

OMEGA ZONE 8

Application No, P/2020/0061/HYBR

Response to Mott MacDonald (on behalf of St Helens) letter (ref: 415187-08) dated 14th April 2020

Mott MacDonald Summary Comments	Applicant response	Appendix
<p>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.</p>	<p>We believe that reference to Zones 3-6 is incorrect and that this should refer to Zones 1 & 2 at Omega South.</p> <p>We can confirm that the applicant intends to enter into a Unilateral Undertaking with Warrington Borough Council to ensure that no development falling within Use Class B1 of the Order can be Commenced on the Zones 1-2 Land pursuant to the Zones 1-2 Permissions. The form of the UU will be agreed with St Helens Council in advance of submission to WBC. The timing of submission to WBC will be ahead of the determination of the Omega Zone 8 application so that St Helens has certainty that the B1 floorspace will be surrendered when required.</p>	
<p>No direct reference is made within the TA to the relevant elements of the St Helens Core Strategy Local Plan.</p>	<p>The Core Strategy Local Plan (2012) is the current adopted plan and therefore the relevant policy framework. Under the current adopted plan, the site is located within the Green Belt and not identified for development. However, the planning strategy for the site has been discussed with St Helens Council and it is noted that the site is proposed to be allocated for development in the emerging plan.</p> <p>The currently adopted plan is nearly a decade old now and could not appropriately envisage the demand and uptake of large floorplate B8 development, which has emerged as a consequence of significant online shopping growth since the 2008-2014 economic recession. The Omega site is uniquely placed, through topography and location, to provide the needs of these large floorspace occupiers and this is evidenced through the uptake of B8 development to date.</p> <p>We would refer you to the updated Planning Statement submitted with the application, which includes evidence on the need for the development in terms of its</p>	<p>Appendix A</p>

	<p>location, scale, layout and design The Planning Statement is supported by a Market Report outlining the scale and nature of logistics demand in the Region and an Operator Statement from TJM, which provides the business case for the detailed element of the proposals and outlines the rationale behind the proposed layout.</p> <p>Please find attached in Appendix A, a review of the Core Strategy (2012), which complements the policy review contained within the TA.</p>	
<p>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.</p>	<p>A ten-year future assessment sensitivity test was undertaken for M62 Junction 8 as agreed through the Transport Assessment scoping process, at the request of Highways England. The results of the sensitivity test junction model are attached in Appendix B for information.</p>	<p>Appendix B</p>
<p>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.</p>	<p>We do not hold information on the sustainable travel characteristics of existing occupiers of the Omega site. Warrington Borough Council, who are the travel plan co-ordinator for many of the existing occupiers, have provided a mode share (data from the most recent travel survey data from Royal Mail, Amazon, The Hut Group, ASDA and Travis Perkins. This information is included within Appendix C.</p>	<p>Appendix C</p>
<p>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.</p> <p>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.</p>	<p>The applicant is currently reviewing options for onward pedestrian / cycle links with the Planning Authority, delivery of which will be secured via a s106 financial contribution if suitable and viable routes / improvements can be identified.</p>	

<p>A Construction Environmental Management Plan will be required to consider disruption of the PROW during construction of the new link.</p>	<p>A CEMP for the Infrastructure works associated with the detailed element of the site has been submitted for approval as part of the application.</p>	
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>We can confirm that the B52 remains an operational and successful bus service that serves Omega.</p> <p>The applicant anticipates that financial contributions towards the provision of a dedicated bus service from St Helens to the site, potentially tying in with the B52 service, will form part of the s106 planning obligations. As such the applicant has launched an engagement process with Merseyside Travel to establish the detail of new/extended bus services.</p> <p>Any bus stops within Omega West will be of a similar layout/format to those already included at Omega.</p>	
<p>The FTP sets out a number of appropriate measures, however the following points are raised for the additional consideration of WSP / the applicant.</p> <ol style="list-style-type: none"> 1. Staff Induction Pack should include contact details for the TPC. The pack should be agreed with the Council prior to issue. 	<p>It is anticipated that there will be a condition attached to the permission that makes reference to the FTP as an approved document and requires the submission and approval of detailed Travel Plans for each unit (prepared in accordance with the FTP), prior to occupation of the relevant unit.</p>	

