
ROSSENDALE LOCAL PLAN 2019 – 2034

EXAMINATION

MATTER 11 – HEARING STATEMENT

CLIENT:
Haslingden Cricket Club & B&E Boys Ltd.

DATE:
29 August 2019

RESPONDENT REFERENCE NUMBER:
5195

Report Drafted By	Report Checked By	Report Approved By
DC	DC	DC
26.08.19	28.08.19	29.08.19

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1. INTRODUCTION

BRIEF

- 1.1 Hourigan Connolly is instructed by Haslingden Cricket Club B&E Boys Limited having regard to the proposed redevelopment of Haslingden Cricket Club.

SCOPE

- 1.2 This Hearing Statement has been prepared in respect of Matter 11 of the Local Plan (LP) 2019–2034 Examination and responds to the Inspector’s questions regarding housing site allocations as set out in the Schedule of Matters, Issues & Questions, with specific reference to site H52 – Land to the rear of Haslingden Cricket Club.

FORMAT

- 1.3 Each of the Inspector’s questions (where relevant to our originally submitted written representations in respect of the Submission Local Plan) are dealt with in a separate chapter of this Hearing Statement. Accordingly, not all questions posed by the Inspectors are addressed in this Hearing Statement.
- 1.4 In the conclusion Chapter we address whether the Council’s approach to the site is sound in accordance with the Planning and Compulsory Purchase Act 2004 and associated regulations.
- 1.5 The National Planning Policy Framework (2019) (the “Framework”) sets out the criteria for determining soundness; namely that the plan is positively prepared, justified, effective and consistent with national policy.

2. QUESTION 11 A

IS THE SITE SUITABLE FOR HOUSING? ARE THERE ANY SPECIFIC CONSTRAINTS OR REQUIREMENTS ASSOCIATED WITH THE SITE, OR A NEED TO SEEK MITIGATION MEASURES TO ACHIEVE AN ACCEPTABLE FORM OF DEVELOPMENT? SHOULD THESE BE SPECIFIED IN THE PLAN?

- 2.1 In this respect, the site is suitable in principle for housing development. Bent Gate cricket ground is located within the urban boundary in Haslingden, being surrounded in all directions by existing built development. Residential properties adjoin the immediate boundaries of the site. The character of the wider area is urban, with a large residential area and associated facilities and amenities all located within close proximity.
- 2.2 However, there are specific constraints relevant to the site which must be addressed in order that houses can be delivered as set out in our representations to Regulation 19 wherein we recommend that the Local Plan be revised to include a specific and unique policy which enables a mixed-use development at the cricket club.
- 2.3 We deal with these issues later in this Hearing Statement.

3. QUESTION 11 B

IS THE PROPOSED SITE CAPACITY APPROPRIATE, TAKING ACCOUNT OF CONSTRAINTS AND THE PROVISION OF NECESSARY INFRASTRUCTURE?

- 3.1 We agree with the estimated yield of 30 dwellings, which is entirely achievable. The Inspectors are referred to our responses under **H52** below.

4. QUESTION 11 C

IS THE SITE AVAILABLE AND DELIVERABLE IN THE TIMESCALES ENVISAGED?

- 4.1 H52 as currently proposed is neither available nor deliverable. Housing on this site, in the location proposed, is not possible in isolation and is only deliverable in the relevant timeframes as part of a wider mixed-use scheme. A statement from the Cricket Club is included at **Appendix 1**, which provides further information as to why that is the case.

5. H52 – LAND TO THE REAR OF HASLINGDEN CC

I) WOULD THE DEVELOPMENT OF THE SITE INVOLVE THE LOSS OF OPEN SPACE OF PUBLIC VALUE? IF SO IS ITS LOSS JUSTIFIED WITHIN THE TERMS OF PARAGRAPH 97 OF THE NATIONAL PLANNING POLICY FRAMEWORK?

II) SHOULD THE SITE BE A MIXED-USE ALLOCATION BASED ON THE RELATIONSHIP WITH HASLINGDEN CRICKET CLUB

- 5.1 Paragraph 97 of the Framework sets out that open space, including playing fields, should not be built upon unless, amongst other things, “*b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location*”.
- 5.2 As drafted, H52 is a basic housing allocation, within which lies a small, former practice cricket strip, which hasn’t been used for a number of years and has fallen into disrepair. The allocation excludes and will not affect the main cricket field.
- 5.3 However, for reasons set out earlier in this Statement and in Appendix 1, the housing allocation will not be delivered in isolation and without a comprehensive approach to the redevelopment of the whole site to provide new, improved cricket facilities on-site in the form of a new, re-located cricket pavilion and off-site in the form of a new practice cricket strip at the adjacent Haslingden High School. An agreement in principle is in place with the school as evidenced by their letter included at Appendix 2. This approach is endorsed by both Sport England and the ECB. The relocation of the practice pitch not only brings it back into use but also makes it available to a much wider audience including the students at Haslingden High School.
- 5.4 In our view and to provide certainty, which is a fundamental tenet of the plan-led process, a mixed-use allocation applying to the whole site and including residential development in the broad location of H52 would better facilitate the holistic development of the site, securing new homes, protecting and enhancing existing sports facilities and providing new sports facilities to the benefit of the wider community. Such a proposal has been the subject of discussions with the ECB and Sport England and correspondence included at **Appendix 3** confirms their endorsement.
- 5.5 Only this approach will provide much needed new homes in line with the proposed housing trajectory and secure the long-term sustainability of the Cricket Club. Without the link between the two, houses will not be delivered.
- 5.6 As proposed, in our view, H52 does not provide sufficient certainty to secure facilities in accordance para. 97 and the allocation should be replaced by a residential-led, mixed-use allocation applying to the whole Haslingden CC site.

