

**From:** Allen, David [mailto:David.Allen@lancashire.gov.uk]  
**Sent:** Friday, September 13, 2019 10:29 AM  
**To:** Robert Major  
**Subject:** RE: 06/2019/0752 Cardwell Farm

**Application Number: 06/2019/0752**

**Proposal: Outline planning seeking approval for access only for up to 151no. dwellings with associated works (all other matters reserved)**

**Site Address: Land at Cardwell Farm, Garstang Road,**

Hello Robert

Further to your email below and amended TA (TH/18205?TA/1 Aug 2019) and discussions with the developer, I offer the following highway and transport comments.

## **Summary**

The applicant and amended scheme has demonstrated a safe and suitable access to the site can be achieved for all people, and sustainable means of transport to support the NPPF.

## **Site Access**

Vehicular access to the site is proposed from Garstang Road by a new priority junction with right turn lane as shown on SCP TA Drawing no. SCP/18205/SK05 RevA. It is proposed the site access will have a carriageway width of 6.0 metres and 2 metre footways on both sides, with 9m junction radii. The plan indicates provision of a right turn lane and relocation of the existing pedestrian refuge island north of new junction.

The geometry and design of the proposed junction demonstrates a safe and suitable access to the site can be achieved for all people, and is acceptable in principle for planning purpose subject to a condition for the detail construction drawing prior to the commencement of the development.

The alterations to the existing highway as part of the new works may require changes to the existing street lighting and drainage at the expense of the developer.

In connection with the s278 highway access works the developer will upgrade of the northbound bus stop in the vicinity of no 709 Garstang Road, to full mobility standard with shelter.

### **Accessibility by Sustainable Travel Modes.**

The majority of the site would be within 400m walking distance to the nearest bus stops located on Garstang Road (subject to the pedestrian refuge described above under access) and the site is fortunate there are regular bus services on A6 linking the site to Preston, Garstang, Blackpool and Lancaster, that have potential for sustainable travel. As indicated above the applicant has indicated they will upgrade of the northbound bus stop in the vicinity of no 709 Garstang Road, to full mobility standard with shelter.

In terms of walking and cycling within Barton and to nearby villages and towns LCC consider that the local area is not particularly well served. On the A6 there are sections where footway provision is poor with few crossing facilities; and advisory cycle lanes on the A6 are intermittent and don't provide a continuous route to secondary school/employment destinations.

As part of the A6 corridor study by LCC to identify infrastructure to support further development in north Preston and Wyre districts we have identified traffic management, cycle and pedestrian infrastructure to sustain the level of development coming forward. Further to discussions regarding the A6 corridor study, the developer has agreed to provide a contribution of £100,000 towards sustainable transport infrastructure on the A6 corridor within Barton and between Barton and Broughton that would support access to this development. This contribution would be used for the improvement/ extension of the cycle lanes/ footways and crossings as a way to make walking/cycling a realistic choice for residents of the development, and thereby encouraging more sustainable forms of transport to reduce the need to travel by car.

On this basis LCC are satisfied that the application proposals as now submitted are sustainable in the context of the NPPF, specifically they "make the fullest possible use of public transport, walking and cycling and to ensure those opportunities for sustainable transport modes have been taken up by the developer." Hence the development is in line with a number of key paragraphs of the NPPF including the three dimensions of sustainable development.

### **Layout /Parking Provision**

My comments of 06 August 2019 are still relevant.

### **Highways Impact of Development Traffic**

As previously stated in my comments of 06 August 2019, LCC were concerned at wider highway impacts in particular with the capacity of the A6 and the M55 junction 1.

Currently the congestion (queuing and vehicle delay) from the M55 junction often extends onto the mainline of both the M55 and the M6 beyond. On the local network queuing and delay extends over a number of corridors within Preston creating a level of localised severe congestion, at times gridlock. The scale of development planned, which will impact in the A6 corridor and in particular at M55 junction 1, from the adjacent districts of Wyre, Fylde, Ribble Valley and Preston is unprecedented. With this it is not unreasonable that the highway authority has ongoing concerns.

Any level of additional traffic at this location, whether from one proposal or multiple developments (cumulative impacts) is a concern to the county council.

As stated previously the site is not allocated for development within the current Preston Local Plan. This means that the transport impacts of developing this site have not been assessed alongside the remainder of the Local Plan.

The amended TA does not include any satisfactory traffic assessment / consideration of the M55 J1. Whilst the level of new trips generated by the development will have minimal impact on the adjacent local highway network there was a concern that even a relatively low number of new trip movements could have greater cumulative impacts further afield such as on the A6 between the site and Preston including the M55 junction 1 (as identified above). Consequently, the developer has not demonstrated that the cumulative impacts of the proposed development will not have a severe impact on the existing and proposed highway infrastructure, specifically the function of M55 Junction1.

