

Lancashire County Council  
Planning and Environment  
PO Box 100  
County Hall  
Preston

Tel 01772 534057  
Email [neil.stevens@lancashire.gov.uk](mailto:neil.stevens@lancashire.gov.uk)

Your ref LCC/2022/0044  
Our ref LCC/20220044NJS  
Date 8<sup>th</sup> November 2023

Dear Sir / Madam,

**Application:** LCC/2022/0044

**Location:** CUERDEN STRATEGIC SITE, EAST OF STANFIELD LANE, NORTH OF CLAYTON FARM, WEST OF WIGAN ROAD, LOSTOCK LANE, LOSTOCK HALL, LANCASHIRE.

**Proposal:** APPLICATION FOR OUTLINE PLANNING PERMISSION (WITH ALL MATTERS RESERVED SAVE FOR ACCESS FROM THE PUBLIC HIGHWAY TO DEVELOPMENT ZONES A, B AND D (M65 TERMINUS ROUNDABOUT, A49 WIGAN ROAD AND STANIFIELD LANE) AND STRATEGIC GREEN INFRASTRUCTURE/LANDSCAPING) FOR A MIXED-USE DEVELOPMENT INCLUDING THE PROVISION OF EMPLOYMENT USE (USE CLASSES B2/B8/E(G)); RETAIL (USE CLASS E(A)); FOOD, DRINK AND DRIVE-THROUGH RESTAURANT USE (USE CLASS E(B)/SUI GENERIS DRIVE THROUGH); HOTEL USE (USE CLASS C1); HEALTH, FITNESS AND LEISURE USE (USE CLASSES E(D)/F(E)/F2(B)); CRECHE/NURSERY (CLASS E(F)); CAR SHOWROOMS (USE CLASS SUI GENERIS CAR SHOWROOM); RESIDENTIAL USE (C3) THE PROVISION OF ASSOCIATED CAR PARKING, ACCESS, PUBLIC OPEN SPACE, LANDSCAPING AND DRAINAGE.

### **Summary**

I am satisfied with the proposed application; however, this is subject to all matters highlighted being suitably controlled by planning conditions which ensure all necessary mitigation is delivered in advance of it being needed and certainty that the development phasing, which is in control of the developer, delivers the integral spine road that connects two existing highway corridors as per the assessment. This, together with the delivery of all sustainable changes will ensure that the local and wider environment with development, suitably integrates, is accessible and is permeable for non-motorised modes.

The planning conditions also ensure that the impacts of construction are safely and suitably managed minimising impact on the wider network for all users.

The proposed highway measures, when delivered, will provide the necessary additional capacity to mitigate the impact of the development throughout both AM and PM peaks modelled and negate a quantity of network pressure in the future.

It must be noted that the level of congestion that would be experienced with this development in the future will be higher than that currently experienced at a number of locations. Queuing and hence delays will also increase, however, with the additional link capacity that will be provided, it will benefit corridor reliability and support lane discipline and better driver behaviour prior to junctions which is a current issue at a number of locations. The influence of sustainable transport to meet movement needs will be important and this site has a key benefit being its location is close to existing sustainable transport hubs, corridor and the built environment. This development (and others in the area) do suitably support the use of sustainable transport and is in line with the principles of the National Policy Planning Framework (NPPF).



I refer to the above application and would like to thank you for the opportunity to comment on the proposal. These comments consider all the highways and transport information provided to Highways Development Support Service of the County Council by the applicant and his transport consultant, WSP. This information includes:

**Original Document Submission:**

- Transport Assessment – dated 24/06/2022
- Framework Travel Plan – dated 23/06/2022

**Post Submission Technical Notes:**

- Lancashire Central – Post-Application Drawing Review – dated 28<sup>th</sup> September 2022
- Lancashire Central – Response to NH – dated 3<sup>rd</sup> March 2023
- Model Scenarios and Re-routing Assumptions, dated 31 May 2023;
- Base Year Growth Rate Assumptions, dated 8 June 2023;
- M65 Terminus Design Technical Note, dated 5 July 2023;
- Additional traffic surveys at A6/A582, dated 7 July 2023;
- Record of Structural Review Form, dated 14 July 2023;
- Design Check against Departures from Standard, dated 19 July 2023;
- Modelling Note dates 25<sup>th</sup> July 2023;
- Modelling Update Note, dated 11 August 2023; and
- Vissim Modelling Technical Note (Appendix C of 11 August Modelling Updated Note)

**Parameter Plans:**

- 21017-FRA-XX-DR-A-9111-P13 - Parameter Plan 1 Dev. Zones, Land Use, Quantum & Building Heights
- 21017-FRA-XX-DR-A-9112-P20 - Parameter Plan 2 Highways and Access
- 21017-FRA-XX-DR-A-9113-P14 - Parameter Plan 3 Strategic Landscaping

**Illustrative Internal Site Layout Plans:**

- 84465-WSP-XX-DR-005\_P04
- 84465-WSP-XX-DR-006\_P03
- 84465-WSP-XX-DR-007\_P02

**Highways Drawings:**

- 84465-WSP-XX-DR-004\_P08: M65 Terminus Roundabout
- 84465-WSP-XX-DR-010\_P04: Stanifield Lane access Junction to Phase D Extent of Detailed Application
- 84465-WSP-XX-DR-011\_P05: Highway Layout Extent of Detailed Application
- 84465-WSP-XX-DR-012\_P02: Wigan Road Access Junction Extent of Detailed Application
- 84465-WSP-XX-DR-013A\_P02: M6 Junction 29
- 84465-WSP-XX-DR-014\_P03: J1 Stanifield Lane – A582 (Sheet 01 of 03)
- 84465-WSP-XX-DR-015\_P03: J1 Stanifield Lane – A582 (Sheet 02 of 03)
- 84465-WSP-XX-DR-016\_P02: J2 Lostock Lane – A582 (Sheet 03 of 03)
- 84465-WSP-XX-DR-017\_P02: J4 Wigan Rd
- 84465-WSP-XX-DR-018\_P01: Stoney Lane Traffic Calming
- 84465-WSP-XX-DR-019\_P03: M65 Terminus Merge Arrangement – alternative arrangement to DR-004 for M65 approach to Terminus junction (NH controlled part of network). Alternative arrangement does not affect the layout of the roundabout itself.



**Road Safety Audits:**

- 230405-MM-M65 Terminus Roundabout RSA 1 Draft v1
- 230410-MM-On-site highway works RSA 1 Draft v1
- 230410-MM-Site Access Jct RSA 1 Draft v1
- 230411-MM-Off Site Mitigations RSA 1 Draft v1
- 230413-MM-M6 J29 RSA 1 Draft v1

**Road Safety Audits Addendum:**

- 230708-MM-Off Site Mitigations Addendum RSA 1 Draft v1
- 230710-MM-M65 Terminus Roundabout Addendum RSA 1 Draft v1
- 230925-MM-M65 Terminus 2nd Addendum RSA 1 Draft v1

**Walking, Cycling & Horse-Riding Assessment & Review (WCHAR):**

- Lancashire Central WCHAR Assessment Report P01 DRAFT\_170323
- Lancashire Central WCHAR Review Report P01 DRAFT\_170323

The Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network in Lancashire, working closely with National Highways (NH). With this in mind, the present and proposed traffic systems have been considered with a view to highlight areas of concern that, potentially, could affect pedestrians, cyclists, public transport or motorists on, or accessing, the influenced network. These comments consider a number of intersections with the strategic network, however, do not represent the views of National Highways. Comments from both authorities and suggested **planning conditions** need to be considered together.

**Development Proposal**

The proposal is in Outline with the exception of access from the public highway to Development Zones A, B and D (M65 Terminus Roundabout, A49 Wigan Road and Stanifield Lane) and strategic green infrastructure / landscaping.

The outline elements for this mixed-use development include general industrial; storage / distribution; retail; food, drink and drive-through restaurant; hotel; health, fitness and leisure; creche / nursery; car showrooms; residential; provision of associated car parking, access, public open space, landscaping and drainage.

**Site Layout****Access Strategy to / within the site**

The main development (excluding residential) includes three access points to the existing highway network. The first being off the signalised terminus M65 roundabout providing direct access from the strategic motorway network of the M65, M61 and M6, facilitating both local and longer distance journeys (DR-005 P04). The other access points are on Stanifield Lane (DR-07 P02) and Wigan Rd (DR-006 P03), both will be signalised and include sustainable transport provision. The highway layouts as suggested when delivered (subject to further detailed planning applications) would provide a continuous motorised highway link between Wigan Road and the terminus roundabout, which would support access for the majority of this proposal, onto two corridors, but also benefiting users of the wider highway network. The signalised access on Stanifield lane as presented serves an isolated parcel.