5.7 A draft illustrative masterplan for the site, showing how the land use allocations might be set out is show at Figure 5.1 below.

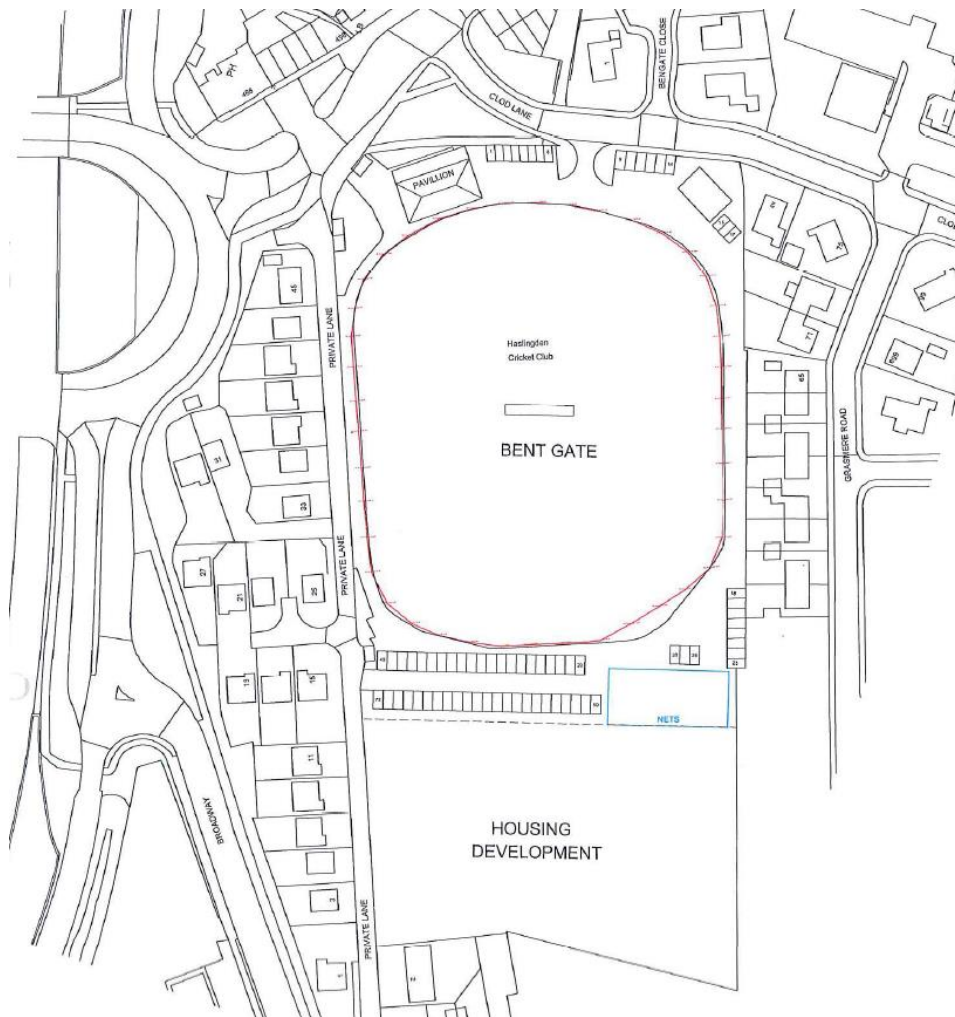


Figure 5.1 Illustrative Masterplan (for information purposes only)

III) IS THE SITE CAPABLE OF BEING SAFELY ACCESSED? WHAT WOULD BE THE IMPLICATIONS FOR ACCESS TO HASLINGDEN CRICKET CLUB?

- 5.8 As it stands, H52 includes in part an area of ad hoc parking associated with the function of the cricket club. Clearly, the delivery of H52 alone would compromise this.
- 5.9 However, as part of a mixed-use proposal, parking could be formalised and redistributed across the wider site and managed properly for the first time in the Club's existence.
- 5.10 We have included a Highways Technical Note at **Appendix 4**, which fully considers all highway impact implications of the mixed-use proposal (residential, sport and function associated vehicle movements), with access to the residential parcel solely from Private Lane and all cricket and

function associated traffic solely via a new access off Clod Lane as shown in the illustrative masterplan for the site at Figure 5.1 above.

- 5.11 We would advise the inspectors that the Note also considers and addresses in turn concerns raised at the Regulation 19 stage.
- 5.12 The Note concludes that the location is accessible, there are no local safety issues and that residential development as part of a wider mixed-use proposals would generate a low level of additional trips meaning that the proposal is capable of being delivered safely from a highway point of view.
- 5.13 Redevelopment as part of a mixed-use scheme, will increase the prominence of the club at a busier junction, improving the physical relationship with other leisure facilities (e.g. The Woolpack public house) as well as vastly improving access to the facilities via all forms of transport, but also accessibility in terms of disability and gender by providing more inclusive facilities than currently exist on site.

