

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2022/1158
Our ref: D3.2022.1158
Date: 15th March 2023

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/1158**

Address: **Land South of Accrington Road Whalley**

Proposal: **Erection of 17 dwellings and 57 apartments with associated access, roads, car parking, landscaping and infrastructure, including a public car park to serve Whalley town centre**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the erection of 17 dwellings and 57 apartments with associated roads, car parking, landscaping and infrastructure, including a public car park to serve Whalley town centre at the land to the south of Accrington Road, Whalley.

The LHA are aware of the planning history at the site with it being listed below:

Lancashire County Council

Phil Durnell
Director of Highways and Transport
PO Box 100, County Hall, Preston, PR1 0LD



3/2021/1277- Erection of 23 dwellings and 81 apartments, of which 49 are for people aged over 55, with associated roads, car parking, landscaping and infrastructure, accessed from Accrington Road. Refused 12/05/2022.

3/2018/1100- Construction of part of the vehicular access to the site from Accrington Road. Permitted 17/12/2018.

3/2018/0423- Non-material amendment to approved outline planning permission 3/2012/0179 (Outline application for a residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments) to allow variation of conditions 15 and 19 to allow the formation of the site access to take place before the completion of the flood compensation scheme and the wildlife pond. Permitted 23/08/2018.

3/2018/0120- Discharge of conditions 3 (finished floor levels), 5 (boundary treatments), 7 (elevations plans) 10 (sustainable drainage), 14 (phasing) and 15 (street maintenance and management) from planning permission 3/2016/0344. Permitted 11/05/2018.

3/2018/0135- Discharge of conditions 9 (energy reduction), 20 (external lighting) and 27 (car park details) from planning permission 3/2012/0179. Permitted 06/03/2018.

3/2017/0566- Discharge of condition 2 (external surfaces), 8 (wildlife pond details) 13 (site access and off site works) and 16 (details for highway adoption) from planning permission 3/2016/0344. Permitted 14/02/2018.

3/2017/0551- Discharge of condition 4 (construction scheme), 7 (programme of archaeological work) 13 (method statement), 17 (surface water drainage scheme), 22 outline for the general system of drainage for foul and surface water flows), 23 (foul drainage scheme), 24 (seperate foul and surface water schemes) and 25 (surface water drainage and means of disposal) from planning permission 3/2012/0179. Permitted 08/12/2017.

3/2017/0447-Discharge of condition 6 (Giant Hogweed and Himalayan Balsam removal/treatment), 10 (bat and bird box details), 11 (ecological mitigation strategy), 12 (tree protection measures), 19 (wildlife pond details) and 26 (landscape management and maintenance plan) from planning permission 3/2012/0179. Permitted 19/07/2017.

3/2016/0344-Application for approval of reserved matters of layout, scale, appearance and landscaping and the additional reserved matters required by Conditions 2 and 8 following outline planning permission 3/2012/0179 for a residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments. Permitted 10/03/ 2017.

3/2012/0179- Outline application for a residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments. Permitted 25/06/2013.

Site Access for Proposed 17 dwellings and 57 apartments

The LHA are aware that the site is accessed directly off Accrington Road which is a B classified road. The speed limit of Accrington Road is 30mph between King Street's mini roundabout junction and the site entrance, while immediately to the right of the access the speed limit increases to 50mph.



The LHA have reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H titled "Reduced Development Proposal" and are aware that the access has already been approved under application reference 3/2012/0179 to serve 37 bungalows and 40 apartments. Part of the access has already been constructed under application reference 3/2018/1100, as seen on site.

In any case, the LHA have reviewed the drawing and are satisfied that the access width complies with the LHAs guidance for the scale of development. The LHA do request however, that 2m wide footways to the right of the access along Accrington Road are provided for the duration of the site's length. This is because the proposed footway can connect to Public Footpath 3-45-FP27 and Public Footpath 3-45-FP28 which is located across the carriageway.

