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11<sup>th</sup> April 2025

Dear Central Lancashire Local Plan Team

**RE: Central Lancashire Regulation 19 Consultation Publication Version Local Plan 2023-2041**

National Highways welcomes the opportunity to provide comments on the Central Lancashire Local Plan Regulation 19 Consultation by the Central Lancashire authorities of Chorley, Preston and South Ribble, in partnership with Lancashire County Council.

This response reviews the following information on the Central Lancashire authorities' website:

- [CD1 Central Lancashire Local Plan 2023-2041 Publication Version](#).

The location of the information reviewed can be found using the following link:

<https://centrallocalplan.lancashire.gov.uk/plans-and-documents/regulation-19-publication-version/>

This response should be read in conjunction with the Notes and commentary produced by WSP in response to Jacob's consultation on the production of the transport evidence base to support the Local Plan.

Amongst other comments on the modelling approach National Highways raised through their SPF Consultants (WSP) noted particular issues at M61 Junction 8, M6 Junction 31a and the M6 Mainline. Concerns were raised on the safe operation of the SRN and requested that where impacts of the local plan allocations were identified the appropriate analysis should be carried out at the Plan Stage to determine the totality of mitigation required.

The CLLP covers the three Central Lancashire Authorities of Preston, South Ribble and Chorley. and our principal interest is safeguarding the operation of the M6, M61, M65 and M55 motorways in these three Local Authorities

In responding to the local plan consultations, we have regard to the DfT Circular (01/2022), published on the 23rd of December 2022, is national policy which sets out the requirements for working with National Highways on matters which relate to the SRN. As such, the Local Plan (LP) should be fully cognisant with the policy; particularly paragraphs 26 through 38 that details National Highways' strategy on 'Engagement with plan-making'.

When producing the LP, it is key to National Highways that any future development will not negatively impact the functionality and safety of the SRN, and that the transport evidence base ensures this. This is set out in Paragraph 26 of the DfT Circular:

***In relation to the preparation of local plans and spatial development strategies, the government expects that the relevant authorities will engage with the company from the outset of this process, to understand the interaction between land use designations and the impacts on road safety and future performance of the SRN. The involvement of the company will ensure that the strategic transport evidence base will provide a robust assessment of any positive and negative impacts on the SRN and inform a transport strategy and the Strategic Environmental Assessment (SEA) for the study area that aligns with the safe operation and long-term integrity of the SRN.***

The Circular also establishes National Highways' commitment to limiting its environmental impact. This includes the selection and allocation of development sites, to ensure that they are not reliant on the SRN for transport access unless for sites of a strategic nature or dependent sectors. Rather National Highways' approach is set out in Paragraph 28:

***When the company assists local authorities in the development of their plans and strategies, the local authority should ensure that the SRN is not being relied upon for the transport accessibility of site allocations except where this relates to roadside facilities or SRN-dependent sectors (such as logistics and manufacturing). The company will also work with local authorities to explore opportunities to promote walking, wheeling, cycling, public transport, and shared travel in plan-making, in line with the expectations set out in the NPPF and the Transport Decarbonisation Plan.***

It is important that the LP is based on robust transport evidence which demonstrates that suitable schemes and mitigation have been considered, and will be implemented, that will shift demand into less carbon-intensive forms of travel. This is set out in Paragraph 33:

***A robust evidence base will be required, including demand forecasting models, which inform analysis of alternatives by accounting for the effects of possible mitigation scenarios that shift demand into less carbon-intensive forms of travel.***

The LP should be produced in line with the DfT Circular (01/2022), paying due cognisance to its position as National Highways' policy. Furthermore, the plan should be developed using the 'Transport evidence bases in plan making and decision taking' guidance which has been published by the Department for Levelling Up, Housing & Communities. Whilst the full guidance should be reviewed and considered whilst preparing the LP, the following key issues should be considered whilst developing the transport evidence base:

- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social, and environmental terms;
- Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- Highlight and promote opportunities to reduce the need for travel where appropriate;
- Identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;
- Consider the cumulative impacts of existing and proposed development on transport networks;
- Assess the quality and capacity of transport infrastructure and its ability to meet forecast demands; and
- Identify the short, medium, and long-term transport proposals across all modes.

As outlined in National Highways' key guidance document '*Planning for the Future - A guide to working with National Highways on planning matters (2023)*', the mandate of the organisation is to engage proactively and effectively in the plan-making process relating to new development. Such an approach enables the organisation to share evidence, knowledge and experience and work collaboratively with Plan making authorities.

Notwithstanding this, the evidence supporting this type of document needs to be robust with the objective that it is capable of being subject to scrutiny and able to demonstrate to any inquiries with regards to the position of National Highways. The organisation is committed to six values throughout the plan development process to ensure that the SRN is appropriately considered and assessed.

Once the network needs are understood, infrastructure requirements should be identified throughout the plan period with key milestones for delivery which provide an essential framework for decision making when such site allocations emerge through the planning process.

Furthermore, policy documents should clearly set out policies for the delivery of transport conditions that are necessary to deliver the level of planned growth sustainably. Policies that deliver high infrastructure should also consider the requirement to protect the SRN and the role that it plays in facilitating economic growth both at a local, regional, and national level. It would also be expected that appropriate Public Transport and Active Travel policies are set out to evidence and support highways and wider transport policies.

The Central Lancashire Local Plan (CLLP) covers the Local Authorities of Preston, Chorley and South Ribble and sets out planned developments and how they will be delivered between 2023 to 2041.

The development of the plan is consistent with the Government's National Planning Policy Framework (NPPF), which requires all LA's to have a published up-to-date LP.

The LP will assess and determine planning applications with relevant policies in neighbourhood plans. The applications will be determined in accordance with the development plan.

The Central Lancashire Local Plan (CLLP) covers the Local Authorities of Preston, Chorley and South Ribble and sets out planned developments and how they will be delivered between 2023 to 2041.

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## Spatial Vision

The Spatial Vision sets out what Central Lancashire will look like in a result of introducing and implementing the LP. The Spatial Vision provides a clear direction for the CLLP's spatial strategy, site allocations and policies.

The Spatial Vision puts forward the prospect that Central Lancashire will be a place where people will want to live, visit, work and invest. It is also noted that new developments in the area will be sustainable, with ambitions to be carbon neutral and address climate change during the Plan Period.

It is stated that there is a wide range of high-quality new housing, and the supporting infrastructure needed to support this will also be delivered.

National Highways Comment	
<p>This aspect of the Local Plan's ambitions adhere and align to the DfT Circular 01/2022. This is identified in Section 3 paragraphs 11 to 17, which identify that (paragraph 16) <i>"In the context of achieving sustainable development, the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve."</i> Additionally, paragraph 17 states:</p> <p><i>"Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and LTN 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals."</i></p> <p>WSP request that the Local Plan consider any cross-boundary impact with neighbouring authorities with regard to identified allocation sites.</p>	

## Strategic Objectives

It is acknowledged that the above vision will be delivered by implementing the following strategic objectives. This is to ensure the developments introduced will have proper consideration to the environment, economy and society.

