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Your ref
Our ref TL /3/2014/0597
Date 1st October 2014

FAO Colin Sharpe

Dear Sirs

Planning application no: 3/2014/0597.

Proposal: Outline application for up to 275 new dwellings and access. All other matters reserved.

Location: Land off Waddington Road, Clitheroe BB7 2DE.

This letter provides the LCC Highways comments on the application for residential development over Waddow View.

1. There are extensive comments in this letter below on the highways aspects of this development. This paragraph highlights outstanding matters relating to the new development, which still need to be resolved but which I anticipate are solvable. These outstanding matters relate to the Waterloo Road/Shawbridge Street junction and will require a fundamental reconsideration of this junction by the transport consultant. I would ask for an agreement from the developer to the proposals made in this letter concerning the need for a more comprehensive improvement to the local roads in order to accommodate traffic flows from other local developments such as Standen. I would have an objection to this application on highway safety and capacity grounds if this matter and other outstanding issues are not resolved to the satisfaction of LCC Highways.

Introduction

2. Lancashire County Council (LCC) as the local highway authority is responsible for providing and maintaining a safe and reliable highway network. With this in mind, the present and proposed highway systems affected by this proposed development have been investigated to highlight areas of concern that potentially could cause significant problems for the public: motorists, cyclists, public transport users and other vehicles in and around the area.

Steve Browne • Interim Executive Director for the Environment
Developer Support • Whalley Depot • Riddings Lane •
Whalley • BB7 9RW



3. As a consultee in the planning process, LCC is bound by the requirements of the National Planning Policy Framework, which requires that we only object to a proposed development where we have robust evidence of severe impacts that cannot be mitigated to an acceptable level (by amended proposals or by the developer's investments).
4. The highways comments take account of the historic nature of Clitheroe town centre roads. Many of the roads potentially affected by the proposed development are fronted by homes or local shops, where occupiers have little or no convenient access to off-street parking opportunities. This inevitably leads to on-street parking, which can reduce the width of road available for passing traffic. With a mixture of private cars, vans and waggons serving local businesses, agricultural vehicles passing through and touring vehicles/caravans accessing the attractions of the town centre and the wider Ribble Valley, Clitheroe's roads can at times be very busy. Whilst this activity is often a strong indicator of welcome economic activity, it can also frustrate local people who find it adds unacceptable delays to their journeys by private vehicle at particular times of the day or week when they encounter permanent physical restrictions and/or delays created by on-street parking.
5. With this in mind, the highway-related assessments undertaken focus on peak travel times (mid-week am peak 8 – 9am, pm peak 5 – 6pm) to identify the most likely times when new residential development close to the town centre is likely to generate new road users in greatest numbers, who will impact on existing users of local roads and also on already planned-for road users (arising from committed development). It should be noted that at other times of the week, there are only limited incidents of delay on the local road network which are not considered to be severe and which are not expected to be severely impacted by the proposed development.
6. Saturday shopping periods are an exception, as at this time people from outlying villages are likely to drive into Clitheroe to use shops, supermarkets and the town centre market, combining with weekend/tourist traffic and contributing to delays on local roads. This period has been excluded from assessment in relation to the proposed development as it is a particular feature of Clitheroe town centre and whilst it may appear severe to observers, it does not appear in practice to discourage town centre visitors.
7. I should like to take this opportunity to identify to you that some of the highway impacts arising from the proposed development will be experienced some distance away from the proposed development if it were to go ahead, and these will be experienced by people who may not be aware of the impact on them. I recommend that you take all reasonable steps to make this information available to such people to minimise the risk of their confusion and disappointment at a later date.

Development now proposed.

8. This application is a re-submission of an earlier application (3/2012/0913) for residential development on this land. The earlier application was refused by RVBC and subsequently this decision was upheld on appeal. The Inspector's report discusses in some depth the traffic and transport related issues and proposed mitigation measures. He concluded that some of the highways related

issues had not been satisfactorily resolved. It is these issues that remain to be resolved, to the extent that they are relevant to the new development proposals. This response from LCC as the Highway Authority to the 2014 development proposals is informed by the discussions and conclusions drawn from previous communications with the developer, documents submitted during the appeal hearing, the decision of the Secretary of State and the Planning Inspectorate's report on the appeal.

