



Central Lancashire Local Plan 2023-2041

Statement of Common Ground Between the Central Lancashire Authorities (Chorley Council, Preston City Council and South Ribble Borough Council), and National Highways

December 2025

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1. Introduction

- 1.1 This Statement of Common Ground (SoCG) sets out the jointly agreed position between National Highways and the Central Lancashire Authorities (CLA) who are representing Chorley Council, Preston City Council, and South Ribble Borough Council in relation to the Central Lancashire Local Plan (CLLP) 2023-2041.
- 1.2 The SoCG complies with the National Planning Policy Framework (NPPF). Paragraph 24 to 27 of the NPPF1 state that “*Local planning authorities and county councils (in two-tier areas) are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries*”. Moreover, the “*strategic policy-making authorities should prepare and maintain one or more statement of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these*”. Paragraphs 20 to 23 set out how the Duty to Cooperate (DTCOP) works and how strategic matters crossing administrative boundaries require effective and on-going cooperation. These matters include:
- Housing (including affordable housing), employment, retail, leisure and other commercial development;
 - Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
 - Community facilities (such as health, education and cultural infrastructure); and
 - Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and measures to address climate change mitigation and adaptation.
- 1.3 According to the Planning Practice Guidance (PPG)², a SoCG is a written record of the progress made by strategic policy-making authorities during the process of planning for strategic cross-boundary matters. It documents where effective co-operation is and is not happening throughout the plan-making process, demonstrating at examination that plans are deliverable over the plan period and based on effective joint working across local authority boundaries. It forms part of the evidence required to demonstrate compliance with the DTCOP.
- 1.4 Both NPPF and PPG make it clear that a SoCG should primarily be produced to document the strategic cross-boundary matters. Therefore, this SoCG is the written record of the progress achieved regarding strategic matters and how the CLAs have worked effectively to fulfil their DTCOP. The approach taken in writing this statement is in accordance with the requirements of the PPG.
- 1.5 National Highways is the highway authority, street authority and traffic authority for the Strategic Road Network (SRN) pursuant to Section 1 of the Infrastructure Act 2015. National Highways is an arms-length government owned company responsible for owning, operating, maintaining and improving England’s motorways and major A roads. The Secretary of State for Transport may from time to time give a strategic highways company directions or guidance as to the manner in which it is to exercise its statutory duties and functions. For the purposes of directing the functions as regards the SRN, these directions are contained within the Licence ‘Secretary of

¹ NPPF Version December 2023

² [Plan-making - GOV.UK](https://www.gov.uk/government/publications/plan-making)

State for Transport statutory directions and guidance to the strategic highways company' ("Licence"). It is a condition of the Licence that National Highways must comply with or have due regard to relevant government policy, which includes the DfT Circular 01/2022 'The Strategic Road Network and the delivery of sustainable development'.

- 1.6 The SRN is a critical national asset and, as such, National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs; as well as providing effective stewardship of its long-term operation and integrity.
- 1.7 In exercising its function as a statutory consultee in the planning system, the Infrastructure Act 2015 sets out that National Highways must co-operate as far as reasonably practicable with other parties; and in compliance with its Licence, it seeks to co-operate with other persons or organisations in a way which is demonstrably:
 - a. Open and transparent – involving relevant stakeholders, ensuring that essential information is available to affected and interested parties, and that the processes for engagement and communication are clear;
 - b. Positive and responsive – seeking to build trusting and effective working relationships with key partners and stakeholders, engaging with due efficiency and economy and in a timely manner;
 - c. Collaborative – working with others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users.
- 1.8 When engaging with plan-making, National Highways seeks to ensure that the policies and allocations that result from plan-making do not compromise the SRN's prime function of enabling the long-distance movement of people and goods; and 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).
- 1.9 National Policy as set out in paragraph 29 of the DfT Circular 01/2022 states that:

"New connections and capacity enhancements to the SRN which are necessary to deliver strategic growth should be identified as part of the plan-making process, as this provides the best opportunity to consider the cumulative impacts of development (including planned growth in adjoining authorities) and to identify appropriate mechanisms for the delivery of strategic highway infrastructure. However, there cannot be any presumption that such infrastructure will be funded through a future RIS. The company will therefore work with local authorities in their strategic policy-making functions in identifying realistic alternative funding mechanisms, to include other public funding programmes and developer contribution strategies to be secured by a policy in a local plan or spatial development strategy."
- 1.10 The overarching consideration for National Highways in relation to the CLLP 2023-2041 is the question *"How does the SRN need to respond to the growth being proposed within the Plan and have all reasonable options to deliver modal shift, promote walking, wheeling and cycling as well as the use of public transport to assist in reducing car dependency been exhausted before mitigation on the SRN is considered?"*, given the potential traffic impact upon the SRN of the developments proposed in the CLLPAs well as through the fulfilment of the Existing Land Supply.

