

Graeme Thorpe

From: Lewis, Trevor [Trevor.Lewis@lancashire.gov.uk]
Sent: 21 March 2013 15:46
To: Graeme Thorpe
Subject: 3/2012/1092 140 dwellings Henthorn Road Clitheroe
Attachments: RE: Henthorn Road, Clitheroe residential development - 3/2012/1092; letter 3-2012-1092 Clitheroe (word 3).doc

22 MAR 2013

FOR THE
ATTENTION OF

Dear Graeme,

I have attached a letter with my comments on this application. I have also attached my email to Croft Transport Solutions discussing the issues I raised concerning the capacity of junctions on the local road network (with a reply from Croft).

Regards,
Trevor Lewis
Traffic and Development Engineer
Highways District Office (Pendle & Ribble Valley)
Lancashire County Council;
08450 530011.
www.lancashire.gov.uk.

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21/03/2013

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Email CustomerServiceEast@lancashire.gov.uk

Your ref
Our ref TL /3/2012/1092
Date 21st March 2013

21 MAR 2013

Dear Sirs

FOR THE
ATTENTION OF

Planning application no: 3/2012/1092

Proposal: Outline Planning Application with Access: Residential development, 140 dwellings, primary access off Henthorn Road.

Location: Henthorn Road, Clitheroe BB7 2QF.

There are unresolved issues relating to the capacity of junctions on the local road network. In addition this application relies on improvements to the transport infrastructure to be provided by the 270 dwelling development approved under appeal, and I consider that this 140 dwelling application should show that it will include all the transport related improvements required to provide a 'stand alone' development without reference to the earlier 2010 development application of 270 dwellings.

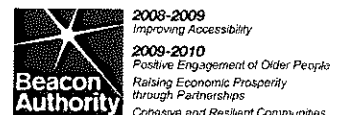
Whilst I am fairly confident that these issues are capable of resolution, I have to advise that I have an objection to this application on highway safety grounds and recommend refusal as submitted, for the reasons set out below.

Relationship with the 270 dwelling development, Henthorn Road.

This development is closely linked to the residential development west of Henthorn Road for 270 dwellings (application number 3/2010/0719). The same transport infrastructure is to be used for both developments and both developments will have an impact on the same parts of the highway. The improvements proposed the off-site infrastructure by the 2010 development proposals will benefit this development of 140 dwellings.

The highway improvements considered necessary for the 270 dwelling development should be applied to the implementation of this application. Similar highway conditions should be attached to any planning permission you may decide to grant for this application as were attached to the 2010 planning permission. There are no guarantees if or when the 270

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dwelling development will come forward, so it should not be assumed that these improvements will be in place for this current development proposal (140 dwellings). Consequently, I would ask that the improvements to the transport infrastructure already requested for the 270 dwelling development, should also be requested for this application.

The transport infrastructure includes pedestrian, cycle and public transport provision, and the improvements requested for the 270 dwelling development, should be requested for this application for 140 dwellings.

The off-site transport related conditions attached to the appeal decision dated 26 March 2012 of the planning inspector should be attached (*mutatis mutandis*) to any planning permission you may decide to grant for this development application for 140 dwellings. The relevant conditions are: 11, 12, 27 and 28. These will be in addition to any conditions now requested for the 140 dwelling development.

Transport Assessment

The accessibility of this site is unacceptably low at present and the developer has made suggestions to improve accessibility to a score of 20. The developer should make proposals for improving the accessibility of the site without reference to the 2010 development of 270 dwellings, because as discussed above, there is no guarantee that the 2010 development will be implemented. Consequently, the developer should show what measures will be used to satisfy the public transport requirements and accessibility to play areas for this development, and the way in which these will be implemented.

Two of the junctions analysed are shown to have insufficient capacity for the predicted traffic flows. These two junctions are: Henthorn Road / Eshton Terrace / Thorn Street and Primrose Road / Whalley Road. The predicted ratio of flow to junction capacity (RFC) is in excess of 1.0 for the year 2021 for both of these junctions. The RFC value in excess of 1.0 is an indication that the junctions will operate above capacity and for periods during the peak hours the junction will be congested.

The TA has suggested that the impact of this development is minimal and (by inference) no improvements are necessary. However, I consider that it would be unsatisfactory to leave these junctions unimproved. I have already written to the developer and transport consultant (Crofts) by email requesting that these junctions should be reconsidered with a view to determining the improvements that could be made in order to reduce the RFC values to below 1.0 (a value of 0.85 is desirable). The email is attached to this letter. The issues relating to these junctions are not as yet resolved.

