



Memorandum

To Steven McCoombe

From [REDACTED]

Date 26 June 2025

Subject **142775/FO/2025**

Erection of discount food store (Use Class E) with associated car parking and landscaping.

We have reviewed the above application in relation to highways and our comments are as follows:

CONTEXT

The site is located adjacent to the adopted highway of Wilmslow Road to the west.

Wilmslow Road has a cycle lane in place on both sides of the carriageway, No Loading at Any Time, No Waiting at Any Time and a Box Junction in place.

TfGM have been consulted, and their comments are provided herein.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Trip Generation:

- o The TRICS assessment contained within the TA is acceptable.

Trip Distribution

- o The trip distribution work contained within the TA is acceptable

Junction Assessment:

- o The percentage impact assessment methodology is not acceptable from a TfGM perspective. TfGM's threshold for triggering a junction impact assessment is an increase of 30 vehicles per hour at a junction as a result of the development.

LINSIG Modelling:

- o The LINSIG Models have been checked by UTC and there is an increase in queuing and congestion on all arms as a result of the development, albeit the junction is still forecast to operate within capacity.
- o UTC therefore recommend that as part of the changes at the signals, a condition should be imposed for SCOOT control to be implemented at the junction. This will help to mitigate the impact of the additional vehicle trips to and from the development.
- o With respect to Section 5.6.4 of the TA, the delays should be presented. TfGM are particularly interested in the impact on the delays for buses.

Junction Design:

- o The design of the site access junction on Wilmslow Road appears to have been undertaken from the OS plan. The detailed design should be completed using a topographical survey.
- o The junction design is subject to later detailed design that will be need to carried out / approved by GMUTC. Therefore, it should be highlighted that any planning approval does not include the detailed junction design. Also, a commuted sum will be required to cover the extra signal equipment added as part of the scheme. Details can be provided in due course, please email gmutc@tfgm.com for details and costs to be provided.
- o For the avoidance of doubt, the scheme is to provide signalised pedestrian green facilities across the site access.

HIGHWAYS SAFETY:

- o The road safety data should be updated to the latest available data which should include 2024.
- o Any collisions involving pedestrians and cyclists should be separately listed and further investigation is required to understand the cause, to determine whether any additional trips as a result of the development will increase the road safety risk.

SITE ACCESSIBILITY:

- o The site is well accessed by sustainable modes.
- o Regular bus services are available within walking distance of the site.

PARKING AND ACCESS:

Access:

- o Plan '2594 / P410 / F - Proposed GA Plan' details the proposed changes to the existing access and on Wilmslow Road.
- o Works should include:
 - o Resurfacing of footways on Wilmslow Road.
 - o TRO refreshment on Wilmslow Road.
 - o Double yellow lines at the site access.
- o Works on the adopted highway will be subject to a S278 agreement and be at cost to the applicant.
- o A Stage 1 Road safety Audit should be undertaken as part of the submission - as requested at the pre-application stage.

- o Drawing '16-3060 Proposed Access Arrangement Tracking' demonstrates that an articulated truck can access, manoeuvre and egress from the proposed access.
- o The turning manoeuvres rely upon the use of the staff parking spaces at the rear of the car park - this will therefore need to be managed on-site by an appropriate Service Management Plan to ensure the spaces are available for use at delivery times.
- o As per Highways pre-application comments the proposed vehicle access arrangement will be subject to a Stage 1 Road Safety Audit.
- o Request that a Stage 1 Road Safety Audit is undertaken and provided for comment.
- o Pedestrian walkway with zebra crossing, dropped kerbs & tactile paving noted - this is acceptable to Highways in principle.

Parking:

- o MCCs Core Strategy states that the development should provide a maximum of 1 space per 14sqm (area not within the city centre or district centre).
- o Based on the 2,095sqm GIA, MCC Highways would expect a total of 150no. spaces.
- o The Transport Assessment should provide justification/evidence that the level of proposed parking would cater for parking demand associated with the development.
- o It is therefore requested that car park usage surveys/data at other Lidl Sites is reviewed along with a TRICS car park accumulation assessment.
- o Disabled parking provision acceptable to Highways.
- o EVC parking provision acceptable to Highways.
- o Should be a minimum of 22kW.
- o Standard parking bays meet MCCs standards.
- o Disabled parking bay dimensions should be a minimum of 3.6m x 6.0m
- o Sufficient 6m aisle width is noted and acceptable.

Sustainable & Active Travel:

TfGM and MCC request the following in terms of sustainable and active travel.

- o The development could look to support the addition of raised kerbs at the stop(s) for boarding and alighting given the increase in footfall to the development and this could be discussed with shelters@tfgm.com.
- o The full extent of the widening of the cycle lane to 2.0 metres should be clearly shown on plan.
- o The pedestrian access to the site and the route to the entrance of the supermarket should be clearly shown and a safe walking route for pedestrians should be provided through the car park. Section 3.1.7 Figure 3.2 of the TA doesn't show the pedestrian access clearly.
- o With reference to Section 4.7.1 of the TA, a full pedestrian and cyclist audit should be undertaken for the pedestrian / cyclist routes in the vicinity of the site. Ideally a full Streets for All Design check should be completed for the site.

TRAFFIC REGULATION ORDERS:

- o A review of the existing Traffic Regulation Orders (TROs) should be undertaken surrounding the site (if this has not already been conducted), with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage

pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

CYCLE PARKING:

- o Confirmation is requested on the proposed cycle parking arrangements.
- o As per Highways pre-application comments the development should provide 1no. cycle parking spaces per 140sqm.
- o For the avoidance of doubt, cycle parking should be provided for both customers (short-stay) and staff (long-stay) where secure and sheltered provision is required.
- o TfGM would highlight that external Sheffield stands are considered wholly unsuitable for long stay staff cycle parking.
- o TfGM would recommend that a separate staff cycle store should be provided which is lockable and covered (ideally catered for internally), located in a central accessible location, with sufficient lighting and CCTV.
- o Additionally, there should be onsite showers, lockers and changing room facilities for staff.

BOUNDARY TREATMENTS:

- o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

REFUSE AND SERVICING:

- o TA confirms that 1 - 2 service vehicles are anticipated per day, which will access the loading bay from the car park access.
- o It is requested that servicing / deliveries take place outside of the peak hours where possible.
- o It is requested that a Service Management Strategy is in place and conditioned.
- o Details are requested on the proposed waste storage and waste collection arrangements.
- o It is requested that a Waste Management Strategy is in place and conditioned.

TRAVEL PLAN:

- o An Interim Travel Plan has been provided as part of the application.
- o Acceptable in principle.
- o In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as discounted bus fares, discounted cycles, journey planning etc.
- o The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be conditioned.

The CMP should be submitted prior to the start of works. This should include:

- o Phasing and quantification / classification of vehicular activity.

- o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- o Consideration of ongoing construction works and contractor parking in the locality.
- o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

SUGGESTED CONDITIONS:

- o S278 works:
- o Service Management Strategy
- o Waste Management Strategy
- o Travel Plan
- o CMP

INFORMATION:

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- o Audit of key cycling routes (ASLs, cycle lanes etc.)
- o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Highways Reference: 17145/FO/2025