

Director of Development Services
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe BB7 2RA

Martin Nugent
01254 828060
D3/11/1064

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Dear Sir

**Outline Planning Application, Ribble Valley District
3/11/1064 Primrose Mill (second phase) and Woone Lane, Clitheroe**

I refer to your letter of 13 January 2012 concerning the above application

I have no objections in principle to this outline proposal on highway grounds. However, my comments refer to an Outline Planning Application with all matters reserved for future determination except for the means of access. This Application is for a development of up to 113 residential dwellings, with 81 based on the Primrose Mill site and the remaining 32 at a separate site off Woone Lane being the prescribed affordable element.

The following comments relate to the Transport Assessment (dated December 2011) and prepared by Savell Bird and Axon on behalf of Beck Developments. Lancashire County Council 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.

I have the following comments regarding the means of access to the proposed development and the consequent highway safety and capacity impacts.

The application involves two discrete sites and these will be discussed separately.

1. The "affordable" site located to the rear of 59-97 Woone Lane.

This incorporates 32 dwellings, with access from a new junction to the south east side of Woone Lane close to its junction with Victoria Street, Clitheroe.

a. Access from Woone Lane

The vehicular access road is 5.5m wide for over 60m from Woone Lane. This is sufficient to accommodate two-way movements and to facilitate safe manoeuvring to/from Woone Lane and the car parking areas to the north east of the junction.

The visibility splay provided secures sightlines in both directions of 2.4m by 43m. This is consistent with MfS2 for roads with a 20mph Speed Limit.

The provision of 2.0m wide footways to either side of the junction for the extent of the frontage onto Woone Lane is also to be welcomed.

The gradient along parts of the access road is up to 1 in 15. While this is in excess of the 1 in 20 we would recommend for an access falling from a priority road, it serves a short residential cul-de-sac, with limited access required for additional traffic.

Should consent be granted for this site, I would ask that every effort be made to minimise the gradient as it approaches Woone Lane, with the aim of securing the recommended 1 in 20 for the first 20m of the access road. However, I recognise that this may be constrained by the access requirements of Plots 8-11 and the parking for Plots 1-7.

b. Highway Safety

There has been one reported collision involving personal injury during the last five years, 28 February 2007 to 1 March 2012 on Woone Lane within 50m of this site, but this involved two slow moving vehicles which collided when manoeuvring.

However, in order to discourage on street parking on Woone Lane in front of Plots 1-7, there should be no break in the fence or other barrier between the properties and the adjacent footway.

2. An extension of development at Primrose Mill.

a. Access from Woone Lane

The vehicular access to the site will be formed from within the established Primrose Mill site, as detailed in 3/2010/0719 and subsequent applications. There are no further requirements regarding the use of the Woone Lane access for the purposes of supporting the additional 81 residential dwellings.

b. Highway Improvements at A671 Whalley Road

However, the Transport Assessment makes clear the need to secure an appropriate highway improvement at the junction of Whalley Road and Primrose Road in order to accommodate the additional traffic anticipated as a result of (both aspects of) this application.

In considering the levels of traffic associated with developments in the local area, it will be appropriate to consider an additional traffic element relating to the recently committed development at Henthorn Road. While this should not be a determining factor, there are significant peak hour flows identified that will impact on movements at this junction.

I am satisfied that the methodology employed and the source data used to determine traffic counts and junction modelling are satisfactory and fairly represent this location and the anticipated traffic demands.

In line with the PICADY model for the Base 2016 plus Development (Table 6.9), the resulting delays on Primrose Road are not acceptable, as they would have a detrimental impact on the capacity of the local highway infrastructure and on highway safety in the vicinity of this junction.

The timing of the implementation of the proposed highway improvements is of particular concern and this is acknowledged in the conclusion to the TA, specifically item 7.1.7;

"Therefore, prior to the implementation of the Primrose Village Phase 2 development, it is proposed that improvements be provided at the Whalley Road/Primrose Road/Side Road junction."

The highway improvement shown on Drawing N01951/06 provides a ghost island, right-turn lane and local widening on Whalley Road and Primrose Road. All land required for this improvement is indicated as being in the control of the applicant and can, therefore, be achieved under a subsequent Section 278 Agreement.

The subsequent PICADY modelling of the proposed measures indicates a satisfactory set of results, well within acceptable parameters for the establishment of a sustainable junction treatment.

However, it should be noted that revisions are required in these assessments to include the additional Committed Development at Henthorn Road. Revised figures should be provided and noted as taking precedence over those included in the TA of December 2011.

c. Highway Safety

There have been no reported collisions involving personal injury during the last five years, 28 February 2007 to 1 March 2012 on Primrose Road within 200m of the entrance to the mill site.

It is also relevant to note that there were no reported collisions at the junction of Primrose Road with A671 Whalley Road during this same period. It is my intention to secure appropriate measures to enhance this level of safe manoeuvring should the application be successful. For this reason, significant highway works will be required at this junction to accommodate the additional turning traffic and pedestrian activity.

d. PROW

There are two Public Rights of Way running within the Primrose Mill site, Footpaths 17 and 17a. These routes and possible subsequent links are to be retained. I would also refer to Standard Condition "C" below.

