provide good levels of accessibility to the whole site by public transport, pedestrian and cycling links, and include an indicative layout promoting permeability and accessibility by public transport, cycling and walking.

***The following text has been recreated from the Mott MacDonald EIA Scoping Response (415187-03 Mott MacDonald response to Omega Phase 8\_final).***

St Helens Borough Local Plan sets out the vision for the borough over the next period 2020-2035. The development site covers the draft allocation site 1EA: the Omega South Western Extension, Land north of Finches Plantation, Bold, (employment allocation removed from Green Belt), as shown in the plan extract below in Figure 5.

**Figure 5: Local Plan Draft Allocations at the Omega Site**



Source: St Helens Borough Local Plan 2020-2035 Submission Draft – South of Borough Map

The draft site allocation 1EA is considered a “strategic employment site” under policy LPA04.1 and therefore must adhere to the criteria set out under this policy:

*“4.15.1 The sites covered by Policy LPA04.1 are considered to be strategic as, given their scale, they will play a significant role in the delivery of the overall strategy of the Plan. It is anticipated that during the Plan period these sites will deliver most of the new employment land required to meet need. To ensure that the sites are developed to their full potential it is essential that development proposals within them are informed by a comprehensive and suitable masterplan for the site as a whole. The masterplan must identify any new, expanded or enhanced infrastructure that is needed to serve the development as a whole. A comprehensive approach will also be followed to securing any necessary developer contributions required to deliver such infrastructure.”*

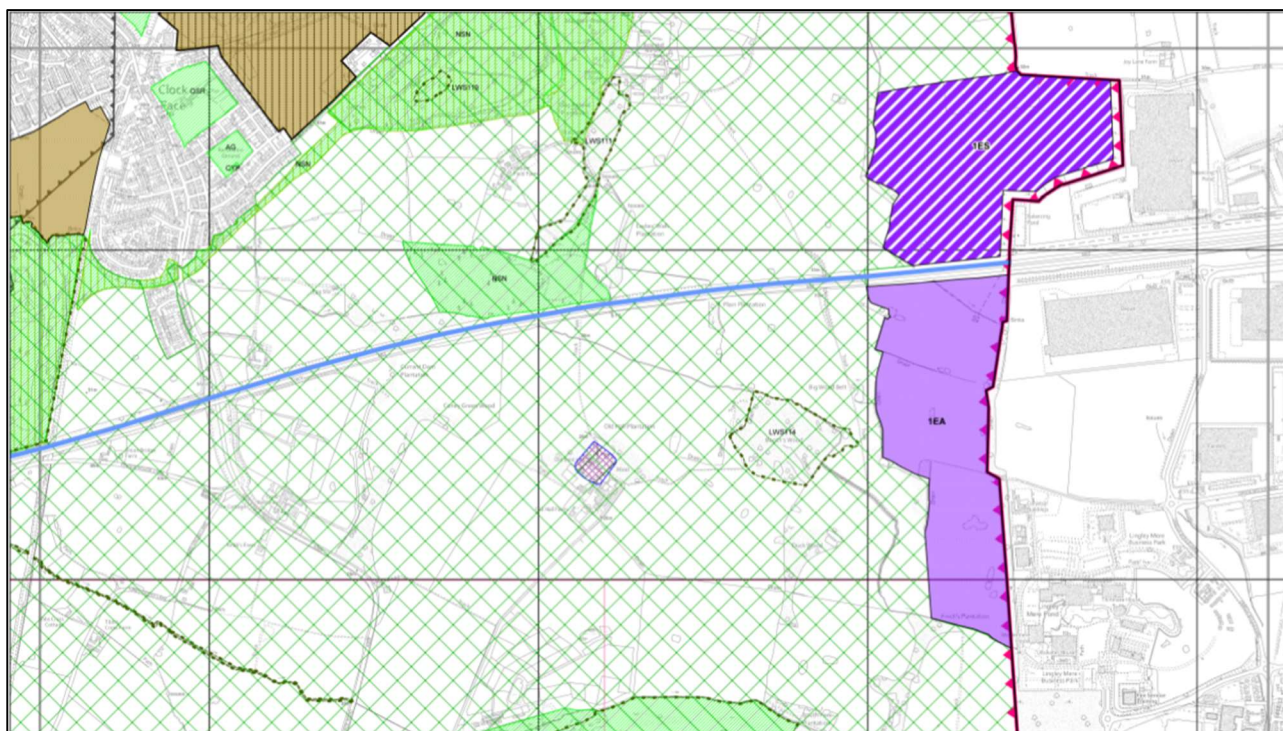
The site is noted as having the following relationship between St.Helens and Warrington Councils;

*Given “that the emerging Warrington Local Plan is unlikely to be able to accommodate all of Warrington’s employment land needs for 2017-2037 within its administrative boundary. St.Helens Council has therefore agreed to allocate 31.22ha (site 1EA) of land adjoining the existing Omega South employment area to help Warrington Council to meet these needs”.*

It is understood that the allocation counts toward the employment numbers for Warrington, and not toward the net count for St Helens.

In addition to site 1EA, the proximity of the proposed zone 8 site to the proposed housing allocation ‘*Land South of Gartons Lane and former St.Theresa’s Social Club, Gartons Lane, Bold*’, (site ref: 5HA) is noted. In addition, the ‘*Land bounded by Reginald Road/Bold Road/Travers Entry/Gorsey Lane/Crawford Street, Bold (Bold Forest Garden Suburb)*’ (site ref: 4HA) is also noted. These are shown in Figure 6.

**Figure 6: Housing Supply Sites 4HA and 5HA (proximity to zone 8)**



Source: St Helens Borough Local Plan 2020-2035 Submission Draft – South of Borough Map

It is noted however that the Local Plan is not currently adopted at the time of writing and whilst the majority of the site is covered by the allocation area 1EA, a proportion extends into the Green Belt, including the potential land mitigation buffer to the north east of Booths Wood and industrial units and parking proposed to the areas north and south-east of the wood.

## Policy Summary

The relevant policy elements identified by Mott MacDonald, whether related to the adopted Core Strategy or the draft Local Plan submission, identify that maximising, promoting and enhancing the use of sustainable modes and associated infrastructure will need to be a key aspect of the transport proposals put forward as part of the application.

A series of key points are identified from the Policy and Guidance Context review.

### **Key Points**

*No direct reference is made within the TA to the relevant elements of the St Helens Core Strategy Local Plan.*

*The relevant elements of the Draft St Helens Local Plan submission have been referenced. The noted focus on sustainable travel links has been reinforced by this review.*

*Reference is appropriately made to the Supplementary Planning Document Ensuring a Choice of Travel (2010), with regards to parking standards.*

*The Core Strategy notes that the adjacent area within St Helens is rural in nature and opportunities to improve access for a variety of purposes should be considered.*

*Policy CP2 in the Core Strategy identifies the requirement to undertake 10-year future year assessments for any development which provides indirect access onto the strategic road network.*

## Sustainable Travel Considerations

### Context

Good sustainable transport links are necessary to reduce journeys by private car for employees and encourage sustainable travel where the option exists, therefore locating sites close to appropriate sustainable infrastructure and the improvement of routes or facilities which serve the site should be a key consideration, along with the potential for public transport links to be enhanced.

