

**ALDI FOOD STORES  
HIGH STREET, SKELMERSDALE**

**TRANSPORT ASSESSMENT**

**PREPARED ON BEHALF OF:**

**ALDI STORES LIMITED**



Lymedale Business Centre,  
Hooters Hall Road,  
Newcastle-under-Lyme,  
Staffordshire, ST5 9QF

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## **1.0 INTRODUCTION**

### **1.1 Background**

1.1.1 This Transport Assessment has been prepared by Cameron Rose Associates on behalf of Aldi Stores Limited in order to examine the highway and transportation issues associated with the proposed redevelopment of a site off High Street, Skelmersdale.

1.1.2 The site previously comprises office accommodation, constructed over ground and first floor levels and incorporating a mixture of private and open-plan office areas. The office unit comprised c. 1,915.2 sqm on three acres of land.

1.1.3 There is extensive car parking on site within a relatively regular shaped parcel of land which can be accessed from both High Street and the lower section of Westgate

1.1.4 The development proposals include the provision of an Aldi food store with a GEA of 1,881 sqm and a trade counter (Use Class B8) with a GEA of 407 sqm. The proposed parking provision for the development is 145 spaces, including nine disabled, seven motorcycle, four electric vehicle charging space and 12 parent and child parking spaces.

1.1.5 This Transport Assessment has been prepared to support the planning application for the proposed development and includes an analysis of the existing transport provision within the vicinity of the site, including sustainable transport facilities, traffic flows and the operation of the existing highway network. This Assessment considers the adequacy of this existing and consented provision to accommodate the future demands associated with the application proposals.

1.1.6 Details of the pedestrian and vehicular access arrangements, quantum of car and cycle parking and servicing arrangements are set out in this report, together with a detailed assessment of the potential traffic impact of the development proposals on the surrounding local highway network.

- 1.1.7 This Transport Assessment has been prepared to support the planning application and has been developed in accordance with the now superseded Department for Transport's 'Guidance on Transport Assessments' (2007) and gives due regard to the National Planning Practice Guidance 'Transport Evidence in Plan Making' document.
- 1.1.8 Pre-application discussions have been held with highway officers at Lancashire County Council, who have agreed the proposed study areas and the parameters that form the body of assessment detailed in this report. A copy of this response is included in **Appendix A**.
- 1.1.9 This report concludes that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed by sustainable modes.

## 1.2 Structure

- 1.2.1 The structure of the report herein is set out as follows:
- **Section 2.0** considers the location of the development site, the local highway network and the existing infrastructure provision for sustainable modes of transport;
  - **Section 3.0** sets out the details of the development proposals, site access, parking provision and servicing arrangements;
  - **Section 4.0** presents the baseline conditions of the local highway network;
  - **Section 5.0** deals with the potential trip attraction of the proposed development considering the various trip types;
  - **Section 6.0** considers the operational performance of the local highway network for a future assessment year, with and without the development in operations; and
  - **Section 7.0** provides a summary and conclusion to the report derived from the analysis presented in the above chapters.

1.2.2 The report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

## 2.0 THE DEVELOPMENT SITE

### 2.1 Site Location and Surrounding Area

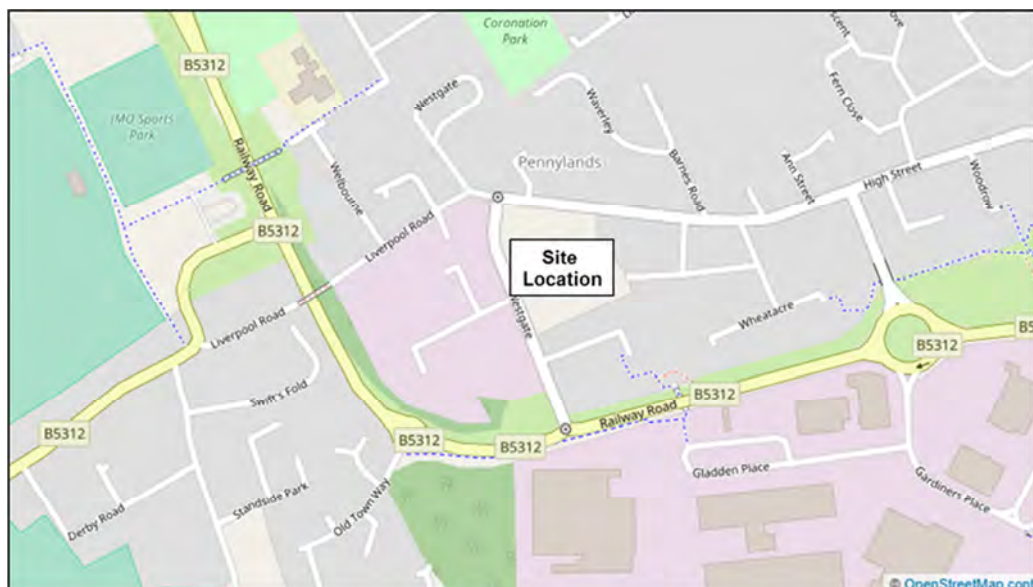
2.1.1 The site is located within Pennylands to the west of Skelmersdale town centre. The site infrastructure comprises offices, constructed over ground and first floor levels and incorporating a mixture of private and open-plan office areas. The office unit comprised c. 1,915.2 sqm on three acres of land.

2.1.2 There is extensive car parking on site within a relatively regular shaped parcel of land which can be accessed from both High Street and the lower section of Westgate

2.1.3 The surrounding land uses are predominantly residential, commercial and industrial development.

2.1.4 The development site is located at the junction of Westgate and High Street, within the Pennylands area of Skelmersdale. The site is accessed off Westgate and High Street. Westgate runs from the B5312 Railway Road in the south to High Street in the north.

2.1.5 The location of the site is illustrated in **Figure 2-1**.



**Figure 2-1: Site Location**

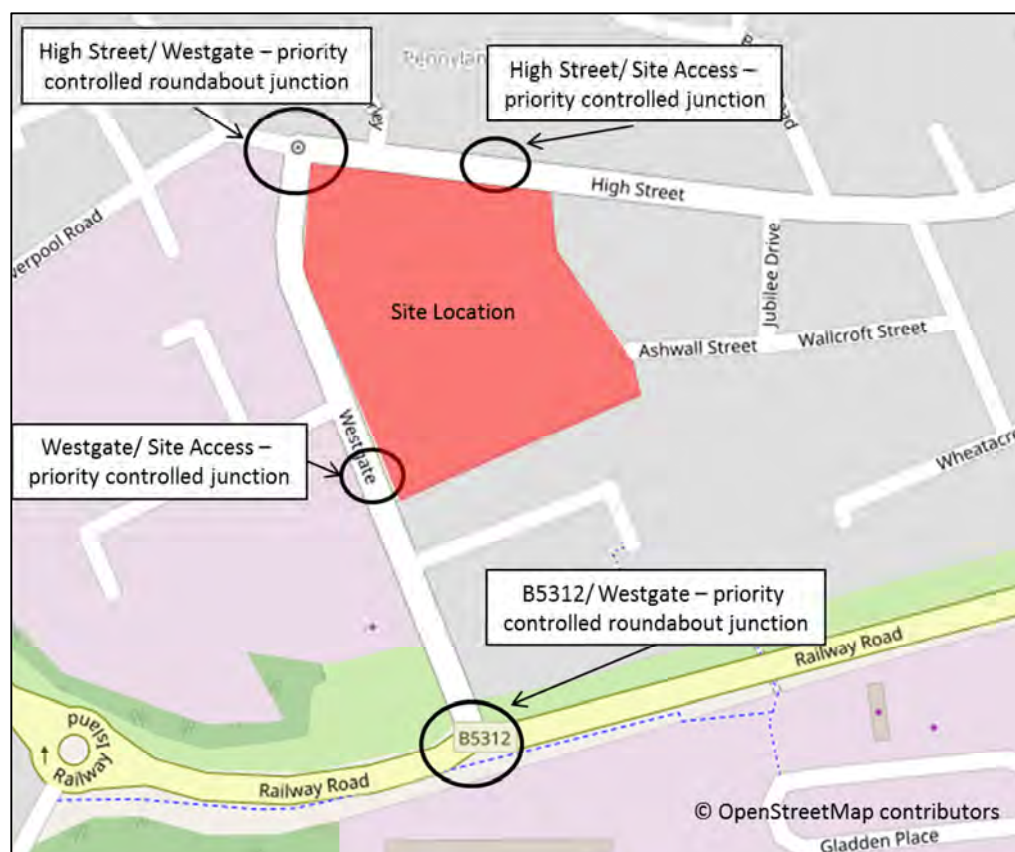


## 2.2 Local Highway Network

2.2.1 Following pre-application discussions held with the local highway authority, it has been confirmed that the Transport Assessment, in addition to the site accesses (off High Street and Westgate), should consider the impact of the development proposals at the following junctions:

- High Street/ Westgate – priority controlled roundabout junction; and
- B5312/ Westgate – priority controlled roundabout junction.

The location of these junctions is shown in **Figure 2-2**.



**Figure 2-2: Extent of the Study Area**

2.2.2 In addition to providing access to the site, Westgate provides access to a number of commercial, industrial and residential land uses. The carriageway width of Westgate in the vicinity of the site is approximately 7.6 metres. Grass verges are present on both sides of the carriageway, but there is a lack of footways. Street lighting is present along its length. Westgate is subject to a speed limit of 30 mph.

2.2.3 High Street in the vicinity of the development site has an approximate width of 8.1 metres. It is a single carriageway two-way road, subject to a 30 mph speed limit. High Street benefits from street lighting and has a footway on both sides of the carriageway. A bus stop, with shelter, is present to the west of the existing access to the site off High Street.

### 2.3 Accessibility by Sustainable Modes

2.3.1 The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections to the north and the south of the site. There is currently a lack of footway on Westgate, adjacent to the development site; this will be examined in more detail below. It is considered that existing features and those proposed as part of the development proposals would provide opportunities to encourage staff and visitors to the site to seek alternative sustainable transport modes to the private car.

2.3.2 This section provides an appraisal of the existing sustainable transport networks surrounding the proposed site, with due regard to the following:

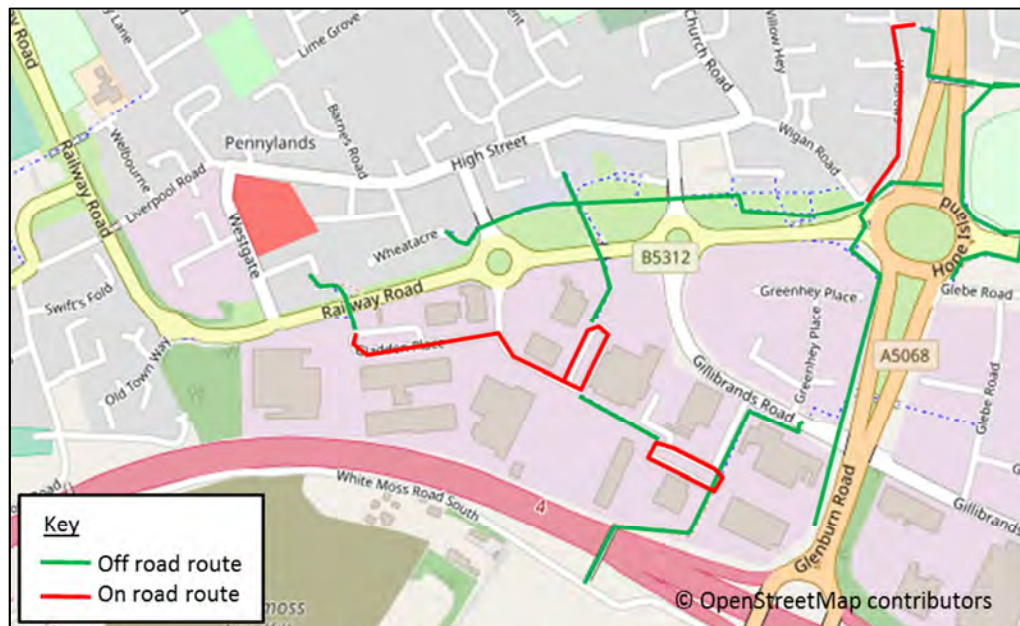
- walking and cycling network; and
- public transport network.

#### Walking and Cycling

2.3.3 The Institution of Highway and Transportation (IHT) document entitled 'Guidance for Journeys of Foot' (2000) suggests 'acceptable' walking distances for different journey purposes. They suggest that walking distances for pedestrians without mobility impairment, for commuting and education, are up to 500 metres as a desirable distance, up to 1,000 metres as an acceptable distance and 2,000 metres as the preferred maximum. The document recognises that:

*'... that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made'* (Para 1.10).

- 2.3.4 The document goes on to advise that some 80% of walking journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometres (0.6 miles) and that this differs little by age or sex. (Source: IHT document, Providing for Journeys on Foot, Para. 3.30).
- 2.3.5 An acceptable cycle distance is considered to be up to five kilometres. Although now superseded PPG13 notes that:
- ‘Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.’*  
(Para. 77)
- 2.3.6 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although for commuters, a trip distance of over five miles is not uncommon. (Para. 1.5.1)
- 2.3.7 With the exception of Westgate, the surrounding roads have good quality lit footways, which connect the site with the existing built-up areas.
- 2.3.8 As part of the redevelopment scheme, it is proposed to implement a footway along the eastern side of Westgate (site side). The new footway will be 2.0 metres in width and constructed along the full length of the site, a length of approximately 133 metres. The existing crossing location on Westgate, connecting the site to the public car park opposite, will also be relocated from its currently location at the junction, around the bend. This will require the implementation of a short section of new footway on the western side of Westgate.
- 2.3.9 Cycle facilities in the vicinity of the proposed development are illustrated in **Figure 2-3**. This illustrates a combination of on and off-street cycle routes in the vicinity of the development site.
- 2.3.10 As part of the development proposals, 20 cycle parking spaces in the form of 10 Sheffield type stands will be incorporated into the design.



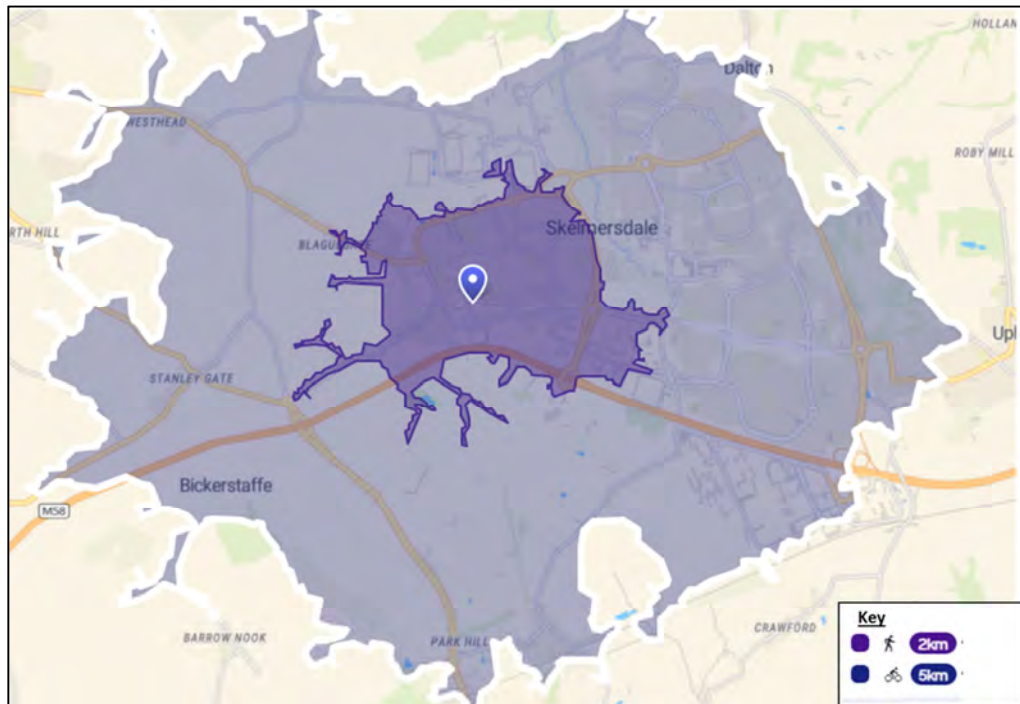
**Figure 2-3: Cycle Facilities in the Vicinity of the Development Site**

2.3.11 **Figure 2-4** indicates a two kilometre walking isochrone and five kilometre cycle isochrone from the development site. The walking catchment encompasses a large residential area, including Pennylands and Chapel House.

