

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2022/1158
Our ref: D3.2022.1158
Date: 2nd June 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 a re-consultation 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 previously responded to the application on 15th March 2023, requesting further information and amendments to be made to the proposed site plan. Since then, the Agent has submitted a Transport Technical Report addressing the LHAs previous comments and

Lancashire County Council

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Director of Highways and Transport
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submitted Doyle Transport drawing number P434 15 001 titled "Site Access and Highways Mitigation Proposals in Support of Residential Development," among other supporting information. All this will be reviewed below.

Before then, the LHA are aware of the planning history at the site with it being listed below:

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 Doyle Transport drawing number P434 15 001 titled "Site Access and Highways Mitigation Proposals in Support of Residential Development," 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 still request however, that 2m wide footways to the right of the access along Accrington Road are provided for the full 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, the LHA request that a kerb build out is provided on the opposite side of the carriageway directly across Accrington Road on the existing footway, while a dropped crossing should be provided when the proposed footway terminates. This will act as an uncontrolled pedestrian crossing, improving pedestrian connectivity for residents 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 Doyle Transport drawing number P434 15 001 and are aware that a 2m wide footway will be provided to the left of the access connecting to the proposed junction serving the proposed Public Car Park, which the LHA welcome.

In between the junction serving the residential development and the Public Car Park will be a bus stop which has been relocated from Rendezvous Nightclub. While the LHA agree that the bus stop needs to be relocated, due to there being a lack of segregated pedestrian facilities and there being limited scope to fully upgrade the bus stop to make it comply with the Lancashire County Councils quality bus stop specification, the LHA will request that the bus stop is relocated along the requested 2m wide footway to the right of the residential junction. This is because the proposed relocated bus stop is only approximately 4.3m away from the proposed junction serving the Public Car Park and opposite the existing

junction serving Sydney Avenue/ Accrington Road. Therefore, the LHA are concerned that the bus stop is too close to both of these junctions and may pose a highway safety concern, especially when there is a tendency for other road users to overtake buses when they are at a bus stop, which could lead to potential conflicts should vehicles be exiting the proposed public car park in particular. As a result, the LHA request that the bus stop is further relocated approximately 30m to the right of the proposed residential junction.

Close to opposite the requested relocated bus stop approximately 30m to the right of the proposed residential junction, should be the eastbound bus stop which should be relocated from adjacent to number 43 Toll Bar Cottage. This will be discussed further in the Off-Site Highway Improvements section of this report but will be requested to ensure that the bus stop can be upgraded to Lancashire County Councils quality bus stop specification, given the scale of development proposed.

Furthermore, the LHA have reviewed the Transport Statement by DTPC 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 Doyle Transport drawing number P434 15 001, the LHA will accept these splays.

Site Access and Internal Layout for Proposed Public Car Park

The LHA are aware that the proposed junction serving the Public Car Park will be located to the left of the proposed access serving the residential element of the proposal, approximately 38m away as reviewed above.

The LHA have reviewed Doyle Transport drawing number P434 15 001 titled "Site Access and Highways Mitigation Proposals in Support of Residential Development," and are aware that the access will be a minimum of 6m wide with a 4m corner radii which complies with the LHAs guidance.

The drawing also shows that the access can provide visibility splays of 2.4m x 70m in both directions, which mirrors the requested visibility splays for the residential junction which the LHA welcome.

The LHA have further reviewed Doyle Transport drawing number P434 15 001 and are aware that the access will provide a 2m wide footway to the right, which will connect to the footway proposed for the residential junction. While a 2m wide footway will be provided to the left of the access but will terminate approximately 14m away from the junction. The footway will then be replaced with a grass verge for the duration of the sites red line boundary.

While the LHA welcome the 2m wide footway to the right of the access and the LHA remove the request for a footway which will connect to the garage titled "Whalley Motors," which was requested in the previous comments, the LHA require the 2m wide footway to be provided to the left of the access for the full duration of the sites red line boundary, rather than provide a grass verge once it terminates.

