

Proposed Residential Development,
Euxton Lane, Chorley

BELLWAY HOMES

LPA Application Ref: 21/01475/FULMAJ

Appeal Ref: APP/D2320/W/22/3309262

Proof of Evidence of Phil Wooliscroft on Transport Matters

January 2023





REPORT

Document:	Proof of Evidence of Transport Matters		
Project:	Proposed Residential Development, Euxton Lane, Chorley		
Client:	Bellway Homes		
Job Number:	3456		
File Origin:	Z:\projects\3456	Euxton	Lane,
	Chorley\Docs\Reports\Appeal\3456PoE.F.docx		

Document Checking:

Primary Author	PJW	Initialed:
Contributor	TSB	Initialed:
Review By	PJW	Initialed:

Issue	Date	Status	Checked for Issue
1	27-01-23	Final	
2			
3			
4			

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1 QUALIFICATIONS

1.1.1 My name is Philip James Wooliscroft. I hold an MSc in Transport and Logistics from Cranfield University and a Higher National Certificate in Civil Engineering Studies from City College, St Albans.

1.1.2 I have practiced in the field of transport planning and traffic engineering for more than 30 years. I began with South Bedfordshire District Council in 1986 before moving into the private sector with Colquhoun Transportation Planning, The MVA Consultancy and The Denis Wilson Partnership from 1990.

1.1.3 I joined Savell, Bird and Axon, traffic and transport consultants in 2001 and was employed as a Director in the Company until April 2011 when I set up Croft Transport Planning & Design. Croft was acquired by Eddisons Chartered Surveyors in February 2019 where I am now a Partner.

1.1.4 I have provided proofs of evidence on transportation matters recently in respect of both land use changes and major commercial and residential developments.

1.1.5 The evidence that I have prepared is true and I confirm that the opinions expressed are my true and professional opinions. I understand that my duty is to assist the hearing irrespective of by whom I am instructed.

1.1.6 I am familiar with the Appeal Site and the highway network in the local area.



2 BACKGROUND AND SCOPE OF EVIDENCE

2.1 Background

2.1.1 Eddisons were commissioned by Bellway Homes Ltd to advise on the traffic and transport issues relating to a planning application for a residential development on land to the north of Euxton Lane in Chorley.

2.1.2 A full planning application was submitted to Chorley Borough Council (App Ref No: 21/01475/FULMAJ) for:

'Erection of 118 no dwellings (use Class C3) with associated access, landscaping, parking and other works following demolition of existing building. DXC Technology Euxton House Euxton Lane Chorley PR7 6FE.'

2.1.3 During determination of the planning application the scheme was amended to reflect the following description of development:

'Erection of 108 no dwellings (use Class C3) with associated access, landscaping, parking and other works following demolition of existing building. DXC Technology Euxton House Euxton Lane Chorley PR7 6FE.'

2.1.4 Lancashire County Council's (LCC), the local highway authority, raised no objection to the proposals, subject to conditions and a contribution to Travel Planning.



- 2.1.5 However, the application was subsequently refused for two reasons, the second of which was highways related and is set out below:

'The application site is proposed in isolation from residential development patterns and associated amenities resulting in an unsustainable form of development. It would fail to provide connectivity with supporting amenities, which means that the development does not integrate or function well with the surrounding area. The proposal does not, therefore, secure a high-quality inclusive design. The proposal is, therefore, contrary to policy 17 of the Central Lancashire Core Strategy 2012 and the National Planning Policy Framework.'

2.2 Scope of Evidence

- 2.2.1 My evidence will demonstrate that the appeal proposals do not amount to an unsustainable form development and that local services are available to potential residents of the site by sustainable modes of transport.
- 2.2.2 Section 3 of my evidence provides details of the appeal site, proposals and planning application process.
- 2.2.3 Section 4 of my evidence briefly considers the proposals against the prevailing planning policies, whilst Section 5 considers in detail the accessibility of the Appeal Site by non-car modes, including walking, cycling and public transport.
- 2.2.4 Section 6 summarises the traffic impact and highway safety implications of the proposals, whilst Section 7 considers third party representations.
- 2.2.5 Finally, Section 8 summarises the policy compliance and conclusions of my evidence.



3 APPEAL SITE, PROPOSALS AND APPLICATION PROCESS

3.1 Application Site and Existing Highway Network

- 3.1.1 The Appeal Site is located to the north-west of Chorley town centre. The site is broadly rectangular in shape it is bound to the north by the Manchester to Preston railway line and to the south by Euxton Lane. To the west the site is bound by the Xton Business Park, whilst the Bolton Wanderers Training Ground bounds the site to the east.
- 3.1.2 The site is currently occupied by a use Class E (formerly B1) office unit which has a gross internal area of 5,327 sqm and associated car parking. Vehicular access into the site is provided for via Euxton Lane/Xton Business Park signal controlled junction to the west.
- 3.1.3 The location of the site is shown on **Plan 1**.
- 3.1.4 Euxton Lane has a carriageway width of around 19 metres and shared 3 metre cycle footways are located on both sides of the carriageway. It extends in a broadly easterly-westerly direction and is subject to a 40mph speed limit.
- 3.1.5 To the west it provides an arm of the Euxton Lane/Central Avenue signal controlled junction, to the east of this junction it continues in an east-west alignment and provides access into the centre of Euxton, whilst Central Avenue provides access to Buckshaw Village to the north.



- 3.1.6 Around 700 metres east of the application site, Euxton Lane provides an arm of the B5252 West Way/Euxton Lane/Chancery Road roundabout junction. To the south the B5252 West Way provides access to the western areas of Chorley and the wider highway network. Whilst to the east Euxton Lane provides access into Chorley town centre and its wider highway network.
- 3.1.7 A more detailed description of the Appeal site and the existing highway network is included at Section 2 of the Transport Assessment (**CD 10.18**).

3.2 Summary of Proposals

- 3.2.1 The proposals would provide 108 residential units, which comprise of mixture of 2-, 3- and 4-bedroom units.
- 3.2.2 The proposed site layout plan is displayed in **Plan 2**.
- 3.2.3 It is proposed that vehicular access into the site will be provided for via a new priority controlled junction located approximately 150 metres east of the existing Euxton Lane/Xton Business Park signal controlled junction.
- 3.2.4 The proposed vehicular access into site will incorporate a formal right-turn lane on Euxton Lane. This has been provided within the extents of the existing carriageway, through the removal of the existing hatched markings and the slight shortening of the existing right-turn lane at the Euxton Lane/Xton Business Park signal controlled junction. The right-turn lane will have a standard residential road width of 3.5 metres whilst the existing widths of the running lanes will be retained as existing.



- 3.2.5 As detailed above, the access proposals will result in a reduction in length of the existing Euxton Lane (e) right-turn lane arm of the Euxton Lane/Xton Business Park junction from 170 metres to 100 metres. The removal of traffic associated with the existing land-use from the junction, will result in a reduction in right-turn movements and therefore the proposals will have a minimal impact on the operation of the existing junction.
- 3.2.6 The proposed access into the site will have a carriageway width of 5.5 metres and incorporate corner radii of 10 metres. In accordance with the existing 40mph speed limit on Euxton Lane, visibility splays of 2.4 metres by 120 metres can be achieved in each direction on land within the site or adopted highway.
- 3.2.7 Footways of 2 metres wide will be located on both sides of the access road carriageway which will link with the existing provision provided along Euxton Lane.
- 3.2.8 The revised proposed site access arrangement is shown in **Plan 3 (Drawing Number 3456-Fo1 Revision D)**.
- 3.2.9 In summary, the Appeal Site can be satisfactorily accessed from Euxton Lane and no objections were raised by either Chorley Borough or Lancashire County Councils.

3.3 Planning Application Process

- 3.3.1 Pre-application discussions took place with LCC, the local highway authority, and the scope of the assessment agreed.
- 3.3.2 The application (App Ref No 21/01475/FULMAJ) was registered on 23rd December 2021 and was accompanied by a comprehensive Transport Assessment (TA) (**CD 10.18**) and Travel Plan (TP) (**CD 10.19**).



3.3.3 An initial consultation response was submitted by LCC (**CD 12.13**) dated 26th January 2022. This was responded to by Eddisons within a formal Technical Note dated March 2022 (**CD 12.15**).

3.3.4 Following a thorough review of the submitted TA, and the Technical Note dated March 2022 which responded to initial comments raised by LCC, LCC's professional highways officer raised no objection to the application proposals, subject to conditions and a contribution to Travel Planning Support. The final highways consultation response, dated 30th June 2022, is included at **CD 12.14**.

3.3.5 The final formal LCC consultation response confirms their view regarding the proposals as follows:

'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.'

3.3.6 This position is confirmed within paragraph 111 of the Committee Report (**CD 11.2**) which confirms the following:

'In conclusion no highway objections are raised subject to the developer entering a s106 for Travel Planning Support and subject to conditions being imposed.'

3.3.7 A number of conditions were suggested by LCC which are listed within the Statement of Common Ground and include (Condition 7) the requirement for a Travel Plan, as follows:

'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 of 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.

- 3.3.8 In summary, there are no objections whatsoever to the appeal proposals from the local highway authority, subject to conditions.



