

# **Rebuttal of DOUGLAS BISSET (for the Applicants) on HIGHWAYS AND TRANSPORTATION**

Call-in by the Secretary of State of an application made by Omega St Helens Limited / TJ Morris Limited

Land To The West Of Omega South & South Of The M62, Bold, St Helens

LPA REF: P/2020/0061/HYBR

PINS REF: APP/H4315/V/20/3265899

**CD38.2B**

**April 2021**

## **1 Introduction**

### **1.1 Introduction**

- 1.1.1 My name is Douglas Bisset. I hold the degree of Bachelor of Engineering in Civil and Transportation Engineering, from Napier University Edinburgh. I am a Chartered Transport planning Professional, a chartered member of the Institute of Logistics and Transport, a member of the Institution of Highways and Transportation and a member of the Transport Planning Society.
  
- 1.1.2 My general experience and my involvement with highways and transportation matters associated with the subject site are set out in my main proof of evidence [CD38.2].
  
- 1.1.3 This rebuttal addresses highways and transportation matters raised in Ms Copley's written representation made on behalf of the Bold and Clock Face Action Group.

## **2. Bold and Clock Face Action Group Written Representation**

- 2.1.1 I refer to Ms Copley's written representation paragraph 26. I disagree with Ms Copley's view that "the entire site will induce an incredible amount of vehicles servicing the site on a 24 hour/7 day a week basis". The trip generation of the site, and the methodology for offsetting previously consented B1 trips has been agreed with the three Highway authorities as set out in the Transport Assessment [CD33.38, pages 38-42] and the Statement of Common Ground [CD37.2]. The agreed trip distribution patterns are set out in the Transport Assessment [CD33.38, pages 43-44].
- 2.1.2 At paragraph 59 of Ms Copley's written representation reference is made to a cancelled bus service for the existing Omega site. I would like to clarify this matter. The Omega developer provided pump-prime funding for the provision of a bus service (the B52) to serve the Omega site. This funding was agreed for five years to cover the start-up of a bespoke bus service covering shift change patterns at the large logistics buildings at Omega. The service has been highly successful, becoming a commercially viable service within the first year of operation. The B52 service still operates on site. The service route and timetable was developed by Warrington Borough Council and, as part of the original provision, a five to six month diversion of the route was made via Burtonwood Village. However, the service did not generate any passengers from Burtonwood Village and the diversion was removed. I am not aware of any bus service to or from St Helens that was put in place for the Omega site that was subsequently cancelled.
- 2.1.3 I refer to Ms Copley's written representation paragraph 97. I disagree with Ms Copley's view that the number of electric car charging points is inadequate. St Helens Parking Standards [CD3.2] have no requirements for electric vehicle charging spaces for B2 or B8 development. However, the applicant is proposing 39 EV charging spaces for the proposed Unit 1 and this is set out in planning condition 7 [CD35.1]. The remaining units are in outline at this time, with parking to be determined as detailed applications come forward and this is set out in planning condition 90 [CD35.1].
- 2.1.4 At paragraph 98 of Ms Copley's written representation, reference is made to a photograph showing the current condition of the locality. As a matter of fact, but not a matter of expert opinion as a highway engineer, I can say that over the last 17 years I have visited the Omega site on numerous occasions and recognise the area depicted

in the photograph. The photograph shows an area of the Omega south site which has been cleared of vegetation for the next phase of construction on Omega, to provide housing. In my view it is misleading and not representative of the completed landscaped areas within Omega.