



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd – Divisional Director
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To: Preston City Council

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Council's Reference: 06/2018/0055

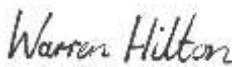
Referring to the notification of an outline planning application consultation dated 26th February 2018 for the erection of one supermarket (Class A1) (up to 1800sqm), six commercial units (Class A1/A3) (up to 1160sqm total), one restaurant / public house (Class A3/A4) (up to 900sqm), one drive-thru restaurant/cafe (Class A3/A5) (up to 200sqm) (all matters reserved except for access), notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is / is not relevant to this application.¹

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

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gsi.gov.uk.

Signature: 	Date: 27 th February 2018
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¹ Where relevant, further information will be provided within Annex A.

Annex A **Highways England recommended Planning Conditions /**
~~Highways England recommended further assessment required /~~
~~Highways England recommended Refusal.~~

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

There have been no pre-application discussions prior to the submission of these proposals.

Highways England Comments

Highways England has previously raised no objection to previous consultation for mixed-use retail developments on this site (ref. 06/2014/0092 and ref. 06/2015/0283).

We remain of the view that the current proposals would not in isolation result in there being a ‘severe’ traffic impact upon the SRN within the context of the governing DfT Policy Circular 02/2013 ‘*The Strategic Road Network and the Delivery of Sustainable Development*’. The SRN nearest to the development site consists of the M6 and M55 motorways, including the exit and entry slip roads to the M55 Junction 1 roundabout. The roundabout and operation of the junction is controlled by Lancashire County Council, who is the highway authority for the local road network, which these proposals are more likely to affect in the vicinity of the development. Consequently, Lancashire County Council’s comments in response to this application in terms of traffic impacts are of greater relevance.

The development site borders the southern boundary of the M55 motorway. Whilst this application is for outline consent only, it should be noted that full design details relating to landscaping of the development along the motorway boundary must be agreed with Highways England prior to the commencement of construction of the development, although we accept that these details should form part of any reserved matters planning application.

Nonetheless, given the presence of the development of the boundary of the motorway, it is important that any outline consent (which still seeks to gain approval for development matters that may affect the motorway boundary) sets the parameters in terms of maintaining the safety and integrity of the M55 motorway.

Consequently, for these reasons we formally recommend that the following conditions are applied to any grant of planning consent:

- 1. There shall be no direct vehicular or pedestrian access of any kind between the site and the M55 motorway. To this end, a close-boarded fence or similar barrier of not less than 2 metres high shall be erected along the boundary of the site and the M6 motorway that has been agreed with and constructed to the satisfaction of Highways England and the Local Planning Authority. Any fence or barrier shall be erected a minimum of one metre behind the existing motorway boundary fences on the developer's land and be independent of the existing motorway fence.**
- 2. There shall be no development on or adjacent to any motorway embankment that shall put any embankment or earthworks at risk.**
- 3. No drainage from the proposed development shall run off into the motorway drainage system, nor shall any drainage adversely affect the motorway embankment.**
- 4. There shall be no earthworks within one metre of the motorway boundary fence.**
- 5. No works relating to the construction of the facility shall require any temporary closure to traffic of the M55 motorway.**
- 6. No construction works associated with this planning application shall be carried out on land in the ownership of the Highways England Company Limited under Titles LA423865 and LAN80452.**

For the purposes of ensuring that the traffic impacts of these proposals are minimised, Highways England also formally recommends the following condition be applied to any grant of consent:

- 7. A Travel Plan and associated Travel Plan Coordinator for the development shall be in place and be operational from the point of the occupation of the first unit for a period of not less than five years beyond the date of full occupation of the development. The Travel Plan shall be agreed by Preston City Council in consultation with Highways England and Lancashire County Council.**

This response represents our formal recommendations with regard to this application and has been prepared by Warren Hilton.