St Helens SPD “Ensuring a Choice of Travel” sets out the transport and access requirement guidance for developers with the key principles:

- Ensure the reasonable choice of access by all modes of transport to new development;
- Enable the provision of a balanced transport infrastructure which will provide access to employment, leisure, retail and other facilities for all residents and visitors;
- Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;
- Provide a framework for future investment in the strategic road and rail network where a new development would create additional travel demand;
- Improve road safety;
- Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;
- Reduce the level of traffic growth and congestion on the strategic and local road network; and
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.

The key sustainable travel considerations have been reviewed in the context of the above points.

### Sustainable Mode Trip Generation & Distribution

There is no consideration in the TA to the number of people who may choose to walk/cycle or use Public Transport. Vehicular Trip Generation is discussed later in this report however this represents the only consideration of trips within the TA, thereby making it difficult to understand the suitability of any sustainable travel measures proposed.

The St Helens Guidance Notes for the Submission of Transport Assessments states that all assumptions regarding modal-split must be specified.

In the absence of TRICs multi-modal trip rates, a forecast of the likely person trips (by mode) should be provided ideally using existing journey to work surveys from the other Omega units. If available, trip distribution should be derived based on local journey to work data, derived from employee postcode data as used for vehicle trips, or other means. All assumptions should be stated and data should be provided to Mott MacDonald (St Helens Council) for review.

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## Walking and Cycling Accessibility

The existing St Helens relevant footpaths and bridleways within proximity of the development site are identified in Figure 7.

**Figure 7: St Helens PRow within Site Vicinity**



Source: Google Earth

An existing Public Right of Way (PRow) passes through the western extent of the site (footpath 102) and is considered a potential key route for walking and cycling uptake by employees of the development. Footpath 102 connects the Bold area of St Helens to Bold Heath. The footpath links Gorsey Lane in St Helens to Warrington Road in Warrington.

Footpaths 309 and 349 are also located to the north of the proposed site, connecting Gorsey Lane and Burtonwood Road, via Joy Lane. This route ultimately provides a connection to M62 J8 and may provide an equally attractive sustainable route for accessing the proposed development, for certain trip origins.

The TA presents accessibility isochrones for both walking and cycling to and from the site, as recreated in the subsequent Figures 8 and 9.



Figure 8: Walking Isochrone Assessment

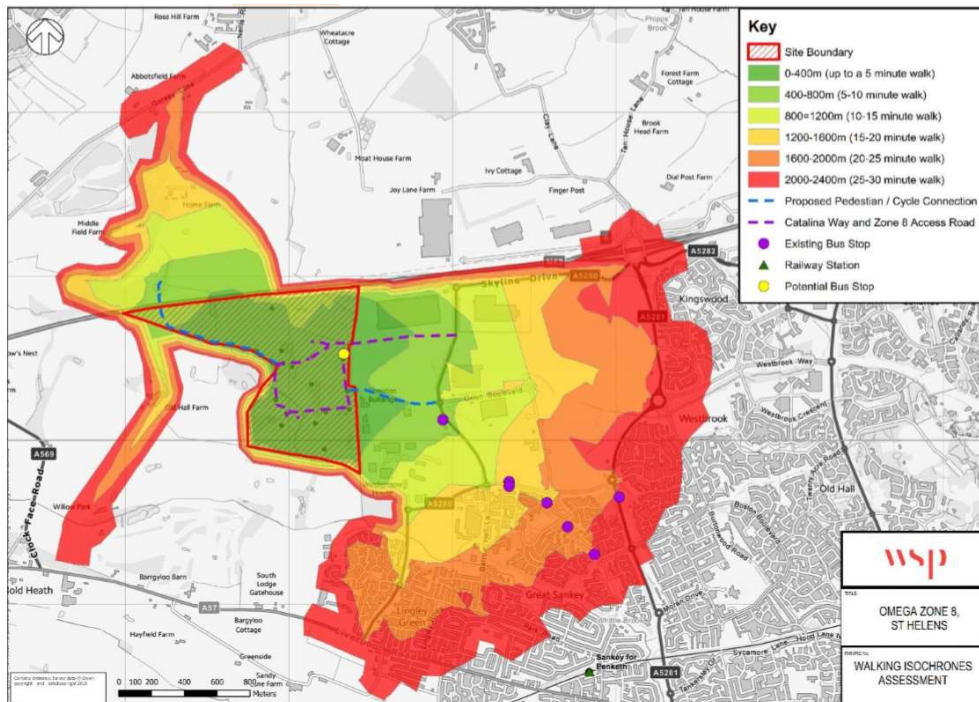
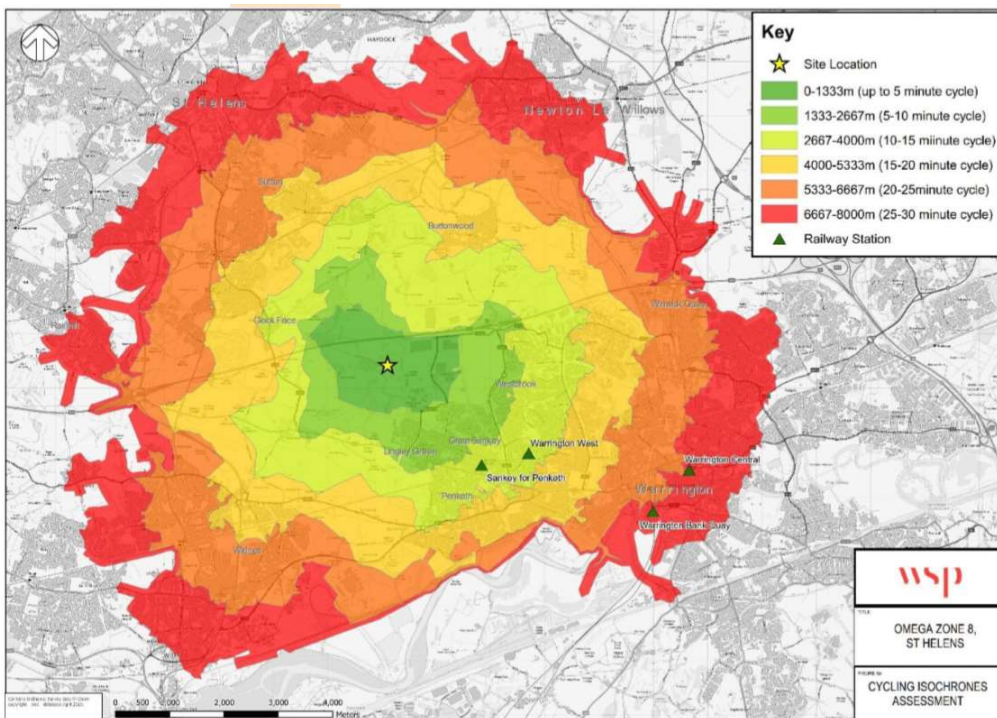


