

Pickerings Farm (The Lanes)
Penwortham

Appeal reference: APP/F2360/W/22/3295498

Appeal reference: APP/F2360/w/22/3295502

Verbal Submission by Councillor Karen Walton

Thank you Sir,

I am Councillor Karen Walton and I am the elected member for the Farington West Ward of South Ribble Borough Council.

I am speaking today at this inquiry on behalf of all the residents of the Farington West Ward but especially for the residents who live in the areas of Chainhouse Lane, Coote Lane, Church Lane and Croston Road, of which I am one and the impact this potential development will have on the lives of existing and new residents.

Planning permission for the masterplan for the Lanes was considered by South Ribble Borough Council Planning Committee in September 2020 but was refused with concerns over highways, infrastructure, ecology, drainage, air quality and many other issues.

In my opinion, many of these issues have not been addressed.

Section A2 of the South Ribble Local Plan 2015 states: paragraph 4.16 and 4.21 that a major road to be constructed through this major development site, to improve East/ West travel across urban areas and the link road will be implemented in accordance with an agreed infrastructure delivery schedule. Paragraph 4.17: to divert traffic away from nearby centres. Paragraph 4.22 Traffic management measures are required on and around Leyland Road and within the Tardy Gate District Centre in order to reduce through traffic and improve accessibility of this centre for its users. Traffic management measures will also be required for existing roads to provide opportunities to improve public transport and improve accessibility across the Borough.

The proposed Masterplan does not put forward the construction of a link Road across the site and Policies A2 and C1 of the South Ribble Local Plan require a link road to be completed, in its entirety, to be an important route and to act as a link road to serve new developments, and to help traffic flow on existing roads. The masterplan, as presented, does not demonstrate the delivery of the infrastructure necessary to support the scale of the proposed development. The masterplan relies on the existing highways of the A582 and B5254, Leyland Road. The dualling of the A582 is crucial for the future and needs to be completed before any new housing development takes place in this area. The expected increase in the volume of traffic from the proposed site will likely have a considerable detrimental effect on the capabilities and safety capacity of local roads, many of which are narrow, rural country roads, overused with traffic now and not designed to cope with the additional amount of traffic expected to be generated by such a large development. The B5254, Leyland Road has become heavily congested, due to it being one of the preferred routes to the Motorway links avoiding the considerable traffic holdups already experienced with the on the congested A582.

The potential exposure to existing and future residents of such an increase in slow and idling

traffic will have a detrimental impact on the whole local area and the amenities it provides but especially in the Air Quality Management Area of Lostock Hall/ Tardy Gate which already, according to figures supplied by DEFRA has one of the highest levels of Nitrogen Dioxide particles monitored in the Borough. The results of such an increase in the volumes of traffic has the potential to cause even poorer air quality resulting in a substantial detrimental effect on the health of residents who live in the area then have a direct impact on the provision of NHS services.

The main access to the site would be on to the A582, Penwortham Way, via a signalled junction but this would not help to solve the problem of the already congested and gridlocked road which often brings the whole area to a standstill at peak times. Already, there has been developments or plans for developments for over 2,000 dwellings within the local area all accessing the same local routes without any infrastructure improvements which has already resulted in increased traffic problems.

The only other access is proposed from Bee Lane and over a narrow West Coast Main Line bridge via a priority junction to emerge on to the B5254, this access would cause problems for the many pedestrians and cyclists who use the narrow access now and not suitable for an increased in vehicular movements from the proposed development.

Traffic would then have the option of turning North to Middleforth, East via the Cawsey or South into Tardy Gate and all of these routes are heavily congested especially at peak times. We should be removing traffic, not adding to the already congested roads and providing infrastructure or alternative routes to address such problems.

The developers have proposed a strategy of encouraging residents to use Active Travel initiatives such as public transport and other means of sustainable travel. This would include a regular 30 minute bus service through the development from Penwortham Way but the increase in traffic movement has the potential to impact on journey times as delays are expected on the congested roads so could discourage use.

The masterplan includes the building of 2 form entry Primary School but until this is completed most of the local primary and secondary schools in the area are oversubscribed or will only be able to provide limited places resulting in the narrowing of parental choice and drive demand for school places further into the Borough. The lack of educational places, including Nursery and pre school places will inevitably impact on the local road infrastructure as parents will need to drive to access these places.

There are many issues to consider for this potential development but the impact of climate change and the potential detrimental effect on air quality in the surrounding areas due to the lack of infrastructure necessary to support the size of the proposed development needs to be considered carefully before any decision can be made.

Thank you