Strategic objectives are in place to monitor the delivery of the Vision, while shaping the spatial strategy, site allocations and policies in this plan. The strategic objectives are as follows:

- **Strategic Objective 1 – Climate Change,**



- **Strategic Objective 2** – Sustainable Patterns of Development,
- **Strategic Objective 3** – Sustainable Communities,
- **Strategic Objective 4** – Economic Prosperity,
- **Strategic Objective 5** – Sustainable Transport,
- **Strategic Objective 6** – Place Making,
- **Strategic Objective 7** – High Quality Development,
- **Strategic Objective 8** – Historic Environment,
- **Strategic Objective 9** – Natural Environment,
- **Strategic Objective 10** – Education & Skills
- **Strategic Objective 11** – Healthy Lifestyles,

The strategic objectives noted to be relevant to the SRN are as follows:

### **Strategic Objective 2 – Sustainable Patterns of Development**

This objective is to focus on making the best use of existing land, infrastructure, facilities and services. Meanwhile considering the necessary mitigation or improvements needed to meet future needs. That these are also appropriately funded.

### **Strategic Objective 3 – Sustainable Communities**

This Strategic Objective identifies the need to create communities which have a diverse range of housing to meet future needs. This is needed to meet economic aspirations for local housing needs.

### **Strategic Objective 4 – Economic Prosperity**

It is stated that that providing employment and economic growth opportunities in sustainable locations is an objective, this will enhance shopping, leisure, tourism and cultural destinations within Central Lancashire, recognising the strategic importance within the wider region. Identifying that it is a priority to build on infrastructure improvements within City Deal.

### **Strategic Objective 5 – Sustainable Transport**

This Strategic Objective aims to encourage development in sustainable locations to reduce the need to us a car, enabling more walking, cycling and public transport use.

#### **National Highways Comment**

The Local Plan strategic objectives outlined above generally align to the policies presented within the Circular 01/2022 which makes significant reference to sustainable development through the Transport Decarbonisation Plan and the Future of Freight Plan to reduce car dependency. Paragraph 15 of the Circular 01/2022 states that:

*“[L]ocal planning and highway authorities need help when planning for sustainable transport and developing innovative policies to reduce car dependency. This includes moving away from transport planning based on predicting future demand to provide capacity (‘predict and provide’) to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including ‘vision and validate,’ ‘decide and provide’ or ‘monitor and manage’). The company will support local authorities in achieving this aim through its engagement with their plan-making and decision-taking stages, while recognising the varying challenges that will be presented by certain sites based on their land use, scale and/or location.”*

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## Policy SS1: Development Patterns

Policy SS1 states that new development (housing, employment, commercial growth) and associated infrastructure will be focused on the most sustainable locations where developers can:

- Benefit from, and/or provide a range of facilities, services, open spaces, and jobs;
- Help regenerate our City and Town centres;
- Support and reinvigorate the role of centres as focal points for services, facilities, employment, and sustainable transport;
- Make the best use of well-located previously developed land and buildings;
- Provide the greatest opportunities to reduce greenhouse gas emissions and create climate resilient places;
- Facilitate active travel and the use of public transport;
- Harness and enhance local culture and heritage; and
- Support and enhance a network of accessible green and blue infrastructure and nature.

In addition, the Policy further states:

*The extent of the Green Belt is shown on the Policies Map and development proposals will be determined in accordance with national policy and guidance to meet the national purposes of Green Belt. New development will be focussed within settlement boundaries and on allocated sites.*

*Outside of the identified locations above, land will be regarded as open countryside, limiting rural housing, support agriculture, and recreation where appropriate, with the character and identity of settlements enhanced and protected.*

*Development proposals should be sensitively integrated into their environments, including settlement patterns / historic context and landscape, demonstrating an understanding of the intrinsic qualities of the landscape setting and character type.*

It is stated that purpose of Policy SS1 is to achieve a pattern of sustainable development during and following the Plan period. Development will be prioritised within settlement boundaries and on allocated sites, with a focus on urban regeneration and re-use of brownfield land. Areas of separation will provide a barrier between urban settlements and the Green Belt.

#### National Highways Comment

The Vision of the presented Policy shows an alignment to sustainability and regeneration of existing urban areas, whilst also being inclusive of infill development and support for urban fringes and rural areas. This is stated to be achieved through the use of active modal trips and public transport, aligning to National Highways policy within the Circular 01/2022 to reduce the numbers of new trips on the SRN through sustainable methods.

Paragraph 12 of the Circular 01/2022, with regards to proposed developments, states:

*“New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.”*

It is identified that a number of large Allocated sites are proposed to be bought forward within and following the Plan period. Central Lancashire should work directly with National Highways to ensure that there are no adverse effects the SRN and that the presented sustainability of all sites is a central tenet within planning applications and following the delivery of the development proposals.

Policy SS2 states that the scale and location of development growth and supporting investment across Central Lancashire will reflect the following settlement hierarchy:

- **Preston Urban Area (Tier 1):** Primary development focus for growth and investment, with the largest amount of new development located here, delivered through redevelopment and regeneration, and major new development to meet strategic general housing, employment, and commercial development needs.
- **Key Service Centres (Tier 2):** The towns of Leyland, Chorley, and the South Ribble Urban Area, complementing the role of the Tier 1 area, delivered through allocated sites in and adjoining the towns, windfall sites, and town central renewal activity to meet development needs.
- **Urban Local Service Centres (Tier 3):** Tertiary focus and accommodate new development and investment within settlement boundaries, appropriate to settlement size and characteristics.
- **Rural Local Service Centres (Tier 4):** Accommodate limited new development, appropriate to settlement size, to help meet local housing and employment needs.
- **Smaller Rural Villages and Hamlets (Tier 5):** More limited new development and investment, other than identified sites on the Policies Map.

It is stated that an urban focussed approach is reflected in the Settlement Hierarchy (see **Figure 0-1**), concentrating most new development on Central Lancashire urban towns. It is stated that this offers opportunities to:

- Make the best use of existing infrastructure, networks, and connections and to redevelopment land and buildings;
- Benefit from the closer links between homes, jobs, and services;
- Reduce the need to travel and minimise emissions;
- Encourage the use of sustainable forms of transport (walking, cycling, and public transport);
- Support regeneration and city / town centre renewal; and
- Maintain and enhance the natural and historic environment, restricting the loss of countryside and safeguarding local distinctiveness.

