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**Project:** Omega West (Zone 8)

**PINS reference:** PCU/CONS/H4315/3262458

**Application reference** P/2020/0061/HYBR

**Author:** Mott MacDonald / WSP

**Subject:** Traffic & Transportation SoCG

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## **Traffic & Transport Statement of Common Ground between St Helens Council and WSP**

30 / 03 / 2021

<b>REVISION</b>	<b>DATE</b>	<b>DESCRIPTION</b>
1.0	02.03.21	First draft for WSP comment
2.0	08.03.21	2nd Draft inc WSP comments
3.0	23.03.21	Final draft
4.0	23.03.21	Final subject to CDs
5.0	30.03.21	Final

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# 1 Introduction

## 1.1 Purpose of the SoCG

This Statement of Common Ground (SoCG) is submitted in relation to the application by Omega St Helens Limited and TJ Morris Limited under the Town and Country Planning Act 1990 for full planning permission for the construction of one logistics warehouse comprising 81,570 square metres with 77,084 square metres within use class B8 (storage and distribution) with ancillary B1(a) offices comprising 4,486 square metres along with associated serving and infrastructure, as well as outline planning permission for the construction of up to 123,930 square metres of employment development within use class B8 (storage and distribution) and use class B2 (Light industry), with all matters other than means of access reserved.

The aim of this SoCG is to provide a clear record of the issues discussed and the current status of those discussions. The SoCG can be used as evidence of these discussions in representations to the Secretary of State (SoS) as part of his examination of the planning application.

This SoCG does not supersede the primary general matters SoCG written between the applicant and the Local Planning Authority (LPA).

## 1.2 Parties of the SoCG

This SoCG has been jointly prepared by Mott MacDonald on behalf of St Helens Council (the Local Highway Authority) and WSP on behalf of Omega St Helens Limited and TJ Morris Limited. It sets out matters which are agreed between both parties, as well as matters which are not agreed and matters which are under discussion.

## 1.3 The proposed scheme

### 1.3.1 Development Description

The entirety of the site is currently greenfield, located immediately north west of the existing Lingley Mere Business Park. It is proposed to develop the site for c. 205,500sqm (c.2,210,500sqft) of B2 manufacturing and B8 logistics development, of which no more than 30% (c.61,600sqm) will be used for manufacturing uses.

### 1.3.2 Vehicular Access

It is proposed that vehicular access to the development would be from Catalina Approach, from the M62 Junction 8, north east of the development, and from the Omega Boulevard / Orion Boulevard roundabout to the south.

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

### 1.3.3 Pedestrian and Cycle Access

The area to the west of the site is rural in nature and therefore has limited facilities provided for pedestrians. An existing Public Right of Way (PRoW 102 to footpath standard) and footbridge is located over the M62, northwest of the site, which provides a pedestrian link to St Helens. A pedestrian / cycle link is proposed within the site which will connect to the existing pedestrian bridge over the M62 to facilitate active travel between the site and St Helens. An additional pedestrian / cycle link will be provided eastwards to Omega

Boulevard, at the southern edge of the Omega Zone 7 development. The new development will be fully accessible, with all internal footways connecting into the existing pedestrian network. Pedestrian access will be taken from a number of locations from each of the four plots within Omega Zone 8.

#### 1.3.4 Parking Provision

For the full application, a car park containing 576 parking spaces and a service yard with 360 HGV / trailer parking spaces would be provided.

Car parking requirements will be based on the St Helens SPD relevant maximum parking standards in relation to the Omega Zone 8 development.

### 1.4 Topics covered within this SoCG

The following topics have been discussed with WSP (for the Applicant):

- Planning Strategy
- Suitability of access from Catalina Approach
- Site accessibility for all vehicles to/from the Strategic Highway Network
- Site accessibility by public transport and pedestrians
- Baseline and transport Policy
- Data, traffic flows, traffic distribution and traffic modelling
- Committed and cumulative developments
- Traffic Impact conclusions
- Off-site Mitigation
- Lorry parking and parking facilities
- Travel Plan Framework
- Planning Conditions
- PRow 102 Connection

## 2 Record of Formal Engagement Undertaken

### 2.1 Key meetings and correspondence

#### 2.1.1 Meetings and Correspondence

St Helens Council / Mott MacDonald and WSP have engaged in a range of formal and informal dialogue with relation to the Omega Zone 8 Scheme throughout its development. St Helens Council / Mott MacDonald continue to engage with WSP on this Scheme, particularly in relation to the development of this SoCG.

