

Proposed Residential Development at New Cut Lane, Southport

Transport Technical Note – December 2022

VN222485 - New Cut Lane, Southport - TN01

Introduction

1. Vectos has been commissioned to provide highways and transportation advice for a proposed residential development at New Cut Lane near Southport.
2. The site is adjacent to existing residential dwellings and is accessed from New Cut Lane via private road. It currently consists of one four-bedroom residential property. The location of the site is indicated by the red star in **Figure 1** below.



Figure 1: Site Location

3. The site falls under the jurisdiction of West Lancashire Borough Council (WLBC), who are the Local Planning Authority, and Lancashire County Council (LCC), who are the Local Highway Authority.

4. Proposals for the construction of three additional residential dwellings on the site were previously considered by the Council in December 2019. With respect to highways and transport, LCC considered the application and concluded that the site access, visibility splays, car parking and trip impact on the local highway network would be acceptable. This planning application was subsequently refused by WLBC, but not on highways safety or network impact grounds.
5. The latest proposals now comprise the construction of a single new dwelling. The existing dwelling will be retained but with a small extension and a reconfiguration of the access and car parking arrangements. The total number of residential plots within the site will be two.

Local Highway Network

6. The site is accessed from a private road which provides access to the existing residential property only. This road is approximately 4.5m wide, with all road users sharing the space in a low-speed environment, and is well-maintained. All road users are able to see one another and accommodate accordingly.
7. The private access road forms a junction with New Cut Lane. In the vicinity of the site, it is a two-way, single carriageway which is lit and subject to a 30mph speed limit. Footways are provided on both sides of the road.

Accident Data

8. A review of accident records for the highway network in the vicinity of the site has been undertaken using data available on Crashmap. A screenshot of the latest available 5-year period is provided in **Figure 2**.

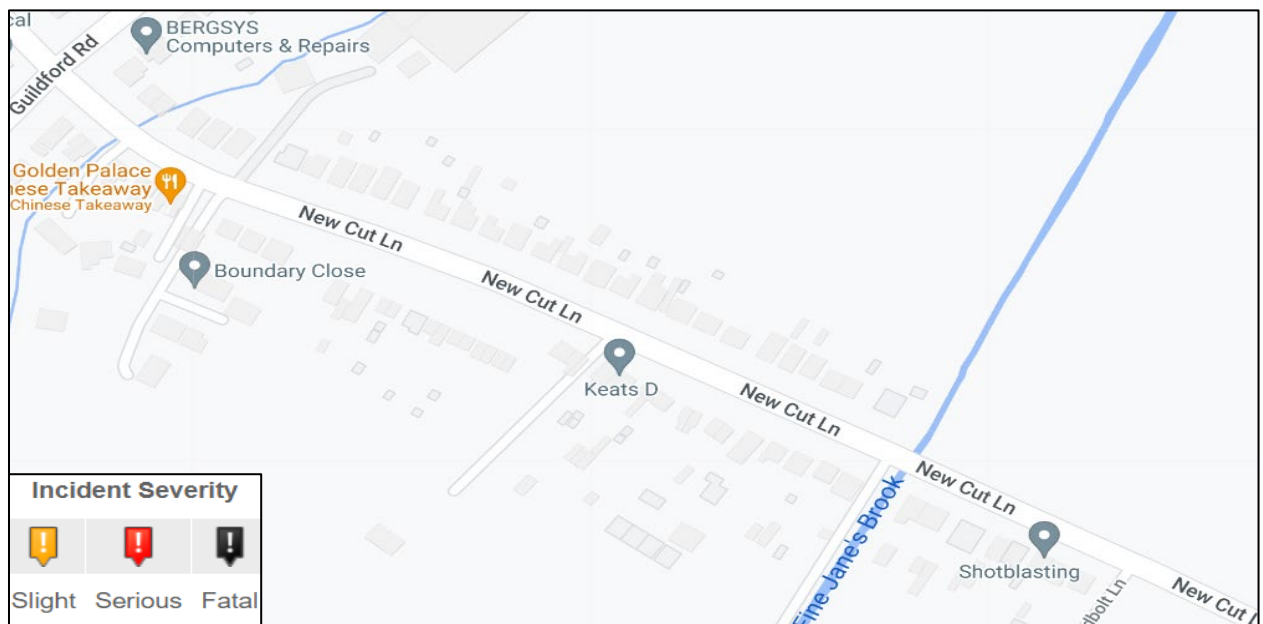


Figure 2: Accident Records

9. It can be seen in **Figure 2** that there have been no accidents in the vicinity of the site, and it is therefore considered that there are no known issues with the current safety of the local highway network.

Development Proposal

10. The development proposals comprise the construction of a single new dwelling. The existing dwelling will be retained but with a small extension and a reconfiguration of the access and car parking arrangements. The total number of residential plots within the site will be two. The site layout is shown in **Figure 3** below.



Figure 3: Site Layout

11. As previously mentioned, the site is accessed from a private road which forms a junction with New Cut Lane. This access provides an initial width of 4.9m, and it is not proposed to change the site access arrangement as part of the development scheme.
12. It can be seen in **Figure 4** below that visibility splays of 2.4m x 43m, referencing the 30mph speed limit of New Cut Lane, can be achieved from the site access.

