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Your ref 21/01475/FULMAJ
Our ref D9/21/01475/FULMAJ/GR
Date 30 June 2022

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

Application 21/01475/FULMAJ

Proposed Erection of 118 no. dwellings (Use Class C3) with associated access, landscaping, parking and other works following demolition of existing building.

Location DXC Technology Euxton House Euxton Lane Euxton Chorley PR7 6FE

I refer to the above planning application and would like to thank you for the opportunity to provide comments. Lancashire County Council (LCC) as the Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. With this in mind, the present and proposed highway systems have been considered and areas of concern that potentially could cause problems for the public, cyclists, public transport, motorists and other vehicles in and around the area have been identified.

LCC embraces appropriate development within Lancashire in line with local and national policies / frameworks and that which is emerging. This involves working closely with planning authorities, in this case officers of Chorley Council, developers and their representatives and also with National Highways. This approach supports the delivery of high quality, sustainable development and an appropriate scale of development that can be accommodated both locally and strategically.

Summary

The development proposal is acceptable to LCC Highways, and no objections are raised subject to the developer entering a s106 agreement and planning conditions being imposed.

Phil Durnell
Director, Highways and Transport
Lancashire County Council
PO Box 100 • County Hall • Preston • PR1 0LD

Development Proposal.

The development proposal is for 108 dwellings with access from Euxton Lane. This is a reduction of 10 dwellings from the original submission.

A Transport Assessment (TA) has been provided in support of the application.

Access

The developer is proposing to create a new access onto Euxton Lane rather than using the existing access roads in Xton Business Park.

The proposed access is a priority junction with a right turn lane on Euxton Lane. The access road is proposed to be 5.5m wide with 2m wide footways on both sides. The access is shown on plan BHM200 PL01 Rev T.

Whilst the existing to Xton Business Park would form an acceptable means of access it is accepted that there can be road safety benefits in separating residential and commercial traffic from each other.

A pedestrian access is proposed at the easterly end of the site onto Euxton Lane. This should be amended so as to be a pedestrian / cycle link.

The form of the junction and its geometry are acceptable to LCC Highway.

Local Highway Network.

Euxton Lane is classified as the C197 and is subject to a 40mph speed limit. In the vicinity of the site is of a high standard, well-lit with separate footways and cycleways and carries a significant volume of traffic.

The road safety record on Euxton Lane is relatively good with only 1 injury accident within 400m of the proposed site access in the last 5 years. The next nearest collisions are on the roundabout at Westway and the traffic signals at Euxton Lane / Central Avenue.

Bus stops are located on Euxton Lane a little to the east of the proposed pedestrian access.

Highway Concerns.

The existing access into Xton Business Park is a signalised junction with a long right turn lane for traffic passing the development site. In providing a new access for the proposed residential site the length of the existing right turn lane will be reduced. The need for a right turn at these signals remains, however, the volume of traffic that it

would need to accommodate in the morning peak, which coincides with the period when there is greatest demand, is reduced. This point has been discussed with the developers Transport Consultants and I can confirm that LCC Highways are satisfied that the revised proposal will not have an adverse impact on the existing access to Xton Business Park.

Access to Public Transport.

The nearest bus stops that are service by a public bus service are located close to the Central Avenue / Euxton Lane junction. Service 109 operates from here on a half hourly schedule between Chorley and Preston. No improvements to the frequency of services are considered necessary.

The existing bus stops adjacent to the development site on Euxton Lane are currently only service by school services. These stops are not to current standards as they lack raised boarding areas. Whilst there are no current proposal to introduce a public service here, this situation will be reviewed before the development would be built out. Nonetheless it is considered appropriate to require the developer to upgrade these bus stops as part of the off-site highway works.

To aid (child) pedestrian movements to the bus stops nearest the development it is considered necessary that a pedestrian refuge be introduced on Euxton Lane close to the proposed pedestrian (and cycle) access. This should also form part of the off-site highway works.

Travel Plan.

The developer proposal is of a scale that justifies the need for a Travel Plan.

The developer has produced an Interim Travel Plan which is generally acceptable, however, LCC consider that the appointment of the Travel Plan Coordinator should take place sooner than the 1 month proposed.

LCC request that the developer contributes £6,000, secured through a s106 agreement, towards travel planning support the aid the developer moving from Interim Travel Plan to full Travel Plan as well as evolution and monitoring over a 5 year period post occupation. These monies should be paid on commencement of development.

Internal Layout.

The layout of the development is generally acceptable for be accepted for adoption under a s38 agreement.

Any proposed sustainable drainage systems under the adoptable highway will only be considered acceptable where they are adopted by United Utilities under the powers of the Water Industry Act 1991 or they only retain highway surface water.

The integral garages for the Baxter and Farrier house types have internal dimensions of less than 6m x 3m and as such cannot be considered as car parking spaces and there could lead to vehicles being parked on the road. As these types of property are located well away from turning heads it is unlikely that and on road parking would be a danger or a nuisance.

Construction.

To ensure that road safety is not compromised during the construction period a Construction Traffic Management plan will be required.

In order to access the site from Euxton Lane in safe manner the right turn lane and traffic island would need to be in place before the development can commence, however, if the site was accessed via Eton Business Park these works would only be necessary prior to first occupation. As such it is consider appropriate for a phase and construction plan to be provided together with a programme for the construction of the site access and off-site highway works.

Conclusion.

No highway objections are raised subject to the developer entering a s106 for Travel Planning Support and the following conditions being imposed.

Conditions.

1. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.
Reason: To satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.
2. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 1 has been constructed and completed in accordance with the scheme details.
Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.
3. No part of the development hereby approved shall commences until a phasing plan has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. The plan shall include how each phase of the development will be implemented and detail the highway works which are necessary to enable construction.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that construction traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works

4. The new estate road for the approved development shall be constructed in accordance with the Lancashire County Council Specification for Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road. Reasons: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
5. Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CMP shall include and specify the provisions to be made for the following:-
 - a) The parking of vehicles of site operatives and visitors;
 - b) Loading and unloading of plant and materials used in the construction of the development;
 - c) Storage of such plant and materials;
 - d) Wheel washing and/or power wash and hardstanding area with road sweeping facilities, including details of how, when and where the facilities are to be used;
 - e) Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - f) Routes to be used by vehicles carrying plant and materials to and from the site;
 - g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

Reason: To protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.

6. 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].
7. No development shall commence until an Interim Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Interim Travel Plan shall be implemented and operated in

accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.

The Interim Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe of first occupation, the development being brought into use or other identifiable stage of development.

Where the Local Planning Authority agrees a timetable for implementation of an Interim or Full Travel Plan, the elements are to be implemented in accordance with the approved timetable unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

Reason: To ensure that the development provides sustainable transport options.

Yours faithfully

A handwritten signature in black ink, appearing to read 'GR', with a stylized flourish at the end.

Glenn Robinson
Team Lead Chorley, Fylde and Wyre
Highways Development Support