**Figure 0-1 - Settlement Hierarchy (LP pg. 27)**

<b>Tier 1 Preston</b>	a) Preston Urban Area including land within i) North West Preston/Bartle ii) Preston West		
<b>Tier 2 Key Service Centres</b>	Land within: a) Leyland and the South Ribble Urban Area (Penwortham, Walton-le-Dale, Lostock Hall, and Bamber Bridge) b) Chorley Town		
<b>Tier 3 Urban Local Service Centres</b>	a) Adlington b) Buckshaw Village c) Clayton Brook/Green	d) Clayton-le-Woods e) Coppull f) Euxton	g) Longridge h) Longton i) Whittle-le-Woods
<b>Tier 4 Rural Local Service Centres</b>	a) Broughton b) Croston c) Eccleston	d) Grimsargh e) Higher Walton f) Hutton	g) New Longton h) Walmer Bridge
<b>Tier 5 Smaller Rural Villages and Hamlets</b>	a) Abbey Village b) Barton c) Bretherton d) Brindle e) Brinscall f) Charnock Richard g) Coupe Green	h) Gib Lane i) Goosnargh j) Gregson Lane k) Higher Wheelton l) Hoghton m) Lea Town	n) Mawdesley o) Mellor Brook p) Much Hoole q) Wheelton r) Withnell s) Woodplumpton



## National Highways Comment

It is noted that this hierarchy aims to concentrate the majority of development – such as the identified Allocation sites discussed further within this chapter – in the Tier 1 and Tier 2 urban areas. It is the view of NH that this is a suitable approach to reducing the expansion of outlying areas whilst encouraging sustainable development through the use of inter-urban travel via active modes and public transport, reducing the potential impact of vehicles on the SRN.

It is noted that an overarching theme of this approach is the encourage sustainable travel and sustainable neighbourhoods and revitalised areas, linking directly to other Policies and themes throughout this document, which aligns with National Highways approach and policy.

## Policy SS3: Strategic Site Allocation – North West Preston / Bartle

Northwest Preston / Bartle is allocated for a residential-led mixed-use development, comprising the erection of c.2,767 dwellings and associated local centres together with the infrastructure to facilitate the creation of a sustainable community and delivery of a linear park. The development should create a high-quality mixed-use community with its own identity and character with a range of facilities and services appropriate for a settlement of this size. Development will be required to (*note: select relevant points pertinent to this review*):

- Provide new retail and community facilities, new local centre with medium or large supermarket and smaller scale or neighbourhood centres;
- Provide on-site and off-site highway improvements and sustainable transport improvements, including delivery of William Young Way, and the provision of on-site footways and cycleways linking to the Guild Wheel cycle route and wider developments;
- Provide a range of house types and tenures.

The development should be reflective of the Key Development Considerations

- Well-Designed Places (EN1)

Create a well-designed urban extension for Preston, with development delivered in accordance with the agreed Masterplan (and any subsequent update). Development at Bartle Garden Village is required to accord with the approved Masterplan (06/2020/0888) or any subsequent amendments. A design code and Infrastructure and Delivery Strategy is required for the remaining allocation and must be agreed with the LPA prior to planning permission being granted. The site is in multiple land ownerships, and it must be demonstrated that any planning applications would not prejudice the delivery of adjoining land.

- Planning Obligations (ID2)

A planning contribution may be required to help mitigate the impacts of development secure affordable housing, education or other contributions. Proposals should provide or financially support the provision of key infrastructure identified within the Masterplans including:

Delivery of the Linear Park in line with Central Lancashire LCWIP;  
Delivery of the East West Link Road (William Young Way);  
Land for the provision of three schools; and

Public transport contributions towards enhancing bus services, including frequency, to serve the development.

- Sustainable Travel (ST2)

Provision should be made for buses to access the site. Design should consider walking and cycling linkages to adjacent routes and settlements. Proposals should promote connectivity, ease of movement and legibility, homes should have access to a range of sustainable transport choices. Development will need to deliver or support the completion of William Young Way. A detailed Transport Assessment would be required to support the development of each of the remaining parcels without planning permission.

- Infrastructure Planning Principles (ID1)

An infrastructure delivery schedule linked to the phases of development on the site will be required.

- Housing Mix and Density (HS6) / Affordable Housing (HS7)

Development of the site will be expected to deliver an appropriate mix and density of housing and the required percentage, tenure, and mix of affordable housing. Self and custom build is also supported. Early discussions with the LPA are recommended.

### National Highways Comment

The location of these combined sites, and associated Masterplan, may result in an adverse impact on the SRN at M55 Junction 2, M55 Junction 1, and M6 Junction 32. It is therefore expected that any forthcoming Masterplan will be in agreement with National Highways, with appropriate mitigation included within the clauses of development or financial contributions provided to mitigate the identified impacts. It is identified that any forthcoming Masterplan should be considerate of the total cumulative transport impact of the development and any proposed phasing of the development should be agreed with National Highways prior to any development coming forward.

This site will need to be considered in conjunction with the Preston West Allocation site (Policy SS5) in terms of potential impact to the SRN at the identified locations.

With regards to the sustainable transport interventions proposed, inclusive of upgrades to Edith Rigby Way and the construction of William Young Way, and safeguarded provision for Cottam Parkway station located in the adjacent Preston West Allocation Site (Policy SS5), these policies align with the policy direction of the DfT Circular 01/2022 for sustainable transport, which states:

*New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.*

## Policy SS4: Strategic Site Allocation – Fulwood Barracks

Fulwood Barracks is an ex-MOD site to be disposed of within the first five years of the Plan. Development of the site will allow for the restoration and conversion of the existing Barracks along with development of new dwellings. Delivery is expected from Year Six of the plan period and expected complete by 2041. Any application for this site must be supported by a detailed masterplan.

The development should be reflective of the Key Development Considerations (*note: select relevant points pertinent to this review*):

- Well-Designed Places (EN1)  
Development of the Barracks and existing open space should include an assessment of the contribution of the open land to the east, with building on this area assessed through the planning application. The design and density of the housing may reflect the actual number of housing units considered acceptable on the site.
- Planning Obligations (ID2)  
A planning continuation may be required to help mitigate the impacts of the development, inclusive of continuation of the Barracks Museum building for public use / access where feasible.
- Sustainable Travel (ST2)  
Upgrades are required to existing access points. Design should promote connectivity, ease of movement and legibility within the sites and across the area; homes should have easy access to local services by a range of sustainable transport choices.
- Infrastructure Planning Principles (ID1)  
An infrastructure delivery schedule on the site will be required.
- Housing Mix and Density (HS6) / Affordable Housing (HS7)  
Development of the site will be expected to deliver an appropriate mix and density of housing and the required percentage, tenure, and mix of affordable housing. Early discussions with the LPA are recommended.

