

**THE LANCASHIRE COUNTY COUNCIL (A582 CROSTON
ROAD JUNCTION IMPROVEMENTS) COMPULSORY
PURCHASE ORDER 2026 AND THE LANCASHIRE
COUNTY COUNCIL (A582 CROSTON ROAD JUNCTION
IMPROVEMENTS) (SIDE ROADS) ORDER 2026**

**HIGHWAYS ACT 1980
ACQUISITION OF LAND ACT 1981**

STATEMENT OF CASE

The following is a Statement of Case of Lancashire County Council

A copy of this Statement of Case and, as agreed with the Secretary of State's casework team, any documents directly referred to in it, will be available for public inspection during normal office hours at:

- Lancashire Archives, Bow Lane, Preston PR1 2RE;
- The offices of South Ribble Borough Council, Civic Centre, West Paddock, Leyland PR25 1DH

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1 Introduction

1.0 This statement comprises the composite Statement of Case of Lancashire County Council (the Acquiring Authority) in support of the confirmation of **THE LANCASHIRE COUNTY COUNCIL (A582 CROSTON ROAD JUNCTION IMPROVEMENTS) COMPULSORY PURCHASE ORDER 2026** and **THE LANCASHIRE COUNTY COUNCIL (A582 CROSTON ROAD JUNCTION IMPROVEMENTS) (SIDE ROADS) ORDER 2026** ("the Scheme").

1.1 This statement:

- Sets out the background for the development of the Scheme being the widening and improvement of Croston Road junction (Section 2).
- Sets out the need for the Scheme (Section 3).
- Provides a description of the Scheme (Section 4).
- Describes the alternatives to the Scheme that have been rejected (Section 5).
- Describes the current planning position (Section 6).
- Describes the financial provision for the Scheme (Section 7).
- Sets out the Acquiring Authority's Orders which are subject to the Inquiry (Section 8).
- Sets out the effect of confirming the Compulsory Purchase Order (CPO) (Section 9).
- Sets out the effect of confirming the Side Roads Order (SRO) (Section 10).
- Provides a statement of how Human Rights have been considered (Section 11).
- Provides a description of the objection to the Orders and the Acquiring Authority's response (Section 12).
- Provides a description of the supporters to the Orders and how the Acquiring Authority has and intends to engage with them (Section 13).
- Provides a summary of the Statement (Section 14).
- Sets out contact details for further information (Section 15).

- Provides a List of Documents which the Acquiring Authority intends to refer to (Section 16).

1.2 The Acquiring Authority's case will be supported by separate proofs of evidence detailing the following matters:

- The existing traffic and environmental conditions that evidence the need for the Scheme and the CPO and SRO.
- Process and determination of decisions concerning the Scheme
- Policy context of the Scheme and CPO and SRO.
- Impact of the Scheme on traffic conditions, environment, air quality, heritage and other relevant considerations.
- Justification for the making of the CPO and SRO and the ability of the Acquiring Authority to deliver the Scheme.
- Respond to general or specific objections to the underlying principles and justification of the Scheme.

1.3 Other evidence may be presented, if required, to expand on issues that may emerge during the course of the Inquiry or in response to the Statutory Objector.

1.4 The proposals for the widened road are described in this statement. The proposals are those the Acquiring Authority consider to be the optimum way of achieving the purposes set out in section 3.

2 Background

2.1 The Acquiring Authority's Highways and Transport Masterplan for Central Lancashire, published in 2013, identified necessary road capacity improvements along the existing A582 – envisaged as road widening Scheme – through South Ribble between Preston and the strategic road network to improve journey times and reduce congestion, improve access to Cuerden, and unlock delivery of new housing developments in South Ribble, in support

of the Local Plan for the area. The masterplan recognised that increasing road capacity along the A582 would also allow opportunities for improvements for bus priority, cycling and walking and public realm enhancements along the B5254 Leyland Road through Lostock Hall and Tardy Gate.

2.2 Since 2013, the Preston, South Ribble and Lancashire City Deal has funded a series of improvements to the A582 corridor which contribute towards the overall aim of improving journey times and reducing congestion between Preston and the motorway network comprising; Golden Way dualled between two improved junctions at Leyland Road and Broad Oak, major junction upgrades along the A582 delivered at Pope Lane, Chain House Lane, the 'Tank' Roundabout and Stanifield Lane and, improvements introduced as part of the completion of the Penwortham Bypass.

2.3 In July 2019 the Strategic Outline Business Case for the MRN funding was submitted and subsequently approved by DfT to progress the Scheme to the OBC stage. A further public consultation was held in July-August 2019 prior to submission of the Planning Application in February 2020. The feedback from the 2019 consultation highlighted a mixed response to the planned dualling of the A582, there were concerns that the dualling would increase traffic levels along the corridor and that the junctions would not have the capacity to cater for the increased demand. In addition, there were concerns that the dualling would reduce air quality in the Scheme area as a result of the increased traffic.

2.4 Following the 2019 consultation, the decision was made to fully reconsider alternatives to the dualling elements of the Scheme and to focus on improvements to the junctions along the A582 corridor, while introducing sustainable transport measures along the B5254.

2.5 A focussed A582 scheme was identified comprising critical elements of the dualling scheme. The scheme comprises a series of major junction reconfigurations – including the Scheme improving the Croston Road junction – the introduction of new technology, and complementary improvements to

bus and active travel routes, aligned to wider infrastructure improvements on the same network including those in relation to supporting the Lancashire Central development site.

- 2.6 The focussed A582 scheme was subject to a public engagement exercise in summer 2024.
- 2.7 The focussed A582 scheme has been informed by evidence that benefits can be obtained by focussing on junction improvements and innovative technology on the remaining sections of the A582 without full dualling being required or necessary at this stage to accommodate traffic growth over the forecast period. A focused A582 scheme removes the need for an extended programme of design, substantial land acquisition, and complex rail bridge replacements, these elements alone adding considerable time and cost to the full dualling scheme. Notably, a focused A582 scheme offers significant environmental and decarbonisation benefits and is better aligned with evolving Government priorities for transport.
- 2.8 With similar delivery timescales, and a common road network, survey and design activity for improvements along the A582 is being progressed in tandem with the highway improvements to support the delivery of the Lancashire Central site. Details of the focused A582 scheme have been discussed with, and positively received by, the local highway authority, Transport for the North (which acted as sponsor to the original scheme's inclusion in the Government's National Roads Fund programme) and with the Department for Transport.
- 2.9 A key component of the focussed A582 scheme is the improvement of Croston Road junction (the Scheme).

3 The Need for the Scheme

- 3.1 The Acquiring Authority is proposing to construct an upgrade to an existing junction (Croston Road Junction – A582, the Scheme). The Acquiring

Authority seeks to acquire land to enable the delivery of the Scheme which is designed to improve road capacity and travel times through the junction. The associated acquisitions are essential to assemble the land required to accommodate and to allow the development to proceed in accordance with the relevant Local Development Framework and the Acquiring Authority's statutory duties under the Planning and Compulsory Purchase Act 2004.

