

Our Ref: 87052-CUR-XX-XX-T-TP-00004-P01

14 April 2026

Bruce Parker
National Highways
Piccadilly Gate
Store Street
Manchester
M1 2WD

Re: NH/26/14467 – Land at Halsnead Farm, Fox's Bank Lane, Whiston & Cronton, L35 3SU
Post Submission Response to National Highways

Dear Bruce,

Thank you for providing the National Highways (NH) consultation response, dated 29th January 2026, in relation to the above application (NH Ref: NH/26/14467).

The response included a holding recommendation with comments relating to the following matters:

- Boundary treatments.
- Geotechnical elements
- Transport

The boundary treatments and geotechnical queries are to be dealt with separately to this response, which focuses on the transport comments. These have been extracted below for ease of reference:

The method of distribution is based on 2011 Census MSOA data, which is acceptable; however, the Transport Assessment states that MSOA Knowsley 011 has been used for the TEMPro growth factors (Table 5.2). The site is located within MSOA Knowsley 017, which is referenced elsewhere within the report. This discrepancy should be checked for clarity, as the reference in Table 5.2 may be a typographical error.

A review of the distribution assignment is required. The distribution identifies a percentage of trips assigned towards Manchester, Salford, Wigan and other destinations; however, no vehicle movements have been assigned to the corresponding arm of the Strategic Road Network. Although multiple route choices are available from the site, mapping checks indicate that vehicles accessing these destinations would utilise the M62 eastbound. This should be verified to ensure the distribution accurately reflects expected routing.

In response to the above, Curtins can confirm that the MSOA Knowsley 017 was used for Census J2W distribution and growth factors, not Knowsley 011 which was a typo at Table 5.2.

Section 5.6 of the TA reviews potential highway impacts on the Strategic Road Network (SRN), more specifically vehicle distribution to Junctions 6 and 7. As only 26% (or c.9 – 11 two-way peak hour trips) go north from the site in the peak periods (to reach the above destinations), more detailed assignment to Junction 7 was not explicitly presented in the Transport Assessment.

However, Census J2W distribution is set out in Appendix E of the TA and forecasts 12.8% (or c.4 – 5 two-way peak hour trips) to the following destinations which would go east via Junction 7. There would be no perceptible impact associated with 4-5 vehicle trips spread across the AM and PM peaks respectively at Junction 7. No further assessment is considered necessary:

The applicant is keen to work proactively and collaboratively with NH. It is considered the above information sufficiently addresses the transport items raised, however Curtins is happy to meet and discuss matters if required.

Yours sincerely,

Jonathan Ashcroft
Principal Transport Planner
For and on behalf of **Curtins**