4 RELEVANT TRANSPORT PLANNING POLICY

4.1 Introduction

4.1.1 Planning policy will be dealt with in the evidence of Sebastian Tibenham, however, the pertinent transport policies referred to within the second reason for refusal are considered within this section of my evidence.

4.2 Central Lancashire Core Strategy 2012

4.2.1 The second reason for refusal refers to Policy 17 of the Central Lancashire Core Strategy (CLCS).

4.2.2 Policy 17 relates to 'Design of New Buildings'. Of relevance to transport matters within the various criteria are the following:

'(e) linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites.

'(j) making provision for the needs of special groups in the community such as the elderly and those with disabilities.'

4.2.3 As will be demonstrated in the following section of my evidence, the Appeal Site connects to Euxton Lane, which the site has an extensive frontage to, in a number of potential locations to ensure that the site is connected to neighbouring land.

4.2.4 Improvements to the off site infrastructure, including nearby bus stops, and the provision of a formal uncontrolled crossing facility to the eastern end of the site frontage over Euxton Lane, ensures that the site will make provision for the needs of special groups in the community including the elderly and those with disabilities.



4.3 The National Planning Policy Framework

4.3.1 The second reason for refusal refers generally to the fact that the proposal is contrary to the NPPF but does specify which particular parts of that document. As such, the following paragraphs will consider the pertinent elements of the NPPF in the context of the Appeal proposals.

4.3.2 Paragraph 8 of the NPPF refers to 'sustainable development' and part B is as follows:

'8 *Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):'*

'b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;'

4.3.3 The other main elements of the NPPF that I consider pertinent are paragraphs 103, 108, 110 and 111 of the document.



4.3.4 Paragraph 103 of the NPPF states:

'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, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. 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.'

4.3.5 My evidence will demonstrate that the Appeal proposals will offer a genuine choice of transport modes and that sustainable transport solutions have been maximised.

4.3.6 Paragraph 108 states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

4.3.7 As confirmed earlier in my evidence, there is no objection from LCC in respect of safe and suitable access, highway safety or impact on the road network.



4.3.8 Paragraph 109 advises that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

4.3.9 Paragraph 110 continues by stating that:

'Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

4.3.10 Consideration of the sustainable credentials of the Appeal proposals are considered in Section 5 of my evidence.



4.3.11 Finally, paragraph 111 confirms that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

4.3.12 The planning application was accompanied by a Transport Assessment and Framework Travel Plan, which was secured by condition and LCC did not object to the proposals, and I therefore conclude that the proposal cannot be contrary to paragraph 111 of the NPPF.

5 ACCESSIBILITY BY NON CAR MODES

5.1 Introduction

5.1.1 The presumption in favour of sustainable development is a central theme running through the NPPF and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. One of the core principles of the NPPF is to *'ensure opportunities to promote walking, cycling and public transport use are identified and pursued.'*

5.1.2 To achieve this objective, paragraph 108 of the NPPF states that, when making decisions, it should be ensured that:

'Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up given the type of development and its location.' (emphasis added)

5.1.3 The accessibility of the Appeal Site by sustainable modes of transport was considered at Section 5 of the TA (**CD 10.18**).

5.1.4 Following a review of the assessment, as confirmed in both the final formal LCC consultation response (**CD 12.14**) and the Committee Report (**CD 11.2**), LCC's Highways Officer concluded that the Appeal proposals were acceptable with the following respective comments within these two documents:

'The development proposals is acceptable to LCC Highways, and no objections are raised subject to the developer entering a S106 agreement and planning conditions being imposed.'



'In conclusion no highway objections are raised subject to the developer entering a s106 for Travel Planning Support and subject to conditions being imposed.'

5.1.5 However, contrary to this, the second reason for refusal states that:

'The application site is proposed in isolation from residential development patterns and associated amenities resulting in an unsustainable form of development. It would fail to provide connectivity with supporting amenities, which means that the development does not integrate or function well with the surrounding area. The proposal does not, therefore, secure a high-quality inclusive design. The proposal is, therefore, contrary to policy 17 of the Central Lancashire Core Strategy 2012 and the National Planning Policy Framework.'

5.1.6 In order to assist the Inquiry, the accessibility of the Appeal Site by the following modes of transport has been considered in more detail:

- i) Accessibility on foot;
- ii) Accessibility by cycle;
- iii) Accessibility by bus; and
- iv) Accessibility by rail.

5.1.7 For context, it is also worth noting Chorley Borough Council's comments on a recently completed residential development (App Ref: 16-00380-OUT) located around 400 metres west of the junction of Euxton Lane/Central Avenue and less than 800 metres west of the Appeal Site. For context, this is shown on **Plan 5**.

5.1.8 CBC concluded for that site, the following in terms of its sustainable location:



'The site is fortunate to have good pedestrian/cycle provision on Euxton Lane and it is considered that the proposed site is in a reasonably sustainable location with good access to public transport services (bus and rail) and acceptable pedestrian and cycle routes to Euxton, Buckshaw Village and Chorley.'

5.1.9 The Appeal Site is also located on Euxton Lane with direct access to similar pedestrian and cycle provision. Access to bus and rail services are also similar with buses running along Euxton Lane and Central Avenue and both sites are within a similar walking distance to Buckshaw Parkway railway station.

5.1.10 As such, the Appeal Site is similarly located in sustainable transport terms to the recently developed residential scheme on Euxton Lane which CBC considered to be acceptable on those grounds.

5.2 Accessibility by Foot

5.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

5.2.2 Shared pedestrian/cycleways with widths of at least 3.7 metres are located on either side of the Euxton Lane carriageway in the vicinity of the site. To the west, these link with the existing provision located within Buckshaw Village and provide access to the surrounding areas of Euxton. Whilst to the east they provide access into Chorley town centre.



- 5.2.3 To the east of the application site, pedestrian and cycle crossing facilities are provided for on the Euxton Lane (w) and Xton Business Park arms of the Euxton Lane/Xton Business Park signal controlled junction in the form of dropped kerbs, tactile paving and pedestrian refuges.
- 5.2.4 In addition, pedestrian and cycle facilities are provided for on the Central Avenue arm of the Euxton Lane/Central Avenue signal controlled junction in the form of dropped kerbs, tactile paving and pedestrian refuges.
- 5.2.5 To west of the application site, pedestrian facilities are provided for at the B5252 West Way/Euxton Lane/Chancery Road roundabout junction in the form of dropped kerbs and pedestrian refuges on all arms of the roundabout.
- 5.2.6 To assist the accessibility of the Appeal Site, the vehicular access proposals include an additional uncontrolled crossing to the east of the vehicular access across Euxton Lane.
- 5.2.7 There are many national reference documents that consider the issue of walking distances.
- 5.2.8 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.
- 5.2.9 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (**CD 8.2**), provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown in **Table 5.1**, below.



Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 5.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 5.2.10 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 5.2.11 Manual for Streets (MfS) (CD 8.1) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.'*
- 5.2.12 **Table 5.2**, below, summarises this guidance in tabular form.



'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 5.2 Manual for Streets Walk Distances

5.2.13 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility - How Far Do People Walk and Cycle' (CD 8.3). This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres; and
- Personal business – 1,600 metres.

5.2.14 Overall, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 5.3**, below, summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.



85 th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	2,000m	1,600m	1,950m

Table 5.3 WYG Report/NTS Data Walk Distances

- 5.2.15 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 5.2.16 Section 3.1 of the CIHT guidance ‘Planning for Walking’ provides a useful reminder of the health benefits of walking. This states that:
- ‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*
- 5.2.17 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 5.2.18 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** (supplemented by a plan enclosed within Mr Tibenham’s evidence – Ref: P21-0962_DE_010) and provides an illustrative indication of the areas that can be reached based on a leisurely walk of some 25 minutes from the site.
- 5.2.19 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as shops, schools, nurseries and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in Plan 5.



- 5.2.20 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Euxton, Buckshaw Village and the western areas of Chorley, fall within the 2 kilometres catchment. This results in a wide range of employment and local amenities being located within walking distance of the site.
- 5.2.21 Furthermore, the Central Lancashire Local Plan Regulation 18 Consultation document from December 2022 (**CD 5.1**) advocates the concept of '20-minute neighbourhoods' so that 'residents can meet their day to day needs within a 20 minute walk of their home'. This is covered in Spatial Priority 5 on Page 47 of the document.
- 5.2.22 The document provides the following commentary, within the 2nd paragraph on Page 47, regarding the 20 minute walk which supports the guidance referred to within this section of my evidence:
- 'The 20-minute neighbourhood is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day – shopping, school, community and healthcare facilities, places of work, green spaces, and more. These places need to be easily accessible on foot, by cycle or by public transport – and accessible to everyone, whatever their budget or physical ability, without having to use a car'.*
- 5.2.23 **Table 5.4** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 85th percentile walk distances using the guideline criteria in Table 5.3.
- 5.2.24 These distances have been agreed with Chorley Borough Council as part of the Statement of Common Ground.