3.2 The purpose of the Scheme as a key component of the wider A582 Major Road Network Scheme is to:

- Reduce congestion on arterial routes between Preston City Centre and the Strategic Road Network.
- Support Economic Growth in South Ribble through full development of, and access to, the Lancashire Central strategic employment site.
- Support the delivery of housing sites south of Preston.
- Support sustainable and active modes by facilitating the provision of bus network improvements and enhanced walking and cycling facilities on routes connecting South Ribble to key economic sites in Preston City Centre and the Lancashire Central strategic employment site.
- Reduce pressure on the strategic road network (SRN), particularly the M6 between Junctions 28 and 32, by reducing local traffic movements using the SRN.
- Reduce the carbon emissions associated with car trips by creating modal shift to active and public transport modes within South Ribble and between South Ribble and Preston City Centre.

3.3 The acquisition of the land is necessary because the Acquiring Authority cannot achieve these objectives without securing control of the land the subject of this order. Voluntary negotiations have been pursued but have not resulted in agreements from all interested landowners. Therefore, the use of compulsory purchase powers is justified to ensure the timely and coordinated delivery of the Scheme, for which there is a compelling case in the public interest and consistent with national and local planning policy.

4 Description of the Scheme

Location of the Scheme

- 4.1 The Scheme sits on the A582 to the south of Preston. The A582 connects to the A59 to the southwest of Penwortham, and at its southeastern end connects with the SRN at the M65 western terminus via the A6. The A582 facilitates journeys north of Leyland and around the south of the settlements of Lostock Hall, Tardy Gate, and west of Middleforth and Lower Penwortham.
- 4.2 The Scheme is located at the confluence of six roads; Croston Road (north), Croston Road (south), A582 Flensburg Way, A582 Farington Road, Fidler Lane and Enterprise Drive.
- 4.3 Where not in residential use, the surrounding land is predominantly designated as Green Belt and Employment Land. To the east and west, the landscape is dominated by agricultural land with a few agricultural buildings and to the north by residential properties which are predominantly two storey detached homes lining Croston Road and in several small cul-de-sacs. To the south there is a mix of employment land, residential properties, agricultural buildings, agricultural land, and woodland.

Existing Layout

- 4.4 The existing junction on the A582 at Croston Road involves two roundabouts close together, in a dumbbell arrangement, connecting four local roads. There is often congestion on the A582 approaches, resulting in slow and unreliable journey times for drivers.
- 4.5 The junction has a footway around its full perimeter; the crossing of each arm is uncontrolled. It is also a difficult location for people walking and cycling to cross the road as there are no formal crossing facilities. A notable pedestrian attractor, Lancashire Business Park, is located south of the Croston Road junction.

Proposed Layout

- 4.6 The Scheme will separate this junction into three T-shaped signal-controlled junctions, with co-ordinated 'green wave' traffic signals along the main A582 route linking through the junctions. Vehicles on the A582 will be able to pass through the junctions in one movement, rather than having to stop and give way at two separate roundabouts in the existing arrangement.
- 4.7 New technology will detect lorries on approach to the junction, connecting to the traffic light sequence to reduce the need for lorries to decelerate. This will improve overall network performance for all drivers, reduce carbon emissions and provide better access to Lancashire Business Park.
- 4.8 The proposed changes at this junction will also improve safety and connectivity for walking and cycling, with improvements to shared use footways and cycleways and improved conditions of existing public rights of way.
- 4.9 There will be a new signal-controlled Toucan crossing of the A582, Croston Road and Enterprise Drive. Access to Fidler Lane will be from Croston Road South.
- 4.10 The Scheme benefits from a full landscaping scheme which includes landscape/ ecological mitigation measures and features which have been deemed to be required during completion of the Biodiversity Metric which is a requirement of the planning application. In order to comply with current highway design drainage and water quality standards the proposed junction design features one attenuation pond.
- 4.11 The junction Scheme design does not necessitate demolition of any existing buildings.
- 4.12 The land the subject of the CPO consists of 9 separate land take parcels, all of which are required by the Scheme in order for the Scheme, as designed, to be delivered. The existing land use for these parcels include: land designated

as Green Belt, land allocated for employment uses, a fishery, farmyard and existing highways land. The topography of the landscape is relatively flat with level differences along the existing highway boundary and the River Lostock.

- 4.13 In addition to the acquisition of land needed for the construction of the Scheme, the CPO authorises the Acquiring Authority to acquire rights over additional land. A single plot is required for this purpose.

CPO Plot Details & Justification

- 4.14 Plots 1 and 3 consists of land which is designated Green Belt within the South Ribble Local Plan, and it is also partially designated adopted highway. These plots are required to facilitate the proposed widening of the highway along the northwest side of the junction. Their inclusion enables the construction of new adopted highway, highway verge and associated landscaping, together with an acoustic fence and tree planting designed to provide screen for users of the adjacent fishing lakes from traffic noise and the visual impact of the road.
- 4.15 Plot 2 comprises part of a previously developed site that is designated as Green Belt within the South Ribble Local Plan. The land benefits from planning permission for the erection of start-up commercial units (ref. 07/2023/00257/FUL). The portion of land identified as Plot 2 is required to accommodate new adopted highway and highway verge, as the carriageway in this location is to be widened.
- 4.16 Plot 4 comprises land designated as Green Belt within the South Ribble Local Plan. This plot is required to enable the proposed widening of the highway along the southwest side of the junction, allowing for the construction of new adopted highway and additional highway verge.
- 4.17 Plot 5 is an area of land which is currently designated as Green Belt within the South Ribble Local Plan. It is required to accommodate an acoustic fence and tree planting to provide screening for users of the adjacent fishing lakes from traffic noise and the visual impact of the road.

- 4.18 Plot 6 is currently designated as Green Belt within the South Ribble Local Plan. The land is required to accommodate an acoustic fence and tree planting to provide screening for users of the adjacent fishing lakes from traffic noise and the visual impact of the road.
- 4.19 Plot 7 is currently designated as Green Belt within the South Ribble Local Plan. The land is required to accommodate an acoustic fence and tree planting to provide screening for users of the adjacent fishing lakes from traffic noise and the visual impact of the road and to accommodate new adopted highway and highway verge.
- 4.20 Plot 8 is an area of employment land as designated within the South Ribble Local Plan. The plot is required to accommodate the proposed attenuation pond, its outfall to the River Lostock, and a new access point onto Enterprise Drive. Acquisition of this land is essential, as the attenuation pond is necessary to ensure that surface water runoff and its discharge into the river are managed safely and sustainably. Additional land adjacent to the river is also needed to enable the planting and landscaping works required to meet the Scheme's Biodiversity Net Gain (BNG) obligations.
- 4.21 Plot 9 comprises land currently used as the access road to Lancashire Business Park and is designated as Green Belt within the South Ribble Local Plan. Although it is not designated highway, its established use for access is recognised and acknowledged. The land is required for the Scheme to accommodate the attenuation pond and to provide the shared use footpath connection from the Croston Road junction to Enterprise Drive.
- 4.22 Plot 10 is a small area of land adjacent to the River Lostock and is designated as part of a Wildlife Corridor within the South Ribble Local Plan. It is enclosed on three sides by Plot 8. This land is not required for permanent acquisition, but it will be required as working space to carry out embankment, drainage, fencing and landscaping activities in the surrounding area. Without this space the working area becomes significantly constrained. It is also anticipated that

this area could be used as a laydown space for materials that will be used on the same working day, with no materials or equipment left there overnight.

