

TECHNICAL NOTE

Project: Erection of New Lidl Foodstore (Use Class E) with associated car parking and landscaping

Application: 135647/FO/2022

Location: 550 Mauldeth Road West, Manchester, M21 7AA

Author: Jim Budd

Ref: SCP/220122/TN01

Date: 30 January 2023

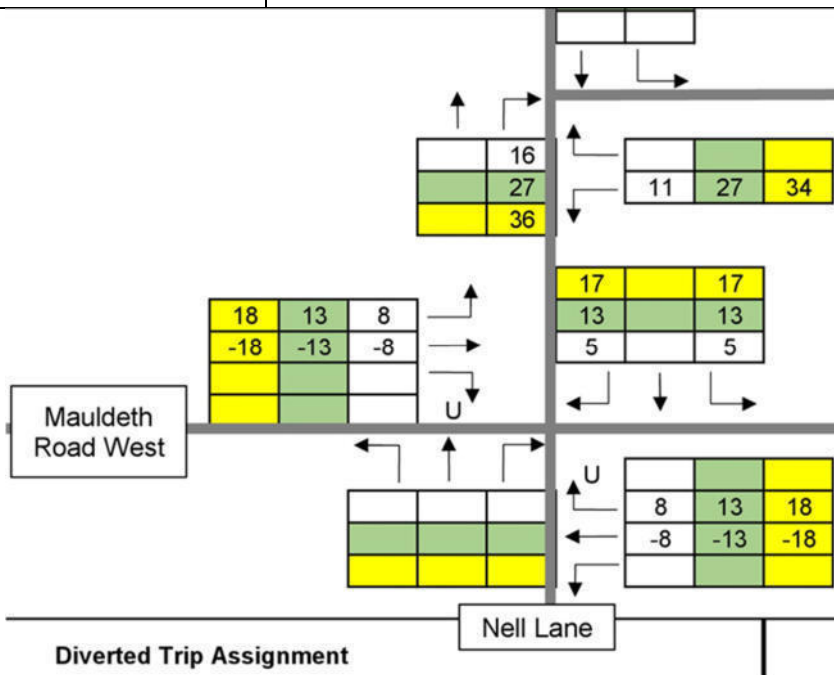
Introduction

1. This Technical Note responds to the issues raised by Manchester City Council and TfGM in their consultation comments issued on the 11th January 2023 in relation to Lidl's application for new foodstore development at Mauldeth Road West, Manchester. Copies of these documents are provided at **Appendix 1**.
2. The following schedule details the issues raised by both authorities and our considered response to each item.

Schedule 1 - Issues raised within the objection and SCP's response

Ref.	Manchester City Council Consultation Comments	SCP Response
1	Traffic impact on the highway network and TfGM comments.	See separate response to TfGM comments below.
2	Internal raised pedestrian crossing to be relocated more centrally to the access between Nell Lane and the car park access.	See drawings SCP/220102/SK04 and ATR08 attached at Appendix 2 to this note to confirm that the raised crossing has been relocated to a point at which an inbound HGV can wait clear of Nell Lane. The desire line across the realigned access road will retain tactile paving and dropped kerbs as existing, relocated to suit the revised geometry.
3	Waste storage and collection.	MCC require additional information regarding waste storage and collection. This is set out in detail at paras 7.7 to 7.10 of the submitted TA. There is no external storage of waste, and Lidl's delivery vehicle removes it and takes it back to the warehouse for disposal. There is no separate refuse collection, therefore.

4	Request for Stage 1 RSA pre-planning.	The Stage 1 RSA is provided at Appendix 3 to this note. Five issues were raised at the Stage 1 audit, our Designer's Response to these items is as follows:- <u>Designer's Response to Stage 1 RSA (see Appendix 3)</u> 1. Swept paths at the realigned site access junction onto Nell Lane had not been provided. These were provided within the submitted TA and confirm that all swept paths can be undertaken without risk of kerb strikes or danger to pedestrians. 2. Swept paths of the design vehicle at the car park entrance from the site access road. We assume that the auditor was unaware that the HGV would service the store via the rear service yard and not via the customer car park as is more typical of Lidl arrangements. Therefore, no need to track this access with a design HGV. 3. The auditor identified a significant level difference between the existing site and Nell Lane. This level difference will be removed as part of Lidl's proposals and the site access will emerge onto Nell Lane at a similar height. There is therefore no need for any dwell plateau, as suggested by the auditor. 4. The auditor identified a lack of a visibility splay and a presence of boundary vegetation. The visi splay is now shown on the drawings provided at Appendix 2 and there will be no boundary vegetation to obstruct visibility in this location. 5. The auditor identified a potential pedestrian/vehicle intervisibility issue at the proposed raised crossing of the site access road. This raised crossing has now been relocated further into the access road where more than sufficient ped/veh intervisibility is available. The uncontrolled crossing at the realigned bellmouth has been repositioned on SK04 such that adequate ped/veh intervisibility is now provided.
5	Both MCC and TfGM recommend that a separate pedestrian/cycle access is provided directly from Mauldeth Road West adjacent to the store entrance.	This direct access has always been an essential feature of the scheme. Apologies if such a proposal was not immediately obvious from the drawings and supporting information submitted.

	TfGM Comments	SCP Response
I	Existing office trip generation should have been determined by surveying the site rather than a desktop academic exercise. TfGM HFAS suggests – as a sensitivity test – that the assessments are revised to include a 50% “new” trip distribution.	The existing office use is no longer in operation and it was not possible to survey peak hour activity under typical conditions. This has been undertaken as requested. The turning movements illustrated at Appendix 4 provide a comparison between the flows as submitted in the Transport Assessment and those modelled within this exercise. The full revised traffic flow model is provided at Appendix 5.
II	Trip Distribution. TfGM question the 50:50 split for diverted traffic when the baseline flows are not split evenly.	We have examined this in detail and have found that any alteration to the split of diverted traffic will have a de minimis effect on peak hour turning movements. The extract of traffic figure 9 from Appendix 5 to this note (see below) confirms that there are fewer than 20 diverted trips in the weekday AM peak and fewer than 30 in the PM. We have not made any adjustment to these assumptions.
 The diagram illustrates the diverted trip assignment at the intersection of Mauldeth Road West and Nell Lane. It shows several traffic flow matrices with numerical values and arrows indicating movement directions. The matrices are color-coded: yellow for through movements, green for turning movements, and white for U-turns. The diagram is labeled 'Diverted Trip Assignment' at the bottom.		
III	Committed development.	Not applicable.
IV	LinSig Modelling.	We have made the recommended adjustments to the model including:- i) Give-way data ii) Lane lengths iii) Cruise times iv) Phase delays

