



DTPC

Report No. J266/TS
Feb 2018

Residential development at Chatburn Road, Clitheroe

TRANSPORT STATEMENT



Residential development at Chatburn Road, Clitheroe

CONTROLLED DOCUMENT

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<i>Approved:</i>	Alan Davies	AD	February 2018

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<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A		

Residential development at Chatburn Road, Clitheroe

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1. INTRODUCTION

DTPC has been appointed on behalf of Oakmere Homes in support of a planning application for the development of their Chatburn Road site, a greenfield plot NE of the town centre.

The proposals includes for the erection of 30 residential units a change from the previously approved 20 unit with a 60 bed care home with 3 care apartments using the same a new access and associated hard and soft landscaping, rear private amenity space for each dwelling house and a 200% off-street parking provision.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the future planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- History
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

Abstracts are provided for reference, the ***bold italics*** are added to emphasis the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework *is a presumption in favour of sustainable development*, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;* or
 - specific policies in this Framework indicate development should be restricted

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable*

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people;* and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. *Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be

maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.***

Summary

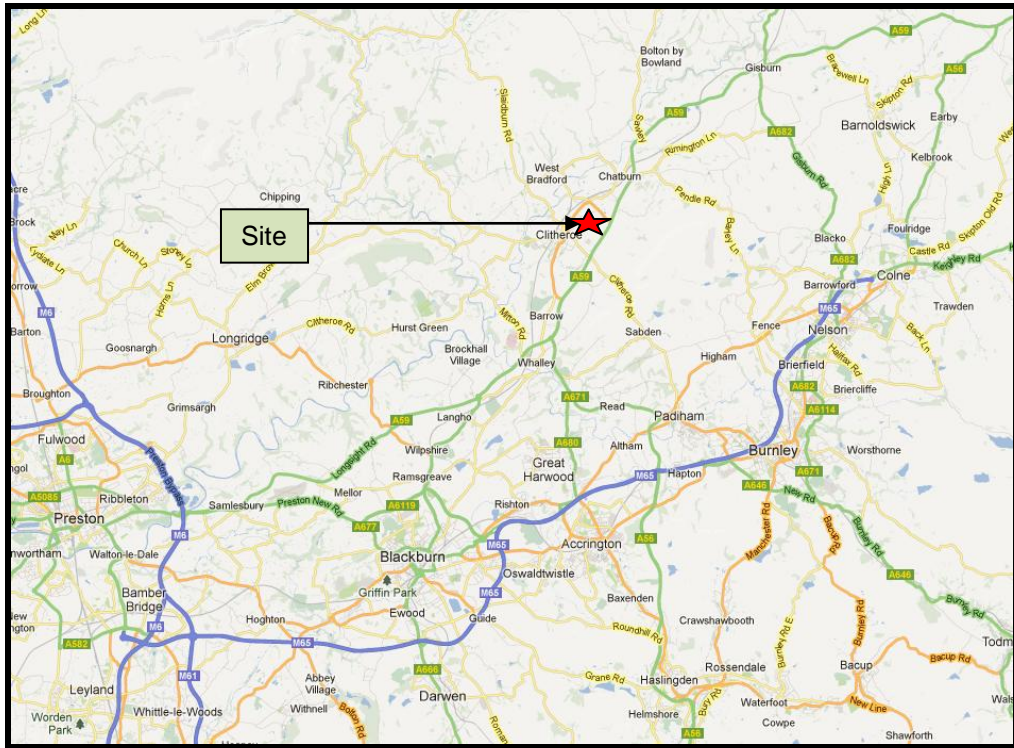
The overriding theme of national policy is that developments should be accessible by sustainable means of transport and accessible to all members of the local community relative to the location of the residential units.

The proposed development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

3. SITE DESCRIPTION

Site location context

The proposed development site is located to the north east of Clitheroe (approximately 1km from the town centre). The site is located on Chatburn Road which is NE of the town centre which connects to the A59 to the east and Pimlico Road to the west at a roundabout junction.



Wider and local area context





Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage and locally has a 30mph speed limit that changes to 40mph as it crosses the site frontage towards the NE.



Chatburn Road is an A class road A671 that runs from the town centre to the NE direction passed the Grammar School and Hospital to the Pimlico Link Road roundabout junction.