Local Amenity	Distance	Guidance Criteria	Journey Time (mins)	Meets with Guidance?
Xton Business Park	250m	1,600m	3.0	YES
Bus Stops on Euxton Lane	350m	400m	4.4	YES
Gymworks, Chorley	550m	1,600m	6.9	YES
Little Explorers Nursery and Pre-school	950m	1,600m	11.9	YES
Buckshaw District Centre	1,400m	1,600m	15.0	YES
Trinity Methodist Primary School	1,400m	2,000m	17.5	YES
Tesco Supermarket	1,450m	1,600m	18.1	YES
The War Horse Public House	1,480m	1,600m	18.5	YES
Kids Planet Nursery	1,495m	1,600m	18.7	YES
KFC	1,500m	1,600m	18.8	YES
Buckshaw Parkway	1,550m	1,600m	19.4	YES
Strawberry Fields Digital Hub	1,550m	1,600m	19.4	YES
Buckshaw Village Community Centre	1,590m	1,600m	20.0	YES
Trinity Church of England Primary School	1,600m	2,000m	20.1	YES

Table 5.4 Approximate Distance from Site to Local Facilities



- 5.2.25 To provide more detail on the pedestrian routes to and from the centre of the Appeal Site, the following demonstrate how these routes have been established using Google Maps and on-site observations. These routes are shown on **Plan 6**.
- 5.2.26 Each of the routes to the main local amenities involves walking along Euxton Lane between the site and the junction with Central Avenue, whilst the route to the Strawberry Field Digital Hub travels east from the site along Euxton Lane.
- 5.2.27 The route along Euxton Lane from the site to the majority of the amenities includes a wide footway/cycleway is flat and has streetlighting to ensure it is an attractive route for all pedestrians.
- 5.2.28 The route between the Appeal Site to the Gymworks Chorley, Little Explorers Nursery and Pre-School and Chorley Business & Technology Park involves continuing along Euxton Lane using the existing wide footway/cycleway. The route then turns into East Terrace which also has a network of footways to connect to the various amenities. This area also has streetlighting.
- 5.2.29 It must be noted that the distance to these amenities could be slightly lower than the Google Maps calculation as there are additional pedestrian access points to the site onto Euxton Lane and Central Avenue to reduce this distance although these do involve walking in the car parking areas of the business/leisure park.



- 5.2.30 The route from the Appeal Site to the District Centre (which includes a range of retail and employment units) and the Tesco Supermarket involves a walk along Euxton Lane, described above, and then along Central Avenue. Central Avenue also has streetlighting and has wide footways and cycleways on both sides of the road. The route then involves walking along the 3 metre wide off road route between Central Avenue and Knight Avenue and then onto Ordnance Road which again has a wide footway on the northern side. This route is flat and has streetlighting along its entire length.
- 5.2.31 The route from the Appeal Site to the War Horse public house involves the same route along Euxton Lane and Central Avenue as described for the District Centre above. The route though travels further north Central Avenue up to the roundabout junction with Buckshaw Avenue. The route then travels east on Buckshaw Avenue to the War Horse which involves a similar level of footway and cycleway infrastructure with streetlighting.
- 5.2.32 The route to and from the Appeal Site to the Kids Planet Nursery and the KFC Restaurant involves the same route along Euxton Lane, Central Avenue and Buckshaw Avenue as described for the War Horse public house, above. The route though involves a slightly shorter walk using the existing footpath connections from Buckshaw Avenue close to both of these buildings. These links are at least 2 metres wide and have lighting in close proximity.
- 5.2.33 The route from the Appeal Site to Buckshaw Parkway railway station also involves a similar pedestrian route to the one to the Tesco Supermarket. On reaching Ordnance Road the route would then travel south along Station Approach which has wide footways on both sides and has streetlighting to ensure a safe and attractive route to the station.



- 5.2.34 The route from the Appeal Site to the Strawberry Fields Digital Hub involves travelling along Euxton Lane to the east of the site. The route is direct and involves no road crossings and has either a wide footway/cycleway or a wide footway on the northern side of Euxton Lane to allow a safe and attractive route. The route is also covered by streetlighting.
- 5.2.35 The route the Appeal Site to the Buckshaw Village Community Centre, Buckshaw Village Surgery and the Trinity Church of England Methodist School is similar to route to the Kids Planet Nursery and the KFC Restaurant. Once onto Buckshaw Avenue the route would cross that road via the signalised pedestrian crossing close to Crompton Walk and then travelling along that route to the Community Centre along a 3 metre wide off road footpath. Crompton Walk has streetlighting and runs along the front of a number of existing houses.
- 5.2.36 All of the local services can be accessed via the existing footway network and the proposed pedestrian infrastructure at or close to the Appeal Site. The existing pedestrian infrastructure has footways of with widths of at least 2 metres and controlled or uncontrolled pedestrian crossing facilities are provided at all major junctions between the site and the local amenities. Each route has streetlighting and open with constant activity of other pedestrians and/or passing traffic.
- 5.2.37 My view is that each one has very good quality footways or footpaths and is attractive to travel to from the Appeal site and easy to navigate. From my numerous visits to the Appeal Site it is also clear that these routes are very well used by all types pedestrians including dog walkers.



- 5.2.38 To provide some further information regarding the use of the footways in the vicinity of the site a survey has been carried out on Tuesday 24th January 2023 in two locations, one on Euxton Lane outside the Appeal Site and the other on the bridge section of Central Avenue.
- 5.2.39 The survey was carried out between 7am and 7pm and the results of the survey are enclosed in **Appendix 1** and are summarised below:
- Euxton Lane – 227 pedestrians and 22 cycles.
 - Central Avenue – 505 pedestrians and 64 cycles.
- 5.2.40 As can be seen, both Euxton Lane and Central Avenue accommodates a reasonable level of pedestrian activity throughout the day, particularly on Central Avenue across the bridge, with the busiest period being between 5pm and 6pm where, on average, Central Avenue accommodates one pedestrian each minute.
- 5.2.41 This clearly demonstrates that pedestrians use the existing pedestrian infrastructure at present, in particular across the railway line, and there are no barriers to pedestrian movement in the vicinity of the Appeal Site.
- 5.2.42 Within the CIHT document entitled 'Planning for Walking' referred to in CBC's Statement of Case (**CD 13.3**), there is reference within this document to the '5Cs of Good Walking Networks' that were defined by Transport for London (TfL) in their document entitled 'Improving Walkability' from 2005 (**CD 8.6**). These are as follows:



- *1. Connected: Walking routes should connect all areas with key "attractors" such as public transport stops, schools, work and leisure destinations. Routes should connect locally and at district level, forming a comprehensive network. My view is that the location of the existing pedestrian routes to and from the Appeal Site are 'connected' as they ensure that pedestrians can walk reasonably directly from the site to the nearby bus stops, schools and shops, for example.*
- *2. Convivial: Walking routes and public spaces should be pleasant to use and allow walkers and other road users to interact. They should be safe, inviting and enlivened by diverse activities. Ground floors of buildings should be continuously interesting. In terms of 'conviviality', my view is that the existing and proposed routes will be pleasant to use, are of very good quality and wide. Some sections are also free from all motorised traffic for a safer environment. They are also all lit to ensure a safe passage for all current and new pedestrians..*
- *3. Conspicuous: Routes should be clear and legible, if necessary, with the help of signposting and waymarking. Street names and property numbers should be comprehensively provided. The routes proposed are clear and legible and could be supplemented by additional signage from within the Appeal Site, with 'finger post' signs, for example, to allow easy choices to be made at key junction points.*
- *4. Comfortable: Comfortable walking requires high-quality pavements, attractive landscapes and buildings and as much freedom as possible from the noise, fumes and harassment of vehicles. Opportunities for rest and shelter should be provided. Each of the walking routes to and from the site will offer 'comfortable' routes. The surfacing of the existing routes is of a very good standard and the new connections to Euxton Lane will be surfaced with high quality materials. The area also has a mixed character and urban in nature.*



- *5. Convenient: Routes should be direct and designed for the convenience of those on foot, not those in vehicles. This should apply to all users, including those whose mobility is impaired. Road crossings should be provided as of right and on desire lines. Each of the existing pedestrian routes, is reasonably direct and not circuitous, and have been designed to be convenient for those travelling on foot and by cycle. This will also apply to the mobility impaired.*

5.2.43 As such, it is my view that the existing and proposed existing pedestrian routes meet the aspirations of each of these criteria and ensuring that the pedestrian routes to and from the Appeal Site are connected, convivial, conspicuous, comfortable and convenient.

5.2.44 The CIHT 'Planning for Walking' guidance (**CD 8.4**) also provides information on Page 19 a 'Risk Factor for Pedestrians. That section of the document refers to an OECD study "Ageing and Transport" (OECD, 2001) which provides the following list of risk factors for pedestrians. It relates specifically to older people but is, in practice, relevant to all:

- Crossing busy two-way streets.
- Crossing major roads, particularly ones with fast traffic.
- Junctions with heavy traffic, particularly where there is no centre refuge.
- Complex situations, where vehicles can come from several directions.