6. CONCLUSION

- 6.1 In our view the LP is not sound as submitted. The proposed housing allocation at Haslingden Cricket Club will not be delivered; therefore, the LP will not be effective.
- 6.2 We support the principle of the proposed housing allocation (H52) under Strategic Policy HS2. However, this support is subject to a modification to the Local Plan to enable the inclusion of a stand-alone and unique policy which would deliver a holistic approach to the redevelopment of Haslingden Cricket Club. In order for the LP to be found sound, site H52 should be deleted and replaced by a mixed-use allocation to cover the H52 area and also include the whole cricket club area. As set out in our Regulation 19 submissions, we would suggest a policy along the following lines:

Haslingden Cricket Club, land off Private Lane

Haslingden Cricket Club is allocated for residential-led mixed-use development including around 30 houses. Development proposals for the site must:

- 1. Retain adequate land and facilities for the continued operation of Haslingden Cricket Club including the provision of a pitch, practice net area, and an element of car parking to serve the cricket club.*
- 2. Include for the provision of a new, relocated pavilion to serve the cricket club and other local community functions.*
- 3. Provide for the relocation of the practice pitch off-site to land at Haslingden High School.*
- 4. Provide satisfactory measures to protect both the proposed dwellings and surrounding existing dwellings from the risk of ball strike from the adjacent cricket pitch, where adequate safety margins are not in place.*
- 5. Deliver around 30 houses in the western part of the site to the rear of the existing properties on Grasmere Road.*
- 6. Provide satisfactory vehicular access to the new residential properties off Private Lane.*
- 7. Provide a satisfactory new vehicular access from Clod Lane to serve the cricket ground.*
- 8. Provide a safe and convenient pedestrian footpath access to the site, linking it to the footpath network.*

Appendix 1

Haslingden Cricket Club

Founded 1853

16 August 2019

*Bentgate Ground
Private Lane
Haslingden
Rossendale
Lancashire, BB4 6LX*

STATEMENT FROM HASLINGDEN CRICKET CLUB

Haslingden Cricket Club are a founder member of the Lancashire Cricket League, a league in which vast numbers of cricketing legends have played as club professionals. The club currently have an ageing extended wooden pavilion with a large flat roof which is built towards the Western side of the ground. There is some rough hard core car parking to the rear of the clubhouse and the land immediately to the South of this car parking is effectively spare ground which our volunteers do their best to maintain in order to prevent it from becoming an eyesore to our neighbours and to the visitors to our club. This 'whole' piece of land including the area currently occupied by our current Pavilion we see as available land suitable for development.

On site we currently have a large Pavilion (extended since original construction) which incorporates a members bar area, function room, kitchen, two sets of male & female toilets and upstairs changing rooms. The original part of the structure was built in 1969 and this was extended in the 1980's. It is a largely wooden structure with an exceptionally large and ageing flat roof. Due to the structure insulation is poor and with wooden exterior walls and a large flat roof, heating this building and maintaining it is very costly and time consuming. Realistically it has a very limited lifespan remaining. The changing rooms are situated upstairs with the only access via an external staircase. This means there is no realistic access for mobility restricted players and there is only one shared shower area meaning it is difficult to accommodate and integrate female cricketers. The building was constructed and extended before any of the current guidelines for disability access and as such this gives us further issues to overcome.

The cost of running a successful amateur cricket club is now very considerable and it requires constant effort for the club to raise the income levels necessary to meet the expenditure. Unfortunately the pavilion which has served the club so well in the past is taking up an increasing amount of our Revenue. Insurance for the building is also becoming increasingly expensive and due to the structure increasingly difficult to source. Ultimately this naturally places a restriction on monies we have available to improve and maintain our cricketing facilities.

The club needs to be able to build a new energy efficient pavilion built from materials that are designed to last for a significant period of time. It will need to be of a design the standard of which will meet all the necessary requirements of Sport England and the ECB in terms of accessibility for all including being able to accommodate mixed gender, disability sport participation etc. Within the new Pavilion we would be looking to retain function and social space similar to that which we have at present which is used across the local community. In terms of changing space and players and umpires facilities, these would need to be a much needed improvement on what we can offer currently as we would be designing these to meet as a minimum all current guidelines in relation to such spaces and this would be a requirement of our governing bodies.

People from all reaches of our Community use the club for celebrations, fund raising, meetings and events. These may be private family functions or events, or equally they could be (as examples) events organised by the High School PTA, the local Hospice, the Mayors Charity, our neighbours at Tor View Special school and females from our local Asian Community who have organised Eid prayer meetings at the club. We have a number of other local clubs who use our facilities on a regular basis including the local Slimming World club, Rossendale Aviation Society and the local Fly Fishing Club.

With the net income from our normal business activity, we would not be able to generate sufficient funds to finance a new Pavilion. We need to be able to develop a new Pavilion at the same time as ensuring that there is no adverse impact on our overall cricket facilities or on our revenue streams which are vital for the club and this income stream must continue during any redevelopment. In fact it is our intention that the project should not only ensure that we can not only protect our cricketing provision but to also have resources available for the longer term to enhance it.

As such, the project will seek to move the Pavilion, car parking and the main access to the ground to the eastern side of the ground adjacent to the current playing pitch. This will then leave the land as described above at the far Western end of the ground as surplus to our requirements for running our cricket club. Our new self-funded 4 lane practice facility would then effectively form the new Western boundary to the ground with the current main playing field sitting in between this facility and the proposed new clubhouse at the Eastern side of the ground.

We have outline approval from Sport England and the ECB in terms of our aims for this scheme to protect the long term future of the club. As part of the overall project and following discussion with the two bodies above we would also be providing the local High school with a non turf cricket wicket capable of being used by the school for both practice and matches and which the club would also be able to use as needed. We hope this would also help to strengthen existing links between the club and the school.

It is for these reasons that we believe that the whole of the site of the Bentgate cricket ground must be included in the local plan as a Residential-led mixed use development as the two developments, the provision of much needed new housing and the construction of a new pavilion are intrinsically linked. The realisation of this project in due course will be a major step to protect the long term future of the club and by default will therefore protect the long term future of an important and vital community asset.

