

SUMMARY PROOF OF EVIDENCE

Community Gateway Association

Planning Appeal

October 2021

LPA Ref: 06/2020/0977

PINS Ref: APP/N2345/W/21/3278556

VN212090 Transport Summary Proof of Evidence

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1 Qualifications and Experience

- 1.1 My name is Paul James Whitaker and I am an Associate of the transport planning consultancy Vectos (North) Limited based on 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ. My Evidence is given on behalf of the Community Gateway Association as the Appellant.
- 1.2 I hold a Bachelor of Science with Honours (BSc Hons.) degree in Geography and a Master of Science (MSc) degree in Transport Engineering and Planning. I am a Member of the Chartered Institution of Highways and Transportation as well as the Transport Planning Society.
- 1.3 I have worked in the transport sector for over 14 years, providing transportation and highways advice to numerous private and public-sector clients. I have worked on a wide range of projects including significant retail, leisure, residential and education development schemes, and have produced a variety of documents to support planning applications, including Transport Statements, Assessments and Travel Plans.

2 Development Proposals

- 2.1 The Scheme proposes 32 residential dwellings. Vehicle access to the site is proposed from a priority-controlled junction with Pudding Pie Nook Lane. To the north of the access, a new footway will be provided along the east side of Pudding Pie Nook Lane connecting the Scheme with the existing footway provided on the south side of Whittingham Lane.
- 2.2 Parking is to be provided with reference to local standards. A commitment has been made to construct the internal layout with reference to guidance contained within LCC's 'Residential Road Design Guide' (2006) and 'Manual for Streets' (2007 and 2010), and space will be provided for a refuse vehicle to enter, turn and exit in forward gear.

3 Scope of Evidence

- 3.1 My Evidence considers the transport and mobility issues associated with the Scheme and comprises of the following key elements:
 - Summary of the relevant local and national policy;
 - Commentary on the Scheme local context, specifically relating to the accessibility of the site and opportunities to travel by sustainable modes;
 - Review of the existing highway network in the vicinity of the Scheme;
 - Consideration of the Council's reason for refusal relating to access to public transport and distance to local amenities;
 - Demonstration that there are travel options available for a variety of journey purposes, thereby reducing the reliance on single occupancy car trips, and aligning with both local and national policy; and
 - Overall conclusions.

4 Relevant Policy Background

- 4.1 The relevant local and national policy with respect to transport and highways includes the Central Lancashire Core Strategy, the Preston Local Plan and the National Planning Policy Framework.
- 4.2 Having reviewed the relevant local and national transport planning policies, my Evidence concludes that the Scheme would be policy compliant and as such should be treated positively from an overall transport perspective.

5 Local Context

- 5.1 The Transport Statement included with the original planning application provided a review of site accessibility and the local highway network. A further summary is provided in my Evidence focussing of the options available to travel by active and shared travel modes.
- 5.2 The Scheme at Dean Farm is located approximately 1.7 kilometres northeast of Broughton village centre. The site is accessed from Pudding Pie Nook Lane with pedestrians and vehicles sharing the space in a low-speed environment. Whittingham Lane then forms the main spine road through Broughton which is subject to a speed limit of 40mph with a reduction to 30mph approximately 70 metres southwest of the junction with Pudding Pie Nook Lane. Footways are provided continuing towards Broughton village centre, with street lighting, and direct access is accommodated to residential properties fronting both sides of the carriageway.
- 5.3 Active travel catchments generated for the site identify that the existing residential community of Broughton (including its range of shops, services and amenities) can be accessed by non-car modes. Within the village, there are a number of facilities which include a convenience store, a public house, restaurants, a pre-school and secondary school, a dentist, a vet, a hair salon, a petrol station and a leisure club. There are also options to consider active travel trips to other local and regional centres which comprise additional retail, leisure and significant employment opportunities.
- 5.4 Bus stops with a choice of services are provided on Whittingham Lane, approximately 400 metres from the site. Both bus stops are served by the 45 route which operates between both Preston and Blackburn bus stations on a 60 minutes headway, and by the 46 route which operates between Longridge and Preston on a 60 minutes headway. Additional school services are available including routes 584, 585 and 676, with Preston railway station located to the south of the site within Preston city centre.

6 Response to Reasons for Refusal

- 6.1 My Evidence considers the Council's second reason for refusal which relates to transport and mobility. I have demonstrated that objections on the basis of lack of access to public transport and distance to local amenities are not justified.

7 Conclusions

7.1 The overall conclusion to my Evidence is summarised as follows:

- The proposed site access on Pudding Pie Nook Lane, and provision of a new footway from the site access to Whittingham Lane, would provide an acceptable means of access for all and could be conditioned with any permission so as to be delivered prior to first occupation;
- The Scheme is well placed to take advantage of a range of day-to-day facilities available within acceptable active travel catchments;
- Existing infrastructure for pedestrians along Whittingham Lane provides a suitable route to a range of local shops, services, amenities and employment opportunities;
- There is no lack of access to public transport with bus stops located within 400 metres of the site, and footways providing a continuous route, allowing connections with regular bus services running 7-days per week, plus additional school services
- The Scheme benefits from being accessible by active travel modes, with residents able to easily access public transport, by virtue of the site location combined with the provision of a safe and suitable access on Pudding Pie Nook Lane between the site and Whittingham Lane; and
- Future residents will not be solely reliant on any single option of transport to access day-to-day amenities, including private car.

7.2 Overall, it is considered that the Scheme benefits from access to a choice of travel options, including public transport, facilitating links to a range of local shops, services and amenities which is both local and national policy compliant.

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