1.11 The SRN within the Central Lancashire area includes the following junctions:

- **M6** – Junctions 28-32;
- **M61** – Junctions 8-9;
- **M65** – Junctions 1-3; and
- **M55** – Junctions 1-3.

2. Background of Central Lancashire

- 2.1 Central Lancashire covers the geographical areas of Preston City Council, Chorley Council and South Ribble Borough Council, which functions as one integrated local economy and commuting area. It is a single housing market area with high levels of self-containment. It is therefore appropriate to work strategically in collaboration to ensure its policy is joined up and complementary.
- 2.2 Joint working on planning began in 2008. The three councils collaborated to produce a Local Development Framework, each adopting the Core Strategy in July 2012, setting out the strategic planning policies. In 2018, a review of the Core Strategy and individual local plans began with a view to deliver a single Central Lancashire Local Plan (CLLP), reflecting both the shared strategic policy objectives and more detailed non-strategic policies.
- 2.3 A Strategic Planning Joint Advisory Committee (JAC) has been established, made-up of elected members from each authority. JAC has the responsibility to consider proposals, open them up to debate and move to endorse or challenge them at their discretion. Members from Lancashire County Council also attend the JAC.
- 2.4 A Local Plan Team) has been created and jointly funded by CLAs specifically to undertake the work required to deliver the CLLP. The team is accountable to all three local authorities and guides the process forward.

3. Strategic Geography

- 3.1 Central Lancashire is in the heart of Lancashire. It comprises an urban core surrounded by attractive scenery, ranging from the Pennine foothills / West Pennine Moors in the East, to the Lancashire Plain and the Ribble and Alt Estuary in the West. The area is bounded by Fylde and West Lancashire to the West, Ribble Valley and Blackburn with Darwen to the East, Wyre to the North and Greater Manchester to the South.
- 3.2 The Central Lancashire area is a diverse mix of urban and rural, including towns, villages, and sparsely populated countryside. Some of the main landscape attractions and protected wildlife habitats in the area include the Forest of Bowland National Landscape, the West Pennine Moors SSSI, and the Ribble and Alt estuaries. There are also significant areas of open space and attractive public parks for sport, leisure, and recreation. Grid-iron pattern streets typify the urban areas of Preston, Chorley, and Leyland, as workers housing was built tightly around the mills and industrial complexes.
- 3.3 The area covered by the CLLP is shown in the map below.



4. Joint Working: Central Lancashire Authorities and National Highways

- 4.1 The purpose of the SoCG is to inform the Inspectors appointed for CLLP Examination (and other parties) about the areas of agreement and areas where further work is necessary to address any outstanding transport matters between the CLAs and National Highways. The DTCOP has been a consideration in the development of the CLLP's policies and Infrastructure Delivery Plan.

5. Duty to Co-Operate

- 5.1 The DTCOP was created in the Localism Act 2011. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation.
- 5.2 National Highways is a DTCOP body and has been engaged with regards the preparation of the Central Lancashire Local Plan Transport Evidence Base from early stages of the CLLP development.
- 5.3 The requirements for the DTCOP process with National Highways in respect to the CLLP have been complied with, and there has been effective engagement in terms of transport and highways matters, as evidenced by the record of engagement.

