

## Jane Tucker

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**From:** Graeme Thorpe  
**Sent:** 16 October 2013 16:09  
**To:** Jane Tucker  
**Subject:** FW: Hanson Garden Centre  
[Dated 16th October](#)

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**From:** Lewis, Trevor [mailto:Trevor.Lewis@lancashire.gov.uk]  
**Sent:** 16 October 2013 12:57  
**To:** Graeme Thorpe  
**Cc:** Daniela Ripa; planning; Stevens, Neil; Crompton, Rachel  
**Subject:** RE: Hanson Garden Centre

Dear Graeme,

The town planning appeal into the smaller Barrow Lands development (3/2013/0099 – 190 dwellings) has resulted in the preparation of a SoCG (Statement of Common Ground) as explained in my email dated 14 October. The severe queuing referred to is in fact during both the am and pm peak periods.

In the following table I have made a comparison between the Hanson's development and the Barrow Lands 190 dwelling development to show the amount of vehicular traffic turning right into A671 from Whalley Road. The vehicle numbers are those generated by the development only. For the Barrow Lands development the numbers are those predicted in 2019 without the link through Lawsonsteads. For Hanson's the numbers are taken from the transport assessment by Curtin's for the year of completion (it appears), being the nett development vehicle trips.

Development	No vehicles turning right Am peak hour	No vehicles turning right Pm peak hour
Barrow Lands 190 dwellings	20	7
Hansons 62 dwellings	11	-2

As you will note the amount of traffic contributing to the queues at the A59 roundabout is not in proportion to the number of dwellings. The reasons for this includes the way in which the distribution of traffic from these two sites was determined. Being further north and closer to A671, it was agreed that a greater proportion of the traffic generated by the Hanson's development would turn left out of the site towards A671.

LCC's policy is that any additional traffic routed through A59 / A671 junction should be mitigated.

The observed queue lengths vary during the peak hours (am and pm) between 6 and 17 vehicles in the am peak hour and between 3 and 18 during the pm peak hour. These queues were observed every 10 minute period, during which the Hanson's development can be expected to add 2 vehicles.

The other expenses are the toucan crossing and the cycle way within a widened footway. These are requested because of the low accessibility and unsustainable nature of the site.

As I said in my letter dated 8 October, I consider that the 62 dwelling development should provide the funding for the toucan crossing and for the A59/ A671 junction improvements, in the event that this development is commenced and occupied before the Barrow Lands development.

Part of the reason for asking for these improvements is the need to avoid a deterioration of the traffic situation in Whalley. Congestion at the A59 / A671 junction roundabout will result in traffic

from developments in Barrowford using the Whalley Road through Barrowford and Whalley as an alternative route. The extent to which this could occur was realised only recently when observations of queue lengths at A59/ A671 roundabout showed that the data in the Barrow Lands transport assessment had significantly under-estimated the peak hour congestion.

I would just add that it is always in the power of the two developers to agree a joint funding mechanism outside of any planning obligations.

Regards,

Trevor Lewis.