- 5.2.45 As has been previously described in this section of my evidence, the pedestrian routes to each of the main day to day amenities involves crossing only the Site Access to the Xton Business Park which also has formal pedestrian and cycle crossing facilities as well as a central refuge. No other roads of any note require crossing to travel between the Appeal Site and the day to day amenities.
- 5.2.46 The only exception to this is the route to Gymworks Chorley, Little Explorers Nursery and Chorley Business & Technology Park. Even then, this route only requires a crossing of the Central Avenue arm of the Euxton Lane junction. However, at that junction there is also a pedestrian refuge and formal pedestrian and cycle crossing facilities to ensure safe passage for all road users.
- 5.2.47 CIHT 'Planning for Walking' guidance includes a further section on 'Barriers to Movement' in Section 4.4. These including crossing 'rivers, major roads, railways and canals' which are 'difficult or impossible for pedestrians to cross and sever adjacent districts'.
- 5.2.48 The pedestrian routes to a number of the day to day amenities that use Euxton Lane and Central Avenue is not quite a 'crow flies' straight route, which is highly unlikely to ever be a realistic pedestrian route in urban situations.
- 5.2.49 A walk to the bridge on Central Avenue would take around a 5 minute walk from the Appeal Site and then the route is reasonably direct and would not create a barrier of any kind to walking to and from the Appeal Site given the other factors such as the very good quality routes, the reasonably short distances and the established nature of these routes.



5.2.50 Indeed the route mentioned above is very similar to the pedestrian route taken from a recently constructed residential development to the west of the Central Avenue junction with Euxton Lane (Planning App Ref: 16-00380-OUTMAJ). The site is around 400 metres (5 minutes' walk) west of the Euxton Lane/Central Avenue junction, similar to the distance between the junction and the Appeal Site, as shown on **Plan 6**.

5.2.51 Paragraph 49 of the Committee Report of that consented site deals with the issue of 'Accessibility by Sustainable Forms of Transport' below:

'The site is fortunate to have good pedestrian/cycle provision on Euxton Lane and it is considered that the proposed site is in a reasonably sustainable location with good access to public transport services (bus and rail) and acceptable pedestrian and cycle routes to Euxton, Buckshaw Village and Chorley'.

5.2.52 Furthermore, there are two sites very close to the Appeal Site that have received planning consent for development, both of which have clearly been considered to have acceptable accessibility levels, as the above mentioned residential scheme did.

5.2.53 The first is located at Billinge House, located directly south of the Appeal Site and access via Euxton Lane (Planning App Ref: 10/00372/COU). The distances to the local amenities including the railway station, bus stops and district centre would be similar to that of the Appeal Site although with the addition of the need to cross Euxton Lane which one does not need to from the Appeal Site to access these amenities.

5.2.54 Paragraph 12 of the Committee Report (**CD 9.7**) confirms CBC's view on the accessibility of the site, as follows:

'the property is located within close proximity and easily accessible from the settlements of Euxton, Buckshaw Village and Astley Village'.



- 5.2.55 The second site is located directly west of the Appeal Site on part of the Xton Business Park (Planning App Ref: 18_00820_FULMAJ). As with the Billinge House site, the distances to the local amenities including the railway station, bus stops and district centre would be similar to that of the Appeal Site.
- 5.2.56 Paragraph 22 of the Committee Report (**CD 9.6**) confirms CBC's view on the accessibility of the site, as follows:
- 'The location is well served by public transport with a bus service along Euxton Lane. There is also a rail station at Buckshaw Parkway less than 300m from the site, which provides excellent accessibility to a large catchment. The location is easily accessible on foot or bicycle to the residential areas of Euxton, Buckshaw Village and Astley Village.'*
- 5.2.57 Both of these sites have been shown on Plan 6 to provide some locational context to the Appeal Site.
- 5.2.58 As such, there is no material difference in the accessibility or the nature of pedestrian routes between these three consented sites and the Appeal Site.
- 5.2.59 The above comprehensive analysis demonstrates that a range of local services are within the distances contained with the IHT guidance documents referenced above, i.e. walking distances of 2 kilometres, as well as the 20 minute walking distance referred to in the recently published Central Lancashire Local Plan Regulation 18 document.
- 5.2.60 Furthermore, this is a view shared by LCC's Highways Officer.



- 5.2.61 The internal site layout has been designed to be permeable to pedestrians. The proposed pedestrian access points connect to the existing footway/cycleway along Euxton Lane which in turn connects directly to the wider footway network in the vicinity of the Appeal Site. I therefore consider that the existing and proposed infrastructure will provide a direct connection to the places where people want to go.
- 5.2.62 The proposed routes will be obvious to users and easy to follow as they will be located along and link to the existing adopted highway. The routes have good visibility when travelling either to or from the site to inform users towards their destinations. As such, I consider that the routes will be legible and there will be no requirement for additional signage.
- 5.2.63 It is also, perhaps, worth adding that this area of Chorley is generally flat and residents would not be put off walking by any topographical issues nearby.
- 5.2.64 As such, I consider that pedestrian routes are available along desire lines and that excessive changes in level are avoided.
- 5.2.65 Routes will be as safe and convenient as possible, with as much activity and/or general surveillance, including street lighting, as can be provided whilst meeting existing desire lines. As such, I conclude that routes will be spacious and have comfortable surfaces and will benefit from activity and variety.
- 5.2.66 Therefore, when judged against the widely accepted walking distances criteria, I consider that the proposed development will offer residents the opportunity to travel to key services and amenities on foot.



- 5.2.67 Notwithstanding the above, it is important to recognise that the Appeal Site is already a developed site and indeed designated for mixed use re-development within the Central Lancashire Core Strategy under Policy 1 as part of the wider Buckshaw Village sustainable settlement and is within the defined settlement boundary of Euxton and therefore also a compliant development location under Policy V2 of the adopted Chorley Local Plan (See Mr Tibenham’s evidence – Section 7). On that basis it must surely be considered to be suitably sustainable for development regardless of use class.
- 5.2.68 Walking and cycling will be promoted and encouraged through a Travel Plan, which will assist in delivering a sustainable development by encouraging sustainable travel habits. Furthermore, as already stated, pedestrian improvements will be provided to link the site with existing pedestrian infrastructure located within the vicinity of the site.
- 5.2.69 As such, it concluded that the appeal proposals are in accordance with paragraph 108(a) of the NPPF in that *'appropriate opportunities to promote sustainable transport modes can be – or have been, taken up, given the type of development and its location'* and paragraph 108(b) in that *'safe and suitable access to the site can be achieved for all users'* and will not be contrary to Policy 17 of the Central Lancashire Core Strategy.

5.3 Accessibility by Cycle

- 5.3.1 The accessibility of the Appeal Site by cycle is considered at Section 3.3 of the TA (CD 10.18).



- 5.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that '*For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.*' This distance equates to a journey of around 40 minutes based on a leisurely cycle speed of 12 kilometres per hour.
- 5.3.3 This distance would include a wide range of local destinations including Whittle-le-Woods, Chorley town centre, Charnock Richard, Leyland and Clayton-le-Woods.
- 5.3.4 As previously stated, shared pedestrian/cycleways are located on either side of the Euxton Lane carriageway for its entirety. These form part of National Cycle Route 55, which to the north provides access to Buckshaw Village before continuing to Bamber Bridge and Preston. Whilst to the south-east it provides access to Astley Village, Chorley before continuing to Worthington.
- 5.3.5 Shared local cycling routes also continue through Buckshaw Village through to the District Centre and associated signage is provided at a number of way points from the appeal site to the centre, where many of the local day to day facilities are provided.
- 5.3.6 Based on the above, I consider the Appeal site to be highly accessible by cycle and that there is the opportunity travel to and from the site to be undertaken by cycle and therefore is accordance with paragraph 108 of the NPPF.

5.4 Accessibility by Bus

- 5.4.1 The accessibility of the Appeal Site by bus is considered at Section 3.4 of the TA.



- 5.4.2 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 5.4.3 The nearest bus stops to the site are located to the west of the site on Euxton Lane and Central Avenue within approximately 400 metres of the application site, ie less than a 5 minute walk. These bus stops can be accessed via the existing pedestrian infrastructure located along Euxton Lane.
- 5.4.4 The bus stops on Euxton Lane consist of bus laybys, bus shelters, bus poles and timetable information and will be improved as part of the Appeal proposals. Whilst the bus stop of Central Avenue consists of a bus shelter which displays timetable information. All the nearest bus stops to the site, and the route of the buses referred to below, are shown on **Plan 5**.
- 5.4.5 A summary of the services available from the nearest bus stops from the Appeal Site is provided in **Table 5.5** below.

Serv No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
109	Preston – Lostock – Buckshaw – Chorley	3	2	2	1	2	1

Table 5.5 - Existing Bus Services In Vicinity of Appeal Site



- 5.4.6 As can be seen from Table 5.5, the nearest bus stops to the site provides access to up to three peak hour services to destinations such as Preston, Lostock and Chorley.
- 5.4.7 It is noted that the above services provide a choice of how people travel with the bus services operating regularly and frequently from around 6.20am to around midnight during the week, covering the start and end of the typical working day, between around 7.20am to around 11pm during a Saturday and then between around 9am and 7pm during a Sunday, This ensures that travel by public transport is a real alternative to travelling by car for commuting trips, in particular. The bus timetable for this service is enclosed in **Appendix 2**.
- 5.4.8 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 5.6** below.

Destination	Duration
Chorley town centre	13 mins
Preston city centre	40 mins

Table 5.6 Example Bus Journey Times from the Appeal Site

- 5.4.9 The above table demonstrates that Preston city centre is just a 40-minute bus journey from the site and Chorley town centre is just a 13-minute bus journey.
- 5.4.10 The Travel Plan will include measures to encourage travel by public transport, including the utilisation of journey planning tools. The Travel Plan can also include a commitment to provide travel vouchers for the residents of the early life of the development, prior to the extension of the bus service into the site, to encourage travel by sustainable modes from 1st occupancy.