Appendix 2



9 March 2018

Mr I Cameron
Haslingden Cricket Club
Bentgate Ground
Private Lane
Haslingden
Rossendale
BB4 6LX

Dear Mr Cameron

Many thanks for coming to see me last week. The plans you have to improve Haslingden Cricket Club look very exciting and we are delighted at the opportunity of further developing our already excellent links.

The provision of a non-turf cricket wicket would be a well used and very valuable resource to support our students in developing their cricketing skills. I am delighted that you have chosen us to benefit from this provision .

If I can be of any further assistance in helping you to realise your plans please do not hesitate to contact me at school.

Very best wishes

Mark Jackson
Headteacher

Appendix 3

From: Daniel Musson
To: [Cameron, Ian](#)
Cc: [Fiona Prescott](#)
Subject: Local Plan – Inspectorate Review - Proposed Development at Haslingden CC
Date: 14 August 2019 16:25:50
Attachments: [119081416254602271.png](#)

Hi Ian,

I can confirm that the proposed development of land at Haslingden Cricket Club, with subsequent redevelopment of the Club's pavilion facilities, is viewed by ECB as important for the long term sustainability of the Cricket Club.

Our discussions in relation to this have been subject to the final designs meeting the guidance provided by ECB and Sport England and we can confirm we are happy to work with you to develop the plans prior to submission of any planning application – should the designs meet these standards they will provide a material improvement in facilities to sporting participants and the wider community.

Your Regional Clubs & Facilities Manager, Fiona Prescott (copied in) will be your key point of contact moving forward.

I confirm that you may provide this correspondence to the local authority if necessary.

Regards

Dan



Daniel Musson
National Participation Manager - Facilities Development
England and Wales Cricket Board
Emirates Old Trafford Manchester, M16 0PX, England

Tel: +44 (0)161 877 6834: Mobile: +44 (0)7920 757918: Switchboard: +44 (020 7432 1200
Email: daniel.musson@ecb.co.uk: Web: www.ecb.co.uk

Appendix 4

TECHNICAL NOTE



from:	ALAN DAVIES	date:	21/8/2019
subject:	SUBMISSION ON BEHALF OF HASLINGDEN CC AND B&E BOYS LTD TO SUPPORT A RESIDENTIAL LAND ALLOCATION AS PART OF ROSSENDALE BOROUGH COUNCIL LOCAL PLAN UPDATE	file ref:	J989-TN

Introduction

A detailed regulation 19 submission has been submitted in support of the Local Plan allocation by Hourigan Connolly. The submissions are subject to ongoing public consultation and an objection have been lodged against the allocation.

This Technical Note provides a setting for the highway and transport aspects of the proposed allocation and then sets out the response to the objection.

Setting

The cricket ground is known as Bent Gate and can be found within the bend of the A56 Haslingden bypass dual carriageway which leads northwards to the town of Haslingden.

Vehicular access to the ground is taken from Private Lane, off Broadway. Vehicles can be parked within the ground to the west of the existing pavilion, and in a small overspill area to the east of the ground which is accessed via a secondary vehicular access off Clod Lane.



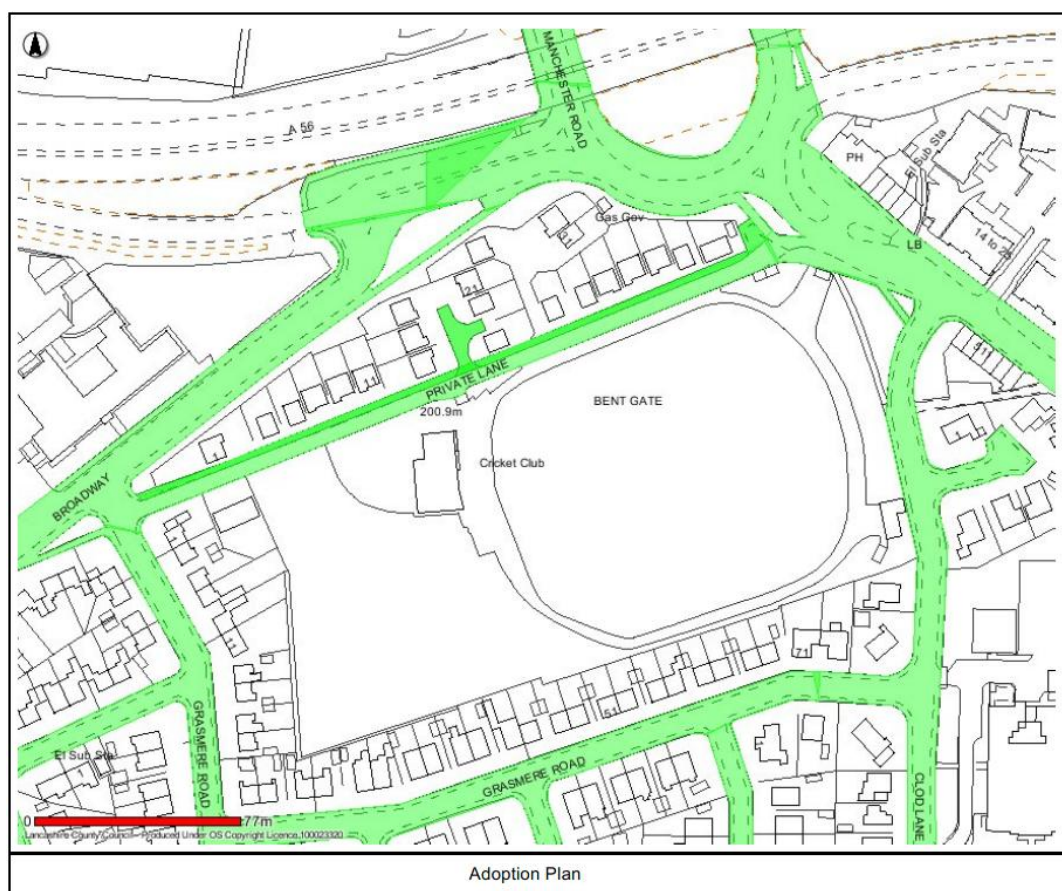
Location of subject site, Haslingden Cricket Club (approximate area circled in red).