		v) Effect of trams The revised LinSig model and its output will be provided separately via email to both authorities for verification. We have only undertaken the above “sensitivity test” for the Base 2028 + Lidl scenarios. For ease of comparison with the results provided in the submitted TA, the following tables illustrate the difference that the amendments to the model requested by TfGM have had on the network’s operation. We have only summarised results for the Nell Lane junction in the following tables, but the results for the full network are provided within the LinSig outputs appended as stated above. Tables 1 and 2 below summarise the comparison between the submitted LinSig output within the TA and that resulting from the revised modelling for the base network at both 2023 and 2028. The adjustments to the model have had little effect on the overall performance of the Nell Lane junction; they marginally worsen the practical reserve capacity in the AM peak, but improve the PRCs for both the PM and the Saturday. Tables 3 and 4 compare the results of the base plus Lidl scenario modelling at 2028 as-submitted and as-revised. There is a marginal worsening of performance in the AM peak, mainly due to Nell Lane (S), but otherwise, the results are effectively identical.
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TABLE 1 - Mauldeth Road West / Nell Lane – Base Model (TA)

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023						
Nell Lane (north) LT, ST, RT	66.8	11	59.8	9	51.5	8
Mauldeth Road West (east) LT, ST	78.4	11	84.4	14	52.4	6
Mauldeth Road West (east) ST, RT	41.5	2	17.0	1	15.0	2
Nell Lane (south) LT, ST, RT	81.2	15	82.0	14	49.4	7
Mauldeth Road West (west) LT, ST	42.9	4	29.4	3	28.3	3
Mauldeth Road West (west) ST, RT	46.2	5	57.4	3	33.7	3
Practical Reserve Capacity (PRC%)	10.8		6.6		71.8	
Total Junction Delay (pcuHR)	19.4		18.9		10.2	
Cycle Time (s)	90		90		90	
Base 2028						
Nell Lane (north) LT, ST, RT	71.0	12	63.5	10	54.8	8
Mauldeth Road West (east) LT, ST	82.9	12	89.7	16	55.6	7
Mauldeth Road West (east) ST, RT	46.9	2	18.7	2	15.9	2
Nell Lane (south) LT, ST, RT	86.3	17	87.4	17	52.7	8
Mauldeth Road West (west) LT, ST	45.8	4	31.3	3	30.6	3
Mauldeth Road West (west) ST, RT	49.5	5	67.2	4	36.0	3
Practical Reserve Capacity (PRC%)	4.3		0.3		61.8	
Total Junction Delay (pcuHR)	22.5		22.8		11.1	
Cycle Time (s)	90		90		90	

TABLE 2 - Mauldeth Road West / Nell Lane – Base Model (updated)

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023						
Nell Lane (north) LT, ST, RT	58.2	10	51.7	8	38.3	6
Mauldeth Road West (east) LT, ST	59.3	6	59.1	6	36.2	3
Mauldeth Road West (east) ST, RT	72.0	8	65.9	8	42.2	5
Nell Lane (south) LT, ST, RT	85.5	16	79.2	14	47.0	7
Mauldeth Road West (west) LT, ST	56.9	5	45.4	4	35.8	3
Mauldeth Road West (west) ST, RT	61.2	6	46.6	3	35.6	3
Practical Reserve Capacity (PRC%)	5.2		13.6		91.5	
Total Junction Delay (pcuHR)	21.4		17.8		9.8	
Cycle Time (s)	90		90		90	
Base 2028						
Nell Lane (north) LT, ST, RT	60.5	10	53.5	8	42.2	6
Mauldeth Road West (east) LT, ST	69.5	7	66.0	7	37.0	4
Mauldeth Road West (east) ST, RT	80.2	9	73.2	9	42.5	5
Nell Lane (south) LT, ST, RT	90.7	19	83.6	16	51.4	8
Mauldeth Road West (west) LT, ST	65.9	6	54.8	6	37.4	4
Mauldeth Road West (west) ST, RT	67.5	7	60.0	4	35.6	4
Practical Reserve Capacity (PRC%)	-0.8		7.6		75.1	
Total Junction Delay (pcuHR)	26.0		21.4		10.9	
Cycle Time (s)	90		90		90	

TABLE 3 - Mauldeth Road West / Nell Lane – Proposed Model (TA)

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2028 + Lidl						
Nell Lane (north) LT, ST, RT	71.1	12	71.8	11	52.3	8
Mauldeth Road West (east) LT, ST	85.0	13	85.1	15	52.5	6
Mauldeth Road West (east) ST, RT	56.1	3	27.7	2	22.0	2
Nell Lane (south) LT, ST, RT	84.6	17	89.1	17	55.9	9
Mauldeth Road West (west) LT, ST	48.4	5	47.8	5	34.6	3
Mauldeth Road West (west) ST, RT	51.3	5	58.9	2	32.3	3
Practical Reserve Capacity (PRC%)	5.9		1.0		60.9	
Total Junction Delay (pcuHR)	23.0		22.9		11.1	
Cycle Time (s)	90		90		90	

TABLE 4 - Mauldeth Road West / Nell Lane – Proposed Model (updated)

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2028 + Lidl						
Nell Lane (north) LT, ST, RT	62.8	11	59.9	10	48.6	7
Mauldeth Road West (east) LT, ST	79.3	8	70.0	8	39.8	4
Mauldeth Road West (east) ST, RT	78.6	8	75.8	9	44.9	5
Nell Lane (south) LT, ST, RT	93.3	21	89.2	17	52.5	8
Mauldeth Road West (west) LT, ST	67.5	7	73.2	9	38.7	4
Mauldeth Road West (west) ST, RT	68.9	8	54.6	2	39.7	4
Practical Reserve Capacity (PRC%)	-3.7		1.0		71.5	
Total Junction Delay (pcuHR)	28.6		24.8		12.0	
Cycle Time (s)	90		90		90	

