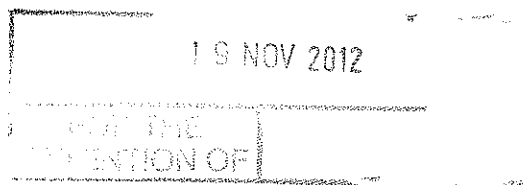


Director of Development Services
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe BB7 2RA



Martin Nugent
01254 828060
D3/12/0786

Drafted 15 November 2012

Dear Sir

**Planning Application, Ribble Valley District
D3-12-0786 Clitheroe Hospital, Chatburn Road, Clitheroe**

I refer to your letter of 9 October 2012 concerning the above application.

My comments relate to a full Planning Application for the development of a new Community Hospital and make reference to the Transport Assessment (dated August 2012) prepared by Royal Haskoning UK and the Design and Access Statement (July 2012) prepared by Nightingale Associates on behalf of the Eric Wright Group.

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 no objection in principle to this application on highway safety grounds. However, there are aspects of the application that would benefit from additional details and warrant further comment.

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

Traffic Flows

The TA refers to a series of counts undertaken in July 2008 and reviewed as appropriate in relation to a previous application, 3/08/0877. I am satisfied that these figures continue to be representative of traffic conditions at this location.

Traffic Growth

Opening year 2013 traffic flows are presented in the TA in Figures 1-8. The Base count data has been factored using the National Road Traffic Forecast (NRTF) low growth factor and this approach is acceptable.

Trip Generation

I have no objection to the method used and the subsequent calculations detailed in the Transport Assessment regarding trip generation and distribution. On this basis, there is no reason to anticipate that traffic generated as a consequence of the health facilities will have a significant detrimental impact on the capacity and safe operation of the immediate local highway infrastructure.

All roads and junctions in the immediate vicinity of the development are operating comfortably within their capacity and can accommodate the levels of traffic envisaged as a result of this application.

Trip Distribution

As stated in section 6.5.2 of the TA, the "trip distribution associated with the proposed Community Hospital has been taken in direct proportion to the existing Clitheroe Hospital traffic as identified in the 2008 traffic surveys".

The proposed Community Hospital will include the existing Clitheroe Hospital services in addition to new Primary Care Trust services. However, the provisions of the new development will be broadly in line with the existing services and there is no indication that the additional PCT services will draw significantly from a different residential catchment.

Therefore, I consider the approach adopted to provide a sound basis upon which to assess the impact of this development.

Access from Chatburn Road and Pimlico Link Road

Both of these vehicular accesses to the site will be developed from existing field gates to the site from Chatburn Road and Pimlico Link Road. The designs contained in Plan 6 - Drawing 9X5278 SK001 provide an acceptable range of highway parameters for the design of suitable vehicular accesses.

The proposed limits of adoption on the hospital access roads are clearly indicated. However, the construction of the remaining lengths of access road must be to a suitable standard to maintain safe access for motorists and pedestrians.

Plan 6 does not identify any specific street lighting provisions. There is an existing lighting column to the south west of the proposed entrance and the suitability of retaining this column and the additional requirements that would be appropriate should be identified.

The inclusion of any additional street lighting provisions will be considered as part of the S278 process.

Highway Improvements at A671 Chatburn 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 Chatburn Road.

The anticipated levels of traffic are such that they will have a negligible impact on the capacity or safe operation of the proposed priority junction to the development or at the Pimlico Link Road roundabout.

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 Improvements at A671 Pimlico Link Road

The proposed extension of the hatched right turning area leading north-west from Deanfield has been designed to accommodate the larger service and delivery vehicles to the site. The anticipated levels of traffic are very low and they will have a negligible impact on the capacity or safe operation of the proposed priority junction to Pimlico Link Road.

Once again, 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 Chatburn Road.

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

The Police records indicate that there have been three collisions involving personal injury during the last five years, 1 May 2007 to 30 April 2012, within 50m of the vehicular access to the development.

None of the incidents involved turning movements to or from the existing hospital site. One was caused by a mechanical fault in a motor scooter, another involved a glancing collision with a stationary vehicle, and the third was the result of a specific medical condition.

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, suitable highway works will be required at the proposed access to accommodate the anticipated levels of turning traffic, a variety of travel modes and enhanced pedestrian activity.

However, as a result of the specific details relating to these incidents, no additional physical highway engineering works are proposed on the immediate approaches from Chatburn Road

PROW

There are no Public Rights of Way that link to or border the site.

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. 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 £85,000 will be sought for this development. This is based on a development with a GFA of 4,050sq.m that incorporates a 33 bed inpatient ward and 8 consulting rooms. The additional elements being considered

here include improvements to the provision of Public Transport, cycle and pedestrian links and measures to assist compliance with existing/proposed Speed Limits on Chatburn Road.

