

**Item A. 4**                      **05/01232/REMAJ**                      **Approve Reserved Matters**

**Case Officer**                      **Miss Nicola Bisset**

**Ward**                                      **Astley And Buckshaw**

**Proposal**                              **Completion of East/West Link Road from Central Avenue to Strategic Regional Site Link Road, site area aprox 2 hectares**

**Location**                              **Buckshaw Village Eastwest Link Distributor Road Central Avenue Buckshaw Village EuxtonLancashire**

**Applicant**                              **Redrow Homes (Lancashire) Ltd And Barratt Manchester**

**Proposal**                              The application is for the construction of the East-West link road between the southerly most roundabout on Central Avenue and the Strategic Regional Site Link Road. The road is designated on the Design Master Plan for Buckshaw Village but planning permission still has to be obtained for the works. The original Master Plan incorporated a slightly different route than now proposed. Planning permission was granted in July 2005 (05/00523/REMAJ and 05/00525/REMAJ) for an extension to the main artery road to the north of the Buckshaw Village site. This road serves the residential developments, the village green and the school site. The East-West link road, the subject of this application, was originally included as part of the application approved in July however due to concerns raised by the Senior Traffic Engineer of LCC this element of the link road was removed from the application.

Following discussions between the applicants, Chorley Borough Council's Public Space Services and LCC Highways section the application has been re-submitted. This East-West link road adjoins the link road approved in July 2005. The design of the road incorporates a footpath/cycleway on both sides of the road at 3.0m although footpaths/cycle ways 3.5 metres wide are required in accordance with the current Design Manual for Roads and Bridges. The swale surface water drainage features, which are consistent with Central Avenue, will again be utilised. The road also features three junctions into the southern commercial section, 2 bus stops, one on either side of the road, and a central crossing island which allows pedestrian and cycle access from the residential area to the commercial area. The crossing island incorporates the cycle route, which runs from the north to the south of the site.

**Planning Policy**                      GN2- Royal Ordnance Site, Euxton  
TR4- Highway Development Control Criteria  
TR18- Provision for Pedestrians and Cyclists in New Developments

**Planning History**                      **04/00992/REMAJ** - Extension of distributor road to serve residential and commercial development. Withdrawn March 2005  
  
**05/00523/REMAJ** - Formation of link road to serve residential and commercial development. Permitted July 2005.

**05/00525/REMMAJ** - Formation of link road to serve residential and commercial development (duplicate of planning application 05/00523/REMMAJ). Permitted July 2005.

**Representations** None received

**Consultations** **United Utilities** have no objection to the proposal

**Environment Agency** has no objection in principle to the development but wishes to make the following comments:

Any works to any watercourses within or adjacent to the site which involve infilling, diversion, culverting or which may otherwise restrict flow, require the prior formal consent of the Environment Agency under Section 23 of the Land Drainage Act 1991. Culverting other than for access purposes is unlikely to receive consent, without full mitigation for loss of flood storage and habitats

**Head of Public Space Services** comments that generally this submission has been agreed and therefore is suitable for highway needs. However the following require confirmation:

- The scheme, particularly the main pedestrian crossing point and roundabout, would need to pass a safety audit
- The footway arrangements at the junctions will need to be changed to accommodate the development areas they serve.

Following the receipt of comments from Lancashire County Council Highways section Public Space Services have provided additional comments:

- The road should be designed and signed at 30mph. The road is not intended to be a main thoroughfare.
- Protected right turns should be incorporated into the proposal. Visibility issues would not be a concern on a lower speed road.
- Further details are required in respect of the crossing point
- The location of bus stops needs to be considered and the design needs to show adequate provision.
- 3.5 metre wide pedestrian/ cycle way routes are required
- Lighting will need to be designed to properly light all the areas of the highway. A similar issue arose on Central Avenue.

**Head of Environmental Services** have no comments to make

**Lancashire County Council Highways** comments that the function of the road is a District Distributor road and the appropriate speed limit is 40mph. The Highway Engineer recommends refusal of the application on highway safety grounds for the following reasons:

- The link road roundabout and access to the Southern Commercial Area is difficult to assess without a reasonable idea of the ultimate traffic flows. The Highways Engineer has concerns regarding the new access to the Southern Commercial Area and Phase 6 and the visibility from the junction. The visibility splays have been omitted from the plans and the line of trees between the carriageway and the footway/cycle way obstruct visibility at these junctions
- The junction to Phase 6 is likely to be a busy junction given

the permeability to the southern section of the residential development and village/community area, it may be prudent to consider a four arm roundabout junction to serve these areas. This would reduce the length of road given over to the two proposed junctions and may address the visibility issue.