To connect the two footpaths and to prevent inappropriate parking from occurring across Accrington Road from the site, the LHA suggest that an uncontrolled pedestrian crossing of some kind is provided in this location. The LHA suggest that a kerb build out is used across from the proposed footway to the right of the access. This is because the kerb build out will be connected to the existing footway which provides access to Public Footpath 3-45-FP28, a short distance away.

The need for an informal pedestrian crossing in this location is key to enable easier connectivity to and from the site to Public Footpath 3-45-FP28. The Public Footpath provides a link to Archbishop's Wood and connects to a path which is located under the A671 Accrington Road bypass, and links to Spring Wood Picnic Area, a popular location for leisure activities owned by Lancashire County Council.

Enhancing the use of Public Footpath 3-45-FP28 by creating the informal pedestrian crossing and requesting further improvements, as will be discussed in the Public Footpath section of the report, will allow pedestrians to easily access Spring Wood Picnic Area, off-road, without using the signalised junction serving the A4671, B6246 and Spring Wood Picnic Area. This junction currently does not have a pedestrian phase and experiences high traffic flows along with high speeds. Therefore, encouraging pedestrians to not use the signalised junction by improving the Public Footpath and the link to Spring Wood Picnic Area will be requested.

The LHA have further reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H and are aware that the site will provide 2m wide footways to the left of the access until the footway reaches the existing dwelling, number 22 Accrington Road. The footway will then narrow to its existing length until it becomes a grass verge and eventually terminates as it reaches the garage titled "Whalley Motors."

The LHA will request that the footway adjacent to the proposed 8-unit apartment block is pushed further into the carriageway, along Accrington Road, to enable a footway to be created outside number 22 and 20 Accrington Road. This will enable residents at the site, safe passage to Whalley town centre where key local amenities are found such as Co-op supermarket, without crossing the carriageway.

The LHA are aware that the width of the footway, off-site, will not be 2m wide due to the carriageway needing to be encroached upon, making Accrington Road narrower. To



prevent too much encroachment the LHA suggest that the footway from number 22 Accrington Road to Whalley Motors should be a minimum of 1.8m wide. These works will be undertaken a Section 278 agreement.

Furthermore, the LHA have reviewed the Transport Statement and aware that the Transport Consultant has undertaken a traffic survey within the vicinity of the proposed access between 21st July- 27th July 2022. The traffic survey found that 85th percentile speeds were 39.4mph westbound and 39.8mph eastbound.

For the sites access to comply with the LHAs guidance, the LHA require visibility splays of 2.4m x 98m are provided in both directions, with the 85th percentile speeds exceeding 37mph.

However, due to the LHA accepting visibility splays of 2.4m x 70m in both directions for application reference 3/2012/0179 which was for a similar scale of development, and the access being able to achieve this as shown on Oakmere Homes drawing number 015/R-OAK/01 Rev H titled "Reduced Development Proposal," the LHA will accept these splays.

Site Access and Internal Layout for Proposed Public Car Park

The LHA are aware that the access serving the Public Car Park will be located to the left of the proposed access serving the residential element of the proposal, approximately 58m away as reviewed above.

The LHA have reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H titled "Reduced Development Proposal," and are aware that the access will be approximately 4.8m wide with 2m wide footways either side.

However, the access width does not comply with the LHAs guidance which requires the access to be a minimum of 6m wide. Therefore, the LHA require an amended plan to be submitted as part of the application.

On the amended plan, the LHA also require visibility splays of 2.4m x 70m to be provided in both directions at the site access. This is to ensure that the site can achieve the minimum visibility splays as identified in the traffic survey along Accrington Road, as documented in the Transport Statement.

The LHA have further reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H and are aware that the Public Car Park can provide 23 car parking spaces. The LHA have no comments to make regarding the quantity of parking but will request that a minimum of 2 spaces provide electric vehicle charging points and a minimum of 2 spaces are designated disabled bays.

It is also worth noting that the LHA will not adopt or maintain the Public Car Park and so details should emerge regarding who will maintain the area.

Highway Safety

There have been 6 recorded Personal Injury Collisions (PICs) within 300m of the application site along Accrington Road in the last five years. The LHA have reviewed each

case and are aware that 4 of the accidents were classed as serious, while the other was classed as slight.