*Therefore to establish if there is capacity to satisfy the developments traffic impacts on M55 Junction1, LCC have been undertaking reviews of the previous junction modelling carried out in January 2019.*

The January 2019 review included new traffic data and considers the influence of all committed development in Preston and other influencing development, including that from Wyre and Ribble Valley, Preston City Councils Local Plan (supported by LCC), a new motorway junction on the M55 (Jct.2), Preston Western Distributor (PWD) and other highway infrastructure. The purpose was to make use of the most up to date traffic flow information (including that provided by the Central Lancashire Saturn model) to better understand if the wider influences, with future re-routing of vehicles to alternative corridors, would identify capacity at pinch points that provide opportunities for any further development. Note: This modelling exercise included the future benefits resulting from all NW Preston Masterplan highway infrastructure (including the Broughton Bypass and other new highway links that impact on M55 Jct.1).

For clarity, the county council has identified a number of mitigation measures and modelled the benefits of those which influence M55 junction 1.

The modelling undertaken took into account the revised traffic growth forecasts and the following improvement schemes:

- additional approach lanes as a result of Broughton Bypass (now constructed),
- additional approach lanes to the junction from the M55 slip roads (funding secured from development - not yet delivered),
- the positive benefits at the M55 junction 1, with traffic redistribution as a result of:
  - M55 junction 2 and Preston Western Distributor Road (not yet delivered by LCC under the City Deal)
  - Durton Lane Link (secured by development and under construction)

The county council updated modelling also required the use of the latest outputs from the Central Lancashire Transport Model (an area wide strategic model) being updated by consultants Jacobs. These outputs were provided in early January 2019. The CLTM outputs provide critical information on the redistribution effects at M55 junction 1 of proposed infrastructure changes such as Preston Western Distributor and D'urton Lane Link. The latest CLTM outputs indicate greater benefits to the future operation of M55 junction 1 (compared to the previous strategic modelling results) and this is one of a number of factors influencing the latest county council updated modelling of the

junction. The updated junction model has been undertaken using standard proprietary software, LinSig.

This 30th January 2019 update allowed LCC Highways to review our position in regard to development impact at M55 Jct. 1 and allowed LCC Highways to support the principle of a limited level of further development (as submitted at that time), previously not supported in a number of influencing Districts.

Since January 2019 there have been several applications that impact on this junction/corridor and without the inclusion of the new/current applications in the LCC model there is no certainty that this and further development (submitted between 30th January 2019 and August 2019) can be accommodated and will not contribute to the cumulative impacts on the M55 junction 1.

Thus, this month LCC have carried out a further assessment (a review of January 2019 update of M55 Jct.1) that included this proposed developments traffic in the model. This August 2019 analysis indicates the level of development traffic could be accommodated with the delivery of the PWD, M55 Jct. 2 and the relief this will provide to M55 Jct1. Therefore, the development would be acceptable on the basis of developer contributions via CIL to support these road schemes and wider highway infrastructure in Preston District.

On this basis the traffic impacts of the current application would be acceptable strategically and we would not seek to object to this application based on severe impact at this location.

Note: for the avoidance of doubt, this position solely relates to M55 Jct.1 impacts and excludes other issues on the A6 corridor as described in my initial consultation response.

## **Travel Plan**

My previous comment regarding Travel planning are still relevant

For an outline planning application I would only expect a simple Travel Plan Framework/Action plan which identifies funding streams for the Travel Plan delivery.

*For development of this scale Lancashire County Council (LCC) highways can provide a facility to the developer to enable the highway authority to provide a range of Travel Plan services as outlined below.*

- *Appraise initial Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.*
- *Oversee the progression from the Interim Travel Plan to the Full Travel Plan/s in line with agreed timescales.*
- *Monitor and support the development, implementation and review of the Full Travel Plan.*

*This will include reviewing:*

- *Annual surveys*
- *Progression of initiatives / actions plan*
- *Targets"*

*An application of the scale proposed would incur a cost of £6,000. Please note: This is an LCC service offer to the developer and not a requirement. I would hope that your Council and the developer support this service.*

## Conclusion

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network. LCC have conducted a review of the submitted information presented. It is also acknowledged that the developer would be expected to support a level of wider strategic infrastructure in Preston via CIL contributions.

The developer has indicated a commitment to contribute to pedestrian and cycle infrastructure with regard to satisfying the sustainability needs of this site, thereby satisfy the NPPF foundation of providing for sustainable transport provision.

