

Proposed Residential Development,
Euxton Lane, Chorley

BELLWAY HOMES

LPA Application Ref: 21/01475/FULMAJ

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

Summary Proof of Evidence of Phil Wooliscroft on Transport Matters

January 2023



Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating **Croft** Transport Planning & Design



REPORT

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APPENDICES

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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

3.1.1 This section of evidence will consider the location of the Appeal Site, a summary of the development proposals as well as a consideration and review of the pertinent planning history of the Appeal Site.



4 RELEVANT TRANSPORT PLANNING POLICY

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.

4.1.2 This will include a review of the pertinent elements of the following documents, referred to in the reasons for refusal:

- Central Lancashire Core Strategy 2012.
- The National Planning Policy Framework.

5 ACCESSIBILITY BY NON CAR MODES

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 This section of my evidence will therefore consider the accessibility of the Appeal Site by the following sustainable 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.

5.1.3 In summary, 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 This section of my evidence reviewed the pertinent formal objections to the planning application which related in the main to the potential traffic impact of the Appeal proposals.

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.



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