



**PROPOSED RESIDENTIAL DEVELOPMENT, WHITTINGHAM LANE, GRIMSARGH (2259)
PLANNING APPLICATION o6/2018/0711
RESPONSE TO LANCASHIRE COUNTY COUNCIL HIGHWAYS COMMENTS**

Introduction

A planning application has been submitted for the development of land along Whittingham Lane, to the west of the village of Grimsargh. Lancashire County Council provided a consultation response on 17 August 2018, concluding that *'The application is lacking in detail regarding arrangements for the safe and sustainable means of transport which has not been fully demonstrated. The development as it stands is unacceptable in terms of sustainable transport provision.'*

The following note provides a response to the comments raised.

Visibility

The response confirms that the visibility splays of 2.4m x 47m at the proposed site access junction (as shown on Croft Dwg No. 2259-Fo1 Rev D, included as Plan 2 of the Transport Statement) are acceptable.

Non-Car Accessibility – Sustainable Transport Modes

The response sets out the existing local highway conditions and confirms that Whittingham Lane has the benefit of a continuous footway on the north side of the road, but no footway on the east side of the road fronting the site. The response also acknowledges that a bus stop is located approximately 580m east of the site access on Preston Road.

LCC then advises that *'in order to support this application from a highway safety perspective... the development control department will require that the applicant provides (as mentioned in the TS) a 2.0m wide footpath for the full frontage of the site along Whittingham Lane together with the installation of new street lighting.'*



It is first worth pointing out that an existing footway is provided along the southern side of Whittingham Lane for a majority of its length from Preston Road to the development site, however, the footway ends around 75m east of the development site and pedestrians are diverted onto a footpath within the cricket ground. Land constraints preclude the provision of a footway along this 75m length.

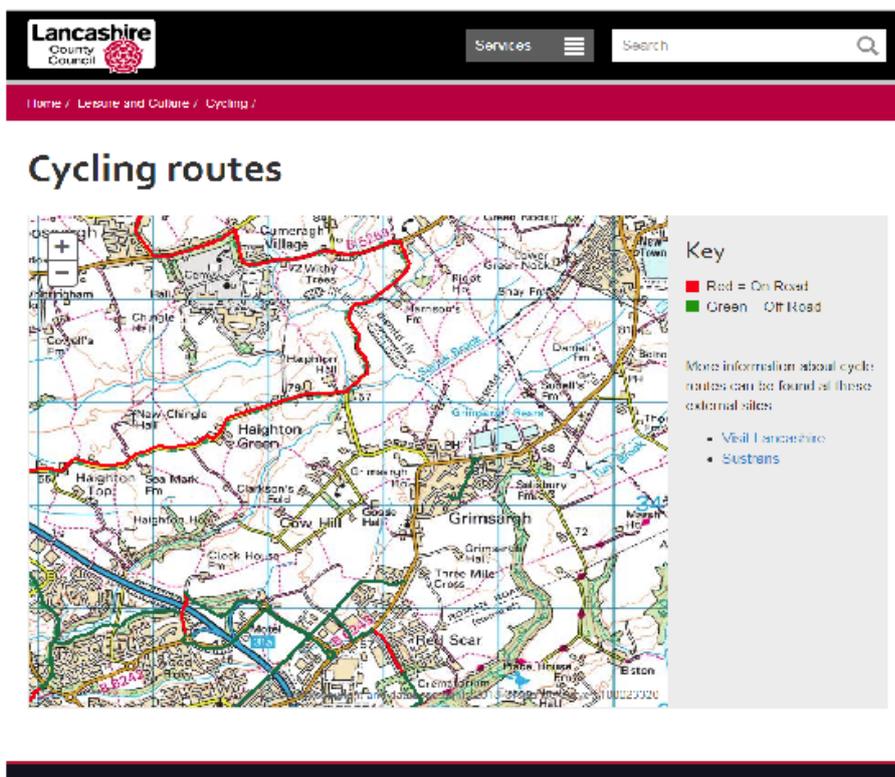
Therefore, as confirmed within the TS, a footway will be provided from the proposed site access eastwards along the site frontage, which will extend as far as the approved Wain Homes site access junction. A dropped crossing with tactile paving is then proposed that will allow pedestrians to cross Whittingham Lane and access the continuous footway on the northern side of the road. This is shown on Croft Dwg No. 2259-F01 Rev D.