The extent of that forming the detailed application is presented on DR-011 P05 Terminus roundabout, i.e., 2 intermediate roundabouts, full length of highway travelling northbound and a section that travels eastbound and also on DR-012 P02 Wigan Road junction with short section of the approach road.

The site access strategy is future proofed as highway links extend to / near the boundary to potentially facilitate further development not forming part of this proposal. The first location is a continuation from the Stanifield Lane junction travelling in an eastbound direction (DR-007 P02, also shown on DR-010 P04). The second location connects to the smaller intermediate roundabout in the main site travelling southbound (DR-05 P04 also shown on DR-011 P05). The progression of development off these locations will be subject to its own appropriate planning applications and supporting analysis by those landowners / developers.

*Note: Whilst the full development with mitigation can be accommodated, it is important that delivery of the development is in line with the access strategy and is controlled by a suitably worded planning condition to ensure that necessary mitigation is provided in line with impact, with development related impact not exceeding that calculated at any site access.*

**Access Strategy Summary:** The access strategy as presented, subject to detailed design and suitably worded **planning conditions** ensure that development demands can be suitably catered for with access available onto 2 existing highway corridors (i.e., at the terminus roundabout and onto Wigan Road) for the majority of the development with the residual served off Stanifield Lane. The access strategy is supported by the LHA.

### Terminus Roundabout

The terminus roundabout which is the responsibility of the LHA requires significant changes, as well as the M65 mainline (NH responsible). The roundabout will be signalised allowing vehicle movements to be controlled, maximising traffic flow. Driver and Vehicle Standards Agency (DVSA) access onto the roundabout will be simple give-way provision appropriately located. In addition to support the DVSA operation, vehicle drivers who have their vehicles impounded have safe crossing facilities across the M65 (eastbound movement) and gated access on the northern side linking to a fencing / barrier scheme to negate against other pedestrians from accidentally accessing this junction and the motorway network beyond.

The central island of the roundabout will include surface water storage with the detailed design to include a safe and secure motorised access point for authorised service / maintenance vehicles. The layout within the central island to include a safe surfaced area to accommodate all waiting vehicles to access the main element of the island for maintenance purposes. This provision to form part of the detailed design of the Terminus roundabout as will other service areas to support the signals and their maintenance (these areas to be located near each signal controller).

The current roundabout does not operate as a traditional roundabout as vehicles are not required to give way to circulating vehicles. The roundabout provides a change of direction for approaching vehicles. There will be signalisation and changes to the M65 approach with the M65 traffic separated from the M6 traffic and both having signalised separate approaches allowing vehicles to safely enter the junction (DR-004 P08, also shown on DR-011 P05). To support the operation, I would expect that suitable provision is provided on the motorway approach and this to include suitable highway advance signing as well as being supported by management measures to control driver speed and lane discipline. To overcome lane discipline issues and safety at / within the roundabout, a significant signing strategy will be required and likely to include gantries that include signals and lane destination information,



cantilevered signals as well as large signs at the edge of the carriageway, in land controlled by either LCC, NH or the applicant. DR-004-P08 includes information for traffic exiting the strategic network onto the roundabout. These principles for those movements are not unreasonable as a principle but are subject to detailed design and wider consideration on the location highway network. I am satisfied that these matters of signing and lining and would be appropriate to be controlled by a suitably worded **planning condition**.

Notwithstanding, the road marking and signing scheme as presented in DR-004 P08 which highlights the principles of a scheme, as part of best practice, other existing layouts will be considered when undertaking the detailed design, including Whitebirk roundabout located in Hyndburn and also Switch Island roundabout at Aintree. The junction to be able to be operate under a failsafe scenario where there is a signal malfunction / outage. This provision to form part of the detail design.

*Notes: With regard to necessary road markings within the terminus roundabout or at other roundabouts that require mitigation, if the LHA is not satisfied with a simple approach to satisfy lane discipline (for entry or exit), illuminated road marking studs may be necessary to form part of the detailed design or may be required as a consequence of the safety audit post-delivery. An example of the use of illuminated studs is at Switch Island. Illuminated studs are used to guide a vehicle through the junction from entry to exit, reducing the risk of side impacts at times where a driver is unsure on which lane to use negotiating a roundabout.*

Whilst a alternative M65 approach layout has been produced as highlighted on DR-019 P03 which only includes 3 lanes approaching the terminus roundabout, this has not been progressed sufficiently to satisfy NH, therefore, is not being taken forward at this stage as an alternative solution.

Highway infrastructure from the intermediate roundabout to the terminus roundabout will be only for motorised vehicles, no provision provided for non-motorised modes.

### **Terminus Roundabout Stage 1 Safety Audit**

A stage 1 safety audit has been undertaken and a designer's response provided. Having considered the issues raised on the local highway network, and at the intersection with the strategic network, I am satisfied that the principles of the junction arrangement are acceptable, and a solution is deliverable. As part of detailed design, the layouts will require some changes to satisfy detailed matters, and part of this process will be subject to further safety audits.

*Note: This latest layout is a further iteration from the previous that had planning approval as part of the application considered and approved by South Ribble Council under planning application 07/2017/0211/ORM.*

**Junction summary:** The layout as presented, subject to detailed design and appropriate **planning conditions**, is supported by the LHA.

### **Local access points into the main development (all modes)**

The other employment access points on Wigan Road and Stanifield Lane are signalised with right turn storage on its corridor. Whilst both are not linked, they do provide local access without having to use the terminus roundabout junction, overcoming concerns of local drivers who are not confident to use the strategic network or junctions in its vicinity.



*Note: From a technical modelling perspective, traffic redistribution has been incorporated into the microsimulation model as a manual change, as route choice was fixed in the original model built. The microsimulation model has been updated post application 07/2017/0211/ORM, with vehicle routeing (assignment) being amended in line with the access strategy.*

The Wigan Road site access layout has been updated from that considered as part of 07/2017/0211/ORM overcoming previous residual concerns, and the layout is presented on DR-012 P02. The junction is located opposite the existing Cuerden Valley Park access and will be a four arm signalised junction with a dedicated right turn lane into the site and dedicated left and right turn lanes exiting the site. The junction includes formal crossing provision on three arms and links in a 3m PROW to the west of Wigan Road and includes shared pedestrian and cycle provision. This access provides routeing into the site for local traffic from Bamber Bridge as well as from East Leyland/Clayton-le-Woods, Euxton. This access point should not attract traffic from M6 junction 28, as the route to the site is less direct, on local roads with lower speed limits.

The Stanifield Road access (employment) (DR-010-P04) has not changed significantly since 07/2017/0211/ORM. Regard has been had to the access strategies for the approved Farington Cricket Facility Woodcock Estate (LCC/D7/2022/0048) and also the application for access (07/2022/00251) submitted by Brookhouse (where the LHA statutory comments supported the access for residential only). The three-arm signalised junction includes a dedicated right turn lane into the site and dedicated left and right turn lanes exiting the site. The junction includes formal crossing provision over the access and includes a shared pedestrian and cycle provision on the eastern side of Stanifield Lane, which are all highlighted on DR-010 P04.

**Employment Junction summary:** The layouts as presented, subject to detailed design and appropriate **planning conditions**, are supported by the LHA.

### **Residential Access (and access to the lanes)**

The residential access is via a **priority junction** with right turn storage on Stanifield Lane, and this is appropriate having regard to the scale of development. In addition, the junction will have the benefit of a lower speed limit on Stanifield Lane (provided by this development), appropriately tying in with the surrounding network and the change in the local built environment with residential development. The priority junction is presented on DR-014 P03 and DR-018 P01. The layout includes a ghost island right turn storage and a signalised pedestrian crossing to the south of the junction, providing a safe crossing point to a bus stop.

*Note: the footway on the western side of Stanifield Lane north of the bus stop is limited in length, as part of Farington Cricket Facility Woodcock Estate (LCC/D7/2022/0048) as a LHA requirement, the S278 will extend the footway in a northly direction from the bus provision to Stanifield Lane signalised roundabout. See comments on Stanifield Lane roundabout for further detail.*

In addition, the access strategy for the site requires the use of the existing local lanes of Stoney Lane and Old School Lane for non-motorised modes. DR-018 P01 identifies Stoney Lane principles. Since the last application, where no accidents were recorded at either junction, there has been 1 collision between 2 vehicles at the Old School Lane in 2020.

Whilst these existing junctions will continue to have a function to satisfy the needs of locals who are familiar, and all know which access is best for a particular movement, with development, there are additional needs for sustainable users. To facilitate this, a formal



signalised crossing (Toucan) will be provided over Lostock Lane to the east of Old School Lane, with its lower speed limit and supporting footway / cycleway provision (DR-015 P03). In addition, as part of the detailed design of this crossing, speed cushions will be provided on Old School Lane set back from the mouth of the junction. Further measures to manage traffic management and speeds to be provided and be controlled by a suitably worded **planning condition**. The Stoney Lane traffic calming scheme as identified on DR-015 P03 includes speed cushions, simple footway and a raised table at the intersection with Old School Lane. The detail will be determined at the detailed design stage, and to ensure that it does not result in surface water or drainage issues, the scheme will be delivered within the existing highway boundary.