While there are no patterns associated with the PICs along Accrington Road, apart from 2 associated with the use of junctions, there are no pre-existing highway safety concerns within the vicinity of the site.

Off-Site Highway Improvements

To improve pedestrian connectivity to and from the site, the LHA will request that a footway to the right of the residential access is provided for the full duration of the site's length. The footway will then connect to Public Footpath 3-45-FP27 which is located adjacent to the access which serves "Coppins Farm".

The LHA will then request that a kerb build out is provided on the existing footway along Accrington Road, close to where the proposed footway to the right of the access ends. This is because the proposed kerb build out will act as an informal pedestrian crossing point to and from the site and will connect to Public Footpath 3-45-FP28, which will be located a short walking distance away from the build out. As mentioned in the Site Access section for the residential element of the proposal, Public Footpath 3-45-FP2 provides a link to Archbishop's Wood and connects to a path which is located under the A671 Accrington Road bypass, and links to Spring Wood Picnic Area.

The LHA have reviewed the Transport Statement provided by DTPC and are aware that the proposal is aiming to relocate the 50mph speed limit further eastward to ensure that the site is fully captured within the 30mph zone along Accrington Road. The Transport Consultant is proposing that a gateway feature is used to make road users aware of the speed limit reducing to 30mph when approaching the site.

The LHA agree with the proposal to relocate the 50mph speed limit further eastward and suggest that the relocation of the speed limit could be located adjacent to where Public Footpath 3-45-FP28 meets Accrington Road. This is because at this location, the proposed informal pedestrian crossing located at the kerb build out will be located within the 30mph speed limit, along with the proposed site which will benefit highway safety, especially for pedestrians crossing Accrington Road.

However, located along the footway to the right of the access, the LHA will require a Vehicle Restraint Barrier to be installed for the full duration of the footway's length. This is due to the level difference between the existing carriageway along Accrington Road and the site.

The LHA remind the Agent that the embankment which will be located adjacent to the proposed footway to the right of the access, should not exceed a gradient of 1 in 3. Unfortunately, in places by reviewing M & P Gadsden drawing number 21315- GAD- 00- ZZ- DR- C-1501 Rev P02 titled " Phase 1 Highway Setting Out", the gradient exceeds this level and so further amendments should be made to the plans.

The LHA have reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H titled "Reduced Development Proposal," and will request that a footway to the left of the access is provided until the footway reaches the garage titled "Whalley Motors." This is to ensure



that there is a segregated footway to Co-op supermarket and other local amenities within the town centre without needing to cross the carriageway.

The LHA are aware that the proposed footway between number 22 Accrington Road and Whalley Motors is unlikely to be 2m wide due to the footway needing to encroach upon some of the carriageway serving Accrington Road. However, the footway should still be a minimum of 1.8m wide for the full duration of its length between these two points.

The LHA will also request that Traffic Regulation Orders (TROs) are provided within the vicinity of the site and the two accesses. This is to prevent inappropriate parking from occurring in the area which could conflict with the safe passage of vehicles entering and exiting the site and to ensure that pedestrians are seen crossing Accrington Road. The location of these TROs will be discussed and approved or rejected during the public consultation associated with the TRO process.

The LHA have reviewed M & P Gadsden drawing number 21315- GAD- 00- ZZ- DR- C- 1600 Rev P01 titled "Highways Layout" and are aware that the Agent is proposing to relocate the existing bus stop adjacent to Rendezvous Nightclub to in between the access serving the proposed residential area and the Public Car Park.

The LHA support the relocation and will also request that the bus stop located across Accrington Road from the site, adjacent to 43 Toll Bar Cottage is also relocated as part of the proposal. The LHA will discuss the relocation further in the Sustainable Transport Section of the report.

The LHA inform the Agent that all these works will be undertaken under a Section 278 agreement, apart from the TROs which will be subject to a public consultation.