5. Alternatives

Early scoping – Central Lancs Highways and Transport Masterplan

- 5.1 The identification of a scheme to improve the junction as part of a wider A582 scheme dates back to 2013 when the scheme was first presented in the Central Lancashire Highways and Transport Masterplan (CLTHM). The CLTHM presented a simple plan of the junction which retained the eastern part of the dumbbell as a single roundabout and proposed closure of Croston Road south to remove the requirement for the western roundabout.
- 5.2 The closure was proposed as part of the pre-application consultation on this Scheme and attracted a sizeable objection. In addition, the closure was predicated on the delivery of a route linking Flensburg Way and Croston Road south through the development site east of Croston Road south. Based on the objections and lack of alternative access route, the 'point closure' at Croston Road south was removed from the proposed Scheme without further assessment.
- 5.3 An optioneering exercise was undertaken to identify a preferred solution at the preliminary design stage of the Scheme development.

Preliminary Design Optioneering

- 5.4 Optioneering focused on identifying a concept solution that satisfied traffic modelling requirements, engineering standards, and could be delivered within the highway boundary. Where it was not possible to achieve all three objectives, options requiring minimum third-party land were considered given engineering standards and traffic modelling requirement must be adhered to ensure the junction is safe and operational.
- 5.5 The following arrangements were explored:
 - Signalised dumbbell layout

- Hybrid dumbbell layout
- Signalised gyratory
- Co-ordinated three T-junction layout (preferred option)

Signalised Dumbbell Layout – Options 1 + 2

- 5.6 This produced acute curves which would be difficult for articulated vehicles and took large areas of the gardens for two private dwellings together with the area required from the business park and fishing lake, it would introduce delays for traffic leaving the business park and heading east due to vehicles needing to turn left and circulate the junction fully to turn right.
- 5.7 In addition, Option 1 (LCC113) introduced a drainage attenuation pond directly adjacent to the River Lostock within the flood zone.
- 5.8 An expanded layout, Option 2 (LCC114), gave slightly more capacity within the junction due to the longer lengths between signals but still did not solve the issue of all traffic leaving the business park needing to turn to the west before heading in the required direction, it also resulted in significant land take at Model Farm.
- 5.9 **Option 1** – discounted due to traffic capacity limitations.
- 5.10 **Option 2** – discounted due to impact on Model Farm

Hybrid Dumbbell Layout – Option 3

- 5.11 To address the impacts and limitations of options 1 and 2, a hybrid dumbbell arrangement was considered (LCC115). This layout enabled right turning traffic from the business park to turn without fully circulating the 'dumbbell'. This design avoided encroaching onto Model Farm, however it did encroach significantly onto the land at the fishing lake and business park, although it did avoid the private houses. It also did not solve the issue of the attenuation pond being sited on the flood zone of the River Lostock, indeed the pond was sited closer to the river.

5.12 **Option 3** – discounted due to impact on Fishing Lake.

Signalised gyratory – Option 4

5.13 This option aimed to mitigate the impacts on Model Farm and the Fishing Lake whilst providing a more compact arrangement which aligned with the design standards for a signalised gyratory (roundabout) (LCC116). The layout required demolition of private dwellings on Croston Road and was discounted on this basis.

5.14 **Option 4** – discounted due to impact on private dwellings.

Co-ordinated signals 'three T-junction' layout – Option 5 + 6

5.15 The coordinated signals 'three T-junction' arrangement emerged as the preferred solution. This is the best compromise between the needs of road users and the rights of third party landholders adjacent to the Scheme.

5.16 Option 5 (LCC117) aimed to minimise land requirements at Model Farm and the Fishing Lane. Unfortunately, the forward visibility for this Scheme was very much sub-standard in the westbound direction towards Tank Roundabout to the extent that we would be several steps below acceptable standards. The sinuous nature of the layout would also slow down traffic as articulated vehicles would tend to straddle lanes, reducing vehicle saturation flows.

5.17 Option 6 (LCC118) modified the layout to be in adherence of standards to straighten the alignment whilst taking the minimum amount of land required.

5.18 **Option 5** – Discounted due to geometry (forward visibility) limitations resulting in road safety concerns.

5.19 **Option 6** – progressed as preferred option.

6. The Planning Position

6.1 The A582, of which this Scheme is a part, is located to the north of Leyland and the southwest of Preston and is part of the Major Road Network (MRN) in central Lancashire. The MRN is a network of highways in England identified as having five central objectives which are as follows:

- reduce congestion;
- support economic growth;
- Support housing delivery;
- support all road users; and
- support the SRN.

6.2 The A582 also provides local connectivity to the wider motorway network (the M65 and M6 to the east). In addition to the Croston Road Junction Scheme, the Authority is also proposing to upgrade other junctions along the A582 South Ribble Western Distributor to support economic development through improving highways capacity and transport flows.

6.3 The proposed Scheme has been designed in accordance with the relevant national and local planning policy framework. The National Planning Policy Framework (NPPF, December 2024) establishes a presumption in favour of sustainable development and sets out the three overarching objectives—economic, social, and environmental. The Scheme supports these objectives by facilitating economic growth through improved transport infrastructure, enhancing accessibility and sustainable travel, and incorporating measures to minimise environmental impact.

6.4 Paragraph 11 of the NPPF requires that development proposals which accord with an up-to-date development plan should be approved without delay. The Scheme is consistent with the adopted development plan for the area, comprising the Central Lancashire Core Strategy (2012) and the South Ribble Local Plan (2012–2026). Both documents identify improvements to the A582 as a strategic priority to support housing delivery, economic development, and sustainable transport objectives. Policy 3 of the Core Strategy specifically

commits to improving the A582 as part of a wider programme to enhance the Major Road Network.

6.5 The Scheme also aligns with other key strategies and agreements, including the Central Lancashire Highways and Transport Masterplan (2013), the Local Transport Plan, and the Preston, South Ribble and Lancashire City Deal, all of which prioritise investment in the A582 corridor to reduce congestion and improve connectivity.

6.6 The proposed Scheme will deliver substantial benefits to traffic flow and journey times, addressing existing congestion and supporting the efficient movement of vehicles along the A582 corridor. The current roundabout arrangement is operating close to capacity during peak periods, resulting in delays and queuing that adversely affect reliability for all road users, including freight traffic serving the Lancashire Business Park. The Scheme introduces a signalised junction with adaptive control technology (MOVA) and Freight Signal Optimisation (FSO), which will prioritise heavy goods vehicles and busses, and will dynamically adjust traffic lights to respond to real-time traffic conditions.

6.7 Updated LinSig modelling for the Scheme for future year scenarios (2026 and 2041) confirms that under peak demand conditions, the degree of saturation remains significantly lower than existing levels, demonstrating improved capacity and reduced queuing compared to the current layout. These enhancements will ensure smoother traffic progression, shorter travel times, and improved network resilience, supporting economic growth and connectivity across the region.

6.8 The site lies within land designated as Green Belt. In accordance with Chapter 13 of the NPPF, local transport infrastructure is not considered inappropriate development in the Green Belt provided it preserves openness and does not conflict with the purposes of including land within the Green Belt. The Scheme involves the upgrade of an existing junction and does not introduce new built form; it will maintain the openness and permanence of the Green Belt and will

not result in the merging of settlements or encroachment into the countryside. The proposed works are therefore considered acceptable in Green Belt terms.

