

# Cuerden Lancashire

## WSP Transport Assessment Review No.2

Client:	Brookhouse Group	Job No:	J3250954
Date:	21 February 2023	File Name:	TN06 v1.0
Prepared by:	LCW	Approved by:	ME

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### 1.1 Introduction

- 1.1.1 This Technical Note (TN) has been prepared by Mode Transport Planning, on behalf of Brookhouse Group, following a review of the updated information submitted in relation to the Cuerden Strategic Site in Leyland (LCC application reference LCC/07/2022/00044).
- 1.1.2 Within the updated planning information submitted by the applicants were a revised drawing package by WSP, updated Design and Access Statement by Fletcher Rae and covering letter by Barton Willmore (dated 10<sup>th</sup> January 2023).
- 1.1.3 This note provides a review of the transport planning and highways related updated planning information.

### 1.2 Highway Access

- 1.2.1 Overall, from a highway perspective, the changes made to the proposed Cuerden Strategic Site application now look to support the Future Phase developments of the allocated plots in the ownership of Brookhouse and create less onerous connections.
- 1.2.2 Three of the four accesses will now be submitted in detail/ full to enable early delivery of the highway connections so that the proposals align with modelling in the Transport Assessment. These highways connections (between A49 and M65 Terminus), provide the through route necessary to alleviate traffic on the A6; however, a further connection would need to be made via the central Future Phase plot owned by Brookhouse onto Stanifield Lane to alleviate traffic on the A582.
- 1.2.3 As noted in Barton Wilmore's covering letter (dated 10<sup>th</sup> January 2023):

*'The access and movement strategy shown on Parameter Plan 2 ensures that all areas of allocated land can be accessed, including that which is located outside of the red line boundary of the application site.'*

- 1.2.4 They also state that:

*'The movement network is shown most clearly on Parameter Plan 2, and the precise location of these routes are now highlighted and colour-coded on the highway plans. We trust that this*

*change provides sufficient clarification on this point and sufficient assurances that linkages will be provided across the Application Site and through to other areas of allocated land.'*

1.2.5 It would appear from the updated drawings that the internal spine road connecting from the north (Zone A) into the Future Phase central parcel of land owned by Brookhouse, has now been provided. As shown in **Figure 1.1**, WSP's Highways Layout Drawings (1 of 3), the new spine road is now shown to cross over the redline boundary into the central Future Phase plot which it did not do in the previous revisions. This, in addition to the points raised in the covering letter by Barton Willmore, suggested the removal of any potential ransom strip on this Future Phase; an extremely important point which needs to be confirmed within the conditions/ legal agreements to ensure the whole allocation is not prevented from being delivered.

**Figure 1.1 : Spine Road into Brookhouse Land** (source: WSP Drawing 84465-WSP-XX-DR-005)



1.2.6 Whilst the connection from Zone A is positive in terms of the Future Phase delivery, the access onto Stanfield Lane now being submitted in detail/ full does not include a link road through Zone D into the central Future Phase plot. This means that the complete through route between M65 Terminus and Stanfield Lane cannot be provided by Brookhouse as part of their future phase and relies on further discussion with the applicant to provide the connection into Zone D, potentially preventing the delivery of the through route.

- 1.2.7 There is also no connection shown within Zone D to southern Future Phase plot on Stanifield Lane or the within Zone E to the northern Future Phase plot, both of which are within the ownership of Brookhouse.
- 1.2.8 It should be noted that whilst the updated Design and Access Statement shows potential for a future connection to the southern Future Phase (but without providing one within the detailed planning drawings), there is not potential future connection included to the northern Future Phase.

### 1.3 Traffic Impact Assessment

- 1.3.1 It should be noted that latest updates only include an updated drawing package setting out the extent of internal highway and access junctions which will be included in the detailed element of the application. No updated Transport Assessment has been submitted which is required to address the majority of points raised in the consultation review; therefore, all of the points raised by Mode in the previous WSP Transport Assessment Review note (TN04, dated 5<sup>th</sup> December 2022) still stand.

### 1.4 Sustainable Accessibility

- 1.4.1 The updated Design and Access Statement states walking distances from the edge of the site to public transport nodes, which fails to consider the total walking distance for future users. It notes that discussions are underway to assess if bus services 111 and 109 could be diverted into the site.
- 1.4.2 On this basis, all of the points on sustainable access raised by Mode in the previous WSP Transport Assessment Review note (TN04, dated 5<sup>th</sup> December 2022) still stand if there is no firm commitment to provide a diverted bus service within the site.