2.3.12 This makes journeys on foot between local residential/ employment areas and the site a viable option. The proximity of these areas to the site also make commuter based walking trips to and from the site a realistic option.

2.3.13 Within a five kilometre cycle catchment, the majority of Skelmersdale is accessible, including the town centre and the residential areas of Ashurst, Birch Green, Elmers Green, Tanhouse and Newgate.

2.3.14 This catchment indicates that cycling could be seen as a viable form of commutable transport for those working on-site and living in the surrounding residential areas. Thus the location of the proposed development would provide the opportunity for employees and visitors/ customers to access the site by bicycle. Walking and cycling links in the vicinity enhance the viability of such trips.



**Figure 2-4: Walking and Cycling Isochrone**

2.3.15 A suitable level of street lighting is present throughout the area. Generally, the pedestrian/ cycle facilities encourage movement on foot/ cycle within the vicinity of the development site and provide adequate links to the nearest bus stops and other retail, employment and leisure facilities, thus encouraging sustainable travel to the store. Proposed improvements to pedestrian facilities on Westgate will enhance the connectivity of the site further.

## **Public Transport**

### Bus Services

2.3.16 Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

2.3.17 The closest bus stops to the proposed development are located adjacent to the site access, on High Street. Further stops are accessible within 200 metres of the development on the B5312. These stops are within the recommended walking distance to a bus stop, which is used to assess a good level of bus accessibility.

2.3.18 The bus stop of High Street, along the site boundary will be upgraded as part of the redevelopment proposals. Further details are provided in **Section 3.0**.

2.3.19 The locations of bus stops in close proximity to the development site are shown in **Figure 2-5**.



**Figure 2-5: Bus Stop Locations**

2.3.20 A selection of the routes and frequencies of the bus services operating in close proximity of the site are summarised in **Table 2-1**.

**Table 2-1: Bus Services and Headways**

Service	Destination	Bus Headways (minutes)		
		Mon – Fri	Saturday	Sunday
310	SKELMERSDALE - LIVERPOOL via Holborn Hill, Aughton, Maghull, Aintree, Walton	30	30	60
375	WIGAN - SOUTHPORT via Hall Green, Bescar	60	60	60
385	WIGAN - SOUTHPORT via Hall Green, Pinfold	60	60	-

2.3.21 The above table demonstrates that there are a variety of local destinations, including Liverpool, Wigan and Southport that can be reached via the bus services operating within an acceptable walking distance of the proposed store.

### Summary

2.3.22 Overall it is evident that the development site is accessible to pedestrians, cyclists and users of public transport. The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections. It is considered that these features would provide opportunities to encourage staff and visitors to the site to consider alternative sustainable transport modes to the private car.

### 3.0 THE PROPOSED DEVELOPMENT

#### 3.1 Existing Site

3.1.1 The existing office accommodation is constructed over ground and first floor levels and incorporates a mixture of private and open-plan office areas. The office unit comprised c. 1,915.2 sqm on three acres of land.

3.1.2 There is extensive car parking on site within a relatively regular shaped parcel of land which can be accessed from both High Street and the lower section of Westgate

#### 3.2 Proposed Site Layout

3.2.1 The development proposals include:

- Unit A: an Aldi food store with a 1,881 sqm Gross External Area (GEA); and
- Unit B: trade counter (Use Class B8) with a 407 sqm GIA. :

The proposed parking provision for the development is 145 spaces, including nine disabled, seven motorcycle, four electric vehicle charging spaces and 12 parent and child parking spaces. Four electric

3.2.2 The store will also see the introduction of a reverse vending recycling machine. Customers will be able to return their plastic bottles of any size up to 3 litres and drinks cans bought from Aldi, in exchange for 5p coupons towards their shop. The location of the vending machine is illustrated in the site layout plan. The introduction of this scheme will not increase trip attraction to the store; with customer recycling when they undertake their usual shop.

3.2.3 A copy of the site plan is included in **Appendix B**.

#### 3.3 Proposed Off-Site Highway Works

3.3.1 The proposed package of off-site highway works are detailed in drawing 449-01/GA-01 Rev C attached in **Appendix C** and include:



- Formation of a new access off High Street and reinstatement of existing access with full height kerb and associated footway construction;
- New kerbs line tie-in and associated road markings on the High Street arm of the junction of High Street/ Westgate;
- Removal of parking bay on High Street to the east of the proposed access and replace with bus stop provision with associated bus boarding kerb and cantilever shelter with quarter ends;
- Relocate light column on High Street to facilitate the construction of a new access;
- Provision of a new 2.0 metre footway to be constructed along the full length of the site, along Westgate for a distance of 133 metres; and
- Relocation of the existing crossing location on Westgate, connecting the site to the public car park opposite, around the bend. This will require the implementation of a short section of new footway on the western side of Westgate.

### 3.4 Proposed Means of Access

#### Vehicular Access

- 3.4.1 It is proposed that the development will take access from two locations. The first will utilise the existing access off Westgate and take the form of a priority controlled T-junction. The second access is proposed off High Street, approximately 40 metres to the east of its junction with Westgate, via a newly formed priority controlled junction. The existing access to the site off High Street will be closed and footway reinstated. This is illustrated in drawing 449-01/GA-01 Rev C attached in **Appendix C**.

3.4.2 To facilitate the proposed access off High Street and at the request of the local Highway Authority, a full street lighting review will be undertaken at this location and any lighting columns affected by the proposals will be relocated. The bus stop on the southern side of High Street, in the vicinity of the proposed site access, will also be upgraded, with associated bus boarding kerbs and cantilever shelter with quarter ends. To facilitate these works the parking bays on High Street to the east of the site access will be removed. These works are illustrated in drawing 449-01/GA-01 Rev C attached in **Appendix C**.

#### Pedestrian Access

3.4.3 In addition to pedestrian access via the proposed site accesses, a dedicated pedestrian access is also proposed off Westgate. In order to facilitate this access a new 2.0 metre footway is to be constructed along the full length of the site, along Westgate. The new footway will be provided for a length of 133 metres.

3.4.4 The existing crossing location on Westgate, connecting the site to the public car park opposite, will also be relocated from its currently location at the junction, around the bend. This will require the implementation of a short section of new footway on the western side of Westgate.

3.4.5 Designated pedestrian routes within the application site will provide safe routes for pedestrians to move through the car park. This is illustrated in drawing 449-01/GA-01 Rev C attached in **Appendix C**.

### **3.5 Car and Cycle Parking Provision**

3.5.1 The proposed Aldi foodstore will also provide 145 spaces, including nine disabled, seven motorcycle, four electric vehicle charging spaces and 12 parent and child parking spaces.

3.5.2 The development proposals will include four fast charge point with passive infrastructure (physical conduits to support future charging points, and the reservation of electrical capacity) for a further 20 electric charge point, for the use by both staff and customers.

3.5.3 Parking standards for West Lancashire Borough Council have been considered for this development site. These standards are set out in the West Lancashire Local Plan 2012 - 2027 adopted October 2013. The guidance allocates the development site as Area B.

3.5.4 The standards state:

- Food Retail - one car parking space per 14 sqm GFA should be provided for A1 Food Retail; and
- Non-Food Retail – one car parking space per 20 sqm GFA should be provided for Non-food retail. This is deemed as the most appropriate standards for the trade counter (Use Class B8).

3.5.5 The parking guidance indicates a maximum provision of 154 spaces. The level of parking is therefore sufficient in policy terms. This has been confirmed by highway officers at Lancashire County Council during pre-application discussions.

3.5.6 Disabled parking provision should be provided at 6% of total car parking provision i.e. nine spaces based on the provision of 145 car parking spaces. The level of disabled parking meets requirements.

3.5.7 There is no requirement for parent and child spaces.

3.5.8 Standards for motorcycle parking provision state one space per 350 sqm (minimum of two spaces) for the food element of the development and one space per 500 sqm (minimum two spaces) for the trade counter (Use Class B8), resulting in seven spaces. The level of motorcycle parking provision meets standards.

3.5.9 Standards for bicycle parking provision state one space per 140 sqm (minimum of two spaces) for the food element of the development and one space per 200 sqm (minimum of two spaces) for the trade counter (Use Class B8), resulting in 15 spaces. 20 cycle parking spaces in the form of 10 “Sheffield” type bicycle stands will be provided at the development.

- 3.5.10 The site layout has been designed in a cycle friendly way; ensuring permeability for pedestrians and cyclists. The design of the stores car park will encourage low traffic speeds, enhancing safety for pedestrians and cyclists.
- 3.5.11 A framework Travel Plan accompanies this planning application and includes cycle specific measures, including: on-site infrastructure, connecting with the existing off-site infrastructure, sustainable travel initiatives and monitoring and targets.
- 3.5.12 The level of parking proposed is anticipated to increase the attractiveness of cycling as a mode of transport to customers and employees of the site. Secure staff lockers will also be provided. The location of cycle parking is illustrated in the site layout plan contained in **Appendix B**.

### **3.6 Servicing**

- 3.6.1 As is common practice in Aldi food stores, service vehicles would access the store via the customer access off Westgate. Approximately four 16.5 metre articulated service vehicles would access the site per day, in association with the proposed discount food store. In addition to a daily milk delivery and bin collection via rigid vehicle.
- 3.6.2 A track plot analysis of a 16.5 metre refrigerated articulated vehicle has been undertaken using AutoTrack, a specialist computer package that allows designers to assess the swept path of different vehicles as they negotiate path alignments. The swept path of these vehicles to and from the Aldi service ramp is satisfactory, as demonstrated in drawing 449-01/ATR-01 Rev B attached in **Appendix C**.
- 3.6.3 The trade counter (Use Class B8) will be served from a lay-by adjacent to the store. Vehicles will access the development via the access off Westgate and egress via the access on High Street. The trade counter (Use Class B8) unit will be serviced less frequently than the Aldi food store.

3.6.4 A track plot analysis of a 12.0 metre refrigerated articulated vehicle has been undertaken using AutoTrack, a specialist computer package that allows designers to assess the swept path of different vehicles as they negotiate path alignments. The swept path of these vehicles to and from the trade counter lay-by is satisfactory, as demonstrated in drawing 449-01/ATR-02 Rev B and 449-01/ATR-03 Rev B attached in **Appendix C**.

## 4.0 BASELINE TRAFFIC CONDITIONS

### 4.1 Introduction

4.1.1 This section provides an appraisal of the transport network surrounding the proposed development site, including the baseline traffic flows on the study area network and an analysis of accident records for the local highway network.

4.1.2 As requested by the local highway authority, the study area includes the following junctions surrounding the site:

- High Street/ Site Access – priority controlled junction;
- Westgate/ Site Access – priority controlled junction;
- High Street/ Westgate – priority controlled roundabout junction; and
- B5312/ Westgate – priority controlled roundabout junction.

4.1.3 The following sections therefore present the methodology adopted to establish baseline conditions within the study area.

### 4.2 Baseline Traffic Flows

4.2.1 Peak hour traffic flows have been derived from independent manual turning counts undertaken by PCC Traffic Consultancy on Friday 2 and Saturday 3 November 2018 at the junctions detailed above.

4.2.2 Surveys were undertaken for a Weekday AM (0730 – 1000), Weekday PM (1500 – 1830) and Saturday (1000 – 1600) peak periods. Analysis of the data has determined that the peak hours are 0800 – 0900 during the Weekday AM peak, 1500 – 1600 during the Weekday PM peak and 1145 – 1245 during the Saturday peak. The resulting turning flows at the junction are illustrated in **Figure 4-1** for the 2018 survey traffic flows. Raw data is contained in **Appendix E**.

### 4.3 Committed Development Traffic Flows

4.3.1 Lancashire County Council has confirmed that there are no committed developments that will impact on the study area.

#### 4.4 Assessment Years

4.4.1 The 2018 survey traffic flows will be growthed to a design year five years after application registration, 2026.

4.4.2 Growth factors will be applied to the surveyed traffic flows to calculate 2026 base traffic flows. This will be undertaken using TEMPRO 7 NTM AF15 Dataset with adjusted local growth for the West Lancashire 011 super output area (E02005314), which encompasses the development site. The growth factors are presented in **Table 4-1**.

**Table 4-1 – Proposed Growth Factors (West Lancashire 011)**

Growth Period	AM Weekday Peak Periods	PM Weekday Peak Period	Saturday Peak Period
2018 – 2026	1.0879	1.0813	1.0793

4.4.3 The resulting 2026 (design year) baseline traffic flows is illustrated in **Figure 4-2**.

#### 4.5 Personal Injury Accident Data

4.5.1 Personal Injury Accident data has been obtained from Lancashire County Council MARIO database for the proposed study area for the most recent five year period for which data is complete (from the time of reviewing). The collisions have been reviewed in **Table 4-2**.

**Table 4-2 – Summary of Personal Injury Collisions**

Location	Slight	Serious	Fatal
High Street/ Site Access	0	0	0
Westgate/ Site Access	0	0	0
High Street/ Westgate	0	0	0
B5312/ Westgate	2	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>

4.5.2 In total for the study area under consideration two personal injury accidents were recorded, all of which were slight in severity. One accident involved a goods vehicle (3.5 tonnes maximum gross weight (mgw) and under) and a car. The other accident involved a car and other motor vehicle.

- 4.5.3 The total number of accidents at the B5312/ Westgate junction equates to 0.4 accidents per annum, which is not uncommon for a network which carries 1,007 – 1,094 vehicles during the peak hours.
- 4.5.4 The personal injury accident data would suggest that there is no particular trend or pattern of road accidents in the vicinity of the site resulting from any deficiencies in the local road network, or the operation of the site.



## 5.0 DEVELOPMENT TRIP ATTRACTION, ASSIGNMENT AND DISTRIBUTION

5.1.1 The trip attraction of the proposed site must be considered against the permitted use of the site as an office development. Obviously, office land uses have very different travel demands compared to the proposed use of the site i.e. food retail use. Whilst any traffic activity associated with an office use would be negligible during the Saturday peak hour, an office would generate activity during the AM and PM peak hour.

### 5.2 Extant Development Trip Attraction - Office Use

5.2.1 The existing office accommodation is constructed over ground and first floor levels and incorporates a mixture of private and open-plan office areas. The office unit comprised 1,915.2 sqm on three acres of land.

5.2.2 There is extensive car parking on site within a relatively regular shaped parcel of land which can be accessed from both High Street and the lower section of Westgate

5.2.3 The trip attraction for the B1 office land use has been calculated from the TRICS database. The TRICS outputs are included in **Appendix F**. The trip rates and associated trip attraction are detailed in **Table 5-1**.

**Table 5-1: B1 Land Use Trip Rates and Associated Trip Attraction**

	Peak Period	Arrivals	Departures	Two-Way
Trip Rates	AM Peak (0800 – 0900)	2.599	0.327	2.926
	PM Peak (1500 – 1600)	0.409	0.642	1.051
	Saturday Peak	0.000	0.000	0.000
Trip Attraction	AM Peak (0800 – 0900)	50	6	56
	PM Peak (1500 – 1600)	8	12	20
	Saturday Peak	0	0	0

### 5.3 Proposed Development Trip Generation

5.3.1 The development proposals include the provision of an Aldi food store with a GEA of 1,881 sqm and a trade counter (Use Class B8) with a GEA of 407 sqm. The trip attraction of each land use will be addressed in turn.