The area has a typical traffic flow characteristic associated with an uncongested urban area i.e. distinct AM and PM flow periods. The off peak periods are approx 2/3 of the peak period reflective of the employment to the NE.

The flows are biased towards the town centre movements across the full day.

The site frontage is shown below.



View to exiting access point



View left and right from proposed access point.

Safety review along frontage

Access to the national data base has been undertaken for verified records and the resultant mapping shown below.

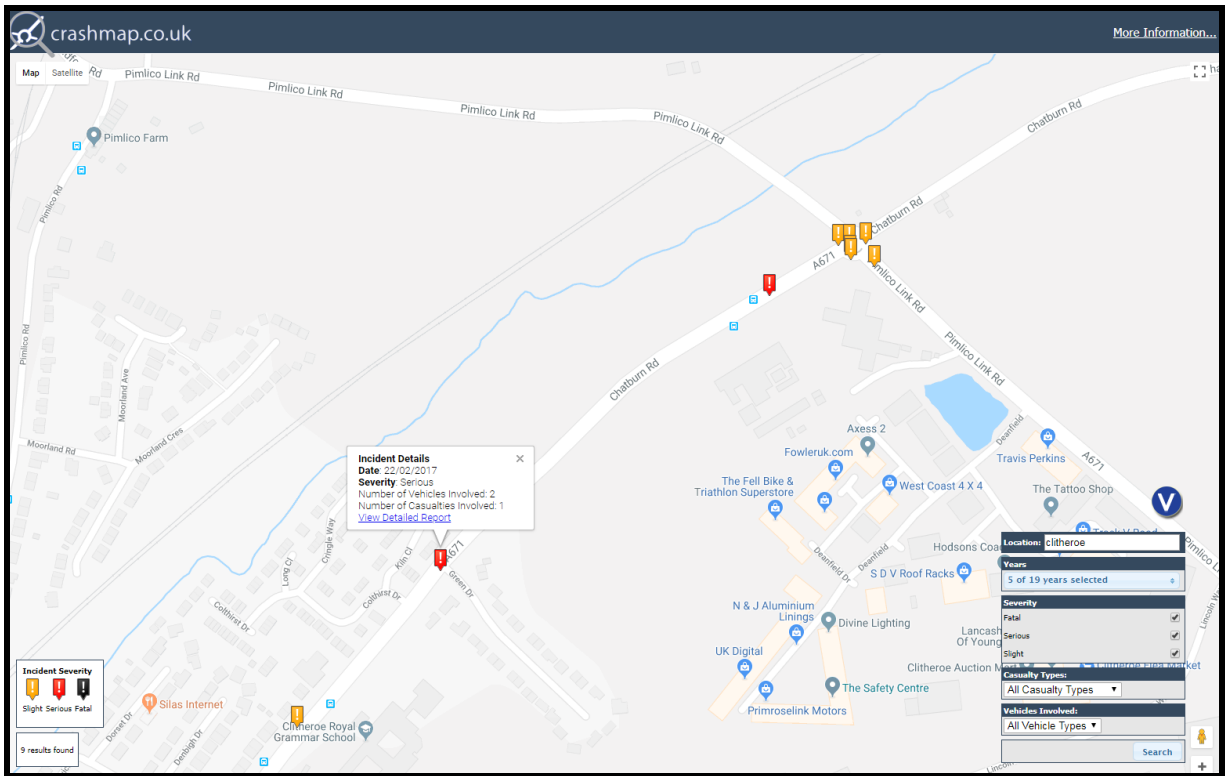
The results show that over the past 5 years the area along the site frontage has had no accidents recorded.

To the NE of the site has had 1 recorded event a serious in 2014 i.e. less than 1 per year.

The previous assessment set out a similar accident characteristic, the trend has no changed.

Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network along the site frontage.

The roundabout has again 6 recorded events a change from the 4 previously reviewed. The local area near the roundabout has had development occurring with construction traffic and on road parking of vehicles. There are no recorded events in 2017.



Overall the accidents would not be seen as a trend that would enable actions to be undertaken.

Summary

The local network is urban in nature, has few recorded accidents but none in the area of the site access.