9. The 2012 development proposals were a development of 345 dwellings with access onto Waddington Road and also onto Kirkmoor and via Castle View to Bawdlands. The traffic using the Waddington Road access was generated by 220 dwellings and a 50 bed care home. The new application is for a development of 275 dwellings with access onto Waddington Road and bus and emergency vehicle access only onto Kirkmoor Road.
10. As with the 2012 development proposals, I understand that the Milton Avenue access is for a self-contained residential development and there will be no vehicular linkage to the proposed development site.
11. Mitigation measures and sustainable transport improvements will be required for this 2014 proposed development as finally agreed for the 2012 proposed development, with exceptions where appropriate because of the changes in the development proposed (e.g. reduced mitigation measures for the Castle View / Bawdlands junction).

Traffic flows and junction analysis

12. A new Transport Assessment has been prepared for this application. Where the Inspector in the appeal has agreed mitigation measures during consideration of the first (2012) application, the new TA has not reconsidered these junctions and improvements, and this is accepted.
13. The 2012 development proposed that the Waddington Road access would be used for 220 dwellings plus a 50 place children's nursery, whereas the new development proposes that all 275 of the new dwellings would use Waddington Road. There are some small increases in the predicted traffic flow as the assessment year for this application is 2019, two years later than for the previous application. This means that the current TA takes account of two more years of background traffic growth in the Clitheroe area, which is an acceptable approach. Having reviewed the current proposals, I do not anticipate any problems arising from use of the proposed access provided that visibility is secured as shown in plan J087/Site access/Fig 1.
14. In Section 6 of the 2014 TA, the trip rates per dwelling have been reviewed and reduced by the transport consultant and this would result in a reduced peak period traffic flow. However, the trip rates are reconsidered in the TA Addendum and the trip rates to be used in the traffic modelling are the same as those used in the 2012 TA (these are the same trip rates as used for the Gladman development in Henthorn Road). The trip rates used produce a robust assessment of the future situation for this 2014 Waddow View development.

15. The junctions that were considered by the Inspector to have unresolved traffic related issues have been reconsidered in the new TA. These junctions, with a brief comment on the issues at each one, are:

- Waddington Road – Railway View Road. The mitigation measures proposed in 2012 were amongst other things, a mini-roundabout. The Inspector considered that the ARCADY modelling shows that the mini-roundabout would work satisfactorily, notwithstanding that the 2012 TA showed that the evening ratio of flow to capacity (RFC, an indicator of whether the junction can pass traffic through at the same rate as it arrives at the junction) was in excess of 0.9 on two arms, and evening peak queues of 13 vehicles could be expected on arm C of the junction (Waddington Road north). It is appropriate for the new TA to consider the implications here for a mini-roundabout operating with current assessed/higher flows.
- Waterloo Road – Shawbridge Street. The 2012 TA showed that during peak periods the capacity of this roundabout is inadequate and there will be lengthy queues. The developer proposed improvements to the junction, including improvements to the approaches and the installation of traffic signals. The Inspector considered that a 'do nothing' approach was not appropriate as the resulting congestion would be a reason for refusing the application. It is appropriate for the new TA to consider the implications here for different junction treatments operating with current assessed/higher flows.

16. The TA Addendum assesses these two junctions using the trip rates in the 2012 TA. The 2014 development now under consideration is called scenario 3. (Scenario 1 was the development under consideration in 2012.) The developer has presented information to show how the 2014 development trips vary from the 2012 development trips. This information is in the first table in the TA Addendum under the title 'Background' in 'Section 2 Junction Assessments'. For clarity, for the Waddington Road access to the site, I have included a table below for which I have used data from the table in the TA Addendum; but corrected for scenario 1. The increase in traffic flows for the 2014 development is slightly greater than that shown in the 2014 TA Addendum.