Whilst the development increases pedestrian / cycle use on the lanes (and does not increase motorised vehicles), as highlighted above, it does suitably provide the opportunity to review the operation of Old School Lane and Stoney Lane, and the existing junctions do have restrictions impacting on the use of these junctions. It is important that the existing carriageway / verge does not become an area for parking for the Cuerden site. With this, Traffic Regulation Orders (TROs) and also other necessary infrastructure is to be delivered. The traffic management strategy with traffic calming **to be controlled by a suitably worded planning condition and to include both Old School Lane and Stoney Lane**.

With the residential element of the development proposal, there are future opportunities for the developer to consider at the time of a detailed application to provide a connecting highway between the proposed residential site to Old School Lane, providing benefits for existing dwellings overcoming egress constraints at Stoney Lane with Stanifield Lane. If this opportunity is taken up, it will reduce the use of Stoney Lane by motorised vehicles but will require further changes to Old School Lane and will influence the internal layout to prevent rat running bypassing Stanifield Lane signalised roundabout.

*Note this is a developer opportunity and not a development requirement.*

**Residential Junction summary:** The layout as presented, subject to detailed design and appropriate **planning conditions**, is supported by the LHA.

### Summary of Site access Strategy

The strategy proposed to access the overall development site is supported by the LHA. It provides routing to the proposed site where possible from multiple corridors / directions, limiting impacts (when compared to a strategy with fewer options). The access strategy clearly indicates that it is possible to continue the highway infrastructure to access the wider site from both the west and north. The layouts as presented, subject to detailed design and appropriate **planning conditions**, are supported by the LHA.

### Internal Layout

The internal layout for transport as indicated on DR-005 P04, DR-006-P03 and DR-007 P02 has been produced to offer an illustration of the site layout which, in general, is reasonable. It includes junctions, ½ bus layby's, footway, shared cycleway / footway, simple crossing points, a number of lanes, right turn vehicle storage (ghost island) on the east / west spine road, PROW and wider sustainable connectivity to points beyond the site, including routing from the DVSA site, for those who have vehicles impounded (with suitable security to prevent access by unauthorised personnel).



However, as part of detailed design, design standards, swept paths (maintaining lane discipline), full forward visibility, junction visibility and intervisibility (to be within the constraints of the carriageway, foot, footway / cycleway) to be satisfied both horizontally and vertically (with no shrubs, trees, structures, features, furniture or parked vehicles to obstruct this requirement).

All layouts to be supported with an appropriate safety audit. The internal highway layout needs to be controlled by a suitably worded **planning condition**.

The spine road alignment, which links the terminus M65 signalised roundabout to Wigan Road, to be reasonably direct and explicit to both the familiar and unfamiliar at all times of day / night. At this stage the applicant is aware that the LHA is not satisfied with the internal arrangements presented at the eastern end, where there are road doglegs around 2 large units with no dedicated right turn provision (ghost island) on both bends. As presented, this will result in operational issues, for example:

- at both bends, drivers unable to maintain lane discipline, no right turn storage, limited forward visibility;
- drivers travelling southbound between both units may misunderstand the highway layout and not slow down for the right turn bend as a consequence of the road naturally continuing in a southbound direction or
- drivers travelling in the eastbound direction vehicles on the spine road having to abruptly turn right around an acute bend.

Fortunately, DR-006 P03 is illustrative. However, it is important that these matters are picked up and resolved at a later stage and that any drawings that are attached to any permission make it clear that the illustrative layouts require amendments before the LHA can support (as presented the layout is NOT suitable for adoption). I am happy that these matters regarding illustrative layouts can be resolved and can be controlled by a suitably worded **planning condition**.

That presented within DR-011 P05 is that which, from a planning perspective, is in full. It includes carriageway travelling in a westbound direction from the terminus M65 signalised roundabout to an internal 3 arm roundabout with carriageway footway / cycleway linking to a 4 arm second roundabout in a southbound direction, of which includes 2 carriageway stubs and a sustainable link into a PROW then onto Stoney Lane to the west of the site. The main spine road and carriageway footway / cycleway is in an eastbound direction and ends at a priority junction with a short length of road travelling north, with a junction head serving a sub-station, as well as a potential access into a development service yard (both subject to further planning applications) and a PROW to the east of the road with routeing from the DVSA site for those who have vehicles impounded (with suitable security to prevent access by unauthorised personnel). It is important that this provision is provided early with a supporting route that can be used at all times by DVSA. This provision as with all other provision to be controlled by a suitably worded **planning condition**.

In addition, north of the first roundabout in a northbound direction, a length of road with footway / cycleway is provided to an angled stub and links into a PROW to the west of the site (in a landscaped area). It is noted at the second roundabout where two stubs are provided includes access into land not forming part of this application.

It is also noted that no accesses are provided into individual plots as part of the full application, these will be subject to separate planning application, satisfying design standards etc.

To the west of the site within the landscaped area there are two existing PROW that will be improved to enable the route to be used in all weather conditions and times of day and where appropriate illumination (detail and timing of delivery to be controlled by **planning condition**).





This provision, when delivered, will support sustainable connectivity from the site to the build environment of Lostock Hall to the north and to the public transport corridor on Stanifield Lane to the east. The two PROW referred to are:

- PP0912012 Stoney Lane to Lostock Lane (A582) and
- FP0912012 Old school Lane to the internal Cuerden road network (north of the first intermediate roundabout).

Generally, for highways within the site, each lane will be a minimum of 3.65m wide (each way) with flaring on approaches to roundabouts or on bends. The infrastructure to satisfy lane discipline for all vehicle types and corridor reliability. It is necessary that that ghost islands are provided for right turning vehicles on the main roads with the site. No parking will be permitted on the main spine road and this to be controlled by TROs. Internal roads to include a footway on one side and a combined cycleway / footway to the other, supported by toucan crossings and where appropriate, linking into the green corridor Pegasus crossings. Formal crossings to come forward as part of further applications and to be controlled by a suitably worded **planning condition**.

The internal road network is suitable for public transport (PT) routeing and the full application includes two ½ layby's. As further full applications come forward, additional ½ layby's will be agreed. All bus stops to include shelters. This provision to be controlled by a suitably worded **planning condition**.

## Highway Adoption

In line with statutory comments for previous Cuerden application commentary was provided on highway adoption. Based on that presented it is likely that the only non-residential highway that could be suitable for adoption is that between the terminus M65 signalised roundabout and Wigan Road. Adoption of this spine road which links 2 existing motorised corridors would be considered subject to:

- the highway being complete and open to the public facilitating the through movement of motorised traffic (with issues/constraints as identified above are resolved to the LHA satisfaction);
- having an appropriate legal agreement in place;
- having an approved design (with the LHA); and
- its construction is monitored by appropriate highway officers (from the Highway Development Control team) at all stages and accords with the approved design.

Other internal provision within the site including roads, footway / cycleway, drainage systems (and the water contained within) and lighting etc. is likely to be privately managed and maintained by the applicant or a management company. In addition, public open space or green space within the site to be maintained by a management company or by South Ribble Council. It is important that a strategy for maintenance of the site is produced, this matter to be controlled by a suitably worded **planning condition**. The LHA would be willing to discuss the merit and public utility of other roads within the site (in managing development risk and abortive construction work, this would need to be done very early in the progression of the development).



### Vehicle parking (General)

- Sufficient parking where appropriate for cars, motorbikes, bicycles, HGVs, mobility spaces and parent and child, to satisfy demand in line with South Ribble parking standards or where appropriate car parking accumulation;
- Sufficient internal provision to satisfy manoeuvring of vehicles, not impeding or resulting in conflict on the highway beyond the car park, other vehicles or sustainable users within;
- Dedicated safe routes where necessary for pedestrians and cyclists;
- Covered secure cycle parking connecting to a suitable route;
- Conveniently located electric charging points as a minimum in line with standards / good practice
- Vehicle parking spaces to satisfy vehicle types (expected to use them); and
- Where other infrastructure / provision is to be located within car parks / service areas, i.e., bins or maintenance equipment, there is a safe area surrounding to support access and operational matters.
- TRO's to limit inappropriate parking where necessary

Parking detail as highlighted above to be controlled by a suitably worded **planning condition** including analysis where appropriate.

### Servicing (units)

The application does not include specifics for each unit as these will be dealt with by further applications, which is not unreasonable, however for the avoidance of doubt the following to be satisfied.