The TA does not make reference to the effects of the at grade railway crossing on the operation of the Henthorn Road / Eshton Terrace / Thorn Street junction. This was considered by the TA prepared for the 2010 270 dwelling development, and needs to be considered and updated by the TA for this present development for the increased traffic flows due to the additional 140 dwellings. It is noted that the queuing on Eshton Terrace during the peak am period extended as far as Henthorn Road. The modelling of this junction does not appear to take this blocking back effect into consideration.

In the absence of any response from the developer or in the case where any proposed improvements are unsatisfactory, I would have an objection to this development.

Site layout.

I would ask for a footway to be provided along the Henthorn Road frontage of the site and within the site. This will link up with the existing footway outside of 155 Henthorn Road. This will form part of the site development proposals and will be paid for by the developer. The footway should be 2m wide and will be incorporated into the adopted highway through a S38 agreement or other appropriate agreement.

The junction of the main estate road with Henthorn Road assumes that the change in the alignment of Henthorn Road for the 2010 application for 270 dwellings will already have been implemented. The developer should advise how this junction is to be designed should this re-alignment not be constructed.

Another smaller estate road is proposed to serve the south western corner of the site (comprising about 13 dwellings). The junction of this road with Henthorn Road appears to be substandard (allowing for the sketchy nature of the drawing) and this will need to be improved.

It appears that this smaller estate road will not be linked to the rest of the development. However, I would ask the developer to consider linking these two sections of estate road together. This would have the benefit of avoiding a long cul de sac, providing more flexibility for access to and egress from the site, and allowing the introduction of a bus service, should this be necessary, that can be routed through the development, rather than using one way in and out.

For the future reserved matters application, the developer should note the following.

Estate roads not to be adopted should be laid out and constructed to adoptable standards.

The developer should demonstrate that refuse vehicles are able to turn around at the end of the culs de sac without the need for reversing more than a recommended 12m. Fire engines and emergency vehicles should not have to reverse more than 20m.

Provision should be made for the storage of bicycles at each dwelling.

On-site parking spaces should be a minimum of 2.4m by 5m, and garages should be 3m by 6m to be considered as a single parking space. Where the parking space abuts a garage, the minimum size required is 2.4m by 5.5m. If under cover storage is provided for bicycles elsewhere on the property, the size of the garage may be reduced.

The layout should be permeable for pedestrian movements and trips.

Footways should be a minimum of 2m wide. Where footways are not provided, 2m wide service strips will be required.

Off-site Highway Improvements.

There was detailed consideration of improvements required to the local highway network in order to accommodate the traffic generated by the 2010 application for residential development of 270 dwellings (Gladman) together with the identified committed developments in the area. These were discussed and agreed with LCC Highways. These improvements would be required for this present application of 140 dwellings and should be conditioned into any planning consent you may decide to grant. In this way the road

improvements will be carried out if the 270 dwelling development is not constructed before the 140 dwelling development.

In addition there will be improvements to the local road network required to mitigate the additional traffic generated by this 140 dwelling development.

Cycling

The TA does not propose any improvements to provide for links to the local cycle routes. I don't agree with the conclusion of the TA that the site is accessible by cycle. I would ask the developer to improve the Ribble Way PRow from Langdales, Henthorn Road to Edisford Road for use by bicycles to provide for access to Cycle Route 91. The developer should provide proposals for the improvement of this PRow for use by bicycles.

I would propose an improvement to FP 17 from Henthorn Road to Edisford Road to enable its use by cyclists. This will be carried out under a S106 agreement. The estimated cost of this improvement is £55000 using a surfacing of unbound stone. The developer would have to negotiate with the owners of land through which FP17 passes.

Pedestrians.

I consider that a link should be provided from the residential development to FP17 near to the railway line. This will necessitate a link approximately 80m long across the green field running down to Pendleton Brook. This will have to be negotiated with the land owner. The provision of a formal footpath would help to limit the ad hoc walking over the field which would take place if there were no footpath. The cost is estimated at £8000 plus an amount for compensation to the landowner.

In order to improve the pedestrian link to the east, I would also ask for a sum of £50000 for stoning up FP17 from Henthorn Road to Primrose Road, passing under the railway line. This will complement the new pedestrian link to FP17 discussed above.

Bus services

The provision of bus services for this development should be coordinated with the bus service provision for the 270 dwelling development. Although the TA states that bus services are available 400m away on Garnett Road, this is not a satisfactory public transport provision. All housing should be within 400m of a bus service. The developer should show how bus services are to be improved to an acceptable level.

