
Project:	Omega Zone 8		
Our reference:	415187-149	Your reference:	764616
Prepared by:	Richard Skitt	Date:	21/07/2020
Approved by:	Paul Walton	Checked by:	Richard Skitt
Subject:	Transport Assessment & Travel Plan Review		

Application Number: P/2020/0061/HYBR

For: Hybrid Planning Application

Proposal: Hybrid Planning Application for the following development (major development); (i) Full Planning Permission for the erection of a B8 logistics warehouse, with ancillary offices, associated car parking, infrastructure and landscaping; and (ii) Outline Planning Permission for Manufacturing (B2) and Logistics (B8) development with ancillary offices and associated access infrastructure works (detailed matters of appearance, landscaping, layout and scale are reserved for subsequent approval).

Location: Land to The West of Omega South, and South of The M62, Bold, St Helens.

Applicant: Omega St Helens Ltd/T.J. Morris Limited

Agent: Mr Chris Gardner

Introduction

Mott MacDonald have been commissioned by St Helens Council to undertake a review of the Transport 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 are the Transport Assessment (TA) and Travel Plan (TP) documents 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) Report, Chapter 12 (Transport) produced by WSP.

Previous Reviews

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.

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Subsequent to the scoping response, a detailed review of the TA (Omega Zone 8, St Helens Transport Assessment' 12.12.19), which contained the workplace Framework TP, was undertaken post-submission and reported in technical note reference: 415187-08.

A summary of the comments produced as part of the TA review are provided in **Table 1**.

Table 1: Summary of Mott MacDonald TA review comments

Key Points
A planning strategy will be needed with regard to the previously consented B1 floor space at Zones 1-2, and the new proposed land uses at Zones 1-2 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.
<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> <ul style="list-style-type: none"> i. Staff Induction Pack should include contact details for the TPC. The pack should be agreed with the Council prior to issue.

Key Points

- ii. Site specific targeted events and promotions should be considered, for example “Walk to Work Day/Week” or “Cycle to Work Day/Week”.
- iii. More information is required as to the number of cycle spaces, showers and changing rooms, and lockers per employee.
- iv. For pedestrian safety, the Travel Plan should also consider the lighting of routes to and from the development, as well as safe crossing facilities.
- v. 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.
- vi. 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.

Key Points

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.

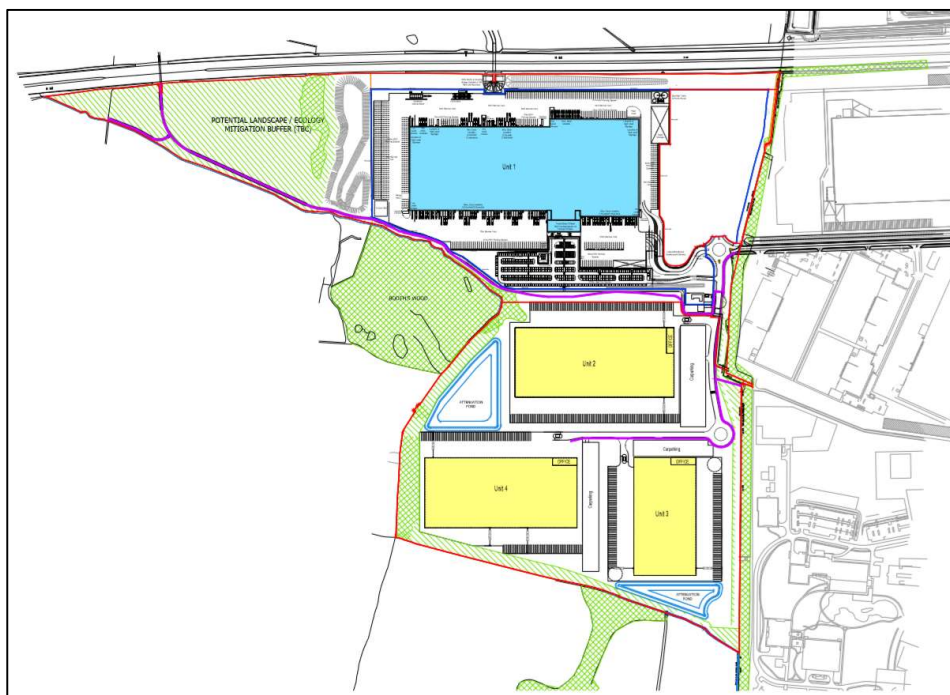
Development Proposals

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 1-2 (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 1-2 is to be revoked and replaced by residential development.

In order to represent the above approach in terms of the TA and associated transport work, 5 scenarios were developed.

- *SCENARIO 1*: 2019 Existing network flows;
- *SCENARIO 2*: Base (existing + currently committed Omega developments);
- *SCENARIO 3*: Base + Zone 1&2 B2/B8 development (existing + currently committed Omega developments – Omega B1 development);
- *SCENARIO 4*: Base + Zone 1&2 B2/B8 development + 300-unit residential development; and
- *SCENARIO 5*: Base + Zone 1&2 B2/B8 development + 300-unit residential development + Omega Zone 8 B2/B8 development.

The above scenarios are used separately across the varying planning applications which are live, namely;

- A reserved matters application for B2/B8 development on Omega Zones 1&2, located to the south of Skyline Drive and west of Burtonwood Road accessed from Fairchild Road;
- A hybrid application for c. 185,800sqm (2,000,000sqft) B2/B8 industrial uses on Omega Zone 8, located to the west of Omega Zone 7 and accessed from the Omega Boulevard / Catalina Way roundabout, together with a Section 73 application to delete the B1 floorspace on Omega Zones 1&2; and
- An outline planning application for c. 600 residential units, located south of the Zones 1&2 reserved matters application site. This is a net increase of 300 residential units over the currently consented residential development on Omega South, reflecting the necessary changes in the various redline boundaries as a consequence of the changes in use on Omega Zones 1-6. The application for 600 residential units will coincide with a relinquishment of consent for 300 residential units on Zones 3-6.

The scenarios relate together as per the below;

- Scenario 3 supports the reserved matters application for Zone 1 and 2
- Scenario 5 would support the hybrid application on Zone 8 (with the assumption that reserved matters Z1&2 comes forward due to the legal linking of the applications).
- Scenario 4 would support the outline application for residential development (again with the assumption that Z1&2 reserved matters is implemented)
- Based on the above Scenario 5 would demonstrate the cumulative impact of all the proposed development for comparison with the base scenario (2).

The Zone 8 TA is therefore based around comparison of Scenario 2 (as the forecast baseline) and Scenario 5, as that representative of the Zone 8 application (P/2020/0061/HYBR).

On this basis, it is understood 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 Unilateral Undertaking will need to 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.

No assessment has taken place within the TA for retention of the B1 element at Zones 1-2, and as such this hybrid application should not progress without confirmation of the Unilateral Undertaking with both St Helens Council and Warrington Borough Council.

Key Points

The Transport Assessment has been derived to reflect the planning strategy. No allowance has been made for a combined scenario of B8 at Zone 8 and the B1 at Zones 1-2, and as such the development cannot proceed without the unilateral agreement.

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);

Policy Considerations

St Helens Core Strategy Local Plan

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

The St Helens Core Strategy, October 2012, identifies that;

‘Ensuring development which generates significant movement of freight, is located on sites which are served by rail or where rail facilities can be provided as part of the development, or where those options are not available, locating where there is good access to a road designated as a Freight Priority Route’.

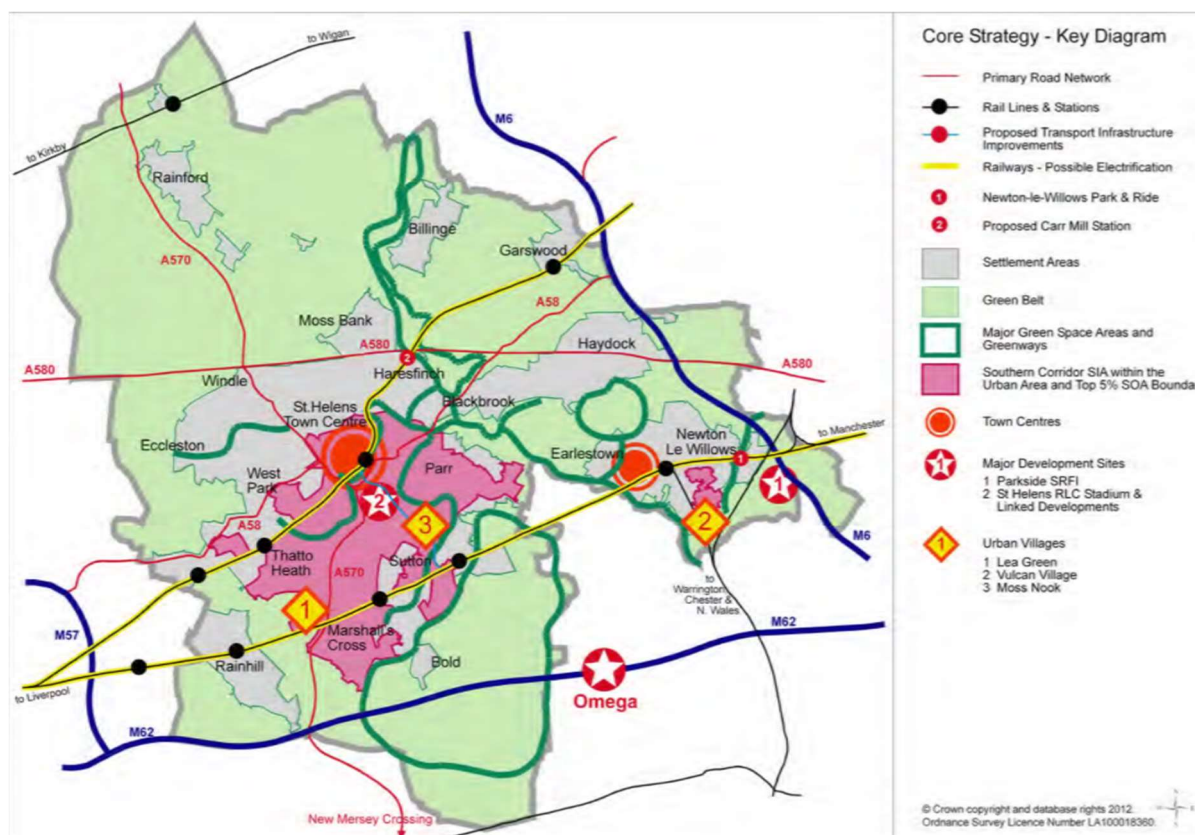
The Omega site does not provide rail facilities on site however there is direct access to the M62. As such, the proposals are on first inspection, contrary to this Policy.

The Core Strategy presents a vision of regeneration for St Helens. This vision is to be achieved through the following Strategic Aims:

- Creating an Accessible St Helens;
- Meeting Resource and Infrastructure Needs;
- Safeguarding and Enhancing Quality of Life;
- Ensuring a Strong and Sustainable Economy;
- Providing Quality Housing; and
- Ensuring Quality Development.

Transport policy is central to creating an accessible St Helens. Although the Core Strategy does not specifically identify the Omega Site, Policy CP 2, “Creating an Accessible St Helens”, is of note as it details the principle of locating development sites where there is access to active travel networks and/or provision of these networks within the site. Figure 2 shows the Omega site in context to the St Helens Core Strategy.

Figure 2: Core Strategy Key Diagram



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:

- 1. providing at least 37 hectares of land to meet local needs for B1, B2 or B8 purposes to 2027. This will be met through:*
 - i. The identification of a range of sites within the Allocations DPD;*
 - ii. Supporting the reuse, reconfiguration or redevelopment of vacant, derelict, or older employment land and premises for commercial purposes.”*

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’.

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.

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.”

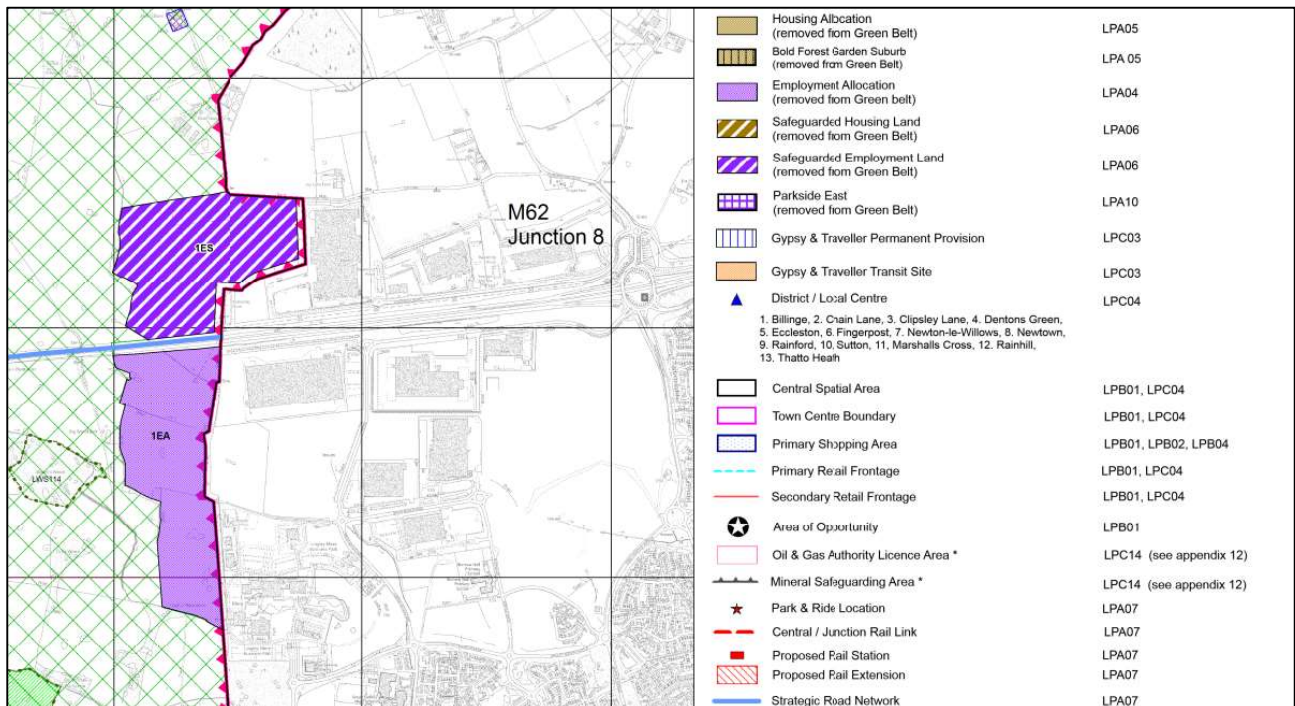
It is Mott MacDonald’s understanding that the “Omega western extension” was reviewed as part of the 2018 Green Belt Review. It was stated that development of this sub-parcel would form a natural extension of Omega to help meet Warrington’s needs for employment, and therefore the parcel was recommended 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.

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 4.

Figure 4: 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.”

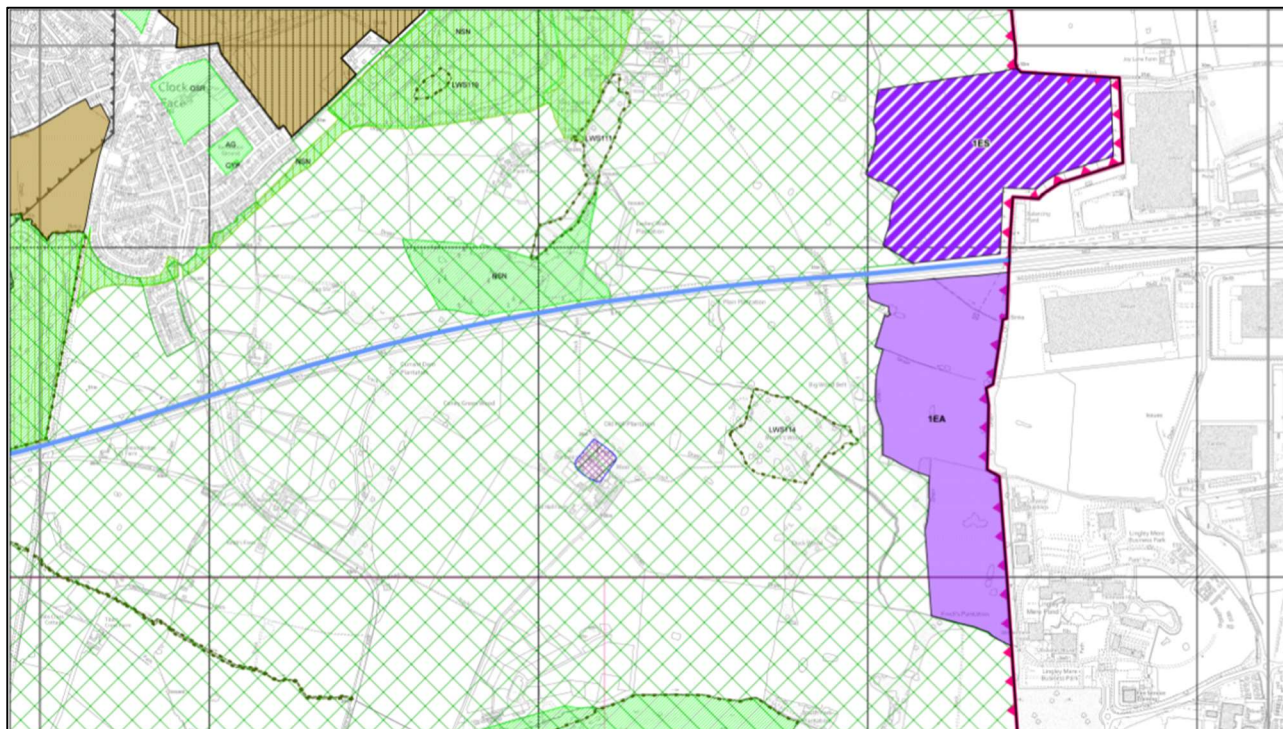
The site is noted as having the following relationship between St.Helens and Warrington Councils;

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 5.