Figure 9: Cycling Isochrone Assessment



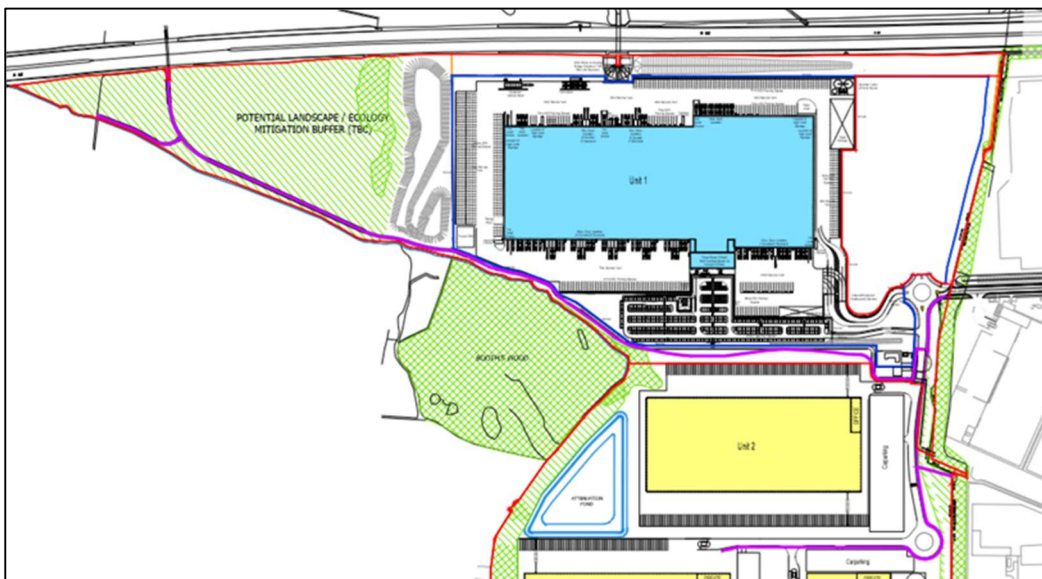
The walking isochrone, shown at Figure 8, indicates that accessibility to the site on foot is limited due to its relatively rural location on the outskirts of Warrington. Whilst PRow 102 provides access to St Helens in the northwest and southwest, very few residences are currently located within the isochrones. The site's location on the outskirts of the Omega site means that residences in Warrington are at least 15-20 minutes on foot, with Lingley Green, Kingswood and the edges of Westbrook within a 20 to 30-minute walk from the site.

In terms of walking accessibility to key public transport links, both Sankey for Penketh and the new Warrington West rail stations are not likely accessible on foot from the site given they lie outside of a 30-minute walk. The existing bus stops located on Omega Boulevard and within the Lingley Mere Business Park also lie outside the preferable maximum 400m (5 minute) walk distance recommended in Inclusive Mobility (DfT, 2005), although it is noted that the TA considers a potential bus stop located on the access to the site to satisfy the recommended 5-minute walk distance.

Westbrook, Great Sankey, Lingley Green, Sankey for Penketh Rail station and Warrington West rail station are all within a 10-15 minute cycle ride from the site according to Figure 9. whilst residential areas such as Penketh, Burtonwood and Callands are also located within a 15-20 minute cycle ride.

Whilst the walking and cycling isochrones demonstrate reasonable coverage of nearby residential areas, the cycle accessibility isochrone seemingly includes the existing footbridge (shown in Photograph 3-6 in the TA) connection over the M62, which is currently unsuitable for cyclists. This is considered a key point as the TA sets out that a pedestrian/cycle connection is proposed from the development to PRow 102 and the existing pedestrian bridge over the M62 to facilitate active travel to between the site and St Helens. This is illustrated in Figure 10.

**Figure 10: Proposed PRow 102 walking and cycling connection**



It is noted that PRow 102 is not suitable for cyclists as the existing footbridge over the M62 is stepped and not ramped. In addition, PRow 102 currently has status as a footpath only and therefore, it cannot legally be used by cyclists. This suggests that the analysis presented in the cycling isochrone, reproduced at Figure 9, is not an accurate representation and is not a valid analysis, as the cycle times from areas such as Bold Heath and Clock Face would increase significantly.

There are a number of issues with upgrading the full route to bridleway in order to properly accommodate cyclists, these are as follows;

- In order to upgrade the full route to bridleway there would need to be an agreement from all registered landowners on the route.
- It should be noted that if any of them are opposed to this then the necessary permissions will not be granted.
- Ongoing maintenance costs of any new or upgraded route would also be an issue for this proposal, even if any up-front costs were borne by the developer.
- Due to the shift patterns of workers and 24-hour operations at the business park the bridleway would also require lighting for its full length to cater for the needs of pedestrians and cyclists using it at night.
- Consent would also need to be sought from landowners in order for lighting to be provided.
- The length of cabling required to get to the nearest power source would also need significant consideration in the design process.

In addition to the above points, it is also noted that at present Gorsey Lane has narrow footways for pedestrians and a lack of cycling facilities, which may not encourage its use as a corridor for both pedestrians and cyclists. The section of route from Gorsey Lane to the South, along Hall Lane, is noted to be in poor condition, and would likely require resurfacing in order for it to be suitable for use by cyclists.

Mott MacDonald recognise that the developer is proposing covered cycle parking, shower, changing and locker facilities, and this level of provision is welcomed.

On the basis of the above, the benefits of the proposed new link may not be fully realised, therefore casting doubt on the statement in the TA that “the new development will be fully accessible by all current modes of transport”.

The TA notes that there is likely to be a period of disruption to the use of footpath 102 during the construction of the new connection, albeit this will be temporary. A Construction Environmental Management Plan will be required to consider this matter, amongst other relevant elements.

## Public Transport - Bus

In the previous response to the EIA Scoping Report, Mott MacDonald noted that the nearest existing bus stops are located on both Omega Boulevard and within the Lingley Mere Business Park but that these lie outside the preferable maximum 400m (5 minute) walk distance recommended in Inclusive Mobility (DfT, 2005) and therefore are unlikely to be attractive for employees to make bus or linked bus/rail trips, particularly outside of regular commuting hours due to the early/late shift patterns.