	TfGM Comments (continued)	SCP Response (continued)
IV	LinSig Modelling (continued)	Importantly, the difference between the level of service provided by the improved junction in the revised modelling with Lidl traffic at 2028 and that of the existing junction with o development traffic in the same future year is negligible. The queue on the Nell Lane (N) arm increases by 1 pcu in the AM peak, by 2 pcus in the PM and by 1 pcu in the Saturday midday peak. The southbound queue is already forecast to extend past the existing entrance into the site with no Lidl traffic. There are currently no Keep Clear markings protecting this access from being blocked and any vehicles trying to turn right into the site from the south while Nell Lane is on a red signal will block the northbound ahead movement as a result. Our proposals will widen the approach to Mauldeth Road West such that right turners will not block the ahead movement. Keep Clears across the access will ensure that right turners can turn through any queuing traffic. The results of this revised modelling exercise confirm our original conclusions that the proposals will provide sufficient capacity for the predicted level of peak hour activity generated by a new Lidl store in this location.
V	Proposed Access Arrangements. There does not appear to be any separate pedestrian and cycle access. No footway cycle lane markings shown. Tactile paving configuration for shared cycle/ped use. Tactile paving and dropped kerbs to be provided with sufficient sightline visibility. Relocate internal car park access further east to prevent blocking back onto Nell Lane.	This is a similar misconception to that of MCC's in relation to the proposals. Direct access into the site from Mauldeth Road West is achievable at the location of the entrance into the store. Footway cycle lane markings now illustrated at SK04. No shared use proposed across the access. Details of the tactile paving configuration are to be provided at s278 stage. Crossing locations altered in response to Stage 1 RSA comments above. There is no evidence that the capacity of the car park will be exceeded to the degree required at peak trading times so as to cause blocking back onto Nell Lane. There is nothing to prevent customers from entering the car park and circulating it at peak times, if need be, in search of a space.

Conclusion

3. The additional information provided in this Technical Note is considered to have addressed in full each of the issues raised within the comments received from both MCC and TfGM.
4. TfGM and MCC both appear to agree that the site is in a sustainable location and Lidl are committed to ensuring that the neighbouring pedestrian and cycle environment is designed to be as safe, convenient and attractive as possible so as to encourage access to the site on foot and by bike. Such measures can come forward through the conditioning of the site access proposal and the entering into a s278 agreement between Lidl, MCC and TfGM, and through the Travel Planning measures which can also be secured by condition.
5. We note MCC's confirmation that the submitted Travel Plan is acceptable to the local planning authority.
6. With regard to the considerations which paragraph 111 of the NPPF requires local authorities to take into account, there remains no evidence of any unacceptable impact on highway safety, or of any severe residual impact as a result of Lidl's proposals. The proposals should therefore be capable of being supported in highways terms, and a positive recommendation to the LPA should result.

S|C|P

APPENDIX 1



Memorandum

To Jennifer Connor

From Andrew Connell

Date 11 January 2023

Subject **135647/FO/2022**

Erection of a new Lidl foodstore (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:

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.

In terms of traffic impact on the adjacent highway network, TfGM have provided comments which are summarised here:

- o TfGM HFAS suggest that a sensitivity test is undertaken with 50% new trips applied during all scenarios: weekday and Saturday.
 - o It is unclear why the percentage of pass-by and diverted trips has been split 50% each way along Mauldeth Road at its junction with Nell Lane. The turning proportion for counted flows are not close to 50% at these locations.
 - o Queries arise in relation to the LINSIG models provided.
- Full TfGM comments are to be issued to the applicant.

Vehicle access is provided from Nell Lane where three-metre wide shared cycle/footways are retained on both sides, with a widened carriageway (9m) to accommodate a right-turn pocket and where the northern kerbline is built out to improve vehicle/pedestrian intervisibility. Keep clear markings are also to be provided at the junction.

For the internal raised pedestrian crossing, we would suggest that it is centralised between Nell Lane and the car park access so that any vehicles entering the site and stopping at the crossing will not potentially cause an overhang issue on Nell Lane.

TfGM recommend that a direct pedestrian access should be provided onto Mauldeth Road West to serve the site (ideally near the existing bus stop).

The parking proposals comprise of 85 spaces of which four are DDA compliant, two have rapid electric charging, nine are for parent and child and five are staff spaces. Bay and aisle sizes are compliant. Separate HGV parking is provided in the rear courtyard area

with space for the vehicle to turn and exit in forward gear. Whilst this quantum of parking is acceptable, we require that 20% of the car parking bays (17no) are provisioned with cable routes to allow for future EV conversion.

Secure and sheltered cycle storage (for 10 bikes) is provided for customers under the building canopy. Separate staff cycle parking is provided in the warehouse. This arrangement is acceptable from a highway perspective

With regard to waste management, further information is required in relation to storage and collection.

The proposed boundary treatment plan suggests that the existing mesh fence will not be retained and in this regard we seek clarification. The internal walling details (railing type 2) is acceptable from a highway perspective.

Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval. The following link can be used: https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place. A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team.

The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months.

An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.

For any projects that require a S278 and/or S38 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.

The submitted travel plan is acceptable to Highways.

Should the planning application be approved it is required that a Demolition and Construction Management Plan be conditioned which shall include, where appropriate the following details:

- o The routing of construction traffic;

- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway 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, building maintenance 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).

SUGGESTED PLANNING CONDITION(S): -

1. Off-Site Highways;
2. Demolition and Construction Management Plan.

Highways Reference: 13947/FO/2022

Manchester City Council
P O Box 532
Town Hall
Manchester
M60 2LA

Our ref TRA/22/554
Your ref:

11th January 2023

Dear Sir / Madam

Application Number: **135647/FO/2022**

Location: **550 Mauldeth Road West, Manchester, M21 7AA**

Proposal: **Erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping**

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for the construction of a new discount Food Retail unit (Use Class E) with a Gross Internal Area (GIA) of 1,988sqm and a sales area of 1,360sqm, located at 550 Mauldeth Road West.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed Foodstore development and have provided comments in respect of the highway section.

I. Trip Generation

TfGM consider that the existing office trip generation should have been determined by surveying the site rather than a desktop academic exercise, if it is still operational. This would provide a more accurate representation of existing trip generation.

The trip rates for the proposed development are acceptable.