Trip Generation

The LHA have undertaken a TRICs assessment for the residential element of the proposal. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

The LHA have had to conduct two TRICs assessments given the nature of the proposed residential development with the dwellings providing a different trip rate to the apartments. Therefore, Table 1 will show the trip rates for the dwellings, while Table 2 will show the trip rates for the apartments and Table 3 will show the total trip rate for the proposed residential development.

Land Use: Dwelling	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per Unit	0.145	0.372	0.517	0.338	0.161	0.499
Total Trip Generation	2	6	9	6	3	8

Table 1: Expected Trip Rates for the proposed 17 dwellings.



Land Use: Apartment/ Flat	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per Unit	0.058	0.200	0.258	0.219	0.113	0.332
Total Trip Generation	3	11	15	12	6	19

Table 2: Expected Trip Rates for the proposed 57 apartments.

Land Use: 57 Apartments and 17 Dwellings	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total Trip Generation	5	17	24	18	9	27

Table 2: Expected Trip Rates for the proposed 57 apartments and 17 dwellings.

As shown in the tables above, the proposed residential development is expected to generate 24 AM two-way and 27 PM two-way trips per day. The LHA deem that this is unlikely to have a considerable impact on capacity along the existing highway network and given that the scale of development is less than the extant use of the site, which was approved under outline application 3/2012/0179 and reserved matters application 3/2016/0344, which allowed 37 bungalows and 40 retirement apartments for over 55s to be erected at the site, the LHA have no further comments to make.

Off-Site Junction Capacity

Usually for the scale of development, the LHA would request that modelling of key junctions which the development would impact upon, would be submitted to support the application.

However, given that the site already has extant planning permission following outline application 3/2012/0179 and reserved matters application 3/2016/0344, which allowed 37 bungalows and 40 retirement apartments for over 55s to be erected at the site. The LHA given that the approved application is of a similar scale to the proposed, the LHA will not request that key junctions are modelled.

To further support the argument that junction modelling is not required, the Transport Consultant has undertaken a traffic survey between 21st July- 27th July 2022 along Accrington Road. The Transport Consultant has then compared the traffic flows to the 2010 survey which was used to support outline application 3/2012/0179.

The current traffic flows, which are provided in the Transport Statement, shows that Accrington Road has similar levels to the survey conducted in 2010. This is even though

there have been a number of committed developments within the area. Therefore, as a result of these factors the LHA will not request that key junctions are modelled.

Internal Layout of the Residential Development

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHAs guidance.

The LHA have studied Oakmere Homes drawing number 015/R-OAK/01 Rev H titled "Reduced Development Proposal," which details the full site layout and deem the internal layout not to be at an adoptable standard. This is because of the following, which will be discussed below.

Internal Carriageway

The LHA are aware that the carriageway width at the main junction into and out of the site will be wider than 5.5m with 2m wide footways on either side of the carriageway which the LHA welcome. However, the carriageway width then reduces to approximately 4.9m adjacent to Plot 8s driveway, and then reduces further to 4.8m just after. The width of the internal carriageway from this point does not exceed 4.8m throughout the site.

For the LHA to adopt an internal road network, the LHA remind the Agent that the carriageway should be a minimum of 5.5m wide throughout the duration of its length. Therefore, the LHA require the internal road network to be amended on a site plan.

The LHA also require 2m wide footways to be provided on both sides of the carriageway, where the LHA are adopting the internal road network. Currently between Plots 67-74, there is no footway provision which is unacceptable. Therefore, to ensure that there is a segregated footway on both sides of the carriageway, a footway should be provided.

Furthermore, the LHA require a swept path drawing of a large refuse vehicle using the internal layout and turning around in the provided turning area located adjacent to Plot 74. This is to ensure that the width of the internal carriageway and the turning area is adequate for refuse vehicles to use.

The LHA also require at the internal T junction, where the main spine road connects to the internal carriageway serving the dwellings and the main Apartment block, to be raised to allow junction tables to be installed. This is to alert road users informally, that vehicles entering the site will have priority over the vehicles exiting the two arms at the internal T junction. As a result, this should be shown on a revised site plan.