The SHLAA identifies that the site is accessible with every-day amenities and facilities being within close proximity, as outlined below:

Amenity / Facility	Distance to site
Access to public transport	High frequency bus service (half hourly or more frequent). Bus stop is less than 100m on Broadway Road with access to several services including the 464 and X41.
Primary School	Broadway Primary School located within 230m
Secondary School	Haslingden High School Specialist Arts College located within 410m
GP Surgery	1.6 km to nearest GP
Supermarket	Tesco superstore located within 600m
Recreation	Cricket club immediately on site and children's play area located at the end of Thirlmere Avenue less than 200m away

Table of Amenities and Distances to the Site

The site is currently accessed directly from an unclassified adopted highway called Private Lane; for the avoidance of doubt, the highway is not in private ownership, but is called Private Lane.



Map to show the adopted road status surrounding the site (Source: Lancashire County Council)

There is also a secondary access off Manchester Road (in the north east corner of the site) which provides access to an overspill car parking area and is used for access for emergency vehicles.

The nearby A56 Haslingden Road junction has been reviewed in the baseline and future year scenarios for the Local Plan.

Table 22. Junction 5b A56 Haslingden Road Morning Peak Results															
Lane Description	2019 Base			2024 Ref Case			2024 Local Plan			2034 Ref Case			2034 Local Plan		
	Q (pcu)	RFC	LoS	Q (pcu)	RFC	LoS	Q (pcu)	RFC	LoS	Q (pcu)	RFC	LoS	Q (pcu)	RFC	LoS
B6527 Manchester Rd S	0.55	0.35	A	0.58	0.36	A	0.61	0.37	A	0.67	0.4	A	1.33	0.57	A
A56 WB Slip Rd / Broadway	0.38	0.27	A	0.38	0.27	A	0.39	0.28	A	0.42	0.29	A	0.46	0.31	A
A681 Manchester Rd N	0.97	0.49	A	1	0.49	A	1.05	0.51	A	1.12	0.52	A	1.42	0.58	A
A56 Off-Slip	0.19	0.15	A	0.19	0.16	A	0.2	0.16	A	0.21	0.17	A	0.26	0.2	A

Table 23. Junction 5b A56 Haslingden Road Evening Peak Results															
Lane Description	2019 Base			2024 Ref Case			2024 Local Plan			2034 Ref Case			2034 Local Plan		
	Q (pcu)	RFC	LoS	Q (pcu)	RFC	LoS	Q (pcu)	RFC	LoS	Q (pcu)	RFC	LoS	Q (pcu)	RFC	LoS
B6527 Manchester Rd S	0.64	0.39	A	0.69	0.41	A	0.74	0.43	A	0.83	0.45	A	1.56	0.61	B
A56 WB Slip Rd / Broadway	0.29	0.22	A	0.29	0.23	A	0.3	0.23	A	0.31	0.24	A	0.36	0.26	A
A681 Manchester Rd N	0.85	0.46	A	0.9	0.47	A	0.93	0.48	A	0.98	0.49	A	1.2	0.54	A
A56 Off-Slip	0.39	0.28	A	0.4	0.29	A	0.43	0.3	A	0.46	0.31	A	0.58	0.37	A

The results show that the local network to be utilised by the proposed land allocation has residual capacity in the future years with the wider Local Plan allocations. Note this already includes the Cricket Club activities/uses.

The proposed allocation of 30 units potential trips has been reviewed.

The Department for Transport’s publication entitled “Guidance on Transport Assessment” (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed.

Thresholds based on size or scale of land use						
	Land use	Use/description of development	Size	No assessment	TS	TA/TP
14	C3 Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community.	Dwelling unit	<50 units	>50 <80 units	>80 units

At paragraph 4.92 GTA states that

"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....".

However, GTA also suggests that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HE's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network.