Junction	Scenario 1 – 2012 proposal				Scenario 3 – current proposal			
Site access at Waddington Road	am		pm		am		Pm	
	arr	dep	arr	dep	arr	dep	arr	dep
	45	110	107	62	39	122	120	62
Two way flows	155		169		161		182	

17. The proposals now made by the developer in the 2014 TA are discussed below.

Waddington Road – Railway View Road

18. The 2012 TA proposed to improve the priority T junction with a mini roundabout. This improvement did not fully mitigate the impact of the Waddow View development on this junction, with increased delays predicted in 2017 compared with the priority T junction operation modelled for the 2017 base flow. However, the Inspector considered that the predicted queuing and delays would not be 'of such significance as to amount to a severe delay' (see paragraph 223 of the PINS report to the Secretary of State for Communities and Local Government dated 26 November 2013).
19. The 2014 TA Addendum reconsiders this mini-roundabout with modelling of the impact of the development for the assessment year, 2019. The resultant congestion and queuing is predicted to be marginally worse than the 2017 estimates, and I consider that the mitigation measures proposed can be viewed in the same way as they were viewed in the Planning Inspector's report (see paragraph 18 above). The proposed mini-roundabout treatment at this junction is therefore acceptable in highway terms subject to detailed design at a later stage of development.
20. LCC does not consider that the risk of flooding under the railway bridge on Waddington Road to be a constraint on development at Waddow View. In 2012 LCC made significant investment in improved drainage in this area and has subsequently maintained the drainage here in good condition. Since 2012 the numbers of incidents, their severity and duration have been much reduced.

Waterloo Road – Shawbridge Street

21. In the 2012 TA, for the existing mini-roundabout, the RFC for 2017 base only traffic flow on the most congested arm (arm C – Waterloo Road north) was determined to be: am 0.95, and pm 1.11. For the 2017 base flow plus the development flow the RFC was: am 1.04, and pm 1.17. These values indicate that the existing mini-roundabout will operate with regular congestion and queuing during peak periods, and the developer suggested that the geometry of the mini-roundabout should be improved.
22. The improved mini-roundabout was modelled using ARCADY (2012 TA). For the 2017 base plus development flows the RFC was: am 0.93 (Arm C), and pm 1.05 (Arm C). The am peak RFC and the pm peak RFC for the other arms were less than 0.76. The values for the peak periods on Arm C show a small improvement compared to the predicted 2017 base flow RFC. However, during peak periods there will be regular congestion and delays. The Inspector considered that with a 'do nothing approach' the resulting queuing and delays would comprise a 'moderate to strong reason for resisting this proposal without the phase 1 improvements' (paragraph 226 of Inspector's report dated 26 November 2013).
23. The 2014 TA Addendum reconsiders this improved mini-roundabout with modelling of the 2019 base flow plus the development flow. The estimated RFCs are: am 0.95 (Arm C), and pm 1.07 (Arm C). These values show that delays will be slightly increased compared to the 2017 RFC values. I advise that these delays are not acceptable in highway terms and mitigation will be required in order for the impact at this junction to be managed down to acceptable levels.

24. The extent to which mitigation measures should alleviate congestion is dependant on the extent that congestion would occur with no development. A comparison of the predicted Arm C RFC values from the 2017 base flow (existing roundabout) to the 2019 base plus development flow (improved roundabout) indicates a marginal improvement only. In other words the congestion and queues at this improved junction for the fully built out development will be much the same as it would be in 2017 with no development. Note there is no data for RFC values for a 2019 base flow with the existing roundabout. The relevant RFC values are given in the following table:

Waterloo Road / Shawbridge Street				
2012 TA	2017 base flow		2017 base + development flow	
	am	pm	am	pm
Arm C existing mini roundabout (ARCADY)	0.948	1.112	1.036	1.166
Arm C mini roundabout with improvements (ARCADY)			0.93	1.05
2014 TA			2019 base + development flow	
			Am	pm
Arm C mini roundabout with improvements (ARCADY)	-	-	0.95	1.07