6. Strategic Matters – Transport Evidence Base

- 6.1 LCC is the Local Transport Authority and Local Highway Authority for the CLAs and has commissioned consultants, Jacobs, to prepare the transport evidence informing the CLLP. A steering group for the transport study was established comprising of a number of parties including the CLAs, LCC, and National Highways, coordinated by Jacobs.
- 6.2 The transport study and associated transport evidence base that has been prepared has assessed the impact of the CLLP upon the highway network and proposes sustainable mitigation solutions, where necessary. National Highways has reviewed the transport evidence as set out in:
- Appendix One - TWG Deliverables; and
 - Appendix Two - List of TWG Meetings and Workshops.
- 6.3 Jacob's transport work consists of the suite of documents including the following:
- Stage 0 Site RAG Assessment;
 - Stage 1A CLTM Base Model Re-Validation Report;
 - Stage 1b Appendices;
 - Stage 1B Technical Note of Model Data Gaps;
 - Stage 1B Technical Note on Trip Rates;
 - Stage 1B Transport Evidence Stage 1B Report;
 - Stage 2 Trip Rate and Modal Shift Methodology Note;
 - Stage 2A Central Lancashire Local Plan Transport Evidence (IT06);
 - Stage 2A Appendices A to I (IT06); and
 - Stage 2B CLLP Transport Evidence Stage 2B Report (IT07).
- 6.4 Jacob's work has also generated a series of proposed highway infrastructure interventions (description only) at the SRN which are included within the Infrastructure Delivery Plan (IDP) of the CLLP as well as the following documents:
- Infrastructure Delivery Plan Update (IT08); and
 - Updated Infrastructure Schedule (IT09).
- 6.5 Given the strategic nature of the CLLP, and the geographic extent of the SRN affected by the CLLP, it is understood and accepted by all parties that there is a need to commit to future collaboration on additional assessment work through the planning process to ensure the safe, efficient and reliable operation of the SRN (including adjacent local highway authority network where appropriate). This will assist in developing a more detailed understanding of the impacts of development on the SRN and adjacent local highway network as growth comes forward in each CLA District within the CLLP period.

7. Areas of Common Ground

General

- 7.1 National Highways has confirmed that it is not seeking any modifications to the proposed site allocations, in terms of scale and location, as set out in Chapter 3 of the CLLP.
- 7.2 Notwithstanding, a series of other Policy modifications have been recommended and outlined at Chapter 8 of this SoCG. The recommended modifications are subject to agreement on the final wording but are deemed as required by National Highways to make the CLLP sound.
- 7.3 Furthermore, and building on previous representations made by National Highways throughout the CLLP consultation, the need for ongoing definition and refinement of the supporting transport SRN infrastructure requirements at key locations has been set out in Chapter 7 of this SoCG.
- 7.4 It is further noted that the five-year review of the CLLP presents an important opportunity to assess progress in respect of the wider transport interventions.

Transport Evidence

- 7.5 The parties agree that the transport evidence prepared to support the CCLP is based on information and data sets readily available at the time of the preparation of the CLLP and is proportionate to that required to support the plan making process.
- 7.6 The parties agree that the Stage 1 Transport Evidence (IT06) and the CLLP Transport Evidence Stage 2B Report (IT07) provide an assessment of transport impacts (at the SRN) of the development proposed in the CLLP. The parties agree that further work and analysis will be required to provide a more detailed understanding of impacts on the SRN and adjacent local highway network at the planning application stage as development proposals come forward. Such work will need to consider phasing and the effectiveness of intervention (and options) to allow the development of preferred 'cost effective' solutions.
- 7.7 National Highways agree that a sound approach has been undertaken in developing the Transport Evidence Base, with policy commitments in place to ensure that further detailed assessment work will be undertaken as the growth plan is refined and delivered through the planning process including Masterplans, Supplementary Planning Documents and/or Planning Applications.
- 7.8 Whilst it is accepted (at this stage of the plan making process) that National Highways are content that a sound approach has been undertaken in the preparation of transport evidence, the CLLP must provide an effective framework to manage transport impacts to support the sustainable delivery of individual and cumulative growth to be sound in practical terms from a transport perspective.
- 7.9 All parties are committed to ensuring the necessary supplementary transport work is identified and undertaken prior to, and as part of, the decision taking process for both site allocations and or planning applications depending on location. This to ensure that appropriate mechanisms are put in place to minimise effects on the SRN and are secured when planning applications come forward. Further transport work is required alongside Policy refinement. The RAG classification below helps provide clarity in respect to individual SRN locations and the scope of what further supplementary

assessment will be required either as part of the Local Plan Supplementary Planning Documents (SPD's) or in-advance of planning applications being submitted.

7.10 These intervention locations have been further classified into one of three RAG levels:

- **GREEN** – Interventions that need a commitment to commence study work to support medium to longer term transport strategy and infrastructure planning.
- **AMBER** – Interventions that need a commitment to commence study work to support the short to medium term development of SPD's and infrastructure planning to manage the impact the of strategic growth sites and cumulative development.
- **RED** – Interventions that will need immediate study work and infrastructure planning required by the Local Plan policy to ensure that is undertaken prior to planning application being submitted and/or is undertaken as part of planning application process.