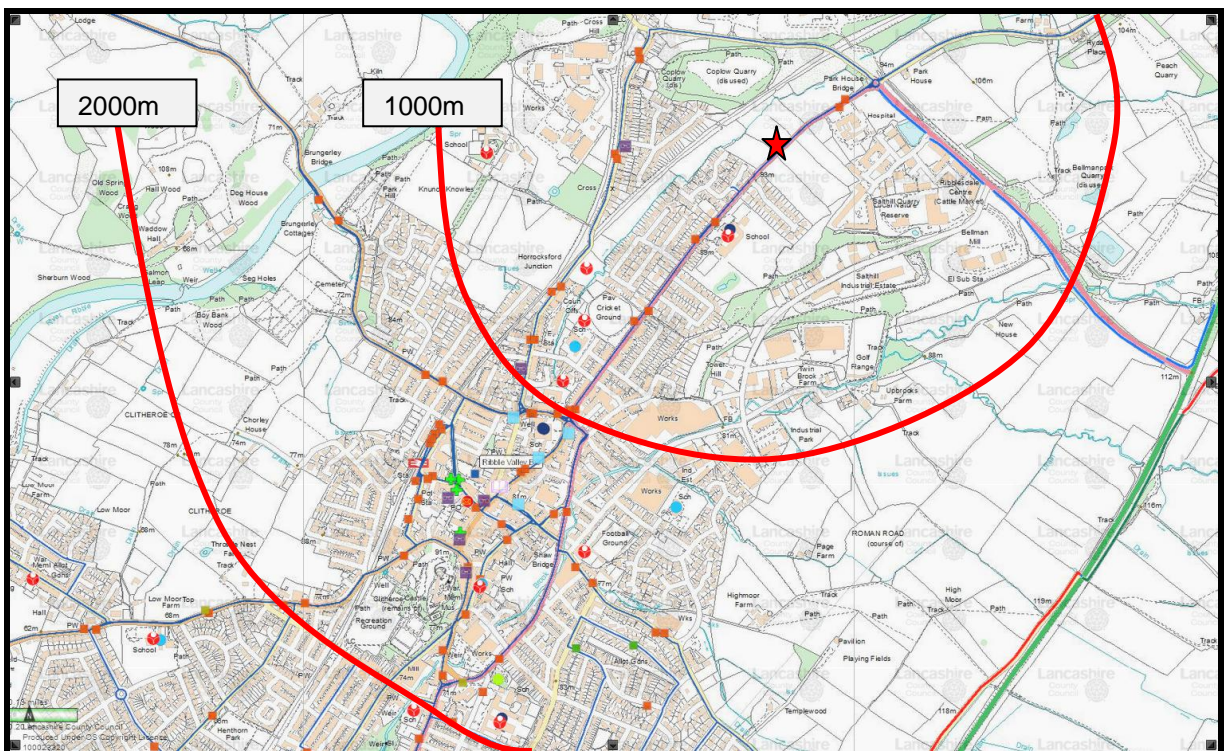
4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

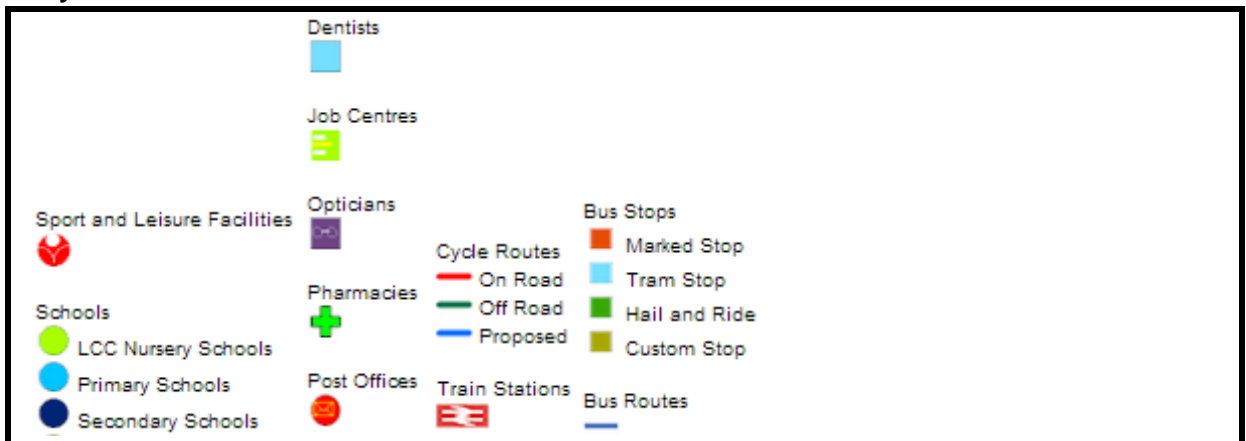
The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Facilities