6.9 It is acknowledged that the proposed Scheme will result in the loss of approximately 1.1 hectares of allocated employment land within this site. However, the Scheme has been designed to minimise land take, and the affected parcel is significantly constrained by the River Lostock and the existing highway layout. Access to this portion of land would require substantial investment, and the Scheme does not restrict access to the remainder of the allocated employment site. The Scheme will enhance access to the existing developed land south of the junction, improving connectivity for businesses within the Lancashire Business Park. The proposed traffic signal improvements will prioritise the movement of large vehicles along the A582, strengthening logistics and supporting economic growth. The Acquiring Authority is of the view that the public benefits and economic benefits of the Scheme—including improved transport infrastructure, reduced congestion, and enhanced access to employment areas—significantly outweigh the loss of 1.1 hectares of physically constrained employment land.

6.10 As part of the development of the Scheme, a planning history check is conducted on land surrounding the site. Two planning applications which are relevant to Plot 2, the land related to the objection received for the CPO. The two planning application details are as follows, and the planning position relating to these applications are addressed.

6.11 07/2023/00257/FUL - Demolition of Existing Buildings and Erection of Start Up Commercial Units

6.11.1 The above application granted permission for the demolition of the existing farm buildings, the construction of 13 start-up commercial units, and the formation of a new vehicular access from Croston Road. During the assessment of that application, the Acquiring Authority engaged with the applicant and advised that the site lay within a safeguarded corridor associated with the proposed A582 to M65 highway improvement scheme. As part of those discussions, a

number of the proposed units were repositioned within the site in an attempt to accommodate the land identified as necessary for the future highway project. Despite these amendments, several elements of the approved development remained within land required for the proposed A582 Scheme.

6.11.2 In developing the design of the Croston Road junction, every effort has been made to minimise impacts on the approved commercial development. However, due to the layout and operational requirements of the junction, the proposed highway works would affect Unit 9 of the approved scheme, together with part of the associated parking and turning areas.

6.11.3 The approved access arrangement associated with application 07/2023/00257/FUL was also taken into account during the design process for the Croston Road junction. To maintain safe access to the site for both vehicles and pedestrians, the proposed zebra crossing was repositioned to the south of the approved site access, ensuring that the operation of the crossing would not conflict with vehicles entering or leaving the development.

6.12 07/2021/00918/FUL - Formation of new agricultural access and associated work

6.12.1 The above application related to the formation of a new agricultural access to Model Farm. The approved access was to be located on the western side of Croston Road and extend northwards into the site.

6.12.2 The design of the proposed Croston Road junction has taken this previously approved access arrangement into consideration. In particular, the location of the proposed zebra crossing has been positioned so as not to interfere with the safe operation of the access, ensuring that both pedestrian and vehicular movements can be accommodated safely.

6.12.3 Notwithstanding the above, planning permission for the agricultural access was granted on 17 December 2021 and was subject to a three-year commencement condition. As no material start had been made, the permission expired on 17 December 2024, approximately two months before submission of the Croston Road planning application.

6.12.4 Accordingly, at the time the Croston Road application was prepared and submitted, the permission was no longer extant. As the approved development had not been implemented and the planning permission had lapsed, there was no procedural requirement for the access arrangement approved under application 07/2021/00918/FUL to be safeguarded or otherwise accommodated within the Croston Road planning application. Nevertheless, the design has sought to avoid prejudicing the location of the former access and has positioned the proposed zebra crossing to ensure that its operation would not conflict with any vehicular movements at that point on Croston Road.

6.12.5 A Design and Access Statement was submitted in support of the planning application for the Croston Road Scheme. As part of the Scheme design process, a number of alternative options were considered and assessed, details of which are set out within the Design and Access Statement.

6.13 Other planning matters

6.13.1 In relation to Plot 2, no revised planning application, amended scheme, or alternative development proposal has been submitted to South Ribble Borough Council for determination. Furthermore, speculative future development proposals are afforded little or no weight in planning decisions.

6.13.2 The Scheme has therefore been appropriately designed in accordance with the planning position at the time of the application. There was and is no requirement in preparing the design for the Scheme to

safeguard for or accommodate any future development proposals that the owner may have aspirations for in respect of Plot 2.

6.14 Environmental Impact Assessment

6.14.1 As part of the development of the Scheme, an Environmental Impact Assessment (EIA) Screening Request was submitted to the Local Planning Authority. The Screening Opinion concluded that the proposed development did not constitute EIA Development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and, accordingly, the preparation of an Environmental Statement was not required.

6.14.2 Notwithstanding this conclusion, the Acquiring Authority has undertaken a proportionate programme of environmental assessment to inform the design and delivery of the Scheme. This has included the completion of relevant ecological and environmental surveys and assessments to identify any potential impacts arising from the proposals. Where necessary, mitigation measures have been incorporated into the Scheme design to avoid, reduce or offset adverse effects on protected species, habitats and the wider environment.

6.14.3 The findings of these assessments have informed both the planning application and the final design of the Scheme, and the Acquiring Authority is satisfied that environmental effects have been appropriately considered and can be adequately managed through the proposed mitigation measures and planning controls.

6.14.4 In accordance with the provisions of the Environment Act 2021, as the application was validated on 4 March 2025 and relates to a site larger than one hectare, the Scheme is required to achieve at least a 10% Biodiversity Net Gain (BNG) and to secure the management of any new or enhanced habitats for a minimum period of 30 years. Owing to the physical constraints of the site, the scope for onsite habitat

creation is limited. Compliance will therefore be achieved through a combination of onsite enhancements, supported by a legally binding 30-year habitat management plan, and the acquisition of biodiversity units from an approved offsite provider. This approach ensures full adherence to statutory obligations and delivers measurable biodiversity improvements as mandated by the Act.

6.14.5 Government policy in “Guidance on the Compulsory Purchase Process” at 13.3 states that the Acquiring Authority should have *“... a clear idea of how it intends to use the land which it is proposing to acquire and show that all the necessary resources are likely to be available to achieve that end within a reasonable timescale.”*

7. Finance of the Scheme

7.1 The total estimated cost of the Scheme is £77.375 million, which includes a substantial contribution from the Department for Transport's (DfT) National Roads Fund, specifically a funded programme for improvements to the Government's Major Road Network. A local match funding contribution will be provided by Acquiring Authority.

7.2 The Department for Transport approved the Outline Business Case for the proposed Scheme in July 2025 confirming the Scheme's position within the Major Road Network Fund programme, providing funding certainly subject to the approval of a Full Business Case.

7.3 The Outline Business Case identified a Benefit Cost Ratio of 3.14 for the Scheme, which represents High Value for Money. In January 2025, Cabinet authorised preparation of a Full Business Case for the Scheme enabling development activity and land acquisition to proceed in anticipation

7.4 The Department for Transport contribution from the Major Road Network Funding Programme was confirmed as £57.898 million following approval of

the Outline Business Case in July 2025. The remaining contribution of £19.477 million is to be provided by Acquiring Authority.

