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ÿ 07/2018/9316/OUT  
Ô 07/2018/9316/OUT/HDC/RH  
Ë 28/01/2019  
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FAO Catherine Lewis

**Location:** Land Rear of Oakdene, Chain House Lane, Whitestake, Lancashire  
**Proposal:** Outline Planning Permission for up to 100 dwellings with access and associated works.  
**Grid Ref:** 353234 - 425285

Dear Catherine

With regard to your consultation letter dated 3rd January 2019 I have the following comments to make based on all the information provided by the applicant to date.

Lancashire County Council as Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. The County Council is also committed to reducing congestion and delay and improving highway links both locally and strategically. With this in mind the present and proposed traffic networks have been considered which are influenced by this proposal.

### **The Proposed Development**

The application is for outline planning permission for up to 100 dwellings with access only, all other matters reserved.

### **Location and site access**

The site is located to the rear of Oakdene on Chain House Lane. Chain House Lane is a classified road with a speed limit of 40 mph.

The site would be accessed from a new priority junction on Chain House Lane.

Chain House Lane currently has a footway under 1m in width running along its Northern side and a footway varying in width from 1.6m to 0m along its southern side, within the vicinity of the proposed access,

### **Personal Injury Accident Data**

I have reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA). The data base indicates there have been a total of two slight incidents within the vicinity of the proposed site. On investigation of the details recorded, the incidents recorded follow no pattern and appear to be of a nature that would not be worsened by the proposed development.

## **Policy Context**

A fair appraisal of the development location is that the site is outside the existing built environment in a semi-rural location. Consequently this proposed residential development will require measures/infrastructure and a suitable approach to integrate the site with the built environment and wider community to access the full range of facilities/services and employment required to support sustainable development. To achieve sustainable patterns of movement and reduce reliance on private cars for making journeys, the proposed significant development should provide appropriate measures in order to make it sustainable and comply with national transport policy NPPF.

Without appropriate measures, there is a very real concern that the proposed residential area, as submitted, will become a car dependant community with car usage higher than the built environment.

## **Sustainable Transport Modes**

Section 5.16 of the TA states that the nearest bus stops to the site are located within 70m on Church Lane, with further bus stops within 160m of the site on Chain House Lane.

There is currently not an acceptable footway linking the site with the bus stops on Church Lane. Chain House Lane currently has a footway under 1m in width running along its Northern side and a footway varying in width from 1.6m to 0m along its southern side.

The stops on Church Lane consist of just a pole and flag on the east side and a substandard shelter on the west side. In order to encourage public transport patronage from the proposed development and make facilities more attractive, these stops should be upgraded to Quality Bus standard.

The site is served by only one public bus service 114. The service is hourly starting at approximately 07:30 with the last bus leaving Preston at 18:20, with no Sunday service. The service is currently fully subsidised by LCC and operated by Preston Bus.

The closest railway station to the site is Lostock Hall, approximately 1.6km away.

## **Traffic Assessment**

Section 3.4 states:

*The proposed site access along Chain House Lane provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m to the left and 43m to the right which is in accordance with the guidance present in the Manual for Street guidance for a 30mph urban road. As part of the development, it is proposed to extend the 30mph speed limit along the site frontage to reflect the urbanisation of the area.*

LCC requests that a drawing is submitted showing the proposed 30mph extension and proposed mitigation to support the reduction.

The submitted drawing (Drawing SCP/18355/F01, Appendix 3 of the TA) seems to indicate that the proposed sight line to the east of the junction crosses over 3<sup>rd</sup> party land. This needs clarifying.

Section 7.3:

*Vehicle trip rates for the AM and PM peak hours extracted from TRICS are shown at **Table 7.1**, along with the multi-modal trip rates.*

In our opinion these proposed trip rates are on the low side. Due to the sites semi-rural location we would request that the following Central Lancashire trip rates are used for this site:

AM	0.140 / 0.445
PM	0.437 / 0.226

Section 7.6:

The flows have been distributed from the Chain House Lane site access based on existing flows in **Appendix 1**. For all vehicles using the Chain House Lane access it has been calculated that 50% of vehicles will turn left out of the site towards the A582 crossroads, and 50% will turn right towards Lostock Hall in the AM peak period. In the PM peak period it is calculated that 35% of vehicles will turn left whilst 65% will turn right.

The distribution assumption for vehicles exiting the site based on existing vehicle movements along Chain House lane are not acceptable. The trip distribution needs to be more robust. i.e. the use of census data.

Section 9.5:

*Pedestrian and cycle access will be provided from the same location as the vehicular access. The development site will be a no through road. The proposed development will also provide a 2m wide footway along the site frontage and internal road network.*

LCC requests clarification that the 2m wide footway will run along the sites full frontage of Chain House lane and Church Lane, linking to the existing bus stops on Church lane.

### **Travel Plan (TP)**

No Travel Plan has been submitted with the application. The proposed development is in excess of LCC's Travel Plan Submission threshold (75 dwellings).

### **Conclusion**

The development as it stands is unacceptable in terms of sustainable transport provision, it is critical that development related increases in all modes of movement (demand) are suitably considered and appropriately mitigated against and the proposed development satisfies the NPPF foundation of providing for sustainable transport. It is acknowledged that the developer would be expected to support a level of wider strategic infrastructure in South Ribble via CIL contributions. Notwithstanding CIL, as submitted LCC cannot support the application, the Transport Assessment has failed to demonstrated the site can provide

pedestrian/cycle connectivity to integrate with the existing built and proposed environments, nor provide access to and encourage sustainable public transport; hence the development is not in line with a number of key paragraphs of the NPPF including provision of safe and suitable access for all people and to support sustainable development.

Taking all of the above into consideration I would request that the following points are amended/included by the applicant:

1. Drawing indicating a 2m footway along the sites full frontage of Chain House lane and Church lane, linking the site with the existing bus stops and the wider footway network.
2. Upgrading of the bus stops on Church Lane to Quality Bus Standard to be EA compliant.
3. The submission of an Interim Travel Plan.
4. A drawing showing the proposed 30mph speed extension along Chain House Lane and proposed mitigation measures to support the reduction.
5. Reviewed Trip rates
6. Reviewed Trip distribution.
7. Section 106 contribution towards cycle parking enhancements at Lostock Hall train station
8. Section 106 contribution provided to support daytime bus services.
9. Revised drawing showing acceptable sightlines over land fully within the applicants control and/or over the adopted highway.

I will be happy to provide conditions if the Planning Authority is minded to approve this application.

If you have any questions regarding my comments please do not hesitate to contact me.

Yours sincerely

Rob Hancock  
Highways