25. The developer has also considered the improvements to traffic flow through this junction that might be achieved by the introduction of traffic signals. Modelling of this junction with traffic signals was carried out in the 2012 TA for a 2017 assessment year, and this showed that the DoS (degree of saturation) for each arm is approaching a value of 90%, which is considered to be the desirable maximum in order to result in a reasonably efficient junction. A similar exercise has been carried out in the 2014 TA Addendum for a 2019 assessment year. The results of the modelling showed that the values of DoS exceeded 90%. The use of MOVA at this junction would improve the efficiency of the traffic signals at this junction, as suggested by the developer in the TA.

26. There are two issues arising from the improvement of this junction.

- (1) Looking at the mitigation required at this junction for the Waddow View development, in isolation from any other developments proposed in Clitheroe, the increased efficiency of the junction provided by the improved roundabout does mitigate the impact of the development. However, it does so without providing any surplus capacity. Consequently this mitigation measure would be beneficial for the Waddow View development alone, but any additional increase in traffic in Clitheroe would require additional mitigation. This may lead to a situation where this junction is improved more than once over a period of a few years, with the disruption due to

the road works resulting in temporary but potentially severe and repeated periods of congestion.

(2) Considering the Waddow View development together with the proposed Standen development (now accepted as committed development), this is acknowledged in the 2014 TA Addendum as requiring a traffic signalised junction. The TA shows that with these two developments, the junction will operate with some queuing and delays for much of the peak periods and will exceed a DoS of 90% from time to time. Having now evaluated and commented on the proposed Standen development, LCC Highways have considered this junction in some detail. It is apparent that the installation of traffic signals here would not be appropriate because of the consequent effects on the network of interacting roads and minor junctions in the vicinity of the main junction under consideration. The peak hour queues that would be a feature of traffic signals, would result in queuing on roads at nearby junctions which in turn would promote 'rat-running' along residential and minor roads.

27. The improvements to the mini-roundabout proposed by the Waddow View developer will deliver only marginal mitigation improvements to the junction in the assessment year, 2019, and the residual RFC values indicate that the junction will suffer congestion and delays. As a result I recommend that the developer should investigate the operation of the local road network, taking into account the traffic flows from the Standen development. This should produce proposals for the improvement of the local highway network influenced by the operation of the Shawbridge Street / Waterloo Road junction.

28. A workable solution which will accommodate the Waddow View and Standen developments, and which would reduce local congestion and the possibility of 'rat-running', would involve a wholesale re-design of the Waterloo Road / Shawbridge Street junction. This solution must include consideration of widening of the Mearley Brook bridge, and probably also an improved mini roundabout. Consideration should also be given to the introduction of mini roundabouts at Taylor Street, at Wellgate and at other junctions dependant on the outcome of modelling the local road network. I recommend that the Waddow View developer should be required to contribute to this larger improvement scheme through an appropriate S106 agreement.

Whalley Road / Queensway mini-roundabout.

29. One of the junctions from the 2012 TA to be improved was this junction, which requires a widening of the entries onto the roundabout to improve its capacity. There is no discussion or modelling of this junction in the 2014 TA. Without any input from the developer, I recommend that the improvements are still required. The improvements agreed in 2012 were a widening of the entries onto the mini roundabout. A drawing is required for these improvements so that the design can be reviewed.

Access onto Back Commons / Kirkmoor Road

30. This is intended to be a limited access and egress for buses and emergency vehicles only. The developer's proposals for this junction are shown on drawing number J087/bus gate/Fig 4. The detail of the junction layout will need to be amended and refined and the mechanism for restricting the use of this access to

buses and emergency vehicles will need to be agreed. I would ask for traffic signing together with appropriate traffic regulation orders to limit the use of this access to buses and emergency vehicles, bicycles and pedestrians only. Rising bollards or other mechanical means to achieve this are not favoured as they introduce a significant future maintenance and operational liability. Although in principle the introduction of such a junction is agreed, the layout and other details are not. However, I am confident that an agreement on the detail of the design is achievable.