- 5.4.11 A review of the existing services operating in the vicinity of the site confirms that bus services are available within a short walk that accords with the guidance set out in the CIHT guidance.
- 5.4.12 In addition, the closest bus stops to the site will be improved to provide raised boarding areas as part of these proposals to ensure the use of the bus to travel to and from the Appeal Site is made more attractive and to ensure that opportunities are made to improve the sustainability of the site in transport terms.
- 5.4.13 As detailed within Table 5.5, the Parklands Academy and Balshaw CoE High School which are the closest secondary schools to the site are located outside of the recommended 2 kilometre walking distance.
- 5.4.14 However, the Parklands Academy can be accessed via the LCC school bus services detailed below which are located in close proximity of the appeal site;
- 804 Service to Chorley Parklands – closest stop on Euxton Lane outside of the site which is being improved.
 - 119 Service to Chorley Parklands – closest stop is to the east of the site near Mimosa Close approximately a 10 minute walk from the site.
- 5.4.15 I consider that the existing bus service provision will provide all residents of the proposed development, including the disabled and mobility impaired, with a good level of service and will provide them with a genuine opportunity to travel by bus.
- 5.4.16 As such, I believe the proposals accord with the NPPF and Policy 17 of the Central Lancashire Core Strategy 2012.



5.5 Accessibility by Rail

- 5.5.1 The nearest train station located to the Appeal Site is Buckshaw Parkway which is around 1,550 metres of the site and can be accessed via the existing pedestrian infrastructure in the vicinity of the site. This is within a 20 minute walk and around a 7.5 minute cycle. The station also provides 20 cycle racks.
- 5.5.2 This train station is managed by Northern and has 2 platforms offering 2 services per hour to destinations such as Blackpool North, Manchester Victoria and Manchester Airport.
- 5.5.3 It is therefore concluded that the Appeal Site is accessible by rail.

5.6 Accessibility Summary

- 5.6.1 This section of my evidence has considered the sustainable credentials of the Appeal Site. The following lists the conclusions of this section of my evidence:
- i) The Appeal Site is accessible on foot and by cycle and improvements are to be provided as part of the proposals to link with the existing provision in the vicinity of the site.
 - ii) The Appeal Site is within a walk of a number of local services and day-to-day amenities, such as new/existing bus stops, shops, schools and a District Centre.
 - iii) The Appeal Site meets with the walking distance criteria set out in a range of national recognised accessibility guidelines.
 - vi) The Appeal Site will also be accessible by bus with stops, which will be improved as part of the Appeal proposals, that serve Chorley town and Preston city centres.



- vii) The Appeal Site provides potential for travel by rail with Buckshaw Parkway railway station located less than a 20 minute walk of the site.
- viii) The Appeal Site has a similar accessibility level to a number of recent nearby consented developments which CBC considered to be suitability accessible by non-car travel modes.
- ix) A Travel Plan will be implemented that will include measures that will encourage travel by sustainable modes of transport.

6 TRAFFIC IMPACT AND HIGHWAY SAFETY

6.1.1 A consideration of the traffic impact of the development proposals on the local highway network is included at Section 4 of the TA (**CD 10.18**).

6.1.2 Following the initial consultation response from LCC dated 26th January 2022 (**CD 12.13**), Eddisons prepared a formal response to comments made within the LCC document within a Technical Note dated March 2022 (**CD 10.20**).

6.1.3 The Technical Note considered comments made by LCC in relation to the following topics:

- Site Access Arrangements.
- Internal Arrangements.
- Traffic Impact Analysis.
- Public Transport Improvements.
- Travel Plan Framework.

6.1.4 Following a thorough review of this documentation, LCC confirmed that they had no objection to the planning application on any transport or highways matter subject to the conditions referred to earlier in my evidence and the Section 106 contribution for improved bus stops on Euxton Lane.



7 THIRD PARTY REPRESENTATIONS

7.1.1 There were only two formal objections to the planning application. One of these includes a number of references to transport or highways matters which is included below for information:

'I wish to object to the erection any more dwellings alongside Euxton Lane. Like many other residents of the area we have had more than enough of speeding, noisy traffic passing along Euxton Lane. It is a well established fact that Lancashire County Council cannot, at the present time, cope with the volume of traffic passing through the traffic lights on Euxton Lane and at its junction of the A6 Preston Road. It is already becoming difficult for traffic to exit Chancery Road from Astley Village onto Euxton Lane. More housing will increase congestion on Central Drive, Buckshaw Village. More residential property will increase the congestion at Junction 8 on the M61. The road surface outside the Hospital junction is an absolute disgrace and is sinking under the weight of present traffic passing along Euxton Lane. The noise levels of present traffic in the area is well above acceptable levels in my opinion. It may be that 'experts' may think that a 4 lane highway will be able to cope. But how many more bollards are going to be demolished?'

7.1.2 The following paragraphs will consider the relevant elements of the above objection.

7.1.3 As has been confirmed earlier in my evidence, LCC, the local highway authority, had no objection to the planning application.



- 7.1.4 The first element of the objection refers to traffic volumes and congestion on Euxton Lane and at its junction with Preston Road. Section 4.4 of the Transport Assessment that supported the planning application at the Appeal Site considered the issue of traffic impact. Table 4.3 summarises the peak period traffic impact of the Appeal proposals and confirms that the two-way traffic flows generated by the Appeal proposals would be lower than the traffic flows likely to be generated by a fully occupied existing development at the Appeal Site. This therefore confirms that the Appeal proposals would be beneficial in terms of reducing traffic volumes on the local highway network.
- 7.1.5 This would therefore reduce the volume of traffic, based on a fully occupied existing Appeal Site, on the local highway network including along Euxton Lane, the A6 Preston Road and Junction 8 of the M61.
- 7.1.6 As such, there are no grounds to object to the Appeal proposals on traffic impact matters.



8 POLICY COMPLIANCE AND CONCLUSIONS

- 8.1.1 My evidence has considered proposals by Bellway Homes Ltd to advise on the traffic and transport issues relating to a planning application for a residential development on land to the north of Euxton Lane in Chorley.
- 8.1.2 The Local Planning Authority refused the planning application, with reason for refusal 2 stating that *'The application site is proposed in isolation from residential development patterns and associated amenities resulting in an unsustainable form of development. It would fail to provide connectivity with supporting amenities, which means that the development does not integrate or function well with the surrounding area. The proposal does not, therefore, secure a high-quality inclusive design. The proposal is, therefore, contrary to policy 17 of the Central Lancashire Core Strategy 2012 and the National Planning Policy Framework.'*
- 8.1.3 My evidence has demonstrated that local services and amenities are accessible by sustainable modes from the Appeal Site. These local services can be accessed by foot and cycle via existing and proposed infrastructure in the vicinity of the site, whilst additional services can be accessed via the existing public transport infrastructure, which will be enhanced as part of the appeal proposals.
- 8.1.4 As such, the development will benefit from accessible services and is therefore in accordance with the NPPF and the Central Lancashire Core Strategy Policy 17.
- 8.1.5 The NPPF acknowledges that 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.



- 8.1.6 The proposals will provide contributions to improvements to the nearest bus stops to the Appeal Site and to pedestrian crossing provision close to the Appeal Site.
- 8.1.7 I therefore consider that appropriate opportunities to promote sustainable transport modes have been taken up, particularly given its rural location, and, consequently, the proposals accord with the NPPF and Policy 17 of the Central Lancashire Core Strategy 2012.
- 8.1.8 The internal site layout has been designed to be permeable to pedestrians. The proposed access points connect to the existing footway/cycleway along Euxton Lane which in turn connects directly to the wider footway network in the vicinity of the Appeal Site. I therefore consider that the existing and proposed infrastructure will provide a direct connection to the places where people want to go. Accordingly, in terms of walking, I do not consider that there are significant barriers to accessing those local services within a short walk of the Appeal Site.
- 8.1.9 The internal layout has been designed meet the needs of people with disabilities and reduced mobility, including the provision of crossing arrangements at appropriate locations. It is anticipated that the bus stops within the site will be DDA compliant.
- 8.1.10 I therefore consider that the Appeal proposals accord with paragraph 110 of the NPPF.
- 8.1.11 The planning application was accompanied by a Transport Assessment and Framework Travel Plan and I therefore conclude that the proposal accords with paragraph 111 of the NPPF.
- 8.1.12 It has been demonstrated that the proposals would not result in an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe, and, in accordance with paragraph 109 of the NPPF, the development should not be refused on highways grounds.



- 8.1.13 In conclusion, the proposals for a residential development will provide a sustainable development in transport terms and I consider that there are no transport-related grounds to dismiss the appeal.



