
ITEM 3a - 21/00327/FULMAJ - Erection of 76no. affordable dwellings with access, parking, landscaping and all other associated works (including pumping station) - Land 120M East Of 27 Charter Lane, Charnock Richard

The recommendation remains as per the original report

Neighbour representations

Four further neighbour objections have been received which are summarised separately below. The first cites some of the same issues as already noted in the committee report, such as increase in crime and lowering of property values, but with the following additional summarised grounds of objection:

- There are other available Council areas for social housing
- They grew up in social housing and the proposal will trigger mental health episodes
- Brings back racial discrimination experiences as a direct result of social housing types of people along with their extended friends and family
- Proposal is disrespectful to hard working people that pay taxes and saved up to live in a nice area
- They have to live here with people that get given houses and are on benefits or vulnerable

The second representation from the Chairman of Charnock Richard Football Club has been received citing the following summarised comments:

- Charnock Richard FC are a semi-professional football club who currently play in the North West Counties Football League at step 5 of the Non-League Football System
- The football season runs from mid-July through to mid-May each year with senior football matches played regularly on Saturday afternoons and Tuesday evenings
- The club has become more successful in recent years with attendances averaging between 120 and 180 per game, on one occasion last season there were 641 attendees which caused parking strain on the surrounding area
- The car park can hold 60 to 70 vehicles and on most senior football matches the car park is full by approximately 15 mins before kick-off with latecomers parking on public roads around Charter Lane.
- Charter Lane becomes a single lane for the 2 hours during the match – this will have particular significance to any potential traffic looking to gain access to and from the new housing development
- They invite the Council to send a representative to the first senior match of the upcoming season on 9th July just after 3pm to fully appreciate parking issues on Charter Lane
- Since the pandemic, the popularity of non-league football has increased across the country with higher attendances and they do not see this changing for the foreseeable future.

The third representation is from a trustee of the Frances Darlington Almshouses located on Charter Lane and Church Lane citing issues already noted in the committee report. Issues such as highway safety and congestion are noted along with lack of local services, drainage problems and the scale of the proposal is too large for the village. They note that the residents are elderly, some drive and some rely on public transport. Residents have complained of difficulty leaving and entering their homes during school pick-up and drop-off times.

The fourth representation is on behalf of the Governing Body of Christ Church, CE Primary School, Charnock Richard. They identify concerns already referred to in the committee report relating to drainage, traffic congestion, pedestrian and road safety and pressure on local services.

Charnock Richard Residents Association (CRRA)

Charnock Richard Residents Association (CRRA) have provided a further response to the application, dated 10 June 2022. The response has been circulated by CRRA to the members of the planning committee and is available to view on the Council's website, as such it is not considered necessary to replicate the response in full in this report. Further, much of the response covers issues already identified in the committee report.

It is worth noting one issue raised in the CRRA response in relation to the vehicle speed surveys undertaken in support of the planning application. CRRA claim the surveys fail to adhere to national guidance for undertaking such surveys, produced by Highways England¹. It should be noted however that this requirement relates to trunk roads, i.e. those managed by Highways England, this only includes motorways and some A roads. None of the roads that have been assessed as part of the planning application are trunk roads and so the requirements referred to are not applicable. Further, the guidance on speed survey is not related to assessing visibility splays at junctions, as was the purpose of the applicant's assessment, rather it is for considering speed limit change review.

Applicant's response to CRRA comments

The applicant has responded to the comments made by CRRA, letter dated 13 June 2022, as follows:

- The reference to Highways England report for undertaking speed surveys is relevant to Trunk Roads – the roads assessed in Charnock Richard are not subject to this categorisation and the report is therefore not relevant. The Highways Assessment has been undertaken in line with relevant guidance as recently confirmed by LCC Highways Officer.
- The normal reference to catchment areas utilized in relation to accessibility of a site is 2km walk/ 5km cycle catchments as has been assessed.
- The scheme does include areas of open space– primarily alongside the site road, which can be a normal location for such space to enable access and surveillance. Given the existing children's play area to the rear of the football pitch south of the site, there is no requirement for a further equipped play space to be provided. Financial contributions are to be made to open space and playing pitches in accordance with standards.
- The reference to potential funding to The Orchard reflects the site's inclusion in the Council's Open Space Sports and Recreation Strategy Action Plan as a potential scheme, however discussions on the final location(s) for contributions would be undertaken with Officers in completion of a Section 106 Agreement.
- The parking survey was included in the submitted Highways Note 1 and covered the period 8am-9.10, therefore fully covering the school morning opening period.
- The reference to the Adlington appeal was specifically in relation to the Inspector's comment on the occurrence of short term parking at a school drop off and pick up times, and it being a common factor to schools (not in relation to the scale of the proposal or the settlement).
- The ecology survey information is available in the ERAP Ecology Survey and Assessment Report. As previously noted, it is a common occurrence for surveys to be

¹ CA185 Vehicle Speed Measurement Rev 0 [8995b012-dac8-4ee3-a8a8-03da2e5c2ae4 \(standardsforhighways.co.uk\)](https://standardsforhighways.co.uk)

undertaken prior to a planning application submission to reflect relevant species survey timeframes.

- The potential concerns for dust and noise during construction would be matters for inclusion in a Construction Management Plan, as is a normal provision for development schemes.

LCC Highway Services Team Leader comment

LCC Highway Services Team Leader has commented as follows in relation to the issues raised by CRRA:

- I'm content that the speed survey is appropriate. The reference to a second speed survey in CA 185 is the preferred method when undertaking a speed limit review. We are not requiring a speed limit review and as such a single week long traffic count is considered acceptable to ascertain the sightline requirements at a junction.
- Traffic levels over the last 2 years have been affected by the COVID pandemic and as such any counts undertaken in that time would be scrutinised and adjusted to reflect pre-pandemic levels (with TEMPRO growth included). The base counts are older than what we would generally accept but growth has been applied and are therefore acceptable. There is large reserved junction capacity and doubling the volume of traffic is unlikely to reduce spare junction capacity to levels which would be of concern.
- The site and area in general lacks close access to a number of facilities e.g. Health Care, Secondary School, Shops and Employment, however, as pointed out in the TA there are limit facilities within walking distance, and the whole of Coppull and large parts of Chorley are within a 5km cycle distance. This together with a contribution towards public transport, have been interpreted by LCC to, show that the developer is addressing the requirement of NPPF to promote sustainable travel.