3. There are a number of items relevant to both aspects of the application.

a. Planning Obligations

Should the LPA be minded to approve this development, the County Council would seek planning obligation contributions from this development to fund measures that support sustainable transport. It is acknowledged that a number of measures provided under proposed s278 highway works support sustainable development. However, it is considered that further sustainable measures may be necessary to promote and support sustainable development, particularly in respect of public transport. Until agreement has been reached on the Transport Assessment the LHA is unable to provide full details on the request for planning obligations relating to highways and transport. The planning obligations are expected to cover:

- contribution for sustainable transport, walking, cycling and public transport, and
- request for contribution for advice and assistance with the Travel Plan

A Highways contribution of £184,200 will be sought. This is based on 81 dwellings of various room sizes, 50 3-bed, 30 4+bed and 1 flat for open sale, and 32 affordable dwellings, all with an approximated Accessibility score of 20, as follows:- $81 \times £1,800 = £145,800$ and $32 \times £1,200 = £38,400$

b. Public Transport

A range of bus stop locations are accessible within a 400m radius of the centre of the smaller Woone Lane site. However, it would be beneficial to relocate stops or provide additional provision. These changes could allow for the introduction of appropriate road markings, street furniture and possible footway improvements

Consideration should also be given to the provision of specific stops in relation to Phase 2 of the Primrose Mill development as the centre of this new plot takes it beyond the 400m radius onto Woone Lane. Therefore, both new stops and the potential penetration of the site or contribution to the extension of the existing C1 service should be examined

The provision of new or upgraded stops would be subject to a suitable design being agreed, the intention would be to pursue stops to LCC Quality Bus Standards, including illuminated shelters to LCC specification, raised footway (160mm kerb height) and Bus Clearway Markings.

I would initially estimate that the costs of this provision would be £20k per location plus a £2k commuted sum for future maintenance. I would require that acceptance to future maintenance of the shelters by the Borough Council is obtained as part of this process.

In order to secure the necessary works highlighted above, it will be necessary for the applicant to enter into a formal Section 106 Agreement.

c. Committed Development

There are two committed developments that will impact on this application. The first is the existing Beck Development on Primrose Mill (3/2008/0526) for 162 dwellings, while the other is the recently approved development of 270 residential dwellings on Henthorn Road, Clitheroe (3/2010/0719).

Speed Limits

The recent introduction of a 20mph Speed Limit in "Clitheroe North", within which Woone Lane is included, removes any requirement for measures associated with managing the Speed Limit in the vicinity of the site.

d. Cycling

Measures should be considered to link both aspects of the proposed development to the nearby lodge. There are clear benefits for healthy walking and cycling routes to, from and through this feature.

As a guide, a contribution of £50,000 would assist with the creation of these links, in liaison with previous undertakings from the developer and the planning authority.

e. Traffic Regulation Orders

There are no TRO's being proposed as a part of this application

f. Travel Plan

There is no Travel Plan included within this application. Therefore we would request that a Full Travel Plan be made a condition of planning approval, and developed along the following timescales –

- i/ 1-3 months prior to first occupation – Travel Plan coordinator appointed and contact details passed to relevant Travel Plan Adviser;
- ii/ 1 month prior to first occupation – Prepare welcome packs for residents;
- iii/ Once development reaches 50% occupation – Carry out resident's survey;
- iv/ Within 3 months of the first resident's survey – Submit Full Travel Plan to Planning and Highway authorities;
- v/ Annually (from submission date of Full Travel Plan) – Review Travel Plan and submit to Planning and Highway authorities.

The Full Travel Plan needs to include the following as a minimum:

- Details of Travel Plan Co-ordinator
- Residents travel survey
- Details of cycling, pedestrian and public transport links to and within the site (already some detail in the Transport Assessment, but it would be useful to see them within the travel plan also)
- Details of the provision of cycle parking for those properties where suitable space is not available
- SMART Targets for non-car modes of travel
- Action plan of measures to be introduced, including residents packs
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

A contribution of £6000 would be requested to enable Lancashire County Council Travel Planning team to provide a range of services as described in 2.1.5.16 of the Planning Obligations in Lancashire paper dated September 2008.

Any questions on this aspect of my response should be directed to Deb Hadley, Travel Plan Adviser, Sustainable Travel, Lancashire County Council on 01772 534198.

g. Standard Conditions

There are a number of Standard Conditions that will apply to this application:-

A No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. This is in order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site

B The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserved the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact Brian Eagle, Public Realm Manager (Ribble Valley), Lancashire County Council, Willows Lane, ACCRINGTON BB5 0RT on 01254 770960 or customerserviceeast@lancashire.gov.uk

C The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act

D. In the interests of residential amenity and to enhance safe working practices on or near the highway, no development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for:

- 1 the parking of vehicles of site operatives and visitors,
- 2 loading and unloading of plant and materials,
- 3 storage of plant and materials used in constructing the development,
- 4 the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- 5 wheel washing facilities,
- 6 measures to control the emission of dust and dirt during construction, and
- 7 a scheme for recycling/disposing of waste resulting from demolition and construction works.

Yours sincerely,

Martin Nugent

Senior Engineer (Traffic & Development)
Environmental Services, East
Lancashire County Council
01254 828060
martin.nugent@lancashire.gov.uk