7.5 The following indicates the funding sources:

Funding Sources	Sum
DfT Major Road Network Fund	£57,898,000
Acquiring Authority Capital Contribution	£19,476,699
Total	£77,374,699

7.6 The funding is in place but there is a process to complete and the necessary resources are available to implement the Scheme. The indications are that the case for the Scheme is strong and once the uncertainty of the CPO has been resolved the funding will be there in a timely manner to enable the implementation of the Scheme. Following confirmation, it is expected that full approval will follow quickly so that funding will be in place to enable a start on construction of the Scheme within 12 months.

8. The Orders to be subject of the Inquiry

8.1 The CPO is made under sections 239, 240, 246, 250, & 260 of the Highways Act 1980 (the "1980 Act") and all the other enabling powers. The powers in the 1980 Act enable the Acquiring Authority to acquire land compulsorily and acquire rights compulsorily by creating new rights for the following purposes:

- The upgrading and realigning of existing highways which are to be highways maintainable at the public expense namely "The Croston Road Junction" which will comprise the alteration from a double roundabout layout to a 3 signalised 'T' junctions layout.
- New section of off-carriageway 4.5m wide shared use cycle track to the south of the proposed attenuation pond, and 2 short lengths of 3m wide footpath improvement/diversion to maintain links to the existing network of public rights of way.

- All of the above proposed construction of highways and works required in connection with their construction.
- The carrying out of drainage works in connection with the construction of highways.
- The improvement or development of frontages to a highway or of the land adjoining or adjacent to that highway.
- The mitigation of any adverse effects which the existence or use of any highway proposed to be constructed by the Acquiring Authority.
- The mitigation of any adverse effects caused by the diversion of public rights of way crossed by any highway proposed to be constructed, by the creation of new lengths of public footpath to provide links to the existing network of public rights of way.

8.2 The SRO is made under sections 14 and 125 of the 1980 Act. Section 14 of the Act authorises the Acquiring Authority in relation to a classified road:-

- to stop up, divert, improve, raise, lower or otherwise alter a highway that crosses or enters the route of the road or is or will be otherwise affected by the construction or improvement of the road;
- to construct a new highway for purposes concerned with any such alteration as aforesaid or for any other purpose connected with the road or its construction and to close after such period as may be specified in the Order any new highway so constructed for temporary purposes.

8.3 Section 125 of the 1980 Act provides that any order made by the Acquiring Authority under section 14 or section 18 may authorise the Council to stop up any private means of access to premises adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by the order and to provide a new means of access to any such premises.

8.4 The purpose of the SRO is to enable the Acquiring Authority to stop up existing highways, stop up private means of access, carry out improvements to

existing highways and construct new highways with respect to the A582 and the adjoining roads of Croston Road and Flensburg Way.

9. The effect of the Compulsory Purchase Order

9.1 The CPO process has been implemented so that the Acquiring Authority may acquire, without unreasonable delay, all the land needed for the Scheme.

9.2 All owners and occupiers with an interest in land have been approached and asked if they would be prepared to enter into negotiations with the Acquiring Authority for the purchase of their interest. It is intended, subject to the Orders being confirmed, the issue of the S19 Certificate and completion of acquisition procedures, to start the construction of the Scheme in 2027. Detailed negotiations are taking place with landowners and occupiers. However, the Acquiring Authority has concluded that acquisition by agreement is unlikely to occur in all cases or in any event within sufficient time to ensure that the programme for the construction of the Scheme is met. There is also one interest, for example where the owner is unknown, where it will not be possible to acquire the interest except by way of compulsory acquisition.

9.3 The Scheme boundary encloses approximately 3.4683 hectares. The Scheme requires approximately 1.3531 hectares of permanent land take. The Scheme requires obtaining rights over approximately 0.0064 hectares of part of the River Lostock. The remaining 2.1088 hectares of land included within the Scheme boundary is existing highway and does not need to be compulsorily acquired.

9.4 The Acquiring Authority's interest as highway authority (where applicable) is included in the CPO under the provisions of paragraph 260 of the 1980 Act.

9.5 Terms to acquire approximately 0.3257 hectares have already been agreed in principle for 6 of the 9 plots to be permanently acquired, leaving approximately 1.0173 hectares the subject of negotiations for acquisition with the two known landowners and approximately 0.0101 hectares being in unknown ownership.

- 9.6 The land required for the construction of the Scheme and associated drainage work is shown coloured pink on the CPO plan and is comprised of highway verge, part of a farmyard with planning permission for development, commercial land and private roadway.
- 9.7 Land required for the mitigation of the adverse effects of the Scheme is shown coloured pink on the CPO Plan and is predominately commercial land.
- 9.8 Approximately 0.0064 hectares of temporary rights are required for working space for drainage works and associated construction activities (Plot 10).
- 9.9 The particulars of the rights to be acquired are contained in a Schedule to this Statement of Case.
- 9.10 The Acquiring Authority will produce evidence to show that the land and rights contained with the CPO are necessary and required for the completion of the Scheme.

10 The effect of the Side Roads Order

10.1 This section will set out:

- Which highways will be improved.
- Which highways will be stopped up.
- Which private means of access will be stopped with replacement access proposals.

10.2 Highways to be improved by Widening

10.2.1 (I01) Lodge Lane (U5836) from the junction with the existing A582 Classified Road for a distance of 18m North.

10.2.2 (I02) Fidler Lane (U10687) from the junction with Croston Road for a distance of 30m East.

10.2.3 (I03) Croston Road (C256) the Southern section from the junction with the existing A582 Classified Road for a distance of 134m South.

10.2.4 (I04) Croston Road (C256), the Northern section from the junction with the existing A582 Classified Road for a distance of 76m North.

10.2.5 (I05) Enterprise Drive (U49577) from the junction with the existing A582 Classified Road for a distance of 99m South.

10.3 Highways to be stopped up

10.3.1 (SU1) Footpath 0704003 from its junction with the A582 for a distance of 125 metres.

10.4 Private means of access to be stopped up with replacement access proposals

10.4.1 (X01) Access to the Lancashire Business Park along the existing private road Enterprise Drive. The PMA will be incorporated into the improved highway, the improved highway will terminate at a point on Enterprise Drive which will continue as a private means of access (PA02).

10.4.2 (X02) This access is to be moved from the existing highway boundary to the proposed highway boundary (PA01).

11 Human Rights

11.1 The Human Rights Act 1998 incorporated into domestic law the European Convention on Human Rights ('the Convention'). The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual.

11.2 The following articles of the Convention are relevant to the determination as to whether the Orders should be confirmed:

- Article 6 entitles those affected by the powers sought in the Orders to a fair and public hearing by an independent and impartial tribunal;
- Article 8 protects the right of the individual to respect for his private and family life, his home and his correspondence. A public authority cannot

interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, inter alia, national security, public safety or the economic wellbeing of the country; and,

- Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. As with Article 8, any interference with possessions must be proportionate and in determining whether a particular measure is proportionate a fair balance must be struck between the public benefit sought and the interference with the rights in question.

11.3 The Orders has the potential to infringe the human rights of persons who own property in the Order Land. Such infringement is authorised by law provided:

- The statutory procedures for obtaining the Orders are followed and the acquisition of the land is justified because there is a compelling case in the public interest for the making of the Orders; and,
- Any intervention with the Convention right is proportionate to the legitimate aim served.