The LHA request this just in case, as stated in the Transport Technical Report by Doyle Transport, that should a footway be provided at Whalley Motors by a future development then the infrastructure is already in place to connect. Therefore, the extension to the 2m wide footway should be shown on an amended plan.

However, given that any amended footway will terminate at the edge of the sites red line boundary, the LHA welcome the introduction of an informal crossing point, which has been shown on Doyle Transport drawing number P434 15 001. The informal pedestrian crossing point will be provided via dropped kerbs and will connect to the existing dropped kerb provided on the opposite side of the carriageway, adjacent to the existing eastbound bus stop. These improvements will be secured under a Section 278 agreement.

Furthermore, the LHA have reviewed Doyle Transport drawing number P434 15 001 and are aware that the Public Car Park can provide 23 car parking spaces, with 4 being accessible and 2 providing electric vehicle charging points, which the LHA welcome. The public car park will also be maintained by the Town Council, but the LHA are aware that any maintenance plans for the car park can be conditioned at a later date.

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

As already mentioned, to improve pedestrian connectivity to and from the site, the LHA will request that a 2m wide footway to the right of the residential junction 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 Doyle Transport drawing number P434 15 001 titled "Site Access and Highways Mitigation Proposals in Support of Residential Development," and are aware that the proposal wants to relocate the 50mph speed limit further eastward in between the residential junction. While a gateway feature is also being proposed along Accrington Road before the speed limit change, to make road users aware of the speed limit.

However, while the LHA agree with the speed limit being relocated, the location should be adjacent to the requested kerb build out, where Public Footpath 3-45-FP28 meets Accrington Road. This is because at this location, the proposed informal pedestrian crossing point 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. It will also denote the first change from a rural to urban area.

Unfortunately, along the requested 2m wide footway to the right of the residential junction, 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 will also request along the 2m wide footway to the right of the residential junction that the existing bus stop currently located at Rendezvous Nightclub, is relocated approximately 30m away from the proposed residential junction. The LHA request the relocation because following the omission of a footway westbound along Accrington Road, there is no segregated footway for pedestrians accessing the bus stop.

While the LHA do acknowledge that the Agent has taken this concern into consideration and has proposed to relocate the bus stop in between the proposed junctions serving the Public Car Park and the residential development, the relocated bus stop is too close to the junction serving the Public Car Park and opposite an existing junction, Sydney Avenue/Accrington Road, as already mentioned in the Site Access section. Therefore, to prevent any concerns associated with the proposed relocation, the LHA will request that the bus stop is relocated further eastward to approximately 30m away from the proposed residential junction. This relocation also further provides the justification for a footway in this location and the LHA will require the relocated bus stop to be upgraded to Lancashire County Councils quality bus stop specification.

Similarly, given the constraints associated with the eastbound bus stop located adjacent to 43 Toll Bar Cottage, preventing any improvements to be made and on-street parking occurring in this location for the occupants of the dwellings fronting Accrington Road, the LHA will request that this bus stop is also relocated. The bus stop should be relocated close to opposite the westbound bus stop, as mentioned above and should be upgraded to Lancashire County Councils quality bus stop specification.

The LHA will request however, that the existing dropped kerbs located at the eastbound bus stop adjacent to 43 Toll Bar Cottage remain following the relocation. This is because these dropped kerbs, as shown on Doyle Transport drawing number P434 15 001, will act as an uncontrolled pedestrian crossing, with further dropped kerbs provided on the proposed footway opposite, which the LHA welcome.

The LHA also welcome the introduction of another dropped crossing which will be provided on the existing footway close to the junction between Sydney Avenue/Accrington Road and opposite, on the proposed footway. The LHA will further request that tactile paving is provided on both sides of the footway serving the residential junction, following the requested extension to the provided footway infrastructure.

To prevent any inappropriate parking, the LHA are still requesting that Traffic Regulation Orders (TROs) are pursued within the vicinity of the site and the two proposed junctions. 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. While the location of these TROs will be discussed and approved or rejected during the public consultation associated with the TRO process, as a rough guide they will be pursued at both junctions and opposite the residential development junction for its full width.