Key



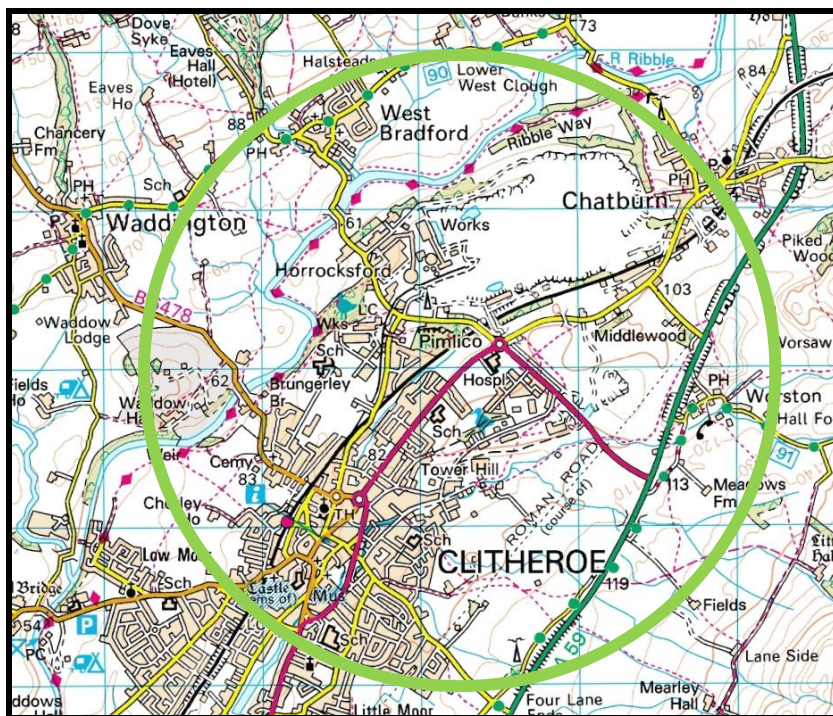
Walking and cycling

The proposed development site is located on the edge of the existing urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

The pedestrian catchment area for the proposed development site extends to cover the local bus routes and services indicated for the site is inside the 400m desirable distance.

Importantly, the 2km distance covers other education and shopping facilities and Clitheroe town centre. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot. This is shown below.