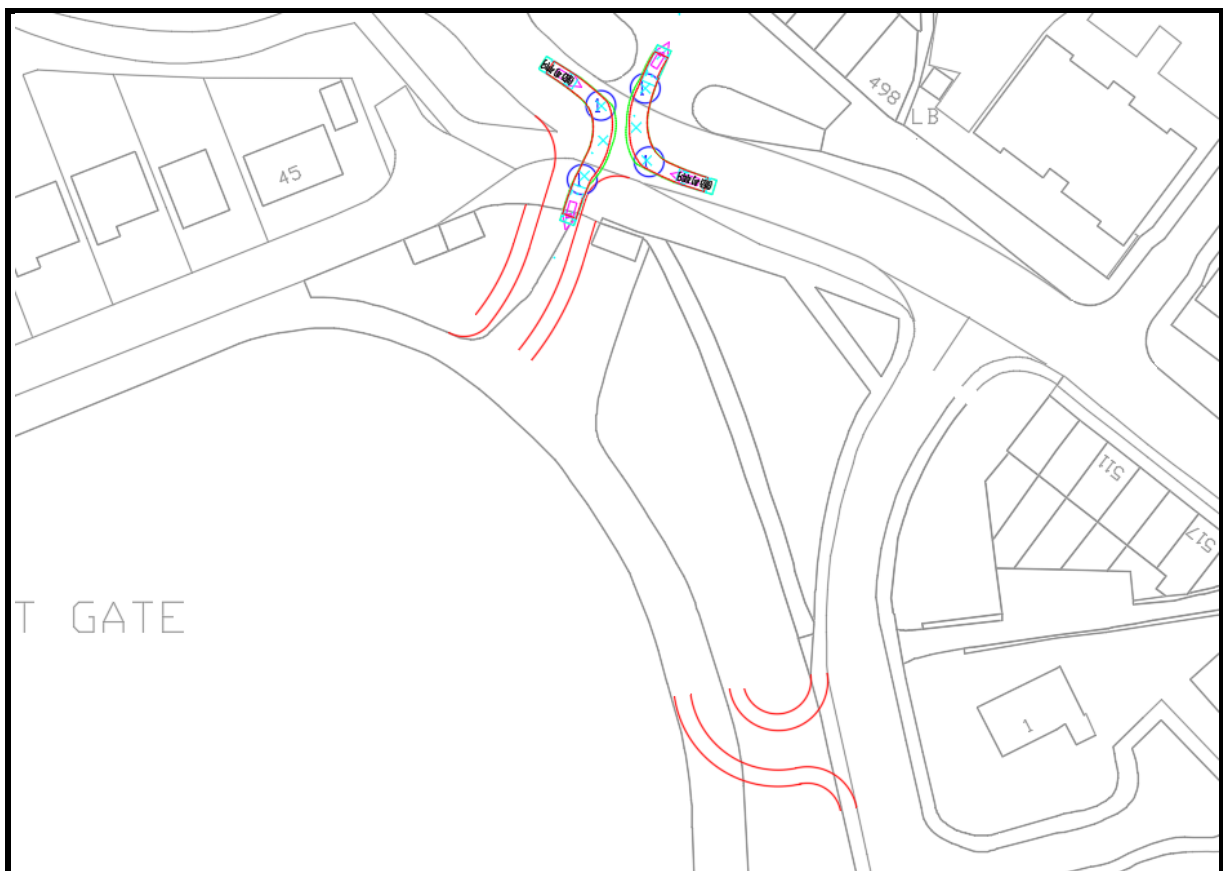
It is concluded that, in the specific case of this review, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the local junctions.

Assuming a high two way trip rate of 0.75 the 30 units derive 23 two way trips from the proposed use and are much less than the 30 two way threshold.

Given the above review against two accepted pieces of guidance it is considered the proposal would therefore have little or no discernible impact on the local network.

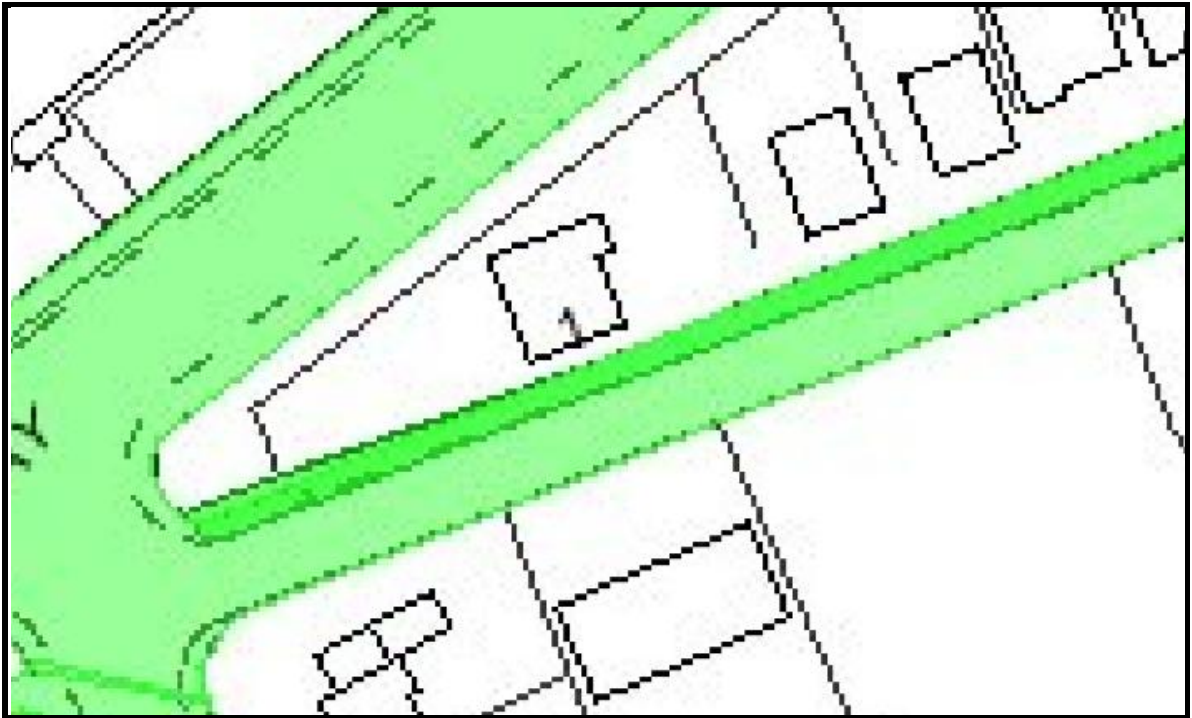
The following arrangements are considered suitable for the redevelopment proposals: the residential element would utilise the current access off Private Lane, subject to improvements, and the cricket club would be accessed from a new access point to be created off Clod Lane on the eastern boundary of the site.

