

Nicola Gunn

From: John Macholc
Sent: 13 November 2018 10:57
To: Nicola Gunn
Subject: FW: Henthorn Road

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Please put on web as additional highway response 3/2018/0688

From: Bloomer, David [<mailto:David.Bloomer@lancashire.gov.uk>]
Sent: 12 November 2018 14:26
To: John Macholc
Subject: Henthorn Road

Afternoon John,

Thanks for your email dated 2nd November in which you attached a couple of objection letters referring to a planning application for the development of land off Henthorn Road and the additional 110 residential units.

The most recent planning history for housing development off Henthorn Road is based on 3 planning applications from 2010, 2013 and 2017 of these, it should be noted that only the 2013 and 2017 applications were submitted following the publication of the NPPF (March 2012). This would have a bearing on the highway position in respect of the acceptability or otherwise of a particular application as it introduced the concept of "severe residual impact". At the time of considering the 2013 application it was acknowledged that in the 2021 forecast the theoretical capacity of the junction in respect of the Eshton Road arm of the Henthorn Road junction would be exceeded but for all other scenarios the capacity was not exceeded. In the highways response it acknowledged this capacity issue and that if the application was considered prior to the emergence of the NPPF the increase in delays was in excess of the levels that would have been appropriate however when considered against the NPPF, the delays would not be a "severe cumulative impact". A recommendation of "no objection" was made.

In consideration of the smaller development for the 2017 (0433) application for 24 dwellings the highway authority raised no objection to the proposal however it did warn that further development may precipitate capacity issues. Looking at the capacity analysis submitted with the present application, there is no suggestion that the current traffic is at a level where there is likely to be concern at the junctions analysed. The predicted traffic flows for both 2023 and 2028 showed a similar pattern and clearly the results were not at a level that would be considered to be "severe". As I mentioned in my previous response some localised congestion was observed at the Eshton Terrace / Henthorn Road junction and some queueing as a result of the level crossing being down but this cleared quickly.

In response to the matters raised in your email no consideration has been given to an increase in rail traffic passing through the level crossing. The issues relating to the operation of the crossing have been considered and there are inevitably queues building on either side as a result. There is no indication that these queues are problematic in the longer term with the queueing dispersing quickly. I am not aware of any proposals for an increase in timetable frequency. I understand that the current developer funded subsidy for the local bus service is due to run out. After the 5 year

funding period has run its course there will be no guarantee that the current level of service can or will be maintained.

Finally, the definition of the term "severe residual impact" has not been made and is subject to interpretation, usually by planning inspectors. An interpretation of some of the appeal decisions places some weight to highway capacity the availability of alternative route choices, queue lengths and junction blocking. The recent review of the NPPF document made a slight change to the wording to include a highway safety aspect but the definition remains open to interpretation.

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