

Planning Committee

Monday, 12th April 2021, 6.30 pm
Microsoft Teams

I am now able to enclose, for consideration at the above meeting of the Planning Committee, the following report that provides an update of events that have taken place since the agenda was printed.

Agenda No	Item	
5	Addendum 2	(Pages 3 - 6)

Gary Hall
Chief Executive

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C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
Chief Planning Officer	Planning Committee	Date: 12 April 2021

ADDENDUM

ITEM 3e – 20/01347/OUTMAJ - Land North of Town Lane, Whittle-le-Woods

The recommendation remains as per the original report.

Lancashire County Council Highways

INTRODUCTION

The proposed development was subject to highways pre-planning application consultation and the current outline submission is accompanied by a Transport Assessment (TA) setting out the transport issues relating to the site and details of the proposed development. The application is seeking approval of the access at this stage will all matters reserved. In this response, the highway issues raised by residents and members of the public who commented on the planning application have been taken into account including the highway report by DTPC commissioned by the Whittle-Le-Woods Parish Council.

EXISTING CONDITIONS

The applicant's description of the existing site information is adequate and the baseline conditions have been accurately established, thus allowing the context of the proposed development to be understood. I must however highlight the following observation of Town Lane.

The footways on the south side of Town Lane from its junction with Chorley Old Road To 74 Town Lane described in paragragh 2.5 to 2.10 of the TA are well below the LCC required minimum width of 2.0m. The footway on the north side from the access opposite 74 Town Lane to the proposed site access is also below the required 2.0m. From Town Lane/Chorley Old Road to the west end of the application site, parked vehicles in front of the terraced houses reduced the two lanes to one as a result of which westbound traffic often wait behind the long line of parked cars to give way to oncoming traffic.

The width of sections of the carriageway, particularly outside 32 and 74 Town Lane are less than the 4.5m stated in paragraph 2.10 of the TA.

Traffic surveys

Following traffic counts conducted at Chorley Old Road/Town Lane, A6 Preston Road/Shaw Brow, A6 Preston Road/School Brow and the A6 Preston Road/ Royton Drive from 07:00-09:00 and 16:00-18:00 on 4 Nov. 2020, peak hours for traffic were determined as 08:00-09:00 and 16:30-17:30. The traffic counts were conducted

before the second COVID-19 national lockdown, therefore, due to low flows, it was agreed that the applicant makes adjustments in the base flows. The 2020 base flows were therefore adjusted when compared with existing flows of 2011 and 2019 for the A6 Preston Road/Royton Drive and found to be low

Speed surveys

To establish the speeds of traffic on Town Lane for use as basis to design the site access, the applicant conducted a 7-day automatic traffic count (ATC) at the proposed site access from 4th- 10th November 2020 and determined the average speeds as 28.9mph westbound and 29.1mph northbound. The 85th percentile speeds as determined from the survey were 35.0mph westbound and 35.0mph northbound.

Traffic accidents

Although the TA states that the most recent 5-years record shows no recorded personal injury accidents on Town Lane, Chorley Old Road and the junctions of Preston Road with Shaw Road and School Brow, there was a single slight personal injury accident outside 149 Town Lane in 2017 involving a pedestrian.

PROPOSED DEVELOPMENT

The proposed development is for up to 250 dwellings of mixed sizes shown on the submitted illustrative masterplan no. UG_709_UD_DRG_MPLAN_05c (26/11/20).

Site access

The proposed development is to be accessed from a new 5.5m wide access to be formed to Town Lane near the east boundary of the site with 2.0m wide footways on both sides. The access should be provided with 6.0m corner radii to ensure smoother access and egress of the site. The access plan submitted is referenced, SCP/190302/SK03a (18.09.2019). The existing Public Right of Way (FP15) to the east of the proposed access is to be improved into a pedestrian/cyclist access and to serve as an emergency access if required. The pedestrian/cycle route should be 3.5m wide with measures at its junction with Town Lane to prevent use by vehicles.

Based on the 85th percentile speeds derived from the speed survey conducted, the site access should be provided with visibility splays of 2.4m x 59m in both east and west directions taking heavy goods vehicles (HGVs) into account. However, the applicant is providing 2.4m x 85m in east direction and 2.4m x 100m towards west, which exceeds the highway requirement.

I would agree with the second paragraph of the executive summary of DTPC's report on the need for the applicant to detail the proposed pedestrian/cycle route on plan in similar manner as that of the vehicle access, especially given the level difference of this part of the land. This information would therefore be required.

Internal layout and parking

The indicative site layout is shown on the illustrative masterplan submitted. The detailed internal site layout should be in line with the principles of the MfS and the LCC's Creating Civilised Streets with all access roads designed as self-enforcing

20mph roads with in-built horizontal speed reduction measures. The internal roads should include 2.0m wide footways and/or service strips as appropriate with turning heads provided to LCC adoptable standards and proven with swept path analysis to demonstrate safe turning of refuse and service vehicles. The detailed layout should be provided and constructed to Lancashire County Council Specification for Construction of Estate Roads to ensure satisfactory access and in order to be acceptable for adoption under the Section 38 agreement of the Highways Act 1980.

Parking should be provided to the Chorley Council Parking Standard and not LCC Standard as indicated in paragraph 3.7 of the TA. Integral and detached garages must be provided to internal dimensions of 3m x 6m (single) and 6.0m x 6.0m (double) in order to be counted as parking spaces.

ACCESSIBILITY BY NON-CAR MODES

Pedestrians /Cyclists

The PROWs (FP14/FP16 and FP15) and Lucas Lane etc. proposed for use to access local services are not in good surface conditions with street lighting to allow them to be used safely and the distances via these routes to local services and amenities are outside the recommended walking distances. The applicant proposes no measures to improve walking routes in the area.

There is a cycle route near the site on Waterhouse Green, but again the TA proposes not measures towards extension of the route to the site.

Public Transport

Bus/Trains

The bus stops shown in the TA are outside the desirable 400m walking from the centre of the site and the existing footways on Town Lane are not of inadequate width to increased pedestrian movements that the proposed development will bring about.

The train stations cannot be easily accessed without extension of the cycle route to the site.

TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

It is estimated that the proposed development will generate 119, two-way trips in the AM peak and 133, two-way trips in the PM peak and although the TA includes committed developments the figures do not appear to reflect in the overall trip estimates. As a result, the traffic impact assessment cannot be relied upon.

CONCLUSION:

It has not been demonstrated that the proposed development can be safely accessed on foot and by cycling and bus stops are not within desirable walking distance of the site to allow use of public transport. The footways on Town Lane are of inadequate width and no improvement measures of the PROWs in the area are proposed by the applicant. The applicant has also not proposed any measures towards overcoming the numerous constraints on Town Lane.

In view of the above, LCC Highways would recommend that the planning application is not approved.

Reasons for refusal

The consultation response received from Lancashire County Council Highways objects to the proposed development and therefore it is recommended that a further reason for refusal is added as follows:

The application fails to demonstrate that the proposed development can be safely accessed on foot and by cycling and bus stops are not within desirable walking distance of the site to allow use of public transport. The footways on Town Lane are of inadequate width and no improvement measures of the Public Rights Of Way in the area are proposed by the applicant. The applicant has also not proposed any measures towards overcoming the numerous constraints on Town Lane. The proposal is, therefore, contrary to policy BNE1 (d) of the Chorley Local Plan 2012 - 2026.