Aldi Food Store

5.3.2 In order to determine the potential trip attraction of the store, trip rates have been derived from an existing Aldi store, located on Todmorden Road in Burnley. Parking Eye data was obtained for the store, for the week commencing 4 June 2018. The data is contained in **Appendix G**.

5.3.3 The traffic attraction of the proposed food store has been estimated on the basis of survey data collected from the Todmorden Road store. This store has a GEA of 1,777 sqm.

5.3.4 The trip attraction during the peak periods at the Todmorden Road store is presented in **Table 5-2**.

**Table 5-2: Peak Hour Trip Attraction at the Aldi, Todmorden Road Store**

Day	Peak Period	Arrivals	Departures	Two-Way
Friday	AM Peak (0800 – 0900)	82	56	138
	PM Peak (1500 – 1600)	154	145	299
Saturday	Saturday Peak (1200 – 1300)	151	160	311

5.3.5 These have been calculated based on the GEA of the Todmorden Road store. These are presented in **Table 5-3**.

**Table 5-3: Peak Hour Trip Rates per 100 sqm GEA**

Day	Peak Period	Arrivals	Departures	Two-Way
Friday	AM Peak (0800 – 0900)	4.615	3.151	7.766
	PM Peak (1500 – 1600)	8.666	8.160	16.826
Saturday	Saturday Peak (1200 – 1300)	8.497	9.004	17.501

5.3.6 The quantum of traffic attracted by the proposed 1,881 sqm Aldi foodstore, based on these trip rates, is summarised in **Table 5-4**.

**Table 5-4: Proposed Aldi Food Store Vehicular Trip Attraction**

Peak Period	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	87	59	146
PM Peak (1500 – 1600)	163	153	316
Saturday Peak (1200 – 1300)	160	169	329

5.3.7 The trip attraction of the proposed food store is anticipated to be 146 two-way trips in the weekday AM peak, 316 two-way trips in the weekday PM peak hour and 329 in the Saturday peak hour.

Trade Counter (Use Class B8)

5.3.8 The development trip rates have been based on the trip rate profiles for the TRICS category Retail Park – excluding Food of similar sizes and locations to that of the proposed development, for robustness. The application seeks up to 407 sqm of trade counter (Use Class B8).

5.3.9 The resulting average trip rates are detailed in **Table 5-5**. The full calculation and output from TRICS is attached in **Appendix H**.

**Table 5-5: Retail Park Vehicular Trip Rates per 100 sqm GFA**

Peak Period	Trip Rates		
	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	0.206	0.037	0.243
PM Peak (1500 – 1600)	1.422	1.459	2.881
Saturday Peak (1200 – 1300)	1.657	1.531	3.188

5.3.10 The quantum of traffic attracted by the trade counter (Use Class B8) element of the proposed development, based on these trip rates, is summarised in **Table 5-6**.

**Table 5-6: Retail Park Vehicular Trip Attraction (TRICS)**

Peak Period	Trip Attraction		
	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	1	0	1
PM Peak (1500 – 1600)	6	6	12
Saturday Peak (1200 – 1300)	7	6	13

5.3.11 The approach adopted to calculate the trip attraction of the trade counter (Use Class B8) element of the development would result in a two-way trip attraction during the AM peak of one vehicle, PM peak of 12 vehicles and a two-way trip attraction during the Saturday peak of 13 vehicles.

Net Increase in Trip Attraction

5.3.12 The net increase in trips is detailed in **Table 5-7**, resulting in an increase of 90 trips during the AM peak, an increase of 304 trips during the PM peak and an increase in 338 trips during the Saturday peak.

**Table 5-7: Net Increase in Vehicular Trip Attraction (Existing v Proposed Use)**

Peak Period		Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	Existing	50	6	56
	Proposed	88	59	147
	<b>Net Increase</b>	<b>38</b>	<b>53</b>	<b>91</b>
PM Peak (1500 – 1600)	Existing	8	12	20
	Proposed	169	159	328
	<b>Net Increase</b>	<b>161</b>	<b>147</b>	<b>308</b>
Saturday Peak (1200 – 1300)	Existing	0	0	0
	Proposed	167	176	342
	<b>Net Increase</b>	<b>167</b>	<b>176</b>	<b>342</b>

5.3.13 It should be noted that no account of linked trips between land uses at the proposed site have been accounted for in the above analysis. This could account for between 10 – 15% of trips. The above analysis is therefore considered to be robust.

### Trips Types

5.3.14 It is widely accepted that, the total number of trips attracted to a new retail development are not comprised wholly of new trips to the local highway network. Many of the trips may in fact already exist on the network, albeit at another location, or where a visit to the store will be incorporated into an existing pattern of travel behaviour. The following vehicular trip types have been identified in association with new retail developments (Guidance on Transport Assessment, DfT, 2007):

- New Trips: Trips that do not appear anywhere on the road network prior to the opening of the development.
- Pass-by Trips: Trips which are already present on the road network directly adjacent to the point of access to the site, which will turn into the site.
- Linked Trips: Trips that will have multiple destinations either within the proposed development site, between both the development site and existing adjacent sites, or between the development site and an established town centre.
- Diverted Trips: Trips which are already present on the local road network but not the road from which the site access is taken and will divert from their existing use to access the site.
- Transferred Trips: Trips which are already present on the local road network, accessing similar sites in close proximity to the proposed development. Slightly different from diverted trips, these wholly transfer from using an existing development to a new one, i.e. shoppers switching to a new foodstore that is more conveniently located for them.

5.3.15 The importance of non-primary trips, i.e. Pass-by, Linked, Diverted and Transferred trips are emphasised by retailers who suggest that they rely heavily on these trip types in order to survive.

5.3.16 The premise of non-primary trips is one that is particularly true during peak hours as customers are unlikely to embark on a single purpose home based trip to undertake food shopping at these times. During the hours of peak traffic demand on the local highway network, it is likely that the majority of customers to the proposed food store, who travel by car, would have already been present on the local highway network i.e. as part of a trip from home to school or work to home.

5.3.17 Studies have suggested that the proportion of new shopping trips to a new food store can be zero. The Mclver and Dickenson research suggests that the proportions set out in **Table 5-8** are typical.

**Table 5-8: Mclver and Dickenson Trip Type Proportions**

Trip Type	Weekday	Saturday
Transferred	60%	70%
Diverted	25%	20%
Pass by	15%	10%

5.3.18 However in order to provide a robust assessment in this Transport Assessment, it has been assumed that 20% of the vehicular total trips attracted to the proposed discount food store will be new trips on the network, i.e. trips that do not appear anywhere on the road network prior to the opening of the development (the TRICS research paper 95/2). The remaining 80% of total trips will be non-primary trips comprising pass-by, diverted and transferred trips from other retail units in the local area. These will be proportioned in line with the research provided in **Table 5-8**.

5.3.19 For the purpose of the assessment it will be assumed that:

- 20% of journeys will be new to the network;
- 15% of journeys will be pass-by trips during the Weekday peaks and 10% of journeys will be pass-by trips during the Saturday peak i.e. trips that are already on High Street and Westgate;
- 25% of journeys will be diverted trips from the B5312 during the Weekday peaks and 20% of journeys will be diverted trips during the Saturday peak; and

- 40% of journeys will be existing trips to other supermarkets which will transfer to the new facility during the Weekday peaks and 50% of journeys will be transferred trips during the Saturday peak.

5.3.20 The resulting trip attraction for each trip type are summarised in **Table 5-9**.

**Table 5-9: Vehicle Trip Attraction by Trip Type**

Peak	Trip Type	Proportion	Trip Attraction		
			Arrivals	Departures	Two-Way
AM Peak	New	20%	18	12	29
	Pass-by	15%	13	9	22
	Diverted	25%	22	15	37
	Transferred	40%	35	24	58
	<b>Total</b>	<b>100%</b>	<b>88</b>	<b>59</b>	<b>146</b>
PM Peak	New	20%	34	31	65
	Pass-by	15%	25	24	49
	Diverted	25%	42	39	81
	Transferred	40%	68	63	130
	<b>Total</b>	<b>100%</b>	<b>169</b>	<b>157</b>	<b>324</b>
Saturday Peak	New	20%	33	35	68
	Pass-by	10%	17	17	34
	Diverted	20%	33	35	68
	Transferred	50%	83	87	169
	<b>Total</b>	<b>100%</b>	<b>167</b>	<b>173</b>	<b>338</b>

5.3.21 It should be noted that for robustness it has been assumed that all Transferred trips are New to the study area network. Therefore during the Weekday AM and PM peaks 60% of trips are assumed to be new to the network; and during the Saturday peak 70% of trips are assumed to be new to the network.

## 5.4 Trip Distribution and Assignment

### Extant Office Use

5.4.1 The office trips will be distributed onto the local highway network based upon existing turning proportions based on the surveyed traffic flows.

5.4.2 The distribution of office trips on the local highway network is shown in **Figure 5-1**. The assignment of the extant office development traffic in these proportions is illustrated in **Figure 5-2**. **Figure 5-3** illustrated the 2026 Base plus extant development traffic flows.

- 5.4.3 It should be noted that the operational capacity assessments undertaken in **Section 6.0** compares the 2026 base plus development scenario to the 2026 base scenario (excluding the extant development) i.e. **Figure 4-2** not **Figure 5-3**. This contributes to the robustness of the assessment.

#### Proposed Retail Use

- 5.4.4 As detailed in **Table 5-11**, the trips attracted to the development are split into New, Transferred, Pass-by and Diverted Trips. The distribution associated with each trip type is detailed below.

#### *New and Transferred Retail Trips Distribution*

- 5.4.5 For robustness, all transferred trips are assumed to be entirely new to the study area and therefore no discounting has been applied to account for trips previously made to other supermarkets.
- 5.4.6 The distribution of New and Transferred trips on the local highway network will be based on existing turning proportions based on the surveyed traffic flows.
- 5.4.7 The distribution of New/ Transferred trips is shown in **Figure 5-4**. The assignment of the proposed development traffic in these proportions is illustrated in **Figure 5-5**.

#### *Pass by Retail Trip Distribution*

- 5.4.8 Given that the anticipated catchment of the proposed development will be local, it is likely that a proportion of trips to the development, in the peak hours, will be Pass-by Trips made by people already travelling along Westgate and High Street. These trips effectively comprise trips which will turn into the proposed development on their way to/ from other destinations. This would therefore represent a discount to traffic passing the site access for the duration of the Pass-by Trip to the development, but the trip is subsequently added back to the network once the visit has ended. Thus no reduction will be made to the traffic on the local highway network outside of the site access junction. Albeit that the possible trip timeline is extended beyond the highway network peak hours.



5.4.9 The pass-by trip proportion will be split between the two access based on existing two-way traffic flows on both High Street and Westgate.

5.4.10 The distribution of Pass-by trips is shown in **Figure 5-6**. The assignment of the proposed development traffic in these proportions is illustrated in **Figure 5-7**.

#### *Diverted Retail Trips Distribution*

5.4.11 It is likely that an element of car borne trips to the proposed foodstore, in the network peak hours, will be diverted trips from other routes. Given the location of the development, it is likely that an element of car borne trips to the food store will be diverted from these routes.

5.4.12 The distribution of diverted trips from the B5312 will be based on existing turning proportions.

5.4.13 The distribution of Diverted trips is shown in **Figure 5-8**. The assignment of the proposed development traffic in these proportions is illustrated in **Figure 5-9**.

#### Summary

5.4.14 The total proposed development traffic is illustrated in **Figure 5-10** and the 2026 Base plus Development traffic flows are illustrated in **Figure 5-11**.

## 6.0 IMPACT OF DEVELOPMENT PROPOSALS ON THE OPERATIONAL PERFORMANCE OF THE LOCAL HIGHWAY NETWORK

### 6.1 Introduction

6.1.1 The following capacity assessments will demonstrate that the impact of this level of traffic would not be material on the operational performance of the local highway network.

### 6.2 Junction Capacity Assessments

6.2.1 Capacity assessments have been undertaken for a Weekday AM, Weekday PM and Saturday peak period. Assessments have been undertaken for the following junction, using the software noted:

- High Street/ Site Access – PICADY;
- Westgate/ Site Access – PICADY;
- High Street/ Westgate – ARCADY; and
- B5312/ Westgate – ARCADY.

6.2.2 PICADY and ARCADY are industry recognised tools for assessing roundabout junctions and it refers to the Ratio of Flow to Capacity (RFC) and queuing predicted on each arm. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and unity represent variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction).

#### **High Street/ Site Access**

6.2.3 The results of the PICADY assessment are set out in **Appendix I** and summarised in **Table 6-1**.

**Table 6-1: High Street/ Site Access – PICADY Results**

Scenario	Arm	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		RFC	Q	RFC	Q	RFC	Q
2026 Base + Development	Site Access - left	0.02	0	0.05	0	0.04	0
	Site Access - right	0.02	0	0.06	0	0.07	0
	High Street (w)	0.02	0	0.06	0	0.06	0

6.2.4 The operational capacity assessments demonstrate that the site access is sufficient to accommodate development traffic, for a future assessment year. The maximum Ratio of Flow to Capacity (RFC) occurs during the Saturday peak period of 0.07 with no associated queue.

**Westgate/ Site Access**

6.2.5 The results of the PICADY assessment are set out in **Appendix J** and summarised in **Table 6-2**.

**Table 6-2: Westgate/ Site Access – PICADY Results**

Scenario	Arm	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		RFC	Q	RFC	Q	RFC	Q
2026 Base + Development	Site Access - left	0.04	0	0.12	0	0.11	0
	Site Access - right	0.03	0	0.08	0	0.11	0
	Westgate (s)	0.09	0	0.17	0	0.17	0

6.2.6 The operational capacity assessments demonstrate that the site access is sufficient to accommodate development traffic, for a future assessment year. The maximum Ratio of Flow to Capacity (RFC) occurs during the PM and Saturday peak period of 0.17 with no associated queue.

**High Street/ Westgate**

6.2.7 The results of the ARCADY assessment are set out in **Appendix K** and summarised in **Table 6-3**.

**Table 6-3: High Street/ Westgate – ARCADY Results**

Scenario	Arm	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		RFC	Q	RFC	Q	RFC	Q
2018 Survey	High Street (e)	0.18	0	0.18	0	0.12	0
	Westgate	0.27	0	0.24	0	0.20	0
	High Street (w)	0.17	0	0.24	0	0.20	0
2026 Base*	High Street (e)	0.20	0	0.19	0	0.13	0
	Westgate	0.29	0	0.26	0	0.22	0
	High Street (w)	0.19	0	0.26	0	0.22	0
2026 Base + Development	High Street (e)	0.22	0	0.24	0	0.18	0
	Westgate	0.32	1	0.33	1	0.31	0
	High Street (w)	0.21	0	0.30	0	0.27	0

\* Excludes extant use of the site

6.2.8 The results of the operational capacity assessments demonstrate that the proposed development will have a minimal impact on the operational performance of the junction, compared with the 2026 base scenario. The junction will continue to operate within its practical capacity, with minimal queues on all arms.

