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Document Title: Technical Note 1

Project: 55 Breardwood Brow, Blackburn

Our Ref: P17040502 TN RevA

This technical note provides a response to the queries raised by the highway authority following the submission of a planning application at the above site.

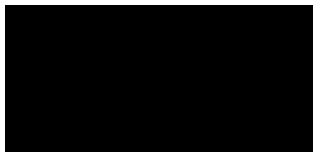
Some of the comments made are not clear in light of the Transport Statement that was submitted. No feedback has been provided by the borough engineers with regards to any of the analysis presented in the TS. There is also a request for tracks and justification of parking numbers which was provided in the TS. In light of this I have made best endeavours to address the queries raised and respond as follows:

- The proposals incorporate 12 car parking spaces. It is claimed this would be insufficient and the question has been asked how these would be managed. Section 4 of the AZH TS provides an analysis of parking demand. Local parking standards require a 'maximum' parking requirement of 1 car parking space for each 10sqm of the prayer room, this would equate to 8 car parking spaces for the 82sqm of prayer room proposed and a further 2 spaces would be required for the residential element. A comparison has also been made with a similar development nearby which defines a parking demand of 3-4 spaces. I therefore believe the provision proposed at this development is robust. The highway authority's concerns are not supported by any analysis of how they have come to a view that there will be insufficient parking provision and therefore I am unable to comment further. Parking considerations to ensure on-street parking is discouraged is discussed further in this response.
- The existing access is two-way and the proposals do not propose any layout changes in this respect. It should however be noted that the car park layout has been designed to facilitate one-way flow and therefore vehicles are expected to use the existing access from Beardwood Brow to enter the site and the new exit onto Beardwood to leave the site. Should the highway authority take the view they would prefer to see the Beardwood Brow access become an entry only as part of the proposals, I see no reason for the applicant not accept such a restriction.
- Figure A1 attached in the TS shows the swept path of a large saloon vehicle exiting left out of the site. This is a tighter manoeuvre than the alternative right turn. I have shown visibility of and to pedestrians at the exit onto Beardwood on the attached revision to Figure A1 (T170405/01/PL/R6). The footway is 2.7m wide and therefore exceeds the 2.4m x-distance required for drivers visibility of approaching traffic.
- The swept paths of a large saloon car manoeuvrings through the site are shown on Figure A1. It is evident from the tracks shown that cars can access all the parking bays. Parking bays 6 and 7 have sufficient room at the front and rear of bays to allow reversing in and out. I have incorporated this manoeuvring space into the parking bay dimensions shown.
- Parking bay 11 has been shown as 3.6m wide to accommodate disable parking. I have labelled it accordingly. I have shown on Figure A1 (RevP6) a motorbike parking area.
- It is suggested the path through the site if the car parking spaces are occupied is not clear. As stated above the tracking for a large saloon vehicle is shown on Figure A1.

- The highway authority has requested the provision of double yellow lines on Beardwood. Such proposals would ensure the onsite parking is more attractive than parking outside the site on Beardwood. I would suggest this is a reasonable request by the Highway Authority.
- There are access points for pedestrians from Beardwood and Beardwood Brow and therefore there is no expectation of pedestrians to and from the development walking Beardwood Brow along the site frontage. I don't believe the development will have a material level of pedestrian movements along the Beardwood Brow frontage of the site. I therefore cannot therefore advise the client that footway provision along the Beardwood Brow frontage is a reasonable request as a development mitigation measure. The provision of such a footway is also complicated by limited highway land and established trees.
- The highway authority has suggested the Beardwood Brow access be closed to pedestrians. It would be unreasonable to expect pedestrians to walk past the access on Beardwood Brow in order to access the site from Beardwood. Such proposals would add pedestrian movements to the Beardwood Brow frontage which is a section of road with poor pedestrian provision as identified by the Council's highways department. Access should be retained for pedestrians from both accesses.
- I have made contact with the Council's Public Transport Co-ordinator who has confirmed the bus stop on Beardwood is not in use. The street lighting design including relocation of the lighting column, if required, will form part of the S278 works and can be conditioned if required.
- The highway authority has asked for financial provision to be made to enhance pedestrian crossing facilities across the Beardwood carriageway. Table 4.2 of the TS shows the possible number of pedestrians coming to the each prayer from the north-east. This assignment is derived from the distribution shown on Figure A3 attached in the TS. From Figure A3 it can be seen that approximately 25% of households who would arrive along Beardwood live north of Beardwood and would therefore need to cross the carriageway. This would equate to approximately 4 pedestrians. Given this context and as I cannot see how these proposals are of a sufficient scale to elevate the crossing facility needs beyond the current priority, I cannot advise the client that the request for £15,000 to enhance pedestrian facilities on Beardwood is a reasonable request.

I trust the above provides answers to the questions asked. If the highway authority have any further queries, it may expedite matters if there was direct contact with myself.

Date: 17 January 2018



Yunus Jiva

