

Email:	developeras@lancashire.gov.uk
Your Ref:	HS2:36 Land Adjacent to Delph Way, Whittle-Le-Woods

Note on Access for Land Adjacent to Delph Way, Whittle-Le-Woods

West of M61 – Land adjacent to Delph Way, Whittle-le-Woods

Site Ref	HS2.36
Site Area (Ha)	3.80
Settlement	Whittle-le-Woods
Ward	Buckshaw & Whittle
Amount/type of development (indicative)	102 dwellings



This note is on the access proposals for Delph Way, Whittle-Le-Woods. With regard to the use of shared-surface streets, the Local Highway Authority's position is that dedicated footways are required unless there is a clear design justification for a shared-surface approach. Short lengths of shared surface is sometimes acceptable, however it must always be suitably integrated into the layout as a feature and supported by safety audit.

In addition to the need for footways, for a site allocation of this scale, multiple vehicular access points will be required. This need arises from the limited width and constrained characteristics of the existing local highway network, which would not be capable of accommodating all traffic movements through a single point of access. In addition, providing more than one access is essential to meet both existing and future emergency access requirements, ensuring that emergency vehicles can reach all parts of the development quickly and reliably.

Many of the existing cul-de-sacs surrounding the site are physically constrained, both in terms of carriageway width and existing built form. As part of any future access strategy, the development would need to make use of the existing grass verges or land currently held under licence to facilitate necessary highway improvements. The termination points of existing cul-de-sacs would require alteration to enable the estate road network to be properly continued into the new development. This must include the removal of block paving or other non-standard surfacing materials and replacement with traditional kerbed carriageway construction. Such works would also need to consider drainage, lighting, etc.

Accesses from Delph Way (accesses 1 and 2) may be suitable in principle, with all necessary changes to satisfy that I have set out above and supporting detail at planning stage (surveys, detailed design etc). Below is a plan of the Highway Maintainable at Public Expense (MAPE), setting out the highway boundary, within which footway may be able to be accommodated.