11.4 The existing Croston Road Junction is affected by significant existing congestion which substantially prevents and inhibits the efficient movement of vehicles along the A582 corridor. The current roundabout arrangement is operating close to capacity during peak periods, that results in delays and queuing that adversely affect reliability for all road users, including freight traffic serving the Lancashire Business Park. The Scheme will deliver substantial benefits to traffic flow capacity, reliability and journey times.

11.5 The congestion on the A582 is also expected to worsen as the area becomes more developed. High car dependency and limited network capacity will put additional strain on the A582 resulting in further delays for residents, commuters and businesses. As a result of the existing Croston Road junction becoming more congested, there is additional pressure on nearby local routes

to take more traffic, such as the B5254 through Lostock Hall, which results in delays to bus services and increased noise and air pollution.

11.6 The Scheme is designed to provide enhanced pedestrian and cycle facilities. The introduction of shared-use paths and new signal-controlled crossing points is expected to reduce the number of on-road cycle collisions associated with existing junction layout.

11.7 Consistent with up-to-date Government policy in “Guidance on the Compulsory Purchase Process” (Updated 31 January 2025) at paragraphs 2.1 and 12.3 the use of compulsory purchase powers in this case is proposed because it is expedient to do so and where it is considered there is a compelling case in the public interest to make the order.

11.8 The Scheme has been designed to minimise interference with the peaceful enjoyment of a person's possessions under article 1 of the First Protocol of the Human Rights Act under which no one is to be deprived of their possessions except in the public interest. Any interference with the right has to be provided for by law and strike a fair balance between the public interest and the protection of the rights of the individual. The Acquiring Authority considers that the Croston Road junction upgrade is demonstrably in the public interest and that this outweighs the harm caused by the use of compulsory purchase powers to acquire third party land for the Scheme.

11.9 The Scheme will affect private means of access and the SRO has been prepared to ensure highway connections are not adversely affected and to provide for private accesses to be managed safely onto the improved Classified Road. The private means of access to the Lancashire Business Park along the existing private road Enterprise Drive will be incorporated into the improved highway, the improved highway will terminate at a point on Enterprise Drive which will continue as a private means of access. The private means of access to Plot 2 will be relocated. In processing the Orders, the Acquiring Authority has complied with all relevant legislation and regulations that provide an opportunity for those affected to object to the Orders and have

their representations considered at a public inquiry. The land to be acquired for the Scheme which is the subject of the Orders has been kept to the minimum necessary to construct the road and associated mitigation measures. The public interest can only be safeguarded by the acquisition of this land; and such acquisition would not place a disproportionate burden on the affected landowners.

11.10 Planning permission for the Scheme was granted on 21 January 2026, following consideration of material planning matters, including the balance between the public benefits of delivering the Scheme and the level of disruption or interference that may arise to individual rights.

12 Objection

12.1 In total, one letter of objection was received from Statutory Objectors.

12.2 James Hall & Company (Properties) Limited's objection relates to Plot 2 concerning insufficient information regarding the impact of the proposed access arrangements, potential impact upon the retained land and future development opportunities, the extent of the proposed acquisition and the lack of meaningful engagement concerning the acquisition and its effects.

12.3 The objection has been acknowledged and discussions are being held with the representative of the Statutory Objector. The Acquiring Authority will continue to seek agreement with the Statutory Objector.

12.4 The evidence likely to be called at the public inquiry and to respond to the above objection will include:

- A list of all relevant correspondence with the Statutory Objector.
- The effect on planning applications.
- Relevance and weight given to the issues raised in the objection.
- The examination of alternatives to the underlying Scheme.
- The mitigation of the Scheme impacts.

- Human Rights considerations.
- Consequences were the Scheme not to proceed.

12.5 The Acquiring Authority will produce evidence to show that the land take required for the Scheme is as contained in the CPO plan. The Acquiring Authority is content that it can justify the Scheme as being a compelling case in the public interest.

12.6 Additionally, there is a need for the acquisition to be achieved in a timely manner.

12.7 Within the objection letter sent on behalf of James Hall and Company (Properties) Limited four points were raised.

12.8 Summary of Objection:

- a) Insufficient information regarding the impact of the proposed access arrangements – under this point, 5 sub-points were raised.
 - i. The precise form of the proposed replacement access arrangements.
 - ii. How those arrangements will operate in practice.
 - iii. The extent to which the which vehicular access, servicing and circulation within the site may be affected
 - iv. Whether the proposed arrangements will adequately serve the retained Land.
 - v. The extent to which the proposed arrangements may constrain future use and development of the site.
- b) Impact upon the retained land and future development opportunities
- c) Extent of the proposed acquisition
- d) Lack of meaningful engagement concerning the acquisition and its effects

12.9 Responses to Objection:

a(i) Of the two accesses currently serving Model Farm, the main farm access, situated directly off the existing roundabout will remain. The western access off Flensburg Way will also remain but will be slightly repositioned off the newly aligned highway as detailed on the SRO plan.

a(ii) The two access points will be of the same size as the current accesses.

a(iii) The two current accesses will remain, albeit the access off Flensburg Way being slightly repositioned. Whilst part of the former Lodge Lane will be removed, resulting in access through the site to the rear buildings being restricted, full vehicular access to the existing buildings will still be available via the access off Flensburg Way.

The development of the Scheme will not affect the access or circulation of the proposed layout as approved by planning applications 07/2023/00257/FUL and 07/2021/00918/FUL, although it will impact on the 2023 application as detailed in paragraph 6.11.2.

a(iv) It is considered that the proposed arrangement will adequately serve the retained land as access to the site has been maintained.

a(v) As part of the development of the Scheme, a planning history check was conducted on land surrounding the site. Two planning applications were relevant to land in James Hall's ownership. As detailed in paragraphs 6.10-6.12 above, consideration was given to both planning applications relating to the site, 07/2023/00257/FUL & 07/2021/00918/FUL and amendments were made to the Scheme design to accommodate the development proposed under these two applications.

b) In relation to Plot 2, no revised planning application, amended scheme, or alternative development proposal has been submitted to South Ribble Borough Council for determination. Furthermore, speculative future

development proposals are afforded little or no weight in planning decisions.

The Scheme has therefore been designed in accordance with the planning position at the time of the application, and there was no requirement to safeguard for or accommodate any alternative development proposal for Plot 2.

- c) As detailed in Section 5 above, optioneering focused on identifying a concept solution that satisfied traffic modelling requirements, engineering standards, and could be delivered within the highway boundary. Where it was not possible to achieve all three objectives, options requiring minimum third-party land were considered given engineering standards and traffic modelling requirements that had to be adhered to, ensuring the junction is safe and operational.

Six options were considered by the Acquiring Authority. Of the six options, five were dismissed for either highway safety reasons or their impact on private dwellings or local businesses, including options that had a greater impact on the land interests of James Hall and Company (Properties) Limited.

The preferred option sought to minimise the land take requirements from private landowners whilst also meeting design requirements to ensure the safety of the road and its users.