**Retail (General), Employment, Drive through, PFS** – Service yards / dedicated service areas to satisfy each unit. Each service yard / area to support delivery requirements without waiting / parking on internal roads or public highway. Any security gates to open inwards not impeding on accessibility or visibility requirements.

Where access is required via security (i.e., gatehouse with barrier) or to facilitate direct purchasing of food / beverage / fuel, suitable provision to be provided within the site, ensuring it does not result in vehicles having to wait on the highway beyond the site curtilage. Servicing / access detail as highlighted above to be controlled by a suitably worded **planning condition**.

**Car Show Room(s)** – It is important that deliveries to the car sales is made from within the site (and suitable area is dedicated to undertake this), and that there is a safe waiting area again within the site prior to unloading. These areas not to impede on other movements to and from the access junction or influence the operation of the public highway. With regard to manoeuvring from the public highway it is important that lane discipline is maintained on the mainline. It is important that deliveries and safe waiting areas are **suitably conditioned** to ensure they are not undertaken on the public highway or that these vehicles do not wait on the public highway in the vicinity of the site for any period of time. TROs will be required to support this.

### Service, Delivery, Waste Collection, Routing and Out of hours restrictions

Servicing, deliveries and waste collection should occur post / prior network peak periods, the TA identifies these as 7:30-8:30 and 16:30-17:30. Any servicing, deliveries and waste collection that occurs during the peak periods will influence congestion levels.



It is important that this development does not compromise safety for any mode (including vehicular and non-vehicular) and that the impacts of servicing and deliveries for all elements of the development on the network are minimised and managed at all times of day. This includes no waiting of delivery / service vehicles on the highway network prior to an agreed delivery time. Parking detail as highlighted above to be controlled by a suitably worded **planning condition**.

Servicing, delivery, waste collection, routing and out of hours restrictions to be controlled by a suitably worded **planning condition**.

### Highway Drainage and Flood Risk

These comments are to be read in conjunction with those from LCC as LLFA which has considered the overall surface water drainage strategy. These comments relate to the highway surface water drainage only. Comments from the LLFA do not override those from the LHA on matters of highway drainage.

I am aware that sections of Stoney Lane is susceptible to surface water flooding as are sections of Old School Lane, Lostock Lane, the A6 between the terminus roundabout and Sainsburys signalised roundabout and Wigan Road in the vicinity of the proposed new junction. These areas are captured on the LCC Mapzone system.

It is important that suitable consideration is given to all areas that are prone to flooding as part of the detailed design when increasing the road width on Lostock Lane, between the A6 and Sainsburys roundabout or at the location of the new junction on Wigan Road. In addition, Stoney Lane and Old School Lane have a limited number of gulleys (located at the intersection of these 2 lanes only) relying on existing land drains and surrounding fields to absorb surface water. With this proposal, it is important that conditions with development or changes in ground levels do not make matters worse on these existing adopted roads or for existing properties. With this, suitable provision needs to be considered as part of the detailed design when designing the necessary changes to these lanes to support their future use, providing sustainable access into the site from the built environment to the north or from the PT provision on Stanifield Lane.

Whilst I am not aware of the detail of the drainage strategy of the site, a drainage strategy that includes the use of the LHA attenuation basin located within the central island of the existing terminus roundabout may be reasonable for the spine road (on the assumption that it is suitable for adoption). However, as part of the detailed design for the signalised roundabout, it will need to include suitable large vehicle access provision to enter the island for maintenance purposes, as well as hard surfaces with wheel cleaning provision to ensure that exiting vehicles do not leave debris on the public highway adjacent to the strategic network. Depending on the scale and location of the pond there may be a requirement of soil bunding or a barrier at the eastern side to protect vehicles (out of control) exiting the M65. This detail to be subject to a **planning condition** linking to the drainage strategy and the roundabout design.

*Note: As part of any strategy no water storage will be located under highway else would likely prevent that road, in this case the spine road, to be considered suitable for adoption.*

With regard to all other roads within the site including car parks or internal private roads, they will require their own solution. These areas will require a Construction (Traffic) Management



Plan that considers the impact of closure in part, full or for maintenance purposes whilst maintaining site operation. The drainage strategy for the site to be controlled by a suitably worded **planning condition**.

It may be the case when the drainage strategy is fully developed and shared with the LHA that some private surface water from the separate storage system, under regulated flows, may need to connect with the public system. If this is considered appropriate by the LHA, then the systems are to include valves controllable by the LHA. This is critical to ensure that water is not discharged in the public system under conditions where it cannot satisfy demand or facilitate maintenance of the public system, or in the event that there is a blockage in the public system downstream with water being discharged from the private water storage system which could result in localised flooding of the public highway, which would not be acceptable. These important drainage matters to be controlled by a suitably worded **planning condition**.

*Note: As part of the Lostock Lane highway widening scheme several years ago, I am aware that one of the culverts has been infilled. As part of detailed design of the drainage system (highway with full development) modelling must have regard to the current conditions and infrastructure to ensure that the highway and development requirements can be fully satisfied under all weather conditions. This includes consideration to the River Lostock which is situated within Flood Zone 3 at this location. This matter was highlighted with the previous application on this site.*

At this stage discussions have not taken place with regard to drainage strategy therefore excludes matters of water storage, routeing, outfall locations, ownership, condition of existing system, necessary easements, maintenance required, drainage capacity or future maintenance. Whilst these matters do not need to form part of the application it will need to be determined, agreed and included within a **suitably worded planning condition** and discharged prior to commencement on site.

## Sustainability

To support the sites sustainability, it requires infrastructure to be delivered at all stages of site progression and the full support of end users. For example, if development progresses served off the initial section of uncompleted spine road (at this stage the road would not be suitable for adoption), or north of the initial intermediate roundabout, the existing public transport routes and services on Stanifield Lane will be utilised. This development will improve the provision at the stops close to the site on this corridor as well as routeing to this provision.

Access from the existing built environment such as Lostock Hall and Bamber Bridge, both having railway stations, does provide additional sustainability options for those who live further away i.e., employees. With this, accessible routes must be available for those to use, whether as a pedestrian or as a cyclist, and this includes Old School Lane crossing the A582. Provision must satisfy this demand as part of the first phase of development, post initial infrastructure delivery (which is in full as part of this application). The off-road cycle lane along Lostock Hall between a point north of Stansfield Lane signalised roundabout to a point east of the Sainsburys signalised roundabout to be reviewed and amended as necessary, ensuring that provision is suitable and continuous, to form part of the **conditioned** A582 highway works.

*Note: no pedestrian / cycle access will be promoted between the link road from Sainsburys roundabout via the terminus roundabout. This route will be terminated via appropriate processes / orders.*

The existing public transport services using Stanifield Lane are popular with patrons. It must be noted that the closer the distance to Preston or Leyland, the greater the PT demand. This



site is located in a prominent location, not to place pressure on service capacity. It provides a good opportunity to make these services more attractive to existing and new operators.

The original assessment included a simple multi modal assessment that indicated levels of sustainable use whether as a cyclist, pedestrian or public transport user, whether bus or rail based. This highlights demand / opportunities for public transport service providers to reroute through the site or register a new service without the need for service pump priming, once the through route is provided between Wigan Road and the Terminus M65 roundabout.

Site phasing and necessary sustainable infrastructure to be controlled and delivered through a suitably worded **planning condition**.

## Travel Plan

Given the nature of this application, with multiple land uses, an Area Wide Travel Plan would be appropriate. The submitted Framework Travel Plan provides the parameters for the development of a number of class / site specific Full Travel Plans, these **individual site Travel Plans should be developed by each occupier in parallel with the Area Wide Travel Plan and controlled by suitable worded planning condition**.

Whilst a budget will be allocated to facilitate the successful implementation of the Action Plan, this will be overseen and managed by the Site Management team. From the LHA perspective, on a development of this size LCC Highways could provide travel plan support. However, this would come at a total cost of £48,000 to enable LCC to provide a range of services as outlined below.

- Appraise initial Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
- Oversee the progression from the Framework Travel Plan to the Full Travel Plan/s in line with agreed timescales.
- Monitor and support the development, implementation and review of the Full Travel Plan/s. This will include reviewing:
  - Annual surveys
  - Progression of initiatives / actions plan
  - Targets

The Full Travel Plans when developed by each occupier will need to include the following as a minimum:

- Contact details of a named Travel Plan Co-ordinator
- Results from travel surveys
- Details of cycling, pedestrian and/or public transport links to and through the site
- Details of the provision of secure cycle storage.
- Objectives
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
- Action plan of measures to be introduced, an appropriate funding
- Details of arrangements for monitoring and review of each Travel Plan for a period of at least 5 years.



