

Director of Partnerships
Planning and Policy
Chorley Council
Civic Offices, Union Street
Chorley
PR7 1AL

Tel 0781729 8072
Email william.tay@lancashire.gov.uk
Your ref 20/01193/OUTMAJ
Our ref HDC/AW/20/01193/OUTMAJ
Date 12/04/2021

FAO: Caron Taylor

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990

Planning Application: 20/01193/OUTMAJ

Outline planning application (with all matters reserved) for the development of land off Parr Lane, Eccleston for up to 34 dwellings and associated infrastructure (including 30% affordable housing). Land south of Parr Lane, Eccleston

I refer to your consultation dated 12 January 2021 in respect of the above planning application.

INTRODUCTION

In 2017, planning application, 17/00792/OUTMAJ for residential development on a similar scale as the current proposal was refused on non-highway grounds. The current submission includes a Transport Statement (TS) and an indicative layout, referenced 20/088/P01 rev A (21:10:2020) seeking the development of 34 residential dwellings to include 30% affordable housing.

EXISTING CONDITIONS

Existing site information:

The site is an open field located south of Parr Lane. It is at the ends of Sandringham Road and Richmond Road, which are access roads within the residential estate adjoining the site to the west. The site is bounded to the east by a farm and to the south by the Eccleston Recreational Grounds. The site is currently accessed from a gated field access on Parr Lane.

Baseline transport information:

Parr Lane is a narrow two-way road from Bradley Lane in the east to The Green in the west. Its section from Bradley Lane to the west boundary of the proposed site is subject to the national speed limit but from this point to The Green, there is 20mph speed limit in force, which is contrary to the 30mph speed limit stated in paragraph 2.3 of the TS.

Phil Durnell

Director of Highways and Transport, Lancashire County Council
PO Box 100 · County Hall · Preston · PR1 0LD

The applicant should assess the existing signage at the location of speed limit change to see if changes are required and take steps to ensure the appropriate signage is in place.

There are footways on both sides of Parr Lane within the 20mph speed limit section with street lighting, but there are no footways or street lighting within the national speed limit section. The existing estate to the west of the application site has 20mph speed limit roads of standard widths with 2.0m wide footways on both sides with street lighting.

The nearest Public Right of Way (PROW) to the site is FP5 which extends north from a point east of Parr Lane/Bradley Lane, but the footpaths at the Recreational Grounds provide pedestrian access to The Green in the west and other areas.

There is a cycle route approximately 2.8km from the site at Southport Road/Ulnes Walton Road leading to the Croston Railway Station. With contributions from emerging developments in the area, it should be possible for a cycle route to be extended from the area to connect the existing route to allow cycling as a form of sustainable travel to form part of longer journeys to and from the site.

There are six bus stops within acceptable 800m walking distance from the centre of the proposed site. Two of the bus stops are located north of The Green/The Fields and two at south of The Green/Doctors Lane. Two other bus stops are on The Green outside the St Mary's CE Primary School.

The local highway network

The local highway network comprises of The Green and Parr Lane as distributors and the residential access roads of Lawrence Road, Sandringham Road, Windsor Road, Richmond Road, and others. The Green has 30mph speed limit, but all access roads within the residential estate to the west of site including the western half of Parr Lane are subject to 20mph speed limits.

Traffic accidents

The accident analysis produced by the applicant does not cover The Green where local services and amenities are located, as such, several recorded accidents have been overlooked. While the local access roads in the area including Parr Lane and Lawrence Lane have not had any recorded traffic accidents, the most recent 5-year record shows a total of 11 slight and 4 serious personal injury accidents involving vulnerable pedestrians and cyclists within the approximately 1.5km section of Towngate and The Green from the Eccleston Bridge over River Yarrow to The Green/Bradley Lane.

This level of traffic accidents within such a short length of road is high and does not compare favorably with local average accident rates and would potentially be exacerbated by the proposed development, which is of highway concern. Therefore, as there is need to minimise conflicts between vehicles and other road users in the area, mitigation measures will be required to alleviate the accident problems.