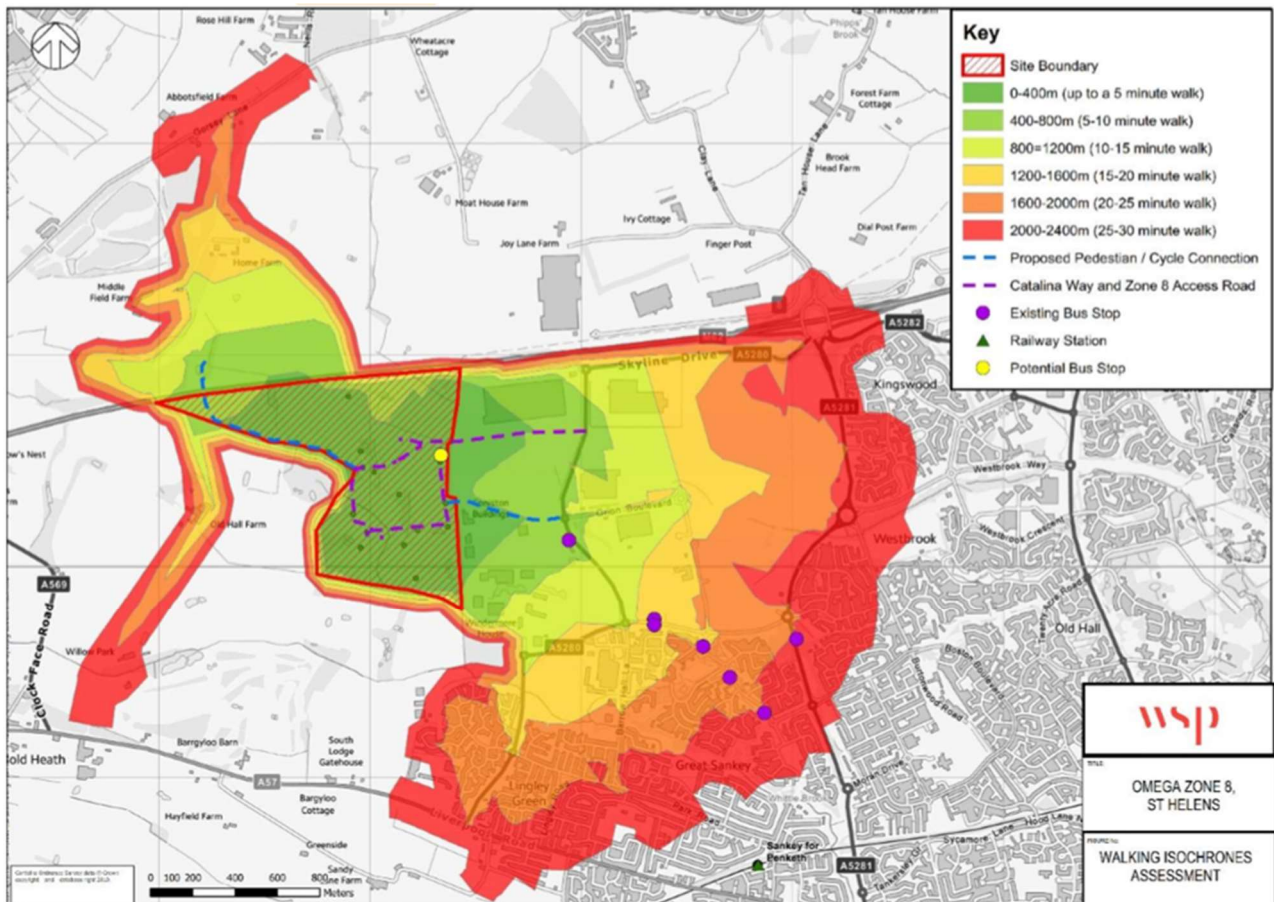
Paragraph 4.5.2 of the TA states:

*“It is proposed to improve the public transport provision by diverting the existing B52 service into Omega Zone 8 as part of its route. As shown in Figure 4-2, a bus stop will be provided within the Omega Zone 8 boundary to serve the site, resulting in less than a 5-minute walking distance from all four units to access public transport. In addition, discussions will be held with SHMBC to determine the viability of rerouting or extending a bus service from St Helens to the site.”*

The TA Figure 4-2 is recreated below at Figure 11 for reference.



Figure 11: Location of proposed bus stop (Figure 4-2 from TA)



The B52 service is the existing Omega development funded bus that has services aligning with the shift patterns for the site and therefore the provision of an additional stop and re-routing of the service is welcomed. It would be expected that the proposed bus stop be of a similar layout/format to those already included at Omega, and clarity is requested on this point.

No reference is made within the Transport Assessment to cross-boundary bus travel / routes. The 329 service that runs between Warrington and St Helens provides an hourly service. The current arrival times at Warrington Interchange align with the departures of the number 13 Omega bus service (arriving a few minutes earlier than the departure of number 13, and vice versa) and therefore has the potential to provide residents in St Helens the opportunity to work at the site. However, the existing number 13 is accessed from the stops on Orion Boulevard which exceed the preferable maximum 400m (5 minute) walk distance recommended in Inclusive Mobility (DfT, 2005).

Given that the combined potential bus travel time between St Helens and the site could be ~1 hour, excluding wait time and walk times, the walk distances at either end of the journey (both from home to stop and work to stop) should be minimised to ensure that the bus remains an attractive alternative to the private car as total journey time can be notably increased.

To ensure total journey times via bus are kept to a minimum, new bus stops will be required to be located close to the proposed site within the preferable maximum 400m (5 minute) walk. Whilst it is proposed in the Transport Assessment and Travel Plan to extend the Omega B52 service into Zone 8, the B52 service does not align with the 329 service from St Helens (for example, the service departing Warrington Interchange to

Omega departs a few minutes before the arrival of the 329 from St Helens) and therefore would not be an easily accessible route for residents in St Helens.

## Travel Plan

A Framework Travel Plan (FTP) has been included within chapter 5 of the TA and sets out a number of measures to be included in the Travel Plan (TP) document itself once the site is occupied. Table 2 below presents a summary of the proposed Travel Plan measures which are outlined in the TA, and comments by Mott MacDonald on each.

**Table 2: Outline of Workplace Framework Travel Plan Measures**

General Travel Plan Initiatives	Mott MacDonald Comments/ Queries
Creation of Travel Plan coordinator role.	This is welcomed.
Provide Travel Plan notice boards in staff common rooms located across the development which displays up to date bus and train service information as well as route maps cyclists and walkers.	This is welcomed.
Display season ticket information on the travel plan notice board.	This is welcomed.
Staff induction pack which contains information on sustainable modes of transport including a map of the local pedestrian, cycle, public transport network and public transport timetable information.	This is welcomed. However, it is requested that contact details including name and number will be provided for the TPC. The induction pack should be agreed with the Council prior to issuing.
Participating in European Mobility Week.	This is welcomed. Site specific targeted events and promotions should also be considered such as "Walk to Workday/week" or "Cycle to Workday/week".
Promote websites which contain information on public transport services and walking and cycling.	This is welcomed.
Cycling Initiatives	
Providing promotional material which can be sent to staff which outlines the health benefits of cycling.	This is welcomed.
Providing secure undercover cycle parking facilities, shower and changing facilities and secure lockers.	More information is required as to the number of spaces, showers and changing rooms, and lockers per employee.
Set up a "Bike Buddy" programme where regular cyclists provide advice for first time cycle commuters.	This is welcomed. It is understood this will be the responsibility of the TPC.
Establish a Bicycle User Group.	This is welcomed. It is understood this will be the responsibility of the TPC.
Provide interest free loans on bike purchases.	This is encouraged.
Pedestrian Initiatives	
Providing promotional material which can be sent to staff which outlines the health benefits of walking.	This is encouraged.
Ensuring the council maintains footways around the site to maintain access and that street lighting is adequate and properly maintained.	Agreed.
Establishing a "Borrow a Brolly" scheme for staff use during periods of inclement weather.	This is welcomed.
Liaison with Cheshire police to ensure that those choosing to walk to work have advice on safe routes.	This is encouraged. The Travel Plan should also consider the lighting of routes to and from the development, as well as safe crossing facilities.
Public Transport Initiatives	
Provide bus taster tickets.	This is welcomed.