### B5312/ Westgate

6.2.9 The results of the ARCADY assessment are set out in **Appendix L** and summarised in **Table 6-4**.

**Table 6-4: B5312/ Westgate – ARCADY Results**

Scenario	Arm	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		RFC	Q	RFC	Q	RFC	Q
2018 Survey	B5312 (w)	0.53	1	0.60	2	0.61	2
	Westgate	0.29	1	0.38	1	0.36	1
	B5312 (e)	0.66	2	0.66	2	0.55	1
2026 Base*	B5312 (w)	0.58	1	0.65	2	0.67	2
	Westgate	0.33	1	0.42	1	0.40	1
	B5312 (e)	0.73	3	0.72	3	0.60	2
2026 Base + Development	B5312 (w)	0.60	2	0.70	2	0.73	3
	Westgate	0.37	1	0.55	1	0.54	1
	B5312 (e)	0.75	3	0.77	3	0.65	2

\* Excludes extant use of the site

6.2.10 The results of the operational capacity assessments demonstrate that the proposed development will have a minimal impact on the operational performance of the junction, compared with the 2026 base scenario. The junction will continue to operate within its practical capacity, with a maximum increase in queue on any arm of one pcu.

### **6.3 Summary**

6.3.1 The results of the operational capacity assessment coincide with the view expressed by the local Highway Authority, during pre-application discussions, namely that they were not aware of any operational capacity issues on the local highway network.

6.3.2 It is therefore considered that in operational capacity terms, the proposed development will not have a material impact on the operational performance of the local highway network. Accordingly, reference is made to paragraph 109 of NPPF which states that *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*.

## 7.0 SUMMARY AND CONCLUSIONS

### 7.1 Summary

7.1.1 This Transport Assessment has been prepared by Cameron Rose Associates on behalf of Aldi Stores Limited in order to examine the highway and transportation issues associated with the proposed redevelopment of a site off High Street in Skelmersdale.

7.1.2 The site previously comprises office accommodation, constructed over ground and first floor levels and incorporating a mixture of private and open-plan office areas. The office unit comprised c. 1,915.2 sqm on three acres of land.

7.1.3 There is extensive car parking on site within a relatively regular shaped parcel of land which can be accessed from both High Street and the lower section of Westgate

7.1.4 The development proposals include the provision of an Aldi food store with a GEA of 1,881 sqm and a trade counter (Use Class B8) with a GEA of 407 sqm. The proposed parking provision for the development is 145 spaces, including nine disabled, seven motorcycle, four electric vehicle charging spaces and 12 parent and child parking spaces.

7.1.5 It is proposed that the development will take access from two locations. The first will utilise the existing access off Westgate and take the form of a priority controlled T-junction. The second access is proposed off High Street, approximately 40 metres to the east of its junction with Westgate, via a newly formed priority controlled junction. The existing access to the site off High Street will be closed and footway reinstated.

7.1.6 The proposed package of off-site highway works include:

- Formation of a new access off High Street and reinstatement of existing access with full height kerb and associated footway construction;
- New kerbs line tie-in and associated road markings on the High Street arm of the junction of High Street/ Westgate;

- Removal of parking bay on High Street to the east of the proposed access and replace with bus stop provision with associated bus boarding kerb and cantilever shelter with quarter ends;
- Relocate light column on High Street to facilitate the construction of a new access;
- Provision of a new 2.0 metre footway to be constructed along the full length of the site, along Westgate for a distance of 133 metres; and
- Relocation of the existing crossing location on Westgate, connecting the site to the public car park opposite, around the bend. This will require the implementation of a short section of new footway on the western side of Westgate.

7.1.7 Following a pre-application discussions with the local highway authority, it has been confirmed that the Transport Assessment should consider the impact of the development proposals at the site access junctions and the High Street/ Westgate and B5132/ Westgate junctions.

7.1.8 In order to determine the potential trip attraction of the store, trip rates have been derived from an existing Aldi store, located on Todmorden Road in Burnley.

7.1.9 For the trade counter (Use Class B8) element of the development trip rates have been based on the trip rate profiles for the TRICS category Retail Park – excluding Food of similar sizes and locations to that of the proposed development, for robustness.

7.1.10 The development proposals will result in a net increase in trips of 91 trips during the AM peak, an increase of 308 trips during the PM peak and an increase in 342 trips during the Saturday peak, compared with the extant office use of the site.

7.1.11 In terms of new trips on the network, the analysis has demonstrated that the proposed Aldi foodstore will generate an additional 29 two-way trips during the Weekday AM peak, 65 two-way trips during the PM peak and 68 two-way trips during the Saturday peak.

7.1.12 In order to present a robust analysis, Transferred trips have been assumed to be entirely new to the study area network i.e. trips not currently travelling through the study area network. The operational capacity assessments have therefore assumed that an additional 58 two-way trips during the Weekday AM peak, 130 two-way trips during the PM peak and 169 two-way trips during the Saturday peak, will travel through the study area to/ from the proposed store.

7.1.13 Operational capacity assessments undertaken at the junctions within the study area have demonstrated that the proposed development will not have a material impact on the operational performance of the local highway network.

## **7.2 Conclusions**

7.2.1 The impacts of residual trips from the development have been assessed and it is evident that these would not have a significant impact on the operational performance and safety of the local highway network.

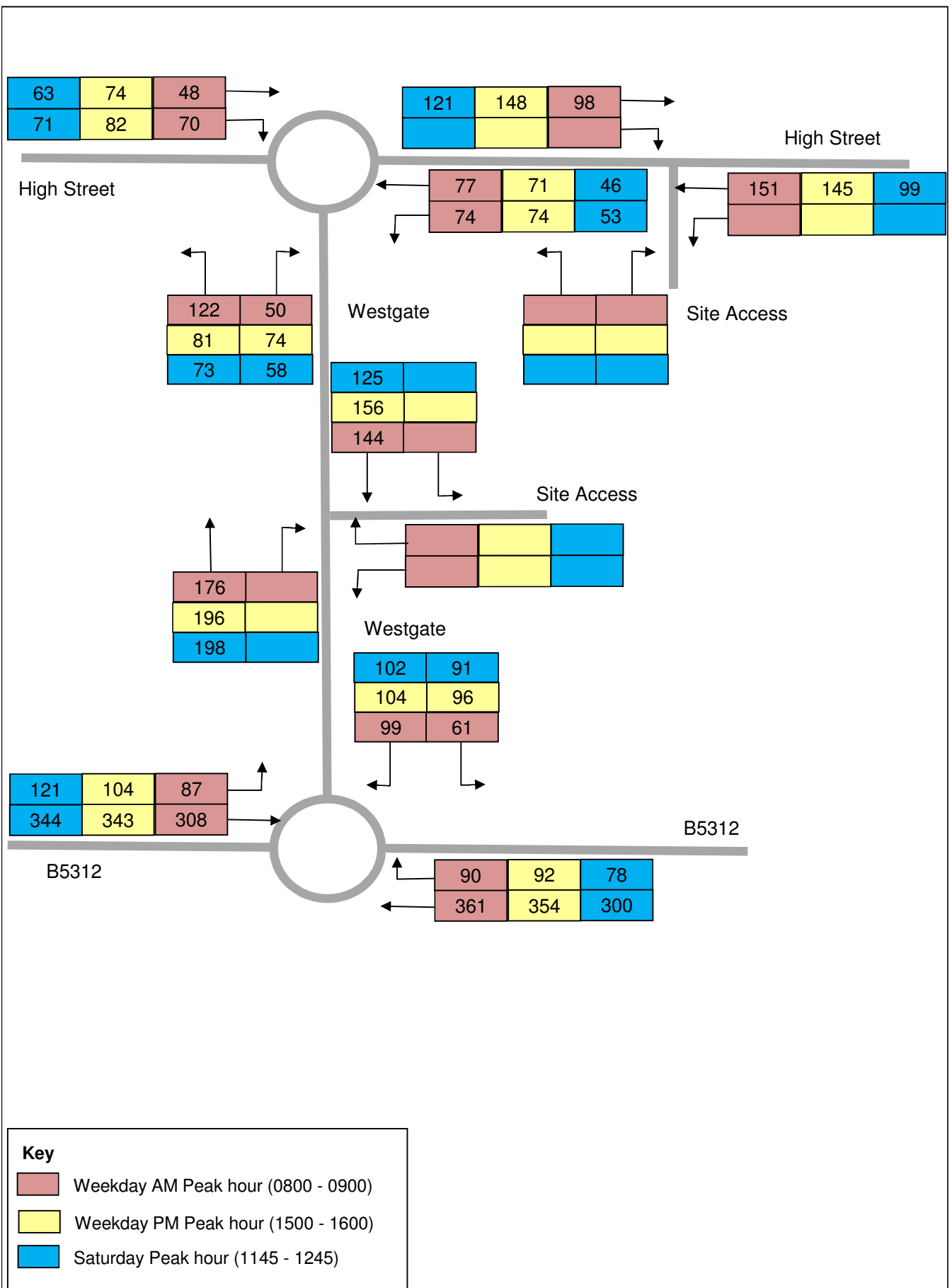
7.2.2 The impact of the redevelopment would not have a severe impact on the operational performance of the local highway network, as per paragraph 109 of NPPF which states that *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*.

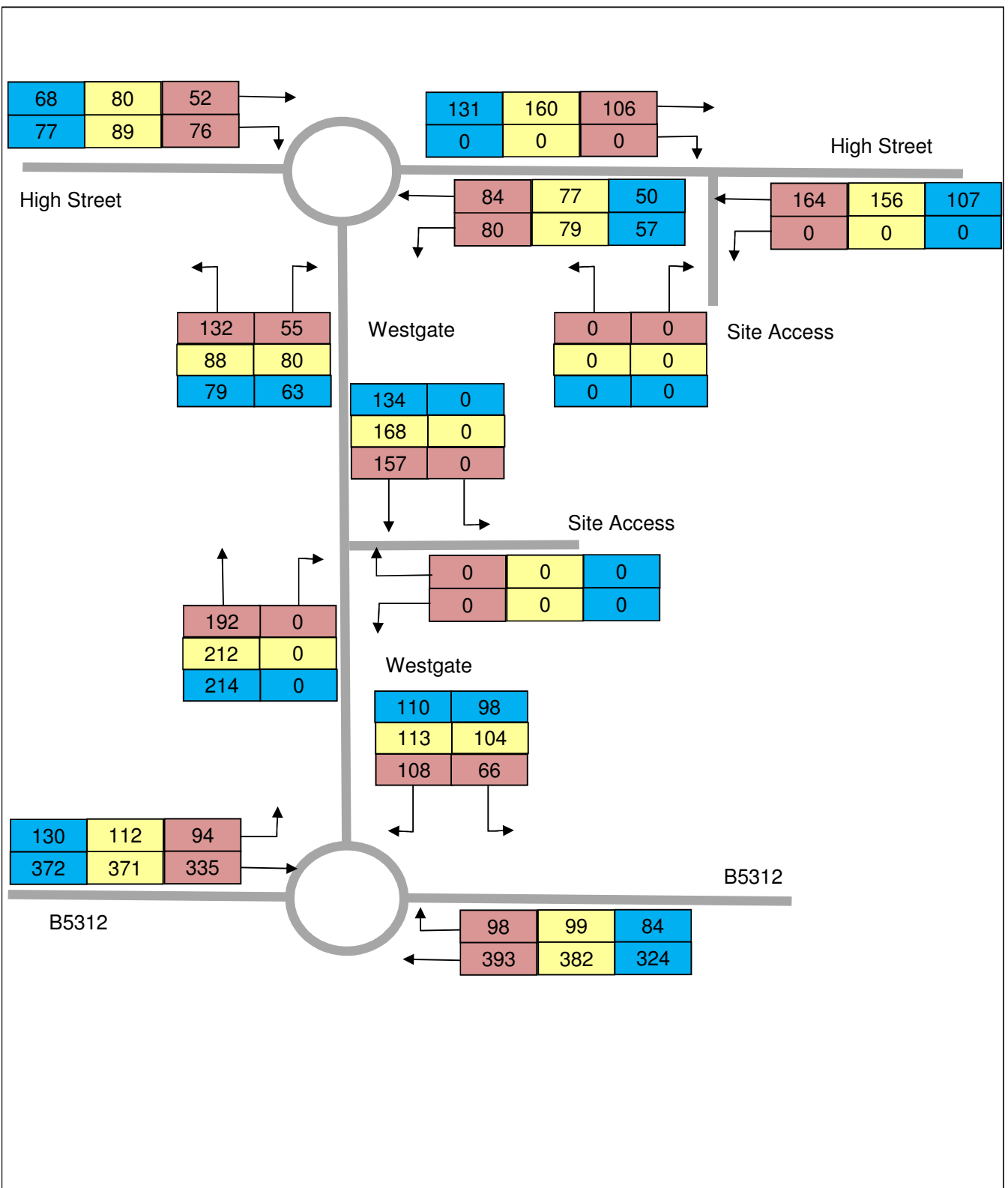
7.2.3 It is concluded that there are no overriding reasons preventing the Local Planning Authority from recognising that the proposal is acceptable with regard to the local highway network.