Infrastructure Works

7.11 As stated in the NPPF (para109) transport issues have been considered from the earliest stage of plan-making using a vision-led approach to identify transport solutions. In assessing sites for allocation, the CLA's have adhered to advice in paragraph 115 of the NPPF. At the planning application stage further evidence will be submitted to provide additional detail of transport impacts and mitigation.

7.12 The Central Lancashire Local Plan Transport Evidence Base provides an indication of locations where enhancement may be required to mitigate highway impacts on the SRN. Where indicative schemes / interventions have been identified these are set out in:

- CLLP Transport Evidence Stage 2B Report (IT07);
- Infrastructure Delivery Plan Update (IT08); and
- Updated Infrastructure Schedule (IT09).

7.13 National Highway's letter of 6th November 2025 in response to the CLLP Transport Evidence Stage 2B Report (IT07) draws particular attention to infrastructure improvements at the SRN which are required to support the Local Plan growth at the following locations set out in Table 1:

Table 1: Location of Proposed SRN Interventions

SRN Location	Description (taken from Stage 2B Report)	Cost
M61 Junction 8 Further Highway Upgrades	Widening the southbound off-slip to three lanes at the gyratory signals Adding a dedicated left-turn lane onto the A674 Widening the gyratory past the A674 western arm to three lanes Reconfiguring lane markings and upgrading signal technology	£7,500,000
Wigan Road and M6 Junction 28	Upgraded signal technology with bus priority and coordinated signal timings with the nearby Wigan Lane junction	£3,000,000
M55 Junction 2 Capacity Upgrade	Proposed upgrades include widening the northbound overpass And roundabout to two lanes, plus a new slip road from A582 Edith Rigby Way to the M55 eastbound on-slip	£3,000,000
M6 Junction 31a Improvements	Developer led scheme proposed	£0
Clayton Brook Interchange (M61/M65)	Adding a flare to widen to three lanes at the stop-line (within existing carriageway/hard-standing) Adjusting lane markings to direct two lanes to M61 southbound and one to M61 northbound/Walton Summit Centre	£3,000,000

7.14 It is agreed that the Infrastructure Delivery Plan Update (IT08) and Central Lancashire Updated Infrastructure Schedule (IT09) identify potential infrastructure works that will be required to the locations set out in Table 1.

7.15 It is agreed that any requirement for enhancement of the SRN, and at interfaces with the Local Road Network, will be further assessed in more focused analyses. Any such enhancements will seek to mitigate potential adverse impacts of traffic generated by the proposed allocations on the safe, efficient, and reliable operation of the SRN. The analyses will consider in more detail, the concept interventions and/or recommendations suggested in the CLLP Transport Evidence Base including any other SRN (and adjacent Local Highway Network locations where appropriate) which could require enhancement to mitigate adverse highway impacts when considering the totality of the growth plan (i.e. the Existing Land Supply Sites plus the Allocations) over the life of the CLLP.

7.16 It is agreed that such work will be undertaken as the growth plan is refined and delivered through the planning process including but not limited to Masterplans, SPD's and/or Planning Applications.

Future Collaboration Between National Highways and the CLA's

7.17 It is agreed that further work will be required to confirm the details and phasing of any enhancements that may be required to the SRN and adjacent Local Highway Network in the short, medium, and longer term.

7.18 All parties agree to work collaboratively to understand such requirements with future workstreams potentially including but not limited to:

- Masterplanning (including phasing) of the larger sites to better understand the timescales within the plan period when significant impacts are expected as a result of the allocations;

- Further, more detailed studies to develop the detail of schemes that may be required to mitigate the potential impacts of the allocations on the SRN, broadly in accordance with when those sites come forward in the planning process (building on masterplanning work where appropriate); and
- Use of the most appropriate traffic modelling tools supported by observed traffic data that is reflective of prevailing traffic conditions of the strategic and local road network being considered.