Croft Transport Planning & Design

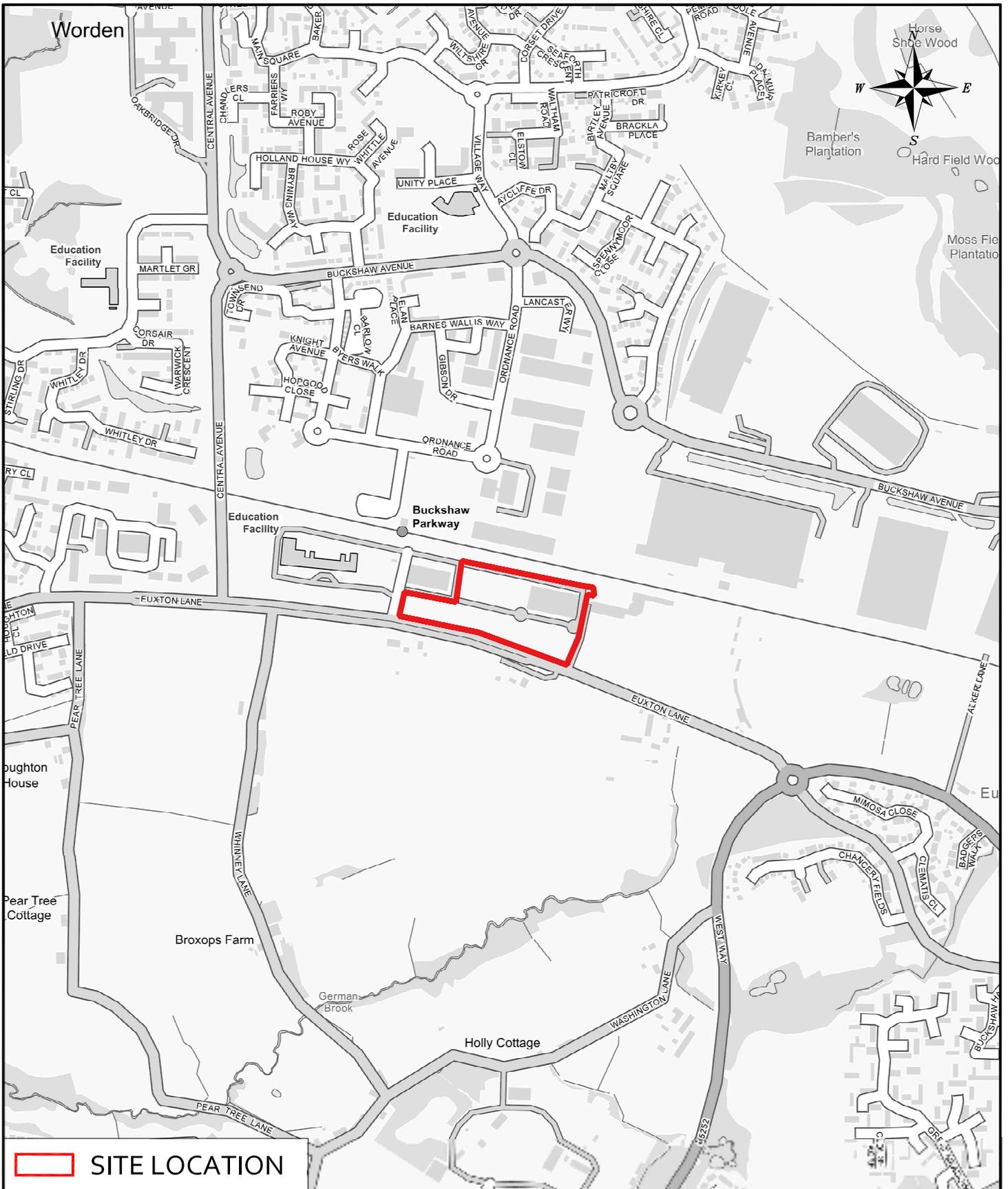
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PLANS



SITE LOCATION

CLIENT:
BELLWAY HOMES

DRAWING TITLE:
**EUXTON LANE, CHORLEY
SITE LOCATION PLAN**

DRAWN: GM	DATE: 06.07.21	CHECKED: PJW	DATE: 06.07.21	SCALES: NTS @ A4
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Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3456-01	REVISION: -
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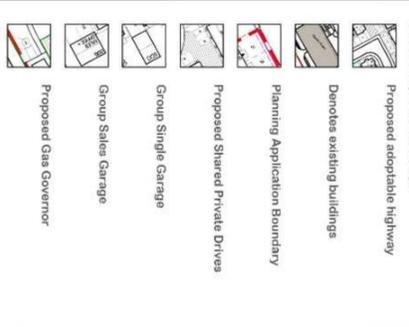
Eddisons | Incorporating
Croft

FORMER DXC SITE, CHORLEY

PLANNING LAYOUT

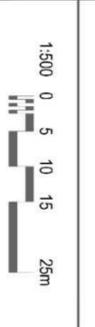
Development Key:-

- Proposed adoptable highway
- Proposed existing buildings
- Planning Application Boundary
- Proposed Shared Private Drives
- Group Single Garage
- Group Sales Garage
- Proposed Gas Governor



References:

- Topographic Survey - Agency Time Survey & Tree Removal Plan P/1507/21/01 dated 24.08.21
- OS Plan - Lanes no. 100222422
- Topographical Survey - Prepared by G.E.O Ltd Drawing reference G21156

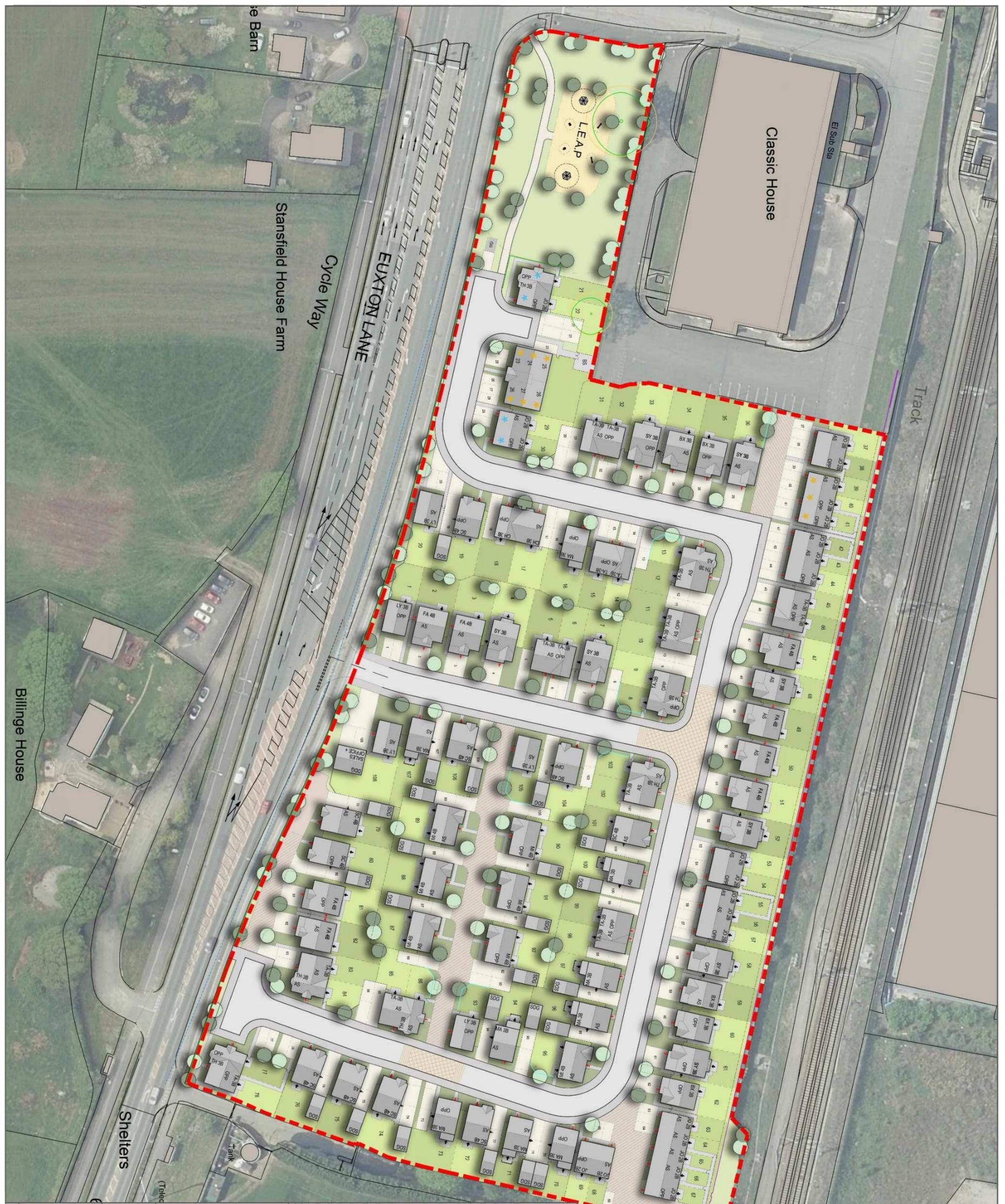


OVERALL ACCOMMODATION SCHEDULE & AREAS

Name	Ref	Bed	Storey	Unit No's	Unit ft ²	ft ² Total
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Open Market Dwellings @ 88% (95)						
Milner	MI 4B	4 Bed	2	7	1298	9016
Scriener	SC 4B	4 Bed	2	10	1214	12140
Famer	FA 4B	4 Bed	2	8	1171	9368
Sawyer	SY 3B	3 Bed	2	8	1003	8744
Mason	MA 3 B	3 Bed	2	9	1039	9351
Barber	BX 3B	3 Bed	2	5	992	4960
Lynner	LY 3B	3 Bed	2	5	986	4930
Chandler	CH 3B	3 Bed	2	2	951	1902
Thesplan	TH 3B	3 Bed	2	5	921	4605
Talor	TA 3B	3 Bed	2	18	802	14456
JO 2B	2 Bed	2	18	690	12240	
Attractable Dwellings @ 12% (13)						
Period *						
JO 2B	2 Bed	2	3	690	2040	
Burham	BU 2B	2 Bed	3	625	3750	
Shared Ownership *						
Thesplan	TH 3B	3 Bed	2	1	921	921
JO 2B	2 Bed	2	3	690	2040	
Total: 108 Units 100823 ft²						