In terms of new trip type, TfGM acknowledge the TRICS research in the percentage of trip types. However, this is an academic exercise, and it is unclear how the sites used in the TRICS research paper correspond with the proposed Site under this application. Without other supporting evidence, TfGM HFAS would suggest that brand new trips are taken as 50% of all trips as a worse-case scenario. This can be presented as a sensitivity test. TfGM HFAS therefore suggest calculations and assessments are revised to include a 50% new trip allocation.

The TA states that, *“These are trips that are already on the network as part of a primary trip. Given that the site is on a main route along Mauldeth Road West and Nell Lane, the store may act as a convenience store for commuters on their way to/from work.”* TfGM would highlight that whilst this may be representative of weekdays, it would not be accurate for Saturdays, as there would be less existing commuting trips compared to the weekday. TfGM HFAS therefore consider that it is incorrect to apply the same trip type percentages for a weekday and a Saturday peak. In light of this, TfGM HFAS suggest that a sensitivity test is undertaken with 50% new trips applied during all scenarios: weekday and Saturday.

II. Trip Distribution

The trip distribution is acceptable for the proposed new trips.

It is unclear why the percentage of pass-by and diverted trips has been split 50% each way along Mauldeth Road at its junction with Nell Lane. The turning proportion for counted flows are not close to 50% at these locations. TfGM HFAS would query the rationale behind the 50% allocations.

III. Committed Developments

The TA states that the consultants are not aware of any committed development proposals that need to be allowed for specifically. TfGM would refer to the Local Highway Authority (LHA) to confirm whether this is acceptable.

IV. Modelling

Colleagues within TfGM UTC have reviewed the LINSIG models for the junctions of Mauldeth Road West / Nell Lane and Mauldeth Road West / Barlow Moor Road and have provided the following comments:

- Double check give-way data. Some is incorrect.
- Enter lane lengths on internal links.
- Enter accurate cruise time/speed on links.
- No phase delays have been input into the model.
- J1:1/3 lane length seems very optimistic at 5pcu. Double check all lane lengths.
- J1:4/1 the kerbs have been altered and aren't reflected on the drawing, so the lane length is incorrect. Site visit required to validate all lane lengths & widths.
- The models do not capture the effects of trams at the junctions. A methodology for assessing the impact would be by determining their proportional 'per cycle' impact. Use the signal logs attached to calculate the average 1 hour peak stage length and subsequent intergreen for the stages with tram phases. Input these averages into the model and optimise. Assume the tram/ped stage appears every cycle.

V. Proposed Access Arrangements

The TA confirms that access to the site will be served via the existing bellmouth junction along Nell Lane. The TA lists a series of improvements which are proposed to Nell Lane. TfGM would note the following:

- There does not appear to be any separate pedestrian and cycle access directly to and from the site onto Mauldeth Road West. Pedestrian access appears to be shared with the vehicular access. This results in pedestrian trips which are longer than necessary. TfGM therefore recommend that a direct pedestrian access should be provided onto Mauldeth Road West to serve the site (ideally near the existing bus stop).

- It should be noted that the proposed layout for the site shown in Appendix 5 doesn't show the existing footway cycle lane marking.
- It should be highlighted that the tactile paving on Nell Lane does not support shared use cycle/pedestrian footway on Nell Lane. This would need to be changed if shared use was to be considered on Nell Lane right up to junction with Mauldeth Road West.

The altered access junction on Nell Lane should be designed to incorporate tactile paving and dropped kerbs across either side of the site access points, with sufficient sightline visibility which accords to adopted standards. Additionally, any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.

TfGM would refer to the LHA to determine whether the proposed access arrangements are acceptable.

VI. Proposed Car Parking Provision

The TA confirms that a total of 85 car parking spaces will be provided across the site.

The layout of the car park needs to be designed to ensure sufficient manoeuvrability and to avoid vehicles stacking back onto the highway.

The location of the car park close to Nell Lane is a concern as there is an increased risk for vehicles queueing back onto Nell Lane when the car park is fully occupied. This could occur at busier periods such as Christmas. To reduce this risk, TfGM consider that the access to the car park should be relocated to the east and away from the junction with Nell Lane.

VII. Proposed Servicing Arrangements

The TA confirms that a loading bay will be provided on site within the car park to accommodate deliveries by a 16.5m articulated HGV.

Swept path plans have been submitted to demonstrate that the intended service vehicle can access and egress the servicing area from Nell Lane, turning within the dedicated area, reversing into the service area and then exiting the site in a forward gear back onto Nell Lane.

The swept path plans show that the 'max-legal' vehicle will overrun conflicting lanes.

TfGM would refer to the LHA to determine whether the proposed servicing arrangements are acceptable.

VIII. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I. Public Transport

Site observations have confirmed that the closest bus stops to the site on Mauldeth Road West do not benefit from a shelter/seat/timetable. TfGM recommend that the applicant should fund an upgrade of the bus stops to include a shelter with a seat in accordance with TfGM Bus Stop Design Guidance.

TfGM would advise the applicant to contact the Shelters team at TfGM to discuss this further via shelters@tfgm.com.

II. Active Travel

In order to maximise the benefits of the site's location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

To promote active travel and link in with the surrounding environment, the applicant should ensure the provision of continuous 2 metre wide footways throughout and surrounding the development, reinstating any redundant vehicle access points, installing tactile paving at junctions/crossing points and renewing any substandard footways. The development should be designed so as to integrate with the surrounding area to create a safe pedestrian environment with natural surveillance.

With reference to Paragraph 4.6 of the TA, details of any of the road crossings with dropped crossings/tactile paving should be provided to assess the suitability of the area to support pedestrian trips.

III. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage staff and customers to travel by sustainable modes. The TA refers to the provision of 5 covered Sheffield cycle stands (10 cycle spaces) for staff and customers. Additional cycle parking is also proposed for staff within the warehouse. There are no details on the number of spaces, nor the security of spaces.

Cycle parking should be provided in accordance with Manchester City Council's standards and where possible spaces in excess of the minimum provided. Additionally, there should be onsite lockers, showers and changing room facilities for staff.

TfGM would recommend that the proposed level of cycle parking should be significantly increased. The staff cycle store should be lockable and covered, located in a central accessible location, with sufficient lighting and CCTV.

