

To **Jeff Eaton**

Date 07-11-2023

Dept. Planning

Ref **23/00018/FUL v3**

From Highway Authority  
Andrew Blackburn

## **23/00018/FUL**

**Proposed filling station with ancillary convenience store (325 sq. m GIA), forecourt with 4, 2 sided, pump islands , canopy, electric vehicle charging points and associated car parking, a drive thru fast food restaurant (349 sq. m GIA)(Use Class E(b)/sui generis hot food takeaway use) with associated car parking, new site access road, new electricity substation, firewall to valve compound and associated works at The Woodyard, Cholmondeley Road Runcorn WA7 4XU.**

### **No Highway Objection, subject to conditions.**

The proposed development is for Roadside Uses at Cholmondeley Road (also named in other sources as Weaver View, or Clifton Road), Clifton, Runcorn about the Weston Expressway Junction 12 (Rocksavage) Roundabout, a signalised cut-through roundabouts, also known as 'throughabouts' or 'hamburger roundabouts'.

The proposal includes a Petrol Filling Station, with Retail shop element, and a Fast-Food Restaurant (McDonalds), with Drive Thru, associated parking and infrastructure.

The site presents challenges in terms of levels and gradients and in terms of understanding impact on traffic given the location and layout, as described above.

In highway terms, when reviewing such a submission, consideration is given, but not limited to, the following: traffic generation, distribution and capacity impact, access to the site for all modes, adequacy of parking, manoeuvring, and servicing arrangements, levels, and impact on Highway safety which will be reviewed in separate sections, below.

### Traffic Generation, Distribution and Capacity

Satisfactory information demonstrating that the trip generation, traffic flows and distribution associated with the proposed development will not have significant detrimental impact on the immediate and local network in terms of capacity and queueing at certain stop lines, has been presented to the satisfaction of Halton Highways, as well as National Highways.

Whilst the walking isochrome is disputable, as HBC believes footfall catchment, given the demographics of McDonalds clients, and staff, will extend to the wider Beechwood area, this would not make significant alteration to considerations nor conclusions.

#### Access for All Modes

The arrangement is considered accessible for all modes following amendment and additional information presented, with further improvement of the sustainable access route about the frontage of the site, see condition below.

#### Parking, Manoeuvring and Servicing Arrangements

The overprovision of car parking, with regards to Policy C2 parking standards, is deemed acceptable as it is offered ensure operational efficiency and to prevent displaced parking on the immediate or adjacent highway. Cycle parking provision is acceptable in terms of numbers, type, and position.

#### Levels

An accessible and compliant 1:20 route is offered into the site.

#### Highway Safety

No severe Highway Safety issues are raised by the proposal.

Suggested Conditions in addition to standard ones:

- Off Site Highway Improvements and the Section 278 Agreement

Notwithstanding the submitted drawings, the s278 agreement will include exploration of a scheme to widen (to a minimum of 3m usable surface where possible) the shared pedestrian and cycle route, about the site frontage, from the access bellmouth on Weaver View to the retaining wall adjacent to the Southern Expressway, shall be submitted and agreed with the Local Planning Authority before the development commences. The agreed scheme shall be implemented as part of the s278 Agreement.

Reason: To encourage and enable a shift to more sustainable modes of transport, and compliance with Policy C1: Transport Network and Accessibility

- Signage Detail Scheme

Notwithstanding submitted drawings a scheme for the installation of signage including the technical specification (size, materials, etc) position, construction detail (footings), as well as traffic management requirements/method statement for installation, shall be submitted to and agreed with the Local Planning Authority prior to the commencement of the works.

Reason: Highway Safety and compliance with Policy C1: transport Network and Accessibility.

## Informatives

- A Construction Management Plan (CMP) will be required that will cover, but not be limited to, the management of vehicle movement on the public highway, time of working and the management and cleaning of debris on the highway.

To avoid pre-commencement conditions, it is recommended that CMPs are offered at time of application.

- Notwithstanding LFFA response, provision shall be made within the site for the disposal of surface water such that none runs onto the highway. The applicant should ensure they have met their obligations under NPPF particularly regarding discharge rates.
- The developer will be responsible for paying for the installation and/or relocation of any existing signs/columns/statutory undertakers' equipment, which must be agreed in advance.
- A S278 highway agreement would be required prior to the commencement of any construction work to undertake works on the existing adopted highway about the access, including enhancement of the shared cycle/pedestrian facilities and crossings.
- Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
- The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.