PROPOSED DEVELOPMENT

The proposal is for development of 34 dwellings of various types including apartments, terraced houses, bungalows, and detached houses as shown on submitted indicative site plan, 20/088/P01 rev A (21:10:2020). At this stage approval is only being sought for access with all matters reserved. The applicant has stated in paragraphs 3.1 and 4.5 of the TS that the proposed development includes a **community allotment** however, this has not been indicated on the indicative site plan.

Site access

The development is proposed to be accessed from Sandringham Road, but a new secondary access is to be provided in place of the existing field access on Parr Lane to serve three dwellings to be erected at the north end of the site. At this access, it is proposed to provide visibility splays of 2.4m x 42.0m (west) and 2.4m x 43.0m (east) based on the 85th percentile speeds of traffic from the result of a speed survey conducted in 2017. The survey date appears aged, however visibility splays provided to these dimensions will be acceptable if it can be demonstrated on a properly drawn to scale plan that the splays can be achieved.

As the width of the section of Parr Lane fronting the site is 4.5m, the access should be provided to a width of 5.5m with 6.0m corner radii to ease transition in and out of the site. A 2.0m wide footway spanning the width of the site on Parr Lane should be provided to tie-in with the existing footway to the west and extended on both sides of the site access into the site for at least 10m to ensure pedestrian safety.

The proposed site access connection to Sandringham Road should be consistent with the existing widths, i.e., 5.5m wide carriageway with 2.0m wide footways on both sides. The proposed connection of a footpath from the site to the footway on the north side of Richmond Road as shown on the indicative plan would be unacceptable as this would prevent use of the access by cyclists. Therefore, the connection to Richmond Road should be provided as a 3.5m wide pedestrian/cycle link with additional measures such as static bollards to prevent vehicular use. This would require changes to the current proposed internal arrangement of footpaths leading to the access.

Internal layout/parking

It is noted that the internal access roads will be 5.5m wide with 2.0m wide footways on both sides. It is also noted that the layout will incorporate private drives with service strips. The indicative site layout is acceptable in principle as it is in line with the principles of the Manual for Streets (MfS) and the LCC's Creating Civilised Streets with self-enforcing 20mph access roads that include in-built horizontal speed reduction measures. However, as the TS does not include a swept path analysis, it has not been possible to ascertain if the turning heads are of sufficient lengths to accommodate turning of refuse and service vehicles, therefore this should be required as part of any detailed submission. The detailed layout should be provided and constructed to the 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. As indicated above, the **community allotment** referred to in the TS is not shown on the indicative plan.

The TS does not specify the level of parking provision for the proposed development; however the indicative layout shows provision of garages and a parking court for the affordable housing. Parking should be provided in accordance with the Chorley Council Parking Standard with integral and detached garages 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 shortest and most direct pedestrian/cyclist route from the site to local services and amenities on The Green, Doctors Lane and the Carrington Centre on New Mill Street is from Sandringham Road and Richmond Road via the footpath between 84 and 86 Richmond Road through the Recreational Grounds to Drapers Lane. However, while the route seems suitable for pedestrians, it is not of adequate width to accommodate both pedestrians and cyclists, particularly the section between the two houses. The route has no lighting and natural surveillance for safe use especially at night and appears reliant on third party land (the car park at the end of Drapers Lane) for through access, although it is possible the car park is part of the overall Recreational Grounds for which the Local Authority (LA) is responsible.

For improved access, a new 3.5m wide pedestrian/cyclist access could be formed at/near the south west corner of the proposed site to link the existing footpath of the Recreational Grounds with the agreement of the LA to include lighting along the footpath from the new access to Drapers Lane. This would ensure a more direct and safer route from the site to Drapers Lane. If the new pedestrian/cyclist access is provided, then an access to Richmond Road as requested above will not be required. If however the new access cannot be delivered and pedestrian/cyclist access has to be taken from Richmond Road, then the lighting from Richmond Road should be continued onto the footpath between nos. 84 and 86 and extended along the footpath in the Recreational Grounds to Drapers Lane.