These additional measures would benefit highway safety and should be funded by the Applicant through a Section 106 Agreement. I have identified specific highway items that would require an appropriate Developer Transport Contributions;

- a. Interactive signing on Chatburn Road at the suggested new Speed Limit transition point on Chatburn Road, in order to reinforce the Speed Limit.
- b. The provision of additional warning/information signs and road markings to identify the location of a focus for increased turning movements to the improved health facilities.
- c. Improvements to the existing bus stops and approaches on Chatburn Road. This could include items such as street furniture and the provision of suitable pedestrian links.
- d. The provision of suitable cycle path provisions on Chatburn Road.

Alterations to the Speed Limit on Chatburn Road.

The new junction serving the Community Hospital will be the focus for additional turning movements will be located within a 40mph Speed Limit. While the measured speeds, taken from counts in July 2008, indicate that the average speed on Chatburn Road is 30mph, the introduction of a reduced limit and additional measures to encourage compliance would provide useful highway safety benefits.

For that reason, I am recommending that a Traffic Regulation Order introducing an extended 30mph Speed Limit be introduced on the following length of road:-

- a. Chatburn Road, extending from the existing transition point 38m to the north east of Green Drive for a distance of approximately 416m in an easterly direction to the roundabout at Pimlico Link Road.

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

This TRO would be of benefit to the safe and efficient operation of the junction as it would provide an appropriate Speed Limit that would be observed by the majority of motorists and would assist in encouraging safe manoeuvring to and from the hospital site.

However, the design capacity of the proposed junction will accommodate the combined number of existing and anticipated vehicle movements and the existing 40mph Speed Limit is not in itself detrimental to highway safety.

On this basis, should the TRO not progress, for whatever reason, this would be disappointing but 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.

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

Public Transport

Good access to public transport services will be important factors in helping to reduce dependence on the private car for users of this development.

In determining the suitable means of access to the proposed site, it will be possible to establish the nature of future Public Transport requirements. Until this has been resolved, the key requirements of major housing developments are the provision of a through route for buses to serve the development and/or that all housing is to be located within a 400m walking distance of a regular/frequent bus service.

There are existing bus stops on Chatburn Road, located within a short distance of the proposed access and improved facilities have been provided to both of these stands.

However, the introduction of additional measures to assist in reducing the reliance of staff and customers attending the hospital on journeys by private vehicles should be considered further.

Should the provision of any subsequent necessary works be identified, it will be necessary for these to be included in a formal Section 106 Agreement, entered into with the consent of the applicant.

Committed Development

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

Cycling

The provision of a 3m wide cycle path should be considered to link the site to the existing highway network in order to secure clear benefits for healthy walking and cycling routes to, from and through this development.

The cycle path to be provided at the following locations:-

- a. The roundabout between Pimlico Link Road and Chatburn Road;
- b. On Chatburn Road outside the hospital and along the housing development frontage;
- c. On Pimlico Link Road between the roundabout and Deanfield.

Achieving the above would also make it feasible to construct a continuous cycle path on Chatburn Road linking to Clitheroe Grammar School, should the intervening land between the site and Green Drive be developed in the future.

Parking Standards

The parking standards contained within The Regional Spatial Strategy (RSS) – North West of England Plan (2008) remain the County wide standard for parking provision. The Government has announced its intention to revoke the Regional Strategies in England through enactment of the localism Bill. However, until such time, the RSS must still remain a material consideration in assessing planning applications.

In a letter dated 3 January 2011, the Minister for Decentralisation announced that the Government was removing the requirement for local authorities to set maximum parking limits for residential development in their area and instead give them the freedom to decide what level of parking is right based on the needs of their local community.

With consideration for the above, the LHA will be guided by the LPA on parking standards. The LPA/LHA will set the level of parking as appropriate, based on the local need and on a site specific basis and in doing so have regard for the need to promote sustainable development with sustainable transport outcomes.

With this in mind, I have no objection to the levels of parking provision identified in the application and the internal layout shown on the site plan, Drawing AR WS XX PL 100 005 Rev B and Plan 6 - Drawing 9X5278 SK001.

The only revision I would recommend concerns the layout of the markings for the first designated disabled parking space. The yellow hatching to the side of the space should face the access road, to provide additional protection for the affected individual, either the driver or passenger, to access their vehicle safely and conveniently.

Footway Links

The proposed provisions of improved footway links from Chatburn Road and Pimlico Link Road into the hospital site are satisfactory. However, future detailed drawings will need to show the location of appropriate drop kerbs.

Travel Plan

An Interim Framework Travel Plan (IFTP) has been produced as part of this planning application to improve accessibility of the site by sustainable modes. While this FTP meets our submission criteria, the Accessibility Questionnaire has not been completed.

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 staff and customers;
- iii/ Once development is operational – Carry out staff and customer survey;
- iv/ Within 3 months of the first 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
- Staff and customer 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
- 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 Oliver Starkey, 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

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