- d) All known owners and occupiers with an interest in land have been approached by the Acquiring Authority to determine whether they would be prepared to negotiate the purchase of their interest. This has included James Hall and Company (Properties) Limited. Whilst discussions are currently underway it has not been possible to resolve the objection, and the Acquiring Authority considers that it will not be possible to acquire this interest save by way of compulsory acquisition.

13 Supporters

13.1 Intervention on the A582 is supported by local, regional and national policies and strategies. It is identified as a priority Scheme in the Central Lancashire Highways and Transport Masterplan and Central Lancashire Core Strategy. The intervention is also identified in the Transport for the North's Strategic Transport Plan and Strategic Development Corridors and is aligned with central government policy in the DfT's Transport Investment Strategy and Road Investment Strategy. In addition to this, Scheme development has also ensured alignment with related DfT policies including Bus Back Better and Gear Change.

13.2 The Scheme is included within the Preston, South Ribble and Lancashire City Deal – supported by the City Deal partners; the Lancashire Enterprise Partnership (LEP), Lancashire County Council, Preston City Council, South Ribble Borough Council, Homes England, and Central Government.

13.3 Most recently the Scheme has been included in the Lancashire Combined County Authority Local Transport Plan 2025-2040.

13.4 The Scheme has been subject to extensive stakeholder engagement and public consultation throughout its development. This has demonstrated consistent stakeholder support for the Scheme and its objectives and has provided both stakeholder and the public to inform the development of the Scheme.

13.5 The Scheme in principle is supported by:

- Lancashire Combined County Authority
- Transport for the North
- South Ribble Borough Council
- Preston City Council
- Lancashire Enterprise Partnership
- Lancashire County Council

- Homes England
- Central Government
- National Highways
- Active Travel England

13.6 The Statutory Objector does not object in principle to the proposed Scheme and remains willing to engage constructively with the Acquiring Authority with a view to reaching an agreed resolution.

13.7 The Acquiring Authority will continue to discuss development of the Scheme with everyone who has expressed their support.

14 Summary

14.1 The Acquiring Authority considers that for the reasons above the use of compulsory purchase powers is justified as there is a compelling case in the public interest to confirm the orders sought.

14.2 The Scheme will bring additional capacity to the network and improve accessibility and journey times into and out of Preston. It will deliver better connectivity to the wider strategic road network with additional benefit by facilitating new development and economic growth in the area.

15 Contact Details

15.1 Interested parties affected by the Order who wish to discuss matters with the Acquiring Authority should contact Richard Askew by one of the following means:

15.1.1 By e-mail to richard.askew@lancashire.gov.uk

15.1.2 By post to Lancashire County Council, County Hall, Preston, Lancashire, PR1 0LD marked for the attention of Richard Askew.

16 List of Documents which the Acquiring Authority will refer to or put in evidence at the Inquiry (available for inspection following Notice giving details of venues)

Reference	Title
LCC001	The Lancashire County Council (A582 Croston Road Junction Improvements) Compulsory Purchase Order 2026
LCC002	The Lancashire County Council (A582 Croston Road Junction Improvements) Compulsory Purchase Order 2026 plan
LCC003	The Lancashire County Council (A582 Croston Road Junction Improvements) Compulsory Purchase Order 2026 Statement of Reasons
LCC004	The Lancashire County Council (A582 Croston Road Junction Improvements) (Side Roads) Order 2026
LCC005	The Lancashire County Council (A582 Croston Road Junction Improvements) (Side Roads) Order 2026 plan
LCC006	The Lancashire County Council (A582 Croston Road Junction Improvements) (Side Roads) Order 2026 Statement of Reasons
LCC007	Lancashire Local Transport Plan 2025 to 2045 https://lancashire-cca.gov.uk/have-your-say/lancashire-local-transport-plan-2025-2045
LCC008	Human Rights Act 1998 https://www.legislation.gov.uk/ukpga/1998/42/contents
LCC009	Planning and Compulsory Purchase Act 2004 https://www.legislation.gov.uk/ukpga/2004/5/contents
LCC010	Government, Compulsory purchase process: guidance https://www.gov.uk/government/publications/compulsory-purchase-process-guidance
LCC011	Highways Act 1980 https://www.legislation.gov.uk/ukpga/1980/66/contents
LCC012	Acquisition of Land Act 1981 https://www.legislation.gov.uk/ukpga/1981/67/contents
LCC013	Town and Country Planning (Environmental Impact Assessment) Regulations 2017 https://www.legislation.gov.uk/uksi/2017/571/contents
LCC014	Central Lancashire, Adopted Core Strategy, Local Development Framework July 2012
LCC015	Central Lancashire Highways and Transport Masterplan
LCC016	Lancashire County Council Highways and Transport Strategy 2023-2025
LCC017	Agricultural Land Classification Map Northwest Region (ALC002) https://publications.naturalengland.org.uk/publication/144015

LCC018	South Ribble Local Plan (Adopted July 2015)
LCC019	DMRB CD 123: Geometric Design of At-Grade Priority and Signal-Controlled Junctions
LCC020	National Planning Policy Framework (2024)
LCC021	Environment Act 2021 https://www.legislation.gov.uk/ukpga/2021/30/contents
LCC022	Local transport plan 3 implementation 2012-2015
LCC023	Town and Country Planning Act 1990 https://www.legislation.gov.uk/ukpga/1990/8/contents
LCC024	Central Lancashire Strategic Flood Risk Assessment Level 1
LCC025	UK Government (2024) Planning practice guidance on biodiversity net gain.
LCC026	CLM21-DEV-LP-0000-0001 Location Plan
LCC027	CLM21-DEV-LP-0000-0001 Location Plan_Part1
LCC028	CLM21-DEV-LP-0000-0001 Location Plan_Part2
LCC029	CLM21-DEV-SP-0000-0001 Site Plan
LCC030	CLM21-LCC-J02-DEV-010-001 - Permitted Access Route Plan
LCC031	Croston Road Arboricultural Impact Assessment Final
LCC032	Croston Road Barn Owl Report Final
LCC033	Croston Road Bat Survey Report Final
LCC034	Croston Road BNG Assessment Report Final
LCC035	Croston Road Breeding Bird Survey Report Final.
LCC036	Croston Road Cultural Heritage Report Final.
LCC037	Croston Road Design and Access Statement Final
LCC038	Croston Road EclA Report Final Parts 1 to 4
LCC039	Croston Road Environmental Masterplan
LCC040	Croston Road Flood Risk Assessment Report Final
LCC041	Croston Road Great Crested Newts Survey Report Final
LCC042	Croston Road INNPS Survey Report Final
LCC043	Croston Road LVIA Appendix A Final.
LCC044	Croston Road LVIA Figures Final part 1
LCC045	Croston Road LVIA Figures Final part 2
LCC046	Number not in use
LCC047	Croston Road LVIA Report Final
LCC048	Croston Road Otter and Water Vole Survey Report Final
LCC049	Croston Road PEA Report Final
LCC050	Croston Road Planning Statement Final
LCC051	Croston Road Reptile Survey Report Final
LCC052	Croston Road Water Environment Assessment Final
LCC053	Croston Road Wintering Bird Survey Report Final
LCC054	CLM21-LCC-J02-DEV-0130-0000 - TYPICAL CROSS SECTIONS PLAN
LCC055	CLM21-LCC-J02-DEV-0130-0001 - TYPICAL CROSS SECTIONS (SHEET 1 OF 4)