Figure 5: 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.

Key Points

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.

The National Planning Policy Framework [NPPF] (February 2019) is the current Government policy for planning and development in England. NPPF confirms the important role that transport plays in facilitating sustainable development. In paragraph 109 of the National Planning Policy Framework, it states that;

‘Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

This Technical Note has been undertaken within the context of the above.

The following provides relevant detail to the overarching context that the application and Transport Assessment has been derived in.

‘Sustainable development is promoted within the policy (NPPF), with sustainable development assessed in terms of economic, social and environmental sustainability. The policy goes onto identify that each of these roles are mutually dependant and therefore cannot be considered in isolation. Encouraging sustainable economic growth is the overarching theme of the policy, which will be achieved through seeking positive improvements in the built, natural and historic environment, and making it easier for jobs to be created in cities, towns and villages.’

The reference to job creation in the context of the built, natural and historic environment is a key aspect of the application and mitigation measures have been derived which pay due cognisance to this aspect.

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

The multi-modal trip generation of the site has been defined from mode share data of the existing Omega site.

Table 2: Zone 8 Multi-Modal Trip Generation

Mode	Mode Share	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total
Walk	1%	3	1	4	2	4	6
Cycle	7%	24	6	30	14	27	41
Bus	8%	28	6	34	16	30	47
Rail	1%	3	1	4	2	4	6
Car Share	47%	164	37	201	94	179	273

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Mode	Mode Share	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total
Car Alone	34%	119	27	146	68	129	198
Other	2%	7	2	9	4	8	12
Total	100%	349	79	428	200	381	581

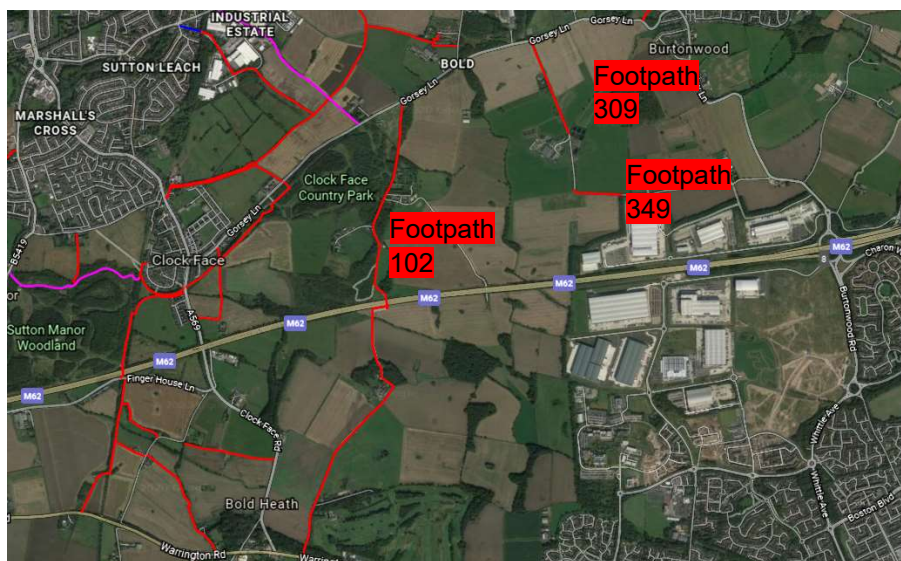
The figures presented in Table 2 show that the existing Omega site is still reliant on private car use, with 81% of trips made using car. The 47% undertaken by car share demonstrates that site specific Travel Planning is working, however the 7% made by cycle, 8% made by bus and 1% made by rail shows that sustainable mode trips are still in the minority.

Measures will need to be put in place to increase the sustainable mode share of trips from St Helens.

Walking and Cycling Accessibility

The existing St Helens relevant footpaths and bridleways within proximity of the development site are identified in Figure 6.

Figure 6: St Helens PRoW within Site Vicinity

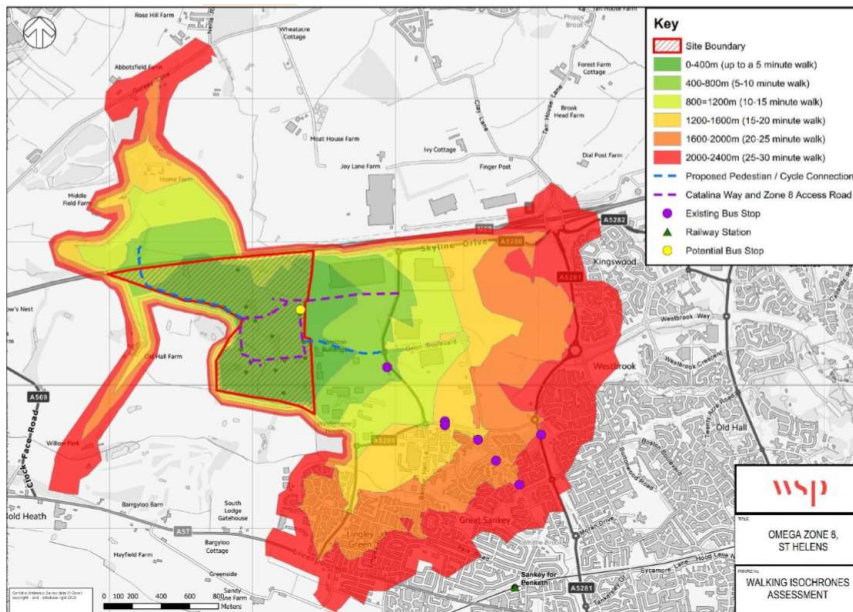


Source: Google Earth

An existing Public Right of Way (PRoW) passes through the western extent of the site (footpath 102). Footpath 102 connects the Bold area of St Helens to Bold Heath. The footpath links Gorse Lane in St Helens to Warrington Road in Warrington. Footpaths 309 and 349 are also located to the north of the proposed site, connecting Gorse Lane and Burtonwood Road, via Joy Lane. This route ultimately provides a connection to M62 J8.

The walking isochrone, shown at Figure 7, indicates that accessibility to the site on foot from St Helens 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.

Figure 7: Walking Isochrone Assessment



The development site location on the outskirts of the Omega site means that very few residences in St Helens are within an acceptable walking distance of the proposed site.

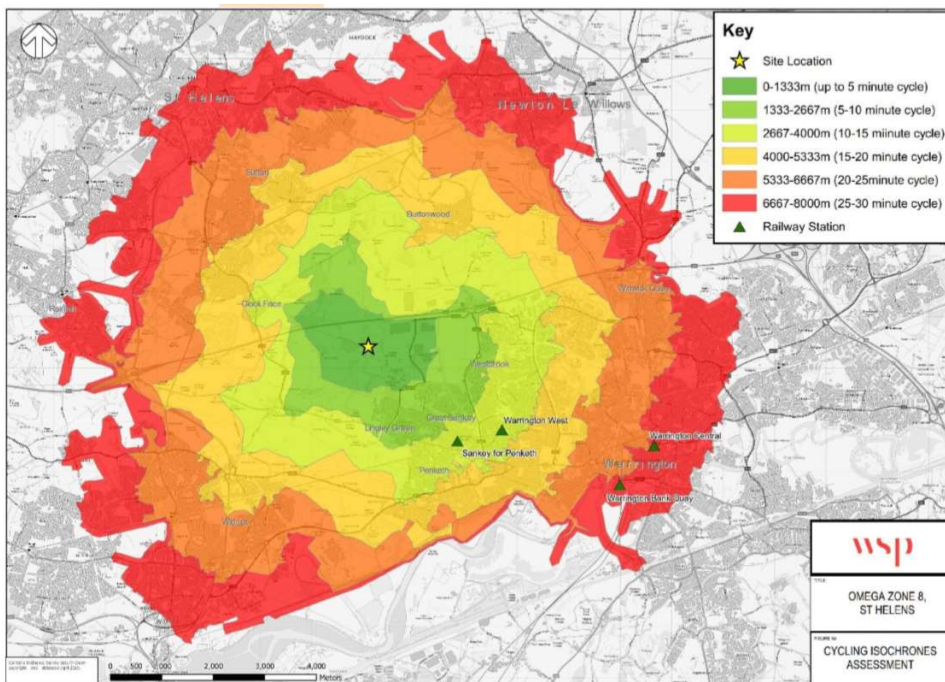
In terms of residences in Warrington, they are at least 15-20 minutes on foot for Lingley Green, Kingswood and the edges of Westbrook is within a 20 to 30-minute walk from the site.

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. This is discussed further in the Public Transport chapter of this Technical Note.

Whilst the cycling isochrone (shown in Figure 8) demonstrates reasonable coverage of nearby residential areas, the analysis seemingly includes the existing footbridge (shown in Photograph 3-6 in the TA) connection over the M62, which is currently unsuitable for cyclists.

Figure 8: Cycling Isochrone Assessment



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 8, is not an accurate representation, as the cycle times from areas such as Bold Heath and Clock Face would in all likelihood be higher.

Part of the development proposals were to create a realigned PRoW 102 into the Zone 8 development site. As has been demonstrated above this proposed connection is likely not to be sufficient to meet the St Helens policy requirements in relation to provision for and encouragement of sustainable mode journeys. It is therefore recommended that the PRoW 102 be left on its current alignment and the connection into it would remain as an active travel route under the maintenance of the site developer.

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

Public Transport Accessibility

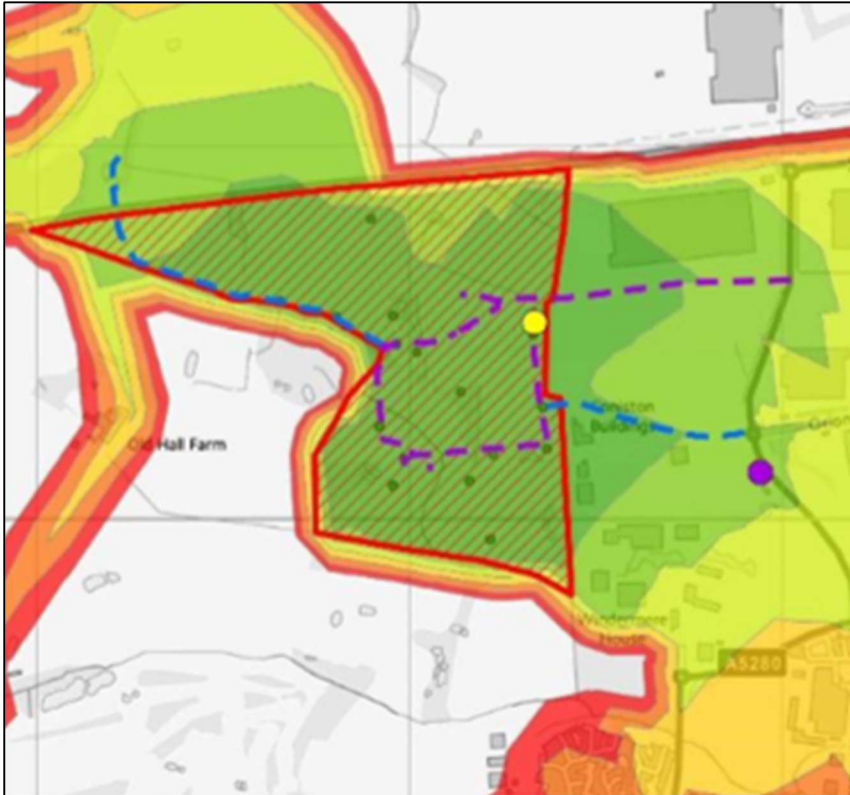
The nearest existing bus stops are located on both Omega Boulevard and within the Lingley Mere Business Park but that these lie outside the preferable maximum 400m (5 minute) walk distance recommended in Inclusive Mobility (DfT, 2005) and therefore are unlikely to be attractive for employees to make 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 9 for reference.

Figure 9: 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. To ensure total journey times via bus are kept to a minimum, new bus stop(s) will be required to be located close to the proposed site within the preferable maximum 400m (5 minute) walk.

The TA references that *“discussions will be held with SHMBC to determine the viability of rerouting or extending a bus service from St Helens to the site”*.

Given that the combined potential bus travel time at present between St Helens and the site could be ~1 hour, excluding wait time and walk times, extension of existing bus service(s) from St Helens to the site should be provided. This will provide a dedicated sustainable mode of access to the site, in lieu of the fact that the active travel provision to the site from St Helens is considered not wholly sufficient to provide adequate access arrangements.

Omega Trip Origins

Figures 10 and 11 show the postcode distribution for existing Omega employees in 2017