<ol style="list-style-type: none"> 2. Site specific targeted events and promotions should be considered, for example “Walk to Work Day/Week” or “Cycle to Work Day/Week”. 3. More information is required as to the number of cycle spaces, showers and changing rooms, and lockers per employee. 4. For pedestrian safety, the Travel Plan should also consider the lighting of routes to and from the development, as well as safe crossing facilities. 5. 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. 6. 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. 	<p>It is considered that points 1, 2, 3 & 6 raised here are matters specific to individual occupiers that would be covered by the detailed Travel Plans and should therefore form part of the criteria established within any condition relating the submission and approval of the detailed Travel Plans.</p> <p>However, points 4 & 5 are not considered to be matters within the control of individual occupiers and therefore should not form part of the TP documents. Pedestrian safety will be a matter for consideration at the road adoption stage and, as above, the applicant is engaging directly with Merseyside Travel on bus integration for the site.</p>	
<p>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.</p>	<p>These matters are considered specific to individual occupiers that would be covered by the detailed Travel Plans and should therefore form part of the criteria established within any condition relating the submission and approval of the detailed Travel Plans.</p>	
<p>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</p>	<p>These matters are considered specific to individual occupiers that would be covered by the detailed Travel Plans and should therefore form part of the criteria established within any condition relating the submission and approval of the detailed Travel Plans.</p>	

<p>single occupancy vehicle usage within a five-year period.</p>		
<p>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.</p>	<p>The parking proposals for the detailed element of the application (Unit 1) have been developed specifically to respond to the requirements of the identified occupier (TJM) and therefore fully accommodate peak demands at shift changeover times. The proposed parking levels for Unit 1, reflect the growing trend for increased use of robotics within B8 development, which in conjunction with the requirements on occupiers to implement travel plans to promote sustainable travel, reduces the demand for car parking.</p>	
<p>In order to assist the above, it is recommended that analysis associated with the below points should be provided by the applicant:</p> <ul style="list-style-type: none"> • Internal layout and site access vehicle tracking is required to demonstrate safe movement to/from and within the site. • At the site access junction, visibility splays and an operational assessment are also required to demonstrate safe movement and sufficient capacity. 	<p>We enclose swept path assessments of the proposed development road infrastructure.</p> <p>Visibility splays and a Junctions 9 (Arcady) analysis of the Zone 8 roundabout are included.</p>	<p>Appendix D</p>
<p>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.</p>	<p>We attach additional information, previously supplied to Highways England, showing the comparison of recorded queues with modelled queues.</p>	<p>Appendix E</p>
<p>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.</p>	<p>TEMPro growth was applied to the year of opening assessment and future year sensitivity test. The details of the growth factor calculations are included within Appendix F. A comparison of the growth factors used within the assessment, with the individual AM and PM peak growth calculations, is attached.</p>	<p>Appendix F</p>
<p>The raw survey data behind the calculation of the blended trip rates presented in the TA should be</p>	<p>We provide with this response the spreadsheet model used in the development of trip matrices for the various assessments for the proposed development. We</p>	<p>Appendix E & G</p>

<p>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).</p>	<p>acknowledge that there was an error in the weighting calculation, and this was identified by Highways England in their technical review (See Appendix E). The spreadsheet provided includes the required corrections (Appendix G). The revised modelling in relation to the errors identified is being reviewed by Highways England. The technical notes submitted in relation to Zone 8 are included for information (Appendix E).</p>	
<p>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.</p>	<p>The spreadsheet model provided shows the trip distribution calculations.</p>	<p>Appendix E</p>
<p>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.</p>	<p>It is confirmed that no accident analysis was requested by Highways England or Warrington Borough Council through the Transport Assessment scoping process.</p>	