IV. Travel plan

To encourage sustainable travel choices, it is important that the development is accompanied by a robust Staff Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Travel Plan should include:

- A Travel Plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components, when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally a Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future staff to use sustainable modes of travel for appropriate journeys. The offer of personalised journey planning for staff or employers is a further measure that could be included in a full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development,

prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

Furthermore, through the Travel Plan, incentives should be offered to encourage staff to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

Should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Staff Travel Plan be attached as a condition of any planning consent.

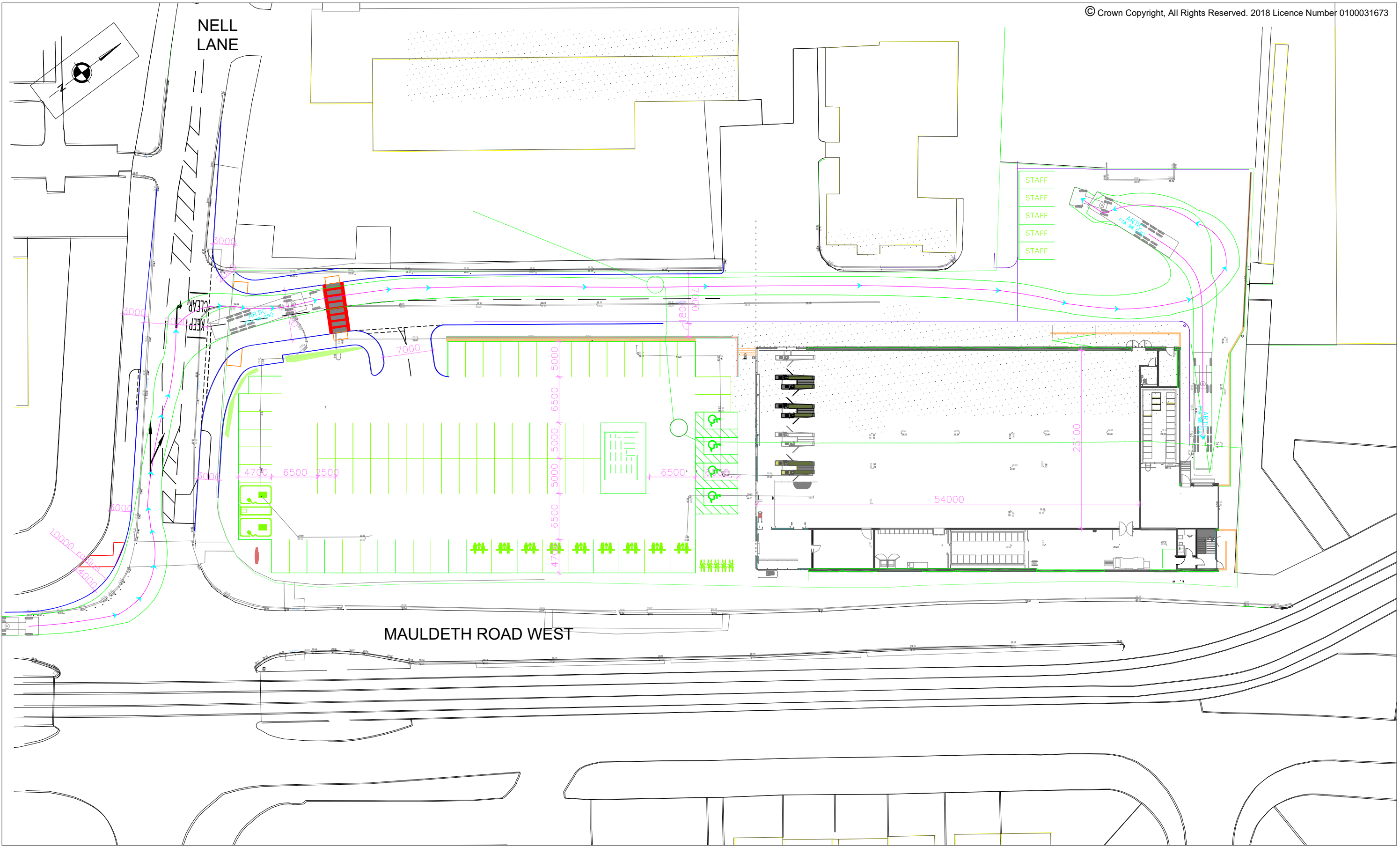
I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours faithfully

Claire Smallman
Infrastructure Development Officer
Email claire.smallman@tfgm.com

S|C|P

APPENDIX 2



Client	LIDL GREAT BRITAIN LTD
Project Title	PROPOSED DISCOUNT FOODSTORE AT LOWRY HOUSE, MAULDETH ROAD WEST

Drawing Title	SWEPT PATH OF MAX. LEGAL ARTICULATED HGV TURNING LEFT INTO NELL LANE FROM MAULDETH ROAD WEST AND INTO SITE ACCESS
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Scale	1:500 @ A3
Date	30.01.2023
Approved/ Unapproved	-

By	WB
Checked	JRB
Status	PLANNING

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	SCP/220102/ ATR08
Revision	-

S|C|P

APPENDIX 3

FAO: Krutika Gopalan
SCP

31st January 2023

Dear Krutika

LIDL LOWRY HOUSE, MAULDETH ROAD WEST, CHORLTON
PROPOSED NEW FOODSTORE DEVELOPMENT
STAGE 1 ROAD SAFETY AUDIT

Please find enclosed the signed and dated PDF of the Stage 1 Road Safety Audit (RSA) Report for the above mentioned project.

As referred to in Section 1.3 of the RSA Report, there are two issues identified and observation made during the Stage 1 RSA and site inspection, which the Terms of Reference exclude from the RSA Report, but which the Audit Team wishes to draw to the attention of yourself and the Overseeing Organisation:

- i. At the time of the site visit it was noted that the existing footway surfacing on the western side of Nell Lane, opposite the location of the proposed development access road, was in poor condition. This should be addressed to ensure that it does not become a trip hazard for pedestrians.
- ii. There were numerous cyclists (school pupils) within the site extents that were observed crossing Nell Road. It is unclear from the drawing provided what the future cycle strategy is along Nell Lane. At present there are cycle facilities to allow cyclists to enter/leave the footway/carriageway areas which do not appear to be replaced as part of the scheme proposals. At the next stage of audit these should be considered.