Provide copies of bus and train timetables on the travel plan notice board.	This is welcomed.
Re-routing / extension of the B52 service into Omega Zone 8. The availability of such a facility within the site will significantly enhance the sustainable travel credentials of the proposed development.	Rerouting of existing bus services to access new bus stops will be required to ensure bus is an attractive alternative to the private car. However, the B52 service currently does not align with the 329 St Helens – Warrington service and therefore consideration is required to how residents of St Helens are able to access employment opportunities at the site. Consideration into whether service 13 can be extended may be a viable alternative to the B52.
The Travel Plan Coordinator would also maintain close contact with bus operators to provide staff feedback which could help to improve services provided.	This is required to ensure that services are available as an alternative. Discussion with bus operators regarding re-routing and extension of services (noted above) is required.
<b>Private Car User Initiatives</b>	
Establish a formal car sharing scheme.	A formal car sharing scheme is welcomed. The Travel Plan should also consider other incentives to encourage uptake including priority parking for car sharing participants, introducing a guaranteed ride home in an emergency policy, and the creation of a site-wide car sharing database. Clarification is required as to whether car sharing has been reflected in the level of parking provision that is proposed.

It is noted that the Travel Plan measures are focussed on staff travel to the site, however, given the site includes B2 / B8 (Storage and distribution), the Travel Plan should also acknowledge green vehicle initiatives including the installation of electric charging points and the use of alternative green fuels for heavy vehicles.

Mott MacDonald also recognise that the developer is proposing to provide covered cycle parking, shower, changing and locker facilities, and this level of provision is welcomed.

Measuring travel behaviour change through annual staff surveys will be necessary to determine the success of the TP measures. Mott MacDonald note that an initial staff survey will be required to establish a baseline and refine targets. It is preferable however that initial targets be set at the FTP stage to ensure that the measures in the subsequent Travel Plans are directed at modes that provide realistic alternatives to single occupancy car use.

Mott MacDonald would recommend that initial targets are provisionally set based on baseline data from Journey to Work mode share statistics or, preferably using monitoring data from operational sites at Omega. Given a number of these sites have been operational for some time, it is likely that monitoring and reporting exists that would also show the progress made at these sites since opening and therefore would provide a realistic benchmark for target setting for Zone 8. Targets provided should include an outline of the desired modal outcome to occur. Consideration should be given to a 10% reduction in single occupancy vehicle usage within a five-year period.

## Parking Provision

Section 4.6 of the TA sets out that the parking provision for the site will be based on the maximum parking standards in St Helens SPD. For the detailed application, the TA does not set out the level of parking to be provided at the site, however it is provided within paragraph 3.7 of the Planning Statement. A comparison of the proposed provision and the maximum standards is shown in Table 3.

**Table 3: St Helens parking standards and site provision**

	St Helens SPD (maximum standards)	Proposed Parking	Calculated Maximum Provision	Difference
Standard Bays	1 Space per 100 sq.m	576	816	-240
Disabled Bays	3 spaces or 6% of total maximum standard whichever is greater.	35	49	-14
Motorcycle Bays	1 space per 1500 sq.m (minimum of 2 spaces)	48	54	-6
Cycle Spaces	1 space per 1500 sq.m (minimum of 2 spaces)	156	163	-7
EV Spaces	No requirement	39	-	-
HGV / Trailer Bays	No requirement	383	-	-

Whilst the Council's Parking Standards are considered to be a maximum requirement and over provision should be avoided to ensure sustainable modes are a viable alternative to single-occupancy vehicle trips, the level of parking should be reviewed on a development basis to ensure it is realistic and appropriate.

Given the nature of the development, shift change over times are likely to result in periods of peak parking and therefore the parking provision must reflect this to prevent queuing or parking on the local highway network in the vicinity of the site. This has been acknowledged in the TA, however no evidence has been provided to justify the level of parking provision proposed:

*“... whilst the development assessment is based on typical manufacturing and logistics operational patterns, it is highly likely that shift pattern working will occur on Omega Zone 8 over a 24-hour period. This may require a re-assessment of parking provision for detailed planning applications to suit specific operator requirements, particularly covering shift changeover periods.”*

In Mott MacDonald's EIA Scoping Report response, parking accumulation for the site was requested without further clarity or provision of this analysis, this matter is unresolved.

A series of key points are identified from the Sustainable Travel Considerations review.

### **Key Points**

*No sustainable mode trip generation / distribution information has been provided in the TA. This information is required in order to understand the sustainable mode provisions and needs.*

*It is noted that PRoW 102 currently has status as a footpath only and therefore, it cannot legally be used by cyclists. Due to this, the Cycling Isochrone assessment is not valid.*

*Footpath 102 is considered a key route for walking and cycling uptake by employees of the development. Footpaths 309 and 349 are also located to the north of the proposed site and may provide an equally attractive sustainable route for accessing the proposed development, for certain trip origins.*

*A Construction Environmental Management Plan will be required to consider disruption of the PRoW during construction of the new link.*

*The TA sets out a new bus stop will be provided within the site to allow the extension of the existing B52 Omega service to be within the preferred walking distance of 400m. However, confirmation that the B52 is still operational and an agreement in place that it will serve Zone 8 is required.*

*The B52 service does not align with the 329 service between St Helens and Warrington and therefore is unlikely to be attractive for residents in St Helens to access the site.*

*The 13 service does align with the 329 services however the existing stops on Orion Boulevard exceed the recommended 400m walk distance. Consideration will need to be given to improved Public Transport links (bus) between St Helens and Warrington.*

*It would be expected that the proposed bus stop be of a similar layout/format to those already included at Omega, and clarity is requested on this point.*

*The FTP sets out a number of appropriate measures, however the following points are raised for the additional consideration of WSP / the applicant.*

- *Staff Induction Pack should include contact details for the TPC. The pack should be agreed with the Council prior to issue.*
- *Site specific targeted events and promotions should be considered, for example "Walk to Work Day/Week" or "Cycle to Work Day/Week".*
- *More information is required as to the number of cycle spaces, showers and changing rooms, and lockers per employee.*
- *For pedestrian safety, the Travel Plan should also consider the lighting of routes to and from the development, as well as safe crossing facilities.*
- *Greater consideration into bus service integration and accessibility to/from St Helens is required. Agreement with bus operators may be appropriate to confirm bus rerouting / extension of services.*
- *Other incentives to encourage car sharing should be considered including priority parking for car sharing participants, introducing a guaranteed ride home in an emergency policy, and the creation of a site-wide car sharing database. Clarification is also sought as to whether car sharing has been reflected in the level of parking provision that is proposed.*

*Additionally, the FTP must consider green vehicle initiatives including the installation of electric charging points and the use of alternative green fuels for heavy vehicles.*

*The FTP does not include initial targets. Targets provided should include an outline of the desired modal outcome to occur and it is recommended that consideration be given to a 10% reduction in single occupancy vehicle usage within a five-year period.*

*Parking provision is not outlined in the TA, but in the Planning Statement. Justification for the proposed parking numbers is requested and either a parking accumulation analysis or clarity otherwise to demonstrate that the provision is sufficient particularly at shift change-over times.*

# Vehicle Access Arrangements

## Preamble

The TA sets out that access to the site will be via a new site access roundabout off Catalina Way. Catalina Way currently ties into the existing highway network at the Catalina Way / Omega Boulevard roundabout junction, with access to the M62 (at Junction 8) to the northeast via Skyline Drive, and access to Warrington to the south via Lingley Green Avenue.

