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Your ref: 2019/0366/FUL  
Our ref: 2019/0366/FUL/HDS/RH  
Date: 06/02/2020

FAO Mrs H Leamey

**Location:** Pennylands House, High Street, Skelmersdale  
**Proposal:** Demolition of existing structures and erection of Class A1 foodstore and flexible use (Class A1/A2/A3) unit with associated access, car parking, servicing and hard and soft landscaping  
**Grid Ref:** 346905 405897

Dear Mrs Leamey

With regard to your consultation letter dated 5<sup>th</sup> November 2019 I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Lancashire County Council as Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. The County Council is also committed to reducing congestion and delay and improving highway links both locally and strategically. With this in mind the present and proposed traffic networks have been considered which are influenced by this proposal.

### **The Proposed Development**

The application is for full planning permission for the erection of a Class A1 Aldi foodstore and a Class A1/A2/A3 retail unit with two access points off High Street and Westgate.

### **Location**

The proposed site is located within Skelmersdale. With High Street running along the sites Northern frontage and Westgate running along the sites Western frontage.

### **Internal Arrangement**

The proposed internal layout is acceptable as shown in drawing 2269BOL-117 Rev F.

The provision of 151 car parking spaces for the site is in line with West Lancashire Borough Council's parking standards.

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### **Phil Durnell**

Director, Highways and Transport  
Lancashire County Council  
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New pedestrian access points have been shown linking to a new 2m wide footway on the sites full frontage with Westgate and an amended footway on High Street, this is acceptable to LCC Highways.

The proposed arrangements for serving the site are satisfactory. An acceptable swept path has been provided for a 16.5m articulated vehicle.

### **Site Access and Associated Off Site Highway Works**

The two proposed vehicle access points, pedestrian links and off site highway works as shown in the submitted drawing 2269BOL-117 rev F are acceptable to LCC Highways.

The proposed off site works:

- Two vehicle access points
- 2m wide footway on the sites frontage with Westgate
- Relocation and upgrading of bus stop on High Street
- Relocation of lighting column in the vicinity of proposed access on High Street.
- Reinstatement of footway at the redundant existing access in the North East corner of the site.
- Amendments to the existing carriageway layout either side of the proposed new access on High Street.

The above works would need to be undertaken as part of a section 278 agreement of the Highways Act 1980.

### **Personal Injury Accident Data**

I have reviewed Lancashire County Councils five year data base for Personal Injury Accident (PIA). The data base indicates there have been two slight incidents within the vicinity of the proposed site. Both incidents occurred at the junction of Westgate and the B5312 (Railway Road). On investigation of all the details recorded, the incidents recorded follow no pattern and appear to be of a nature that would not be worsened by the proposed development.

### **Sustainable Transport Modes**

The submitted plans have indicated two pedestrian access point one at the vehicle access point on High Street and one centrally located on Westgate close to the stores entrance.

The closest bus stop to the site is located at its access point on High Street. The Traffic Assessment and Travel Plan makes reference to three services the 310, 375 and the 385.

## **Travel Plan (TP)**

The Travel Plan submitted as part of the Traffic Assessment meets LCC Highways submission criteria for a Framework Travel Plan.

It is important that the Framework Travel Plan is adhered to and a Full Travel Plan is developed and implemented in line with the agreed timescales within the Framework Travel Plan (table 4.1 states within 5 months of occupation).

The Full Travel Plan when developed would need to include the following as a minimum:

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

On a development of this size LCC Highways would normally request a section 106 contribution of £6000 to enable Lancashire County Council to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years.

## **Traffic Assessment**

The vehicle trip attraction of the proposed site has been based on trip rates derived from Parking Eye data at the Aldi store on Todmorden Road in Burnley. This approach is not unreasonable.

The Trip Assignment and Distribution as stated within the Traffic Assessment are acceptable.

The junction capacity assessments (PICADY for High Street/Site Access, Westgate/Site Access, and ARCADY for High Street/Westgate and B5312/Westgate) are not unreasonable.

After considering all the information contained within the Traffic Assessment I am of the opinion that the level of vehicle movements to and from the development would not have a significant impact on the operational performance of the local network.

## **Conclusion**

Taking all of the above into consideration. LCC Highways is of the opinion that the proposed development would not have a severe impact on highway safety or capacity within the immediate vicinity of the site. Therefore LCC Highways has no objections to the application.

If the planning authority is minded to approve this application LCC highways request that the following conditions are appended to the decision notice.

1. Prior to the commencement of demolition/development a Traffic Management Plan (TMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The TMA shall include and specify the provisions to be made for the following:-
  - The parking of vehicles of site operatives and visitors;
  - Loading and unloading of plant and materials used in the construction of the development;
  - Storage of such plant and materials;
  - Wheel washing facilities;
  - Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
  - Routes to be used by vehicles carrying plant and materials to and from the site;
  - Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

Reasons: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.

2. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvements has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

The site accesses and off site highway improvement works shall include:

- Vehicle and pedestrian access points
- 2m wide footway on the sites frontage with Westgate
- Relocation and upgrading of bus stop on High Street
- Relocation of lighting column in the vicinity of proposed access on High Street.
- Reinstatement of footway at the redundant existing access in the North East corner of the site.

- Amendments to the existing carriageway layout either side of the proposed new access on High Street.

This list is not absolute and additional works maybe required at section 278 agreement stage.

3. The car park shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. Reasons: To allow for the effective use of the parking areas.
4. The Framework Travel Plan as accepted at planning application stage must be implemented in full in accordance with the timetable within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for a minimum of 5 years. Reason: To ensure that the development provides sustainable transport options.

Planning Note:

- The applicant is advised that the new site accesses and off site highway improvements will need to be constructed under a section 278 agreement of the 1980 Highways Act. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant is advised to contact the Community Services before works begin on site. Further information and advice can be found at [www.lancashire.gov.uk](http://www.lancashire.gov.uk) and search for "278 agreement".

If you have any questions regarding my comments please do not hesitate to contact me.

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Yours sincerely

Rob Hancock  
Highways and Transport