

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

Martin Nugent
01254 828060
D3/12/0158

Drafted 16 April 2012

Dear Sir

**Outline Planning Application, Ribble Valley District
D3-12-0158 Site 2, Barrow Brook Business Village**

I refer to your letter of 26 March 2012 concerning the above application.

I have no objection in principle to this application on highway safety grounds. 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 104 residential dwellings, with 73 detached properties to be made available to the open market and 31 social housing properties.

The layout of the site provides direct and convenient access to both the residential and business users to the A59 via the existing highway infrastructure.

Pedestrian and cycle links will have to be secured to provide residents with the opportunity to utilise existing village facilities without recourse to journeys by private vehicle.

In line with comments contained in the Design and Access Statement under the Planning Assessment, section 6.4.8, there will be a suitable "contribution towards sustainable transport measures", as detailed below.

Request for Highways Contribution.

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 £189,600 will be sought. This is based on 104 dwellings, 73 for open sale and 31 affordable, with an approximated Accessibility score of 20, as follows:- 38 x £1,2,400 and 35 x 1,800 = £152,400 and 31 x £1,200 = £37,200.

This figure may have to be reassessed when the precise distribution of house types and affordable element are fully known.

Measures are already in place to provide suitable walking, cycling and public transport links as a result of previous phases of development at this location.

Travel Plan

We would request that individual Travel Plans should be developed and approved by LCC Travel Plan team, timescales for which would be agreed as a condition of planning approval.

Each Full Travel Plan needs to include the following as a minimum

- Appointment of a named Travel Plan Co-ordinator
- Travel survey
- Details of cycling, pedestrian and public transport links to the site
- Details of secure, covered cycle parking
- SMART Targets for non-car modes of travel
- Action plan of measures to be introduced
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

For a development of this size, a contribution of £6,000 is required 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.

Public Transport

There are regular scheduled bus services that presently operate along Whalley Road, Barrow. This is in addition to a number of school bus services operating in this vicinity.

However, as none of the existing stops fall within the key requirement pertaining to the proximity of a stop being within 400m walking distance of a regular and frequent bus service, they are limited in terms of the access they provide to employment and civic amenities in the local area at anything other than peak travel times. As the layout of the site does not encourage the use of public transport, it will be increasingly reliant on the use of private transport, increasing traffic levels on local network

An attached plan provides a basic indication of the extent of a 400m radius measured from the centre of the site.

The provision of new stops or relocated and improved stops on Whalley Road would be subject to a suitable design being agreed, the intention being to pursue stops that will comply with 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.

Cycle Provisions

This site a low score in terms of accessibility and would benefit from cycle and pedestrian measures that would improve the sustainability of the development

In order to achieve a significant improvement in sustainability consideration should be given to the conversion of the footpath along the brook to a cycle path in provide to secure a more direct route from the development to the amenities in Barrow village, such as bus stops and primary school. The need to provide illumination along this route would have to be assessed in more detail.

In addition, cycle paths should be provided along Holm Road.

I have attached an outline sketch of the possible routes for improvement. The potential cost of these improvements will be dependent on securing land under the control of the applicant and the level of illumination that maybe required. A more detailed study of these measures would be carried out should consent be secured for the outline application.

Traffic Regulation Orders

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

Standard Conditions

In addition, there are a number of Standard Conditions that should apply to this application, subject to consent being granted at a later date:-

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.

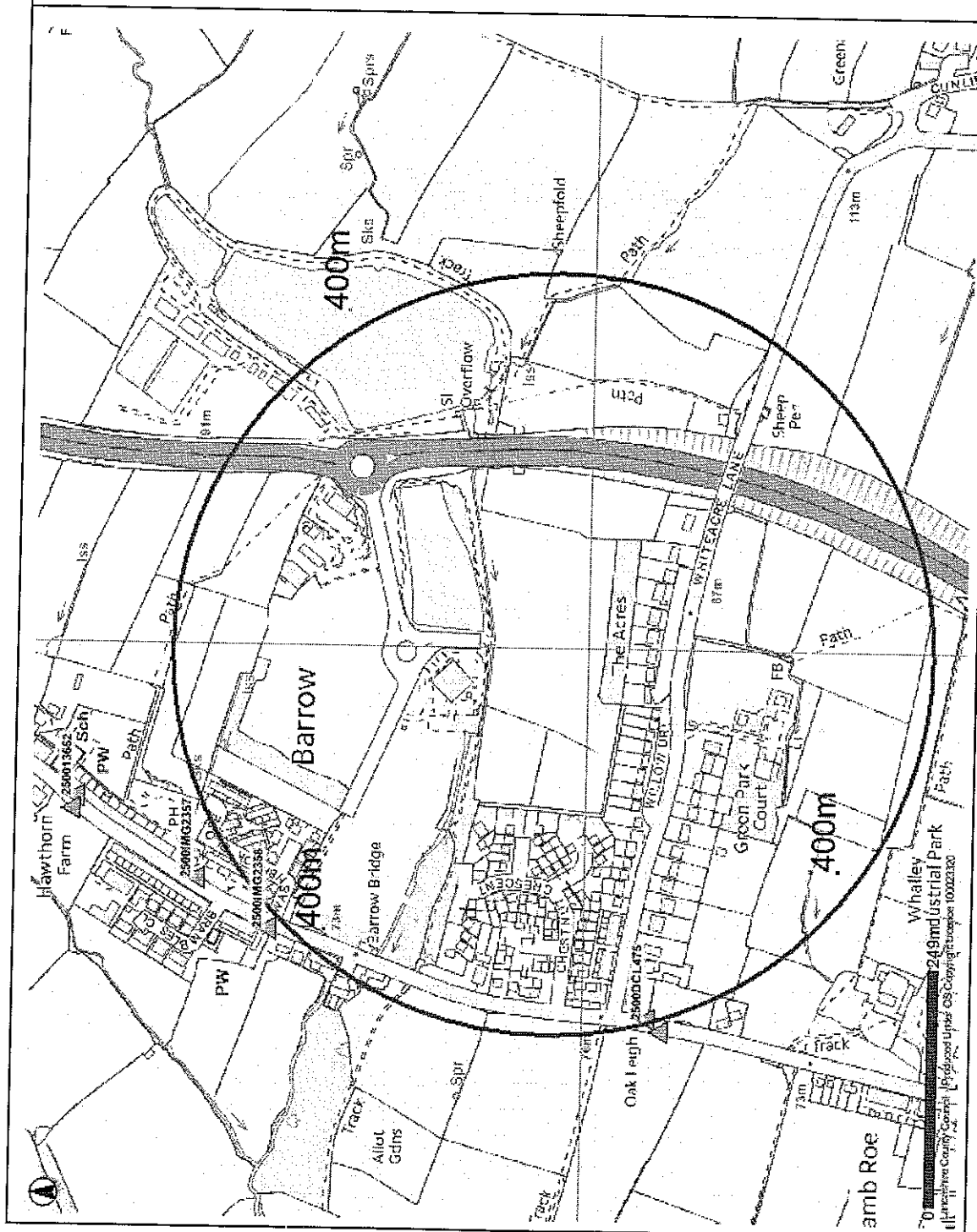
The Statement shall provide for:

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.

Martin Nugent

Public Realm, Ribble Valley
LCC Environmental Services East
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- Bus Stops
- Custom Stop
 - Hall and Ride
 - Bus Stop



Established bus stops on Whalley Road, Barrow

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