## Cycle Access Routes and Parking Provision

Cyclist desire lines within the site and external to the site are indicated on a number of drawings. It must be noted that all provision must be provided at a standard that is suitable for its intended use and must suitably link into existing routes, with consideration of the needs and safety of users such as lighting and secure / covered cycle parking etc. As part of all mitigation, cycle provision will be provided linking into existing and supporting the sustainability of the site. Existing cycle provision that will be used by this development and has been highlighted on drawings, but is to be reviewed, and where necessary, as a consequence of this development, missing dropped kerbs to be provided, lining and signing to be refreshed / renewed and be in line with the principles of LTN1/20.

## Cycle Parking

As highlighted in vehicle parking (general) above, cycle parking will be provided for customer / visitors located throughout the site. Each site will provide suitable level of cycle provision.

Secure covered (where practically possible) cycle and accessible parking for should be included for individual buildings with safe routeing within each site / plot to the highway beyond, then onto existing provision on the adopted highway network, providing a continuous route (where possible) routeing to cycle paths. Cycle parking to be controlled through a suitably worded **planning conditions** under the general parking condition.

## Public Transport

To support access to public transport from this development, it will require the use of existing services on the Stanifield Lane corridor. A quality bus stop with an illuminated shelter will be provided in each direction north of Stoney Lane. Access to the northbound stop north of Stoney Lane will include a signalised crossing on Stanifield Lane.

As part of the internal layout for the full site, a number of quality bus stops with shelters within ½ layby's will be provided in close proximity to end users. This is supported. The initial section of spine road (in full) includes 2 stops. As further detailed applications come forward additional quality bus stops with shelters in ½ layby's will be necessary and provided, internal layout including highway provision to be controlled by a suitably worded **planning condition**. With bus stops to be a maximum of 800m from anywhere in the site.

*Note: the indicative layouts currently only includes 2, which is not sufficient.*

As part of each travel plan it is important that each end user supports PT services by encouraging staff to use services with incentives i.e., a free bus pass or discount for a period of time for each household or employee.

## Electric Vehicle Charging Points

Electric vehicle charging points are required as part of this development. All residential dwellings to include 1 per unit.

It is now becoming normal for retail and employment land uses to include electric vehicle charging points within car parks. It is important for this development that, as further applications are submitted, full consideration and provision is provided (where possible or at least a defined area with ducting a kerbing in place to support changing or additional charging



points). This will be in line with the increase in electric car ownership. A proactive approach to electric charging points will future proof a site without future disruption to car park operation at a later date.

Electric charging points and other supporting infrastructure to be controlled by a suitably worded **planning condition** for each site coming forward.

### **Measures Developed (general highway, junction and corridor improvements)**

Highway improvements are proposed at a number of key junctions / corridors and other locations. Layouts have been developed following discussion between the developers transport consultants, schemes have been tested using junction models to determine level of impact / suitability. Developed measures provide additional capacity and facilitate improved movement / access for all.

It is acknowledged that benefits to sustainable transport modes cannot be fully reflected in the modelling or its results. Improvements are to be provided at a number of key locations, including; Lostock Lane, Stanifield Lane, Wigan Road, School Lane, Old Stoney Lane, through the site and at all junctions or on corridors for pedestrians and cyclists.

### **Network Capacity within the Area of Interest**

To address the impact of the additional traffic generated by the development, mitigation measures have been focused on key congested locations to maximise network reliability whilst also delivering sustainable provision. In addition, changes to link capacity are also proposed on Lostock Lane (A582) and also on approaches to a number of junctions as a result of this development. That secured can be added to / upgraded as part of any future City Deal change with limited abortive work.

Mitigation proposed for this development are in line with that secured from Farington Cricket Facility Woodcock Estate (LCC/D7/2022/0048) and also from the applications for access 07/2022/00251 and 07/2022/00245 submitted by Brookhouse. Where appropriate, identical burden is placed on more than one developer, with the first developer responsible to deliver, whose trigger is exceeded first. Delivery of all mitigation is via a S278 legal agreement.

Whilst the offsite mitigation proposed, whether by Brookhouse or LCC, is sufficient to satisfy addition impacts of their development having regard to a future situation, measures have been designed so that they can be added to by others or as part of a wider highway / transport strategy i.e., City Deal.

### **Mitigation (Off-site Highway Works)**

The highway changes secured minimise the impact of the development on the network. Delivery of mitigation must link to phases and location of access location and to controlled by a suitably worded **planning condition**. The application in full, in simple terms, is access and some internal carriageway.

In areas where congestion currently occurs, changes need to be delivered prior to construction, and this is in line with other nearby proposals. In other locations triggers for mitigation must be such that works are delivered and benefits released prior to impacts from development whether that is of construction or occupation at that location. For each S278 measure, a LHA trigger is provided.



Until the internal linking road is delivered and open for public use, the internal development phasing must ensure that no development access exceeds the total calculated traffic levels part of the whole development.

It must be noted that vehicle movements in the area will increase, but with the implementation of all changes, traffic will be much better managed with supporting facilities for pedestrians and cyclists, enabling all movements to be undertaken safely. Consequently, this growth in movements will increase overall network delay during peaks and journey times when compared to current levels observed. The residual cumulative impacts from this development, with mitigation, are not considered severe, in NPPF terms.

All measures to be provided as part of this development in principle are reasonable; but during the detailed design process, they may require amendments / revising to satisfy design, safety, public transport, capacity, existing commitments or improve linkage to other changes, such as those delivered as part of City Deal (e.g., dualling of the A582 or other linked measures). It is critical that a level of flexibility is maintained to ensure that changes satisfy movement demand for all modes including public transport, pedestrians and cyclists and any supporting infrastructure such as signs, VMS, CCTV, signal controls and the use of illuminated road studs etc., can be suitably accommodated and delivered where appropriate on the local or strategic networks.

It is the responsibility of the developer to ensure that all measures provided can be fully delivered meeting all highway / transport needs, safety criteria and relevant design standards etc., including appropriate highway / footway widths.

### **Key Highway Works (Section 278 Works)**

The developer is proposing works at existing junctions which includes:

- **M65 Terminus Roundabout Drg No: DR-004 P08 also shown on DR-011 P05).** The existing roundabout to be signalised (using the latest signal technology with network monitoring equipment including CCTV). Maintaining access into DVSA. The approach from the strategic network will separate highway streams from the M65 and M6, both will be 3 lanes each with separate signal control. The infrastructure to support the signalisation will be determined as part of detailed design. See section Titled 'Terminus Roundabout' for further detail on matters such as signing / gantries, lining, potential use of illuminated road studs, maintenance areas for signal, controller units and surface water storage within the roundabout etc.
  - Additional infrastructure to support safe operation of the motorway will be agreed with NH as previously highlighted.
  - In line with statutory comments from NH, as part of detailed design, the junction to be able to be operate under a failsafe scenario where there is a signal malfunction / outage.

**Suggested Trigger Point:** Delivered prior to any site development (on the main site). Consideration also to be given to safe access during construction agreed with both highway authorities.

- **Stanifield Lane signalised roundabout - All changes are detailed in principle on Drg No: DR -014 Rev P03.** The following list indicates the key changes and who delivers:





- Additional approach lanes from the south and west.
- Widening of Watkin Lane on the western side prior to the bridge.
- Widening of the A582 Lostock Lane to provide a section of 3-2 merge towards Sainsburys signalised roundabout, speed reduction to 40mph and a Toucan crossing over the A582.
- Monitoring equipment including CCTV (not shown on plan)

*Notes: Works delivered as part of this proposal, as highlighted on the drawing, will complement any City Deal improvements at this location.*

*Additional changes have been secured through Farington Cricket Facility complementing those from DR-014 PO3.*

*As highlighted above, some of the identified works have also been secured from the Brookhouse application.*

*Cycle and pedestrian provision on the A582 between this junction and the Sainsburys roundabout to be updated to be in line with LTN1/20.*

**Suggested Trigger Point:** for the development related works (as highlighted) prior to construction of the first unit served off Stanfield Lane (this is in line with other development accessed off Stanifield Lane / A582).

- **Stanifield Lane - Changes are detailed in principle on Drg No: DR-010 Rev 04** supported by a speed limit reduction on its length to 40mph and a review of traffic regulation orders (such as parking restrictions). Restrictions will be an outcome of the review. In addition to those on the drawing other measures include:
  - Use of refuge islands on length, where appropriate including at junctions.
  - Other changes to support existing features served off this road in the vicinity of the site.
  - Pedestrian crossings:
    - Signalised pedestrian crossing near Stoney Lane.
    - Other pedestrian crossing to the south of the development site to satisfy pedestrian demands and routeing to the site, exact location to be determined at detailed design stage.

**Suggested Trigger Point:** for the development related works (as highlighted) prior to construction of the first employment unit served off Stanfield Lane, or occupation of the first dwelling or employment unit on the main development (elements of this are in line with other development accessed off Stanifield Lane / A582).