Public Transport

Bus/Train

As indicated above, there are 6no bus stops within 800m walking distance of the site near The Green/The Fields, The Green/Doctors Lane and on Doctors Lane outside the St Mary's CE Primary School. At these stops, public day and evening services are provided by service 113 (Preston - Wigan) at hourly intervals, Mondays-Fridays and Saturdays. Services 337 (Chorley - Ormskirk) and 347 (Chorley - Southport) also operate day and evening services from these stops at two hourly intervals, Mondays-Fridays and Saturdays. Five different school services are operated from all six bus stops.

The existing bus stops outside the St Mary's CE Primary School have upgraded facilities, however, the other four stops do not have facilities of the high-quality standard required to ensure they are disability compliant, safe, attractive and comfortable to use as required by the NPPF, although the two south of The Green/Doctors Lane have bus stop bay and worded markings with an 'old' shelter for

the northbound stop which needs to be replaced. It is considered that the applicant carries out improvements to the 4no. bus stops to quality disability compliant standards to include raised kerbs and boarding areas, bus stop bay and worded markings, clearways etc., with the existing shelter for the north-bound bus stop near The Green/Doctors Lane replaced with new.

As stated, consideration should be given to requesting the applicant to contribute towards extension of a cycle route from the area to connect the existing route at Southport Road/Ulnes Walton Lane for access to the Croston Railway Station to allow cycle journeys to be combined with other sustainable transport modes when commuting to and from the site.

TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

With trip rates from TRICS, the applicant assessed the multi-modal trip generation of the proposed development. The figures are shown in Table 4.1, chapter 4 of the TS with the TRICS outputs in appendix D. It is predicted that during the AM and PM peak hours, the development will generate, 17 two-way vehicle trips each.

Based on existing traffic flows, the applicant provided the percentage traffic distribution as 59.1% eastbound during AM peak and 40.9% westbound. In the PM peak, 39.6% eastbound and 60.4% westbound.

The trips were then assigned to the local highway network based on the 2011 census data. It is predicted that 61% and 1% of trips will head north and south respectively of The Green, 29% will head east of Parr Lane, while 3% will head west of Doctors Lane.

HIGHWAY IMPACTS AND MITIGATION

Traffic to be generated by the proposed development will result in increased flows on the highway network, however it is not considered the increased flows will adversely impact the operation of the highway network.

The following measures area identified as necessary to deal with the anticipated impacts of the proposed development.

- Improvements to 4no existing bus stops north of The Green/The Fields and south of The Green/Doctors Lane to quality disability compliant standards to include raised kerbs and boarding areas, bus stop bay and worded markings, clearways etc., with the existing shelter for the north-bound bus stop located south of The Green/Doctors Lane replaced with new. The improvements are to be carried out through the s278 agreement of the highway act 1980.
- Mitigation measures to alleviate accident problems on Towngate and The Green, within the section from the Eccleston bridge over the River Yarrow in the north to the end of The Green at its junction with Langton Brow through s278 agreement.

- Provision of 2.0m wide footway in front of the site on Parr Lane to tie-in with the existing footway in the west through s278 agreement.
- Provision of s106 contribution towards extension of cycle route to Southport Road/Ulnes Walton Road.

In addition to the above, works relating to the connection of the proposed site access to Sandringham Road and the 3.5m wide pedestrian/cyclist access to Richmond Road will be undertaken through the s278 agreement.

The proposed development is acceptable subject to the delivery of the above mitigation measures. Please attach the following suggested conditions and an advice note to the approval.

Conditions:

1. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.
2. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 1 has been constructed and completed in accordance with the scheme details. Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

Advice note:

- The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Community Services for further information by emailing the County Council's Highways Development Control Section on lhscustomerservice@lancashire.gov.uk or by writing to the Highways Development Control Manager, Lancashire County Council, Cuerden Depot, Cuerden Way, Bamber Bridge, Preston, PR5 6BS, quoting the planning application number in either case.

Yours faithfully,

**WILLIAM TAY
ENGINEER
(HIGHWAY DEVELOPMENT SUPPORT)**