Gross Site Area: 3.02 ha		7.46 ac
Site Statistics:		
POS/Green Space	0.25 ha	0.62 ac
SSR	0.03 ha	0.07 ac
Undevelopable	0.01 ha	0.02 ac
Nett Site Area: 2.73 ha		
6.75 ac		
Gross Density: 35.78 Units/ha		
14.47 Units/ac		
Nett Density: 39.56 Units/ha		
16.01 Units/ac		
Gross Footage: 3095.43 m²/ha		
13463.67 m²/ac		
Nett Footage: 3424.25 m²/ha		
14916.00 m²/ac		



FORMER DXC SITE CHORLEY

Planning Layout

Drawn: MP Date: 01.09.21

Scale: 1:500

Job No: **BHM200** Drawn: **PL01** Rev: **AB**

Project: FORMER DXC SITE CHORLEY

Drawn: MP Date: 01.09.21

Scale: 1:500

Job No: **BHM200** Drawn: **PL01** Rev: **AB**

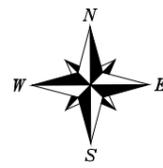
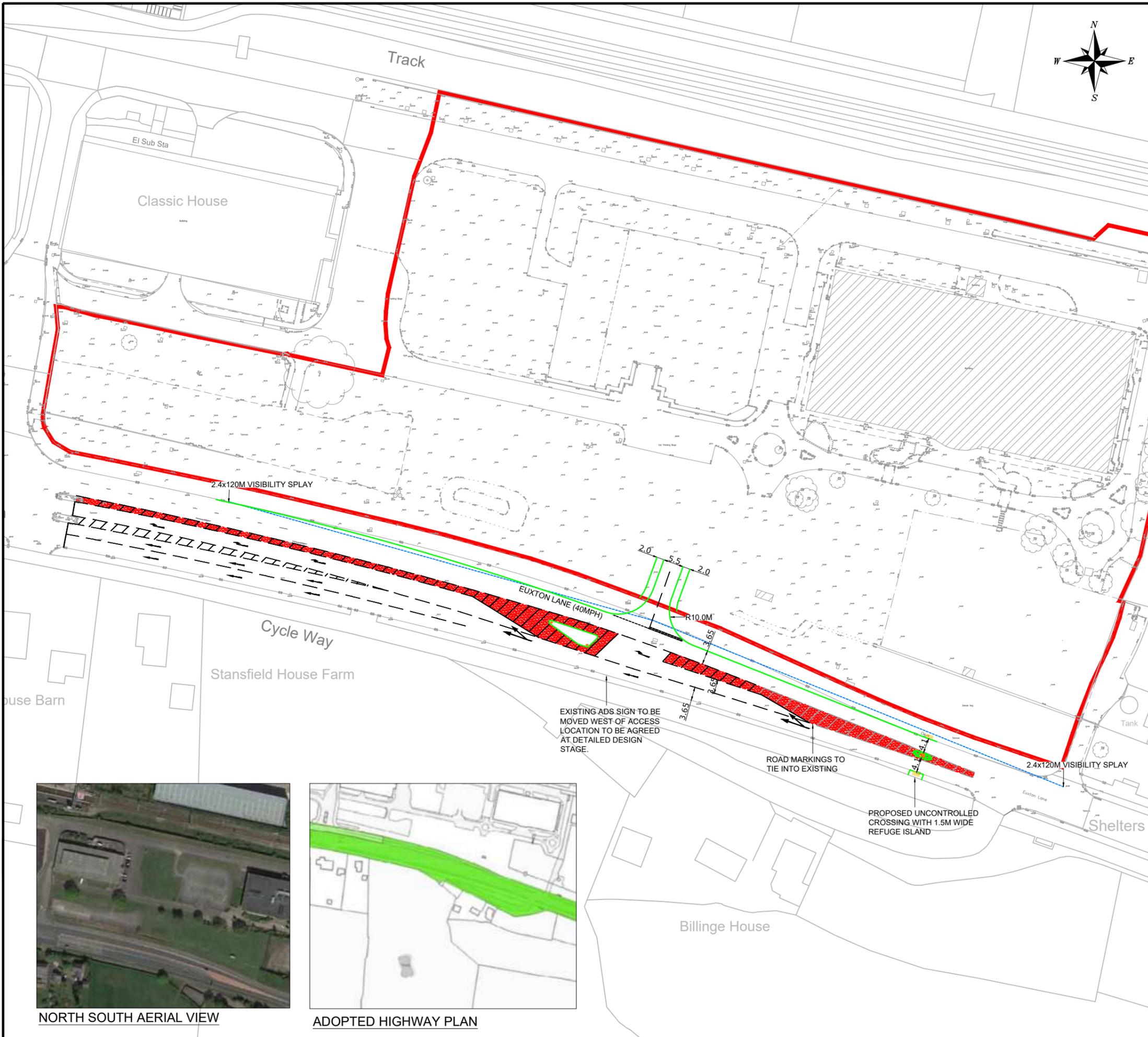
qpd QUINCY PROJECT DEVELOPMENT

7 The Station Mill, Chorley, Lancashire, C33 5XN

02544 866644

info@quincy.co.uk

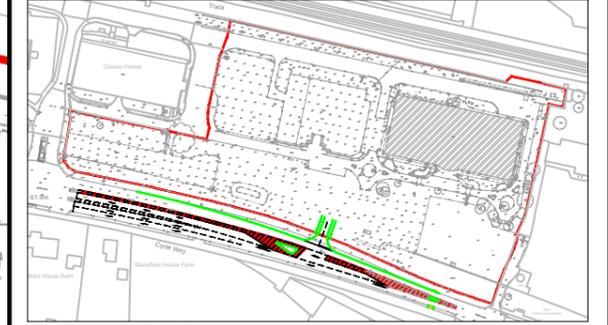
www.quincy.co.uk



NOTES
 THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
 THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL
 TOTAL AREA OF SITE: 3.02Ha



REV	DETAILS	DRAWN	CHECKED	DATE
D	REFUGE ADDED	LB	JC	JUL 22
C	UPDATED IN ACCORDANCE WITH RSA	MC	MC	MAR 22
B	PROPOSED KERBLINE	LB	MC	FEB 22
A	ACCESS MOVED 30M EAST	LB	MC	FEB 22

CLIENT:
BELLWAY

PROJECT:
EUXTON LANE, CHORLEY

DRAWING TITLE:
POTENTIAL SITE ACCESS PLAN

SCALES:
1:1000 @ A3

DRAWN: **LB** CHECKED: **MC** DATE: **JUN 21**

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DRAWING NUMBER: **3456-F01** REVISION: **D**



NORTH SOUTH AERIAL VIEW



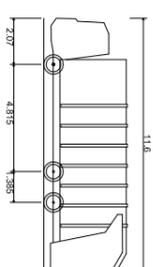
ADOPTED HIGHWAY PLAN

Z:\projects\3456 Euxton Lane, Chorley\CAD\Croft Drawings\3456-F01_Rev D.dwg





NOTES



Chorley Refuse Vehicle
 Overall Length 11.600m
 Overall Width 4.315m
 Overall Height 11.600m
 Min Body/Ground Clearance 0.304m
 Track Width 2.0500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **BELLWAY HOMES**