2km walk distance

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

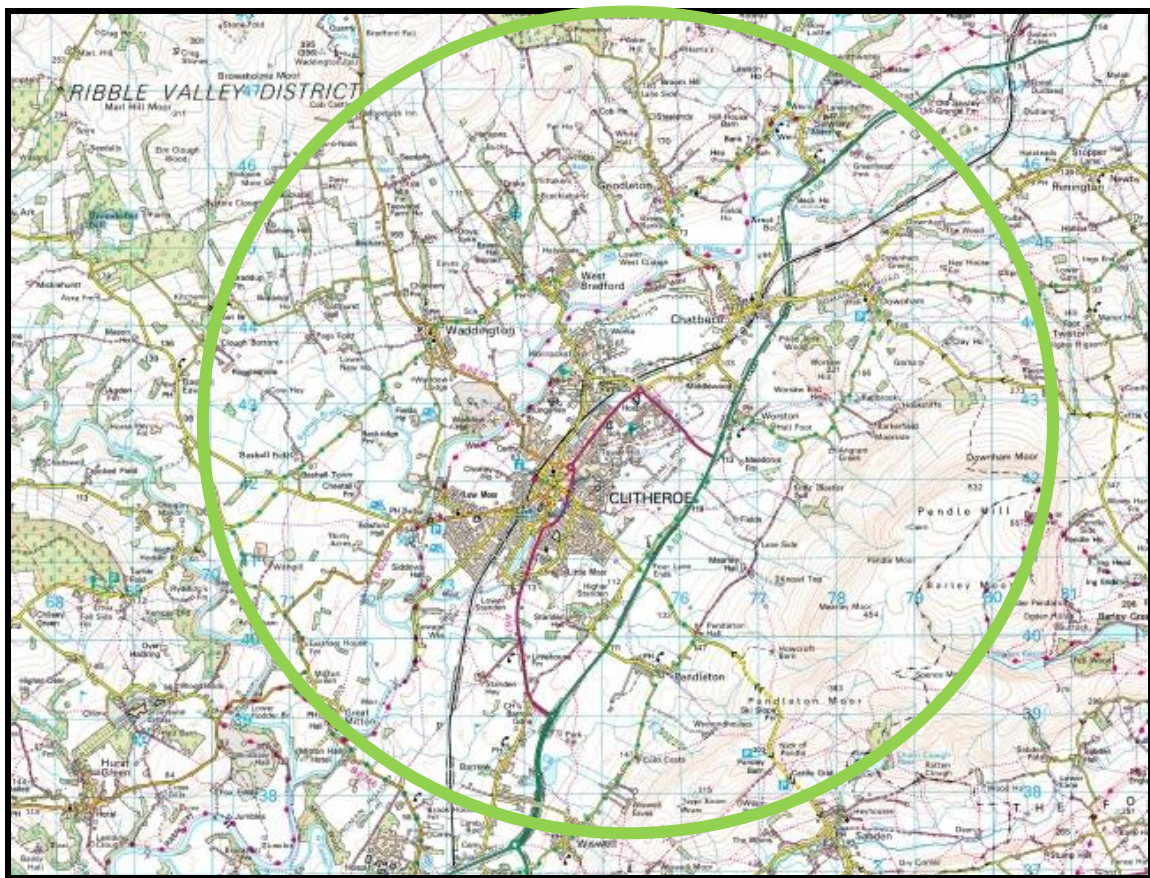
The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB). Importantly, the 2km walk catchment also extends to cover the full town centre. There are, therefore, opportunities for travel on foot.

In conclusion, the proposed application site can be considered as being accessible on foot based on its urban setting.

Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”
The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

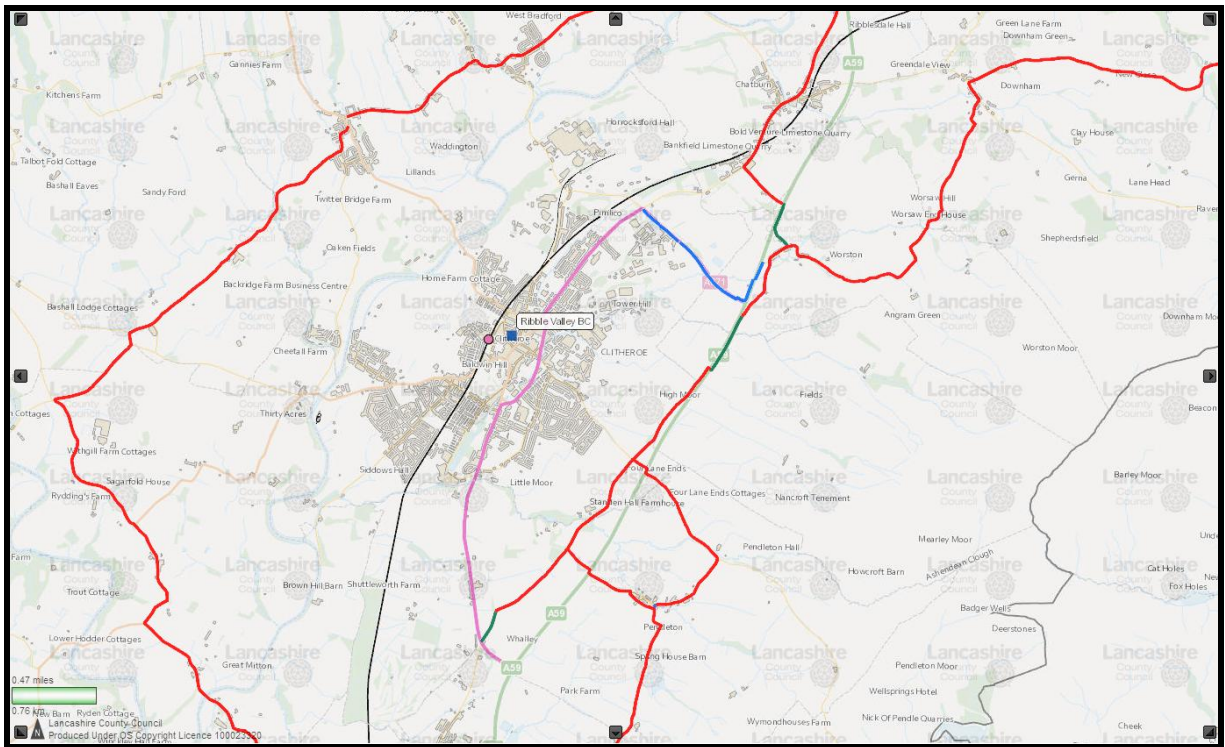
The National Travel Survey NTS (undertaken by the Dft) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used.