Figure 10: Postcode Analysis for existing Omega Employees (2017) St Helens Wards

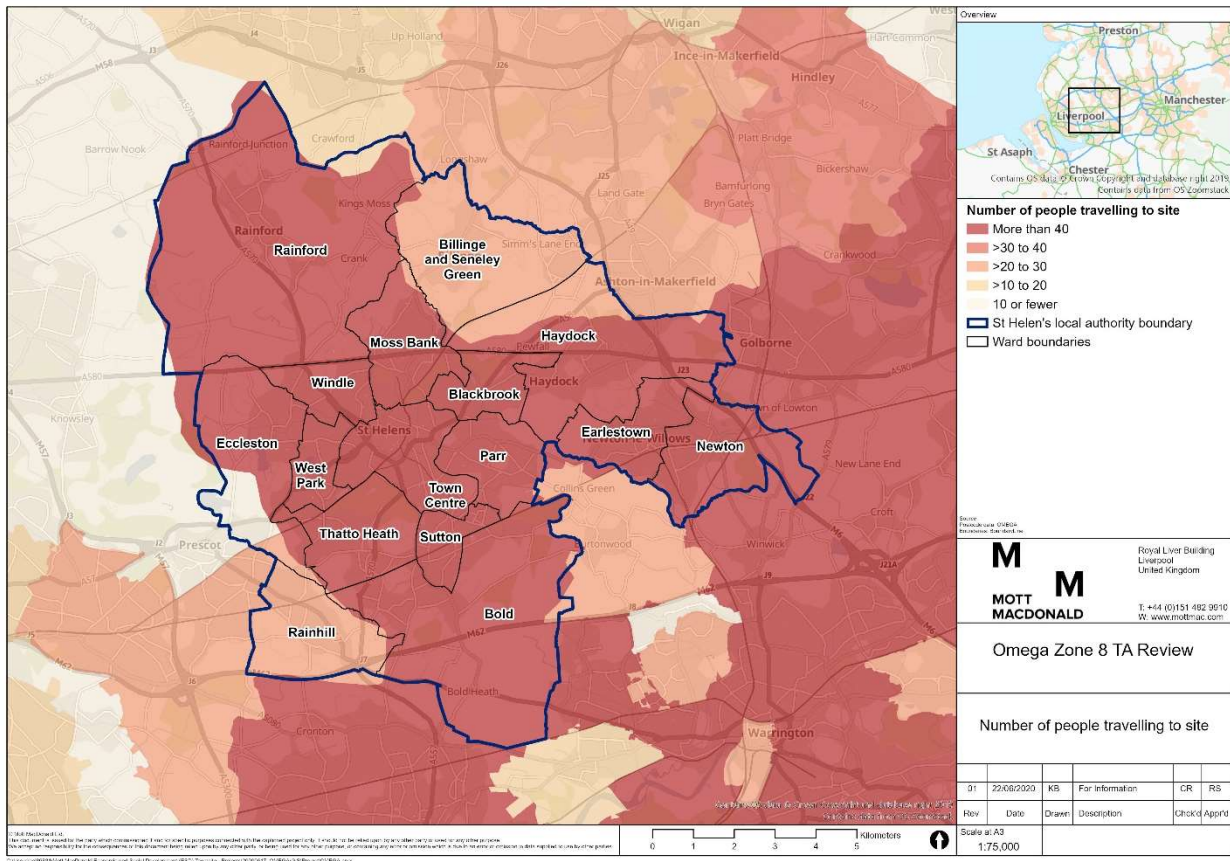
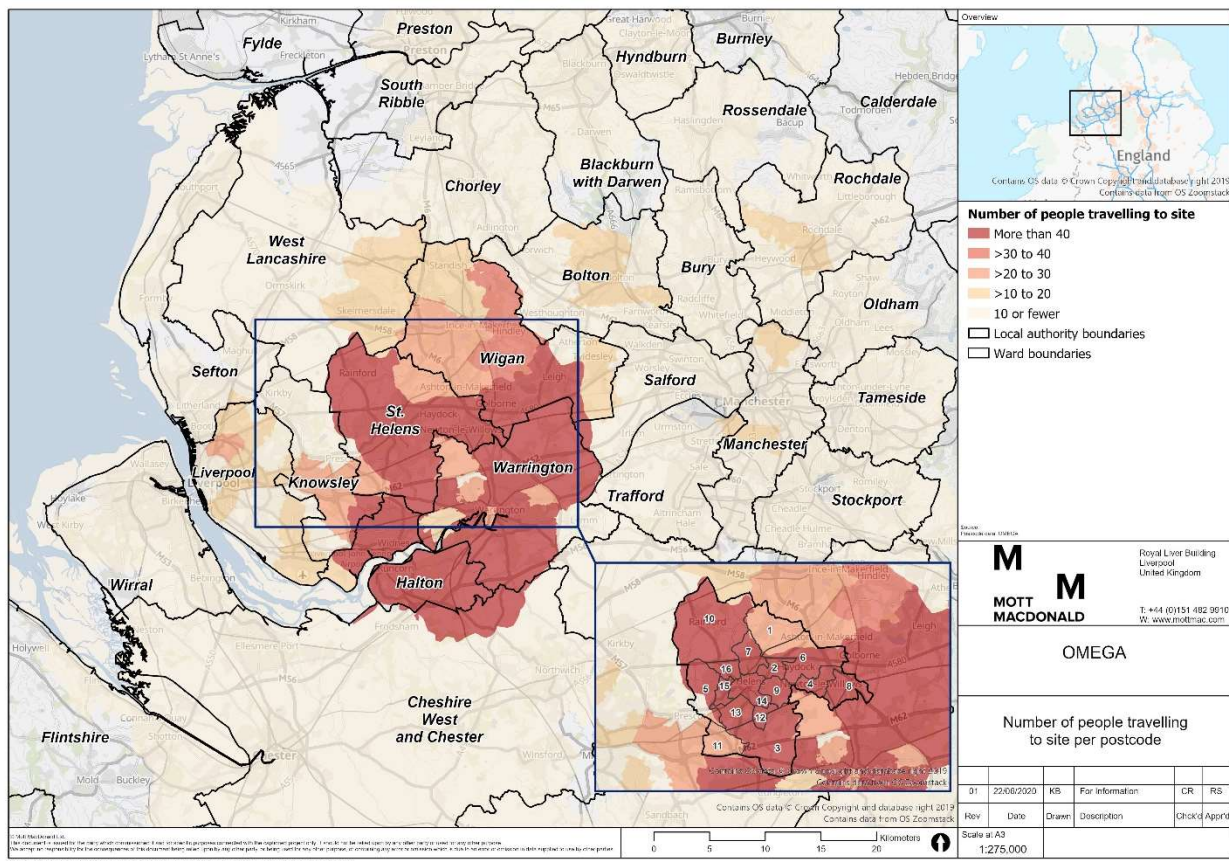


Figure 11: Postcode Analysis for existing Omega Employees (2017) NW Context



The analysis presented in Figures 10 and 11 shows a relatively even spread of existing Omega trips across St Helens. This spread would seem to further emphasise the need for provision of sustainable travel measures for St Helens beyond just that of a connection from the site into PRow 102, given that there is limited walking distance potential and there isn't a greater level of existing Omega site employees in areas such as Bold compared to wards in the north of the borough.

In addition to analysing the postcode origins of existing Omega employees, the Public Transport accessibility of the site has been assessed using TRACC.

TRACC software is used in public transport analysis in the UK and overseas. It uses imported datasets from DfT (in the UK) to run multi-modal journey time calculations, which are then used to produce accurate and understandable mapping outputs.

The software uses multiple data sources for consolidated timetables from ATOC and Traveline and is updated on a quarterly basis. The data used in the analysis is from Quarter 1 2020.

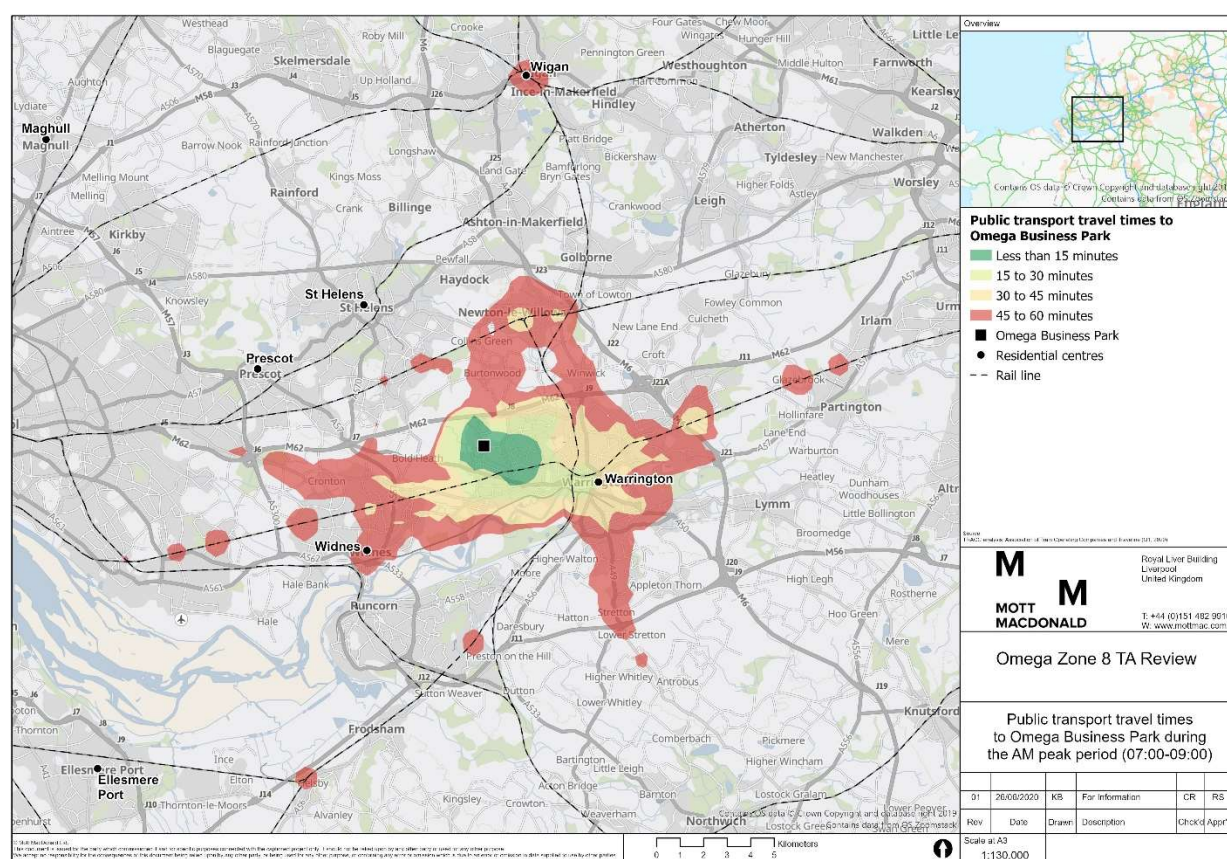
Population data is based on 2018 mid-year estimate of population joined to population weighted Large Super Output Areas (LSOA) centroids. Population was included in each isochrone band if the LSOA centroid point was located within the isochrone band. The isochrones themselves are based on a 200m origin grid.

The TRACC analysis is shown in Figure 12 for travel to the site for the AM Peak (07:00-09:00) time period. Other time periods as listed below are included in this note at Appendix A.

- Travel from the site (AM Peak – 07:00-09:00);

- Travel from the site (Early AM – 04:00-06:00);
- Travel from the site (Interpeak – 10:00-16:00);
- Travel from the site (Late PM – 20:00-22:00);
- Travel from the site (PM Peak – 16:00-18:00);
- Travel to the site (AM Peak – 07:00-09:00 – shown in Figure 13);
- Travel to the site (Early AM – 04:00-06:00);
- Travel to the site (Interpeak – 10:00-16:00);
- Travel to the site (Late PM – 20:00-22:00);
- Travel to the site (PM Peak – 16:00-18:00);

Figure 12: TRACC Public Transport Accessibility – Omega – 07:00-09:00 Travel to the Site



Source: Mott MacDonald

The TRACC analysis demonstrates that there is limited direct provision from St Helens into Warrington, particularly from the west of the site from St Helens Town Centre.

On this basis, opportunities for extending existing services into Warrington and to the Omega site have been explored with MerseyTravel, and an appropriate condition/developer contribution securing this will be needed.

MerseyTravel will need to be fully consulted with regards to determining the most appropriate provision of any alteration to provide cross-boundary bus services. Financial contributions should be sought to enable such provision to occur and the altered / extended service should be available from the day of opening of the development.

A series of key points identified from the Sustainable travel review are noted below.

Key Points

the existing Omega site is still reliant on private car use, with 81% of trips made using car. Measures will need to be put in place to increase the sustainable mode share of trips from St Helens.

The development site location on the outskirts of the Omega site means that very few residences in St Helens are within an acceptable walking distance of the proposed site.

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.

The PRoW 102 realignment is not likely to be sufficient to meet sustainable travel policy requirements in isolation, as such it is recommended that the PRoW 102 be left on its current alignment and the connection into it would be an active travel route under the maintenance of the site developer.

Postcode distribution analysis would seem to further emphasise the need for provision of sustainable travel measures for St Helens into the site beyond just that of a connection from the site into PRoW 102

TRACC Public Transport analysis demonstrates that there is limited direct provision from St Helens into Warrington, particularly from the west of the site from St Helens Town Centre.

On this basis, it is understood that extending existing services into Warrington and to the Omega site from St Helens be secured via appropriate condition securing and/or developer contribution.

MerseyTravel will need to be fully consulted with regards to determining the most appropriate provision of any alteration to provide cross-boundary bus services.

Financial contributions should be sought to enable such provision to occur and the altered / extended service will be required from the day of opening of the development.

Workplace Travel Plan

Framework 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 3 below presents a summary of the proposed Travel Plan measures which are outlined in the TA.

Table 3: 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, contact details including name and number should be provided to 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.	This is welcomed. Clarity would be required in the full Travel Plan 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.
Public Transport Initiatives	

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

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.	This is welcomed, alongside Travel on bus integration for the site
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.
Private Car User Initiatives	
Establish a formal car sharing scheme.	A formal car sharing scheme is welcomed. The full site-specific 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.

It is also noted that the developer is proposing to provide covered cycle parking, shower, changing and locker facilities.

The Framework Travel Plan is considered to represent an appropriate document to become a full Travel Plan when the site is operational, in conjunction with the overarching and existing Omega site Travel Plan and co-ordinator.

Full (Site-Specific) Travel Plan

The FTP provides an over-arching document for the development of detailed site-specific Travel Plans, which are relevant to end users and occupiers etc. The FTP therefore provides a start point for development of the detailed Travel Plans.

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

Measuring travel behaviour change through annual staff surveys will be necessary to determine the success of the Travel Plan measures. Mott MacDonald note that an initial staff survey will be required to establish a baseline and refine targets.

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.

A series of key points identified from the Travel Plan review are noted below.

Key Points

The FTP represents an appropriate document to become a full Travel Plan when the site is operational, in conjunction with the overarching and existing Omega site Travel Plan and co-ordinator.

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

Measuring travel behaviour change through annual staff surveys will be necessary to determine the success of the Travel Plan measures. An initial staff survey will be required to establish a baseline and refine targets.

Initial targets should be set based on baseline data from Journey to Work mode share statistics or, preferably using monitoring data from operational sites at Omega.

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 the St Helens SPD.

The parking proposals for the detailed element of the application (Unit 1) is understood to have been developed specifically to respond to the requirements of the identified occupier.

Peak demands at shift changeover times are a key aspect of this determination. The proposed parking levels for the detailed element of the application have been derived to 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.

As such, the parking provision (all types) for the detailed element of the application is summarised in Table 4. It should be noted that these numbers are derived from the latest available site layout plan (drawing ref: 6385 - 181 E).

Table 4: St Helens parking standards and site provision for Unit 1

	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	36	-	-
HGV / Trailer Bays	No requirement	360	-	-

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, 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:

“... 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.”

For the outline element of the application, it is recommended that plans for the following aspects need to be confirmed prior to the development being brought into use.

- Servicing,

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

- Cycle parking, and
- Vehicular parking requirements.

A series of key points identified from the Parking review are noted below.

Key Points

The parking proposals for the detailed element of the application (Unit 1) is understood to have been developed specifically to respond to the requirements of the identified occupier.

The proposed parking levels reflect the growing trend for increased use of robotics, in conjunction with travel plans, this reduces the demand for car parking.

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.

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:

For the outline application, plans for servicing and parking will be needed.

Zone 8 Roundabout – Dimensions

The arms of the proposed roundabout provide access to the following:

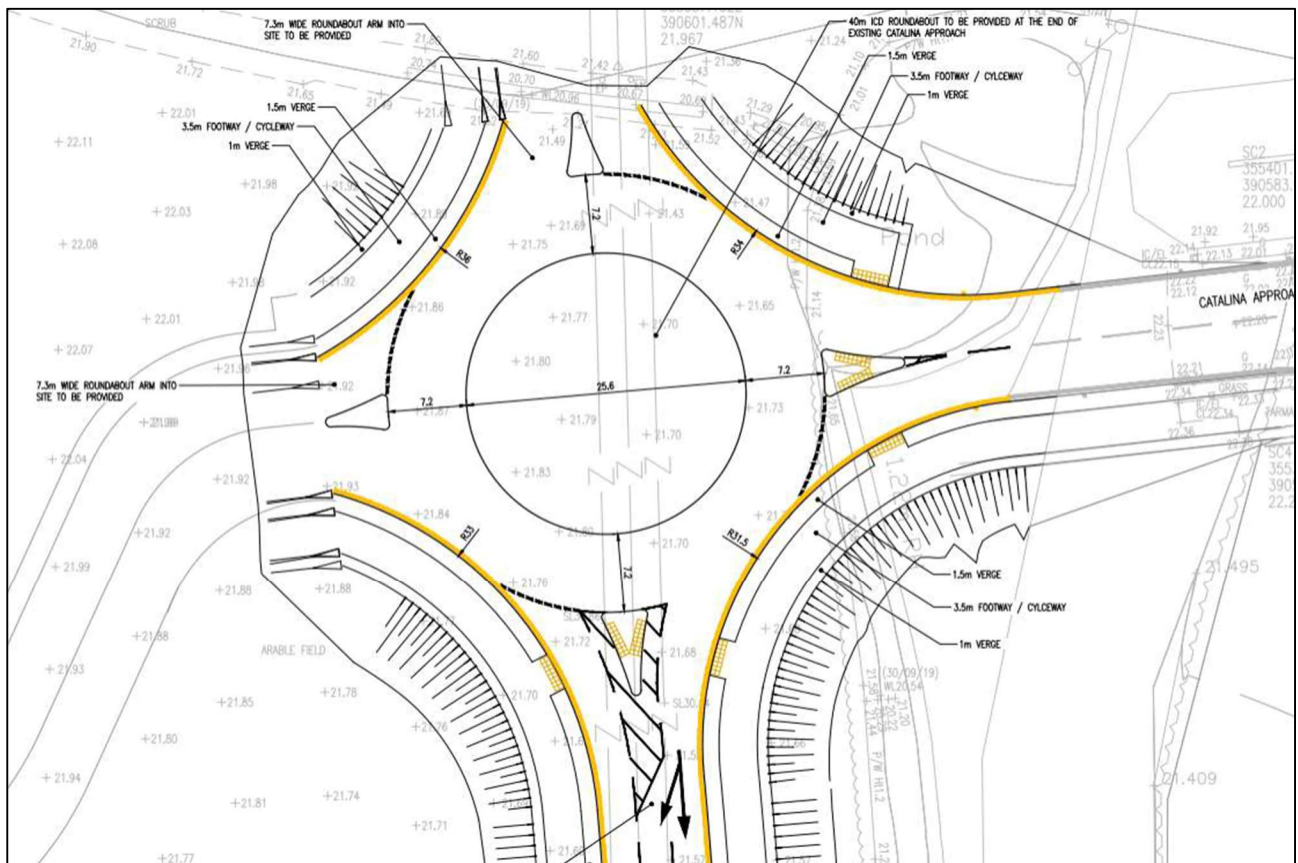
- Northern Arm – Stub end for future development;
- Eastern Arm – Catalina Approach, access to the wider network;
- Southern Arm – Access to the majority of the proposed development; and
- Western Arm – Access to the Logistics yard of Unit 1.

