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Your ref  
Our ref TL /3/2013/0737  
Date 8<sup>th</sup> October 2013

Dear Sirs

**Planning application no: 3/2013/0737**

**Proposal: Residential development of up to 62 dwellings.**

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

I do not have a fundamental objection to this application; but mitigation measures in the highway are required to limit the effects of the unsustainable nature of the site and to limit congestion on the highway.

Please note the following comments.

This application is an outline application with means of access.

There have been applications for residential developments in Barrow recently (Barrow Lands), and these are not yet decided. The developers have been requested to provide improvements to the highway, and including: a toucan crossing of the A671, and widening of the junction of A671 and A59 at the roundabout.

This 62 dwelling development will require improvements to the highway in order promote and facilitate sustainable transport options.

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. The same conditions in this respect as are applied to the Barrow Lands development, should apply here.

### **Highway improvements.**

The developer suggests that provision should be made on Whalley Road for vehicles turning right into the site. Unless the developer has a specific reason for this change to the highway, I would not require a ghost island to facilitate right turns. Whalley Road here is

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**Steve Browne**

Interim Executive Director for the Environment  
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subject to a 40mph speed limit and I consider it would not be appropriate to include a raised table at the junction.

The improvements to the A59 roundabout comprise of the widening of the A671 west bound lane at the A59 junction, to make provision for two lanes westbound. One of these lanes will be marked right turn only. The other lane will be marked right and left turn. This will increase the capacity of the roundabout for right turn traffic. In the evaluation of the effects of the Barrow Lands proposed development on the A671 and A59 junction, it was apparent that the queuing here was severe during the am peak period and this would result in traffic diverting through Whalley thereby adversely affecting traffic flows there. Consequently it is considered imperative that the am peak period congestion at the A59 is ameliorated and no further traffic load should occur here unless mitigation measures are carried out.

The proposed development in Barrow will result in greater demand for journeys by bicycle. The link across the A671 near to the junction with Whalley Road (C549) for bicycles to gain access to Worston Road (near Standen Hall) is presently uncontrolled. In order to avoid conflict between bicycle movements and the increasing motor traffic a toucan crossing is required.

### **Bus transport**

The indicative layout (SK\_01) shows the distance from the most distant dwelling to the junction of the estate road to the Whalley Road junction is about 250m. To comply with a 400m maximum walking distance to a bus stop, the north and south bound bus stops should be no more than 150m along Whalley Road from the access.

The north bound bus stop shown on map zone near to the garden centre no longer exists and the southbound bus stop is about 175m distant at Audley House. The closest north bound bus stops are near the golf club (about 270m from Hanson's) and near to Hawthorn Farm (about 310m away).

The bus stops are further from the development than the recommended distance and I would suggest that two bus stops should be established on Whalley Road near to the proposed development. These should be to quality bus stop standards, with an estimated cost of £20 000 (plus an amount of £2 000 commuted sum). An agreement from RVBC to maintain these bus stops will be required.

The location of bus stops along Whalley Road through Barrow will have an impact on the attractiveness of bus travel not only for the Hanson's development but for the other residential developments in Barrow. I would ask that the developer should review the existing bus stop locations and make proposals for the location of bus stops to serve the Hanson's development. This review of necessity will require consideration of the bus stop needs of other residential areas within Barrow, existing and proposed, in order that the Hanson's bus stops fit in with an overall reasonable provision of bus stops along Whalley Road.

The resultant bus stop location proposals should be submitted to RVBC for approval in consultation with LCC Highways.

### **Cycling**

In order to improve the attractiveness of sustainable transport measures, I would ask for the construction of a shared pedestrian cycle way along Whalley Road by widening the existing

footway along the western side of the carriageway. This improvement should extend from the proposed toucan crossing on A671 to the southern edge of the Hanson's property.

The carriageway width along Whalley Road is wide enough to make provision for a 3m wide shared footway / cycleway.

This work would be carried out under a S278 agreement.

## **Layout**

The proposed access for the residential development is based on the access used for the garden centre. 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.

Visibility splays along Whalley Road should be 2.4m by 70m.

The estate road is to be constructed to the LCC specification for construction of estate roads.

Footways along the estate roads should be a minimum of 2m wide. Where footways are not to be provided, service strips 2m wide will be required along both sides of the carriageway.

The surface treatment / landscaping of the 'square' should be designed to make it clear where through vehicles should drive.

On-site parking should be provided in accordance with the parking standards. Parking spaces should be 2.4m by 5m. Where the parking space abuts a wall, the length should be 5.5m. Parking spaces should not be partially placed within a service strip.

Garages should be 3m by 6m. If separate provision is made for the secure storage of bicycles under cover, then the garage may be reduced in size.

## **Travel Plan.**

In the pre-application comments made, it was suggested that a travel plan may not be required. However, due to the lack of sustainability of the transport links at present, the lack of amenity and facilities to service the residential development (secondary schools, community facilities, shops and basic services such as bank, library, surgeries) are distant from this site, measures need to be put in place to encourage residents to avoid reliance only on private cars. Consequently, I consider it is important to prepare a travel plan.

Although the size of the development is below the threshold for the preparation of a travel plan, I consider it is important in this instance to prepare a travel plan to encourage sustainable transport options.

I would suggest that the requirement for a travel plan should be conditioned into any outline planning permission you may decide to grant. The submission of a framework travel plan would then be linked to the reserved matters application.