The TA states:

*“All HGV traffic to/from Omega Zone 8 will be via Skyline Drive, which connects to the M62 Junction 8. No HGV traffic will be routed via Lingley Green Avenue to the south. The formation of multiple vehicle accesses for normal traffic into the wider Omega development is intended to result in a legible development which will enable traffic to disperse onto the external road network.”*

Whilst the distribution and assignment of site generated traffic is reviewed in the subsequent section of this note, the access arrangements and site circulation is considered herein.

## Site Access Roundabout and Internal Circulation

The site is to be accessed via a new roundabout at the opposite end of Catalina Approach, which forms part of the detailed application and lies within St Helens boundary. Mott MacDonald note that this junction and associated infrastructure would potentially need to be adopted by St Helens Council. Given the remote nature of the infrastructure, in relation to the rest of the St Helens highway network it is considered that discussions should take place with Warrington Borough Council regarding transfer of rights in relation to maintenance of this section of highway, possible through a Section 8 agreement between the two highway authorities.

In order to assist the above process, and as was requested within the Mott MacDonald EIA Scoping Response, an operational assessment and swept path analysis with a standard 16.5m artic will be required to demonstrate capacity and safety. In addition, visibility splays at the proposed internal junctions and the site access junction were also requested. The above requested data will need to meet both St Helens and Warrington Councils requirements in order that a Section 8 agreement can be entered into.

It is considered that this analysis would assist any discussions between St Helens and Warrington Councils regarding an agreement over the infrastructure maintenance.

A series of key points are identified from the Vehicle Access Arrangements review.

### **Key Points**

*St Helens Council should consider discussions with Warrington Council relating to adoption of highway infrastructure for zone 8 within the St Helens boundary*

*In order to assist the above, it is recommended that analysis associated with the below points should be provided by the applicant*

- i. Internal layout and site access vehicle tracking is required to demonstrate safe movement to/from and within the site.*
- ii. At the site access junction, visibility splays and an operational assessment are also required to demonstrate safe movement and sufficient capacity.*

# Highway Impact Assessment

## Preamble

It is Mott MacDonald's understanding that the scope of the highway impact assessment has been discussed with St Helens Council, Warrington Borough Council (as the adjacent Local Highway Authority) and Highways England (as the Strategic Road Authority), during pre-application discussions, and therefore this section of the review sets out the approach taken, with comments provided where relevant.

## Geographic and Temporal Scope

The TA sets out that assessments were undertaken at the following links and junctions:

- Burtonwood Road / Lockheed Road roundabout;
- M62 Junction 8 signalised gyratory;
- Burtonwood Road / Charon Way signalised junction;
- Burtonwood Road / Kingswood Road signalised junction;
- Burtonwood Road / Westbrook Way roundabout;
- Skyline Drive / Fairchild Road priority junction;
- Omega Boulevard / Catalina Way roundabout; and
- M62 Junction 8 merge and diverge slip roads.

Traffic surveys (Manual Classified Turning Counts and queue surveys) were undertaken on Tuesday 11 June 2019 for the following periods:

- 05:30-10:00 hrs; and
- 16:00-19:00 hrs.

From the survey data, the network peak hours of network operation were identified as:

- AM Peak: 07:45 – 08:45 hrs; and
- PM Peak: 16:45 – 17:45 hrs.

Notwithstanding the previous point regarding assessment of the specific zone 8 access junction, Mott MacDonald are satisfied with the locations and time periods for assessment listed above.

It should be noted that the Omega Boulevard / Catalina Way roundabout junction is of particular interest to St Helens, although located in Warrington, as the operation of this junction could impact on the viability of Zone 8 as a site.

## Assessment Scenarios

WSP have carried out assessments for the opening year (2021) with and without development and a future year (registration +10) assessment for the assessment of the M62 J8. Mott MacDonald agree with this approach; however, it is noted that the assessments do not include a 2019 base scenario.

Whilst it is noted that the assessment scenarios are of specific importance to Warrington Borough Council and Highways England given the junctions are located within their boundaries, and unless this point is not considered relevant by WBC and Highways England, Mott MacDonald would suggest that a 2019 base



assessment is provided to demonstrate that the capacity modelling is reflective of reality, and that models have been calibrated to queues where possible.

### Committed Developments

Section 8.4 sets out the committed developments and states that the approach has been agreed with Warrington Borough Council and Highways England, as follows:

- 2016/27313 – Lingley Mere Business Park residential (160 units remaining); and
- 2007/11923 – Burton Wood Services business (117,509sqft GFA), general industry (109,006sqft GFA), self-storage (25,005sqft GFA) and storage distribution (109,006sqft GFA).

The vehicle trip generation for the two committed developments was extracted from the following documents which were provided by WBC:

- 2016/27313 – Lingley Mere Business Park Residential – Trip Generation from Technical Note
- 4090/303 Cole Easdon Consultants; and
- 2007/11923 – Burton Wood Services – Trip Generation from 2007 TA Scott Wilson Ltd.

Prior agreement of the committed developments with WBC and Highways England, means that Mott MacDonald are content that these represent appropriate development for inclusion in the TA.

### Traffic Growth

The TA states that TEMPro growth factors for 9 areas in Warrington and 1 area in St Helens have been averaged to provide a global factor to increase the AM and PM 2019 base traffic counts to the 2021 opening year. Figure 12 shows the location of the areas used in TEMPro, with the factors in the TA set out in Table 4.