National Highways Comment	
<p>It is viewed that, due to the location of the site, there may be adverse impacts to the SRN at M6 Junction 31 (approximately 2.7 miles via the A5085 and A59), M6 Junction 31a (approximately 1.7 miles via the B6242) and M55 Junction 1 (approximately 2.8 miles north via the A6). Interventions will be required to demonstrate that no adverse impacts will be experienced at these junctions in terms of capacity, queueing or safety. Any forthcoming Masterplan will need to demonstrate to National Highway’s approval that this is not the case or offer appropriate methods of mitigation.</p>	

## Policy SS5: Strategic Site Allocation – Preston West

Preston West is a strategic residential-led mixed-use development comprising approximately 450 homes until 2041, with up to 1,400 additional homes to be delivered beyond the Plan period, and



up to 63.3ha of employment (B2, B8, E(g)) together with appropriate infrastructure. The development should create a high-quality mixed-use community.

The development is split into two phases: Phase A North of the Railway and Phase B South of the Railway. Land in Phase A is safeguarded to enable the delivery of Cottam Parkway railway station.

Development will be required to (*note: select relevant points pertinent to this review*):

- Incorporate areas with planning permission approved around and including Cottam Parkway railway station and development fronting Lea Road;
- Provide a range of new retail and community facilities, involving a new district and / or local centre;
- Provide on-site and off-site highway improvements and sustainable transport improvements, new access points to enable development of Phase B;
- Provide a range of housing types and tenures, and two new schools.

The development should be reflective of the Key Development Considerations (*note: select relevant points pertinent to this review*):

- Well-Designed Places (EN1)  
Create a well-designed extension to the Preston Urban Area, with a detailed masterplan to be agreed with the Council prior to the granting of planning permission. The site is in multiple land ownerships. Co-ordination must be effective between all parcels of land and Phase A and B. Phase B contains Ashton and Lea Golf Club; development of this Phase is not expected within the Plan period and reflects the operational life of the golf course.
- Planning Obligations (ID2)  
A planning contribution may be required to help mitigate the impacts of development and secure affordable housing, education, and other contributions.
- Sustainable Travel (ST2)  
Areas within Phase A and B have planning permission for the delivery of Cottam Park railway stations. Assess will require routes to accommodate the railway line. Provision for public transport and active travel will be required. Links to existing road network with necessary highway works will be required. A detailed transport assessment will be required.
- Infrastructure Planning Principles (ID1)  
An infrastructure delivery schedule linked to the phases of development on the site will be required.
- Housing Mix and Density (DS6) / Affordable Housing (DS7)  
Development of the site will be expected to deliver an appropriate mix and density of housing and the required percentage, tenure, and mix of affordable housing. Self and custom build is also supported. Early discussions with the LPA are recommended.

**National Highways Comment**

The location of these combined sites, and associated Masterplan, may result in an adverse impact on the SRN at M55 Junction 2. It is therefore expected that any forthcoming Masterplan will be in agreement with National Highways, with appropriate mitigation included within the clauses of development or financial contributions provided to mitigate the identified transport impacts prior to any phase of the development coming forward.



This site will need to be considered in conjunction with the North West Preston Allocation site (Policy SS1) in terms of potential impact to the SRN at the identified locations.

With regards to the sustainable transport interventions proposed, inclusive of upgrades to Edith Rigby Way and the construction of William Young Way, and safeguarded provision for Cottam Parkway station in the centre of the site, these policies align with the policy direction of the DfT Circular 01/2022 for sustainable transport, which states:

*New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.*

## Policy SS6 (A+B): Strategic Site Allocation – Pickering’s Farm, Penwortham

**Pickering’s Farm is proposed to encompass c.1,350 dwellings (Phase A) and c.545 dwellings (Phase B).**

The development should be reflective of the Key Development Considerations

- Well Designed Places (EN1)

The site is in multiple land ownership; to ensure good place-making the landowners should work collaboratively to identify how the site will be bought forward in a comprehensive and integrated manner. Applicants should demonstrate how the site links well to the approved Masterplan (07/2021/00886/ORM and 07/2021/00887/ORM) for the wider Pickering’s Farm site.

- Planning Obligations (ID2)

A planning contribution may be required to secure affordable housing and help mitigate the impacts of development, contributions may also be sought for traffic management measures, and public transport and active travel infrastructure improvements.

- Sustainable Travel (ST2)

The site should link to the wider highways network via multiple access points, with new pedestrian routes linking to the existing PROWs. For Phase A, a Cross-Boundary Link Road should be delivered, and any subsequent masterplanning informed by this, with the CBLR delivered through S106.

- Housing Mix and Density (DS6) / Affordable Housing (DS7)

Development of the site will be expected to deliver an appropriate mix and density of housing and the required percentage, tenure, and mix of affordable housing. Early discussions with the LPA are recommended.

## National Highways Comment

The location of this site, and associated Masterplan, may result in an adverse impact on the SRN at M65 Junction 1 / M6 Junction 29. It is therefore expected that any forthcoming Masterplan will be in agreement with National Highways, with appropriate mitigation included within the clauses of development or financial contributions provided to mitigate the identified impacts.

With regards to sustainable transport interventions proposed, inclusive of the CBLR, this aligns with the policy direction of the DfT Circular 01/2022 for sustainable transport, which states:

*New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.*

## Balanced Housing Market

### Policy HS1 (Strategic Policy): Scale of Housing Growth and Distribution of Housing Requirements

The overall housing requirements are:

- 23,652 homes to be delivered in the LP between 2023-2041 (annual average 1,314 homes)
- New homes and associated infrastructure will be delivered on a range of site sizes and locations in accordance with the spatial strategy, strategic site allocation policies and other LP policies.

The LP also identifies a spatial distribution requirement:

- The Central Lancashire housing requirements is distributed across the three council areas as follows:
  - 6,012 homes in Chorley,
  - 9,360 homes in Preston,
  - 8,280 homes in South Ribble.

An updated local housing need assessment was undertaken in 2024, which uses the most recent published evidence, which includes the 2021 Census data.

The CLLP housing requirement comes together with an employment-led scenario. This scenario means that each Central Lancashire LA will provide sufficient growth within its resident workforce, so the total growth in workforce mirrors total growth in workers resident in each area on a one-to-one basis.

This approach provides the basis of the CLLP housing requirements as:

- It aligns housing need with anticipated job growth,
- It reinforces sustainable patterns of commuting.
- It reflects market signals and previous rates of delivery.

**Table 0-1** provided in the LP shows the publication of the NPPF in December 2024, the annual housing requirements for Central Lancashire. These calculations are in order to achieve 80% of the LHN in accordance with the transitional agreements.

**Table 0-1 – Requirements for New Homes / Dwellings**

2023 – 2041 Requirements	Chorley	Preston	South Ribble	Central Lancashire
<b>Employment-Led Housing Study Total Housing Requirement</b>	7,380	7,938	6,948	22,266
<b>Employment-Led Housing Study Annual Housing Requirement</b>	410	441	386	1,237
<b>CLLP Total Housing Requirement</b>	6,012	9,360	8,280	23,652
<b>CLLP Annual Housing Requirement</b>	334	520	460	1,314

According to the LP, a review of policy HS1 will occur no less than every five years, to ensure it is in line with the requirements of national policy.