The 270 dwelling development is to be serviced by buses by making provision for an extension of the C1 bus service. This should also be a condition of this application ie the development should not proceed until an agreement has been reached on the provision of a bus service.

Construction Traffic

The developer will be required to repair any damage to the highway network by construction traffic, at the developer's expense. The condition of the highway before construction starts should be noted and photographed and compared with the condition when construction is completed.

Repairs to the highway may be required during the course of the construction work, should the highway become unserviceable. These repairs will also be at the developer's expense.

Travel Plan.

The Residential Travel Plan Framework submitted as Appendix 12 in the Transport Assessment document does not meet Lancashire County Council's submission criteria. I would therefore ask for a revised Framework Travel Plan to be submitted and the following to be included:

- A commitment to appoint a Travel Plan Co-ordinator and LCC's Travel Plan team informed of contact details 3 months prior to initial occupation.
- A commitment to complete a residents' travel survey within 3 months of 40% occupation.
- A commitment to submit a Full Travel Plan to the Planning Authority within 3 months of the residents' travel survey (within 6 months of 40% occupation.)
- Clarification of how each property will provide cycle storage
- A commitment to review the Full Travel Plan annually for at least 5 years (including surveys)

Once the above points have been addressed I would request that a Full Travel Plan be made a condition of planning approval (along the timescales above).

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

- Appointment of a named Travel Plan Co-ordinator
- Travel survey of residents
- Details of cycling/pedestrian/public transport links to and through the site
- Provision of secure, covered cycle parking for those properties where suitable storage space is not available.
- SMART Targets for non-car modes of travel
- Action plan of measures to be introduced, and appropriate funding
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

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. This could include:

- Provision of leaflets and maps for the Welcome packs
- Design travel survey and analyse results
- Advice and Guidance on Travel Plan development
- Support meetings
- Access to Lancashire's Car sharing website
- Monitoring the development of the Plan

Section 106 funding

S106 funding is requested for the following items.

- Those improvements detailed in the 2010 application that are appropriate for this development of 140 dwellings.
- Improvement of FP17 between Henthorn Road and Edisford Road for use by bicycles (£55000).
- Creation of a footpath link from the proposed development to FP17 near to the railway line (£8000 plus compensation).
- Improvement of FP17 from Henthorn Road to Primrose Road for pedestrian use (£50000).
- Travel Plan preparation £6 000.

This is a total of about £115000, which equates to approximately £820 per dwelling. This is easily within the amount of transport related S106 monies that could be requested.

Section 278 works.

A section 278 agreement should be entered into to cover the following works:

- Improvements to the Henthorn Road / Eshton Street junction and the Primrose Road / Whalley Road junction. The extent of these works is under discussion with the developer.
- The improvements to the highway required under application number 3/10/0719 that are necessary to accommodate the traffic generated by this 2013 proposed development. This will need to be discussed and agreed upon.
- Pay for all the necessary TROs.

Conditions

Please add the following conditions and notes to any planning consent you may decide to grant.

Condition 1.

Before the construction work commences facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site. Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

Condition 2.

No part of the development shall be commenced until all the highway works to facilitate construction traffic access have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

Condition 3.

No part of the development hereby approved shall be occupied or opened for trading until all the off-site highway works have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

Condition 4.

Prior to the first use of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Planning Authority. The Travel Plan shall be implemented within the timescale set out in the approved plan and will be audited and updated at intervals as approved and the approved plan shall be carried out. Reason: To ensure a multimodal transport provision for the development and reduce the traffic impact on the local road network.

Condition 5.

Notwithstanding the submitted plans, all garage doors shall be located at least 5.5m back from the highway boundary at all times and the garages and driveways thereafter kept clear for the parking of a private motor vehicle and cycle. Reason: to ensure satisfactory off street parking arrangements are preserved at all times.

Note A.

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 reserves 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 the Whalley Office, LCC Highways Area East, Riddings Lane, Whalley BB7 9RW (Tel: 08450 530011) in the first instance to ascertain the details of such an agreement and the information to be provided.

Note B.

Before construction work commences, the developer should contact Eddie Mills, Ribble Valley District Highways Office, Lancashire County Council, Riddings Lane, Whalley BB7 9RW (tel. 0845 0530011) and quote the planning application number in order to discuss and agree the access for construction traffic and times of working.

Yours faithfully

Trevor Lewis
Traffic and Development Engineer

