



**National Highways Planning Response (NHPR 21-09)  
Formal Recommendation to an Application for Planning Permission**

**From:** Alan Shepherd  
Operations Directorate  
North-West Region  
National Highways  
[PlanningNW@nationalhighways.co.uk](mailto:PlanningNW@nationalhighways.co.uk)

**To:** Lancashire County Council FAO Susan Hurst

**CC:** [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Council's Reference:** LCC/2022/0048

**National Highways Reference:** 96192

**Location:** Land at Woodcock Estate, Stanifield Lane, Farington

**Proposal:** Proposed cricket facility comprising 2no. cricket ovals and associated pavilion building and spectator seating, covered cricket nets, access, parking, landscaping and associated works (including temporary event overlay facilities on ticketed match days), realignment of public right of way ref 9-12-FP 1, 7-4-FP 6 and public right of way ref 9-12-FP 2, 7-4-FP5.

Referring to the consultation on a planning application dated 22 September 2022 referenced above, in the vicinity of the M65 and M6 motorways that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) ~~offer no objection;~~
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is / is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

<b>Signature:</b> 	<b>Date:</b> 12 October 2022
<b>Name:</b> Adam Johnson	<b>Position:</b> Spatial Planner
<b>National Highways</b> 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD	

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We have reviewed the transport evidence supplied by the applicant and have determined that there are still some matters to be resolved before we can make our final recommendation. The following is a summary of the questions that remain, with additional detail being available in the report attached to this response, produced by our consultants at WSP.

- We request that details on the existing operation of the M65 terminus roundabout and M6 J29/M65 J1 interchange such as:
  - Evidence outlining the current conditions e.g., site observations, traffic surveys including observed queues.
- Given the traffic surveys were undertaken in 2016, more than five years ago, it is requested that the surveyed flows are subjected to validation checks (using WebTris and/or other publicly available traffic data) to ensure the flows are representative of normal traffic patterns.
- It is requested that confirmation be provided that the approach to committed / expected developments has been agreed with the Local Planning and Highway Authorities.
- It is requested that analysis/explanation of how committed/expected development link to the TEMPro growth rates that have been derived and applied within the Transport Assessment (TA).
- In line with National Highways' 'The Strategic Road Network Planning for the Future – a guide to working with Highways England on Planning Matters' (2015) guidance paragraph 101, assessments should be carried out for:
  - the opening year, assuming full build out and occupation.
  - and either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is greater).

A 2029 Future Year assessment does not align with the above requirement so should be adjusted as appropriate.

- Furthermore, it is not clear what has been adjusted within TEMPro. Therefore, it is requested that details are provided on the following to help clarify:
  - Which developments have been used to remove jobs/homes from the TEMPro growth rates;
  - Total number of jobs/growth removed – and the totals before and after in TEMPro;
  - Which MSOAs has this been applied to; and
  - Any other adjustments made.
  
- Confirmation that collision data provided is for the latest five-year period that is available is requested.
  - In addition, it is noted that no details are provided on the collisions recorded on the mainline of the SRN. We request further analysis of the collisions on the mainline of the SRN within the study area, in particular around the merge-diverge on/off slips to ensure the safety impact as a result of weaving is understood. Once this analysis is undertaken, further comment on the appropriateness of the PIC analysis undertaken at the SRN can be provided.
  
- Although parking would be primarily a matter for the Local Highway Authority (LHA), it is request that confirmation is provided to state that LHA are content with the level of parking to be provided ensure it complies with any relevant parking standards.
  
- No details are provided for how the car park will be managed, in particular on event days. It is requested that details are provided in order to allow an understanding of how the car parks will be managed and operated.
  
- Although primarily a matter for the LHA, it is requested that further explanation/detail be provided in relation to where the bus/coaches will park during event days in order to understand the totally of potential impact of all vehicle movement to and from the site could have at the SRN.
  
- It is requested that the Event Management Plan be provided for review to allow for better understanding of how the arrivals and departures to and from the site would be managed. This will enable further comment on the appropriateness of the trip generation forecast(s) to be provided.
  
- It is requested that details of the percentage of spectators that attend existing Lancashire County (LC) matches in terms of LC members and non-LC

members is provided.

- Furthermore, in order to better understand the impact of trips on the SRN, it is requested that the network diagrams are expanded to include the M6 J29 / M65 J1 and M65 Terminus Roundabout.
- It is acknowledged that the proposed measures and the aspiration to imbedded sustainable transport measures will be developed from the onset. Notwithstanding, it is recommended that National Highway are advised on the proposed location and details of the Park and Ride as investigations develop and proposals are firmed up.
- It is noted that this level of parking provision would not be sufficient for the full capacity 5,000 attendance events. As detailed above, details on where the additional parking would be provided and the impact this would have on the SRN should be provided to National Highways when available.
- We request that further details be provided to expand on why the given mode share has been assumed. Given the location of the site, it is anticipated that the car will be the predominant mode of transport used by those accessing the site.
- It is requested that the Vissim models and supporting files be provided. This will allow for audit of the models and modelled work completed to ensure consistency with the TA submission and review the model simulation output, which would be valuable in terms of gaining an understanding of the operational performance.
- It is recommended queue length information is included within the reporting, clearly identifying the location of each queue counter. Queue graphs are typically a more useful output than a single maximum average value because it allows the duration and profile of the queue to be understood and compared between scenarios.
- It is requested that CD 122 Merge/Diverge analysis should be provided for the SRN junctions.
- Provision of a Framework Travel Plan (FTP) is acknowledged, however it is requested that consideration on how the FTP could incorporate measures to promote sustainable and active travel for spectators and players be undertaken.

## **Recommended Non-Approval**

It is recommended that the application should not be approved until at least 9 December 2022.

### Reason

To enable the applicant to provide the information requested so that National Highways may make a determination of its impact on the Strategic Road Network.