The junction is proposed with 7.3m approach roads, with a 7.2m circulatory width and an overall Inscribed Circle Diameter of 40m. 3.5m shared footway / cycleway is proposed as per existing provision within the Omega development site. This is considered appropriate.

Tactile crossings are proposed at all crossing points.

The above is shown in Figure 14.

Figure 14: Detail of Zone 8 Roundabout



Zone 8 Roundabout – Visibility Splays

A 2.4m by 70m visibility splay has been provided for the car park access/egress junction located to the south of the Catalina Way / Service Yard roundabout shown in Figure 14. This is in accordance with CD 123 paragraph 3.4 (formerly TD 16/07 paragraph 7.3). This is considered appropriate.

Roundabout visibility splays have been derived in accordance with CD 116 paragraph 3.43 (formerly TD 16/07 paragraph 8.4). This is considered appropriate.

Pedestrian crossing visibility splays have been provided in accordance with CD 116 paragraph 3.53 (formerly TD 16/07 paragraph 8.12). This is considered appropriate.

Zone 8 Roundabout – Swept Path Analysis

A 16.5m articulated HGV has been assessed on the proposed layout using Swept Path Analysis. The analysis demonstrates that all movements are possible with no overruns of the footway or central islands etc.

Zone 8 Site Access Roundabout Summary

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

Key Points

The site is to be accessed via a new roundabout at the opposite end of Catalina Approach. This junction and associated infrastructure would potentially need to be adopted by St Helens Council.

Discussions will take place with Warrington Borough Council regarding potential transfer of rights in relation to maintenance of this section of highway.

The proposed design of the Zone 8 access roundabout is considered appropriate.

Swept path analysis confirms the applicability of the junction design.

Highway Impact Assessment

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.

In addition to the above, the zone 8 roundabout has also been assessed as part of post-application work.

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.

The junctions selected are considered appropriate for assessment of the development proposals.

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 directly impact on the operation 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.

The following scenarios are used within the TA, which are appropriate for representing the proposed planning strategy. It is noted that as part of scenario 5 the B1 development at Zones 1-2 is removed.

- **SCENARIO 2 (Reference Case):** Base (existing + currently committed Omega developments);
- **SCENARIO 5 (Zone 8 Scenario):** Base + Phases 4-7 (Zone 1&2 B2/B8 development + 300-unit residential development – Omega B1 Development) + Omega Zone 8 B2/B8 development.

Committed Developments

Section 8.4 of the TA 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.

In addition to the committed developments, the following consented development at Omega South is also taken into account in the TA.

- Zone 7 Mountpark B2 / B8 land uses (424,079sqft GFA remaining);
- Zones 3–6 residential (1,050 units remaining), discount food store (21,528sqft GFA), hotel and pub restaurant (30,677sqft GFA) and care home (80 beds);
- Omega Phases 4-7 residential development (300-unit net increase over Zone 3-6 allocation); and
- Zone 1 & 2 B1 development (640,000sqft GFA).

The inclusion of the Omega South development is appropriate for the planning strategy proposed as part of this application.

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, and similarly between 2019 to 2029.

Table 5: 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

Level	Area	Local Growth Factor
E02002608	Warrington 019	1.023
E02001427	St. Helens 022	1.024
Average		1.025

The TA uses the same factor for both the AM and PM peak periods. The AM peak period TEMPRO factor has been used as a blanket factor in order to provide a robust assessment, on the basis that it is higher than the equivalent PM factors.

This is shown in Figures 16 and 17, for the 2019-2029 growth factors, and is considered a robust approach on that basis.

Figure 16: 2019-2029 AM Growth Factors

Level	Area	Principal Local Growth Factor	Motorway Local Growth Factor
E02002592	Warrington 003	1.093	1.114
E02002595	Warrington 006	1.108	1.129
E02002598	Warrington 009	1.080	1.100
E02002599	Warrington 010	1.079	1.099
E02002602	Warrington 013	1.114	1.135
E02002604	Warrington 015	1.079	1.099
E02002605	Warrington 016	1.075	1.096
E02002607	Warrington 018	1.103	1.124
E02002608	Warrington 019	1.092	1.113
E02001427	St. Helens 022	1.085	1.106
Average		1.091	1.111

Source: WSP

Figure 17: 2019-2029 PM Growth Factors

Level	Area	Principal Local Growth Factor	Motorway Local Growth Factor
E02002592	Warrington 003	1.091	1.112
E02002595	Warrington 006	1.103	1.124
E02002598	Warrington 009	1.077	1.097
E02002599	Warrington 010	1.075	1.095
E02002602	Warrington 013	1.109	1.130
E02002604	Warrington 015	1.072	1.092
E02002605	Warrington 016	1.071	1.091
E02002607	Warrington 018	1.098	1.119
E02002608	Warrington 019	1.090	1.111
E02001427	St. Helens 022	1.079	1.099
Average		1.086	1.107

Source: WSP

Vehicle 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, 6 and 7.

Table 5. Omega Zone 8: Proposed B2 Development Trips

B2 Use Class	Time Period			
	07:45-08:45		16:45-17:45	
	In	Out	In	Out
General Vehicle Trip Rate	0.187	0.039	0.109	0.190
HGV Trip Rate	0.021	0.037	0.050	0.037
General Vehicle Trips (PCU)	115	24	67	117
HGV Trips (PCU)	13	23	31	23

Table 6. Omega Zone 8: Proposed B8 Development Trips

B8 Use Class	Time Period			
	07:45-08:45		16:45-17:45	
	In	Out	In	Out
General Vehicle Trip Rate	0.080	0.020	0.045	0.093
HGV Trip Rate	0.065	0.060	0.064	0.048
General Vehicle Trips (PCU)	115	28	65	134
HGV Trips (PCU)	94	86	92	69

Table 7. Omega Zone 8: Total Development Trips

Total	Time Period			
	07:45-08:45		16:45-17:45	
	In	Out	In	Out
General Vehicle Trips (PCU)	230	52	132	251
HGV Trips (PCU)	106	109	123	92

The Trip Rates and the associated Trip Generation volumes are considered appropriate for use in assessment of the development highway impacts and operation.

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.

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. This approach is considered acceptable and a valid representation of the proposed site.

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 most of the junctions are not within St Helens, review of the operational assessments has not been considered by Mott MacDonald with the views of Highways England Warrington sought in relation to their relevant junctions.

Site Access Roundabout

The site access junction has been modelled using Junctions9 and the results are provided in Table 8.

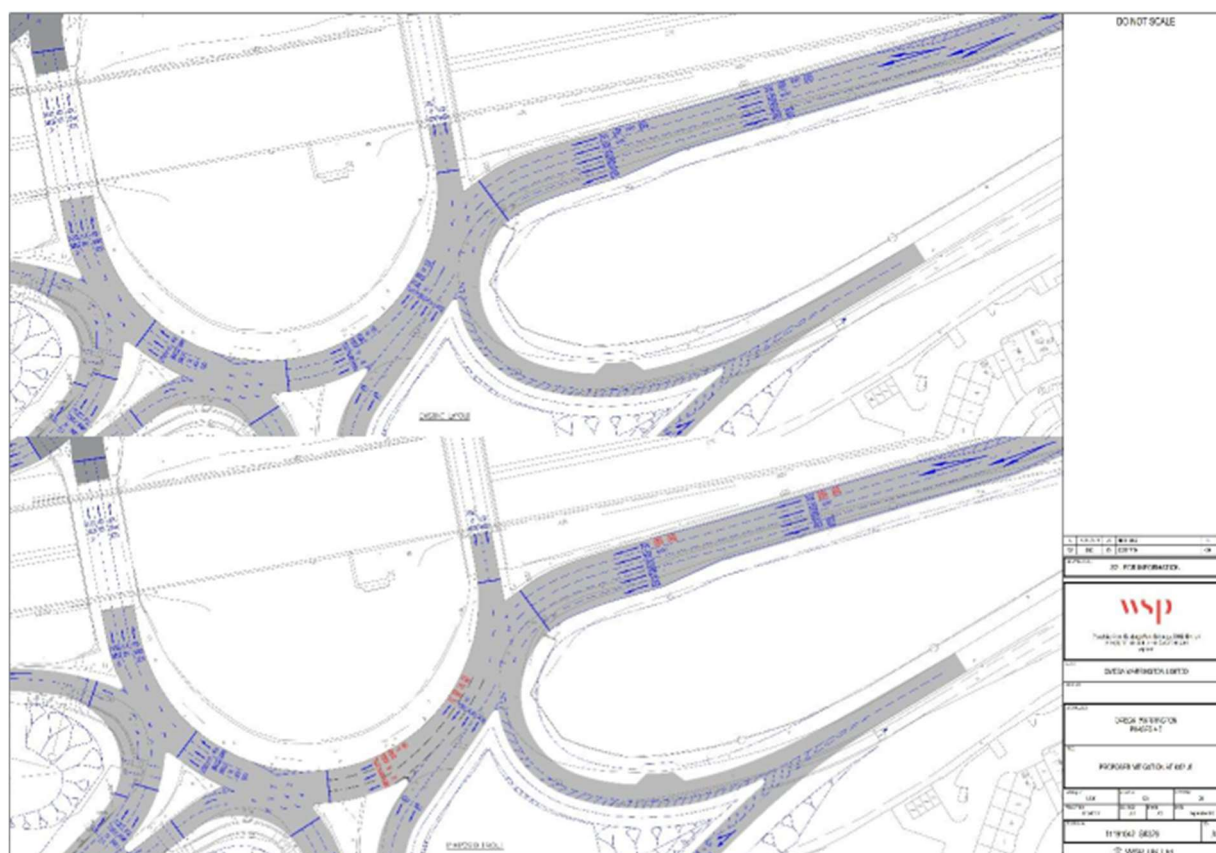
Table 8: Zone 8 Roundabout

Approach	2020 AM with Dev		2020 PM with Dev	
	RfC	Queue	RfC	Queue
Northern Arm	0.00	0	0.00	0
Catalina Way	0.22	0	0.17	0
Southern Arm	0.09	0	0.26	0
Western Arm (site access)	0.03	0	0.03	0

The modelling results illustrate that the junction operates within capacity during the AM and PM peak hours, at the 2021 opening year. As such, the design of the junction is considered appropriate, and it should also be noted that the junction is forecast to operate well within capacity in relation to any expansion of development and increase in traffic.

M62 J8

For M62 J8 a mitigation scheme has been proposed to accommodate alterations in traffic demands associated with the wider planning strategy outlined in chapter 1 of this technical note. The proposed scheme is shown in Figure 18.

Figure 18: M62 J8 Proposed Amendment

Source: WSP

Highways England have confirmed they are content with the proposed scheme and the replication of the scheme in the associated Transyt modelling.

Other Junctions

At the time of writing no response has been received from Warrington Council with regards to the following junctions.

- Burtonwood Road / Lockheed Road roundabout;
- Burtonwood Road / Charon Way signalised junction;
- Burtonwood Road / Kingswood Road signalised junction;
- Burtonwood Road / Westbrook Way roundabout;
- Skyline Drive / Fairchild Road priority junction; and
- Omega Boulevard / Catalina Way roundabout.

The above junctions are all within Warrington, and subject to the highway authority control.

A series of key points have been identified from review of the operational assessments.

Key Points

The geographical and temporal scope of the junction assessments are considered appropriate for assessment of the development proposals.

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 directly impact on the operation of Zone 8 as a site.

The assessment scenario in the operational assessments includes removal of the B1 element at zones 1-2

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.

For traffic growth the AM peak TEMPRO factor has been used as a blanket factor in order to provide a robust assessment, on the basis that it is higher than the equivalent PM factors. This is considered a robust approach.

The Trip Rates and the associated Trip Generation volumes are considered appropriate for use in assessment of the development highway impacts and operation.

The Trip Distribution and Assignment methodology is considered a valid approach for assessment of the zone 8 proposals.

Modelling results illustrate that the site access junction operates within capacity during the AM and PM peak hours, at the 2021 opening year. As such, the design of the junction is considered appropriate.

Highways England have provided confirmation of their acceptance of the M62 J8 mitigation proposals.

At the time of writing, no feedback regarding the junctions in Warrington had been received from WBC.

Construction Environmental Management Plan (CEMP)

Infrastructure CEMP

A CEMP has been prepared by Omega Warrington Ltd associated with the construction of the access junction (site access roundabout), which once completed will enable access to the adjacent Unit 1 site from Catalina Approach.

The planned haul route for construction traffic is from Junction 9 of the M62, via Skyline Drive which is the most direct route to Junction 8 of the M62. Access to the site will be via existing gates from Catalina Approach.

To enable access to the adjacent Unit 1 site during construction of the site access roundabout a temporary 8m wide tarmac haul road will be constructed immediately east of the proposed site access roundabout linking into the Unit 1 site north of the carriageway.

Directional signage will be implemented to ensure that construction traffic utilises designated routes to minimise the effect on the surrounding road network.

The site will be secured with heras fencing as shown in Drawing 16903-10CEMO_A, attached at Appendix C of the CEMP. The site will have a security presence on site during non-operational times.

All persons including staff/contractors, visitors and deliveries will enter the site via the gated access and will sign in at the site office located on the site compound. The gates will be kept shut and locked when not in use.

A compound layout plan shows the intended arrangement of the construction compound. This shows indicative locations of the site office, welfare facilities, segregated pedestrian walkway, contractor parking material laydown area and plant parking. Appropriate signage will be used to direct users along the haul road to the site compound and to the appropriate location.

All materials are to be stored in the site compound in the locations shown indicatively in the CEMP. Deliveries will be planned to arrive just in time, reducing double handling and avoiding the need to store large quantities of materials on-site. All loading and unloading will occur on-site and not on the adopted highway. All vehicles will enter and leave the construction site in forward gear.

The CEMP does not include details of proposed temporary hard standing areas. Extents of proposed temporary surfacing should be shown on a plan.

The CEMP indicates that a wheel wash may be also be required at the site access point. Wheel wash facilities MUST be provided in proximity of the site egress location.

Local roads will be maintained using a street sweeper on a regular basis throughout the works to ensure the highway cleanliness is maintained.

The CEMP does not specifically detail the working hours/hours of operation. However, the CEMP indicates that no noisy work will occur before 08:00 or after 18:00 on weekdays or before 08:30 and after 14:00 on Saturdays. The gates will be locked between 08:00 and 17:45, this is therefore assumed to be the planned hours of operation. Hours of operation need to be defined on weekdays and Saturday. No work to be

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

undertaken on a Sunday or Bank Holiday. HGV movements will be restricted to avoid peak hours where possible.

Omega Zone 8 CEMP

A CEMP has been prepared by Quod associated with the construction of the 'detailed component' of the hybrid planning application (Ref. No. P/2020/0061/HYBR).

Access to the site will be the same as the infrastructure CEMP, via Skyline Drive. Prior to the site access roundabout being constructed, a temporary 8m width haul road will be constructed that bypasses the site access roundabout construction area from Catalina Boulevard. A secondary access route via Lingley Green Avenue will enable access to and from the site in the event of a road blockage/incident.

Directional signage will be in place to ensure construction traffic follows the designated routes to minimise adverse impacts on the surrounding network.

Hera fencing will be erected around the perimeter of the site area with a secure gated access. In Appendix F (Drawing 16903-02CEMP_A) shows the extents of the Unit 1 site boundary and secure fence line.

All traffic associated with the project (including contractors, visitors and deliveries) will access the site via the dedicated haul road prior to the site access roundabout being completed. Upon completion of the site access roundabout the site will be accessed using the roundabout.

A construction compound location plan has been provided. This shows dedicated areas indicatively for the site compounds. No details are provided as to how the compounds will be arranged.