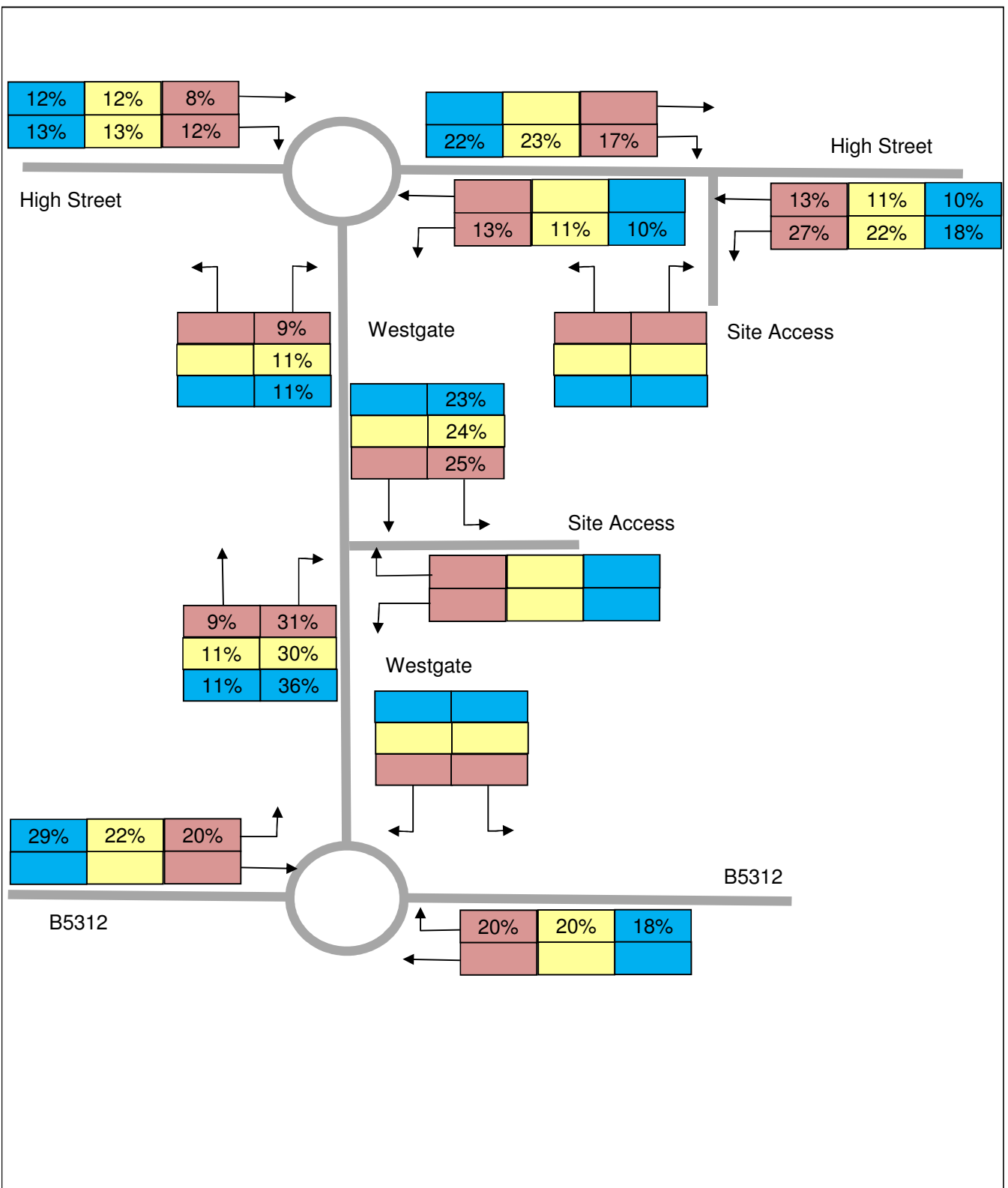
## FIGURES



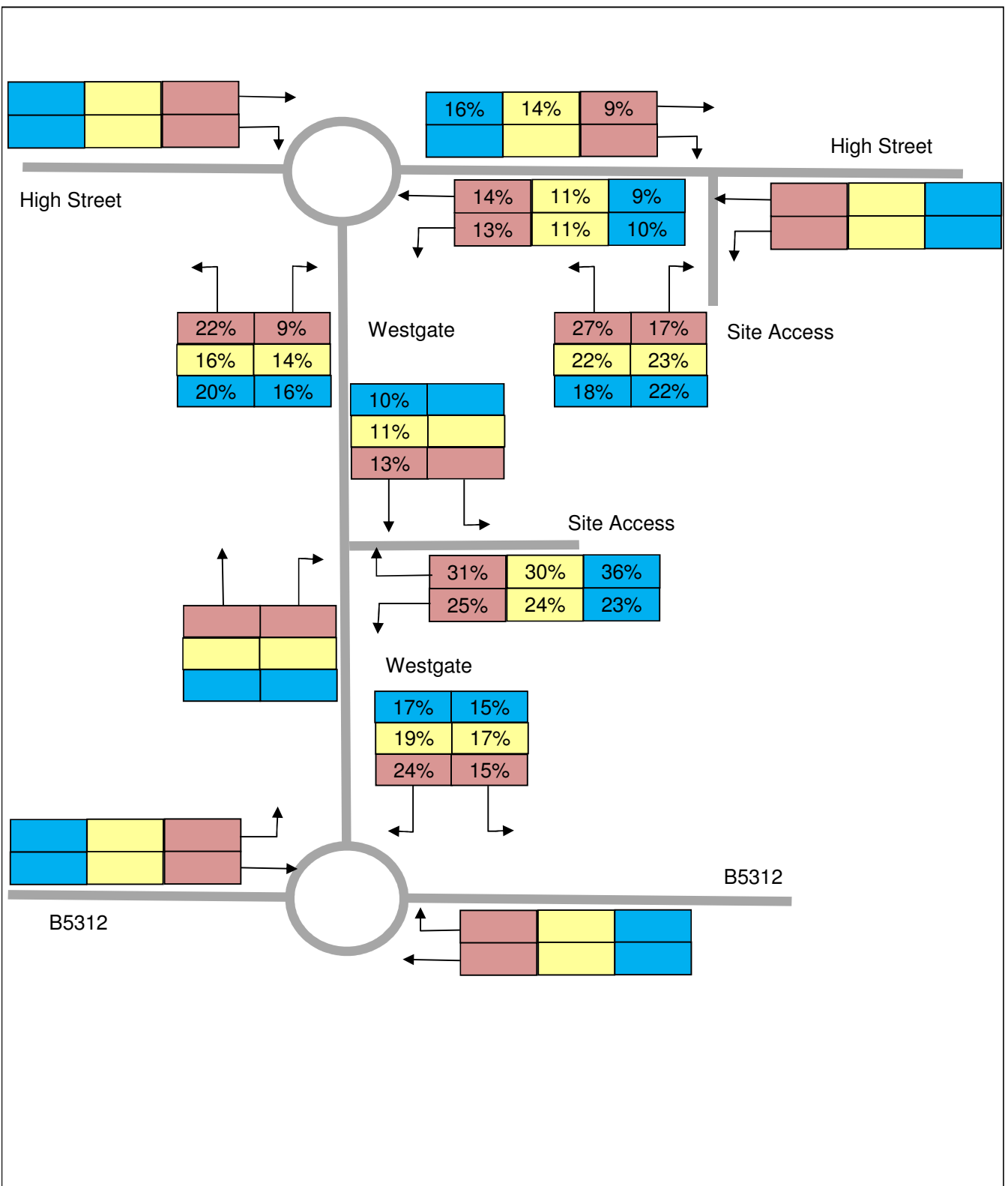


**Key**

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- Weekday PM Peak hour (1500 - 1600)
- Saturday Peak hour (1145 - 1245)

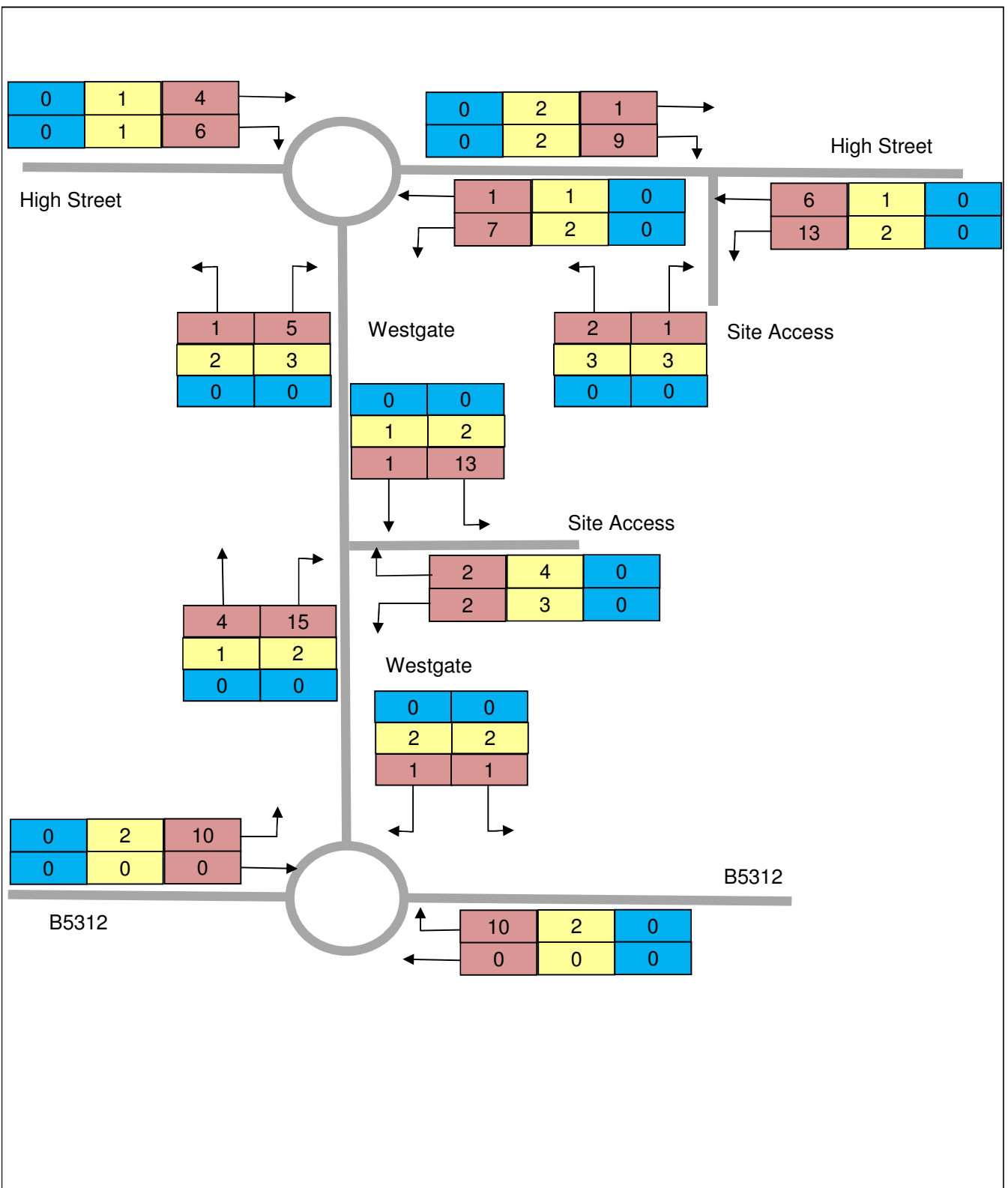


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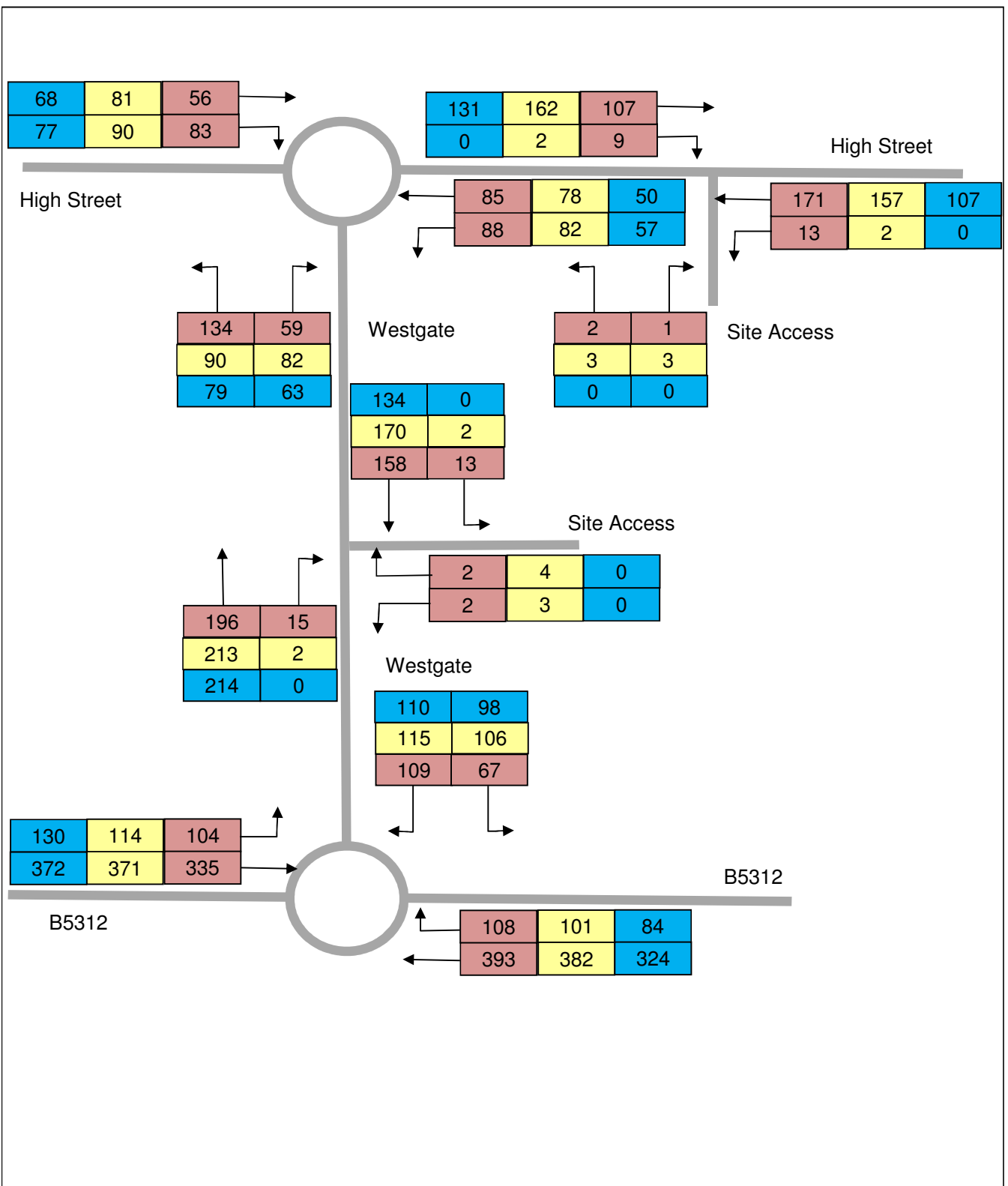
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<span style="display:inline-block; width:15px; height:10px; background-color: #00b0f0; border: 1px solid black;"></span>	Saturday Peak hour (1145 - 1245)



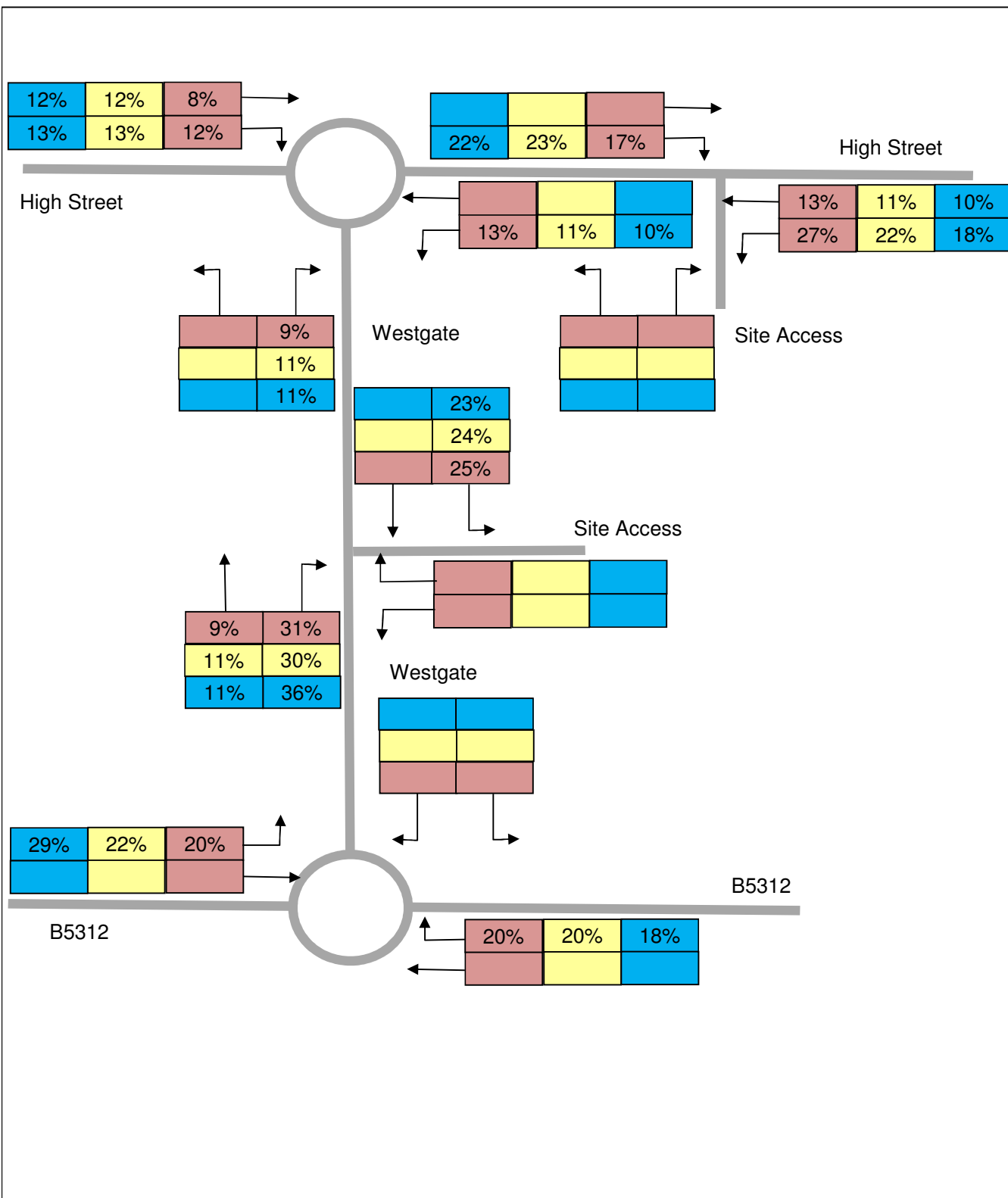
**Key**

	Weekday AM Peak hour (0800 - 0900)
	Weekday PM Peak hour (1500 - 1600)
	Saturday Peak hour (1145 - 1245)