With consideration for all the information provided by the applicant to date, LCC as Highway Authority at this stage are satisfied that that this developments traffic can be accommodated locally and strategically, and that the development includes suitable sustainable infrastructure integrating into the wider surrounding environment. The application as now submitted is acceptable in highway and transport terms, subject to suitable planning conditions.

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.

I suggest the following highway conditions:

1. No part of the development shall be occupied until the new site access junction to Whittingham Lane (based on, but not restrictive to Drawing No. SCP/18205/SK05 Rev.A) has been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. The highway junction scheme shall include the provision of a pedestrian refuge north of the junction and the upgrade of the northbound bus stop in the vicinity of no 709, to full mobility standard with shelter. Reason: To ensure that satisfactory vehicular and pedestrian access is provided to the site before the development hereby permitted becomes occupied.
2. The new estate road/access shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site. Reason: To ensure that satisfactory access is provided to the site to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
3. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established. Reason: To ensure future management and maintenance of the proposed streets is secured.
4. Before the use of the site hereby permitted is brought into operation facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site, or road sweeping provision implemented to the approval of the Local Planning Authority in consultation with the Highway Authority. Reason: To avoid the

possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

I also request that the following informative notes are included on any formal planning decision: -

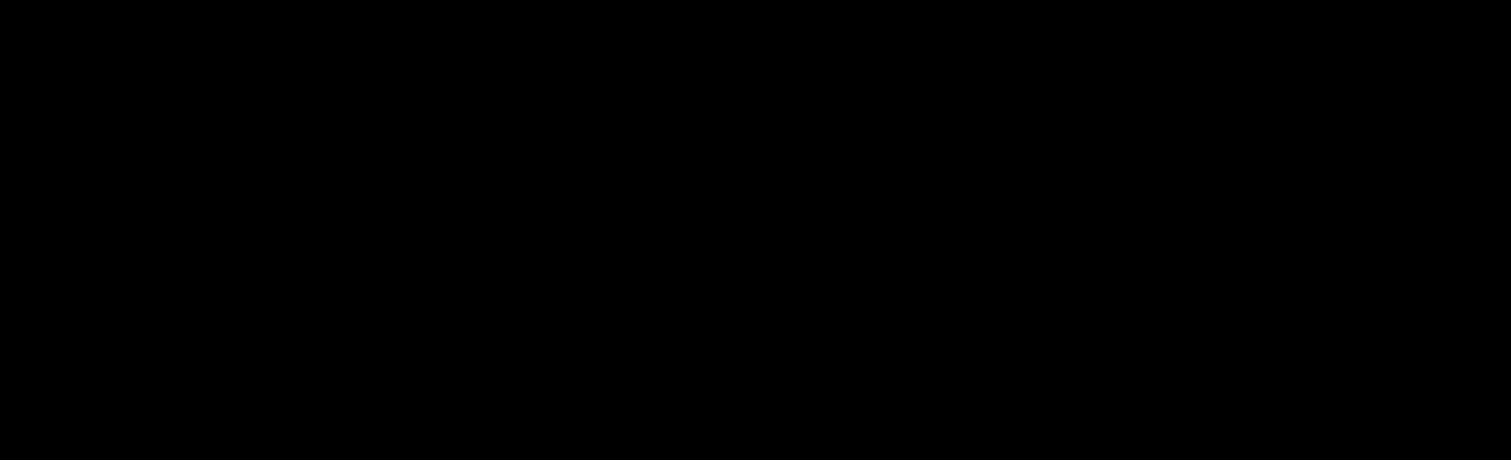
- a. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Highways Team at Cuerden Mill Depot, Cuerden Way, Bamber Bridge, Preston PR5 6BJ in the first instance to ascertain the details of such an agreement and the information to be provided.
- b. The Applicant is advised to obtain the written approval of the Local Highway Authority for the details required under Condition 1, prior to the submission of such details to the Local Planning Authority in seeking to discharge the said condition. Such details, as may be submitted to the Local Highway Authority, could be subject to technical and safety assessments / audits, which may result in changes to the layouts and alignments as shown on any indicative layout(s) approved by virtue of the planning permission. The applicant is advised that the Local Planning Authority may reject details submitted to them for the discharge of the condition without evidence of **technical approval** from the Local Highway Authority.
- c. The applicant is advised that to discharge condition 3\* the Local Planning Authority requires a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980, or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.
- d. The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the expense of the client/developer.
- e. This consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further 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.

Regards  
Dave

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**Sent:** 13 September 2019 08:23



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