A preliminary construction site layout plan needs to be provided for the Unit 1 CEMP and should show the following:

- Temporary surfacing
- Site office(s)
- Site welfare facilities
- Contractor parking (with capacity)
- Material delivery and collection areas
- Material storage areas and containers
- HGV turning area(s)
- Safe pedestrian route(s)

On-site wheel washing facilities will be in place at the site access/egress. A street sweeper will be used on local roads to remove material tracked out of the site as necessary.

Standard working hours will be 07:00 to 19:00 on weekdays and 07:00 to 14:00 on Saturdays. No working will be permitted on Sundays or Bank Holidays. These hours will be strictly adhered to with the exception of limited circumstances whereby the works do not affect the local environment or where failure to do work would result in harm either in terms of safety/emergency or to the environment.

The CEMP states that HGV movements will be restricted as far as reasonably possible so as to avoid peak traffic flow periods (i.e. from 08:00-09:00am and 17:00-18:00pm). Material deliveries and vehicle access to the site will be scheduled on a just in time basis to avoid the need for vehicles to queue when entering or leaving the site.

The construction programme shows an 83 week programme from September for main construction activities, with an 86 week programme for the fit-out commencing in January 2022. Given the relatively minor scale of

the infrastructure project and the impact this will have on the site, phasing is not considered to be an issue. If the LPA requires certainty that there will be no issues arising from construction activities being undertaken concurrently then a pre-commencement condition should be placed on the Unit 1 application to ensure the roundabout is constructed prior to commencement of construction on the Unit 1 site.

Key Points

Infrastructure CEMP

Extents of proposed temporary surfacing should be shown on a plan.

Wheel wash facilities MUST be provided in proximity of the site egress location

Hours of operation need to be defined on weekdays and Saturday. No work to be undertaken on a Sunday or Bank Holiday.

Unit 1 CEMP

A preliminary construction site layout plan needs to be provided for the Unit 1 CEMP and should show the following

- Temporary surfacing
- Site office(s)
- Site welfare facilities
- Contractor parking (with capacity)
- Material delivery and collection areas
- Material storage areas and containers
- HGV turning area(s)
- Safe pedestrian route(s)

If the LPA requires certainty that there will be no issues arising from construction activities being undertaken concurrently then a pre-commencement condition should be placed on the Unit 1 application to ensure the roundabout is constructed prior to commencement of construction on the Unit 1 site.

Alternatively, if the LPA requires certainty that the development when operational, can only be accessed via the new junction and road from Catalina Way, then a site access condition should be placed on the Unit 1 application to ensure the roundabout is completed prior to occupation of the Unit 1 site

Conditions

Preamble

Conditions are separated by those associated with the full (Unit 1) application and those with the outline application.

Full (Unit 1) Application Conditions

Bus Service Extension

Prior to occupation a scheme for the rerouting / extension of existing bus services from St Helens to the site shall be implemented in accordance with details that have been agreed with Merseytravel and approved in writing by, the Council as Local Planning Authority.

Reason: To establish measures to encourage more sustainable non-car modes of transport and ensure that the development is sustainable; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens' Infrastructure Needs of the adopted Core Strategy.

Bus Stop Infrastructure

Prior to occupation the proposed new bus stop / shelter, as illustrated in Figure 4-2 of the Transport Assessment shall be implemented in accordance with precise scheme details that have first been submitted to, and approved in writing by, the Council as Local Planning Authority.

Reason: To establish measures to encourage more sustainable non-car modes of transport and ensure that the development is sustainable; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens' Infrastructure Needs of the adopted Core Strategy.

B52 Bus Service Extension

Prior to occupation the diversion of the Omega bus service (B52) to the site shall be implemented in accordance with details that have been approved in writing by, the Council as Local Planning Authority.

Reason: To establish measures to encourage more sustainable non-car modes of transport and ensure that the development is sustainable; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens' Infrastructure Needs of the adopted Core Strategy.

Site Access Roundabout

No development shall take place until a scheme for the design of the site access roundabout at Catalina Way has been submitted to and approved in writing by the Council as Local Planning Authority. The access shall be designed in accordance with the principles set out in the approved site layout plan (ref: 6385-181 E).

The approved scheme shall subsequently be constructed to binder course surfacing level and completed prior to occupation. The access shall be kept available for use at all times.

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Reason: In order that the Council is satisfied that the highway works are carried out to the appropriate standard before any development commences on the site, in the interests of highway safety; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens’ Infrastructure Needs of the adopted Core Strategy.

Access Road Surfacing

No unit within the development hereby approved shall be occupied or any first use commenced until that part of the internal highway infrastructure, which provides access to the unit 1, has been constructed to binder course surfacing level (or block paved) and is available for use in accordance with the approved plans.

Reason: To ensure that satisfactory access is provided before the development becomes operative in the interests of road safety and the convenience of users of the highway; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens’ Infrastructure Needs of the adopted Core Strategy.

Parking – Laying Out

The areas indicated on the submitted plans to be set aside for parking and servicing shall be surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown in drawing number 6385-181 E / prior to the first use of Unit 1. The parking and servicing areas shall be retained as such thereafter and shall not be used in a manner that prevents the parking of vehicles.

Reason: To ensure that adequate provision is made on the site for the traffic generated by the development including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance; in accordance with the provision of Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens’ Infrastructure Needs of the adopted Core Strategy.

Travel Plan Co-ordinator

The development shall not be occupied until the owners and occupiers of the site have appointed a Travel Plan Coordinator. The Travel Plan Coordinator shall be responsible for the implementation, delivery, monitoring and promotion of the Travel Plan, including the day-to-day management of the steps identified to secure the sustainable transport initiatives. The details (name, address, telephone number and email address) of the Travel Plan Coordinator shall be notified to the Council as Local Planning Authority upon appointment and immediately upon any change.

Reason: To ensure that the approved Travel Plan Coordinator is implemented, in order to establish sustainable, non-car modes of transport; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens’ Infrastructure Needs of the adopted Core Strategy.

Travel Plan

Prior to occupation of the development a travel plan shall be submitted to and approved in writing by the Council as Local Planning Authority. The plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the travel plan shall include but not be limited to:

- Operational details of a shuttle bus service;
- Involvement of employees;

- Information on existing transport policies, services and facilities, travel behaviour and attitudes;
- Updated information on access by all modes of transport;
- Resource allocation including Travel Plan Coordinator and budget;
- A parking management strategy;
- A marketing and communications strategy;
- An action plan including a timetable for the implementation of each such element of the above; and
- Mechanisms for monitoring, reviewing and implementing the travel plan.

The approved travel plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied and in use.

An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years. The annual report shall include a review of the travel plan measures, monitoring data and an updated action plan.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens’ Infrastructure Needs of the adopted Core Strategy.

Construction Traffic Management Plan

The development shall be carried out in accordance with the approved Construction Environmental Traffic Plans, unless otherwise agreed in writing with the Council as Local Planning Authority.

Reason: To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity; in accordance with Policies CP1 – Ensuring Quality Development in St Helens and CP2 – Creating an Accessible St Helens of the adopted Core Strategy.

Outline Application Conditions

Noting the outline nature of the application, St Helens Council has previously recommended that plans for the following aspects need to be confirmed prior to the development being brought into use.

- Servicing,
- Cycle parking,
- Car parking standards,
- Framework Travel Plan, and
- Travel Plan co-ordinator.

It is noted that parking provision will be considered in further detail as part of any reserved matters application.

It is also noted from correspondence with Merseytravel that the extension of existing bus services into Warrington is a possibility and the viability of such a service extension has been considered.

A final Travel Plan for the development cannot be produced until site occupants and occupation is known and has occurred. It is recommended that the full Travel Plan will need to be produced prior to site occupation, to provide a commitment to sustainable measures and associated targets. Prior to development of a full Travel Plan, a framework Travel Plan has been produced by the applicant.

Parking & Servicing

A scheme identifying areas of parking and servicing shall be submitted to and approved in writing by the Council as local planning authority. The development shall not be brought into use until the areas identified have been surfaced, drained and permanently marked out or demarcated in accordance with the details agreed. The parking and servicing areas shall be retained as such thereafter and shall not be used in a manner that would prevent the parking of vehicles.

Reason: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance; in accordance with the provision of Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens’ Infrastructure Needs of the adopted Core Strategy.

Cycle Parking

No development shall take place until a scheme for the provision of cycle parking, in accordance with the Council's current standards, has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 2015 (or any other Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport, natural surveillance and security; in accordance with the provision of Policies CP1 – Ensuring Quality Development in St Helens and CP2 – Creating an Accessible St Helens of the adopted Core Strategy.

Travel Plan Co-ordinator

The development shall not be occupied until the owners and occupiers of the site have appointed a Travel Plan Coordinator. The Travel Plan Coordinator shall be responsible for the implementation, delivery, monitoring and promotion of the Travel Plan, including the day-to-day management of the steps identified to secure the sustainable transport initiatives. The details (name, address, telephone number and email address) of the Travel Plan Coordinator shall be notified to the Council as Local Planning Authority upon appointment and immediately upon any change.

Reason: To ensure that the approved Travel Plan Coordinator is implemented, in order to establish sustainable, non-car modes of transport; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens’ Infrastructure Needs of the adopted Core Strategy.

Travel Plan

Prior to occupation of the development a travel plan shall be submitted to and approved in writing by the Council as Local Planning Authority. The plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the travel plan shall include but not be limited to:

- Operational details of a shuttle bus service;
- Involvement of employees;
- Information on existing transport policies, services and facilities, travel behaviour and attitudes;
- Updated information on access by all modes of transport;
- Resource allocation including Travel Plan Coordinator and budget;

- A parking management strategy;
- A marketing and communications strategy;
- An action plan including a timetable for the implementation of each such element of the above; and
- Mechanisms for monitoring, reviewing and implementing the travel plan.

The approved travel plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied and in use.

An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years. The annual report shall include a review of the travel plan measures, monitoring data and an updated action plan.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable; in accordance with Policies CP1 – Ensuring Quality Development in St Helens, CP2 – Creating an Accessible St Helens and CIN1 – Meeting St Helens’ Infrastructure Needs of the adopted Core Strategy.

Construction Traffic Management Plan

No works shall take place on the site at all until a method statement comprehensively detailing the phasing and logistics of construction has been submitted to and approved in writing by the Council as Local Planning Authority.

The method statement shall include, but not be limited to:

- Siting of temporary containers;
- Parking for contractors;
- Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition / construction;
- Areas of hard standing;
- Schedule for large vehicles delivering / exporting materials to and from site;
- Details of street sweeping / street cleansing;
- Hours of working; and
- Phasing of works.

The development shall be carried out in accordance with the approved plan, unless otherwise agreed in writing with the Council as Local Planning Authority.

Reason: To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity; in accordance with Policies CP1 – Ensuring Quality Development in St Helens and CP2 – Creating an Accessible St Helens of the adopted Core Strategy.

Informative

I-2 S38 Agreement

It is an offence to carry out any works within the public highway without permission of the Highway Authority. Permission under the Town and Country Planning Act 1990 should not be construed as approval to the highway engineering details necessary for including in an Agreement under S38 of the Highway Act 1980. If it is the applicant’s intention to offer any of the roadworks included in the application for adoption as maintainable highway, a S38 Agreement will be required. The applicant is advised to contact Jim Dutton,

Growth & Projects, Engineering Service, 4th Floor, Wesley House, Corporation Street, St. Helens, WA10 1HF (Tel: 01744 673302) to ascertain the details of such an agreement and the information to be provided.

I-6 Obstruction of Public Right of Way

The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.

Summary and Conclusions

Summary

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

The Transport Assessment has been derived to reflect the planning strategy. No allowance has been made for a combined scenario of B8 at Zone 8 and the B1 at Zones 1-2, and as such the development cannot proceed without the unilateral agreement.

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.

The National Planning Policy Framework [NPPF] (February 2019) is the current Government policy for planning and development in England. NPPF confirms the important role that transport plays in facilitating sustainable development. In paragraph 109 of the National Planning Policy Framework, it states that;

'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

This Technical Note has been undertaken within the context of the above.

The following provides relevant detail to the overarching context that the application and Transport Assessment has been derived in.

'Sustainable development is promoted within the policy (NPPF), with sustainable development assessed in terms of economic, social and environmental sustainability. The policy goes on to identify that each of these roles are mutually dependant and therefore cannot be considered in isolation. Encouraging sustainable economic growth is the overarching theme of the policy, which will be achieved through seeking positive improvements in the built, natural and historic environment, and making it easier for jobs to be created in cities, towns and villages.'

The reference to job creation in the context of the built, natural and historic environment is a key aspect of the application and mitigation measures have been derived which pay due cognisance to this aspect.

the existing Omega site is still reliant on private car use, with 81% of trips made using car. Measures will need to be put in place to increase the sustainable mode share of trips from St Helens.

The development site location on the outskirts of the Omega site means that very few residences in St Helens are within an acceptable walking distance of the proposed site.

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.

The PRoW 102 realignment is not likely to be sufficient to meet sustainable travel policy requirements in isolation, as such it is recommended that the PRoW 102 be left on its current alignment and the connection into it would be an active travel route under the maintenance of the site developer.

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Postcode distribution analysis would seem to further emphasise the need for provision of sustainable travel measures for St Helens into the site beyond just that of a connection from the site into PRoW 102

TRACC Public Transport analysis demonstrates that there is limited direct provision from St Helens into Warrington, particularly from the west of the site from St Helens Town Centre.

On this basis, it is understood that extending existing services into Warrington and to the Omega site from St Helens be secured via appropriate condition securing and/or developer contribution.

MerseyTravel will need to be fully consulted with regards to determining the most appropriate provision of any alteration to provide cross-boundary bus services.

Financial contributions should be sought to enable such provision to occur and the altered / extended service will be required from the day of opening of the development.

The FTP represents an appropriate document to become a full Travel Plan when the site is operational, in conjunction with the overarching and existing Omega site Travel Plan and co-ordinator.

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

Measuring travel behaviour change through annual staff surveys will be necessary to determine the success of the Travel Plan measures. An initial staff survey will be required to establish a baseline and refine targets.

Initial targets should be set based on baseline data from Journey to Work mode share statistics or, preferably using monitoring data from operational sites at Omega.

The site is to be accessed via a new roundabout at the opposite end of Catalina Approach. This junction and associated infrastructure would potentially need to be adopted by St Helens Council.

Discussions will take place with Warrington Borough Council regarding potential transfer of rights in relation to maintenance of this section of highway.

The proposed design of the Zone 8 access roundabout is considered appropriate.

Swept path analysis confirms the applicability of the junction design.

The geographical and temporal scope of the junction assessments are considered appropriate for assessment of the development proposals.

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 directly impact on the operation of Zone 8 as a site.

The assessment scenario in the operational assessments includes removal of the B1 element at zones 1-2

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.

For traffic growth the AM peak TEMPRO factor has been used as a blanket factor in order to provide a robust assessment, on the basis that it is higher than the equivalent PM factors. This is considered a robust approach.

The Trip Rates and the associated Trip Generation volumes are considered appropriate for use in assessment of the development highway impacts and operation.

The Trip Distribution and Assignment methodology is considered a valid approach for assessment of the zone 8 proposals.

Modelling results illustrate that the site access junction operates within capacity during the AM and PM peak hours, at the 2021 opening year. As such, the design of the junction is considered appropriate.

Highways England have provided confirmation of their acceptance of the M62 J8 mitigation proposals.

At the time of writing, no feedback regarding the junctions in Warrington had been received from WBC.

Infrastructure CEMP

Extents of proposed temporary surfacing should be shown on a plan.

Wheel wash facilities MUST be provided in proximity of the site egress location

Hours of operation need to be defined on weekdays and Saturday. No work to be undertaken on a Sunday or Bank Holiday.

Unit 1 CEMP

A preliminary construction site layout plan needs to be provided for the Unit 1 CEMP and should show the following

- Temporary surfacing
- Site office(s)
- Site welfare facilities
- Contractor parking (with capacity)
- Material delivery and collection areas
- Material storage areas and containers
- HGV turning area(s)
- Safe pedestrian route(s)

If the LPA requires certainty that there will be no issues arising from construction activities being undertake concurrently then a pre-commencement condition should be placed on the Unit 1 application to ensure the roundabout is constructed prior to commencement of construction on the Unit 1 site.

Alternatively, if the LPA requires certainty that the development when operational, can only be accessed via the new junction and road from Catalina Way, then a site access condition should be placed on the Unit 1 application to ensure the roundabout is completed prior to occupation of the Unit 1 site

Conclusions

Based on the information provided and the recommended conditions, Mott MacDonald are content that there will be no impact to the highway network in St Helens and it is therefore able to accommodate the development, paying due cognisance to the operational assessment results and the NPPF requirements. Additional public transport commitments will be required to ensure appropriate access from St Helens to the site.

