



**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
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Highways England.
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To: St Helens Council - Jennifer Bolton

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Council's Reference: P/2020/0061/HYBR

Referring to the planning application referenced above, dated 29th January 2020, regarding a hybrid planning application for the following development (major development); (i) Full Planning Permission for the erection of a B8 logistics warehouse, with ancillary offices, associated car parking, infrastructure and landscaping; and (ii) Outline Planning Permission for Manufacturing (B2) and Logistics (B8) development with ancillary offices and associated access infrastructure works (detailed matters of appearance, landscaping, layout and scale are reserved for subsequent approval) on land to the West of Omega South & South of the M62, Bold, St Helens, 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 2018, via transportplanning@df.t.gsi.gov.uk.

Signature		Date: 20 th October 2020
Name: Benjamin Laverick	Position: Assistant Asset Manager	
Highways England: 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD		

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.

All outstanding points have now been addressed to allow a suitably understanding of the development impact on the SRN.

In order to ensure that the development does not affect the flow of traffic on the Strategic Road network (M62), Highways England recommend that the following planning conditions are applied:

1. Prior to occupation mitigation including the widening works between M62 J8 and Skyline Drive / Fairchild Road roundabout and remarking of M62 exit slip to provide two lanes to Skyline Drive (as outlined in drawing 11191042_SK326) should be implemented, to ensure the junction lane use and exit geometry is consistent with traffic modelling submitted.
2. No construction work relating to the proposed mitigation outlined above shall commence until the developer has submitted full design & construction details of the required improvements between M62 J8 and Skyline Drive / Fairchild Road roundabout and remarking of M62 exit slip; such details to be agreed by the LPA, in consultation with the SoS and shown in preliminary form on drawing 11191042_SK326, including:
 - i) How the scheme interfaces with the existing highway alignment, carriageway, markings and lane designations;
 - ii) Full signing and lighting details;
 - iii) Confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations / departures from standards);
 - iv) Independent Stage 1 and Stage 2 Road Safety Audits carried out in accordance with current Departmental (DMRB) and Advice Notes.

3. No development shall take place above slab level until
- i) A plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected along the Northern boundary of the development site (or at least one metre from any part of the existing motorway fence where the boundary lies within one metre of this) has been submitted to and agreed in writing by the local planning authority in consultation with Highways England; and
 - ii) The fence approved by part i) of this condition has been erected in accordance with the agreed details.
- Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition.

Reason: To protect highway land from construction activities and to prevent any access between the site and strategic road network for safety reasons. This needs to be a pre-commencement condition as it deals with safeguards associated with both the construction phase and use of the development.

Informative: *The applicant should contact Highways England (HE) to arrange a pre-start site inspection to agree the state of HE's assets and alignment of the new fence as specified in the list of conditions.*

4. No drainage from the proposed development shall connect into M62 motorway drainage system, nor shall any surface drainage from the site run-off towards the route.

These conditions are in order to ensure the safe operation of the Strategic Road Network

It is also recommended that a programme for monitoring traffic flow and travel patterns at M62 J8 and within the development site should be considered and where possible agreed with the developer, relevant planning authorities and Highways England prior to commencement on site to allow monitoring of the network performance and travel planning to inform future evaluation and decision making.

This response represents our formal recommendation with regard to planning application P/2020/0061/HYBR and has been prepared by Benjamin Laverick, the Assistant Asset Manager for Cheshire and Warrington within Highways England.