The LHA inform the Agent that all these works will be undertaken under a Section 278 agreement.

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 3: 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. Therefore, 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, DTPC, 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 Doyle Transport drawing number P434 15 001 titled "Site Access and Highways Mitigation Proposals in Support of Residential Development," 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. 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.

The LHA do acknowledge that the Agent has stated that the part of the internal carriageway which is up for adoption is from the site access to the T-junction. However, this area only serves 3 dwellings and so this is below the minimum requirement set out by the LHA for adoption, which requires a minimum of 5 dwellings to be served off any adopted internal road network.

Even if the site is not adopted by the LHA, the LHA require as a minimum requirement the internal carriageway to be 5.5m wide for the full duration of the site. This is because as shown on Doyle Transport drawing number P434 15 001, which shows a swept path of a refuse vehicle using the internal road network, the body of the refuse vehicle when using the internal road network overlaps both sides of the carriageway, preventing two-way movements to occur. Furthermore, should on-street parking occur along the internal carriageway when it reduces to 4.8m wide, it could prevent refuse operatives from using the carriageway or potentially conflicts may occur with any parked vehicles, should the refuse vehicle manoeuvre past.

It is also worth noting that due to the carriageway width the provided turning area located adjacent to Plot 74, is inadequate for a refuse vehicle to use, with the refuse vehicle overlapping the current service verge. Therefore, the turning area should be amended which will be helped by the requested widening of the internal carriageway.

Furthermore, the LHA accept the reduction in carriageway width to 4.8m when the road network is serving the larger Apartment Block (Plots 10-58). This is due to the reduction only being for a short distance before the internal carriageway widens to 7.3m wide.

The LHA also request, as a minimum requirement, 2m wide footways should be provided throughout the site. Therefore, the service strip serving Plots 67-74 should be adequately surfaced, while the footway which terminates opposite the internal access serving the small Apartment block (Plots 59-66) should be extended for the full duration of the sites



length as already discussed in the previous sections. These changes should be shown on an amended 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 4.8m wide. The LHA welcome the swept path of an emergency vehicle using the access, the internal access track and the provided turning area and accept the usability of the area.

The LHA are aware by reviewing Doyle Transport drawing number P434 15 001 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 Doyle Transport drawing number P434 15 001 titled "Site Access and Highways Mitigation Proposals in Support of Residential Development," and are aware that the internal carriageway will reduce to 4.8m wide adjacent to Plot 5 but will then widen to 7.3m a short distance after, which the LHA accept.

The LHA welcome the submission of a swept path drawing showing the provided turning area for the refuse vehicle and showing that the internal carriageway is adequate for refuse vehicle movements.

However, while the LHA are able to accept the servicing and turning area for the refuse vehicle, which is located in the centre of the internal road network serving two rows of car parking spaces, the LHA require a more designated servicing area for emergency and servicing vehicles. This is because these types of vehicles are likely to be at the site for a longer time than a refuse vehicle. Therefore, the LHA are concerned that these types of vehicles will obstruct the usability of the internal road network for a prolonged period of time, which could cause internal conflicts to occur. As a result, a designated servicing area should be provided on an amended plan.

The LHA have reviewed Doyle Transport drawing number P434 15 001 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.



The LHA are aware that the parking area will provide 6 accessible spaces and 6 electric vehicle charging points within the parking provision which the LHA welcome. The LHA also welcome the introduction of footways provided for each row of parking spaces and welcome a 2m wide footway connecting to and from the Apartment block to the internal spine road.

However, further consideration is required regarding a bin store for the Apartment Block and drainage for the car parking area.

Private access serving Plots 1 to 4

The LHA have reviewed Doyle Transport drawing number P434 15 001 and welcome the widening the access track and the provision of a turning area for servicing and emergency vehicles.

Parking for 17 dwellings

The LHA have reviewed Doyle Transport drawing number P434 15 001 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 and have access to cycle storage facilities.