Figure 12: Growth Factor Areas

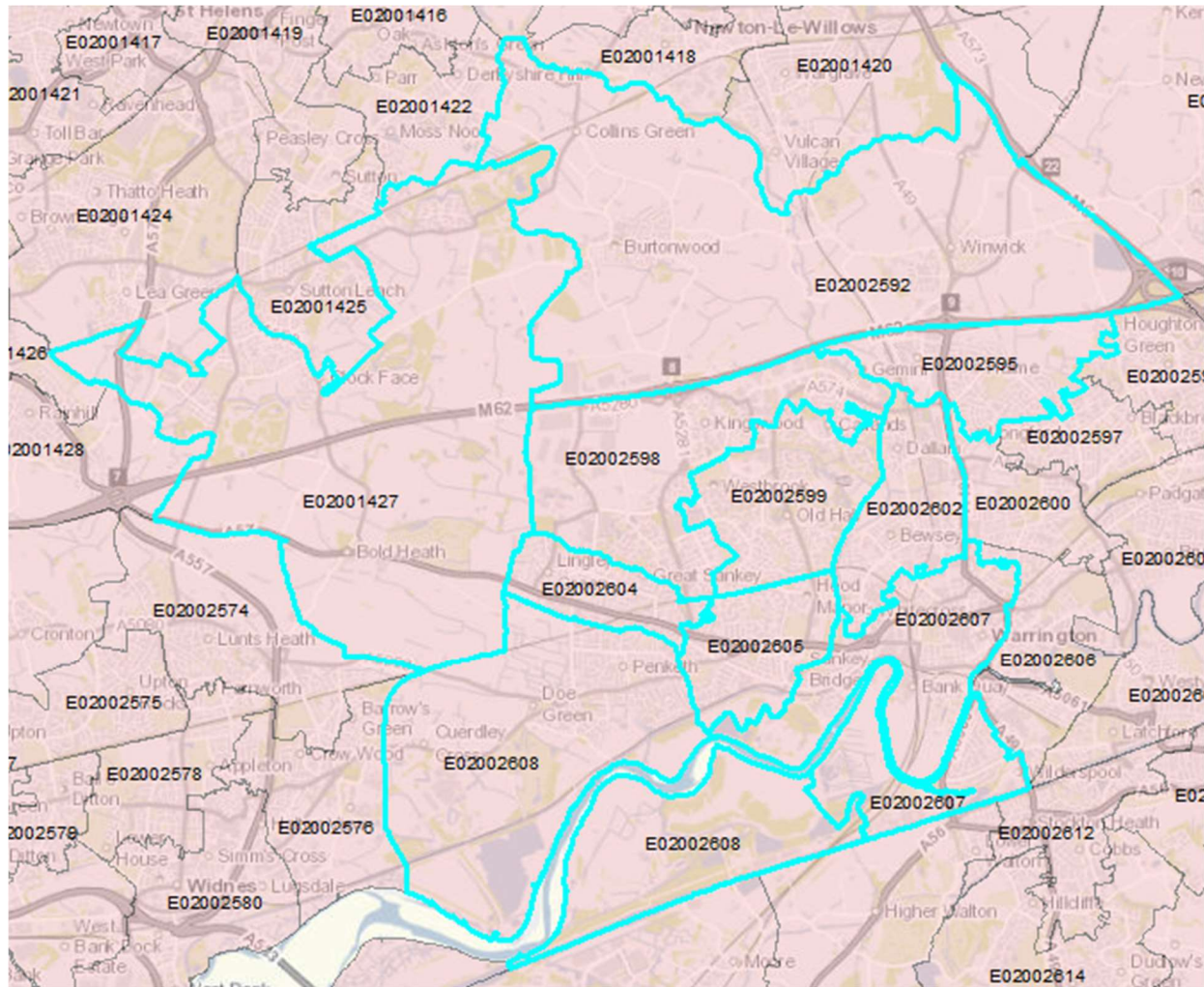


Table 4: TEMPro Growth Factors

Level	Area	Local Growth Factor
E02002592	Warrington 003	1.027
E02002595	Warrington 006	1.032
E02002598	Warrington 009	1.021
E02002599	Warrington 010	1.020
E02002602	Warrington 013	1.035
E02002604	Warrington 015	1.020
E02002605	Warrington 016	1.017
E02002607	Warrington 018	1.028
E02002608	Warrington 019	1.023
E02001427	St. Helens 022	1.024
Average		1.025

Mott MacDonald has reviewed the growth factors and note that it is considered a more appropriate approach for defined AM and PM growth factors to be adopted for assessment purposes. It is noted that this is unlikely to alter any assessments materially, however clarity is requested as to why a single averaged factor has been used.

It is also noted that TEMPro factors have not been provided for the future year (+10) assessments.

## Trip Generation

The TA sets out that the trip generation for the site has been derived from surveys of operational Omega sites to create a blended trip rate (as agreed during scoping discussions). As such, classified vehicle arrival and departure surveys were undertaken at the following sites:

B2:

- Dominos industrial unit located to the south of Skyline Drive, accessed from Fairchild Road; and
- Plastic Omnium unit located to the south east of Omega Boulevard / Catalina Way roundabout.

B8:

- Asda industrial unit located on Skyline Drive; and
- a combined survey of Lockheed Road (serving numerous industrial units on Omega North).

The resultant blended trip rates and associated trip generation are shown in Tables 5 and 6.

**Table 5. Omega Zone 8: Proposed B2 Development Trips**

Scenario	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
B2 Car Trip Rate (per 100m <sup>2</sup> GFA)	0.187	0.039	0.109	0.190
B2 HGV Trip Rate (per 100m <sup>2</sup> GFA)	0.021	0.037	0.050	0.037
B2 Car PCU Trips (11,819m <sup>2</sup> GFA)	115	24	67	117
B2 HGV PCU Trips (11,819m <sup>2</sup> GFA)	13	23	31	23
Total B2 PCU Trips	128	47	98	140

**Table 6. Omega Zone 8: Proposed B8 Development Trips**

Scenario	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
B8 Car Trip Rate (per 100m <sup>2</sup> GFA)	0.057	0.013	0.037	0.071
B8 HGV Trip Rate (per 100m <sup>2</sup> GFA)	0.055	0.070	0.064	0.044
B8 Car PCU Trips (27,579m <sup>2</sup> GFA)	82	18	53	102
B8 HGV PCU Trips (27,579m <sup>2</sup> GFA)	80	100	92	64
Total B8 PCU Trips	162	118	145	166

The raw data has not been provided, and it is recommended that this information should be included within the TA. Mott MacDonald have reviewed the information presented in the TA and have noted a potential error in the calculation of the blended trip rates presented for the B8 element. It appears that instead of using the weighting of 64%:36% (Omega North:Asda) the calculation incorrectly uses the B2 weightings of 33%:67% (Dominoes: Plastic Omnium).

Mott MacDonald therefore request the trip rates are checked and if necessary, altered accordingly.

### Trip Distribution and Assignment

The TA states that the trip distribution for Zone 8 has been derived separately for cars and HGVs. For cars, partial postcode data from employee travel plan surveys of the other operational Omega sites has been utilised to derive the likely distribution for employees. Mott MacDonald agree with this approach in principle; however, it is requested that the raw data behind the trip distribution should be provided for clarity and review.

Trips have then been assigned to the local network based on online route planning based on the quickest routes. For HGVs, all traffic is assumed to route via Catalina Way to Skyline Drive and then has been distributed as per existing HGV turning proportions at Junction 8 to/from Skyline Drive.

### Operational Assessments

Mott MacDonald note that the operation of the junctions in Warrington and on the Strategic Road Network will have a direct bearing on the viability of the proposed site.

As the junctions are not within St Helens, it is requested that the views of Highways England and Warrington Council are provided in relation to this aspect.

Mott MacDonald will determine whether a view needs to be taken on the specific junction analysis when comment is received from Highways England and Warrington Council.

### Accident Analysis

Accident analysis and considerations are not presented within the TA for the most recently available five-year period. The need for and area coverage should be agreed with Warrington Borough Council and Highways England, in the first instance, unless not required.