It is considered that the provision of this footway will allow LCC *'to support this application from a highway safety perspective.'*

Notwithstanding the above, in order to further enhance pedestrian connectivity, discussions have been held with Preston City Council regarding the potential to provide a pedestrian link between the development site and the adjacent cricket ground, which would allow pedestrians to access the footpath referred to above and, in turn, connect to the existing footway along the southern side of Whittingham Lane. Preston CC has confirmed that this is acceptable in principle. This would therefore provide a more convenient link between the development site and Grimsargh. A revised Development Framework Plan taking into account the proposed footpath connection to Grimsargh Park will be submitted to Preston CC imminently for consideration.

With regards to cycling, the response states that *'the TS acknowledges that there are cycle routes past the site, however the TS does not identify the traffic free route, or how cyclists can connect to this route safely.'*

The TS refers to those cycle routes that are within close proximity of the site, namely National Cycle Route 6 and National Cycle Route 622. As confirmed on the cycle route page of LCC's website (extract below), National Cycle Route 6 is an on-road route, whilst National Cycle Route 622 is predominantly off road.



Extract from LCC Website

National Cycle Route 622 can be reached by travelling along Whittingham Lane and the B6243, both of which are the subject of a 30mph speed limit, and then the off road cycle route that can be accessed via The Hills. National Cycle Route 6 can be reached by travelling along Whittingham Road, a route that is similar in character to the NCR6 itself. As such, it can be concluded that these cycle routes can be accessed via appropriate routes and that the site is accessible by cycle.

LCC then states that the developer has identified walking distances to services but that, *'in terms of walking and cycling, LCC consider that the local area is not particularly well served and the application does not demonstrate any site benefits that would make walking/cycling safe and an attractive, or realistic choice for residents of the development, and reduce the need to travel by car.'*



First, this appears to contradict LCC's earlier comment that the provision of a footway along the site frontage would enable the county to support the application from a highway safety perspective.

Notwithstanding this, the TS sets out distances to key amenities and has demonstrated that these fall well within a reasonable walk of the site. The additional pedestrian link to the cricket ground will further encourage trips on foot between the site and the local amenities.

As such, it is considered that the site is in a location that will offer residents a genuine opportunity to travel to local amenities within Grimsargh on foot.

With regard to public transport, the response refers to recommendation within The Institution of Highways and Transportation document 'Guidelines for Planning for Public Transport in Developments' (1999) that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop. The response does, however, recognise that the document acknowledges that it is more important to provide services easy and attractive to passengers than to strictly adhere to arbitrary criteria for walking distances.

As LCC response confirms, *'a bus stop is located approximately 580m east of the site access on Preston Road.'* This can be accessed via the pedestrian connections discussed above. As identified within the TS, this is served by Bus Service 1, which provides 8 buses per hour on a weekday, 6 buses per hour on a Saturday and 2 services per hour on a Sunday. Preston city centre can be reached in an approximate 23 minute journey time.

This is a high frequency service, which can be safely accessed from the development site, and the site therefore clearly accords with the philosophy of the IHT guidelines. As such, it can be concluded that the site is accessible by public transport.

The response quotes paragraph 103 of the revised NPPF, stating that *'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable.'*



Importantly, though, paragraph 103 goes on to state that *'However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

Notwithstanding the semi-rural nature of the development site, the site is accessible by non-car modes, which would assist in promoting a choice of travel modes other than the private car.

LCC's response goes on to advise that *'the applicant needs to demonstrate how the proposal can be made sustainable, specifically the need to make "the fullest possible use of public transport, walking and cycling" and to ensure those opportunities for sustainable transport modes have been taken up.'*

Of course, the reference that planning should *'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling'* is taken from the old NPPF. Paragraph 102 of the revised NPPF states that:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*

Safe pedestrian linkages will be provided between the site and the local services and amenities within Grimsargh, these day-to-day amenities being well within an appropriate walk distance of the site. Designated cycle routes are within close proximity of the site and bus stops, served by a high frequency bus route, are also available within a reasonable walk of the site.

Indeed, it is worth pointing out that the consented planning application (App Ref: 06/2016/0719) submitted by Wainhomes for 34 dwellings on land opposite the application site was considered by LCC. With regard to non-car accessibility, that site is similarly placed, however, LCC did not raised any concerns regarding sustainable transport within their consultant response to that application.



Conclusions

Based on the above, it can be concluded that the accords with the aspirations of the NPPF and that the proposals are acceptable in highways terms.

