

**HYNDBURN CORE STRATEGY**  
**SCHEDULE OF MATTERS AND ISSUES FOR EXAMINATION**

**Revised Response to Question 6 (A) (c)**  
**September 2011**

**6. OTHER THEMATIC POLICIES**  
**A. ACCESSIBILITY**

**c. Motorway and Trunk Road Improvements (Policy T3)**

**i. Has the Core Strategy assessed the individual and cumulative impact of the overall scale and pattern of proposed development on the strategic highway network, particularly given the current capacity constraint/congestion of the M65/A56, and how will the impact of particular developments be assessed?**

This question has two elements:

**First Has the Core Strategy assessed the individual and cumulative impact of the overall scale and pattern of proposed development on the strategic highway network, particularly given the current capacity constraint/congestion of the M65/A56?**

The Highways Agency has been consulted on the Core Strategy and their response is set out in the letter dated 17<sup>th</sup> September 2010 from Diane Kisiel. The Highways Agency is satisfied with the approach taken by the Core Strategy and make a number of positive recommendations that will be taken forward as a number of minor changes to the document.

The Highways Agency ask that the Council work with them on the development of the Site Allocations and Development Management DPD so that the individual and cumulative impact of housing and employment sites can be assessed using the appropriate modelling techniques.

The Core Strategy adopts an approach that is consistent with the DaSTS approach and which seeks to ensure that the sequential approach set out below is adopted (FPC 50):

- New development (site allocations) is directed towards sustainable locations
- Minimisation of trip generation at source;
- Demand Management; and, only once all alternatives have been exhausted;
- Capacity enhancement.

**Second How will the impact of particular developments be assessed?**

The individual impacts of developments on the Highway Network will initially be determined as part of the development of the Site Allocations DPD. The Council will work with the Highways Agency and Lancashire County Council (the local Highway Authority) to model the sites being considered as part of the Site Allocations DPD. The exact modelling system to be used would be agreed with those organisations. This modelling should give an indication about the relative accessibility of sites and this would need to be taken into consideration in the site selection process. Modelling may also identify particular issues

about accessibility that would need to be addressed at a later stage (for example through a planning application).

The Core Strategy also advises at para 4.100 that “*at a more local level, developers will be expected to set out the highway/traffic implications of their schemes and will also be expected to meet the “external costs” of proposals.*” The Council are proposing to add additional text that confirms the need for developers to undertake Transport Assessments and Travel Plans and implement the recommendations.

If a planning application is later submitted for the development of that site, the applicant would also be expected to work with the Highways Agency and / or Lancashire County Council (the local Highway Authority) on the content of a Transport Assessment, Travel Plan or highways information if these are needed.