<b>National Highways Comment</b>	
<p>National Highways notes that the Local Plan identifies significant and ambitious areas of housing growth during the Plan period. National Highways will work with Central Lancashire to achieve these goals, noting that the Planning for the Future (2023) document states (paragraph 21-22) that:</p> <p><i>“Our desire to be a proactive planning partner goes beyond just our statutory role and follows the spirit of our operating licence which stipulates that we should support local and national economic growth and regeneration. We would therefore strongly encourage you to engage with us as early as possible when considering planning matters that might have an impact on the SRN.</i></p> <p><i>We also commit to co-operating with local highway authorities and recognise that we have a responsibility to support and develop a more coordinated approach to planning on the SRN and the local highway network, as well as with neighbouring jurisdictions and other key infrastructure providers.”</i></p>	



## Policy HS2: Housing Allocations Chorley

The sites which are allocated and protected for housing development in Chorley.

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HS3: Housing Allocations South Ribble

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HS4: Housing Allocations Preston

The sites which are allocated and protected for housing development in Preston

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HS5: Open Space and Playing Pitch Requirements in New Housing Developments

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HS6: Housing Mix and Density

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HS7: Affordable Housing

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HS8: Rural Exception Sites

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HS9: Rural Workers' Dwellings

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HS10: Houses in Multiple Occupations (HMOs)

Houses which come under the category of an HMO would be supported subject to compliance with Policy EN4 and are subject to the following criteria:

- A) the property is suitable for conversion without substantial extension;
- B) the proposal would not 'sandwich' a dwelling between two HMO's or create a block of three or more adjoining HMO's.
- C) the development would provide appropriate facilities for the storage and screening of refuse;
- **D) the proposal would provide adequate levels of car parking reflective of the site's location, number of residents and local highway conditions;** and
- E) the proposal would enable active travel, through on-site covered cycle storage for use by occupiers.

<b>National Highways Comment</b>	
It is noted that National Highways may be able to provide comments if the HMO is in the area of SRN in respect to Criteria D).	

## Policy HS11: Self-Build and Custom-Build Housing

<b>National Highways Comment</b>	
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National Highways have no further comment on this aspect of the Local Plan.

## Policy HS12: Specialist Housing

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy HS13 (Strategic Policy): Gypsy, Traveller and Travelling Showperson Needs

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## (LP) Prosperous Economy

### Policy EC1 (Strategic Policy): Scale of Economic Growth

#### Employment Land Supply

It is stated that over the Plan period there will be a minimum of 173ha of employment land bought forward. This is identified in **Table 0-1**, below.

**Table 0-1 - Employment Land Supply (LP pg. 86)**

Local Authority Area	OAN Offices (ha)	OAN Industrial / Warehouse (ha)	Combined Employment OAN (ha)
Chorley	6.48	34.97	41.45
Preston	6.00	68.43	74.43
South Ribble	5.76	51.23	56.99

Economic growth and employment land supply will be provided through existing and new employment allocations and extant planning permissions.

## Employment Land Distribution

In addition to the strategic site allocations identified, employment sites have been allocated to provide sufficient supply across Central Lancashire. It is noted that the policies within this Chapter should be read in conjunction with the rest of the Local Plan. Additional Policies within the Plan such as those relating to Infrastructure also apply to these sites.

### National Highways Comment

It is noted that there are a number of large employment sites, designated to include User Class B2 and B8, which are sited adjacent to or in the vicinity of the SRN. Due to the geographical extent of the Central Lancashire authority boundary, it would also be expected that any strategic sites' impacts be considered in conjunction with any relevant Allocated sites in neighbouring Authorities where this may place undue impact on the SRN. Consideration should be placed on the co-ordination of these strategic sites, with National Highways consulted on strategies to mitigate any potential impacts.

## Policy EC2: Employment Allocations Chorley

The following sites are allocated and protected for employment development in Chorley:

- **EC2.1** – Land East of M61, Chorley; and
- **EC2.2** – Former Gas works, Bengal Street, Chorley.

Further considerations for the identified relevant sites are given in **Section** Error! Reference source not found., inclusive of responses by National Highways.

## Policy EC3: Employment Allocations Preston

The following sites are allocated and protected for employment development in Preston:

- **EC3.1** – Former Alstom Works and Wider Site, Channel Way, Preston;
- **EC3.2** – Preston East Junction 31A M6;
- **EC3.3** – 11 Roman Road Farm; and
- **EC3.4** – Riversway, Maritime Way, Preston.

Further considerations for the identified sites are given in **Section** Error! Reference source not found., inclusive of responses by National Highways.

## Policy EC4: Employment Allocations South Ribble

The following sites are allocated and protected for employment development in South Ribble:

- **EC4.1** – Land North of Lancashire Business Park; and
- **EC4.2** – Land at Leyland Business Park, Farington.

Further considerations for the identified sites are given in **Section** Error! Reference source not found., inclusive of responses by National Highways.

## Policy EC5: Mixed Use Allocations Chorley

The following sites are allocated and protected for mixed-use development in Chorley:

- **EC5.1** – Southern Commercial, Buckshaw Village;
- **EC5.2** – Cowling Farm, Chorley;
- **EC5.3** – Land at Bagganley Lane, Chorley;
- **EC5.4** – Land adjacent to Northgate Drive, Chorley;
- **EC5.5** – Botany Bay / Great Knowley, Blackburn Road, Chorley;
- **EC5.6** – Woodlands, Southport Road, Chorley; and
- **EC5.7** – Land south west of The Green and Langton Brow, Eccleston.

Further considerations for the identified sites are given further in this letter inclusive of responses by National Highways.

## Policy EC6: Mixed Use Allocations South Ribble

The following site is allocated and protected for mixed-use development in South Ribble:

- **EC6.1** – Cuerden.

Further considerations for the identified sites are given further in this letter inclusive of responses by National Highways.

## Policy EC7: Protection of Existing Employment Sites

The Plan states that the Council will seek to protect existing employment sites for employment use, with the loss of existing employment sites supported on with evidence for the following:

- The use of sites for employment is no longer viable and not commercially viable to refurbish / reconfigure / redevelop. In these circumstances it will also need to be demonstrated that there is no realistic prospect of a mixed-use scheme; or
- The site is no longer viable for access / highway issues, infrastructure, physical, or environmental constraints, or
- A robust marketing exercise indicates there is no demand for employment use.

The council seek to ensure that the existing employment sites are protected, but it is understood there will be occasions where some sites will no longer meet the needs of business. Compliance with EC7(a) should demonstrate with a viability assessment that a range of solutions have been considered. Similarly, a Marketing Appraisal will be required.

