



APPENDICIES TO:

Planning Proof of Evidence of Stephen Harris BSc Hons MRTPI

Outline planning application for the erection of up to 151 dwellings, community building and open space with associated works (access to be considered and all other matters reserved)

Cardwell Farm, Garstang Road, Barton, Preston, PR3 5DR

for Wainhomes (North West) Ltd

Appeal Reference: APP/N2345/W/20/3258889

Application Reference: 06/2019/0752

Appendix – SH1

PROPOSED RESIDENTIAL DEVELOPMENT, CARDWELL FARM, BARTON

SCP / 18205 / 12 JANUARY 2021

WAINHOMES (NORTH WEST) LIMITED

1. SCP have assessed the transport implications associated with Wainhomes (North West) Limited's proposals to provide a residential scheme of up to 151 dwellings at Cardwell Farm, located to the east of A6 Garstang Road, Barton. Impacts arising from the development in terms of traffic and transport are provided within a formal Transport Assessment and a Travel Plan.
2. Both documents have been prepared in line with local, regional and national guidance and illustrate that the scheme complies with the relevant policies.
3. A description of the local highway network is provided and concludes that the site is well located in terms of its access onto the local and strategic highway networks. An assessment of Personal Injury Collision (PIC) data in the vicinity of the site shows that the collision record for the surrounding area is good, with a relatively low incidence of injury collisions.
4. The development proposals are set out within the Transport Assessment with vehicular and pedestrian access to the site designed according to design standards. Within the site, the main access roads serving the development will run from the site access with a nominal width of 5.5m. Direct frontage access and access to private driveways will be taken directly from the main internal highway network.
5. The accessibility of the site by sustainable transport modes has been appraised with access to local facilities described. There is a frequent bus service passing by the site, the pedestrian environment in the vicinity of the site is typical of that of a rural area on the outskirts of an established urban area and cycle access to local facilities is good. Proposed improvements and sustainable measures are provided within the documents.
6. Through consultation with Highway Officers, a number of committed and potential future developments have been considered as part of the assessment of the critical junctions on the local highway network. It has been accepted that the committed development included within the assessment accounts for all likely levels of traffic growth in the area over the assessment period. A full list of the committed developments included is provided.

7. Vehicle trip rates for the AM and PM peak hours were used by LCC in the production of their Central Lancashire Highways and Transport Masterplan and are the accepted trip rates for other developments along the A6 corridor. Using these trip rates provides consistency with other developments coming forward in the vicinity.
8. This data anticipates that the proposals will generate 88 and 100 offsite vehicle movements in the AM and PM peak hours respectively. This equates to less than two vehicle movements per minute during the AM peak hour and PM peak hour, which when taking account of daily fluctuations in traffic flows on the highway network is considered negligible.
9. The vehicular trip distribution has been calculated based on the 2011 National Census data and shows that some 9% of all vehicle journeys will arrive and depart the site via Garstang Road to the north and 91% of all vehicle journeys will arrive and depart to the south towards the M55, M6 and Preston.
10. The junction modelling on the agreed junction demonstrates that all will operate within theoretical capacity for the Future Year development scenarios with minimal queuing and delay with the exception of Garstang Road North at the Garstang Road / James Towers Way roundabout to the north of Broughton Bypass.
11. Overall, it is considered that the transport impacts of the development are mitigated by the proposals and that there is no reason to refuse the development on transport grounds.

Third Party Reps

12. A review of the third-party reps has been undertaken and it is considered that those relating to highways and transport have been addressed within the Transport Assessment.

Appendix – SH2

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11th January 2021

HYD570 Cardwell Farm, Garstang Road, Barton

Flood Risk and Drainage Statement

Dear Gareth,

As requested, I have undertaken a review of the third-party objections received with regards to matter regarding drainage and flood risk.

I can confirm that having reviewed these comments in detail there are no new matters that have been raised that were not previously identified during the preparation of the Flood Risk Assessment and Drainage Management Strategy (Core Document Ref: C11) except from the capacity of the public sewer network.

Public Sewer Capacity

Numerous objectors identified the capacity of the public sewer network as a constraint; however United Utilities were contacted regarding the disposal of foul wastewater from the development proposals and were satisfied with the proposals. They went further and identified a specific point of connection to the network to avoid future capacity issues. This correspondence from UU's wastewater developer services team is included within the FRA on pg.54 (ref. HYD324_Cardwell.Farm.PH2_FRA&DMS – Core Document Ref: C11).

There are no proposals to dispose of surface water to the public sewer network. It is proposed that surface water be discharged both directly to ground where possible (depending on infiltration characteristics and topography) and where not possible then discharge will be to the watercourses crossing the site. This hierarchical approach is the most sustainable approach to surface water management and follows national, regional and local policies.

Standing and ponding of surface water

Numerous objectors identified some standing water onsite following periods of heavy rainfall, particularly adjacent to the boundaries of some existing dwellings off Woodlands Crescent. This is not uncommon on agricultural land and does not result in the land being categorised as at flood risk; the reason for the ponding relates principally to topography and soil infiltration characteristics, however it should also be noted that the issue appears to have been exacerbated by the existing culverted length being part blocked. The investigation by Invek Surveys (drawing enclosed within the FRA pg.100 – Core Document Ref: C11), identifies that the culverted length appears to be within the adjacent properties' curtilages. This ordinary watercourse blockage under these back gardens adjacent the



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boundary is likely to exacerbate ponding along the boundary and should be addressed by the adjacent riparian owners who have a responsibility to keep the system clear from debris and obstruction.

Conclusion

Following review of the third-party objections my conclusions remain the same as those within the Flood Risk Assessment & Drainage Management Strategy insofar as all flood risks can be suitably managed and mitigated for with good engineering design.

Yours sincerely



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Director

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