#### 2.1.2 Core Documents

Core documents have been identified from the overall pre, post and supporting application work. These documents comprise:

1. Transport Assessment & Framework Travel Plan [CD 33.32]
2. Transport Assessment Appendices [CD 33.33]
3. Mott MacDonald response to Omega Zone 8 – TA Review #1 [CD 34.59]
4. Mott MacDonald response to Omega Zone 8 – Final [CD 34.60]
5. Omega Zone 8 – MM Response 08052020 [CD 34.71]
6. 200507\_Omega Zone\_Mott Mac Response (WSP)\_Appendices [CD 34.73]
7. P\_2020\_0061\_HYBR-HIGHWAYS\_ENGLAND\_RESPONSE-1166684 [CD 34.28]
8. WBC response lett Omega zone 8 12.8.20 [CD 34.58]
9. Omega commercial StH 20.0061HYB Bolton (1) [CD 34.45]
10. OPP\_DOC.11.12\_ES\_VOL\_1\_CHAP\_12\_TRANSPORT-1119919 [CD 33.60]
11. Local Planning Authority Statement of Case [CD 42.20].

### 3 Matters Agreed

Ref	Description of Matter	Details of Agreement	Record of Agreement
1.0	Planning Strategy	<p>The applicant intends to enter into a S106 agreement 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.</p> <p>The parties agree that this strategy has been appropriately reflected in the Transport Assessment.</p>	The Transport Assessment and Appendices (CD 33.32 & CD 33.33)
2.0	Suitability of access from Catalina Approach	<p>The parties agree that the site access from Catalina Approach is appropriate for the derived traffic demands.</p> <p>Catalina Approach is located on the north-eastern boundary of the site and links the site with wider Omega South development via Omega Boulevard. The parties agree that pedestrians are well provided for, with a 3.5m shared footway / cycleway on the southern edge of the carriageway, separated from the carriageway by an approximately 2m wide strip.</p> <p>Dropped kerbs and tactile paving are provided at all crossing points. From the roundabout with Omega Boulevard, an approximately 2.5m lit footway is provided which will eventually provide links to the proposed residential area to the east of the site.</p>	The Transport Assessment and Appendices (CD 33.32 & CD 33.33)
3.0	Site accessibility for all vehicles to/from the Strategic Highway Network	<p>The parties agree that the site is located with convenient access to the M62 via junction 8 and from there the M6 northbound and southbound can be accessed via M6/M62 Croft Interchange.</p> <p>Vehicular access to the development would be from Catalina Approach, from M62 Junction 8, north east of the development, and from the Omega Boulevard / Orion Boulevard roundabout to the south.</p>	The Transport Assessment and Appendices (CD 33.32 & CD 33.33)

Ref	Description of Matter	Details of Agreement	Record of Agreement
4.0	Site accessibility by public transport and for active mode users	<p>All HGV traffic to/from Omega Zone 8 will be via Skyline Drive, which connects to the M62 Junction 8. No HGV traffic will be routed via Lingley Green Avenue to the south.</p> <p>The parties recognise that Warrington’s bus service number 13 and the B52 Omega bus currently operate within the area. These services provide a positive contribution to the operation of the site and are expected to continue to do so for the Zone 8 extension.</p> <p>The parties agree that the proposal to improve the public transport provision by diverting/extending the existing B52 service into Omega Zone 8 as part of its route, will adequately improve Public Transport accessibility.</p> <p>The parties also agree that a proposed new bus stop to be provided within the Omega Zone 8 boundary will result in a less than 5-minute walking time from all four units to access public transport. It is also agreed that any new bus stop will be of the same form and layout to those already included at Omega.</p> <p>The parties also recognise that Sankey for Penketh rail station and Warrington West rail station are also located within a 15-minute cycle time south of the proposed development with connections to Warrington Central, Manchester Oxford Road and Liverpool Lime Street.</p> <p>The parties agree that an appropriate s106 contribution of £750,000 over 5 years has been proposed for the extension of an existing St Helens bus service to the site, with the specific details to be implemented by MerseyTravel, which will make the site accessible from St Helens.</p>	<p>The Transport Assessment and Appendices (CD 33.32 &amp; CD 33.33)</p> <p>Omega Zone 8 – MM Response 08052020 [CD 34.71]</p> <p>200507_Omega Zone_Mott Mac Response (WSP)_Appendices [CD 34.73]</p>
5.0	Baseline and Policy	<p>The parties agree that the assessment work is consistent with national and local planning and transport guidelines (set out in the Transport Assessment):</p> <ul style="list-style-type: none"> <li>- The National Planning Policy Framework (NPPF) [CD1.1]</li> <li>- DfT Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development</li> </ul>	<p>The Transport Assessment and Appendices (CD 33.32 &amp; CD 33.33)</p>