As such, Mott MacDonald recommend no objection subject to conditions.

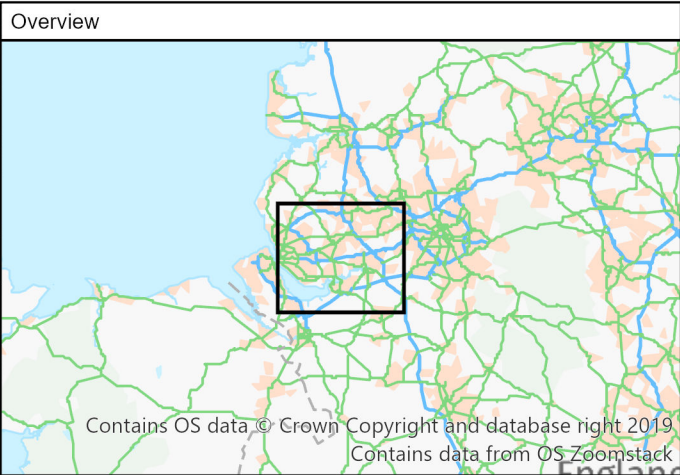
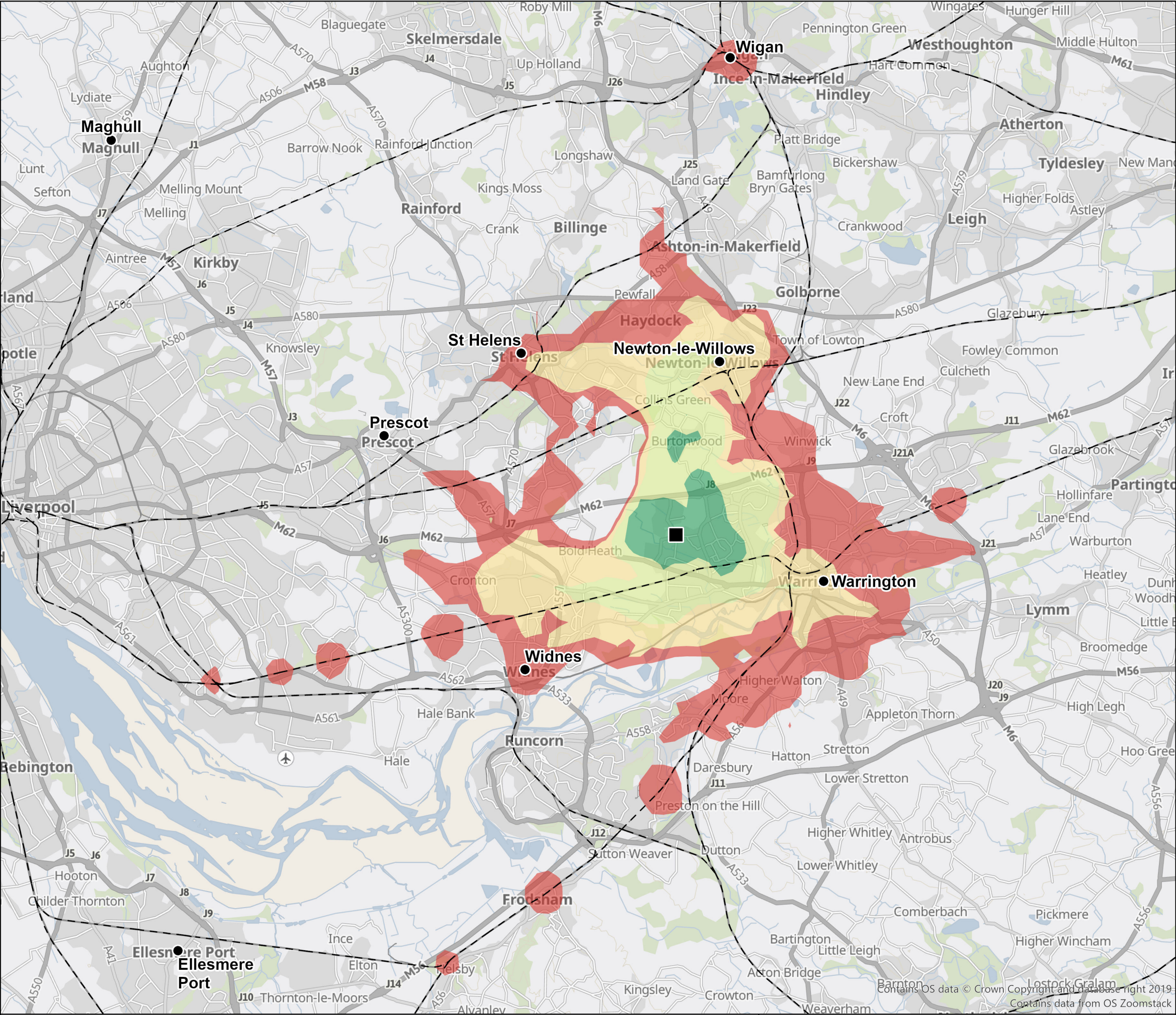
Appendix A

TRACC Public Transport Accessibility

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.



Public transport travel times from Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- 30 to 45 minutes
- 45 to 60 minutes

■ Omega Business Park
● Residential centres
-- Rail line

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

M

M

MOTT
MACDONALD

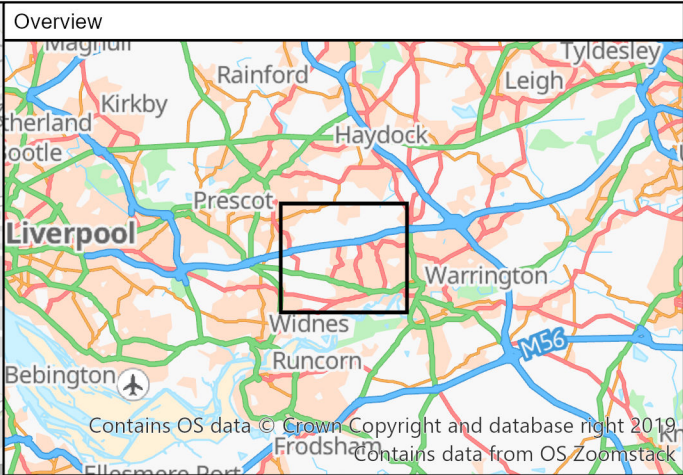
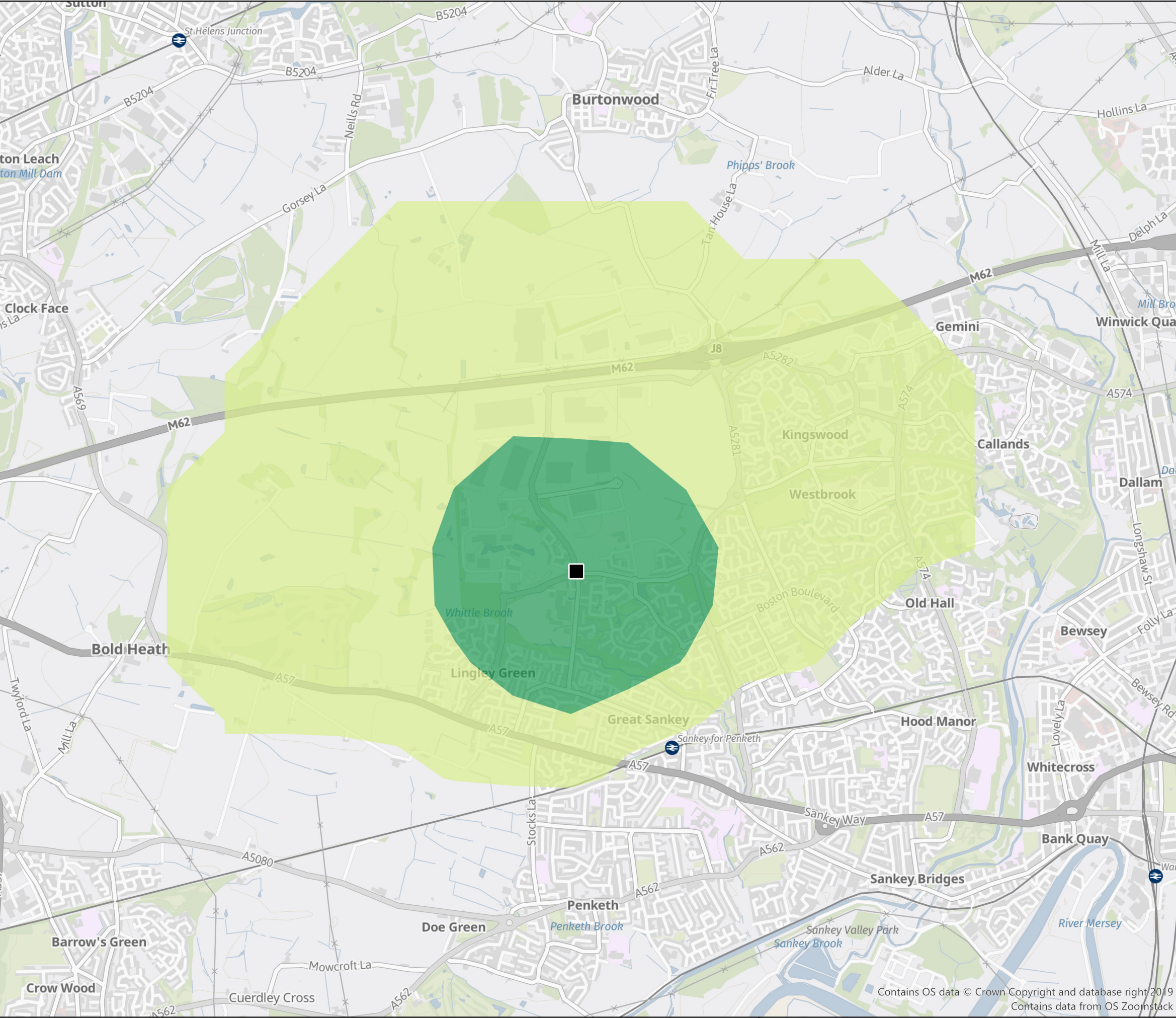
Royal Liver Building
Liverpool
United Kingdom

T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times
from Omega Business Park during
the AM peak period (07:00-09:00)

01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd



Public transport travel times from Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- Omega Business Park

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

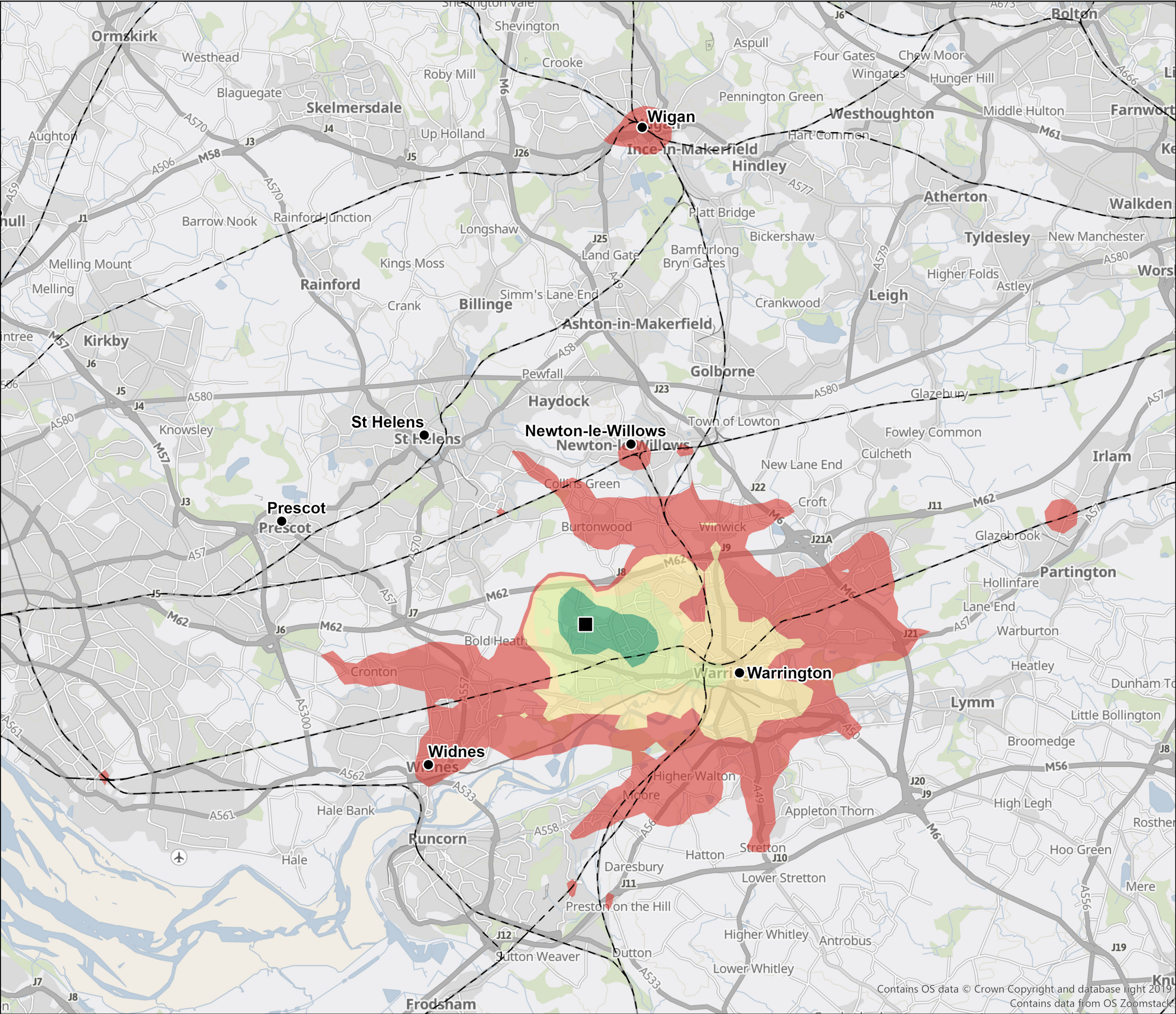
**MOTT
MACDONALD**

Royal Liver Building
Liverpool
United Kingdom

T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times from Omega Business Park during the early AM period (04:00-06:00)					
01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd



Public transport travel times from Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- 30 to 45 minutes
- 45 to 60 minutes

■ Omega Business Park

● Residential centres

-- Rail line

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

M

M

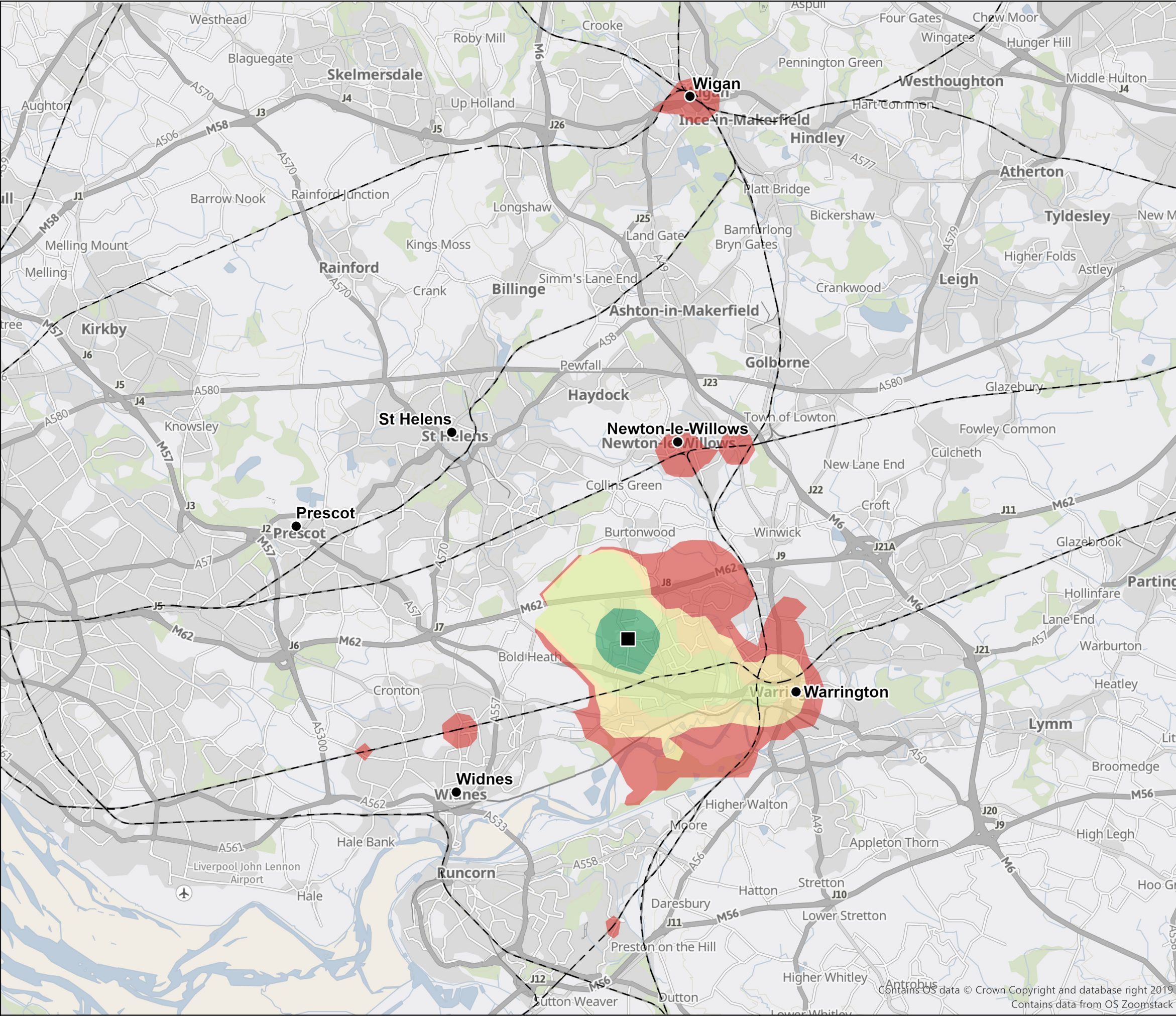
MOTT
MACDONALD

Royal Liver Building
Liverpool
United Kingdom

T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times from Omega Business Park during the inter peak period (10:00-16:00)					
01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd
Scale at A3		1:120,000			