Private, shared access serving Apartments 59-66

The LHA have reviewed the private, access which is located off the internal spine road and will serve Plots 59-66 and are aware that the access width will be approximately 4.6m wide. To ensure that the access width and the provided turning area is adequate, a swept path of a fire tender entering and exiting the access in a forward gear is required.

The LHA also require the provided bin store to be located adjacent to the access serving the Apartment block. This is to ensure that refuse operatives have easy access to the bin store during bin collection day, with the refuse vehicle unable to enter and exit the access, given that the Plots will be located off a private, access track.

The LHA are aware by reviewing Oakmere Homes drawing number 015/R-OAK/01 Rev H that 12 car parking spaces will be provided for the 8 one bed units. This complies with the LHAs guidance which requires a one bed dwelling to provide one car parking space.

The LHA will however later condition, that a cycle storage facility is provided for the Apartment block and a minimum of one car parking space has access to an electric vehicle charging point.

The Agent should also consider where the area will drain to. This is because the LHA are unable to allow the access to connect to any highway drains or gullies given the area will not be adopted.

Private internal road serving Apartments 10-58

The LHA have reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H and are aware that the internal road will become private adjacent to Plot 5, where it will then serve the Apartment Block.

The LHA require a swept path drawing of a fire tender using the internal road network to service the Apartment Block and exit the site in a forward gear. The LHA are aware that currently there is no provided turning area for the fire tender or delivery vehicles to use. As a result, the LHA require a turning area to be provided.

Consideration should also be given to a servicing area being located adjacent to the Apartment block. This is required for delivery vehicles to use when servicing the Apartments. The LHA are concerned that should the area not provide one, then servicing vehicles could block the internal carriageway serving the Apartments which is unacceptable. Therefore, a servicing area and a turning area should be provided on an amended plan.

Furthermore, the LHA also require on an amended plan details regarding where the bin store will be located. The LHA advise the Agent that the bin store should be located in close proximity to the adopted highway, for example across from Plot 6 adjacent to the Apartment block.

The LHA have reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H and are aware that the parking area for the 48 units will provide 64 car parking spaces. While this does not comply with the LHAs parking guidance as defined in the LHAs Joint Lancashire Structure Plan, which requires the site to provide 80 car parking spaces given the number of bedrooms in the units, the LHA will accept the shortfall in parking. This is because the LHA in the response for application reference 3/2021/1277, accepted that the Apartments should provide a minimum of one car parking space per unit. Therefore, the site provides the absolute minimum requirement for parking.

However, the LHA are aware that there will be no segregated footways from the car parking area to the Apartment Block. This is unacceptable given the scale of the Apartment block and so require some form of footway to be provided.

The footway from the internal spine road to the Apartment block should also be a minimum of 2m wide. Currently, as shown on the drawing the footway which serves the Apartment block is only approximately 1.2m wide. This is unacceptable given that there is only one way to access the building from Accrington Road for the scale of development. Therefore, the footway should be widened to the minimum requirement.

The LHA also inform the Agent that a minimum of 6 car parking spaces should have access to an electric vehicle charging point and a cycle storage facility should be provided.

The Agent will need to consider where the area will drain to. This is because the LHA are unable to allow the access and internal road network serving the Apartment block to connect to any highway drains or gullies given the area will not be adopted.

Private access serving Plots 1 to 4

The LHA have reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H and are aware that the access track will be a minimum of 4.8m wide. To ensure that the access track is suitable for fire tenders a swept path drawing should be submitted and an internal turning area should be created to enable fire tenders and servicing vehicles to exit the site in a forward gear.

The Agent should also consider where the bin store will be located on bin collection days.

Parking for 17 dwellings

The LHA have reviewed Oakmere Homes drawing number 015/R-OAK/01 Rev H and are aware that all of the Plots apart from Plot 5 and 70, comply with the LHAs parking guidance as defined in the LHAs Joint Lancashire Structure Plan.

The LHA require for these Plots to comply with the LHAs parking guidance to extend the provided attached garage. The LHA remind the Agent that the internal dimensions of the garage should be 6m x 3m when providing a car parking space.

The LHA makes the Agent aware that the LHA will request that all dwellings have access to an electric vehicle charging point on their driveway.