I look forward to receiving your response to this Covering Letter and the provision of the RSA Decision Log for the purposes of retention on my file.

Should you have any queries, please do not hesitate to contact me.

Yours sincerely



Sarah Bowie

LOWRY HOUSE
MAULDETH ROAD WEST, CHORLTON
Proposed New Foodstore Development

Road Safety Audit – Stage 1

Final Report

January 2023

TBL19/340

REPORT APPROVAL

Project Details

Project Title	Lowly House, Mauldeth Road West, Chorlton		
Project Subtitle	Proposed New Foodstore Development		
Road Safety Audit	Stage 1		
Document Reference	TBL19/340 Rev 0	Audit Brief Date	7 th November 2022
Overseeing Organisation	Manchester City Council		
Design Organisation	Krutika Gopalan	SCP	
Client	-	Lidl Great Britain Ltd	
Maintaining Agent Details	-	-	

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Mario Gatti	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Krutika Gopalan	Assistant Transport Planner - SCP

1 INTRODUCTION

1.1 The Scheme and its Purpose

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed development access associated with a potential new foodstore development on land at Lowry House, Mauldeth Road West, Chorlton.

Localised widening is proposed to accommodate a new ghost right-turn junction on Nell Lane with a further priority junction into the development site. Additional measures include a pedestrian crossing facility across the development access road.

1.2 Terms of Reference & Audit Report

The Road Safety Audit Brief was approved and issued by Krutika Gopalan of the Design Organisation on behalf of the Overseeing Organisation. The RSA team has been approved by the Overseeing Organisation.

Table 1 - Audit Team Membership

Membership	Name	Details
Audit Team Leader	Sarah Bowie	IEng, MICE, FIHE, MCIHT, MSoRSA, HE RSA Cert Comp
Audit Team Member	Mario Gatti	BSc Civ Eng, MCIHT, MSoRSA, HE RSA Cert Comp

The Road Safety Audit was undertaken in accordance with the requirements of GG 119. No additional audit requirements were requested. The audit comprised of an examination of the brief and the documents provided to the Audit Team, listed in **Appendix A**.

The audit took place at Taylor Bowie Ltd Cambridgeshire office during November 2022 and both Audit Team Members examined the site together in daylight hours on the afternoon of Friday 18th November 2022 between the times of 1500 and 1600hrs. The weather during the site visit was cold and heavy rain. The carriageway was wet. Traffic flows at all times within the site extents were light northbound on Nell Lane with heavy queuing southbound on Nell Lane towards its signalised junction with Mauldeth Road West. Numerous pedestrians and cyclists were observed during the site visit which was undertaken during school finishing times.

The scheme has been examined, and this report compiled only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

No Departures from Standards (DfS) have been provided to the Audit Team. It is important that if there are any DfS, then they are submitted to the Overseeing Organisation (OO) as soon as possible with appropriate mitigating measures for the OO to approve.

The Audit Team were not provided with any information regarding signage, carriageway surfacing specification or drainage for this stage of audit.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B** (where applicable).

1.3 Audit Administration

Issues identified during the audit and site visit which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the OO, will be set out in a separate letter. These issues could include maintenance items and operational issues.

In this regard, the Audit Team have made reference to two items as referred to in the covering letter to the Design Organisation, dated 31st January 2023. This covering letter should be supplied to the OO and be considered in conjunction with this Stage 1 RSA.

2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

No previous Road Safety Audits have been undertaken on these proposals.

3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 Local Alignment

No Problems identified in this category at this Stage 1 Road Safety Audit.

3.2 General

No Problems identified in this category at this Stage 1 Road Safety Audit.

3.3 Junctions

PROBLEM	1
Location	Proposed development access road junction, Nell Lane (Drwg No. SCP/220102/SK02 Rev B)
Summary	Increased risk of vehicles striking kerbs, pedestrians on adjacent footway areas or using the proposed crossing facility.
The scheme proposals include the introduction of a new ghost right-turn facility into the development access road. At this stage of audit, vehicle swept paths have not been provided for this junction. It is unclear from this information provided whether the relevant design vehicles that may use this junction can safely carry out their turning movements without hitting kerbs. This may increase the risk of kerb strikes and vehicle to pedestrian type collisions.	
RECOMMENDATION	
The Audit Team recommend vehicle swept paths are carried out for all turning movements for Design Vehicles that are likely to be using the proposed development junction. The vehicle swept paths should be safely accommodated within the available carriageway area without overrunning adjacent footway areas.	

PROBLEM	2
Location	Proposed development access junction (Drwg No. SCP/220102/SK02 Rev B)
Summary	Increased risk of vehicles striking kerbs, pedestrians on adjacent footway areas or using the proposed crossing facility.
The scheme proposals include the introduction of a priority junction into the development site. At this stage of audit, vehicle swept paths have not been provided for this junction. It is unclear from the information provided whether the relevant design vehicles that may use this junction can safely carry out their turning movements without hitting kerbs. This may increase the risk of kerb strikes and vehicle to pedestrian type collisions.	
RECOMMENDATION	
The Audit Team recommend vehicle swept paths are carried out for all turning movements for Design Vehicles that are likely to be using the proposed development junction. The vehicle swept paths should be safely accommodated within the available carriageway area without overrunning adjacent footway areas.	

PROBLEM	3
Location	Development access junction (Drwg No. SCP/220102/SK02 Rev B)
Summary	Pull out type collisions.
The site visit has established that there is a significant level difference between the development access road carriageway and the proposed development site. Vehicles waiting to emerge onto the access road from a standing start could experience difficulties due to the difference in levels. This could impact upon a driver's ability to see clearly when looking to the left and right on approach to the junction exit and may increase the risk of vehicle to vehicle or vehicle to pedestrian pull out type collisions.	
RECOMMENDATION	
The Audit Team recommend that at the detailed design stage a dwell/plateau should be provided for the development site junction where it meets the development access road.	

PROBLEM	4
Location	Development access junction (Drwg No. SCP/220102/SK02 Rev B)
Summary	Reduced visibility splay may increase the risk of vehicle pull-out type collisions.
The scheme drawings do not indicate a proposed visibility splay. The site visit has established that the achievable visibility splays may be impacted upon by the presence of vegetation along the eastern kerblines and the existing ground level. A lack of visibility at the junction may increase the risk of pull out type collisions.	
RECOMMENDATION	
The Audit Team recommend that the achievable visibility splays are not compromised.	