Public transport travel times from Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- 30 to 45 minutes
- 45 to 60 minutes

■ Omega Business Park
● Residential centres
-- Rail line

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

**MOTT
MACDONALD**

Royal Liver Building
Liverpool
United Kingdom

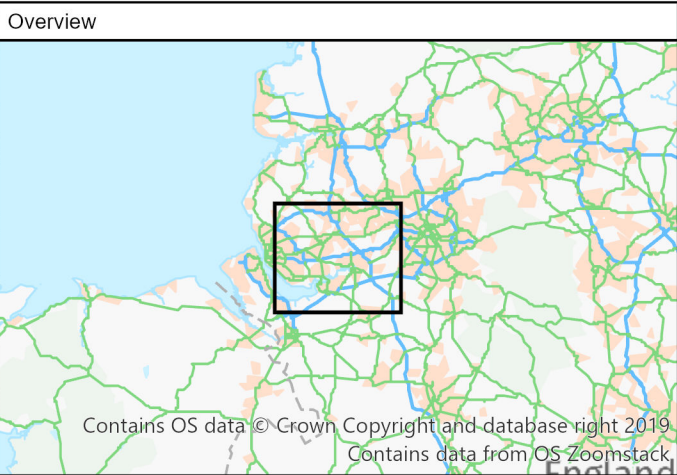
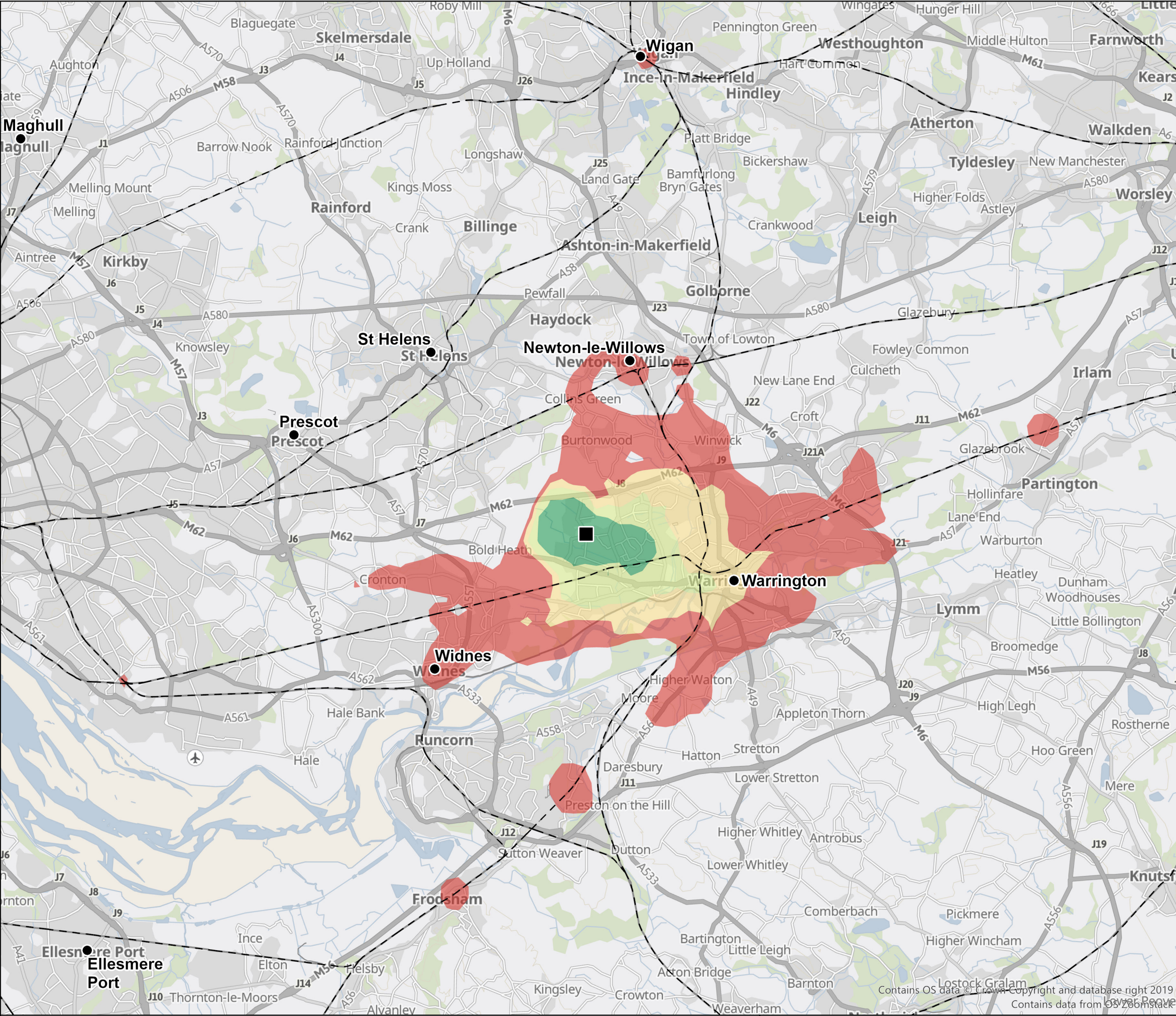
T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times
from Omega Business Park during
the late night period (20:00-22:00)

01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd

Scale at A3
1:110,000



Public transport travel times from Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- 30 to 45 minutes
- 45 to 60 minutes

■ Omega Business Park
● Residential centres
-- Rail line

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

M

M

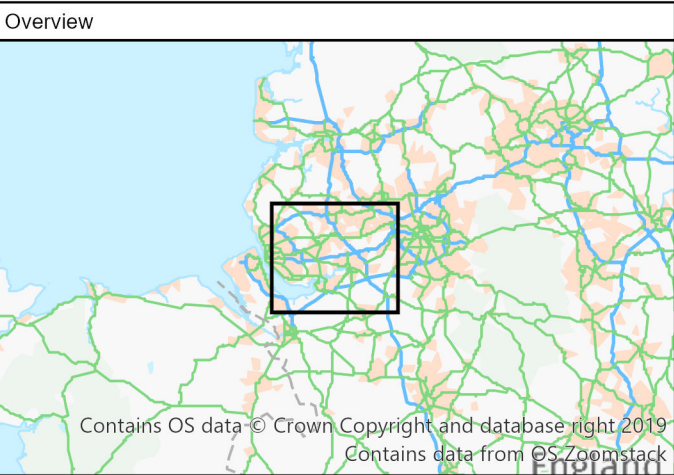
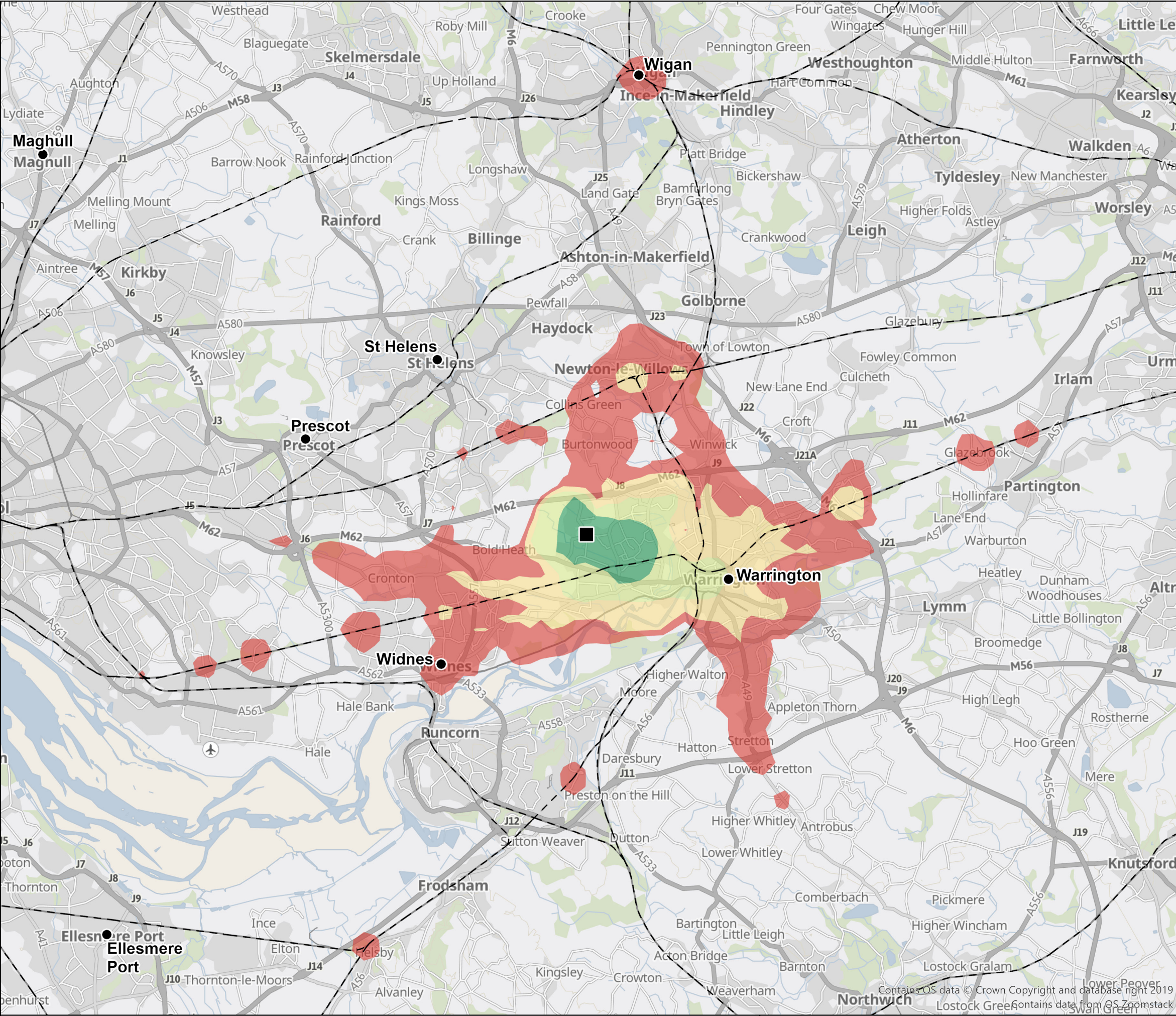
MOTT
MACDONALD

Royal Liver Building
Liverpool
United Kingdom

T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times from Omega Business Park during the PM peak period (16:00-18:00)					
01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd



Public transport travel times to Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- 30 to 45 minutes
- 45 to 60 minutes

■ Omega Business Park
● Residential centres
-- Rail line

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

M

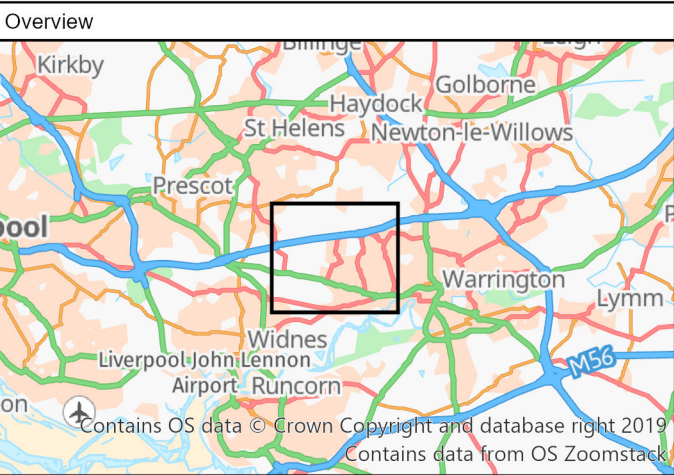
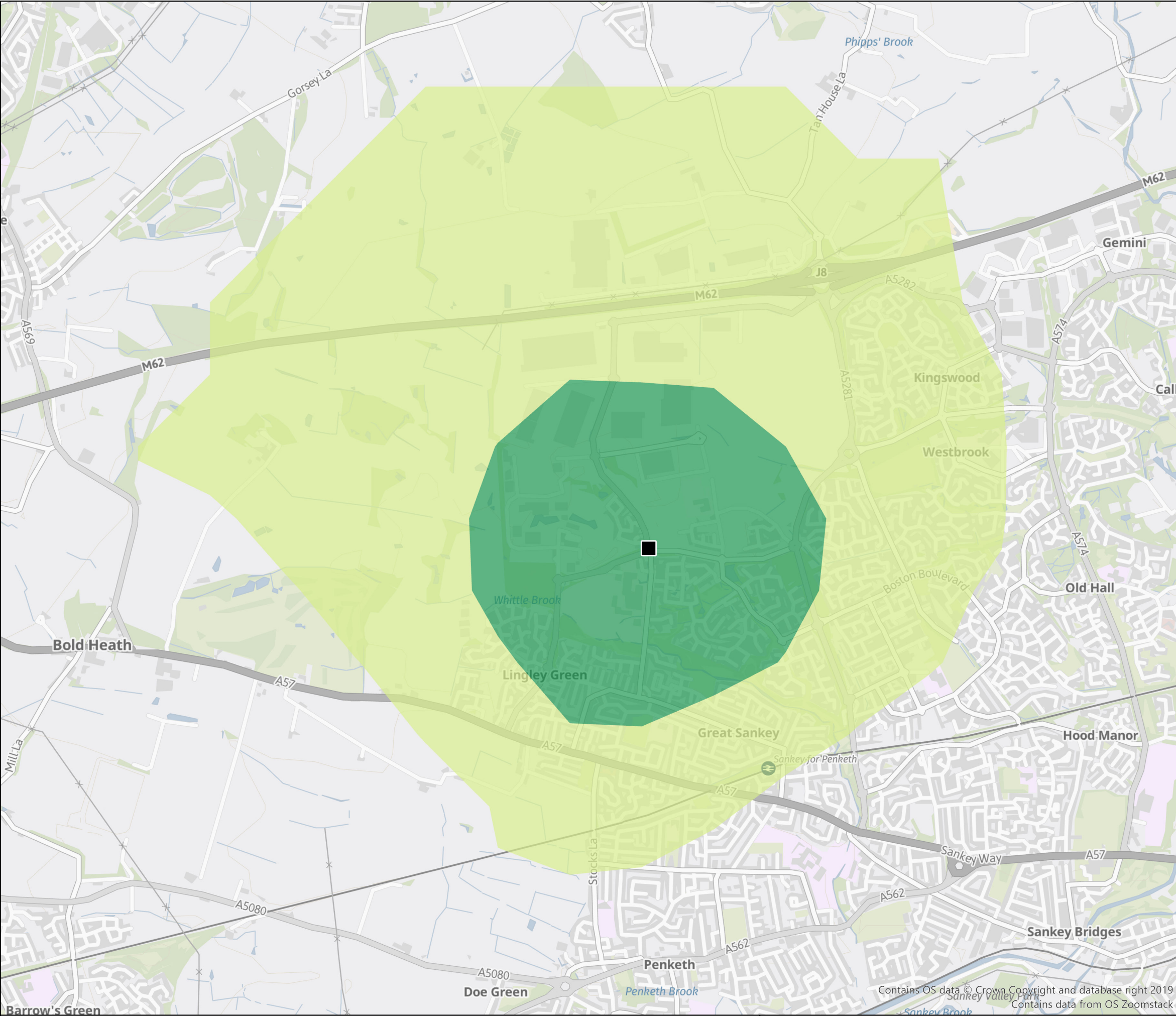
MOTT
MACDONALD