Ref	Description of Matter	Details of Agreement	Record of Agreement
		<ul style="list-style-type: none"> <li>- St Helens Local Plan, Core Strategy October 2012 [CD 2.2]</li> <li>- Relevant Local St Helens Supplementary Planning Documents (SPD's) including: 'Local Economy' (November 2013) and 'Ensuring a Choice of Travel' (June 2010) [CD 3.2]</li> <li>- St Helens Local Plan submission draft (2020-2035) [CD 3.18]</li> <li>- Warrington Local Transport Plan 3</li> <li>- Warrington Borough Council Standards for Parking in New Development (2015)</li> </ul> <p>The parties note that the Core Strategy aims to focus development in the main urban settlements and includes local pedestrian and cycling strategies to deliver active travel facilities. Central to the aims of these strategies, the Local Plan Cores Strategy Policy CP2: Creating an Accessible St Helens trip generating sites are required to maximise the choice of travel modes and minimise impacts by locating close to the public transport or freight networks, in addition to demonstrating a suitable level of active travel infrastructure.</p>	
6.0	Data, traffic flows, traffic distribution and traffic modelling	<p>All operational assessment inputs have been agreed by both parties and are confirmed to represent a valid assessment of the development proposals in accordance with industry standards and current guidance. This includes the traffic surveys for the agreed study network, the trip generation methodology, the trip distribution methodology and the agreed study network junction modelling assessments.</p>	<p>The Transport Assessment and Appendices (CD 33.32 &amp; CD 33.33)</p> <p>Omega Zone 8 – MM Response 08052020 [CD 34.71]</p> <p>200507_Omega Zone_Mott Mac Response (WSP)_Appendices [CD 34.73]</p>
7.0	Committed and cumulative developments	<p>Committed developments have been appropriately included and adhere to the requests made by St Helens Council.</p> <p>A cumulative impact assessment has been carried out in accordance with EIA regulations.</p> <p>In all cases during both the construction and operational phase the impacts identified have been appropriately</p>	<p>The Transport Assessment and Appendices (CD 33.32 &amp; CD 33.33)</p> <p>OPP_DOC.11.12_ES_VOL_1_CHAP_12_TRANSPORT-1119919 [CD 33.60] – The Environmental Impact Assessment</p>

Ref	Description of Matter	Details of Agreement	Record of Agreement
8.0	Traffic Impact conclusions	<p>mitigated and the residual effects are either negligible, minor adverse or moderate adverse.</p> <p>The traffic impacts of the development are agreed by both parties, based on the operational assessment and committed development inputs. It has been identified that there is no severe highway impact in accordance with NPPF paragraph 109, subject to mitigation (see Section 9.0 for further detail).</p> <p>The St Helens Core Strategy requires that locating freight generating sites where there is good access to a road designated as a Freight Priority Route is a requirement, where no rail freight facilities can be provided. Both parties agree that the combination of access to the SRN via M62 J8 is appropriate and in accordance with the Core Strategy.</p> <p>The SRN is located 2.5km to the east of the site, and Skyline Drive which connects the site to the M62 has been designed to standards set by Warrington Borough Council, to accommodate heavy goods vehicles.</p> <p>In addition, off-site mitigation measures are also provided, in combination this results in no conflict with local policy requirements.</p>	<p>The Transport Assessment and Appendices (CD 33.32 &amp; CD 33.33)</p> <p>Omega Zone 8 – MM Response 08052020 [CD 34.71]</p> <p>200507_Omega Zone_Mott Mac Response (WSP)_Appendices [CD 34.73]</p> <p>P_2020_0061_HYBR-HIGHWAYS_ENGLAND_RESPONSE-1166684 [CD 34.28]</p> <p>WBC response lett Omega zone 8 12.8.20 [CD 34.58]</p>
9.0	Off-site Mitigation	<p>Appropriate off-site mitigation measures have been derived in response to the traffic impact conclusions. These measures are agreed by both parties and include:</p> <ul style="list-style-type: none"> <li>- Widening works between M62 J8 and Skyline Drive / Fairchild Road roundabout (as outlined in drawing 11191042_SK329/A)</li> <li>- Amended road markings on M62 west bound exit slip to provide two lanes to Skyline Drive (as outlined in drawing 11191042_SK326/A)</li> </ul> <p>Mitigation measures noted above have been agreed with Highways England and Warrington Borough Council and are on that basis acceptable as conditions and measures to St Helens Council.</p>	<p>The Transport Assessment and Appendices (CD 33.32 &amp; CD 33.33)</p> <p>P_2020_0061_HYBR-HIGHWAYS_ENGLAND_RESPONSE-1166684 [CD 34.28]</p> <p>WBC response lett Omega zone 8 12.8.20 [CD 34.58]</p>