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

The LHA have reviewed Doyle Transport drawing number P434 15 001 and welcome the introduction of two internal pedestrian links which will connect to Public Footpath 3-45-FP27. One will be located adjacent to Plot 74 and will provide an alternate route to Whalley town centre, past the River Calder at the southern boundary of the site. While the other will be located adjacent to Plot 4 and will connect to the eastern boundary of the site, were Public Footpath 3-45-FP27 connects to Accrington Road.

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

However, the LHA require further information regarding the "orange dashed line" provided on Doyle Transport drawing number P434 15 001. This is because the LHA are unsure as to whether this will be another internal pedestrian link. However, should this be the case, the pedestrian link may be unsuitable given it will conflict with the private gardens of a number of plots.

Sustainable Transport

The LHA welcome the submission of a framework Travel Plan, which has been submitted. The LHA will require a contribution of £6,000 to enable Lancashire County Council's Travel Planning Team to provide a range of services as outlined below, associated with the developments Travel Plan.

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, as part of this application, the LHA will request that the bus stop located adjacent to Rendezvous Nightclub is relocated further eastward to approximately 30m away from the proposed residential junction. The bus stop should then comply with Lancashire County Council's Quality Bus Stop specification and be DDA compliant. The bus stop will then serve regular services to Burnley, Clitheroe and Blackburn Hospital.

The LHA will also request that the eastbound bus stop located adjacent to 43 Toll Bar Cottage is relocated, close to opposite the proposed westbound bus stop relocation. This bus stop should then comply with Lancashire County Council's Quality Bus Stop specification and be DDA compliant.



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.

While, Public Footpath 3-45-FP28 is located across Accrington Road from Public Footpath 3-45-FP27 and provides a link to Archbishop's Wood and connects to a path which is located under the A671 Accrington Road bypass, which links to Spring Wood Picnic Area.

As already requested, a kerb build out is required along Accrington Road on the existing footway across from Public Footpath 3-45-FP27, which will be served by the proposed footway which is requested from the residential junction. When the footway terminates, dropped kerbs should be provided directly opposite the kerb build out, to improve pedestrian connectivity to the Public Footpaths to and from the site.

To further encourage the usage of the Public Footpath network, the LHA will request contributions of £36,960 which will be secured under any future Section 106 agreement, to improve the surfacing of Public Footpath 3-45-FP28 and the link to Spring Wood Picnic Area.

Conclusion

The LHA reiterate that the LHA require the following highway mitigation measures are implemented to make the proposal acceptable:

- A 2m wide footway to the right of the residential development junction for the full length of the site should be provided, with a vehicle restraint barrier. When the footway terminates, adjacent to Public Footpath 3-45-FP27 on Accrington Road, dropped kerbs should be provided and a kerb build out should be provided on the opposite side of the carriageway on the existing footway.
- The 50mph speed limit should be relocated to the proposed kerb build out.
- The westbound bus stop along Accrington Road adjacent to Rendezvous Nightclub should be relocated further eastward to approximately 30m away from the proposed residential junction.
- The eastbound bus stop along Accrington Road adjacent to 43 Toll Bar Cottage should be relocated approximately 30m away from the proposed residential junction, on the opposite side of the carriageway.
- The 2m wide footway to the left of the junction serving the Public Car Park should be extended for the full duration of the site's red line boundary.
- Dropped crossing with tactile paving provided on the proposed footway opposite the existing eastbound bus stop adjacent to 43 Toll Bar Cottage.
- Dropped crossing with tactile paving provided on the proposed footway adjacent to opposite the junction between Sydney Avenue/Accrington Road.
- Tactile paving provided at both proposed junctions.
- Pursuit of Permanent Traffic Regulation Orders adjacent to both junctions and opposite the junction serving the residential development.



These can all be conditioned at a later date but before the LHA can have no objection to the proposal, the LHA require the site to provide further amendments to the site plan.

Yours faithfully

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