3.4 Walking, Cycling and Horse Riding

PROBLEM	5
Location	Proposed pedestrian crossing facility, development access road (Drwg No. SCP/220102/SK02 Rev B)
Summary	Compromised pedestrian to driver intervisibility may result in vehicle to pedestrian type collisions.
The site visit has established that the pedestrian to driver intervisibility when looking to the right from the northern kerblines of the proposed pedestrian crossing facility may be impacted upon by the presence of vegetation. A lack of intervisibility to the right may increase the risk of pedestrians crossing into the path of vehicles entering the development site access road and sustaining injury.	
RECOMMENDATION	
The Audit Team recommend that adequate and compliant pedestrian to driver intervisibility splay is achieved for pedestrians crossing the development access road from the northern footway.	

PROBLEM	6
Location	Proposed pedestrian crossing facility, development access road (Drwg No. SCP/220102/SK02 Rev B)
Summary	Compromised pedestrian to driver intervisibility may result in vehicle to pedestrian type collisions.
The site visit has established that the pedestrian to driver intervisibility when looking to the left and right from the southern kerbline of the proposed pedestrian crossing facility may be impacted upon by the existing ground level and vegetation. A lack of intervisibility to the left and right may increase the risk of pedestrians crossing into the path of vehicles entering the development site access road and sustaining injury.	
RECOMMENDATION	
The Audit Team recommend that adequate and compliant pedestrian to driver intervisibility splay is achieved for pedestrians crossing the development access road from the southern footway.	

3.5 Traffic Signs, Carriageway Markings and Lighting

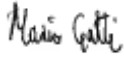
No Problems identified in this category at this Stage 1 Road Safety Audit.

END OF PROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER	
Name	Sarah Bowie - IEng, MICE, FIHE, MCIHT, MSoRSA, HE RSA Cert Comp
Signed	
Position	Director
Organisation	Taylor Bowie Ltd
Date	31 st January 2023

AUDIT TEAM MEMBER	
Name	Mario Gatti - BSc Civ Eng, MCIHT, MSoRSA, HE RSA Cert Comp
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	31 st January 2023

APPENDIX A

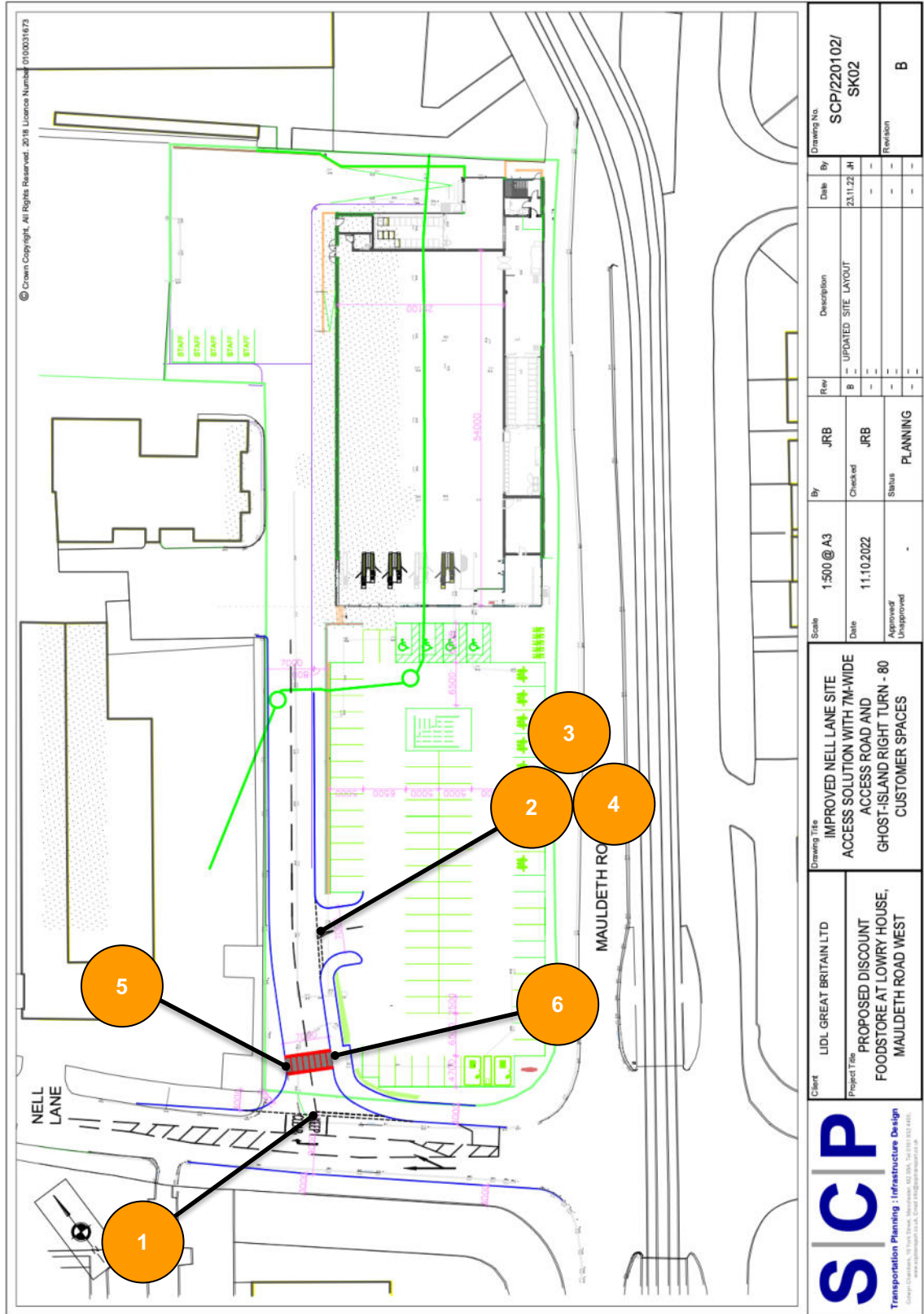
Documents Forming the Audit Brief

Drawings:

DRAWING NO.	TITLE
SCP/220102/ATR06 Rev A	Improved Nell Lane Site Access Solution with Swept Path of Max Legal Articulated HGV Inbound
SCP/220102/ATR07 Rev A	Improved Nell Lane Site Access Solution with Swept Path of Max Legal Articulated HGV Outbound
SCP/220102/SK02 Rev B	Improved Nell Lane Site Access Solution with 7m Wide Access Road and Ghost Island Right Turn – 80 Customer Spaces

APPENDIX B

Problem Location Plan



Taylor Bowie Ltd
ROAD SAFETY & TRANSPORTATION CONSULTANCY

E: info@taylorbowie.co.uk

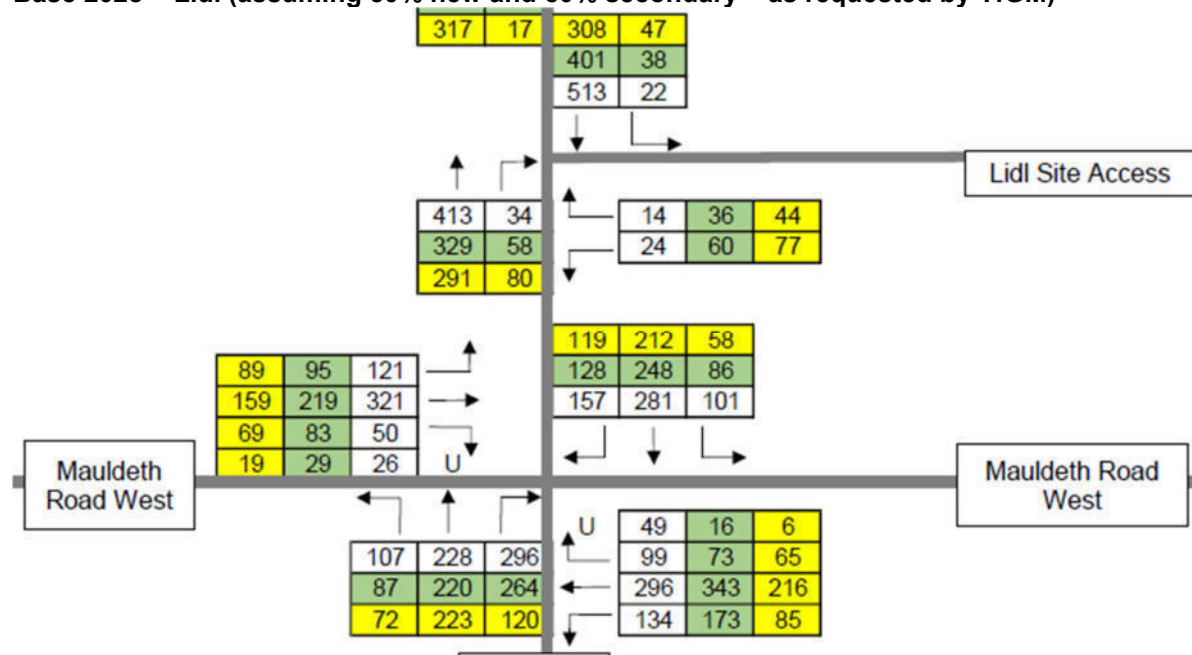
W: www.taylorbowie.co.uk

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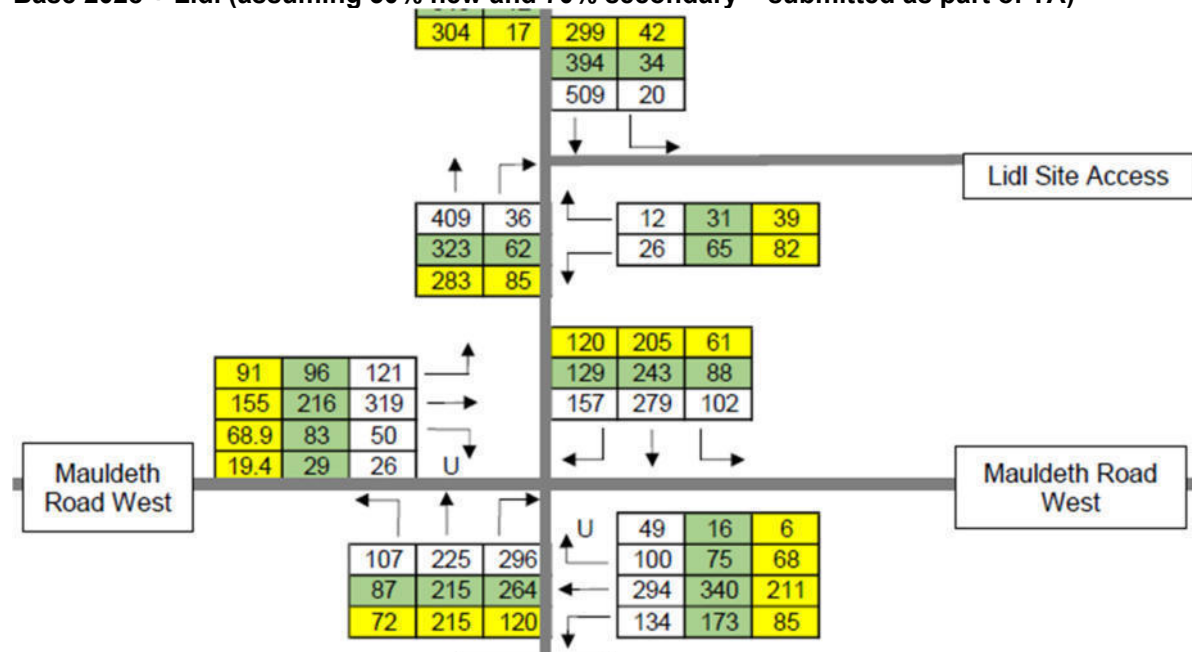
APPENDIX 4

Below is a comparison between the Base 2028 + Lidl scenario submitted as part of the TA and the updated Base 2028 + Lidl scenario which assumes 50% new and 50% secondary. For reference, the previous assumption was 30% new and 70% secondary.

Base 2028 + Lidl (assuming 50% new and 50% secondary – as requested by TfGM)



Base 2028 + Lidl (assuming 30% new and 70% secondary – submitted as part of TA)



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APPENDIX 5