7.19 A summary of the areas for future collaboration with National Highways for each district is set out below. These areas have been categorised with the RAG status to outline the comparative complexity of the task ahead, whilst also acknowledging that the way forward may identify agreed outputs for all the respective allocations in relatively short timescales. However, there is a requirement to derisk the possible mitigation requirements associated with individual and/or cumulative allocations:

Chorley Council

Chorley Council will continue to coordinate with National Highways and neighbouring Local Authorities in respect of potential cumulative impact on the SRN of the development pipeline including:

- M61 / M65 Junction 9 **RAG: Green**; and
- M61 Junction 8 (to address cumulative impact EC2.1 Land East of M61, EC5.3 Land at Bagganley Lane and Housing Site HS2.11 Great Knowley) **RAG: Amber**

Chorley Council will continue to work with National Highways on potential targeted capacity improvements, with a particular focus on junctions between the local street network and the SRN.

The Green RAG definition for M61 / M65 J9 reflects the need for a longer-term transport management strategy to provide a co-ordinated approach with all interested parties including LCC (as local highway authority) and National Highways to ensure that any required works on the SRN are integral to the transport vision directly associated with the allocations impacting the junction.

The Amber RAG definition for M61 J8 reflects the need for supplementary planning guidance in the short to medium term to provide a forward Policy framework that will co-ordinate infrastructure planning with all interested parties including LCC (as local highway authority) and National Highways. This will ensure that the cumulative impact of CLLP allocations and any required works on the SRN are fully assessed and appropriately considered before and/or as part of future refinement undertaken as part of a planning application(s).

Preston City Council

Preston City Council will continue to coordinate with National Highways and neighbouring Local Authorities in respect of potential cumulative impact on the SRN of the development pipeline including:

- M55 Junction 2 / M55 Junction 1 / M6 Junction 32a **RAG: Green**; and
- M6 Junction 31a (to address cumulative impact of EC3.2 Preston East Junction 31A M6 and EC3.3 Roman Road) **RAG: Red**.

Preston City Council will continue to work with National Highways on potential targeted capacity improvements, with a particular focus on junctions between the local street network and the SRN.

The Green RAG definition for M55 J2 / M55 J1 & M6 32a reflects the need for a longer-term transport strategy to provide a co-ordinated approach with all interested parties including LCC (as local highway authority) and National Highways to ensure that any required works on the SRN are integral to the transport vision directly associated with the allocations impacting the junction.

The Red RAG definition for M6 Junction 31a reflects the importance of agreeing a forward Policy framework to give all interested parties, (including the developer interest) the confidence that any required works on the SRN, which are directly associated with the allocation, are clearly defined and viable before future refinement as part of a planning application(s).

South Ribble Borough Council

South Ribble Borough Council will continue to coordinate with National Highways and neighbouring Local Authorities in respect of potential cumulative impact on the SRN of the development pipeline including:

- M6 Junction 31 **RAG: Green;**
- M6 Junction 30 **RAG: Green;** and
- M6 Junction 28 (Including A49/B5256) **RAG: Green.**

South Ribble Borough Council will continue to work with National Highways on potential targeted capacity improvements, with a particular focus on junctions between the local street network and the SRN.

The Green RAG definition for M6 J3 / M6 J30 / M6 J28 (including A49/B5256) reflects the need for a longer-term transport strategy to provide a co-ordinated approach with all interested parties including LCC (as local highway authority) to ensure that any required works on the SRN are integral to the transport vision directly associated with the allocations impacting the junction.

Funding

7.20 The parties agree that all sources of funding for infrastructure works will be explored. The CLA's are committed to continue funding infrastructure works through CIL and S106 contributions including via the City Deal partnership as is the purpose of policy ST2. It is agreed by the parties that new connections and capacity enhancements to the SRN which are necessary to deliver strategic growth should be identified as part of the plan-making process, as this provides the best opportunity to consider the cumulative impacts of development and to identify appropriate mechanisms for the delivery of strategic highway infrastructure.

7.21 The parties agree that as appropriate infrastructure improvements at the SRN have been identified in support of the CLLP, National Highways will work together with CLA's to identify whether there are realistic alternative funding mechanisms and opportunities (if appropriate with regard to scope and cost) to include other public funding programmes and developer contribution strategies to be secured by policy ID2 in the CLLP.

7.22 It is agreed that there cannot be a presumption that required transport infrastructure to enable planned growth associated with the CLLP allocations, will be funded through a future RIS (Road Investment Strategy), as stated in the Circular 01/2022.

7.23 The sound approach to the transport evidence base has identified locations of interest. These will require further investigation to ensure any scheme(s) on the SRN is/are deliverable. This will ensure that any required package of works also has a suitable funding pathway and clarity in terms of the expectations of what future Transport Assessment(s) will be assessing and refining.

