

Director of Community Services
Council Offices
Church Walk
Clitheroe
Lancashire BB7 2RA

FAO Daniela Ripa

Tel No 0845 0530011

Email lhscustomerservice@lancashire.gov.uk

Your ref
Our ref TL /3/2013/0737
Date 7th February 2014

Dear Sirs

Planning application no: 3/2013/0737

Proposal: Residential development of up to 62 dwellings (revised to 43 dwellings).

Location: Hanson Garden Centre, Whalley Road, Barrow BB7 9BA.

The application has been revised and a smaller residential development is now proposed. The red edge boundary is not amended, but the number of dwellings is reduced to 43.

The comments made in my letters dated 8 and 14 October, and my email dated 16 October, apply to the 43 dwelling development, except that these comments are amended by this letter. These amendments relate to the changes brought about by the reduced size of the development.

The only document submitted by the developer as a result of this amendment is a new sketch indicative site layout: SK-02 rev C. There is no other supporting documentation provided, relating for example to the estimation of the traffic flows to and from this development, the effects of this on mitigation measures required in the highway, or the ramifications for S106 monies or for works required under a S278 agreement. Consequently, I have made my own evaluation of these issues and this is set out below.

The number of dwellings now proposed is about 2/3 of the numbers proposed under the original application. The traffic generated by the smaller development on Hanson's Garden Centre is assumed to be 2/3 of the traffic generated by the larger 62 dwelling development. This factor is applied to all the junctions considered in the transport assessment for the original proposal.

A59 / A671 roundabout

Concerning the extra traffic predicted to drive to the A59 via the roundabout at the nearby A671 junction, the following data is used. In the table below I have made a comparison

Steve Browne • Interim Executive Director for the Environment
Developer Support • Whalley Depot • Riddings Lane •
Whalley • BB7 9RW



between the original 62 dwelling Hanson's development and the reduced 43 dwelling development now proposed, to show the amount of vehicular traffic turning right into A671 from Whalley Road (C549). The vehicle numbers are those generated by the development only. For the original Hanson's scheme, the numbers are taken from the transport assessment by Curtin's for the year of completion, being the *nett* development vehicle trips (ie the trips estimated for the Hanson's residential development minus the trips generated by the garden centre). Two values are given, one for the 62 dwellings and the other for the reduced traffic generated by the 43 dwellings.

Development	No vehicles turning right am peak hour		No vehicles turning right pm peak hour	
	62 dwellings	43 dwellings	62 dwellings	43 dwellings
Hansons no dwellings proposed:				
Hanson's garden centre existing traffic flow	3		10	
Hanson's residential development traffic flow	13	9	8	5
Hansons <i>nett</i> traffic flow	11	6	-2	-5

The conclusion of my previous comments was that the Hanson's development should be asked to provide funding improvements to the A671 / A59 roundabout junction.

Despite the reduction in traffic from the Hanson's development, there will be additional traffic using this junction. The congestion at the junction is considered to be sufficiently bad as to be considered to be severe. As previously stated (my email dated 16 October 2013), any additional traffic through this junction should be mitigated. I am therefore requesting funding from the developer to carry out works to the roundabout under a S278 agreement.

As stated previously (my letter dated 8 October 2013), if the road widening at the A59 roundabout is subject to a S278 agreement with another developer before the commencement of this development, then no S278 agreement would be requested from the developer of the Hansons Garden Centre. However, if no S278 agreement is entered into with another developer, then Hanson's would be required to enter into a S278 agreement for the A59 roundabout improvement.

Cycling

The proposed smaller development will result in a reduced demand for journeys by bicycle, and I consider that the toucan crossing of A671 previously requested is now difficult to justify. However, I would ask that the improvements to the footway along Whalley Road C549 to make provision for a shared footway / cycleway should be funded by the developer, as previously requested.

Although the toucan crossing is not to be constructed by this developer, other developments will be asked to complete this. The cycleway will then be complemented with a toucan, although not straight away. I would however ask for some minor improvements to the A671 at the junction with Whalley Road (C549) under a S278 agreement. These would include drop crossings to facilitate bicycle and pedestrian crossing of the A671, together with other measures to widen the footway at the junction.

Bus transport

The two nearby bus stops should be improved to quality bus stop standards, as set out in my letter dated 14 October.

Funding required from the developer

To summarise, the following S106 monies and S278 works should be requested for this smaller development.

S106:

My estimate of the accessibility score for this site is 18 which places this site in the 'low' category. As a result, the maximum amount that could be asked for S106 funded projects is £95 600. Section 106 funding requested is £22 000 for quality standard bus stops.

S278 works:

Improvements to the highway are required to be carried out before this development is occupied. These are: the widening of the A671 at the A59 roundabout; the construction of a shared footway / cycleway along Whalley Road; and improvements at the C549 and A671 junction to facilitate crossing of the A671 by bicycles and pedestrians.

Layout

As commented previously, the proposed access for the residential development is based on the access used for the garden centre, and this is still the case for this smaller development. The geometry and size of this access is not appropriate for the residential development. I would ask that the access should be at least 5.5m wide or the same width as the estate road carriageway. 6m radius kerbing should be used to form the junction with Whalley Road.

The other comments concerning the layout design made in my letter dated 8 October apply here.

Travel Plan.

The threshold for the preparation of a Travel Plan is 80 dwellings. This smaller development is for 43 dwellings, and I would suggest that a travel plan is not now required for this development.

Conditions and Notes

The same conditions and notes should be added to any planning consent you may decide to grant, except that condition 5 of my letter dated 8 October is no longer required.

Yours faithfully,

Trevor Lewis
Traffic and Development Engineer