31. I should like to note, as part of consideration of this issue, that Back Commons residents believe there are outstanding matters of land ownership which affect the developer's right to access the development site from Kirkmoor Road. I can advise that the County Council's records indicate that the public highway (managed and maintained by the County Council) extends to a point approximately 7m northwest of the centre line of Swan Meadow. The developer needs to demonstrate that he has a right of access to his site from Kirkmoor Road, which he can confer onto future residents, their visitors and essential services. If the road running from the limit of adoption to the proposed rear site access off Kirkmoor Road is to be offered for use by buses, cyclists, pedestrians and emergency services, it would be in the public interest for it to be constructed to adoptable standard before it was opened to use and maintained at that standard in perpetuity. Whilst I cannot require the developer to offer this section of road for adoption by the highway authority, I can undertake that it would be so adopted if all required improvements were made through an appropriate agreement (Highways Act 1980 Section 38) that would need to include all affected landowners.

Proposed Junction Improvements

32. Waddington Road, at the proposed new entrance to the Waddow View development. The design and construction of this access will be subject to an agreement under the Highways Act 1980 Section 278 and the works will require the approval of Lancashire County Council as the relevant Highway Authority. An approach consistent with Manual for Streets is appropriate at this location. The works proposed by the developer on drawing J087/site access/Fig1, are acceptable, although this will be subject to a design review.
33. Waddington Road and Railway View Road. The change from a priority junction to a mini-roundabout is acceptable in principle based on the ARCADY modelling provided. However, a detailed scheme design will be required which will be the subject of S278 agreement (as above) and will require the approval of Lancashire County Council as highway authority.
34. Waterloo Road and Shawbridge Street. The improvements to this junction proposed by the developer amount to changes to the geometry of the mini roundabout. This would be a short term solution, as other development in Clitheroe, especially the Standen development, will result in the junction capacity being exceeded. LCC does not agree with the developer's proposal to install traffic signals and considers a bigger improvement scheme is required as discussed in paragraph 28 above. Clearly this will require discussion between LCC and the developer with the aim of agreeing a sum that the developer will pay to LCC (through a S106 agreement).

35. Whalley Road and Queensway. Improvements are required to the geometry of the existing mini roundabout. A detailed scheme design will be required which will be the subject of a S278 agreement and will require the approval of Lancashire County Council as highway authority.

Other improvements on the highway

36. Waddington Road. The traffic calming, lining and minor road junction improvements are accepted in principle as shown on drawing number J087/wadd calming/fig2, although these proposals will be subject to a design review. The 20mph speed limit is to be extended past the proposed access into the development for a distance of approximately 50m north of the cemetery access. These improvements are to be paid for by the developer and implemented through a S106 agreement and a S278 agreement as appropriate. Maintenance and improvement works have been carried out by LCC on the highway drainage under the railway bridge, to mitigate the risk of flooding here and reduce the incidence of flooding severe enough to close the road.
37. Castle View and Kirkmoor Road. The principle of the bus only link from the proposed development to Kirkmoor Road is accepted. As discussed at paragraph 30 above, the details and junction geometry shown in drawing number J087/bus gate/Fig 4 need to be reviewed.
38. The bus route from Kirkmoor Road will be via Castle View to Bawdlands, where buses will turn right only. Parking restrictions may need to be introduced to ensure there is sufficient space for the bus to drive along and navigate around junctions, especially at the Bawdlands junction.
39. The principle of improvements to the footways and pedestrian provision linking the site to Clitheroe town centre have been agreed previously.