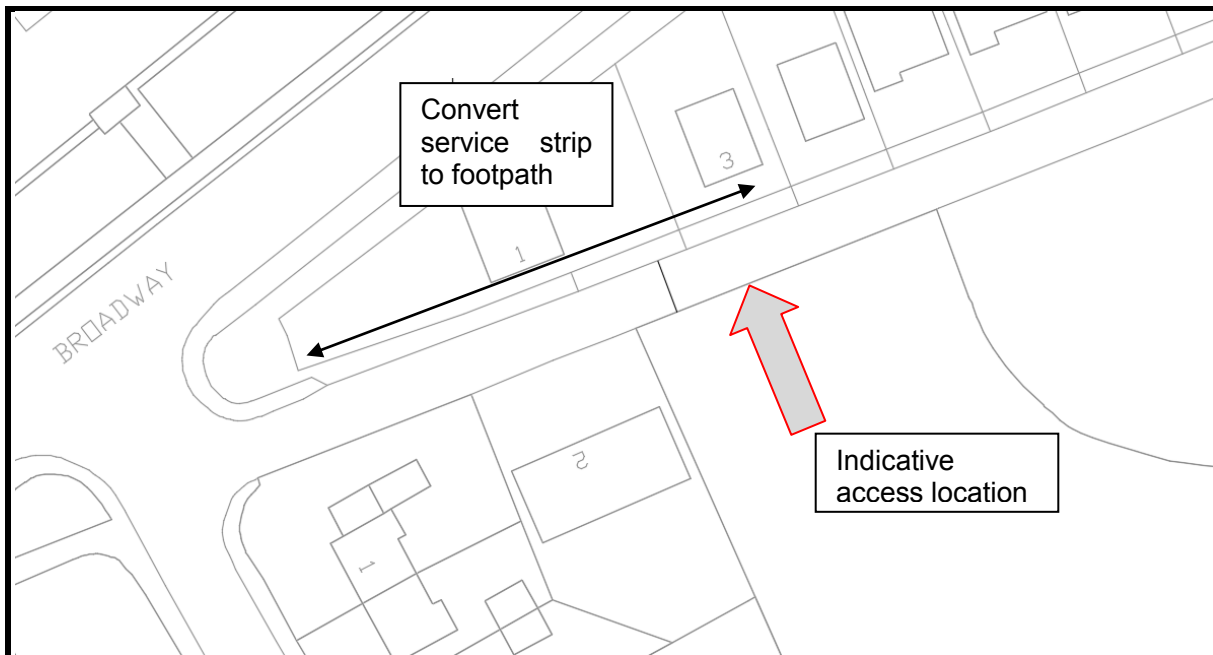
The traffic associated with the cricket club that currently utilises Private Lane past a number of residential properties would access the site directly from the A56 / Manchester Road roundabout onto Clod Lane and into the ground.



The new pavilion would be located close to existing secondary access (in the north east corner of the site), with car parking to be provided wholly within the boundaries of the ground, around the perimeter of the pitch.

Only the proposed new houses would be served via Private Lane via a new priority junction to the south side. The adopted service strip on the north side of the road can be converted to a footpath as part of a s278 agreement.

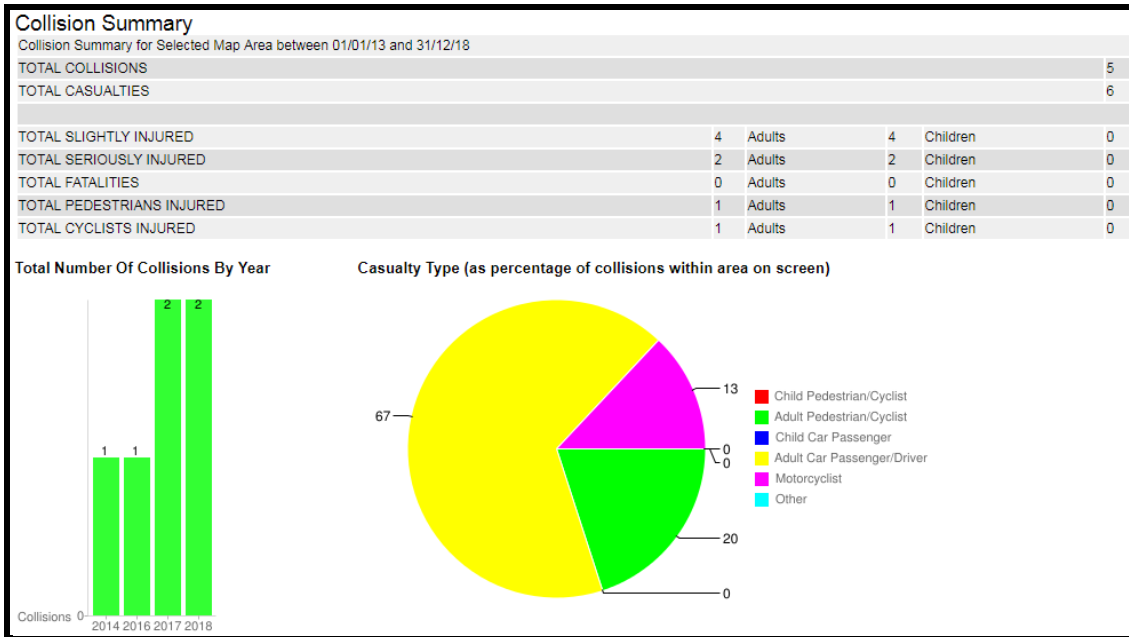




The LCC Mario system has been reviewed for the local safety records shown below.



- 1 The single record at the Broadway junction occurred in 2018 and slight in nature.
- 2 The record shows a car/cyclist accident in 2014 serious in nature.
- 3 The record shows a single vehicle serious accident in 2017.
- 4 The record shows a car/motorcycle and slight in nature in 2018.