Monitoring Delivery of Highway Improvement Schemes

7.24 The parties agree that development arising from the growth generated by the CLLP in addition to that already consented /under construction will be monitored. Pursuant to this, the following modification is proposed to the CLLP’s monitoring framework:

- Infrastructure Delivery
- Relevant Policies ST1, ID1

Indicator	Source	Target
Number of schemes delivered to support Plans referred to in Policy ST1 a-f.	Monitoring of planning permissions and completions. Data from LCC.	Delivery of appropriate infrastructure to support development.

Future Joint Working Arrangements

7.25 In addition, it is agreed that a Transport Infrastructure Management Group (TIMG) should be established, working with LCC, National Highways and CLAs to provide a mechanism for regular engagement on transport infrastructure matters, to include monitoring of the delivery of allocations within the CLLP, the IDP including further iterations, and also the CLAs Infrastructure Funding Statements (IFS) and allocation of strategic CIL. Other matters may also include national programmes for investment in transport and broader transport schemes across the CLAs boundaries.

8. Modifications

Policy approach and modifications

- 8.1 The parties agree that policy ID2 provides a mechanism for securing developer contributions for highway works, including transport improvements and infrastructure works.
- 8.2 The parties agree that in relation to policy ST2, paragraph 5b should be amended to read “Any detrimental impacts in terms of capacity and congestion upon the highway network are mitigated in line with the relevant highway authorities policy and guidance”.

Additional Suggested Modifications (Subject to discussion/Agreement with CLA’s)

- 8.3 A modification to **Policy SS3** to better reflect the agreed position set out in this Statement of Common Ground has been agreed as follows:
- To be **removed** from the policy: “e) *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 in Cottam and Bartle.*”
 - To be **added** to the policy: “e) *Provide on-site and off-site highway improvements and sustainable transport improvements, including the delivery of William Young Way; where off-site mitigation is required on the SRN to enable developments to be brought forward this will be co-ordinated with the Local Authority and National Highways for M55 Junction 2, with funding agreed prior to commencement of development where the assessment of the allocation identifies a requirement . Provision of on-site footways and cycleway linking to the Guild Wheel cycle route, and wider developments in Cottam and Bartle will also be part of this Allocation.*”
- 8.4 A modification to **Policy SS4** to better reflect the agreed position set out in this Statement of Common Ground has been agreed as follows:
- To be **removed** from the policy: *N/A*
 - To be **added** to the policy: *Where off-site mitigation is required on the SRN to enable the masterplanned development to be brought forward this will be co-ordinated with the Local Authority and National Highways for M55 Junction 1 and M6 Junction 31a, with funding agreed prior to commencement of development.*
- 8.5 A modification to **Policy SS5** to better reflect the agreed position set out in this Statement of Common Ground has been agreed as follows:
- To be **removed** from the policy: “g) *Provide on-site and off-site highway improvements and sustainable transport improvements, including delivery of Cottam Parkway Train Station, new access points to enable development of Phase B south of the railway and onto surrounding routes including Lea Road and Edith Rigby Way, and the provision of on-site footways and cycleways linking to the Guild Wheel cycle route, UCLAN campus and wider developments in Cottam and Bartle.*”
 - To be **added** to the policy: “g) *Provide on-site and off-site highway improvements and sustainable transport improvements, including delivery of Cottam Parkway*

Train Station; where off-site mitigation is required on the SRN to enable developments to be brought forward this will be co-ordinated with the Local Authority and National Highways for M55 Junction 2, with funding agreed prior to commencement of development. Additionally, provision of new access points to enable development of Phase B south of the railway and onto surrounding routes including Lea Road and Edith Rigby Way, and the provision of on-site footways and cycleways linking to the Guild Wheel cycle route, UCLAN campus and wider developments in Cottam and Bartle.”