Pedestrians and Cyclists Access

40. The site is located conveniently for the town centre and the accessibility score reflects this close proximity. However, I have detailed below improvements to routes for cyclists within and around the development site that would enhance accessibility thus reducing the demand for new residents to use cars for local journeys:
1. Design the bus only road to be accessible to cyclists.
 2. Provide 3 metre wide shared use paths to link the site at several locations.
 3. Modify the road closure on Corbridge Court, leading from Chester Avenue, to provide a 3 metre wide cycle path with smooth surfacing appropriate for cycle use. The cost of this measure is estimated to be £10,000.
 4. Consider environmental improvements to Back King Street as this will form an increasingly significant pedestrian route to the town centre. This could include the provision of additional street lighting. The cost of these measures may well be dependent on the available services.
 5. A secure cycle shelter at Clitheroe railway station should be provided. This amenity would have an estimated cost of £10,000.
41. Public Rights of Way footpath No.20 runs within the site and is to be retained in full, supported by the internal layout of footways and carriageway,

42. In view of the increased pedestrian activity associated with the site, a new pedestrian priority crossing (zebra crossing) should be provided on Waddington Road. An appropriate location has been agreed at a point just west of the railway bridge near to the Railway View junction. As a guide, the introduction of a zebra crossing would cost in the region of £15,000 to £20,000, depending on the necessity for any servicing alteration and other associated highway works. This would be implemented under a S278 agreement, after a period of notice to local road users and frontagers.

Public Transport

43. The Clitheroe bus and rail interchange is conveniently located for this development and falls within a 400m radius from the centre of the site. Good access to public transport services will be an important factor in helping to reduce dependence on the private car, particularly for commuting journeys.
44. The proposed bus service through the site was intended to be provided before the occupation of the 176th dwelling under the 2012 application (345 dwellings). The Inspector commented, however, that the site bus service 'could be introduced much earlier' (paragraph 256 of the Inspectors report). I would recommend that the bus service should be introduced for the 2014 development application (275 dwellings), before the occupation of the 75th dwelling. This will require construction of the estate road through to the Kirkmoor Road access, completion of the bus only link and the off-site improvements to Kirkmoor Road.
45. Funding for the improvement of bus services through S106 was agreed at £110,000 per year for 5 years (statement of common ground dated 8 July 2013). It should be noted that the railway companies will invest in improving rail services for new developments where they see a commercial market. However, it would be unreasonable to ask the developer here to make provision for rail services as this Waddow View development is not of a sufficient size.

Internal Site Layout

46. This is an outline application with all matters except access reserved, and the indicative masterplan is based on a limited level of detail. The internal road layout should be developed in accordance with LCC's Creating Civilised Streets policy and design guidance and in accordance with the design principles set out in Manual for Streets (editions 1 and 2). The internal site layout shall be designed to comply with a 20mph speed limit and should incorporate appropriate engineering features to secure a more sympathetic and robust means of managing vehicle speeds and enhancing highway safety.
47. In line with the present Lancashire County Council policies to improve highway safety in residential areas, it would be appropriate to introduce a 20mph Speed Limit within the site. The provision of the necessary Traffic Regulation Order would form part of an agreed programme of measures, should the application receive planning consent.
48. The internal site layout should provide for safe and convenient manoeuvring for servicing, delivery and waste collections. A service, delivery, waste collection and routing strategy should be developed and agreed with Lancashire County Council and RVBC to ensure that all deliveries, servicing and waste collection can be

undertaken safely without creating conflict with other vehicles, pedestrians and cyclists.

49. Prior to the commencement of the bus service, the development should provide two bus stops to DDA standard within the residential layout of the site, as part of the detailed approval.
50. On-site parking provision for individual properties should comply with parking guidelines, which provide for two on-site parking spaces per two or three bedroom dwellings and three on-site parking spaces per four or more bedroom dwellings, or a similar level of parking per dwelling located in a parking court.
51. With any reserved matters application relating to internal road layout, I shall recommend that steps be taken to ensure the roads within the site have an appropriate phasing and adoption agreement or private maintenance agreement so that prospective residents will have clear understanding of what to expect.

Travel Plan

52. A travel plan has not been submitted with this application. Consequently, I would ask that a condition be attached to any consent you may decide to grant, requesting the submission of a travel plan when a reserved matters application is made. Comments were made on the framework travel plan submitted with the 2012 application, and these comments should be used in the preparation of the full travel plan.
53. A contribution of £24,000 is recommended 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.