I would suggest that a framework travel plan covering all elements of the development should be submitted prior to any development commencing and that this be secured by a condition of the planning permission.

The framework travel plan when developed would need to include the following as a minimum:

- Commitment and timescale for the appointment of a travel plan coordinator (suggest at least 1 month prior to first occupation).
- A commitment and timescale to undertake travel surveys (recommend within 3 months of occupation or within 3 months of reaching 75% of dwellings occupied).
- A commitment and timescale for the development of a full travel plan (recommend within 3 months of first travel survey)
- Details of cycling, pedestrian and public transport links to and within the site
- Details of the provision of cycle parking for any properties where suitable storage is not available
- List of any proposed measures to be introduced particularly any to be implemented prior to the development of the full travel plan
- Details of arrangements for monitoring and review of the travel plan for a period of at least 5 years.

The full travel plan when developed would need to include the following as a minimum:

- Contact details of a named travel plan co-ordinator
- Results from employee/residents travel survey
- Details of cycling, pedestrian and/or public transport links to and through the site
- Details of the provision of cycle parking for any properties where suitable storage is not available.
- Objectives
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
- Action plan of measures to be introduced, and appropriate funding
- Details of arrangements for monitoring and review of the travel plan for a period of at least 5 years

A contribution of £6,000 is required to enable Lancashire County Council Travel Planning team to provide a range of services as described in 2.1.5.16 of the Planning Obligations in Lancashire paper dated September 2008. This could include:

- Provision of leaflets and maps for the Welcome packs
- Design travel survey and analyse results
- Advice and Guidance on Travel Plan development
- Support meetings
- Access to Lancashire's Car sharing website
- Monitoring the development of the Plan

### **S106 monies**

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 £117 800.

Section 106 funding requested is:

£6 000 for travel plan preparation

£80 000 for toucan crossing.

£22 000 for quality standard bus stops.

Funding for the toucan crossing is also requested from other proposed residential developments in Barrow. If the toucan crossing is funded by another development before the commencement of this development, then no S106 monies would be requested for the toucan crossing. However, if no funding is provided from elsewhere for the toucan then this Hanson's development would be required to provide funding for the installation of the toucan.

### **S278 works.**

Two 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; and the construction of a shared footway / cycleway along Whalley Road.

Again, 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.

### **Conditions and Notes**

Please add the following conditions and notes to any planning consent you may decide to grant.

#### **Condition 1.**

The new estate road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any other construction work takes place within the site. Reason: To ensure that satisfactory access is provided to the site before the construction of the development hereby permitted commences.

#### **Condition 2.**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device.

The visibility splays to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed estate road from the continuation of the nearer edge of the carriageway of Whalley Road to points measured 70m in each direction along the nearer edge of the carriageway of Whalley Road from the centre line of the estate road, and shall be constructed and maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority. Reason: To ensure adequate visibility at the street junction or site access.

#### **Condition 3.**

Prior to the commencement of development, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall include details of:

- i) Sustainable travel options for journeys to and from work for the site operatives, including pedestrian routes, travel by bicycles, journeys by train, car sharing schemes and other opportunities to reduce journeys by motor car.
- ii) the parking of vehicles of site operatives and visitors;

- iii) loading and unloading of plant and materials;
  - iv) storage of plant and materials used in the construction of the development;
  - v) wheel washing facilities;
  - vi) Periods when plant and materials trips should not be made to and from the site (mainly peak hours, but the developer to suggest times when trips of this nature should not be made).
  - vii) Routes to be used by vehicles carrying plant and materials to and from the site which shall have been constructed to base course level.
  - viii) Measures to ensure that construction vehicles do not impede adjoining accesses.
- The approved construction method statement shall be adhered to throughout the entire period of construction works. Reason: In order to ensure safe working practices on or near the highway in the interests of highway safety.

#### Condition 4.

No part of the development hereby approved shall be occupied or opened for trading until all the off-site highway works have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

#### Condition 5.

Prior to the first occupation of any part or phase of the development hereby permitted, a Framework Travel Plan shall be prepared for the whole development and submitted to the Planning Authority for consideration and approval. The Framework Travel Plan shall include targets and commitments and details of the preparation of the Full Travel Plan related to the phasing of the development. Thereafter the Full Travel Plan shall be prepared, implemented, audited and updated within the timescale set out in the approved Framework Travel Plan.

Reason: To ensure a multimodal transport provision for the development and reduce the traffic impact on the local road network, in the interests of highway safety.

#### Condition 6.

For garages within the curtilage of a dwelling, all garage doors shall be located at least 5.5m back from the highway boundary at all times and the garages and driveways thereafter kept clear for the parking of a private motor vehicle and cycle. Reason: to ensure satisfactory off street parking arrangements are preserved at all times.

#### Note A.

This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 the County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works and therefore before any access works can start you must contact the Ribble Valley District Highways Office, Lancashire County Council, Riddings Lane, Whalley BB7 9RW (tel. 0845 0530011) and quote the planning application number.

#### Note B.

The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the

Developer Support Team, Burnley Office, LCC Highways, Widow Hill Road, Burnley, BB10 2TJ, (Tel: 08450 530011) in the first instance to ascertain the details of such an agreement and the information to be provided.

Yours faithfully,

**Trevor Lewis**  
**Traffic and Development Engineer**