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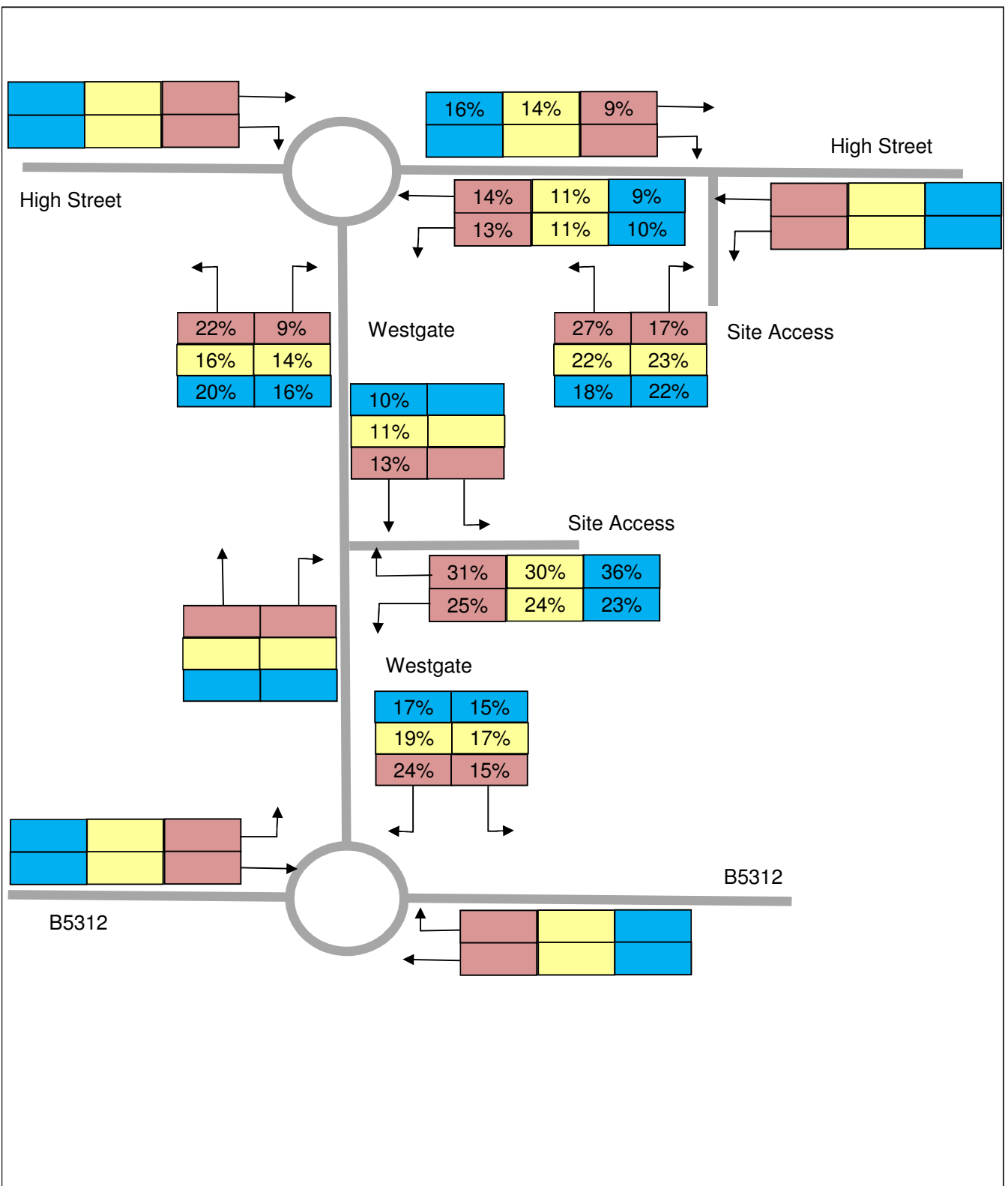
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	Weekday PM Peak hour (1500 - 1600)
	Saturday Peak hour (1145 - 1245)



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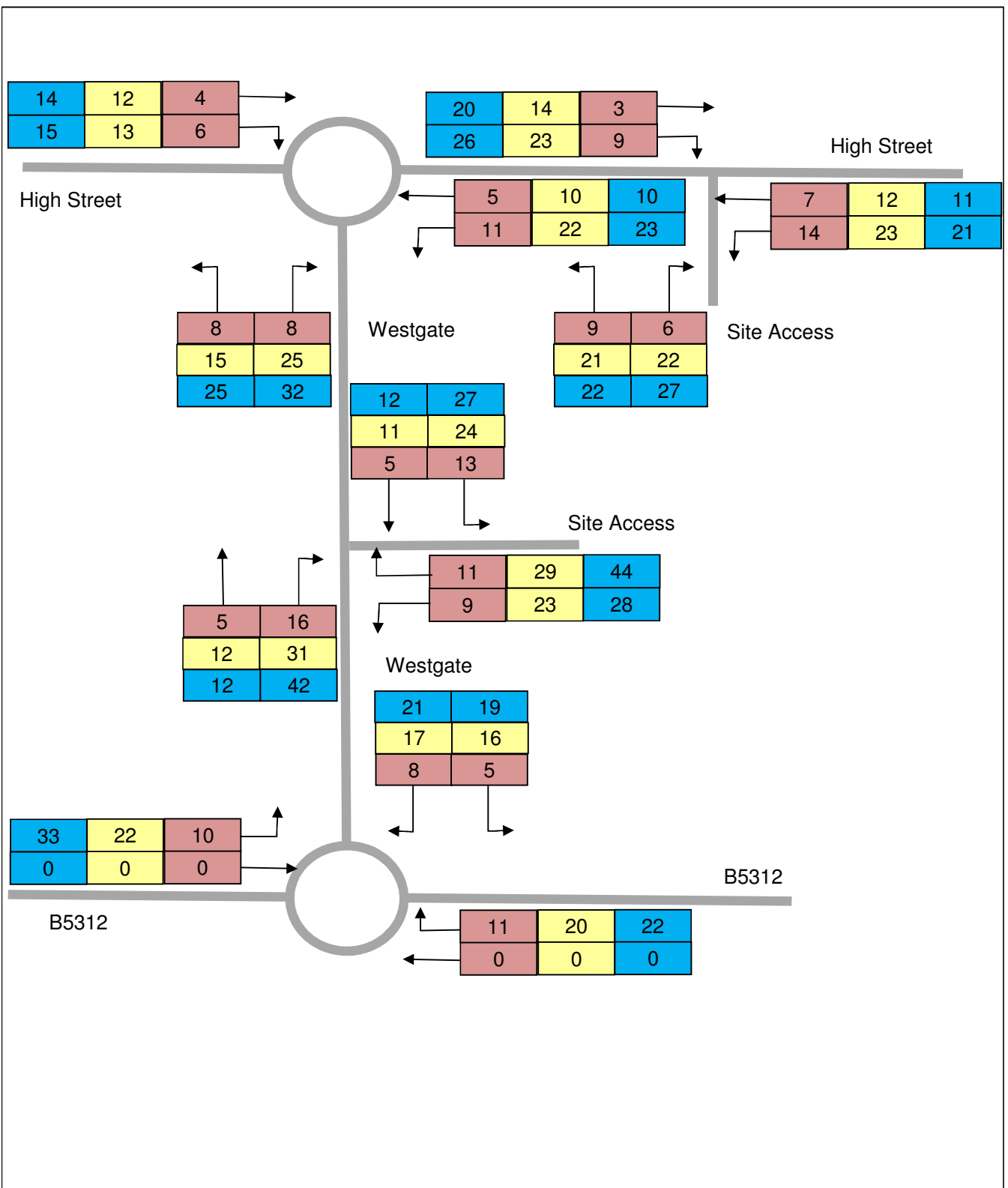
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	Weekday PM Peak hour (1500 - 1600)
	Saturday Peak hour (1145 - 1245)





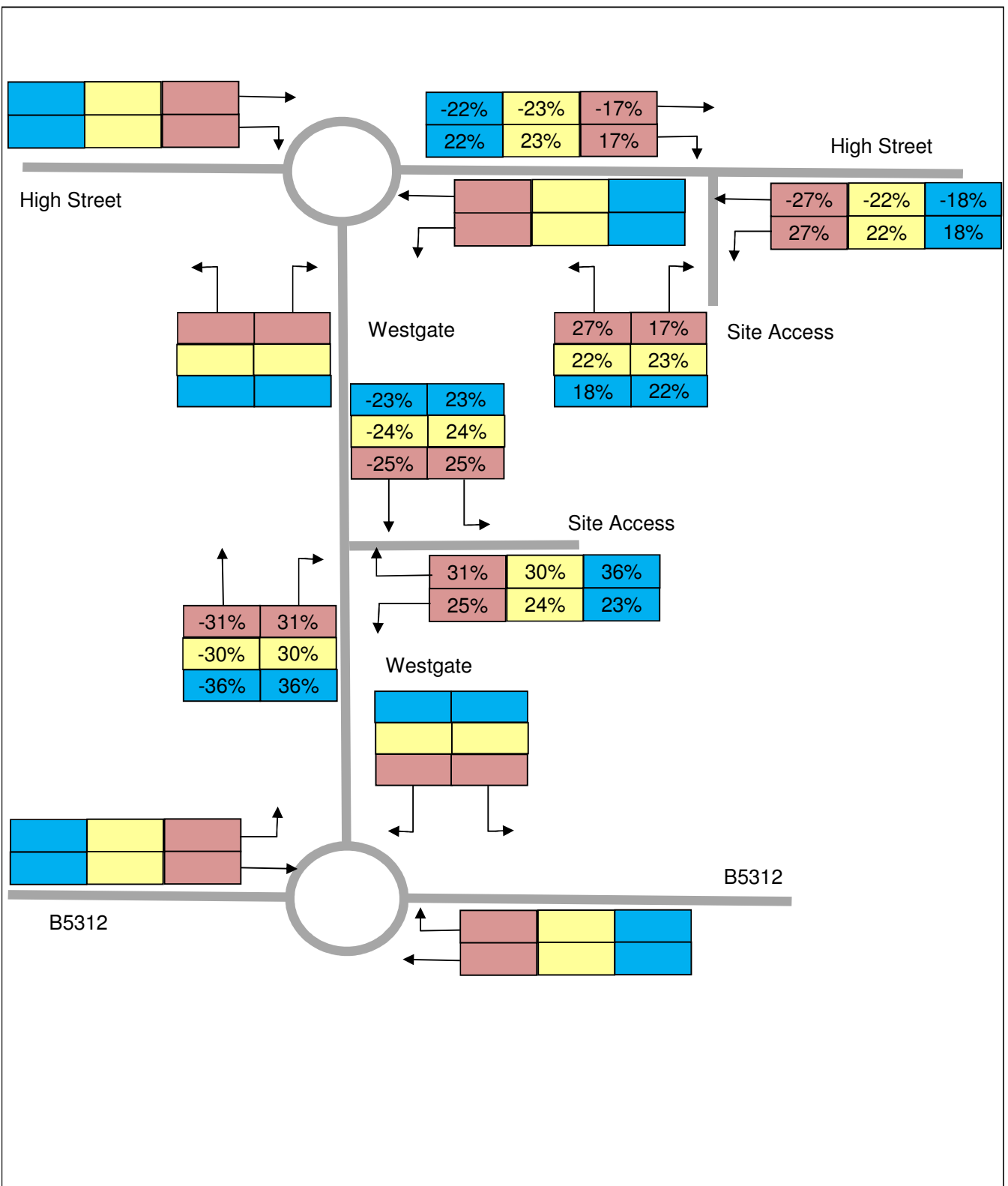
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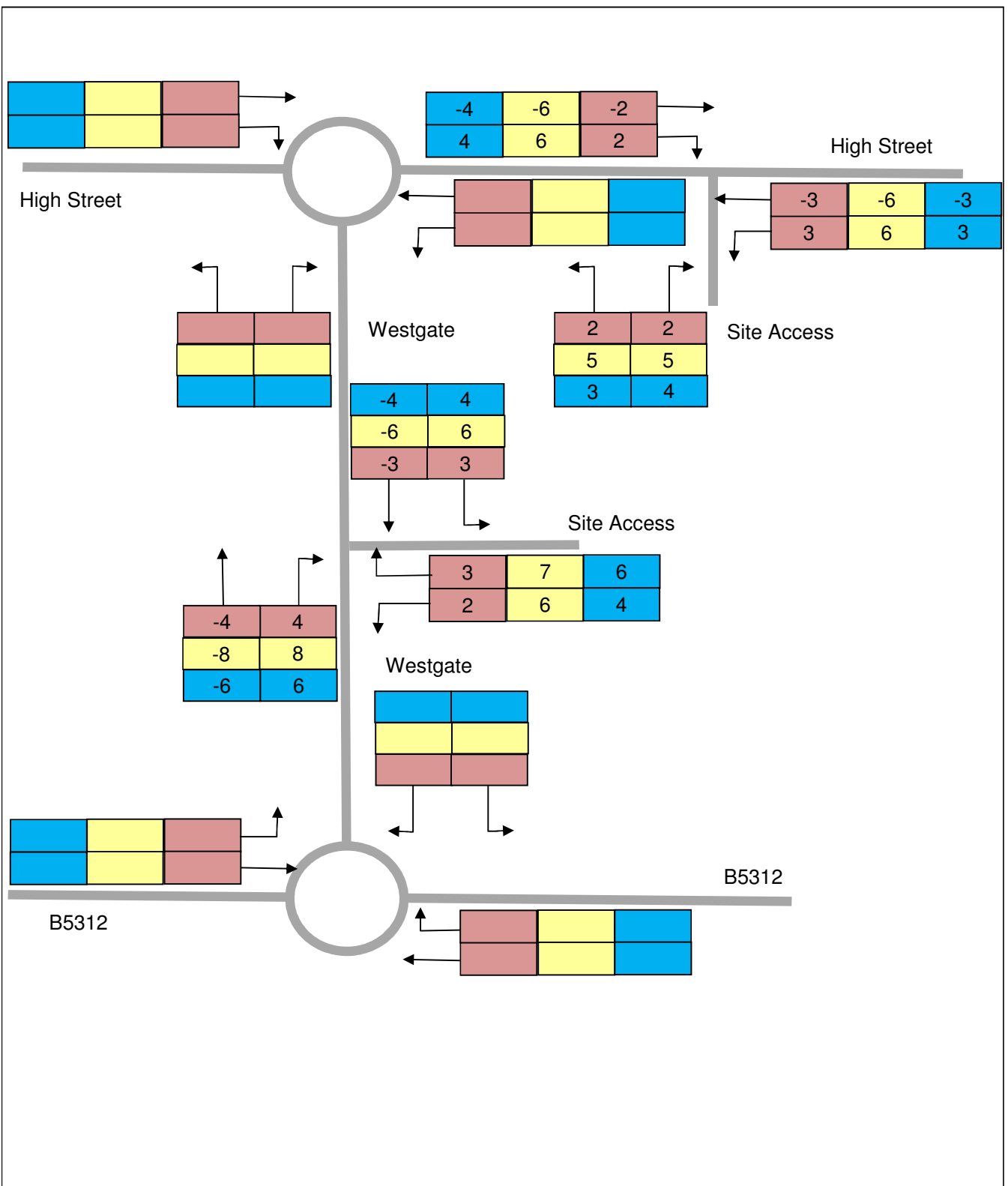
**Key**