Ref	Description of Matter	Details of Agreement	Record of Agreement
		<p>The widening works on Skyline Drive have recently been completed and the proposed road marking works at Junction 8 have recently passed an independent Road Safety Audit with Highways England.</p>	
		<p>The planning strategy outlined in Point 1.0, results in a loss of B1 generated trips and replacement with B2/B8 and residential trips. This results in a De Minimis difference to the operation of M62 J8 compared to the comparative Reference Case scenario, when the J8 mitigation is considered.</p>	
<p>10.0 Lorry parking and parking facilities</p>		<p>An appropriate condition is included with the outline application, for the installation of an on-site lorry parking facility to ensure no off-street parking of heavy goods vehicles should take place. This measure is agreed by both parties.</p>	<p>Local Planning Authority Statement of Case (CD 42.20)</p>
<p>11.0 Travel Plan Framework</p>		<p>The parties agree that the Framework Travel Plan provided as part of the site is suitable for adaptation and use for both the Full and Outline aspects of the application, and an appropriate condition has been included incorporating the following items;</p> <ul style="list-style-type: none"> <li>• Operational details of a shuttle bus service;</li> <li>• Involvement of employees;</li> <li>• Information on existing transport policies, services and facilities, travel behaviour and attitudes;</li> <li>• Updated information on access by all modes of transport;</li> <li>• Resource allocation including Travel Plan Coordinator and budget;</li> <li>• A parking management strategy;</li> <li>• A marketing and communications strategy;</li> <li>• An action plan including a timetable for the implementation of each such element of the above;</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• Mechanisms for monitoring, reviewing and implementing the travel plan.</li> </ul>	<p>The Transport Assessment and Appendices (CD 33.32 &amp; CD 33.33)</p>
<p>12.0 Planning Conditions</p>		<p>Transport relevant conditions are as follows. These relate to both St Helens and Warrington Borough Council.</p>	<p>Local Planning Authority Statement of Case (CD 42.20)</p>

Ref	Description of Matter	Details of Agreement	Record of Agreement
	<p>Conditions for Full Application</p> <ul style="list-style-type: none"> <li>- Draft Condition #15 – Bus Stop Provision</li> <li>- Draft Condition #16 – Site Access Arrangement</li> <li>- Draft Condition #17 – Highway construction details</li> <li>- Draft Condition #18 – Parking and Servicing details</li> <li>- Draft Condition #19 – Travel Plan</li> <li>- Draft Condition #20 – Maintenance</li> <li>- Draft Condition #21 – Provision of Phase 1 Roads</li> <li>- Draft Condition #22 – Highways Mitigation</li> <li>- Draft Condition #23 – Highways Mitigation Construction details</li> </ul> <p>Conditions for Outline Application</p> <ul style="list-style-type: none"> <li>- Draft Condition #84 – Site Access arrangement</li> <li>- Draft Condition #85 – Maintenance</li> <li>- Draft Condition #86 – Footway/Cycleway improvements</li> <li>- Draft Condition #88 – Travel Plan</li> <li>- Draft Condition #89 – Travel Plan timetable</li> <li>- Draft Condition #90 – Outline parking requirements for Cycles, motorcycles and cars.</li> <li>- Draft Condition #91 – Overnight lorry parking</li> </ul>		
13.0 PRow 102 connection	<p>It is the view of St Helens Council that the proposed footway/cycleway connection to PRow 102 should not become the main PRow and at this stage should not therefore be maintained by the Council (including any street lighting along the proposed footway/cycleway).</p> <p>The applicant has proposed and the Council has agreed that the connection to PRow 102 still be delivered and would be done so at their expense and be maintained in perpetuity by the applicant, or their successors in title, until such a time as the Council wishes to add the proposed route extension to the Definitive Map as a Public Right of Way (Bridleway) and this is dealt with in the agreed proposed conditions. The applicant is agreeable to entering into a Public Right of Way creation agreement for the proposed route extension if required.</p>	This SoCG (CD 37.20)	

## **4 Matters Still Under Discussion**

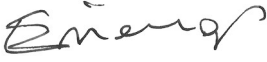

No topics unresolved/under discussion at this time

## **5 Matters Not Agreed**

No areas of disagreement at this time.

## 6 Agreement

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<b>For and on behalf of St Helens Council / Mott MacDonald</b>	
Signed	
Name	Edward Mellor
Position	Divisional Director
Company	Mott MacDonald
Date	30.03.21
<b>For and on behalf of WSP</b>	
Signed	
Name	Douglas Bisset
Position	Technical Director
Company	WSP
Date	30.03.21

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