### **Key Points**

*Notwithstanding the previously raised point regarding assessment of the specific zone 8 access junction, Mott MacDonald are satisfied with the locations and time periods for assessment.*

*Mott MacDonald would suggest that a 2019 base assessment is undertaken/provided to demonstrate that the capacity modelling is reflective of reality, and that models have been calibrated to queues where possible.*

*Prior agreement of the committed developments with WBC and Highways England, means that Mott MacDonald are content that these represent appropriate development for inclusion in the TA.*

*Clarification as to why the same TEMPro growth factors have been used for the AM and PM peak periods is required. Factors should also be provided for the future year (+10) assessments.*

*The raw survey data behind the calculation of the blended trip rates presented in the TA should be provided. Notwithstanding, Mott MacDonald has undertaken a review of the trip rates and has noted a potential calculation error in the weighting used to blend the B8 rates (the B2 weighting has been used instead).*

*Mott MacDonald agree with the Trip Distribution approach in principle, however request that the raw data behind the trip distribution is also provided for review.*

*Mott MacDonald will determine whether a view needs to be taken on the specific junction analysis when comment is received from Highways England and Warrington Council.*

*Accident analysis and considerations are not presented within the TA for the most recently available five-year period. The need for and area coverage should be agreed with Warrington Borough Council and Highways England, in the first instance, unless not required.*



## Summary and Conclusions

### Summary

The following key points have been derived from the review of the Transport Assessment.

- The current planning application is hybrid in nature, seeking full permission for a B8 unit at the north of the site, and outline permission for B2/B8 units to the south.
- A planning strategy will be needed with regard to the previously consented B1 floor space at Zones 3-6, and the new proposed land uses at Zones 3-6 have been accounted for as a committed development in the highway impact assessment presented within the TA.
- No direct reference is made within the TA to the relevant elements of the St Helens Core Strategy Local Plan.
- The relevant elements of the Draft St Helens Local Plan submission have been referenced. The noted focus on sustainable travel links has been reinforced by this review.
- Reference is appropriately made to the Supplementary Planning Document Ensuring a Choice of Travel (2010), with regards to parking standards.
- The Core Strategy notes that the adjacent area within St Helens is rural in nature and opportunities to improve access for a variety of purposes should be considered.
- Policy CP2 in the Core Strategy identifies the requirement to undertake 10-year future year assessments for any development which provides indirect access onto the strategic road network.
- No sustainable mode trip generation / distribution information has been provided in the TA. This information is required in order to understand the sustainable mode provisions and needs.
- It is noted that PRoW 102 currently has status as a footpath only and therefore, it cannot legally be used by cyclists. Due to this, the Cycling Isochrone assessment is not valid.
- Footpath 102 is considered a key route for walking and cycling uptake by employees of the development. Footpaths 309 and 349 are also located to the north of the proposed site and may provide an equally attractive sustainable route for accessing the proposed development, for certain trip origins.
- A Construction Environmental Management Plan will be required to consider disruption of the PRoW during construction of the new link.
- The TA sets out a new bus stop will be provided within the site to allow the extension of the existing B52 Omega service to be within the preferred walking distance of 400m. However, confirmation that the B52 is still operational and an agreement in place that it will serve Zone 8 is required.
- The B52 service does not align with the 329 service between St Helens and Warrington and therefore is unlikely to be attractive for residents in St Helens to access the site.
- The 13 service does align with the 329 services however the existing stops on Orion Boulevard exceed the recommended 400m walk distance. Consideration will need to be given to improved Public Transport links (bus) between St Helens and Warrington.
- It would be expected that the proposed bus stop be of a similar layout/format to those already included at Omega, and clarity is requested on this point.
- The FTP sets out a number of appropriate measures, however the following points are raised for the additional consideration of WSP / the applicant.

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- *Staff Induction Pack should include contact details for the TPC. The pack should be agreed with the Council prior to issue.*
  - *Site specific targeted events and promotions should be considered, for example "Walk to Work Day/Week" or "Cycle to Work Day/Week".*
  - *More information is required as to the number of cycle spaces, showers and changing rooms, and lockers per employee.*
  - *For pedestrian safety, the Travel Plan should also consider the lighting of routes to and from the development, as well as safe crossing facilities.*
  - *Greater consideration into bus service integration and accessibility to/from St Helens is required. Agreement with bus operators may be appropriate to confirm bus rerouting / extension of services.*
  - *Other incentives to encourage car sharing should be considered including priority parking for car sharing participants, introducing a guaranteed ride home in an emergency policy, and the creation of a site-wide car sharing database. Clarification is also sought as to whether car sharing has been reflected in the level of parking provision that is proposed.*
- Additionally, the FTP must consider green vehicle initiatives including the installation of electric charging points and the use of alternative green fuels for heavy vehicles.
  - The FTP does not include initial targets. Targets provided should include an outline of the desired modal outcome to occur and it is recommended that consideration be given to a 10% reduction in single occupancy vehicle usage within a five-year period.
  - Parking provision is not outlined in the TA, but in the Planning Statement. Justification for the proposed parking numbers is requested and either a parking accumulation analysis or clarity otherwise to demonstrate that the provision is sufficient particularly at shift change-over times.
  - In order to assist the above, it is recommended that analysis associated with the below points should be provided by the applicant
    - i. Internal layout and site access vehicle tracking is required to demonstrate safe movement to/from and within the site.
    - ii. At the site access junction, visibility splays and an operational assessment are also required to demonstrate safe movement and sufficient capacity.
  - Notwithstanding the previously raised point regarding assessment of the specific zone 8 access junction, Mott MacDonald are satisfied with the locations and time periods for assessment.
  - Mott MacDonald would suggest that a 2019 base assessment is undertaken/provided to demonstrate that the capacity modelling is reflective of reality, and that models have been calibrated to queues where possible.
  - Prior agreement of the committed developments with WBC and Highways England, means that Mott MacDonald are content that these represent appropriate development for inclusion in the TA.
  - Clarification as to why the same TEMPro growth factors have been used for the AM and PM peak periods is required. Factors should also be provided for the future year (+10) assessments.
  - The raw survey data behind the calculation of the blended trip rates presented in the TA should be provided. Notwithstanding, Mott MacDonald has undertaken a review of the trip rates and has noted a potential calculation error in the weighting used to blend the B8 rates (the B2 weighting has been used instead).
  - Mott MacDonald agree with the Trip Distribution approach in principle, however request that the raw data behind the trip distribution is also provided for review.
  - Mott MacDonald will determine whether a view needs to be taken on the specific junction analysis when comment is received from Highways England and Warrington Council.

- Accident analysis and considerations are not presented within the TA for the most recently available five-year period. The need for and area coverage should be agreed with Warrington Borough Council and Highways England, in the first instance, unless not required.

## Conclusions

Whereas a number of the key points identified in the summary above are considered minor in nature, it is recommended that clarity and additional detail is provided by the applicant and their consultants, particularly regarding sustainable modes provision prior to a recommendation being able to be made to St Helens Planning Department.