Any accident is regrettable however the analysis of accident records has not identified any patterns that would indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration.

The precise layout of the proposals would be discussed and agreed with the Council prior to any planning application for development being submitted.

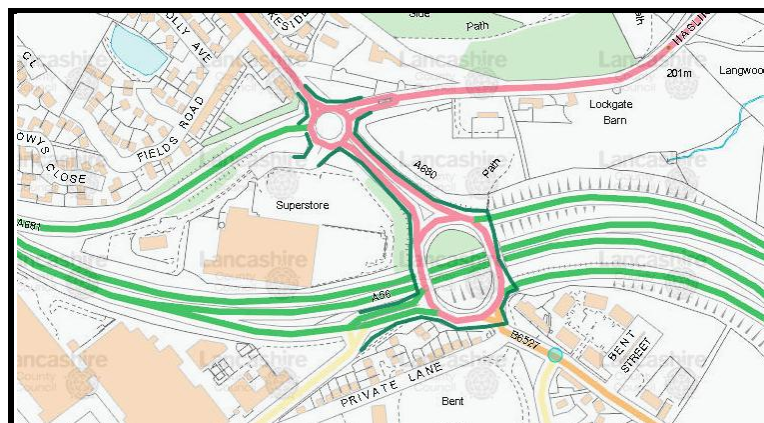
Response and feedback

The feedback set out the following concerns in *italics*, responses shown in **bold** from a highway and transport review:

Paragraph 127 requires that planning policies and decisions should ensure that developments:

F create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”

The above setting shows the area/site to be accessible in nature, with walk and cycle routes locally to support non car modes as a form of travel.



The loss of the car park, practice areas and open space would comprise the loss of sporting/ ancillary facilities as well as land which could be made into practice facilities

The car park is to be replaced along with the relocation as necessary of the club house and facilities.

HCC's car park is located to the north-east of the site and has been expanded recently to accommodate an increased number of patrons. On match days and when the club hosts events the car park is filled to its full capacity as is evidenced within the photos appended to this representation.

The car park is used as an ad-hoc 'fair ground' during HCC's annual Bonfire Night event (which HCC have hosted for over 15 years). Due to the loss of the parking facility for this event, HCC has to place marshals at the entrance to Private Lane ensuring only vehicles of residents' enter the road. It is necessary for HCC to do this, as without the car-park there is limited space for vehicles to turn or park on Private Lane and the event causes increased pedestrian footfall. The removal of the car-park permanently, as is proposed within the RLP, would necessitate this type of solution on all match days and events. A parking solution such as this would be detrimental to the amenity of local residents on Private Lane and be a significant monetary drain for the management of the club. The permanent removal of the car park would create/ worsen parking issues on the surrounding residential streets, as it would force patrons to park elsewhere

This is a conclusion which has clearly been reached by RBC within their SHLAA report which states the following:

"The site has a planning permission for a cricket practice area. The Playing Pitch Strategy indicates that all cricket facilities should be retained, therefore the development is subject to Sports England agreement. The remaining part of the site appears suitable for housing development, although if the development occurs on the car park it can lead to highway issues in terms of access and safety. The vehicular access to the site is also via a private lane which restraints the access. The site is considered suitable for housing development subject to Sports England and Lancashire County Council Highways agreement."

The car parking will not be lost but redefined internally, event use and marshalled parking as set out could/would continue with the new defined parking area.

Vehicular Access

The SHLAA identifies that the access to the site via Private Lane is narrow and states that this is a 'major constraint' to development. The SHLAA fails to identify that Private Lane comprises a single track road with a 'token' 0.5m pavement along the southern side. The land along the entire northern boundary of Private Lane is within third party ownership. The land to the south east of Private Lane, comprises my land and another residential property in private ownership. The road narrows at the entrance to Private Lane and is also within third party ownership on both sides and subsequently the lane could not be widened to accommodate the increased quantum of development as required and identified within the SHLAA.

It is often the case that land under the adopted highway is in private ownership however the road and verge/service strip are adopted highway and therefore can be updated and amended in agreement with the highway authority, this is normal for detailed applications and standard practice via an s278 process.

The access on to Private Lane from Broadway via Grasmere Road requires that a driver navigate a blind bend on to a single track road. This often requires the driver entering Private Lane to wait for other vehicles to exit the road. The vehicles waiting have to wait on a small hill at the junction

with Broadway; during peak times this can cause traffic to back up to the bus stop on Broadway. This creates a significant hazard as during peak times the junction between Broadway, Grasmere Road and Private Lane is congested by ad-hoc parking for school drop off and pick up and Private Lane is used by many pupils of Haslingden High as a cut through on the way to and from school. This increases the level of traffic and congestion in this location and reduces visibility.

The access is not blind but offset as shown below, this has been deemed acceptable and no safety issues have been recorded for the existing level of use.



The road width is around 5m, Manual for Streets indicates a 4.8 road width is acceptable for a hgv/car to pass safely. Two cars can pass in a 4.1m width leaving space for a pedestrian to pass at the same time, an unlikely occurrence.

A development of 30 dwellings would more than double the number of dwellings on Private Lane (23 currently) and therefore significantly increase the level of traffic and increase the risk of accidents for both pedestrians and vehicles.

The trip review shows the level of trips to be low in nature and whilst noticeable on Private Road, would not be the same on the wider network with less than 1 car par 2 minutes.

Due to the access constraints the site is not considered to comprise a 'suitable' location for development as required by the NPPF and subsequently cannot be considered deliverable or developable.

The location is accessible, no local safety issues and low level of additional trips, it is clearly deliverable from a highway point of view.

Alan Davies
DTPC
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