- **Lostock Lane - Changes are detailed in principle on Drg No: DR-015 Rev 03, with elements from DR-014 PO3 and DR-016 P02.** Three lanes (generally) in each direction on Lostock Lane A582 between Stanifield Lane signalised roundabout and the Sainsburys signalised roundabout. The access to St. Catherine's Hospice to include 'Keep Clear' over all three lanes on the A582 (not shown on the drawing) to ease egress to all lanes.
  - Controlled signalised Toucan crossing over A582 Lostock Lane. The existing crossing to be updated and become a Toucan.
  - On / off road cycle provision to and along Lostock Lane to be reviewed and amended, linking into the existing provision.

**Suggested Trigger Points:**

1. Toucan crossing and supporting infrastructure prior to construction of the first employment unit served off Stanfield Lane, or occupation of the first dwelling or employment unit on the main development (elements of this are in line with other development accessed off Stanifield Lane / A582).



2. All other elements prior to occupation of any dwelling or unit.

- **Sainsburys signalised roundabout (A582/A6) – this signalised junction includes a number of changes all of which are detailed in principle on DR-016 P02 including:**
  - 3 or 4 internal circulating lanes.
  - Where there is lane gain on approaches these have been extended.
  - With additional lane provided:
    - approaching the junction from the east and
    - exiting to the west, towards Stanifield signalised junction.
  - Additional road marking on the A582 to support St. Catherine's hospice (not shown on the plan).
  - 3 lanes in each direction on Lostock Lane (as previously highlighted).

Note: The scheme to include new signing and lining possibly with illuminated road studs (linking to signal operation) strengthening lane discipline and upgrading of signal technology and monitoring equipment including CCTV (not shown on plan)

**Suggested Trigger Point:** Prior to occupation of any unit from the main site or prior to construction of development accessed off Stanifield Lane, whichever comes first.

- **Wigan Road/Station Road signalised junction including Old Lostock Lane (A6/A49/B6258) – this signalised junction includes a number of changes all of which are detailed in principle on Drg DR-017 P02 including:**
  - Longer approach lanes from the north.
  - Additional lanes provided:
    - Approaching the junction from east.
    - Approaching the junction from the west.
    - Approaching the junction from the south with right turn storage for the existing car park.
    - Monitoring equipment including CCTV (not shown on plan)

**Suggested Trigger Point:** Prior to occupation of any unit from the main site.

- **M6 J29 (Lostock Lane/Church Rd) – this roundabout includes a number of changes all of which are detailed in principle on Drg DR-013A P02 including:**
  - Generally, two circulating lanes with short sections of additional lane between roundabout arms.
  - Additional lanes provided:
    - Approaching the junction from the west
    - Approaching the junction from the north
    - From the east, onto the southbound motorway slip road (dedicated exit lane).
  - Safety measures including those to better protect cyclists on the footway / cycleway such as higher safety barrier / fence on the bridge or from circulating vehicles.
  - Upgraded sustainable crossing over the northbound slip road. Detail and type i.e., simple or signalised to be determined at detailed design.

**Suggested Trigger Point:** Prior to occupation of any unit from the main site.

*Note: all works include suitable provision to satisfy the needs of pedestrians and cyclist.*



**Other Works include:**

- Until the full site is delivered, addition works are required on:
  - Old School Lane (as previously described).
  - Stoney Lane (as previously described) and

**Suggested Trigger Point:** Prior to occupation of any dwelling or unit.

**Wigan Road Access:** includes a number of changes on Wigan Road as detailed in on Drg DR-012 P02

- Network management measures on Wigan Road supported by a review of speed limits and traffic regulation orders (such as parking restrictions) as a minimum between Wigan Road / Station Road junction to the M6 overbridge. Additional changes will be an outcome of the review as well as gateway features to the south of the site and treatment at the public and service access points to highlight the development and other features served off this road (not development related). All changes to have regard to the green environment to the east of Wigan Road where possible, using appropriate materials. Measures will also include signing and Speed Indicator Display Signs (SPIDs) or similar.

**Suggested Trigger Point:** Prior to construction of any unit on the main site.

- **Signing strategy local i.e., at all exit points and wider to satisfy appropriate routeing to the site.**

**Suggested Trigger Point:** for the development related works (as highlighted) prior to occupation of any unit excluding residential.

- **Information strategy including the motorway network such as to the use of up-to-date live information via Variable Message Signs.**

**Suggested Trigger Point:** Prior to occupation of any unit excluding residential.

I have suggested trigger points based on that submitted, it may be the case when further information and evidence is submitted to support discharge of suggested planning condition number 1 (below), may influence the suggested trigger points above.

*Note: Any change from those suggested must be supported by clear evidence with the support of the LHA.*

**Other Obligations**

The Local Highway Authority would seek other obligation contributions from this development to fund measures that support sustainable transport. It is acknowledged that a number of measures provided under the s278 agreement support sustainable developments. Further sustainable measures are necessary to promote and support sustainable developments and communities.



The developer to fund the following:

Having regard to the scale of development with its design year of 2037. For LHA officers to provide advice and guidance on Travel Plan development and its implementation in line with 2.15.16 of the Planning Obligations in Lancashire policy (Sept 2008). This support would cost a total of £48,000 (12years @ £4,000 (index linked)).

Notes:

*The LHA would be flexible on the mechanism to receive the funds, as the usual S106 may not be appropriate. Funding mechanism to be agreed and it is suggested could be linked to the travel plan planning condition. Funds to be provided annually with first payment made on occupation of any unit.*

*The above excludes the cost to provide each travel plan, the cost of its monitoring or the funding required to deliver travel plan measures / incentives to achieve and maintain targets.*

## Public Rights of Way (PROW)

There are a number of PROWs within this development site, of which, some routing requires changes. All PROWs within the site to be upgraded to be usable in all weather conditions and times of day and where appropriate illumination (detail and timing of delivery to be controlled by **planning condition**). This upgraded provision is necessary as it will support sustainable connectivity from the site to the built environment of Lostock Hall to the north and to the public transport corridor on Stanifield Lane to the east, as well as across the site from east to west.

PROWs include:

FP0912012  
PP0912012  
BW0912011  
PP0912008  
FP0912007

PROW that crosses the carriageway between the Terminus roundabout and Sainsburys signalised roundabout to be terminated, with suitable provision at either end of the highway to ensure that it cannot be used. PROW changes including improvements, stopping up and diversions to be controlled by a suitably worded **planning condition**.

## Highway Retaining Structures

Any highway structures or structures adjacent to the highway within the development, that are not subject to building regulations, will require consent by LCC and to be supported by documentation of structural integrity.



## Accidents and Safety

I can confirm that all accidents / incidents that have been recorded have been suitably reviewed on the existing impacted network whether at junctions or on highway links, this includes their causation factors.

All key highway changes have been subject to a safety audit and I am satisfied that all matters can be progressed at detailed design stage.

## Analytical Assessment

The overall assessment undertaken builds on the analytical work done for the previous application. Microsimulation modelling has been undertaken for the wider influenced network with comments provided through due process by both LCC and National Highways. From a LHA perspective, the microsimulation modelling work undertaken on the local network is sufficient to understand the situation with and without development / mitigation. The microsimulation modelling was supported by the traditional approach of individual junction models using industry standard proprietary software. Both sets of results were provided as requested in a table to compare the operation of each junction, this is a sense check as result parameters are not identical. Each model type does have different outputs (results) i.e., LinSig includes 'mean max' queues whilst VISSIM includes 'mean average' and 'max' queues. Both models include a delay output in seconds.

*Note: The approach used for other nearby developments only included industry standard proprietary software.*

## Traffic Flows

The modelling builds on the previous application and the use of that data, which was collected in 2016. Typically, data of this age would not be acceptable, however with Covid and traffic flow uncertainty, the historic data was reviewed at a number of locations with current traffic data being similar during peaks therefore was considered acceptable to represent 2023 on this occasion.

*Note: Any future applications in the area the applicant to consult both the local and strategic highway authorities on the acceptability in the use of historic data (pre Covid).*

## Committed Development

Committed development was included from 13 applications, the applications included are not unreasonable.

## Traffic Growth

Traffic flows were growthed using TEMPro to 2024 and also to a future year of 2037. The use of TEMPro is acceptable, growth rates were appropriately adjusted to avoid double counting from committed developments that were included separately.



### **Development Trip Rates**

Trip rates originated from TRICS and are not dissimilar rates to the previous application where appropriate. The approach is acceptable.

### **Development Distribution**

Distribution is as per the previous application where appropriate. The approach is acceptable.

### **Development Assignment**

Assignment principles are not dissimilar to the previous application. The approach is acceptable.