### National Highways Comment

Regarding the loss of employment sites, if any sites are to amend their status away from employment sites towards residential led redevelopment, an assessment should be made if there is a cumulative impact of the site on the SRN.

For any larger redevelopment sites, National Highways should be consulted, particularly if the sites in question are near to existing larger Allocation sites or form a cluster of sites which may cause undue and adverse impacts to the SRN.

## Policy EC8: Rural Economy

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EC9: Skills and Economic Inclusion

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EC10: University of Central Lancashire

Development of new facilities or the redevelopment and renewal of existing UCLan facilities will be supported for educational uses, or any other appropriate complementary uses, including student accommodation, knowledge or creative industries, or sports related education.

### WSP Comment

Development at the University Sports Arena is recommended to be in line with the policies of SS5 Preston West to allow for cohesive development without an adverse impact on the road network at A582 Edith Rigby Way and M55 Junction 2.

Similarly, additional study accommodation developments are identified to require appropriate siting to be well served by public transport to reduce the impact on existing local residents. Therefore, if any large residential sites for student accommodation come forward, it is recommended that National Highways are consulted to reduce the impact on the local road network and therefore potential impact to the SRN.

## Policy EC11 (Strategic Policy): Town Centre Hierarchy

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EC12: Preston City Centre

### National Highways Comment

National Highways is supportive of the statement of improvements to public transport, sustainable, and active travel as part of new and redevelopment sites within the City Centre, as this adheres to the principles of sustainable development as set out within the Circular 01/2022.

## Policy EC13: Development in Leyland and Chorley Town Centres

### National Highways Comment

National Highways is supportive of the statement of improvements to public transport, sustainable, and active travel as part of new and redevelopment sites within the identified local centres of Leyland and Chorley, as this adheres to the principles of sustainable development as set out within the Circular 01/2022.

## Policy EC14: Priorities for Tourism and the Visitor Economy

### Policy EC14: Priorities for Tourism and the Visitor Economy

It is stated that, subject to compliance with other Plan policies, the Councils will promote the growth of the tourist and visitor economy, the enhancement and expansion of existing visitor and tourist accommodation and the provision of new visitor and tourism facilities in sustainable and appropriate locations.

The policy aims to steer the majority of tourism growth towards the area's most sustainable locations. Where this cannot be accommodated, or major development is required, exclusive car dependency should be avoided. Where this cannot be avoided, mitigation with a Travel Plan should be set out consistent with Policy ST2.

### National Highways Comment

For any larger new visitor sites, or expansions of existing sites where there is the potential for high volumes of visitors to arrive using private vehicles, National Highways should be consulted on appropriate mitigation measures which should be in place prior to the new / expanded site opening to the public.

# Healthy and Inclusive Communities

## Policy HC1 (Strategic Policy): Health and Wellbeing

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HC2: Hot Food Takeaways

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HC3: Community, Health and Education Facilities

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy HC4: Purpose Built Places of Worship and / or Religious Instruction

<b>National Highways Comment</b>	
It is identified in paragraph 6.32 that “ <i>any proposed place of worship will avoid or minimise the effect on traffic flow and highway safety in line with Policy ST2</i> ”. Therefore, if any sites come forward which demonstrate an adverse impact on the highway network whilst potentially affecting the SRN, National Highways should be consulted to allow input into any potential mitigation measures to alleviate this.	

## Policy HC5: Provision of New Open Space, Sport and Recreation Facilities

### National Highways Comment

Similar to the comment made in relation to Policy HC4, if any new or redeveloped sites come forward where there may be an impact on the SRN due to the expectation of an increase in the number of vehicles travelling to and from the site, it is expected that National Highways should be consulted to allow input into any potential mitigation measures to alleviate this.

## Policy HC6: Protection of Existing Open Space, Sport and Recreation Facilities

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy HC7: Cemeteries and Crematoria

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## (LP) High Quality Environment

### Policy EN1: (Strategic Policy): Well Designed Places

#### National Highways Comment

The Local Plan identifies the aspects of sustainability that can be achieved through well-designed place-making. This aligns with the approach of National Highways, who advocate a 'vision-led' approach to development.

Planning for the Future (2023) identifies this in detail, stating that developers, stakeholders, or councils should consider (paragraph 12):

*“Engaging with us early helps to ensure that issues which may take time to analyse and resolve are identified as soon as possible. We can then work together to establish a shared vision for the plan or proposed development, including:*

- *considering the most appropriate locations for development*
- *assessing the potential impact of development proposals on the SRN*

- *enabling appropriate sustainable development (including considering how best to deliver the development, and any associated mitigation works, whilst minimising the adverse impacts that it might give rise to)*
- *promoting journeys made by a range of modes other than private car, for example, by considering public transport, walking and cycling routes, whilst*
- *maintaining the safety and efficiency of the SRN”*

## Policy EN2: Design Criteria for New Development

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## policy EN3: Tall Buildings

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EN4: Amenity

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EN5: Green Infrastructure

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EN6: Biodiversity Net Gain

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EN7: Designated Sites for Nature Conservation

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy EN8: Trees, Woodlands and Hedgerows

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy EN9: Species Protection

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy EN10: Development and Flood Risk

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy EN11: Water Resource Management

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy EN12: Protecting Groundwater Source Protection Zones

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy EN13: Heritage Assets and Archaeology

<b>National Highways Comment</b>	
National Highways have no further comment on this aspect of the Local Plan.	

## Policy EN14: Environmental Quality

### National Highways Comment

National Highways is supportive of this Policy with regards to environmental concerns surrounding degradation of soil and air quality. This approach is supported by Paragraph 55 of the Circular 01/2022 which states that:

*“Environmental assessments must be comprehensive enough to establish the likely impacts on air quality, light pollution and noise arising from traffic generated by a development, along with the impacts from any proposed works to the SRN and identify measures to mitigate these impacts.”*

## Policy EN15: Areas of Green Belt

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EN16: Protection of Agricultural Land

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EN17: Development in the Open Countryside

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EN18: Areas of Separation

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Policy EN19: Landscape Character

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

**(LP) Climate Change and Sustainable Energy**

**Policy CC1 (Strategic Policy): Climate Change**

<b>National Highways Comment</b>	
National Highways is supportive of this approach to the decarbonisation of proposed developments, aligning with the paper <i>Decarbonising Transport: A Better, Greener Britain</i> . As set out within this paper and the <i>Cycling and Walking Investment Strategy</i> , plan-making should reinforce the promotion of public transport and active modes where possible, reducing the traffic impact of new development on the SRN.	

**Policy CC2: Renewable Energy Generation and District Heating Networks**

<b>National Highways Comment</b>	
National Highways are supportive of this approach to development and have no further comment on this aspect of the Local Plan.	

