

Sent: 20 December 2018 12:03
To: James Mercer
Cc: Devcon Mailbox; LHS Customer Service
Subject: JS - 06/2018/1260 Re-profiling works, 84no. dwellings and alternative Guild Wheel route

Application Number: 06/2018/1260

Proposal: Hybrid application for site re-profiling works (Full application) and the erection of 84no. dwellings and proposed cycle path to provide an alternative route to a section of the Guild Wheel (Outline application)

Site Address: Lightfoot Green Lane, Fulwood, Preston, PR4 0AP

Hello James

I write with regard to the above application and your consultation of 29 November 2018.

Development Proposals

The planning application is full for the re-profiling of the site through the import of materials from the neighbouring quarry. The application also seeks outline permission for up to 84 self-build dwellings, with vehicular access from Lightfoot Green Lane via a newly formed site access junction. A pedestrian footway connection is also proposed onto Lightfoot Green Lane together with a proposed cycle path to provide an alternative route to a section of the Guild Wheel.

The application is supported by a Transport Statement (TS) By Croft dated 20/09/18, A D&S by PWA Planning and a Proposed Site Masterplan drawing no. 6126-L02 is submitted with an illustrative site layout.

With regard to the Guild Wheel, I trust you have consulted the Guild Wheel Users Group as per the agreed working practice on development effecting the GW.

Existing Highway Conditions

The site is located to the north of Lightfoot Green Lane, bounded to the north by Sandy Gate Lane/Grass Road (which carries Bridleways BW2 and BW10) and to the eastern by the mainline railway. The western boundary is formed by the private access road to serve the quarry known as Bradleys Sand Pit and not Lightfoot Green Lane. It would appear from LCC adoption records that the road running from Lightfoot Green Lane to the quarry/landfill entrance is not an adopted highway, note the road is gated. On the east side of the quarry access road there is a foot/cycleway that forms part of the Guild Wheel route.

The red edge of development does not include site access to the adopted public highway Lightfoot Green Lane. The development red edge even falls short of the quarry access road by approximately 10metres, and there is a gap of approximately 5metres between the site boundary and Lightfoot Green Lane. As submitted the application falls to include an access to the public highway and I must question if the application is valid as it appears that access to a public highway, nor cannot be formed without the use of third party lands. Can this element be clarified by the applicant.

Re-profiling of the Site –Full Application

The D&S estimates that an estimated 245.7 cubic metres of material would be excavated from the site, and circa 27,151 cubic metres of material is required to re-profile the site, with this material being sourced from the neighbouring quarry which is owned and operated by the applicant. It claims that the net amount of material to be brought into the site from the adjoining quarry would be 26,905 cubic metres which would be transported in 25

tonne dumper trucks. It is anticipated that this would involve the movement of approximately 1,075 truckloads of material.

The neighbouring quarry is situated off Sandy Gate Lane/Grass Road and haulage traffic would use the private quarry access road. In principle there are no objections to the proposed site re-profiling (on condition of source material from the adjoining quarry), but I am concerned regarding users of the Guild Wheel as the haulage traffic would cross the Guild Wheel route. As this re-profiling element of the application is full the applicant should demonstrate that a safe construction access can be formed.

Outline Application for 84 Dwellings.

It is proposed that phase 2 of the development is for the erection of up to 84 dwellings on the re-profiled site. It is proposed that the Guild Wheel route *'be redirected through the site. The path provided within the site would then link back up with the existing Guild Wheel route in to the south of the site'*. The D&S implies that the diversion would *'take pedestrian and cycle users off the stretch of the route currently considered to be dangerous due to its steepness and the need to cross the quarry entrance. At this stage, the redirection route is indicative and would be the subject of a further planning application at a later date.'* I am not sure why guild wheel users would cross the quarry entrance as the Guild Wheel runs down the foot/cycle way and avoids the quarry entrance. Further what exactly is the applicant proposing in terms of 'redirecting' the route. Is the applicant proposing to close the existing route and divert through the site. And what is the situation with the existing route during site construction? Please can the applicant make clear his intent regarding the effect of development on the existing route and the procedure to redirect the GW route.

As a matter of point the submitted layout plan does not include the southern section of the proposed route linking back to the existing route. This should be amended and details of proposed gradient provided as I would not wish to see the creation of a new hazard to the route due to its steepness.