### **Base Traffic Flow Reassignment**

At the LHA request, a level of reassignment was applied to acknowledge the spine road and the additional level of existing non development traffic that will change route during the network peaks and use the new corridor. The approach is acceptable,

### **Overall Summary of Traffic Flows used in the Assessment**

The methodology adopted is comprehensive, with realistic traffic levels on the network during both peaks.

### **Modelling**

The highway network that has been modelled considers a number of junctions from the Stanifield Lane signalised roundabout in the west to M6 J29 in the east, and a number of junctions in between. Consideration has been given to the M65 terminus roundabout, M65 / M6, as well as access junctions.

The approach to modelling has considered junctions in isolation using industry standard propriety junction software as well as a microsimulation model using the VISSIM program which considers all junctions together and their influences, as indicated above. The approach to modelling is supported.

All modelling uses the same traffic and signal data, the microsimulation also uses journey time data to validate the model. Queue length data is used as a sense check.

### **Individual junctions**

All key junctions have been modelled using standard propriety software. To assist in the reliability of key individual junction models, queues observed at Stanifield Lane and at Station Road signalised junctions were then compared against LinSig base modelled 2023 (stationary). Results as presented in both AM 7:30-8:30 and PM 16:30-17:30 did generally match in most locations. This analysis provided some comfort on the base scenario being reasonable.



## Signalised junctions

All results are available in the latest supporting documents. The signalised junctions in 2037 will generally operate within or at their theoretical capacity in 2037 with the inclusion of all committed development, and that proposed with mitigation (provided by this development) in both the AM, PM peaks:

Junctions modelled using LinSig include:

- J1: Stanifield Lane signalised roundabout
- J2: Sainsburys signalised roundabout
- J3: Cuerden Way
- J4: Station Road/Wigan Road
- J5: A6/M6 (M6 J29) – part signalisation
- J10: M65 Terminus roundabout
- Stanifield Lane (new junction)
- Wigan Road (new junction)

## Priority junctions

Results are available in the original TA. I can indicate that the priority junctions considered individually will operate within theoretical capacity in 2037 with the inclusion of all committed development, and that proposed with mitigation (provided by this development) in both the AM, PM peaks. Junctions modelled include:

- Todd Lane South/Lostock Lane
- Old School Lane
- Nook Lane/Wigan Rd
- Stanifield Lane (new junction)

## Roundabouts

Results are available in the latest assessments. I can indicate that the new roundabouts will operate within theoretical capacity in 2037 in both the AM, PM peaks. Junctions modelled include:

- Roundabouts internal to the site.

## Individual modelling summary

With the inclusion of mitigation as presented, the assessment of individual junctions 'in isolation' highlight that all development impacts in 2037 can be accommodated and that junctions can generally operate within their theoretical capacity and would likely operate better than a do-nothing scenario i.e., without development and mitigation.

## Microsimulation (VISSIM) Modelling

The initial microsimulation model was supported by a validation report which indicated that the model was validated, with journey times being close to that observed (within the area modelled). Whilst this was the case, on closer review of the initial microsimulation model a



number of issues were highlighted, resulting in a number of changes being made. The final model has removed many of the issues with results being more appropriate and stable across the board. This was achieved for example by removing errors, updating parameters, and signal timings.

The microsimulation model does not include route choice between origins and destinations i.e., all routes used are fixed under all conditions. Any change to route choice in this model has been done as a manual change.

The VISSIM modelling results shows that the local network will largely operate with limited queuing in both AM and PM peaks, however, the Stanifield Lane signalised junction, even with changes, will suffer from queuing during both peaks in 2037, not dissimilar to that currently experienced. This is as a consequence of junction limitations.

As part of detailed design work, the proposed layouts and modelling will be fine-tuned to limit delay whilst providing benefits to sustainable modes.

In conclusion, considering the VISSIM modelling, the results for the network show that overall, the proposed mitigation measures are suitable to accommodate the proposed development traffic.

### **Modelling Summary**

In summary, I am satisfied with the individual junction model outputs being a reasonable representation of impact with development and mitigation. This is not dissimilar to the conclusion from the Microsimulation approach, being that most junctions will operate well with highway corridors being generally reliable in both AM and PM peaks.

The LinSig modelling results do highlight lower levels of queuing when compared to the VISSIM. This is as a consequence of limitations of both modelling approaches. Table 4 of the WSP Modelling Note dated 25<sup>th</sup> July 2023 highlights queuing at five signalised junctions on the local network and the variation between modelling approaches.

### **These comments to be read in conjunction with the National Highways response.**

*Note: Comparing these modelling results with the previous LCC (Maple Grove Developments) / Brookhouse proposal (different land uses), these presented highlight a better level of network operation. This is partly as a consequence of different levels of trip generation, modelling improvements and changes to highway infrastructure.*

### **Local Highway Network Scheme Monitoring**

As with a large scheme of this nature, network monitoring is required by the LHA to ensure that reliability is maximised at key junctions.

Junctions monitored to include the proposed M65/A6 proposed signalised roundabout, Stanifield Lane signalised roundabout, the Wigan Road / Station Road junction and Sainsbury signalised roundabout. Each location to be permanently monitored using technology including CCTV cameras or similar located in an appropriate position to record all movements and have the ability to be linked or to focus on a specific movement on an approach or lane. This equipment has been identified in the S278 works above.





## Impacts During Construction

The impacts of construction will inevitably cause disruption on the local network during the construction period on a number of corridors. Routeing will use the main classified roads which is not unreasonable. The development will be delivered with the use of a compound suitably served by the existing network. It is important that minor roads / lanes such as Stoney Lane and Old school Lane are not used for deliveries or site construction vehicles.

The site is in close proximity to the strategic network and to existing land uses (such as employment, residential, retail and leisure including Cuerden Valley Park). In addition, the early phases of the site will be open for public / employees use, at a time when development construction and highway changes / maintenance are still ongoing. It is important that the impacts of construction does not impede on the operation of the highway network for all users whether motorised or non-motorised. Any construction vehicles should not wait or park on the public highway causing disruption. This needs to be controlled by a suitably worded **planning condition**.

In addition, routeing will need to be controlled by a suitably worded **planning condition** and monitored, as well as compound operation. It is important that resulting impacts can be accommodated and all activities monitored, having regard to other activities in the area (to limit impacts and conflict with other users) together forming a deliverable Construction (Traffic) Management Plan. The plan to have contingencies within in case impacts are greater than anticipated so that activities are reduced to acceptable levels.

Site compound and all associated enabling (temporary highway) works (yet to be determined) to be delivered prior to commencement of any development that requires access from that location. This needs to be controlled by a suitably worded **planning condition**.

During the construction phase of the development there is the potential for debris to be tracked onto the local and strategic highway network. It is therefore reasonable to recommend a **planning condition** to ensure that vehicles would be cleaned prior to use of the public highway, that a 'clean area' of sufficient size to accommodate the largest vehicle type to be located adjacent to the public highway and that no wastewater spills onto the public highway.

## Operation of the Car Parks

A **planning condition** is required to control the operation of all development related car parking by means of a car park management plan. This will allow for safe and efficient operation i.e., to prevent any queuing onto the public highway. The car park plan should satisfy the requirements as previously indicated.

## Travel Plan (or Plans)

To minimise the impact of the development a detailed travel plan(s) that includes Network Background, Baseline Data, Plan Objectives, Travel Audit (existing infrastructure), Targets, Actions, Monitor Impacts of Travel Plan, Promotion of Travel Plan(s) and includes a Senior Support Manager and named TP coordinator needs to be submitted to the Council, and agreed in writing. The plan(s) should include all measures to be implemented for staff, customers, visitors and residents. Each end user or developer to include a financial commitment to fund measures such as secure cycle parking, bicycles (with safety equipment), bus passes for a period of time (per employee or dwelling), transport information packs (that support and compliment the use of sustainable transport measures). The plan to be adhered to and kept



up to date for an agreed period after first opening. Travel plans as highlighted above to be controlled by a suitable worded **planning condition**.

### Construction Phase

The construction of new buildings and infrastructure will inevitably cause local problems until the site is fully built out. A programme and method of construction, including issues relating to the temporary closure of local streets, parking during construction (on and off site) and the delivery of materials to the site, must be agreed prior to work starting on site. It is important that there will be a **working group** (or several groups) to cover and coordinate the smooth delivery of the development, to include:

- Delivery of development, associated works, complementary works,
- Permanent and temporary works and
- Works in the vicinity of the strategic network.
- Car parking provisions during the phased development, with interactive public information / signing.

For all highway related works, including **design and delivery**, the working group referred to above will include the LHA, NH, a representative of the developer, their consultant and where appropriate contractor(s) and the LPA. This needs to be controlled by a suitably worded **planning condition**.

