

TOWN AND COUNTRY PLANNING ACT 1990

Appeal by: Redrow Homes

**Site Address: Land to the East and West Warburton Lane
Warburton Lane**

Warburton

WA13 9TT

LPA reference: 98031/OUT/19

PINS reference: APP/Q4245/W/19/3243720

SUMMARY PROOF OF EVIDENCE OF MR JOHN MORLEY
REGARDING HIGHWAY TRAFFIC AND TRANSPORT
MATTERS ON BEHALF OF
THE LOCAL HIGHWAY AND PLANNING AUTHORITIES

08 September 2020

Summary

- 1.0 My proof focuses on the existing the issues on the highway network many of which are compounded by already committed development. I demonstrate that the Carrington Relief Road is required by policy in order to accommodate even just SL5 development and to unlock severe existing conditions on the A6144, Manchester Road.
- 2.0 In the absence of Carrington Relief Road, further junction improvements are necessary, to accommodate the expected traffic from the proposed Warburton Lane development, including improvements to Flixton Crossroads. However, such incremental improvement would be wholly sub-optimal, effectively a “short-term sticking plaster”, in advance of any potential future implementation of Carrington Relief Road.
- 3.0 In the absence of the Carrington Relief Road, improvements have already been proposed for the Flixton Crossroads junction to mitigate the already committed development.

This mitigation is proposed in 2 stages:

- Stage 1 To accommodate Carrington Village, Land at Common Lane Developments, and Lock Lane developments
- Stage 2 To accommodate the above developments and Heath Farm Lane development

- 3.0 The addition of the Warburton Lane development traffic on the already congested network means that, in the absence of Carrington Relief Road,

further mitigation is necessary to avoid “severe impact” from this development if the Stage 2, Heath Farm Lane mitigation is not implemented.

- 4.0 In the absence of Carrington Relief Road, the Heath Farm Lane mitigation at Flixton Crossroads requires 3rd party land and Redrow have developed an alternative option, which does not require 3rd party land, to mitigate against their development traffic. Without Carrington Relief Road, this proposed junction improvement, or the Heath Farm Lane mitigation implemented, the Warburton Lane development severely impacts on the operation of the highway network, affecting both capacity and safety.
- 5.0 The congestion on the A6144, Manchester Road, and elsewhere, also affects Public Transport. Public Transport matters are addressed in a detailed report, prepared by TfGM, appended to my proof.
- 6.0 I discuss and address the public transport issues. There is a requirement for a significant contribution to Public Transport to secure continued provision of existing bus services, improve the level of service, and improve access to Public Transport.
- 7.0 Development of the appeal site could prejudice the provision of necessary highway infrastructure for the GM45 development under the GMSF by preventing the delivery of the Southern Link Road. I also address this key issue.