Royal Liver Building
Liverpool
United Kingdom

T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times to Omega Business Park during the AM peak period (07:00-09:00)					
01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd



Public transport travel times to Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- Omega Business Park

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

M

MOTT
MACDONALD

Royal Liver Building
Liverpool
United Kingdom

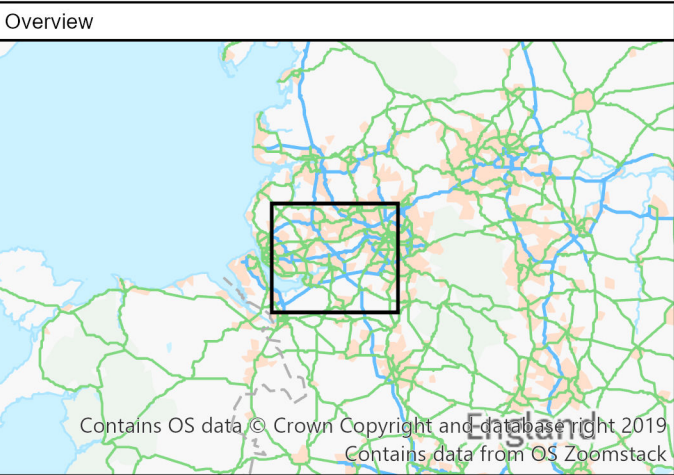
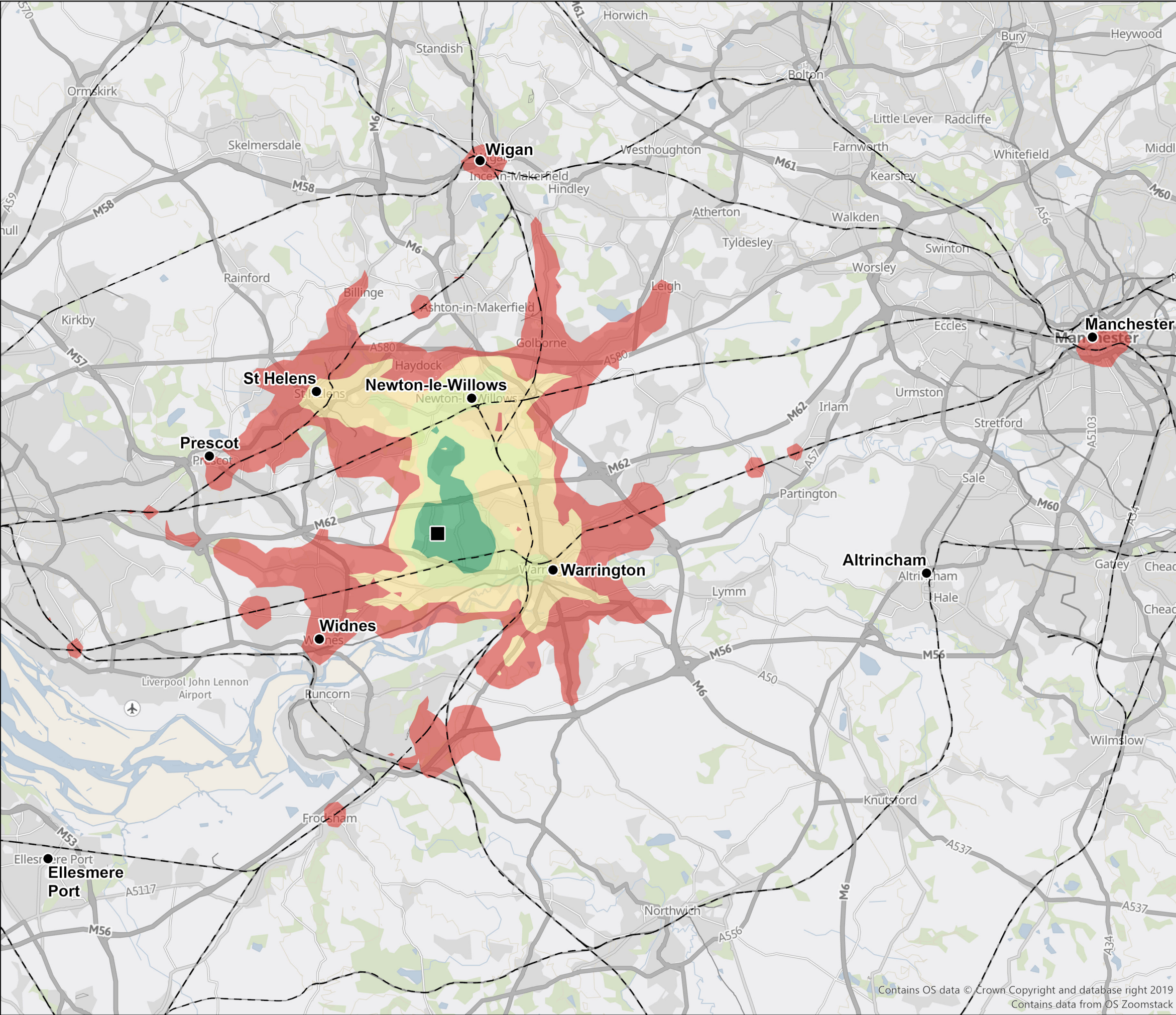
T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times
to Omega Business Park during
the early AM period (04:00-06:00)

01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd

Scale at A3
1:20,000



Public transport travel times to Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- 30 to 45 minutes
- 45 to 60 minutes

■ Omega Business Park
● Residential centres
-- Rail line

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

M

MOTT
MACDONALD

Royal Liver Building
Liverpool
United Kingdom

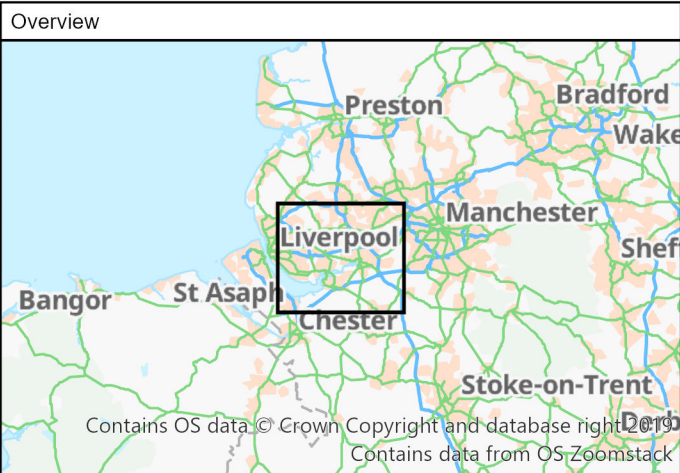
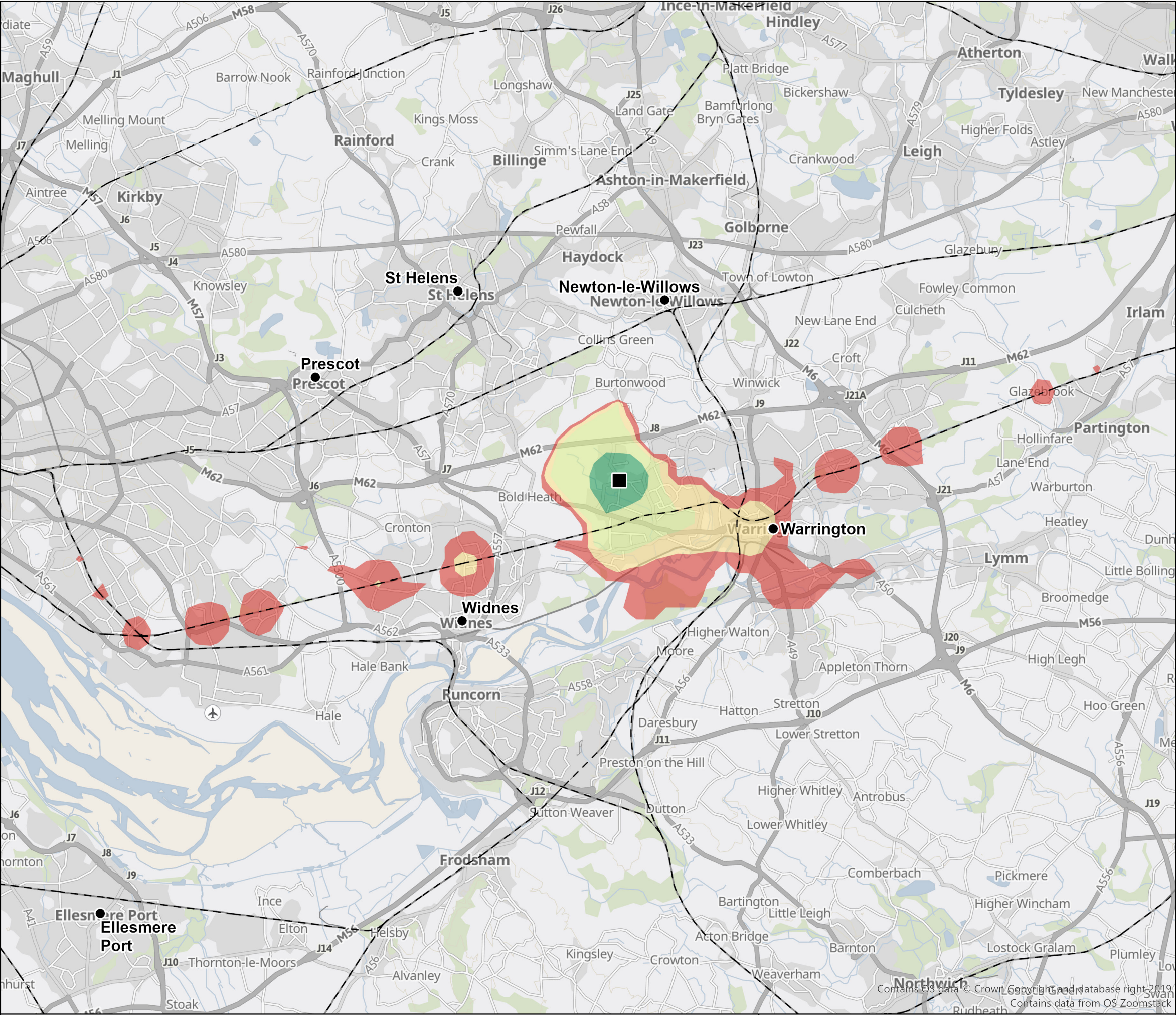
T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times to Omega Business Park during the inter peak period (10:00-16:00)

01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd

Scale at A3
1:160,000



Public transport travel times to Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- 30 to 45 minutes
- 45 to 60 minutes

■ Omega Business Park
● Residential centres
-- Rail line

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

M

M

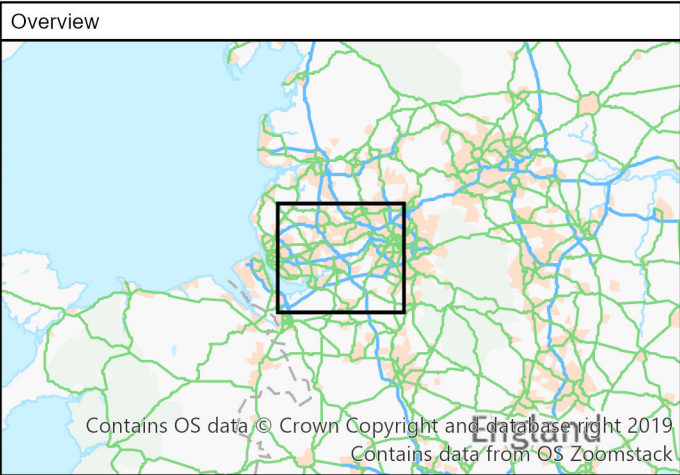
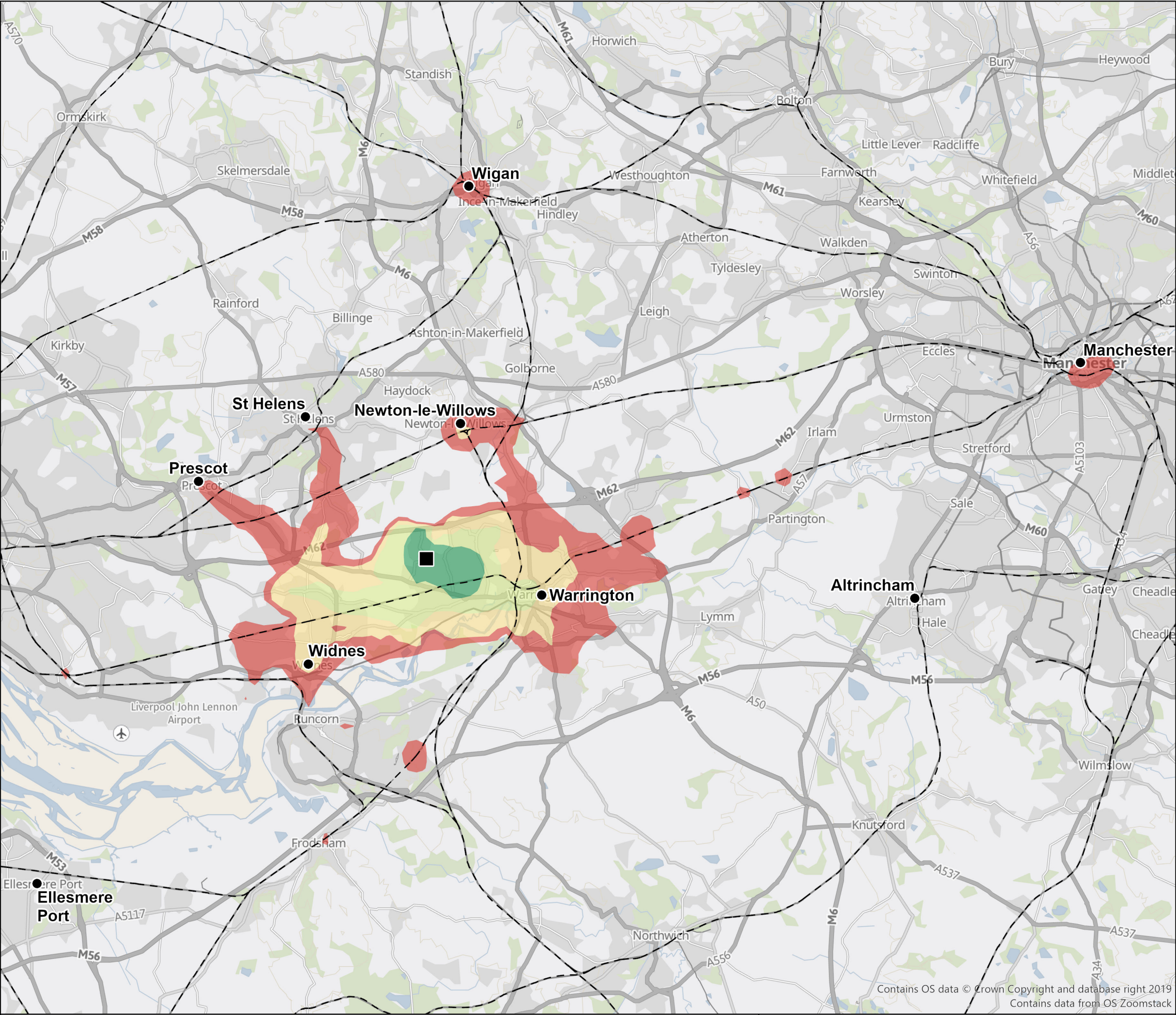
MOTT
MACDONALD

Royal Liver Building
Liverpool
United Kingdom

T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times to Omega Business Park during the late night period (20:00-22:00)					
01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd



Public transport travel times to Omega Business Park

- Less than 15 minutes
- 15 to 30 minutes
- 30 to 45 minutes
- 45 to 60 minutes

■ Omega Business Park

● Residential centres

-- Rail line

Source:
TRACC analysis: Association of Train Operating Companies and Traveline (Q1, 2020)

M

M

MOTT
MACDONALD

Royal Liver Building
Liverpool
United Kingdom

T: +44 (0)151 482 9910
W: www.mottmac.com

Omega Zone 8 TA Review

Public transport travel times to Omega Business Park during the PM peak period (16:00-18:00)					
01	26/06/2020	KB	For Information	CR	RS
Rev	Date	Drawn	Description	Chck'd	Appr'd
Scale at A3		1:160,000			