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Director of Development Services
Ribble Valley Borough Council
Council Offices
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D3/12/0179

Drafted 16 April 2012

Dear Sir

**Outline Planning Application, Ribble Valley District
3/12/0179 land at Accrington Road, Whalley**

I refer to your letter of 9 March 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 78 residential dwellings, incorporating 40 retirement flats and 38 bungalows for the over 55's on land adjacent to Accrington Road, Whalley.

The following comments relate to the Transport Assessment (dated December 2011) and prepared by PSA Design on behalf of Briery Homes. 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.

Access from Accrington Road

The vehicular access to the site will be formed from the site to Accrington Road. The design contained in Drawing 1637-040 P4 provides an acceptable range of highway parameters for the design of a suitable vehicular access.

It is indicated that there will be a short section of the access road where the gradient increases from the 1:20 that will form the majority of the road. While the gradient will not exceed 1:12 at any point, I would welcome a detailed breakdown of the relative gradients to insure that there are no inappropriate changes in level within the site.

The proposed access road and internal layout will be designed to adoptable standards. With this in mind, the applicant can anticipate preparations for Section 38/Advance Payments Code should consent be granted.

The inclusion of a 25 space parking area, identified as "parking spaces for Whalley" offers an opportunity for some off street public parking. However, there are issues regarding the long-term management, maintenance and stewardship that will have to be resolved with Ribble Valley Borough Council.

Highway Improvements at A671 Whalley Road

The Transport Assessment makes clear that the additional traffic generated from the site during the peak morning and afternoon periods does not have a significant impact on the traffic management features on Accrington Road.

The anticipated levels of traffic are such that they will have a negligible impact on the capacity or safe operation of the signals at Spring Wood or the mini-roundabout at King Street.

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.

Highway Safety

There have been three reported collisions involving personal injury during the last five years, 28 February 2007 to 1 March 2012 on Accrington Road within 200m of the entrance to the site.

Two of these incidents involved pedal cyclists, one a child who emerged on Accrington Road from between parked vehicles who fell from his machine and the other an adult male who again fell from his machine, but suffered serious injury.

It is my intention to secure appropriate measures to enhance safe manoeuvring to and from the site should the application be successful. For this reason, significant highway works will be required at this junction to accommodate the additional turning traffic, a variety of travel modes and enhanced pedestrian activity.

PROW

There are two Public Rights of Way, Footpaths 27 and 28 that border the site to the south and east. ent links are to be retained. While they do not enter the site, they must be maintained throughout any construction period, with no alteration to their path or accessibility. I would also refer to Standard Condition "C" below.

The provision of additional links to these Footpaths from within the development is to be welcomed.

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 £96,600 will be sought. This is based on 78 dwellings of various room sizes, 28 1-bed, 22 2-bed and 5 3-bed for open sale, with 12 1-bed and 11 2-bed for

social renting. With an approximated Accessibility score of 20, the contribution are as follows:- $28 \times £1,200$, $22 \times £1,200$ and $5 \times £1,800 = £69,000$ and $23 \times £1,200 = £27,600$.

Public Transport

A range of bus stop locations are accessible within a 400m radius of the centre of the site. However, it would be beneficial to relocate the stop immediately to the east of Queen Street and place it towards the westerly edge of the development site.

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.

The applicant has identified a site approximately to 95m to the east of its present location. This is acceptable, subject to a agreeing a detailed design and providing 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.

Committed Development

There are no committed developments that will have a significant impact on this application.

Cycling

Measures such as the following should be considered to link the site to the main amenities within the village as there are clear benefits for healthy walking and cycling routes to, from and through this development:-

- a. A tarmac riverside cycle path from the eastern boundary of the site to Calder Vale along the line of FP27,
- b. A toucan crossing at the junction by Spring Wood.

Traffic Regulation Orders

1. This application will require the alteration of existing Speed Limits on Accrington Road. To this end, the following alterations should be considered. The applicant has suggested relocating the 30/40mph transition point 100m to the east of its present location.

This change would be fully inclusive of the site and would allow the introduction of additional measures to improve compliance with the revised speed limits, for example with interactive signage.

- c) A contribution to the introduction of a 20mph limit through the village, with a transition point at the westerly edge of the site frontage.
2. Junction protection, similar to that in place at the Sydney Avenue junction opposite should also be pursued. With the introduction of additional traffic generated by the proposed development there will inevitably be further demand focused at this junction.

It will be agreed that the costs associated with the processing of the proposed TRO and the introduction of the necessary measures to establish the Order on site will be met by the Applicant.

The TRO will be of benefit to the efficient operation of the junction as it will enhance access by reducing the potential for delay with ingress and egress onto Accrington Road as a consequence of parked vehicles. There will also be benefit to pedestrians, as visibility will be improved in the vicinity of the junction.

On this basis, should the TRO not progress, for whatever reason, this would not raise any specific highway safety concerns and would not be viewed as a justification for raising an objection to the proposal on highway safety grounds.

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.

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,

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