**Policy CC3: Reducing Energy Consumption**

<b>National Highways Comment</b>	
Where applicable, National Highways will work with Central Lancashire to implement the expansion of electric vehicle charging infrastructure, in adherence to this policy.	

**(LP) Sustainable Travel**

**Policy ST1 (Strategic Policy): Strategic Transport Priorities**

<b>National Highways Comment</b>	
National Highways is supportive of this aspect of the Local Plan, as it demonstrates a coordinated approach to policy making and the applicability of alternative non-private vehicle led strategies to development, concluding with congestion reduction. As per Paragraph 38 of the Circular 01/2022:  <i>“The company will also engage with authorities and bodies involved in producing strategic transport plans, local transport plans, strategic economic plans and local industrial strategies, and other such plans and strategies that seek to promote economic growth and reduce carbon emissions.”</i>	



This approach for new developments will introduce strategies to reduce the potential impacts on the SRN by allowing for a modal shift towards public transport and active modes between places of employment, leisure and residential areas.

## Policy ST2: Sustainable and Active Travel

### National Highways Comment

As per the previous comment, the approach outlined is supported by National Highways in reducing the impact of both new development and redeveloped areas of Central Lancashire on the SRN. National Highways will work with both Central Lancashire and Developers during the plan period, to understand the impact of developments on the SRN, and are likely to be supportive of any proposed mitigations to be implemented to reduce impacts and encourage modal shifts from private vehicles towards public transport and active travel modes.

## Policy ST3: Parking Standards

### National Highways Comment

National Highways are supportive of this approach for the holistic benefits presented in reducing reliance on private vehicles for developments, reducing the traffic impact of developments on the SRN.

## (LP) Infrastructure Delivery

## Policy ID1 (Strategic Policy): Infrastructure Planning Principles

### National Highways Comment

National Highways is supportive of this approach to the phasing of larger developments and are open to working with both Central Lancashire and Developers at the early stages of proposals in order to identify any mitigation and / or phasing strategies which may be required to reduce the impact of proposals on the SRN. Any masterplan developments should assess their impacts on the SRN both per phase and also in totality, as per the DfT Circular 01/2022, which states in paragraph 53:

*As a result of investigations undertaken by the company, development promoter and/or local highway authority, it may become apparent that a different form of intervention would better address cumulative development impacts than the option(s) already identified through the plan-making process. In this situation, the company will work with the local planning authority and development promoter(s) to explore a cost sharing mechanism or the phased delivery of a more comprehensive scheme.*

If any financial contributions are required by developers in order to appropriately mitigate impacts of development proposals, National Highways will work with the identified stakeholders to assess and available routes to allow for this to occur.

## Policy ID2: Developer Contributions and Planning Obligations

### National Highways Comment

National Highways are open to working with Central Lancashire and Developers on any required mitigation measures on the SRN which may be required to allow development to come forward. National Highways would also be likely to support any mitigations on the LRN which may indirectly benefit the SRN by reducing the overall requirements to travel to / from development sites by private vehicles.

National Highways will work with stakeholders to identify any areas of funding such as those identified within the Policy to allow development to be bought forward whilst minimising financial impacts, as per the Circular 01/2022 paragraph 52, which states:

*The scope and phasing of necessary transport improvements will normally be defined by the company in planning conditions that seek to manage development in line with the completion of these works. In such circumstances, modifications to the SRN must have regard to the need to future-proof the network, while its delivery may require a funding agreement between the development promoter and the company.*

## Policy ID3: Digital and Communications Infrastructure

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## (LP) Appendices

### Appendix 1: Parking Standards

### National Highways Comment

As per **Comment 11-03** for **Policy ST3**, National Highways are supportive of this approach.

### Appendix 2: The Monitoring Framework

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

## Appendix 3: Housing Trajectories

### National Highways Comment

Please refer to previous comments provided for further commentary on the presented Housing Policies.

## Appendix 4: Housing Allocations – Key Development Considerations

A number of strategic housing allocation sites are identified within the Local Plan. The sites listed below – due to size or location with relevance to the SRN and potential impact – are identified in the following section.

### Chorley

- Great Knowley, Chorley
  - **Site Reference** – HS2.11
  - **Site Area (ha)** – 9.12
  - **Amount / type of development (indicative)** – 246 dwellings
  - **SRN Impact** – M61 Junction 8
- Land to the East of Wigan Road, Clayton-le-Woods
  - **Site Reference** – HS2.16
  - **Site Area (ha)** – 13.87
  - **Amount / type of development (indicative)** – 332 dwellings
  - **SRN Impact** – M6 Junction 28, Junction 29; M65 Junction 1
- Land adjacent to Delph Way, Whittle-le-Woods
  - **Site Reference** – HS2.36
  - **Site Area (ha)** – 3.80
  - **Amount / type of development (indicative)** – 102 dwellings
  - **SRN Impact** – M61 Junction 8, Junction 9; M65 Junction 2.

### Preston

- Land at Eastway
  - **Site Reference** – HS4.3
  - **Site Area (ha)** – 4.3
  - **Amount / type of development (indicative)** – 56 dwellings
  - **SRN Impact** – M55 Junction 1; M62 Junction 32
- Land at Ribbleton Hall Drive
  - **Site Reference** – HS4.5
  - **Site Area (ha)** – 3.6
  - **Amount / type of development (indicative)** – 97 dwellings
  - **SRN Impact** – M6 Junction 31, Junction 31a.
- 115 Church Street
  - **Site Reference** – HS4.8

- **Site Area (ha)** – 0.1
- **Amount / type of development (indicative)** – 57 dwellings
- **SRN Impact** – Unlikely
- Heather Moor, Cumeragh Lane
  - **Site Reference** – HS4.13
  - **Site Area (ha)** – 1.97
  - **Amount / type of development (indicative)** – 41 dwellings
  - **SRN Impact** – Unlikely
- Gorlands, Whittingham Road
  - **Site Reference** – HS4.14
  - **Site Area (ha)** – 1.52
  - **Amount / type of development (indicative)** – 32 dwellings
  - **SRN Impact** – Unlikely
- Former Perrys Car Showroom, 63-83 Blackpool Road
  - **Site Reference** – HS4.23
  - **Site Area (ha)** – 1.22
  - **Amount / type of development (indicative)** – 55 dwellings
  - **SRN Impact** – Unlikely
- Former Gasworks, Ribbleton Lane
  - **Site Reference** – HS4.26
  - **Site Area (ha)** – 1.48
  - **Amount / type of development (indicative)** – 59 dwellings
  - **SRN Impact** – Unlikely

