

Planning Officer  
Development Management  
Planning and Building Control  
Borough of Pendle  
Town Hall, Market Street  
Nelson,  
BB8 7LG

Phone: 0300 123 6780  
Fax:  
Email: [lhscustomerservice@lancashire.gov.uk](mailto:lhscustomerservice@lancashire.gov.uk)  
Your ref:  
Our ref: LHS/CS/13/15/0327P  
Date: 6<sup>th</sup> October 2015

For the attention of Kathryn Hughes

Land at Trough Laithe, Barrowford Nelson BB9

**APPLICATION: 13/15/0327P**

**PROPOSAL: Outline: Major: Residential development of up to 500 no. dwelling houses with associated infrastructure, open space and landscaping (access only off Barrowford Road).**

Lancashire County Council (LCC) is responsible for providing and maintaining a safe and reliable highway network. With this in mind, the present and proposed traffic systems have been considered in and around the area of the proposed development.

At peak times the local network close to M65 junction 13 does suffer from a level of congestion. This traffic delay influences movements on the strategic road network and it is critical, therefore, that the impact of this development does not compromise the movement of people and goods by any mode.

The additional vehicles generated by this proposed development will result in higher flows on the surrounding network. It is noted also that this residential development is considered to be beyond the existing built environment and as such, I'm sure you will agree, will require measures and a suitable approach to integrate the site with the built environment and wider community.

The following initial comments relate to the Transport Assessment (July 2015) prepared by SCP for the proposed residential development at Trough Laithe, Barrowford. A meeting is planned with the developer and their highways consultant this week and we hope to be able to discuss the concerns we have about the proposals and assessment work presented for this development, as detailed below.

Our main concerns relate to:

- Access Strategy, especially the proposals for effectively a single vehicle access point.
- Accessibility and sustainability of the site, including to amenities both within and linkages beyond.
- The timing of the required assessment work in relation to the Burnley Pendle Growth Corridor programme.

The internal development site layout of this outline application is to be dealt with at reserved matters and therefore has not been addressed in detail within the Transport Assessment. While I acknowledge the outline nature of the application I would note the need to ensure the development provides appropriate levels of secure, covered, cycle and motorcycle parking and provision for mobility impaired users. Parking is to be in line with appropriate standards.

### **Access Strategy**

For a number of reasons, LCC as Local Highway Authority (LHA) have serious concerns regarding the proposal for a single access off the Barrowford Road roundabout. Having two accesses, using both Barrowford Road and Wheatly Lane, would provide much better connectivity and integration to the surrounding area and reduce distance travelled for some movements. Emergency access requirements would also be much more in line with the size of the development. Obviously this will require careful design of the internal highway network so that rat running does not become a problem in the future.

I understand the applicant is proposing a bus link from the site with Wheatly Lane, only to be used by bus service, cyclists and pedestrians. It is important that buses do have the opportunity to penetrate through the site including from Wheatly Lane. There is currently no form of bus gate access control that has been identified as an appropriate solution that prevents cars but allow buses from the north. Automatic rising bollards are problematic and require an ongoing and expensive revenue stream that LCC do not have and is therefore not considered a solution.

For these two reasons the access arrangement with the current proposals cannot be supported.

### **Accessibility and Sustainability**

Accessibility and sustainability of this site is a significant concern. As highlighted at the start of these comments, this residential development is located beyond the existing built environment and as such requires significant consideration of appropriate measures to suitably integrate the site with the built environment and wider community.

An LCC Accessibility Questionnaire was completed which gave a score of 16, this accessibility score is **low** and therefore measures need to be in place to enhance linkages to shops and services. If appropriate measures are not delivered, the proposed residential area will become an isolated, car dependant community, with car usage higher than the surrounding built environment. This will potentially exacerbate the existing congested conditions and LCC may consider the proposals as presented will not satisfy the NPPF.

## **Public Transport**

The current closest bus stop to the proposed site is 490m walk away, this is above IHT guidelines. As mentioned above, the developer has proposed a bus route through the development between Wheatley Lane and Barrowford Road.

In order for the developer to achieve a public transport penetration into the site, the road through the site needs to be to a sufficient width to ensure safe passage of a bus service, when resident's parked vehicles are taken into consideration.