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<span style="display: inline-block; width: 15px; height: 10px; background-color: #fff2cc; border: 1px solid black;"></span>	Weekday PM Peak hour (1500 - 1600)
<span style="display: inline-block; width: 15px; height: 10px; background-color: #4f81bd; border: 1px solid black;"></span>	Saturday Peak hour (1145 - 1245)

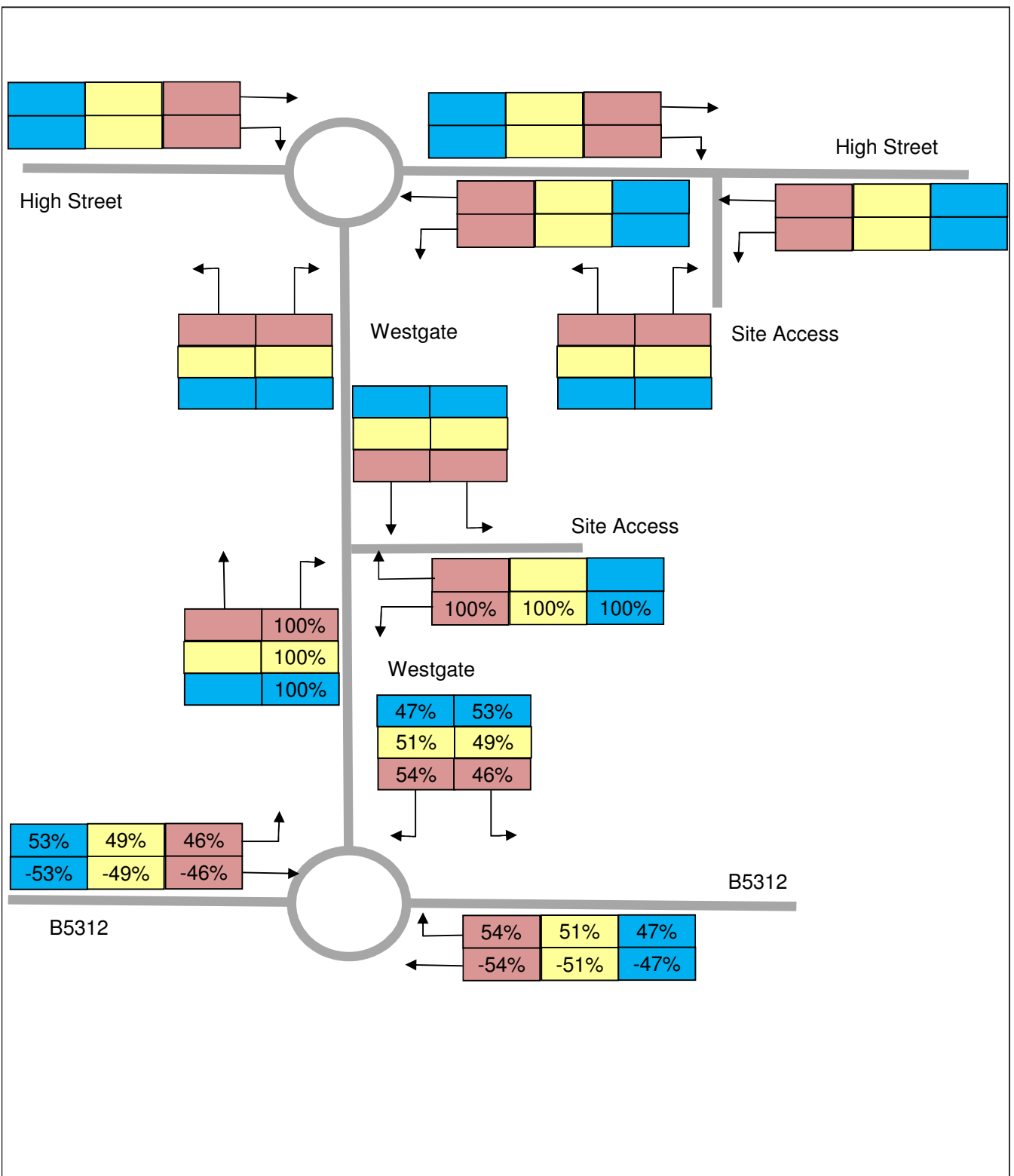


**Key**

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<span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span>	Weekday PM Peak hour (1500 - 1600)
<span style="display: inline-block; width: 15px; height: 10px; background-color: #00b0f0; border: 1px solid black;"></span>	Saturday Peak hour (1145 - 1245)

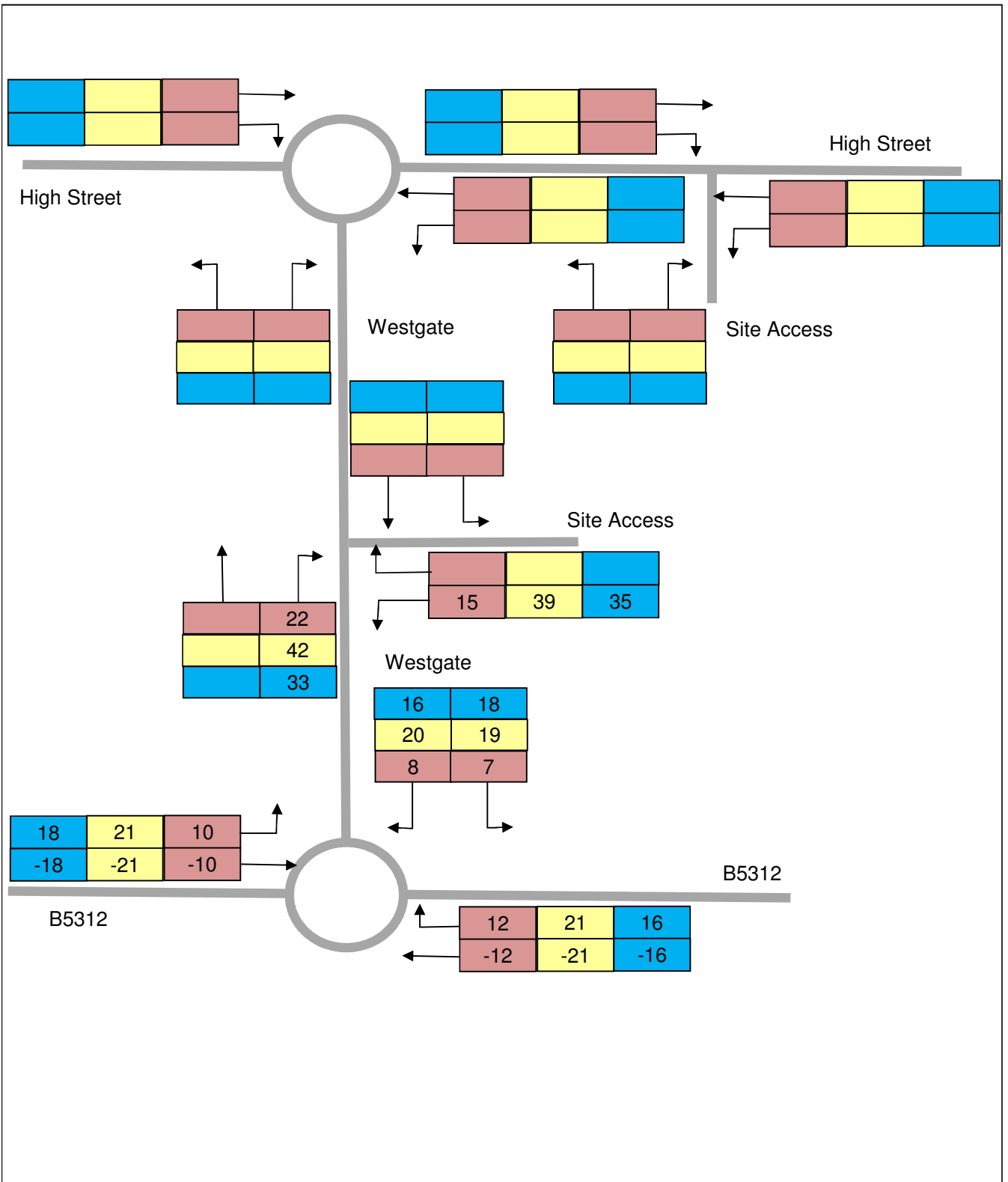


Key	
<span style="display: inline-block; width: 15px; height: 10px; background-color: #C08080; border: 1px solid black;"></span>	Weekday AM Peak hour (0800 - 0900)
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<span style="display: inline-block; width: 15px; height: 10px; background-color: #00B0F0; border: 1px solid black;"></span>	Saturday Peak hour (1145 - 1245)



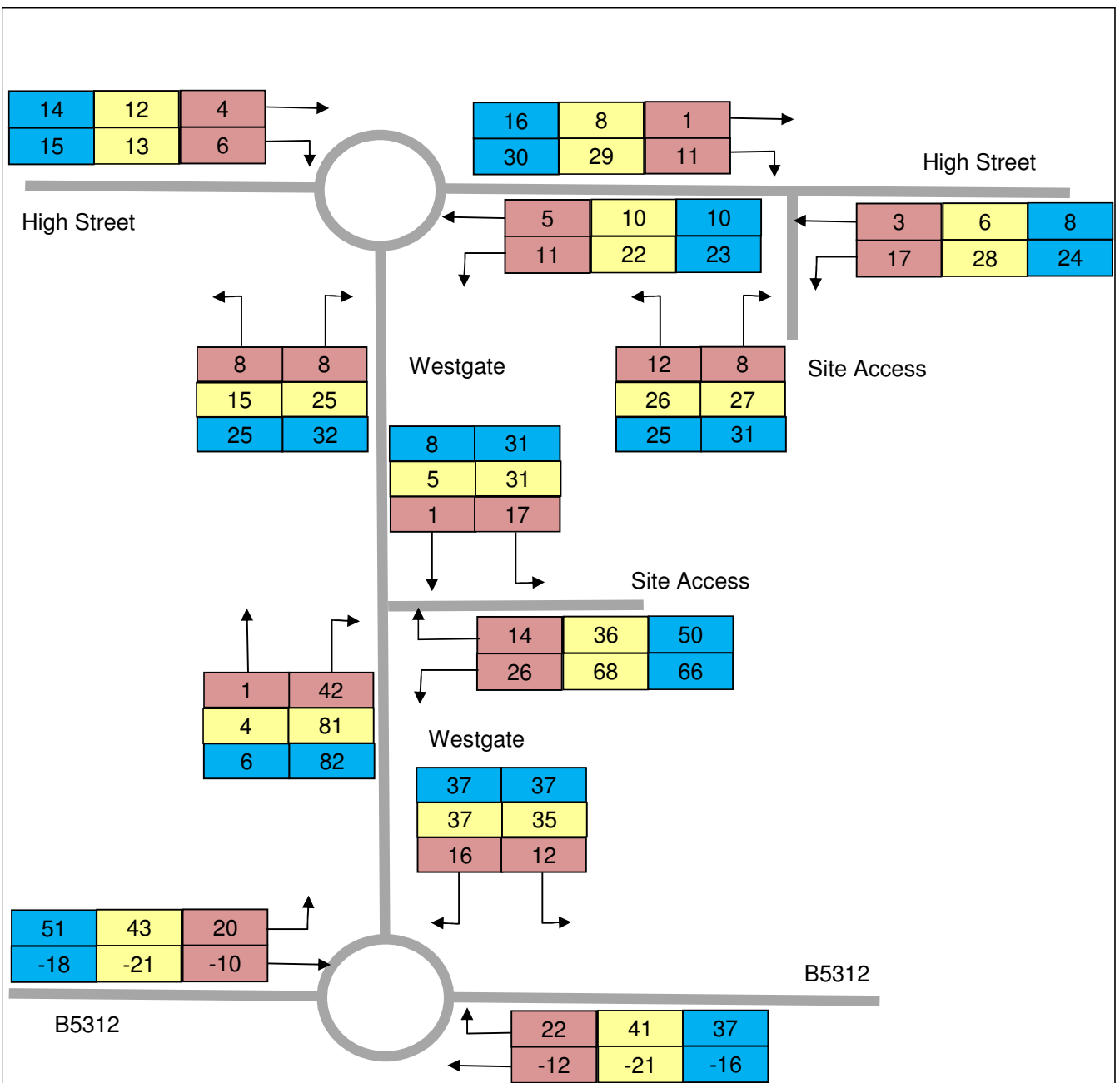
**Key**

- Weekday AM Peak hour (0800 - 0900)
- Weekday PM Peak hour (1500 - 1600)
- Saturday Peak hour (1145 - 1245)



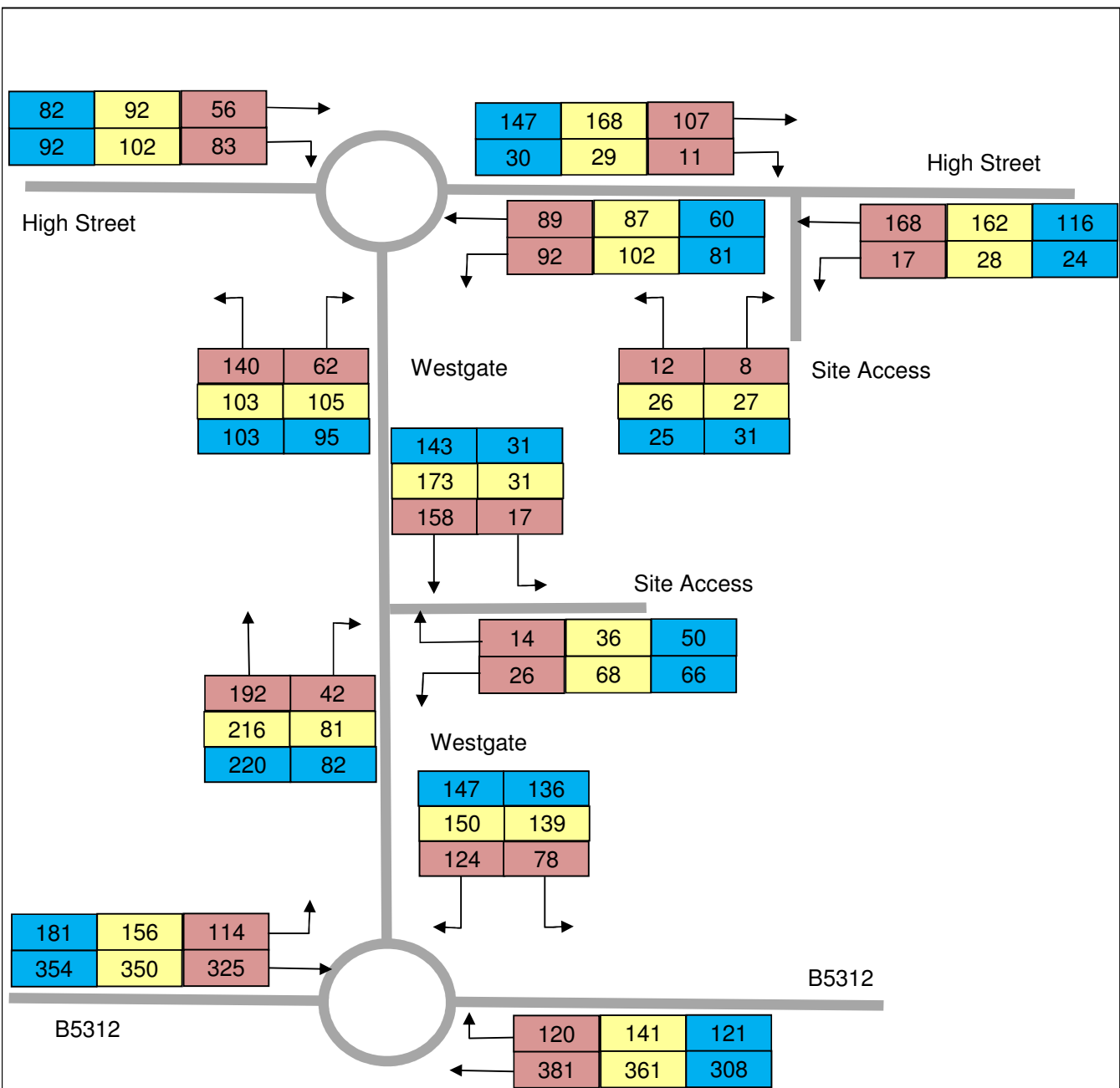
**Key**

	Weekday AM Peak hour (0800 - 0900)
	Weekday PM Peak hour (1500 - 1600)
	Saturday Peak hour (1145 - 1245)



**Key**

	Weekday AM Peak hour (0800 - 0900)
	Weekday PM Peak hour (1500 - 1600)
	Saturday Peak hour (1145 - 1245)



**Key**

	Weekday AM Peak hour (0800 - 0900)
	Weekday PM Peak hour (1500 - 1600)
	Saturday Peak hour (1145 - 1245)





## **APPENDICES**



## **APPENDIX A**

### **SCOPING RESPONSE FROM LANCASHIRE COUNTY COUNCIL**

Cheryl Barratt	Phone:	01772 530702
Cameron Rose Associates	Email:	Rob.hancock@lancashire.gov.uk
10 King Street	Ref No:	PreApp-Aldi-High Street, Skelmersdale
Newcastle-under-Lyme	Officer:	Rob Hancock
Staffordshire	Date:	03/10/2018

## PRE-APPLICATION ADVICE

**Location:** High Street, Skelmersdale

**Proposals:** Aldi Foodstore, 1863sqm GEA and non-food retail, 372sqm GIA.

### Comments

Dear Cheryl

I write further to your request for LCC highway pre-app advice for the above site.