Traffic Regulation Orders

54. The following Traffic Regulation Orders would be advisable. The provision of additional TROs may be appropriate as subsequent reserved matters are considered. The provision of the necessary TRO would form part of an agreed programme of measures, should the application receive formal planning consent. The consultation and legal stages should be funded through the S106 agreement and works added into the S278 agreement if there are no insurmountable objections to the legal processes:
 - As detailed above, it would be appropriate to introduce a 20mph zone within the site. The design of the internal layout should include engineering features to manage vehicle speeds and enhance highway safety.
 - An extension of the existing 20mph Speed Limit on Waddington Road, from its present transition point to the north of Milton Avenue to a point north of the entrance to Clitheroe Cemetery.
 - A length of prohibition of waiting to both sides of Castle View to allow buses to safely use the junction with Bawdlands.
 - A length of prohibition of waiting at the Kirkmoor Road junction to enable the junction to operated efficiently.
 - Further waiting restrictions at junctions to be improved as part of the mitigation measures which will become apparent once the design of these junctions is agreed and finalised.

- Introduction of a zebra crossing on Waddington Road to assist with pedestrian movements.

Proposed Off-Site Highway Works.

55. The provision of the following off site highway works should be delivered through a Section 278 Agreement (some elements of this list may be dependent on successful completion of the Traffic Regulation Order processes as explained above):
- A zebra crossing is required on Waddington Road.
 - The proposed priority and right turn junction design from Waddington Road into the site.
 - The provision of improved footway and cycling provisions linking the site to Clitheroe town centre via Corbridge Court and back King Street. This is to maximise pedestrian access between the proposed development site, the bus and rail interchange and the town centre.
 - The proposed mini-roundabout junction design at Railway View Road and Waddington Road.
 - Improvements to the Waterloo Road and Shawbridge Street junction. These are not yet agreed with the developer.
 - Improvements to the Whalley Road / Queensway mini roundabout.

Other Items for inclusion in a S106 Agreement

56. Travel Plan. A contribution of £24,000 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.
57. Funding for the improvement of bus services £110,000 per year (index linked) for 5 years.
58. The developer will make a contribution of £10,000 for the provision of a secure cycle storage facility at the Clitheroe Railway Station.
59. A contribution is required in the sum of £6,000 for the S106 component of cost (construction costs to be included in a S278 agreement) for highways related projects including improved cycle and pedestrian linkages to the town centre This funding would be used also for 'no waiting' restrictions, extension of the 20 mph zone, a 20 mph order for the internal estate roads, and the zebra crossing.

Conditions

If you are minded to approve this application, I would recommend the following conditions to be attached. Compliance with some of these conditions will be dependant on an appropriate agreement being reached on matters pertaining to funding of consultation and legal procedures relating to Traffic Regulation Orders:

- C1. A visibility splay at the junction of the site access onto Waddington Road shall be provided in accordance with the details shown on drawing number J087/Site access/Fig 1. This shall be constructed and maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority. Notwithstanding the provisions of the Town and Country Planning (General

Permitted Development Order) 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain within the visibility splay defined any building, wall, fence, hedge, tree, shrub or other device over the height of 0.6m from the channel level. REASON: To ensure adequate visibility at the street junction or site access and in the interests of highway safety and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy 2008 – 2028 – A Local Plan for Ribble Valley Regulation 22 Submission Draft.

C2.No phase or 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. REASON: To enable construction traffic to enter and leave the premises in a safe manner without causing hazard to other road users, in the interests of highway safety and to comply with policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy 2008 – 2028 – A Local Plan for Ribble Valley Regulation 22 Submission Draft.

C3.The new estate road for the layout or for any phase of the layout shall be constructed in accordance with the Lancashire County Council Specification for the Construction of Estate Roads to at least base course level before any other construction work takes place within the site or within that phase. REASON In order to ensure the provision of satisfactory and safe accesses into the site for construction vehicles in the interests of highway safety.