8.6 A modification to **Policy SS6** to better reflect the agreed position set out in this Statement of Common Ground has been agreed as follows:

- To be **removed** from the policy: “Sustainable Travel (ST2) Due to the scale of the site, contributions may also be sought for traffic management measures and/or pedestrian improvements on existing roads penetrating the site and roads just outside the allocation boundary such as:
 - Railway crossings at Bee Lane and Flag Lane, and/or
 - Tardy Gate District Centre.”
- To be **added** to the policy: “Sustainable Travel (ST2) Due to the scale of the site, contributions may also be sought for traffic management measures and/or pedestrian improvements on existing roads penetrating the site and roads just outside the allocation boundary such as:
 - Railway crossings at Bee Lane and Flag Lane, and/or
 - Tardy Gate District Centre, and/or
 - M6 / M65 Bamber Bridge Interchange and the M61 / M65 Clayton Brook Interchange in co-ordination with the Local Authority and National Highways.”

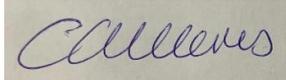
9. Signatories to this Agreement

Chorley Council



Zoe Whiteside
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National Highways



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Appendix One TWG Deliverables

Stage	Deliverable	Version Log	Date
Inception	Technical Note on Methodology for Transport Evidence for Local Plan Testing	v0 - First draft submitted to LCC	30/06/2023
		v1- Rev 1 after incorporating LCC comments	18/07/2023
		v1 - Rev 1 submitted to NH and LCC Highways	02/10/2023
		NH Transport Evidence Methodology Review 1	11/10/2023
		v2 - Rev 2 after incorporating Stage 0 assessment works submitted to LCC	13/11/2023
		v2 - Rev 2 after incorporating Stage 0 assessment works submitted to TWG	27/11/2023
		NH Transport Evidence Methodology Review 2	29/12/2023
		v3 - Rev 3 after incorporating Stage 0 assessment works submitted to TWG	11/01/2024
		NH Transport Evidence Methodology Review 3	30/01/2024
Stage 0	CLLP Stage 0 Preliminary Transport Assessment	v0 - First draft submitted to TWG	21/03/2024
Stage 1A	TN on Model Data Gaps	v0 - First draft submitted to TWG	02/04/2024
	CLTM Base re-validation Report	v0 -draft for TWG comments	02/08/2024
		v1 - revised report after addressing TWG comments (comments received LCC Neil Stevens -16/08/2024, NH/WSP - 13/09/2024)	22/10/2024
		v2 - final report submission (comments received NH/WSP 21/11/2024)	30/01/2025
Stage 1B	Technical Note on Future Year Trip Rate	v0 -draft for TWG comments.	22/10/2024
		NH/WSP comments received, responses provided.	21/11/2024
	CLLP Stage 1B Transport Baseline Report	v0 -draft for TWG comments.	20/12/2024
Stage 2A	LP Stage 2 trip rate and modal shift methodology note	v0 -draft for TWG comments.	06/06/2025
	CLLP Stage 2A Strategic Transport Assessment Report	v0 -draft for TWG comments.	27/06/2025
		NH/WSP comments received, responses provided.	15/07/2025
Stage 2B	Stage 2B Transport Assessment	v0 -draft for TWG comments.	29/08/2025
		NH/WSP comments received, responses provided.	28/10/2025
		LCC Highways comments, responses provided	13/11/2025

Appendix Two List of TWG Meetings and Workshops

TWG Meetings		
No.	Date	Agenda
1	24/11/2023	Inception meeting
2	15/01/2024	Transport Based Evidence Methodology Stage 0 Assessment
3	12/02/2024	Stage 0 and Stage 1 Assessment - Progress
4	11/03/2024	Stage 0 Report Stage 1 Methodology
5	08/04/2024	Discussion on Technical Note on Data Gaps submitted. Model update methodology - data gaps and data
6	01/07/2024	Baseline evidence report Traffic count data collection Data analysis and quality checks Model base network updates Uncertainty Log Refresh Screenlines and count sites for model calibration and validation identified
7	12/08/2024	Stage 1A - Base Revalidation Report Stage 1B - Progress and discussion
8	09/09/2024	Stage 1B - Progress and discussion Stage 1B - Trip Rate methodology
9	22/10/2024	Stage 1B Model Results discussion
10	11/11/2024	Stage 1B Model Results Further discussion
11	27/01/2025	Stage 2 Assessment Methodology
No.	Date	Workshop
1	03/03/2025	Sustainable Mitigation Workshop 1 (In-person)
2	05/03/2025	Sustainable Mitigation Workshop 2 (In-person)
3	07/03/2025	Sustainable Mitigation Workshop 3 (In-person)
4	09/06/2025	Highway Mitigation Workshop 1
5	16/06/2025	Highway Mitigation Workshop 2