## South Ribble

- Emnie Lane, Leyland
  - **Site Reference** – HS3.1
  - **Site Area (ha)** – 20.2
  - **Amount / type of development (indicative)** – 500 dwellings
  - **SRN Impact** – M6 Junction 28
- Apsley House, Farington
  - **Site Reference** – HS3.2
  - **Site Area (ha)** – 16.06
  - **Amount / type of development (indicative)** – 435 dwellings
  - **SRN Impact** – M6 Junction 29; M65 Junction 1
- Chapel Lane, Longton
  - **Site Reference** – HS3.3
  - **Site Area (ha)** – 15.19
  - **Amount / type of development (indicative)** – 270 dwellings
  - **SRN Impact** – Unlikely

- South of Factory Lane and East of the West Coast Many Line
  - **Site Reference** – HS3.4
  - **Site Area (ha)** – 10.2
  - **Amount / type of development (indicative)** – 250 dwellings
  - **SRN Impact** – M6 Junction 29; M65 Junction 1
- Church Lane, Farington
  - **Site Reference** – HS3.5
  - **Site Area (ha)** – 8.3
  - **Amount / type of development (indicative)** – 200 dwellings
  - **SRN Impact** – M6 Junction 29; M65 Junction 1
- Liverpool Road, Hutton
  - **Site Reference** – HS3.6
  - **Site Area (ha)** – 5.74
  - **Amount / type of development (indicative)** – 120 dwellings
  - **SRN Impact** – Unlikely
- Branch Road, Mellor Brook
  - **Site Reference** – HS3.7
  - **Site Area (ha)** – 5.87
  - **Amount / type of development (indicative)** – 120 dwellings
  - **SRN Impact** – M6 Junction 31
- Daub Hall Lane
  - **Site Reference** – HS3.8
  - **Site Area (ha)** – 4.78
  - **Amount / type of development (indicative)** – 80 dwellings
  - **SRN Impact** – Unlikely
- South of Liverpool Road, Much Hoole
  - **Site Reference** – HS3.9
  - **Site Area (ha)** – 3.40
  - **Amount / type of development (indicative)** – 60 dwellings
  - **SRN Impact** – Unlikely

### National Highways Comment

It is noted that a number of these sites, along with the employment and mixed-use sites identified below, are located within reasonable proximity to each other. For such sites, National Highways would expect Central Lancashire to drive a coordinated approach to understanding the potential cumulative impacts and identifying appropriate mitigation, whilst avoiding a detrimental impact to the SRN.

## Appendix 5: Employment Allocations – Key Development Considerations

A number of strategic employment allocation sites are identified within the Local Plan. The sites listed below – due to size or location with relevance to the SRN and potential impact – are identified in the following section.

### Chorley

- Land East of M61, Chorley
  - **Site Reference** – EC2.1
  - **Site Area (ha)** – 6.92
  - **Amount / type of development (indicative)** – 6.92 ha employment
  - **SRN Impact** – M61 Junction 8
- Former Gas Works, Bengal Street, Chorley
  - **Site Reference** – EC2.2
  - **Site Area (ha)** – 0.76
  - **Amount / type of development (indicative)** – 0.76 ha employment
  - **SRN Impact** – Unlikely

### Preston

- Former Alstom Works and Wider Site
  - **Site Reference** – EC3.1
  - **Site Area (ha)** – 6.35
  - **Amount / type of development (indicative)** – Class B2, E(g)
  - **SRN Impact** – M6 Junction 31; M55 Junction 2
- Preston East Junction 31a M6
  - **Site Reference** – EC3.2
  - **Site Area (ha)** – 25.31
  - **Amount / type of development (indicative)** – Class B2, B8
  - **SRN Impact** – M6 Junction 31a
- Riversway
  - **Site Reference** – EC3.4
  - **Site Area (ha)** – 16.6
  - **Amount / type of development (indicative)** – Class B2, E(g)
  - **SRN Impact** – M55 Junction 2

### South Ribble

- Land North of Lancashire Business Park
  - **Site Reference** – EC4.1

- **Site Area (ha)** – 9.2
  - **Amount / type of development (indicative)** – Class B2, B8, E(g)
  - **SRN Impact** – M6 Junction 29; M65 Junction 1
- Land at Leyland Business Park, Farington
    - **Site Reference** – EC4.2
    - **Site Area (ha)** – 2.1
    - **Amount / type of development (indicative)** – Class B2, B8, E(g)
    - **SRN Impact** – M6 Junction 29; M65 Junction 1

### National Highways Comment

It is noted that a number of these sites, along with the housing and mixed-use sites identified below, are located within reasonable proximity to each other. For such sites, National Highways would expect Central Lancashire to drive a coordinated approach to understanding the potential cumulative impacts and identifying appropriate mitigation, whilst avoiding a detrimental impact to the SRN.

## Appendix 6: Mixed Use Allocations – Key Development Considerations

A number of strategic mixed-use allocation sites are identified within the Local Plan. The sites listed below – due to size or location with relevance to the SRN and potential impact – are identified in the following section.

### Chorley

- Cowling Farm, Chorley
  - Site Reference** – EC5.2
  - Site Area (ha)** – 9.50
  - Amount / type of development (indicative)** – 242 dwellings, 0.3ha employment
  - SRN Impact** – M61 Junction 8
- Land at Bagganley Lane, Chorley
  - Site Reference** – EC5.3
  - Site Area (ha)** – 13.32
  - Amount / type of development (indicative)** – 200 dwellings, 265ha employment
  - SRN Impact** – M61 Junction 8

### South Ribble

- Cuerden
  - Site Reference** – EC6.1
  - Site Area (ha)** – 66
  - Amount / type of development (indicative)** – 220 dwellings, 50ha employment
  - SRN Impact** – M6 Junction 29; M65 Junction 1, Junction 2; M61 Junction 9

### National Highways Comment

It is noted that a number of these sites, along with the housing and employment sites identified previously, are located within reasonable proximity to each other. For such sites, National Highways would expect Central Lancashire to drive a coordinated approach to understanding the potential cumulative impacts and identifying appropriate mitigation, whilst avoiding a detrimental impact to the SRN.

## Appendix 7: List of Superseded Policies

### National Highways Comment

National Highways have no further comment on this aspect of the Local Plan.

As noted earlier in the document National Highways will continue to work together with Chorley, Preston and South Ribble to seek an agreed way forward with any development allocation effected the SRN.

We would wish to continue working with all parties to identify any impact on the SRN and look to secure mitigation as required. Although it must be noted that any requirements for mitigation is likely to be developer-led funding or through other funding means.

In conclusion, the Localism Act 2011 placed the responsibility of 'Duty to Cooperate' on local authorities, to ensure that any local or cross boundary impacts have been fully considered and addressed appropriately in preparing the Local Plan. The local authority must demonstrate that they have discussed such matters with the relevant bodies, including ourselves.

We hope that these comments are useful and would welcome continued dialogue with Central Lancashire Loal Authorities to ensure that the transport impacts on the strategic areas for growth is properly assessed and considered in respect of the continued safe operation of the SRN.

Yours faithfully

Lindsay Alder

North West Spatial Planning Team