This note provides LCC Highways Development Support Teams Pre Application advice on the proposals as set out in your request. Advice is given in good faith and without prejudice to the formal consideration of any planning application, which will be subject to public consultation and ultimately decided by the Local Planning Authority. No advice given can prejudice, or guarantee quite how the local planning authority may decide any particular case.

I have provided comments below in response to the TA Scoping Note produced by Cameron Rose and drawing No. 2269BOL-102.

While this pre application advice does not form part of the local planning authorities planning process, it is likely that the advice will form the basis of a formal response to the local planning authority if an application is subsequently submitted.

For easy of reference I have included the relevant sections of the Scoping Note followed by my comments.

- 1.6 *Information presented below will be provided in full detail within a Transport Assessment submitted in support of any forthcoming planning application. A Framework Travel Plan will also accompany the application.*

The Framework Travel Plan when developed needs to include the following as a minimum:

- Commitment and timescale for the appointment of a Travel Plan Coordinator (suggest at least 1 month prior to first occupation).

**Phil Barrett**

Director of Community Services

Cuerden Way • Bamber Bridge • Preston • PR5 6BS

- A commitment and timescale to undertake travel surveys (recommend within 3 months of occupation)
- A commitment and timescale for the development of a Full Travel Plan (recommend within 3 months of 1<sup>st</sup> travel survey)
- Details of cycling, pedestrian and public transport links to and within the site
- Details of the provision of cycle parking
- List of any proposed measures to be introduced particularly any to be implemented prior to the development of the Full Travel Plan
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years.

2.5 *It is proposed that the study area for assessment should include the following junction:*

- *High Street/ Site Access – priority controlled junction;*
- *Westgate/ Site Access – priority controlled junction;*
- *High Street/ Westgate – priority controlled roundabout junction;*
- *B5312/ Westgate – priority controlled roundabout junction.*

This is acceptable.

3.2 *The proposed parking provision for the development is 151 spaces, including eight disabled and 12 parent and child parking spaces.*

This is acceptable. The provision of 151 car parking spaces (drawing 2269BOL-102) for the site is in line with West Lancashire Borough Council's parking standards

3.3 *It is proposed that the development will take access from two locations. The first will utilise the existing access off Westgate and take the form of a priority controlled T-junction. The second access is proposed off High Street, approximately 40 metres to the east of its junction with Westgate, via a newly formed priority controlled junction. The existing access to the site off Park Street will be closed and footway reinstated.*

Both proposed access points (High Street and Westgate) are acceptable in principle. The proposed access on High Street will require changes to the following:

- |                        |  |
|------------------------|--|
| Bus Stop -             | LCC has concerns that the current location of the Bus shelter on High Street will impact on the visibility splay from the proposed site access, we would therefore request that the bus stop is relocated (and upgraded) preferably to the East of its current location. |
| Road layout/markings - | The existing road markings on High Street will require amending due to the new access.   |
| Street Lighting -      | A Lighting column on High Street at the proposed access point will need to be relocated.   |

This section of the scoping note also makes reference to a Park Street. I am assuming this is a cut and paste error!

3.4 *In addition to pedestrian access via the proposed site accesses, the dedicated pedestrian access off Westgate will be maintained. Please note that the location of the pedestrian access off Westgate, illustrated on the site*

*layout plan is incorrect. This will be updated when the topographical survey is completed.*

LCC requests that an assessment of the pedestrian desire lines from adjacent residential and commercial properties is undertaken and reflected in the final layout. As noted, the link on Westgate is currently not acceptable. In addition the submitted layout does not currently support pedestrian movements from the south internally.

- 3.6 *A swept path analysis of the largest vehicle that would use the proposed site Access junctions, a 16.5 metre articulated vehicle, will also be included within the Transport Assessment. This will demonstrated that the site access junction can suitably accommodate this size of vehicle.*

This is acceptable.

- 3.8 *Parking standards for Lancashire County Council have been considered for this development site. These standards are set out in the Supplementary Planning Guidance (SPG) 'Access and Parking'. The guidance allocates Lancaster as a Level 3 area i.e. attracts a comparatively medium/ low level of investor interest and/or has experienced comparatively medium/ low levels of growth/ development. This is reflected in the car parking standards outlined below, which also reflect the accessibility level (medium) of the proposed development.*

Lancashire County Council do not have parking standards. West Lancashire Borough Council's parking standards are relevant and as stated earlier LCC finds the proposed level of parking acceptable.

(This section makes reference to Lancaster!)

- 4.3 *Please provide details of any committed developments which need to be taken into consideration within the assessment.*

LCC are not aware of any developments within the vicinity

- 5.6 *In order to determine the potential trip attraction of the store, trip rates have been derived from an existing Aldi store, located on Todmorden Road in Burnley. Parking Eye data was obtained for the store, for the week commencing 4 June 2018. The data is contained in Appendix C.*

The observed trip rates do not seem unreasonable for use at this proposed site and the use of the Burnley trip rates is acceptable.

Table 5-4 is labelled as proposed discount food store. The traffic generation is accepted but this label "discount" is miss-leading, Aldi can no longer be classed as a 'discount food store'.

#### *Non-Food Retail Land Use*

- 5.13 *The resulting average trip rates are detailed in Table 5-5.*

The figures in Table 5-5 look slightly on the low side, however due to this sites location LCC have no concerns regarding highway capacity.

- 5.25 *As detailed in Table 5-11, the trips attracted to the development are split into New, Transferred, Pass-by and Diverted Trips. The distribution associated with each trip type is detailed below.*

Table 5-11 is acceptable.

5.29 *The pass-by trip proportion will be split between the two access based on existing two-way traffic flows on both High Street and Westgate.*

This is acceptable.

6.2 *Can you please advise whether there are any improvement works proposed at the above junctions will need to be taken into consideration?*

None

6.3 *Any potential mitigation works required as a result of the development proposals will also be detailed in this section.*

In summary LCC Highways request that as part of any future application the following points are addressed:

- LCC has concerns that the current location of the Bus shelter on High Street will impact on the visibility splay from the proposed site access, we would therefore request that the bus stop is relocated (and upgraded) preferably to the East of its current location.
- The existing road markings / layout on High Street will require amending due to the new access
- Adequate pedestrian links are required on the desire lines from the North, West and South of the Site, the majority of the sites frontage on Westgate does not have a footway.
- The internal layout needs to support pedestrian movements from all access points.
- A Lighting column on High Street at the proposed access point will need to be relocated.
- The existing access in the North East corner of the site will need to be closed and the footway reinstated.

The Council's advice is current on the date it is given. Whilst every attempt will be made to identify reasonably foreseeable future influences the Council cannot guarantee that its advice will take these into account. This may extend to matters such as changes in planning policy or planning precedent. The advice in any event will expire 12 months after the date on which it is given.

If you would like to discuss any of the above please feel free to contact me.

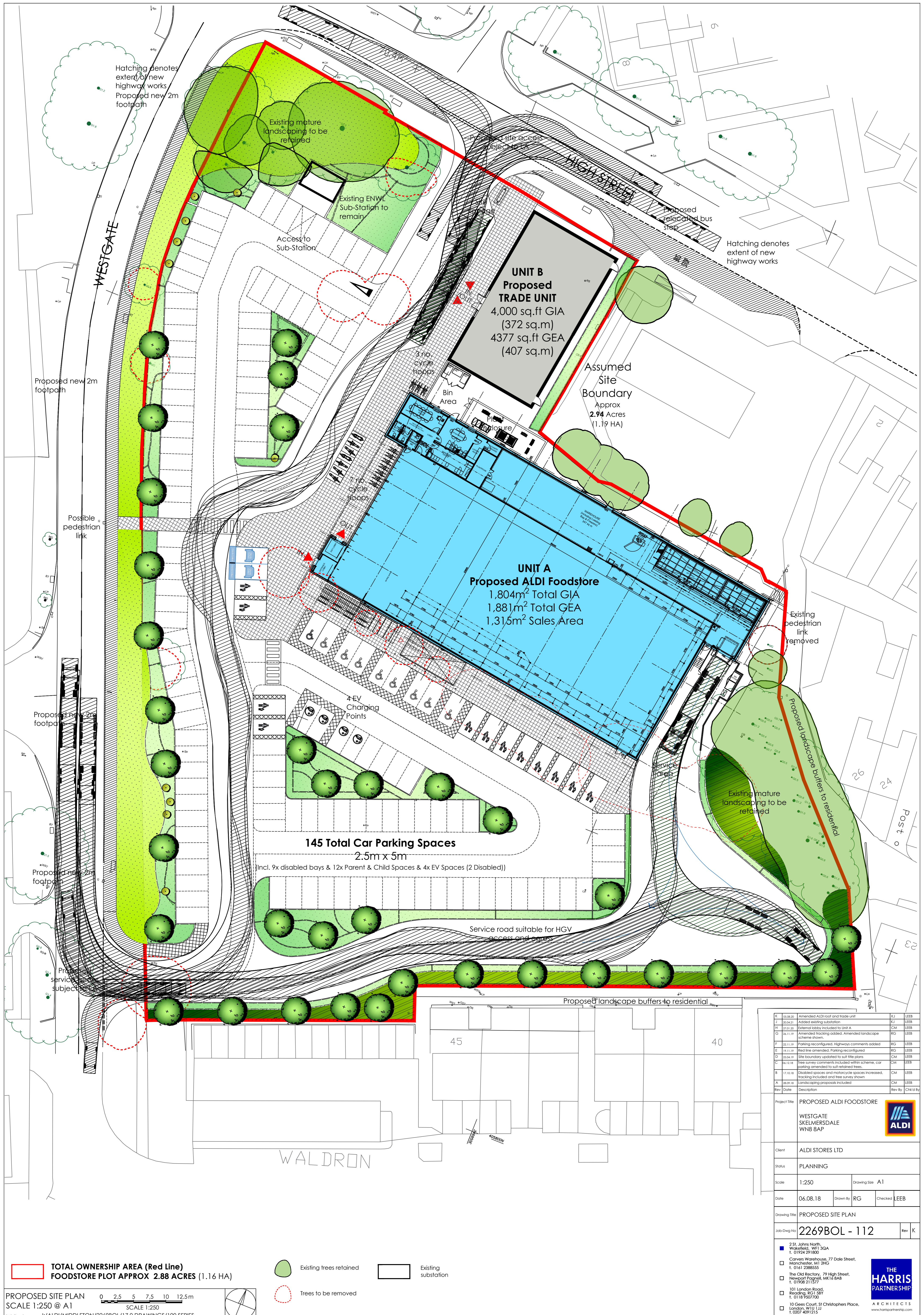
Yours sincerely

Rob Hancock  
Highways



## **APPENDIX B**

### **SITE LAYOUT**



Hatching denotes extent of new highway works  
Proposed new 2m footpath

Existing mature landscaping to be retained

Existing ENWL Sub-Station to remain

Access to Sub-Station

Proposed site access subject to MCA

Proposed relocated bus stop

Hatching denotes extent of new highway works

**UNIT B  
Proposed  
TRADE UNIT**  
4,000 sq.ft GIA  
(372 sq.m)  
4,377 sq.ft GEA  
(407 sq.m)

Assumed Site Boundary  
Approx  
**2.94 Acres**  
(1.19 HA)

**UNIT A  
Proposed ALDI Foodstore**  
1,804m<sup>2</sup> Total GIA  
1,881m<sup>2</sup> Total GEA  
1,315m<sup>2</sup> Sales Area

**145 Total Car Parking Spaces**  
2.5m x 5m  
(Incl. 9x disabled bays & 12x Parent & Child Spaces & 4x EV Spaces (2 Disabled))

Service road suitable for HGV access and egress

Proposed landscape buffers to residential

Existing mature landscaping to be retained

Existing pedestrian link removed

Proposed landscape buffers to residential

**TOTAL OWNERSHIP AREA (Red Line)**  
**FOODSTORE PLOT APPROX 2.88 ACRES (1.16 HA)**

Existing trees retained  
Existing substation  
Trees to be removed

PROPOSED SITE PLAN  
SCALE 1:250 @ A1  
SCALE 1:250  
CAD file reference: J:/ALDI/MIDDLETON/2269BOL/17.0 DRAWINGS/100 SERIES

K	25.08.20	Amended ALDI roof and trade unit	KJ	LEEB
J	20.04.21	Added existing substation	KJ	LEEB
H	27.02.20	External lobby included to Unit A	CM	LEEB
G	26.11.19	Amended tracking added. Amended landscape scheme shown	RG	LEEB
F	22.11.19	Parking reconfigured. Highways comments added	RG	LEEB
E	19.11.19	Red line amended. Parking reconfigured	RG	LEEB
D	25.04.19	Site boundary updated to suit file plans	CM	LEEB
C	04.12.18	Tree survey comments included within scheme, car parking amended to suit retained trees.	CM	LEEB
B	17.10.18	Disabled spaces and motorcycle spaces increased, tracking included and tree survey shown	CM	LEEB
A	28.09.18	Landscaping proposals included	CM	LEEB
Rev	Date	Description	Rev By	CHK'd By

Project Title: **PROPOSED ALDI FOODSTORE**

WESTGATE SKELMERSDALE WN8 8AP

Client: ALDI STORES LTD

Status: PLANNING

Scale: 1:250 Drawing Size: A1

Date: 06.08.18 Drawn By: RG Checked: LEEB

Drawing Title: **PROPOSED SITE PLAN**

Job-Dwg No: **2269BOL - 112** Rev: K

2 St. Johns North, Wakefield, WF1 3QA T. 01924 291800

Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG T. 0161 2388555

The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB T. 01908 211577

101 London Road, Reading, RG1 5BT T. 0118 9207700

10 Gees Court, St Christophers Place, London, W1U 1JJ T. 0207 4091215

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