### Conclusion

I am satisfied with the proposed application, however, this is subject to all matters highlighted being suitably controlled by planning conditions which ensure all necessary mitigation is delivered in advance of it being needed and certainty that the development phasing, which is in control of the developer, delivers the integral spine road that connects two existing highway corridors as per the assessment. This, together with the delivery of all sustainable changes will ensure that the local and wider environment with development, suitably integrates, is accessible and is permeable for non-motorised modes.

Planning conditions also ensure that the impacts of construction are safely and suitably managed minimising impact on the wider network for all users.

The proposed highway measures, when delivered, will provide the necessary additional capacity to mitigate the impact of the development throughout both AM and PM peaks modelled and negate a quantity of network pressure in the future.

It must be noted that the level of congestion that would be experienced with this development in the future will be higher than that currently experienced at a number of locations. Queuing and hence delays will also increase, however, with the additional link capacity that will be provided, it will benefit corridor reliability and support lane discipline and better driver behaviour prior to junctions which is a current issue at a number of locations. The influence of sustainable transport to meet movement needs will be important and this site has a key benefit being its location is close to existing sustainable transport hubs, corridor and the built environment. This development (and others in the area) do suitably support the use of sustainable transport and is in line with the principles of the National Policy Planning Framework (NPPF).

I attach below a list of suggested conditions that may be appropriate should the Planning Authority be minded to grant approval, others as highlighted in the main body of the response will need to be integrated into others.



The following conditions may therefore be appropriate for any permission granted:

1. No part of the development hereby approved shall commence until a scheme for the construction of all highway works applied for including permanent, temporary and any remediation works post-delivery have been submitted to and approved by the Local Planning Authority in consultation with the Local Highway Authority. The details shall also include development phasing and reference to trigger points for construction work delivery and other advice in accordance with that set out in the planning application response letter from Lancashire County Council Highways Development Control dated 7<sup>th</sup> November 2023.

Thereafter, the site access construction and works for highway improvement shall be carried out in accordance with the approved details.

*Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.*

2. No phase or sub phase shall commence until a scheme for the internal highway layout of that phase or sub phase which links into the adjoining phase/sub phase of the development. To include safety, visibility and manoeuvrability, servicing, accessibility, Traffic Regulation Orders and location and routing of all deliveries and waste collection, Public Rights of Ways lighting, signing and connectivity and Public Transport bus stops, shelters, laybys, formal and informal crossings, that are in line with the Local Highway Authority's statutory response, have been submitted to, and approved by the Local Planning Authority in consultation with the appropriate Highway Authority.

*Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the internal layout are acceptable before work commences on site, and that there are no residual impacts on the highway network.*

3. No part of the development hereby approved shall commence until a scheme for improvements and changes to the PROWs around the site, that are in line with the Local Highway Authority's statutory response, have been submitted to, and approved by the Local Planning Authority in consultation with the appropriate Highway Authority

*Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the PROWs are acceptable before work commences on site.*

4. No development of a phase or sub phase shall commence until details of the proposed arrangements for future management and maintenance of the proposed roads (secondary roads, connector roads, service roads, or accesses into individual units or car parks), footways, cycleways, car parks, drainage systems (and the water contained within), lighting and public open space or green space within the development, have been submitted to and approved by the Local Planning Authority in consultation with the Local Highway Authority. They shall be maintained in accordance with the approved management and maintenance details thereafter.



*Reason: In the interest of highway safety; to ensure a satisfactory appearance to the infrastructure serving the approved development; and to safeguard the users in both the short and long term.*

*Note: It is recommended that to discharge the condition the local planning authority should seek to require a copy of the completed details of a private management and maintenance company confirming funding, management and maintenance regimes.*

5. Prior to the first use of the development hereby permitted, a Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Travel Plan to include objectives, targets, mechanism and measures to achieve and maintain targets, LHA paid for support, monitoring, implementation timescales and have a travel plan co-ordinator in post prior to first occupation and to remain until 5 years after final completion of the site. The approved plans will be audited and updated at intervals as approved and the approved plan be carried out.

*Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions.*

6. Prior to first occupation of each element/phase/sub phase of the development hereby approved a Car Park Management Strategy shall be submitted to, and approved in writing by, the Local Planning Authority. The Strategy to include all areas of development related parking, set out the layout, means of access and egress to areas vehicle parking, maximum duration of stay, where appropriate, car park charging (if appropriate), a mechanism that satisfies vehicle demand when capacity is exceeded and onsite parking enforcement. The provision of electric charging point where appropriate, in line with standards/best practice. Car park layouts to include the appropriate number of spaces for motorised and non-motorised vehicles and user types in accordance with the local planning authority standards, swept path analysis, dedicated routing within car parks for sustainable modes, sizes of parking bays satisfying intended vehicle types, other infrastructure to be located within car parks, having regard to their use, servicing and safety. The plan and approved layouts shall be implemented prior to first opening.

*Reason: To allow for the effective and efficient use of the parking areas and maintain flow of traffic on local roads when the development is operational.*

7. No development in any phase or sub phase shall take place until a supporting Traffic Management Plan has been submitted to, and approved in writing, by the Local Planning Authority. The approved Plan for that phase/sub phase shall be adhered to throughout the construction period and be kept live taking into account influences beyond the control of this application or phase/sub phase. The Plan shall provide information on each route for deliveries, plant, abnormal loads or employees/workers; profile for typical corridor use, the recording of daily deliveries; maximum number of deliveries per day; hours of deliveries; highway changes on routes with safety audit; temporary road or footpath closures; penalties for non-compliance of the plan whether the main contractor, sub-contractors or drivers; and consideration on other highway users; recording of all deliveries into each compound; signing and communication with the impacted community.

*Reason: To maintain the operation and safety of local streets and the routes in the area during site preparation and construction for any phase or sub phase.*



8. No development shall take place until a Construction Method Statement and Phasing has been submitted to, and approved in writing, by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. The construction activities phasing that also link development to highway and transport infrastructure;
  - ii. the parking of vehicles of site operatives and visitors (all within the curtilage of the site);
  - iii. loading and unloading of plant and materials (all within the curtilage of the site);
  - iv. location of compounds
  - v. storage of plant and materials used in constructing the development, (all within the curtilage of the site);
  - vi. the erection and maintenance of security hoarding/access points including decorative displays and facilities for public viewing, where appropriate;
  - vii. wheel washing facilities;
  - viii. a management plan to control the emission of dust and dirt during construction identifying suitable mitigation measures;
  - ix. a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);
  - x. a Management Plan to identify potential ground and water contaminants;
  - xi. a scheme to control noise during the construction phase;
  - xii. hours of construction/ hours of deliveries;
  - xiii. temporary lighting within compounds and on site;
  - xiv. security strategy including all access points to/from the compound and along the perimeter of the site and to/from each phase of development; and
  - xv. facilitate the needs of DVSA and those phases open during site construction

*Reason: To maintain the operation and safety of local streets and the through routes in the area during site preparation and construction.*

9. Prior to commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority for a surface water drainage strategy that includes separate systems for public surface water and private surface and foul water. The development should be undertaken in accordance with the agreed details and the scheme shown on the approved drawing shall be constructed in accordance with the approved details.

*Reason: In the interest of highway safety to prevent water from discharging onto the public highway.*

10. Prior to first use of the any phase or sub phase of development a delivery, collections and servicing strategy shall be submitted to, and approved in writing by, the Local Planning Authority. The Strategy to satisfy the requirements as previously indicated.

*Reason: In order to maintain flow of traffic on local roads when the development is operational.*



11. Any external source of lighting shall be effectively screened from view of a driver on the public highway.

*Reason: to avoid glare, dazzle or distraction to passing motorists.*

12. A highway scheme monitoring and management strategy to be submitted and approved in writing by the local planning authority prior to scheme opening. The strategy to include programme of surveys, observations. The strategy shall be carried in accordance with the approved strategy.

*Reason: To understand scheme impacts on local and wider network operation. To enable the efficient flow of traffic on local roads when the development is operational supporting changes to signal operation over time.*

13. Any development bridge/retaining wall or other highway related structures over or adjacent to the public highway, requires approval by Lancashire County Council and subject to a technical approval procedure.

*Reason: To maintain the proper construction of the highway and in the interest of highway safety.*

The technical approval requires that all the County Council's costs in relation to the approval are to be reimbursed by the developer.

The following informative notes should be added to any approval granted:

- a. The grant of planning permission does not entitle a developer to obstruct any highway/right of way and any proposed stopping-up or diversion of an adopted public highway or right of way should be the subject of an Order under the appropriate Act.
- b. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the highway department in the first instance to ascertain the details of such an agreement and the information to be provided.

Yours sincerely



Neil Stevens  
Highways Development Control Manager  
Community Services, Lancashire County Council