Vehicular Access

The TS states that access to the site will be directly off Lightfoot Green Lane to the west of the site. The proposed access is not off Lightfoot Green Lane, as indicated above the access is off the quarry access road. It is not clear if access is being applied for, but as stated above the red edge of development does not include the proposed access junction, or access to an adopted public highway. As submitted the application as failed to demonstrate an adequate and safe means of access to the site. Further as submitted it would not be possible to adopt the proposed estate road unless it is continuous with an adopted highway.

Internal Site Layout, Parking Standards/Parking Provision and SUDS

The outline residential application includes a Proposed Site Masterplan (Drawing No. 6126_L02) demonstrating an indicative layout for the site.

Given the size of the development LCC would expect that then site is offered for adoption as public highway, under a section 38 agreement with Lancashire County Council. **Please note, it would not be possible to adopt the proposed estate road unless it is continuous with an adopted highway.**

The indicative layout and the level of roads proposed is not unreasonable, but it would need clarification regarding the housebuilder intent regarding private drives and the function of a number of turning heads.

The developer/housebuilder is advised to consider these comments in developing site proposals. Where the recommendations below are not considered at the early planning stages this may lead to abortive design work, delays and necessary changes if future layouts submitted do not satisfy LCC requirements in regard to layout and safe provision for vehicular and sustainable transport. It is important that the highway authority, is satisfied on all matters including internal road widths, foot/cycle way widths/ locations, suitable service verges, turning heads size, car parking and servicing that satisfies safety for all users (including mobility impaired), suitability for service vehicles to manoeuvre around the development and visibility within highway boundary.

In particular, I would ask the developer to note the following:

- a) An adequate number of parking spaces (car and cycle) must be provided for the proposed residential development, in line with agreed Preston City Council standards. Failure to provide adequate parking can result in excessive parking on street, parking on footways and verges with resulting safety, amenity and maintenance issues.
- b) All turning heads to be to LCC adoptable standards, or proven by swept path;
- c) I would expect the development to provide electric vehicle charging infrastructure at appropriate locations.

The developer should consider the requirements likely to be asked for in support of a SuDs drainage scheme, if deemed necessary. These considerations may significantly affect the site layout/design to include for the likes of swales, storage ponds etc. to control run off rates in accordance with SUDs guidance. In general, LCC will seek to limit the use of culverts where alternative sustainable solutions can be found.

The applicant is advised that highway surface water drainage system must not be used for the storage of any flood waters from the adoptable United Utility surface water system, or any private surface water drainage system.

S278 Highway Works

It is expected that appropriate s278 works will be required for the site access and controlled by condition if the LPA were minded to approve the planning proposal. Subject to clarification regarding the third party land between the red edge site and existing adopted Lightfoot Green Lane.

Any highway improvement schemes agreed 'in principle' will be subject to detailed design when the development comes forward and s278 requested. The trigger points for all s278 works will be before commencement of development unless otherwise agreed with LCC and the LPA.

It is expected that s278 works will be required for:

- The site access (subject to the developer offering the land between the red edge site and existing adopted Lightfoot Green Lane;
- Potential footway improvements connecting to the existing adopted highway provision;
- Potential relocate a section of the Guild Wheel route.

This list is not exhaustive and is clearly subject to submission of an acceptable (in principle) site access drawing.

Summary

The development as submitted is unacceptable in terms of providing adequate means of access, both vehicular and pedestrian.

Currently, LCC do not support this development proposal for the following reasons:

- The development fails to provide for safe and adequate means of both pedestrian and vehicle access. Further evidence is required to demonstrate the design and operation of the site access proposed to Lightfoot Green Lane.
- The application submitted, fails to demonstrate the impacts of this proposal (operationally/safety in terms of haulage traffic in connection with the re-profiling application and implications on the residential development) on the Guild Wheel route. Further evidence is required to demonstrate the impact of both the full and outline elements of the application on the Guild Wheel.

I hope the above is of assistance in your Councils determination of the application, if you have any questions please feel free to contact me.

If contrary to my recommendations you are minded to approve this application, I would be pleased to provide suitable planning conditions.

Regards
Dave

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