- The exact detail of the proposed crossing is difficult to make out however this crossing should be a Toucan crossing.
- The proposal only includes two bus stops, accessible stops are required on the section of road east of the loop road roundabout, and appropriate to serve Phase 16 and the BAE retained land.
- The proposed bus stops are not in the most accessible or desire line locations for bus users.
- The proposed footway/cycle ways are shown to be 3m wide on both sides of the road. However in accordance with the Design Manual for Roads and Bridges recommends 3.5 metres for shared pedestrian/ cycle route. This is the current standard that should be incorporated in the new link design.
- The verges and segregated footways increase the effective width of the highway needed to be illuminated and the tree lines could obstruct the even spread of light. The proposal has trees between the carriageway and the footway/cycle way and will be of excessive width to provide adequate lighting provision from one lighting system. Therefore it will be necessary to provide three lighting systems along the link road.

### **Applicant's Case**

In response to the comments received from Lancashire County Council's Highway Engineer two letters have been submitted, one from the applicant, Redrow Homes, and the other from the agent, Singleton Clamp. The letters raise the following points:

- It has been agreed previously to construct distributor roads to a design speed of 30mph. The applicant has included minutes from previous working group and consortium meetings where this speed limit was agreed.
- In accordance with both The Lancashire County Council documents Functional Road Hierarchy Strategy and Residential Road Design Guide the road is classed as a Local Distributor Road where the speed limit is 30mph.
- The only two distributor roads on the site are Central Avenue and the east-west link road. This road has been designed to the same criteria as Central Avenue in accordance with guidance previously agreed with officers.
- The applicant has agreed to incorporate protected right turns for the stretch of road through the Strategic Regional Site. This will mean all junctions on the A6 link have protected right turns.
- Pedestrian refuges will be incorporated on the link road only. The provision of refuges will unnecessarily increase the size of the junction and hinder turning manoeuvres into and out of the junctions for the large vehicles that will be using them. Pedestrian refuges on the access/ estate roads have not been requested elsewhere on Buckshaw or on the BAE stretch of road linking through to the A6.
- Trees will be located outside of the visibility splays and

vision splays will be added to the drawings.

- The junctions have already been relocated to accommodate previous comments regarding proximity to the Central Avenue roundabout. Previous advice stated that a further roundabout would not be acceptable.
- The crossing point will be signal controlled and will be a 'Toucan' crossing
- In respect of the bus stop provision additional facilities (including crossing facilities) will be added in the eastern section of the link road to suit the requirements of the development in the area
- The bus stop location has been shown following previous comments and considers the position of junctions, the crossing and available road space. No other suitable locations are available. An additional stop may be suitable to the west of the link road although this cannot be fully assessed until the layout for the residential development to the north has been established.
- In terms of the cycleway facilities TA 90/05 of the Design Manual for Roads and Bridges states that the preferred minimum width for an un-segregated shared facility is 3 metres. It is considered that a 3 metre width for the cycleway facilities is appropriate to tie into the BAE stretch of road through to the A6.
- The applicants are aware of the comments raised by the county in respect of adequate levels of illumination.

## **Assessment**

The main issues of concern in relation to the East/West link road were unresolved from the previous application and lead to this part of the road being removed from the previously approved application. These issues included visibility splays, crossing points, the proposed Toucan crossing bus stop locations, traffic flows into the Southern Commercial Area and the footway/cycleway areas. These issues have been explored in more detail within this submission. However, as stated above, LCC's Highway Engineer does not consider that the issues have been satisfactorily resolved.

Lancashire County Council's Highway Engineer has raised a number of issues of concern in respect of the proposal. The initial point is that the function of the road is that of a Distributor road and the appropriate speed limit is 40mph. However, it has been previously agreed, when the Buckshaw Design Guide was adopted, that the road would be designed at 30mph. The route was designed to incorporate cycle ways, footpaths, sustainable drainage and strong landscape features. This could not be achieved on a 40mph road. Also this link road is not intended to be a main thoroughfare and is intended for local traffic travelling from the village to the A6.

The Highway Engineer at LCC raises the point that the traffic flows into the Southern Commercial area have not been included and therefore it is difficult to assess the adequacy of the proposed junctions into the southern area. Ensuring that protected right turns are included within the design could rectify this issue and the applicant has agreed to incorporate protected right turns. The issues of visibility raised by the Highways Engineer would not be a concern at the lower speed limits, visibility splays would not be needed and the use of trees preventing long sight lines would be

irrelevant. However the applicant has agreed to show the visibility splays and remove trees where necessary.