C4.No phase or part of the development hereby approved shall be occupied or opened for trading until all the offsite highway works and works required for improved access as listed below have been constructed in accordance with a scheme which shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:

- a. Restricted access off Kirkmoor Road for buses, emergency vehicles, pedestrians and cyclists;
- b. New mini-roundabout junction improvement at Waddington Road/Railway View Road;
- c. Capacity improvements to the existing Whalley Road/Queensway Road mini-roundabout junction.

REASON: In order that traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of completion of the highway works, in the interests of highway safety and to comply with policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy 2008 – 2028 – A Local Plan for Ribble Valley Regulation 22 Submission Draft.

C5.No phase or part of the development hereby approved shall be occupied or opened for trading until details of this developer's contribution to and programming of the offsite highway works and works required for improved access at the junction of Waterloo Road and Shawbridge Street have been determined in accordance with a scheme which shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. REASON: In order that traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of completion of the highway works, in the interests of highway safety and to comply with policy G1 of the Ribble Valley

- C6. The proposed phasing of the construction and implementation of the development applied for (including numbers to be included in each phase) shall be submitted to and approved in writing by the Local Planning Authority before any construction work takes place. No phase or part of the development hereby approved shall be occupied or opened for trading until all the off-site highway works and means of access related to the phasing of the development of the site have been constructed in accordance with a scheme which shall be submitted to and approved in writing 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.
- C7. No phase or part of the development hereby approved shall commence until a scheme for the improvement of cycle and pedestrian facilities (cycle tracks and footpaths) related to the phasing of the development of the site has been submitted to and approved in writing by the Local Planning Authority. Thereafter development shall be carried out in accordance with the approved details. REASON: In order to encourage sustainable transport and to satisfy the Local Planning Authority and the Highway Authority that the details of improvements to cycle and pedestrian facilities are acceptable before work commences on site.
- C8. Prior to the commencement of development, a Framework Travel Plan for the whole development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, prior to the commencement of development of any phase or portion of development, a separate Travel Plan (or up-dated information for the Framework Travel Plan) for each phase shall also be submitted to and approved in writing by the Planning Authority. The Travel Plan shall be implemented, audited and updated within the timescale set out in the approved plan. REASON: To ensure a multimodal transport provision for the development and to reduce the traffic impact on the local road network, in the interests of highway safety and to comply with policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy 2008 – 2028 – A Local Plan for Ribble Valley Regulation 22 Submission Draft.
- C9. Prior to the commencement of any site works, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall provide details of:
- a. Sustainable travel options for journeys to and from work for the site operatives, including pedestrian routes, travel by bicycle, journeys by train and bus, car sharing schemes and other opportunities to reduce journeys by motor car;
 - b. The parking of vehicles of site operatives and visitors;
 - c. Loading and unloading of plant and materials used in the construction of the development;
 - d. Storage of such plant and materials;
 - e. The erection and maintenance of security fencing;
 - f. Wheel washing facilities;
 - g. Measures to control the emission of dust and dirt during construction;

- h. A scheme for recycling/disposing of waste resulting from construction works;
- i. Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made);
- j. Routes to be used by vehicles carrying plant and materials to and from the site which shall have been constructed to base course level;
- k. Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

The approved method statement to be adhered to throughout the entire period of construction works. REASON: in order to ensure safe working practices on or near the highway in the interests of highway safety and to comply with policy G1 of the Ribble Valley Districtwide Local Plan and Policy G1 of the Core Strategy 2008 – 2028 – A Local Plan for Ribble Valley Regulation 22 Submission Draft.

Informatives

- i. The applicants are advised that 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 would need to be subject of an Order under the appropriate Act.
- ii. The applicants are advised that 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 reserved the right to provide the highway work within the highway associated with this proposal. Provision of the highway works includes design, procurement of the works by contract and supervision of the works. The applicant is advised to contact the Developer Support Manager at Lancashire County Council by email to developeras@lancashire.gov.uk.

Yours faithfully,

Trevor Lewis
Traffic and Development Engineer.