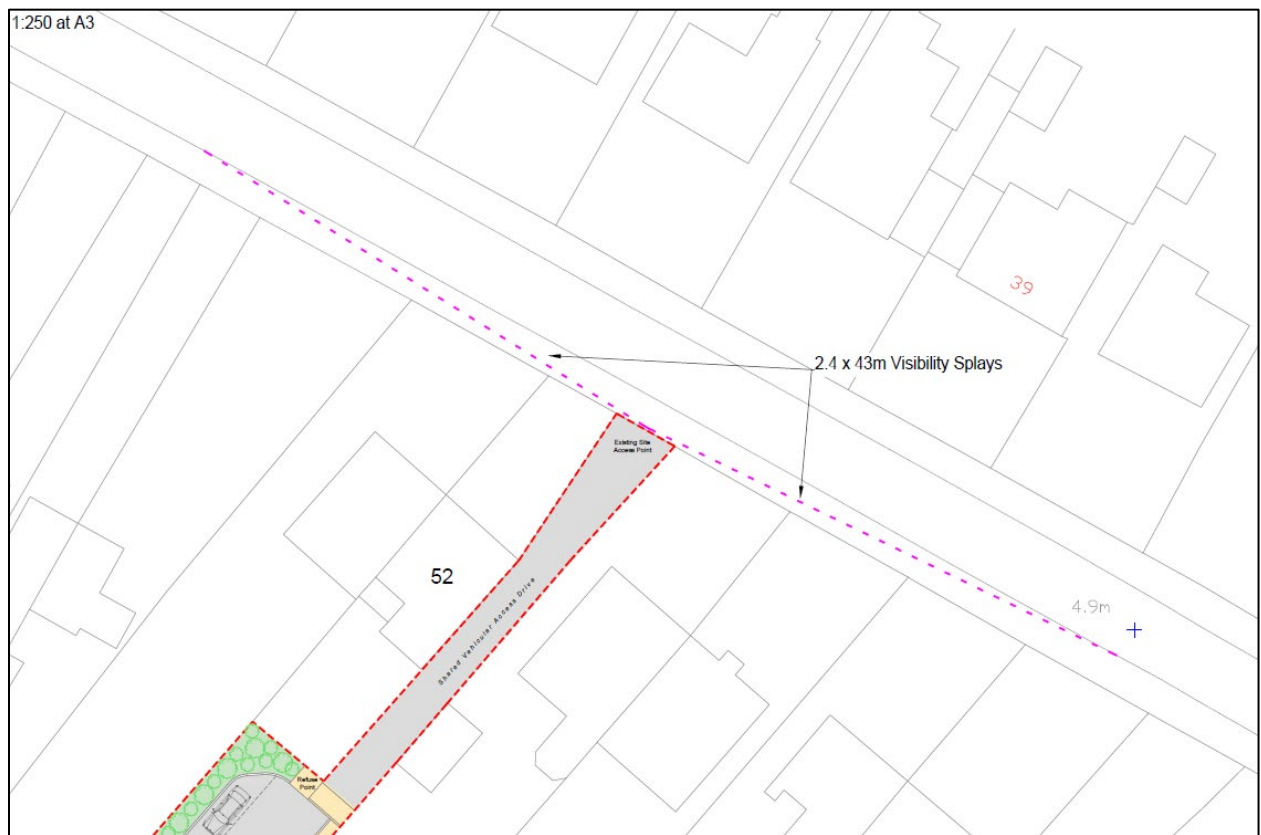


Figure 4: Visibility Splays

13. From the site access junction, the access will continue to provide a shared environment referencing LCC's Residential Road Design Guide for a private drive serving up to two dwellings.
14. LCC's car parking guidance states that 3 spaces should be provided for dwellings with 4+ bedrooms. Both the existing and proposed dwelling will have two spaces, as well as a garage. The development will therefore provide parking in accordance with local guidance.
15. **Figure 5** overleaf shows tracking movements for each of the residential plots.



Figure 5: Vehicle Tracking

- 16. Refuse collections will continue to be coordinated from New Cut Lane, as per existing arrangements.

Trip Generation

- 17. The proposed residential development will be a very low trip generator. Based on the trip rates previously presented and accepted by LCC, the additional vehicular trip generation is summarised in Table 1.

Table 1: Indicative Vehicular Trip Rates and Additional Number of Trips

Time Period	Trip Rate (per dwelling)			Number of Trips (1 no. dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.152	0.360	0.512	0	0	1
PM Peak Hour (17:00-18:00)	0.290	0.153	0.443	1	0	1
Daily 12hrs (07:00-19:00)	2.201	2.301	4.52	2	2	4

- 18. As demonstrated in Table 1, the number of additional vehicular trips generated by the site will be negligible and diminutive.
- 19. It should be noted that the latest development proposals are of a reduced scale compared to those that were previously considered and accepted by LCC.
- 20. It is considered that the development proposals will not materially change the characteristics of the access or local highway network in the vicinity of the site.

Summary

21. This Note can be summarised as follows:

- There are no known issues with the current safety of the site access and local highway network;
- The proposed development seeks to provide an additional residential dwelling on the site;
- Parking can be provided with reference to local guidance;
- Refuse collections and servicing will continue as per existing operations; and
- Small increase in trip activity associated with the additional unit is unlikely to change the characteristics of the local highway network in the vicinity.