In terms of the proposed crossing point in principle this feature appears to be acceptable. The applicant has agreed to provide further details in respect of the crossing and that it will be a Toucan crossing. This will be attached as a condition.

The location of the bus stops needs further consideration. Further details will be requested as a condition although this has been agreed to provide additional facilities to the eastern end of the proposal. The footpaths/cycle ways are shown as 3 metres wide although 3.5 metres will be required. Public Space Services confirm that the Consortium is aware of this requirement although the applicant considers that 3 metres is sufficient to tie in with the cycle ways in the BAE stretch of road. Further details will be requested as a condition.

In terms of the lighting provision the lighting will have to be designed to adequately illuminate all of the highway area. A similar problem occurred at Central Avenue and extra lighting columns were required. Extra lighting columns will produce an extra maintenance and energy burden on the Highway Authority after adoption. Therefore a commuted sum will be payable by the consortium for extra lighting equipment installed over and above that needed on a conventional road. The applicant is aware of the lighting issues and a condition will be attached requesting the submission of lighting details.

The main issues raised by the LCC Highways Engineer including the footpaths/cycle ways, the crossing point, bus stop locations and the street lighting scheme can all be conditioned to ensure the details will be submitted prior to the commencement of the development. The road will be designed to be 30mph and the applicant has agreed to amend the proposal to incorporate protected right turns. The issues of visibility will not be a concern with this lower speed limit although the applicant has agreed to include visibility splays on the plans and trees removed as necessary. The applicant has agreed to amend the plans to incorporate the concerns raised by the Highways Engineer. The two letters from the applicant and agent have been forwarded to Lancashire County Council's Highways for comment. However, it is considered that the issues initially raised by the Highway's Engineer can be satisfied and therefore the proposal is considered to be acceptable.

**Recommendation: Approve Reserved Matters  
Conditions**

1. Details of the precise specification and location of carriageway crossing points shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any construction work on site; the approved details shall be implemented prior to the opening of the road to public traffic and pedestrians.

*Reasons: In the interests of securing a satisfactory standard of development for crossing the highway in the interests of highway safety; also to accord with the provisions of Policy TR4 of the Adopted Borough Local Plan Review.*

2. Notwithstanding the submitted details full details of the bus stop locations, including details of the siting and relationship of the bus stops to the crossing points shall be

submitted to and approved in writing by the Local Planning Authority prior to the commencement of any construction work on site; the agreed scheme shall be implemented prior to the opening of the road to the public, all bus stops shall be to Quality Bus Stop standard.

*Reason: To ensure that adequate and satisfactory arrangements are made for the provision of public transport; also to accord with the provisions of policy TR4 of the Adopted Chorley Borough Local Plan Review.*

3. Notwithstanding the submitted details a scheme of street lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the construction of the road; the approved scheme shall be implemented prior to the opening of the road to public transport.

*Reason: To ensure adequate lighting of the carriageways, footpaths and cycle ways; and in accordance with the provisions of policy TR4 of the Adopted Chorley Borough Local Plan Review.*

4. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 10 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

*Reason: In the interest of the appearance of the locality and in accordance with Policy No GN5 of the Adopted Chorley Borough Local Plan Review.*

5. Full details of the construction of the carriageways, footpaths and cycleways, including the finished top surfaces and width of the footpaths/ cycleways, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any construction work on site.

*Reason: In order to ensure a satisfactory level of construction of the new road, footpaths and cycleways and in accordance with the provisions of policies TR4 and TR18 of the Adopted Chorley Local Plan Review.*

6. Notwithstanding the submitted details, full details of the drainage infrastructure for the carriageways, footpaths and cycleways shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction work on sites; the approved drainage details shall be operative prior to the opening of the highway to the public.

*Reason: To ensure satisfactory surface water drainage for the approved highway and to accord with the provisions of policy TR4 of the Adopted Chorley Borough Local Plan Review.*

7. Notwithstanding the submitted details, full details of the precise specification of the 'Toucan' crossing shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction work on site; the approved details shall be implemented prior to the opening of the road to public traffic and pedestrians.

*Reason: In the interests of securing a satisfactory standard of development for crossing the highway in the interests of highway safety; also to accord with the provisions of Policy TR4 of the Adopted Borough Local Plan Review.*

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