Pedestrian link from the site to Public Footpath 3-45-FP27

The LHA will request that two pedestrian links are provided internally to link with Public Footpath 3-45-FP27. The Public Footpath starts on Accrington Road, to the east of the site and runs adjacent to the River Calder where it eventually reaches Whalley town centre.

To enable occupants of the site to easily access the Public Footpath which provides an alternate access to Whalley town centre, one internal link should be provided to the east of the site and the other should be provided to the south.



The two internal pedestrian links should be a minimum of 2m wide and built to an adoptable standard.

Sustainable Transport

The LHA are aware that the site has provided a Travel Plan provided by DTPC. The LHA welcome this and will discuss this further when further information for the issues expressed above are submitted.

For information, the LHA would require for a development of this size a contribution of £6,000. This is to enable Lancashire County Council's Travel Planning Team to provide a range of services as outlined below.

Section 106 contributions will primarily be used to enable the Sustainable Travel team to:

- Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
- Oversee the progression from Framework to Full Travel Plan in line with agreed timescales.
- Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.
- Support the development and implementation of the Travel Plan.
- Develop and provide online, resident mode of travel surveys and collation of returns for baseline and subsequent monitoring purposes.
- Attend meetings with developer/occupier/co-ordinator as necessary.
- Provide access to leaflets, publicity, maps and information – provision of bespoke literature and large quantities may be subject to additional charges.
- Conduct a basic site audit.
- Provide localised maps and plans, GIS mapping of staff postcodes or other origin and destination data, accessibility plot of public transport, walking and cycling routes/thresholds to site.
- Advise and offer appropriate support with implementation or suitability of specific elements or measures.
- Assist with the development of sustainable travel directions for web pages and other appropriate content.
- Help stage promotional events and activities including Walk to Work Week, Bike Week, car free days or measured mile walks etc

In any case, the LHA are aware that the site is in a sustainable location, approximately 130m from Whalley Town Centre where all local amenities such as supermarkets and shops to name a few, are found.

As already mentioned, to take advantage of the sustainable location and to provide safe pedestrian passage to the town centre, footways are required to the right and to the left of the site.

To encourage sustainable travel, as shown on Oakmere Homes drawing number 015/R-OAK/01 Rev H titled "Reduced Development Proposal," the Applicant is proposing to



relocate the existing bus stop adjacent to Rendezvous Nightclub to in between the access serving the proposed residential area and the Public Car Park.

The LHA will request that this bus stop complies with Lancashire County Councils Quality Bus Stop specification and is DDA compliant. The bus stop will then serve regular services to Burnley, Clitheroe and Blackburn Hospital.

The LHA will also require that the bus stop across the road, located adjacent to number 43 Toll Bar Cottage, is relocated eastwards along Accrington Road. This is because the current location is unacceptable given the greater demand for the service. Therefore, under the Section 278 agreement, the LHA will relocate the bus stop and upgrade it to Lancashire County Councils Quality Bus Stop specification and will ensure that the bus stop is DDA complaint.

Public Footpaths

The LHA are aware that Public Footpath 3-45-FP27 is located at the eastern and southern boundary of the site. The Public Footpath leads from Accrington Road and goes past the River Calder providing access to the town centre via a footbridge over the river.

The LHA will request to enhance the use of the Public Footpath, two internal pedestrian links connecting to the Public Footpath. One of the links should be provided to the east of the site, while the other should be provided to the south.

The internal pedestrian links and the Public Footpath should then be a minimum of 2m wide and be adequately surfaced.

The LHA will also require improvements to be made to Public Footpath 3-45-FP28 which is located across from Public Footpath 3-45-FP27 on Accrington Road and provides a link to Spring Wood Picnic Area.

The LHA will require the surface of Public Footpath 3-45-FP28 and the link to Spring Wood Picnic Area to be improved as part of the application and so will request contributions of £36,960 which will be secured under any future Section 106 agreement.

Conclusion

The LHA require further information before the LHA can fully assess the application.

Yours faithfully

Ryan Derbyshire
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council