New bus stop facilities are required through the site, and on Wheatley Lane Road and the existing bus stops on Barrowford Road adjacent to the roundabout with Riverside Way to be upgraded to quality bus stops. All the works relating to the bus access link and bus stops on the existing adopted highway to be undertaken via Section 278 agreement. Suitable S106 contributions to support bus services through the site is expected.

## **Sustainable Transport (walking, cycling)**

From our mapping system "Mapzone", the proposed development will directly affect definitive footpath 13-2-FP 25, 13-2-FP 31 and 13-2-FP 33 and our Public Rights of Way Section will need to be consulted as part of any reserved matters application.

The location of this development requires significant investment in the sustainable links that connect this site to the wider transport network, to jobs, services and recreational facilities in order to satisfy the NPPF. Obvious improvements include enhanced crossing of Barrowford Road to access the bus stop, shelter provision at bus stop and better cycle connectivity to Nelson. This will require the provision of joint use cycle way from Junction 13 along Barrowford Road to the Riverside roundabout and then suitable controlled crossings, probably with a Toucan on Barrowford Road with other forms on the Riverside road to connect to the development site. Looking at cycle connectivity to Carr Road should also be included. The outline of these changed need to be shown on drawings.

From observations on site, the current commercial units have insufficient off road car parking facilities to cater for the existing users of the constructed units and it is understood that some of the units are not occupied. During a site visit it was observed that 26 cars were partly parked on the footpath, obstructing access for pedestrians, restricting the carriageway width preventing two way traffic movements and obstructing the sight lines from Vantage Court. The developer needs to consider this issue of accessibility/road safety and avoid the displacement of these parked vehicles to inappropriate locations.

## **Transport Assessment**

The applicant's consultants SCP have produced a Transport Assessment dated July 2015, which provides an assessment of the roundabout with Riverside Way and Barrowford Road.

ARCADY takes no account of unequal road useage and assumes that both lanes for the east bound and west bound traffic on the approach to the roundabout can be used for vehicles going straight on. The road makings at the roundabout indicate separate lanes for straight on traffic and for turning traffic and as such the roundabout should be

remodelled. As part of this remodelling the applicant is also to demonstrate that the junction to Parrock Road will not be affected by the development.

### **The Burnley Pendle Growth Corridor**

The Burnley Pendle growth corridor works for Junction 13 were due to begin in August 2015 but due to recent changes, that your colleague are aware of, an alternative scheme is currently being designed to include for a two phased approach. The second phase potentially requiring developer contributions to fund, especially to enhance walking and cycle linkage between the development site and Nelson town centre. The developers have been made aware of the ongoing proposal but this has not been properly addressed in the Transport Assessment. The assessment work required, if any, will need to be discussed and agreed with the applicants transport consultants.

### **Travel Plans**

A framework Travel Plan for the site has been developed and the Framework Travel Plan is considered to meet the minimum requirements. It is important that the Framework Travel Plan is adhered to and a Full Travel Plan is developed and implemented in line with agreed timescales.

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 Travel Plan is a document setting out a package of measures for reducing the number of single occupancy car trips made to a site or location and the promotion of sustainable methods of travel.

Comprehensive definitions of Framework Travel Plan, Full Travel Plan and required components of a Travel Plan are available from Lancashire County Council's Business Travel Plan web pages. Practical support and assistance with Travel Planning can also be accessed via these pages.

<http://www.lancashire.gov.uk/corporate/web/?siteid=6698&pageid=42669&e=e>

On a development of this size we would normally request a contribution of £24,000 of to support travel planning initiatives, which could include.

- Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.

Phil Barrett, Director, Community Services, Lancashire County Council  
PO Box 100 • County Hall • Preston • PR1 0LD

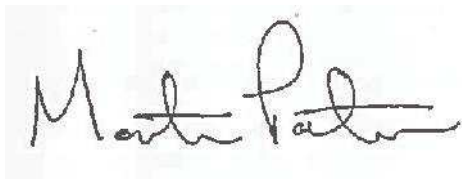
- Oversee the progression from Framework to Full Travel Plan in line with agreed timescales.
- Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.
- Support the development and implementation of the Travel Plan.
- Develop and provide online, staff mode 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.

### **Conclusion**

At the moment there are key issues that need to be resolved but I'm sure that they are not insurmountable. We need to engage with the developers and their consultant to reconcile the problems, with the planned meetings this week a good start.

I hope the above is of assistance.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'Mark Palmer', is written over a light blue rectangular background.

Highway Development Control