LCC056	CLM21-LCC-J02-DEV-0130-0002 - TYPICAL CROSS SECTIONS (SHEET 2 OF 4)
LCC057	CLM21-LCC-J02-DEV-0130-0003 - TYPICAL CROSS SECTIONS (SHEET 3 OF 4)
LCC058	CLM21-LCC-J02-DEV-0130-0004 - TYPICAL CROSS SECTIONS (SHEET 4 OF 4)
LCC059	Croston Road Baseline metrics
LCC060	Croston Road Post Intervention Metrics
LCC061	Croston Road Statutory Biodiversity Metrics
LCC062	Croston Road MoRPh data
LCC063	CLM21-LCC-J02-DEV-0501-0001 - DRAINAGE STRATEGY PLAN
LCC064	CLM21-LCC-J02-DEV-0501-0002- DRAINAGE STRATEGY PLAN
LCC065	CLM21-LCC-J02-DEV-1300-0001 - STREET LIGHTING DESIGN
LCC066	LCC.2025.0008 Croston Road Junction Decision Notice
LCC067	Committee Report LCC.2025.0008 Land at Croston Road A582 junction
LCC068	Stanifield and Lostock Lane INNPS Survey Report Final
LCC069	Stanifield and Lostock Lane Breeding Bird Survey Report Final.
LCC070	Stanifield and Lostock Lane GCN Survey Report Final
LCC071	Stanifield and Lostock Lane Otter and water vole Survey Report Final
LCC072	Stanifield and Lostock Lane PEA Survey Report Final
LCC073	Stanifield and Lostock Lane Reptile Survey Report Final
LCC074	Stanifield and Lostock Lane Wintering Bird Survey Report Final
LCC075	Number not in use
LCC076	Design Manual for Roads and Bridges (DMRB) https://www.standardsforhighways.co.uk/search?q=&pageNumber=1&suite=DMRB&suite=MCHW&suite=IAN&to=2025-02-26&from=2025-02-26&type&discipline&lifecycle=&dmbSection&mchwVolume&mchwSection
LCC077	Manual of Contract Documents for Highway Works (MCHW) (September 2025) incorporating the Specification for Highway Works (SHW), Instructions for Specifiers (IFS), Method of Measurement for Highway Works (MMHW) https://www.standardsforhighways.co.uk/search?q=&pageNumber=1&suite=MCHW&to=2025-09-29&from=2025-09-29
LCC078	Local Transport Note 1/94 The Design And Use Of Directional Informatory Signs, DFT, 1994.
LCC079	Local Transport Note 1/20 Cycle Infrastructure Design, DFT, 2020

LCC080	Fluvial Design Guide, Environment Agency, 2021.
LCC081	Sector guidance in relation to the adoption of sewerage assets by sewerage companies in England (Includes Appendix A) 2022
LCC082	Culverts, screen and outfall manual, CIRIA 2019
LCC083	The Suds Manual, CIRIA, 2015 https://www.ciria.org/CIRIA/Books/Free_publications/C753F.a.spx
LCC084	Traffic Signs Manual (TSM) - All
LCC085	Traffic Signs Regulations and General Directions, TSRGD 2016,
LCC086	Causeway Signplot software https://www.causeway.com/design/signs-and-lines
LCC087	Number not used
LCC088	Number not used
LCC089	Provision of Road restraint Systems for Local Authorities – UK Roads Liaison Group, 2011.
LCC090	Appendices for design guideline NG6, National Grid, 2016.
LCC091	Avoiding danger from overhead power lines - GS6 (Fourth Edition), HSE, 2013.
LCC092	Existing Drainage Condition Survey Lancashire County Council
LCC093	Topographical Survey – Lancashire County Council
LCC094	New Roads and Street Works Act, 1991 https://www.legislation.gov.uk/ukpga/1991/22/contents
LCC095	Planning Application 07/2023/00257/FUL https://publicaccess.southribble.gov.uk/online-applications/simpleSearchResults.do?action=firstPage
LCC096	Planning Application 07/2021/00918/FUL https://publicaccess.southribble.gov.uk/online-applications/applicationDetails.do?keyVal=QYDZMXOTK6Q00&activeTab=summary
LCC097	Planning Application 07/2024/00480/DIS https://publicaccess.southribble.gov.uk/online-applications/applicationDetails.do?keyVal=SFXX6GOTIWA00&activeTab=summary
LCC098	Planning Application 07/2026/00249/NOT https://publicaccess.southribble.gov.uk/online-applications/simpleSearchResults.do?action=firstPage
LCC099	The Construction (Design and Management) Regulations 2015 https://www.hse.gov.uk/construction/cdm/2015/index.htm
LCC100	Construction Information Sheet 59 Provision of welfare facilities during construction work HSE
LCC101	HSG150 Health and Safety in Construction (third Edition) HSE2006

LCC102	BS 5489-1:2020 Urban Lighting for People – Evidence Based Lighting Design for the Built Environment
LCC103	BS 7671:2018 Requirements for Electrical Installations
LCC104	BS EN 13201-2:2015 Road Lighting
LCC105	Guidance Notes for the Reduction Of Obtrusive Light
LCC106	2plg02 The Application of Conflict Areas on the Highway https://theilp.org.uk/product/plg02-the-application-of-conflict-areas-on-the-highway-2026.html?_gl=1*1re1edh*_up*MQ..*_ga*MTcxNjMzOTc4My4xNzg5MDQ3NTQ0*_ga_YMPP8WV918*_czE3ODkwNDc1NDMkbzEkZzAkDDE3ODkwNDc1NDMkajYwJGwwJGgw
LCC107	BS3882 2015 Specification for Topsoil
LCC108	BS3936-1:1992 Specification for Trees and Shrubs
LCC109	BS4428:1989 Code of Practice for General Landscaping Operations
LCC110	BS5837 – 2012 Trees in Relation to Design, Demolition and Construction
LCC111	DEFRA pb13298 code of practice 090910
LCC112	Good Road Design Jan 18
LCC113	LCC-CLM21-DEV-OPT1.PDF
LCC114	LCC-CLM21-DEV-OPT2.PDF
LCC115	LCC-CLM21-DEV-OPT3.PDF
LCC116	LCC-CLM21-DEV-OPT4.PDF
LCC117	LCC-CLM21-DEV-OPT5.PDF
LCC118	LCC-CLM21-DEV-OPT6.PDF
LCC119	General arrangement plan
LCC120	Croston Road Junction - Transport Assessment (TA)
LCC121	Croston Road Junction TA - Appendices
LCC122	CLTM A582 Traffic Forecasting Report (TFR)
LCC123	CLTM LMVR - Base Model Re-Validation Report
LCC124	Croston Road Junction - Optioneering technical note
LCC125	Response to Transport Assessment comments
LCC126	DfT Transport analysis guidance https://www.gov.uk/guidance/transport-analysis-guidance

Schedule of Rights

1. Plot 10

The right of access with or without vehicles, plant and machinery and working space to carry out embankment, drainage, fencing and landscaping activities and to use as a laydown space for materials and equipment in 64 square metres of land adjoining the River Lostock and south of Farington Road (A582) LAN74806.