PROJECT: **EUXTON LANE, CHORLEY**

DRAWING TITLE: **SWEPT PATH ANALYSIS**

SCALE: **1:1000 @ A3**

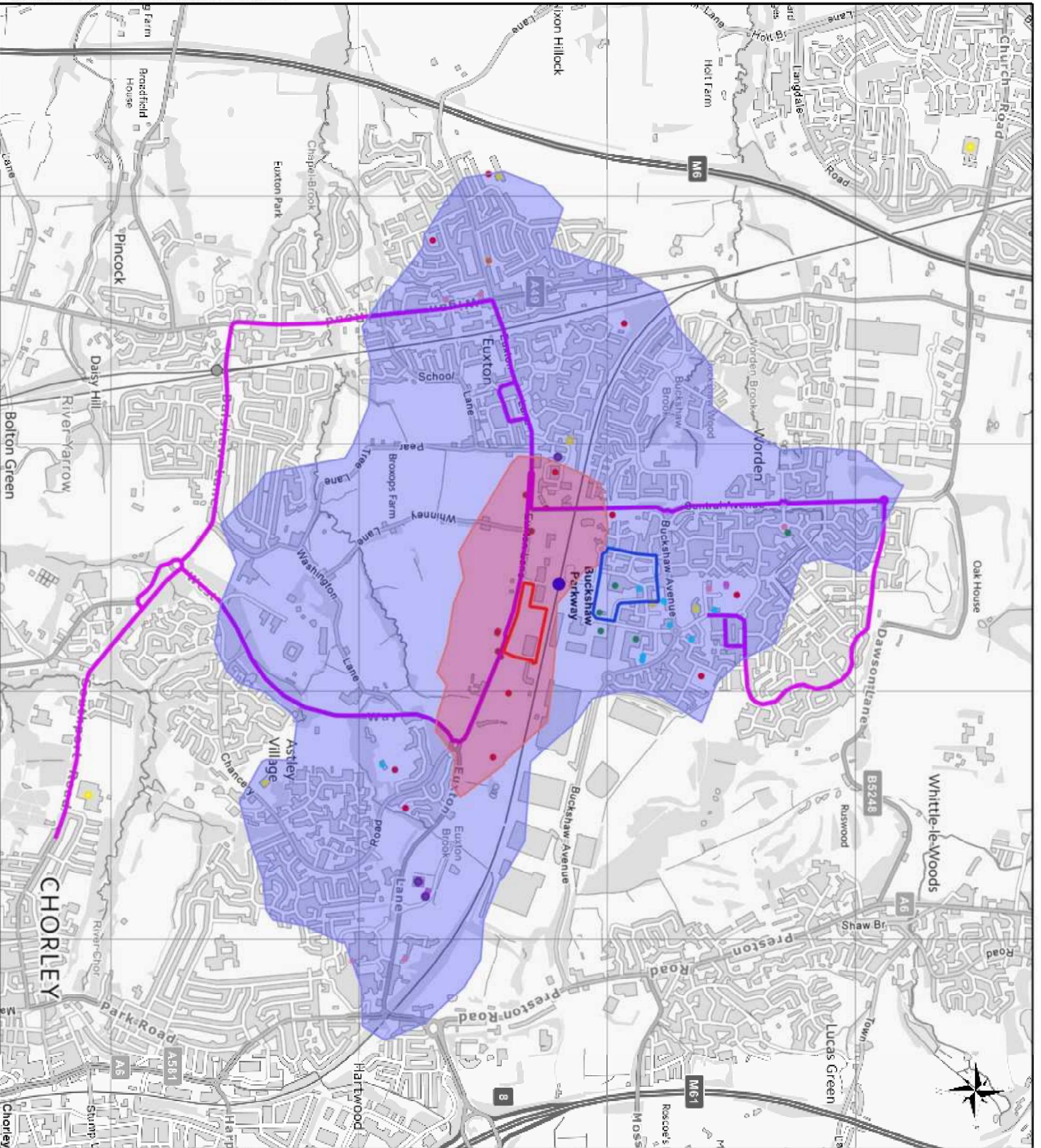
DRAWN: GW	CHECKED: PW	DATE: JAN 2023
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DRAWING NUMBER: **3456-SP01** REVISION: **D**





NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Buckshaw Village District Centre
- Bus Route 804
- Train Station
- Cafe/Takeaway/Public House
- Education
- Healthcare/Medical
- Leisure/Sport
- Nearest Bus Stop
- Post Office
- Retail
- Business Employment
- Community

REV	DETAILS	DRAWN	CHECKED	DATE

BELLWAY HOMES

PROJECT: EUXTON LANE, CHORLEY

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

NTS @ A3

SCALE	SCALE
DRAWN	CHECKED
LG	TSB
DATE	DATE
JAN 23	

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DRAWING NUMBER: 3456-03



APPNEDICES

Euxton Lane, Chorley Pedestrian Survey (Signal Surveys Ltd)

24th January 2023 (Dry and fine conditions)

Time Start	PEDESTRIANS		CYCLES	
	Euxton Lane (outside Appeal Site)	Central Avenue (on bridge)	Euxton Lane (outside Appeal Site)	Central Avenue (on bridge)
7am	9	35	8	6
8am	17	55	2	11
9am	10	23	1	1
10am	20	22	0	4
11am	13	34	0	7
Noon	15	55	0	6
1pm	24	49	1	2
2pm	14	30	0	5
3pm	15	48	2	3
4pm	22	38	1	6
5pm	23	60	3	7
6pm	45	56	4	6
7am to 7pm	227	505	22	64

BUS SERVICE 109 TIMETABLE INFORMATION

Weekday

Preston Bus Stn 25 - Chorley Inter Std G

Show all stops

Preston Bus Station (Stand 25)	0600	0630	0705	0740	0810	0845	0915	0945	1640	1715	1745	1820	1900	2230	
Loxton Hall, c/o Library	0617	0647	0725	0800	0830	0905	0935	1005	1655	1730	1800	1835	1915	2245	
Clayton-le-Woods, c/o Woodman	0629	0659	0735	0810	0840	0915	0945	1015	1657	1730	1800	1835	1915	2251	
Towngate Tesco (Stop A)	0632	0705	0740	0810	0850	0920	0950	1020	then every 30 minutes until	1657	1730	1800	1835	then hourly until	2300
Euston, opp. East Terrace	0640	0710	0750	0820	0900	0930	1000	1030	1657	1730	1800	1835	1915	2306	
Euston, opp. The Talbot	0646	0715	0755	0825	0905	0935	1005	1035	1658	1730	1800	1835	1915	2315	
Chorley Bus Station (Stand G)	0659	0729	0805	0835	0915	0945	1015	1045	1659	1730	1800	1835	1915	2325	

Chorley Inter Std G - Preston Bus Stn 25

Show all stops

Chorley Bus Station (Stand G)	0657	0727	0805	0835	0915	0945	1015	1045	1655	1725	1755	1830	1910	2230	
Euston, by the Talbot	0655	0725	0805	0835	0915	0945	1015	1045	1655	1725	1755	1830	1910	2240	
Euston, opp. East Terrace	0657	0727	0805	0835	0915	0945	1015	1045	1657	1727	1757	1830	1910	2245	
Towngate Tesco (Stand A)	0659	0725	0805	0835	0915	0945	1015	1045	then every 30 minutes until	1655	1725	1755	1830	then hourly until	2251
Clayton-le-Woods, opp. Woodman	0650	0720	0800	0830	0910	0940	1010	1040	1655	1725	1755	1830	1910	2300	
Loxton Hall, by Victoria Inn	0745	0715	0755	0825	0905	0940	1005	1035	1655	1715	1745	1815	1845	1905	2208
Preston Bus Station (Stand 25)	0700	0725	0755	0815	0850	0920	0950	1020	1652	1628	1657	1737	1808	1838	1924

Saturday

Preston Bus Stn 25 - Chorley Inter Std G

Show all stops

Preston Bus Station (Stand 25)	0700	0740	0810	0840	0915	1745	1825	1930	2250		
Loxton Hall, c/o Library	0717	0757	0825	0855	0930	1805	1845	1940	2340		
Clayton-le-Woods, c/o Woodman	0729	0809	0835	0905	0940	1817	1857	1955	2351		
Towngate Tesco (Stop A)	0732	0812	0840	0910	0945	then every 30 minutes until	1817	1840	2000	then hourly until	2300
Euston, opp. East Terrace	0740	0820	0850	0920	0950	1817	1840	2000	2306		
Euston, opp. The Talbot	0746	0825	0855	0925	1000	1818	1840	2005	2315		
Chorley Bus Station (Stand G)	0759	0835	0905	0935	1005	1830	1900	2005	2325		

Chorley Inter Std G - Preston Bus Stn 25

Show all stops

Chorley Bus Station (Stand G)	0650	0730	0805	1655	1730	1800	1830	1905	2000	2100	2300
Euston, by the Talbot	0659	0739	0805	1654	1729	1800	1830	1905	2000	2100	2300
Euston, opp. East Terrace	0657	0737	0805	1657	1730	1800	1830	1905	2000	2100	2300
Towngate Tesco (Stand A)	0659	0735	0805	then every 30 minutes until	1655	1725	1800	1830	2000	2100	2300
Clayton-le-Woods, opp. Woodman	0650	0730	0805	1655	1725	1800	1830	1905	2000	2100	2300
Loxton Hall, by Victoria Inn	0730	0840	0930	1735	1810	1835	1908	2013	2108	2208	2308
Preston Bus Station (Stand 25)	0807	0837	0905	1752	1827	1854	1924	2020	2124	2224	2324

Sunday

Preston Bus Stn 25 - Chorley Inter Std G

Show all stops

Preston Bus Station (Stand 25)	0800	1600	
Loxton Hall, c/o Library	0817	1617	
Clayton-le-Woods, c/o Woodman	0824	1624	
Towngate Tesco (Stop A)	0800	then hourly until	1602
Euston, opp. East Terrace	0810	1610	
Euston, opp. The Talbot	0815	1615	
Chorley Bus Station (Stand G)	0824	1624	

Chorley Inter Std G - Preston Bus Stn 25

Show all stops

Chorley Bus Station (Stand G)	0800	1600	
Euston, by the Talbot	0800	1600	
Euston, c/o Rushow Colliery	0845	1645	
Towngate Tesco (Stand A)	0800	then hourly until	1602
Clayton-le-Woods, opp. Woodman	0900	1600	
Loxton Hall, by Victoria Inn	0908	1608	
Preston Bus Station (Stand 25)	0825	1625	



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Offices across the UK