The 5 km distance is indicated by the green circle on the figure below.



Cycle Catchment

The plan shows the residential/employee catchment area within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.



Local cycle routes

The site is approx 300m from a cycle route that links into the wider regional network. There are opportunities to travel by cycle.

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work and leisure.

The CIHT ‘Guidelines for Planning for Public Transport in Developments’ (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

“What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

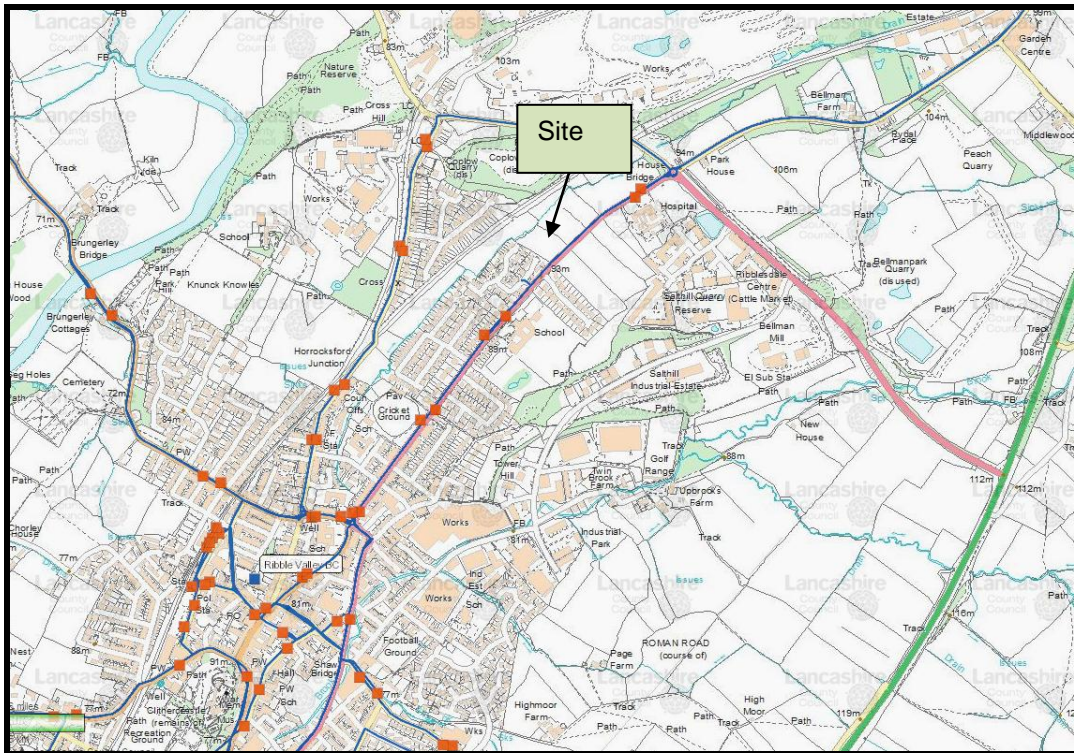
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?” (para 4.18).

The bus stops north and south of the site are approx 300m away thus well within the 400m desirable distance from guidance.



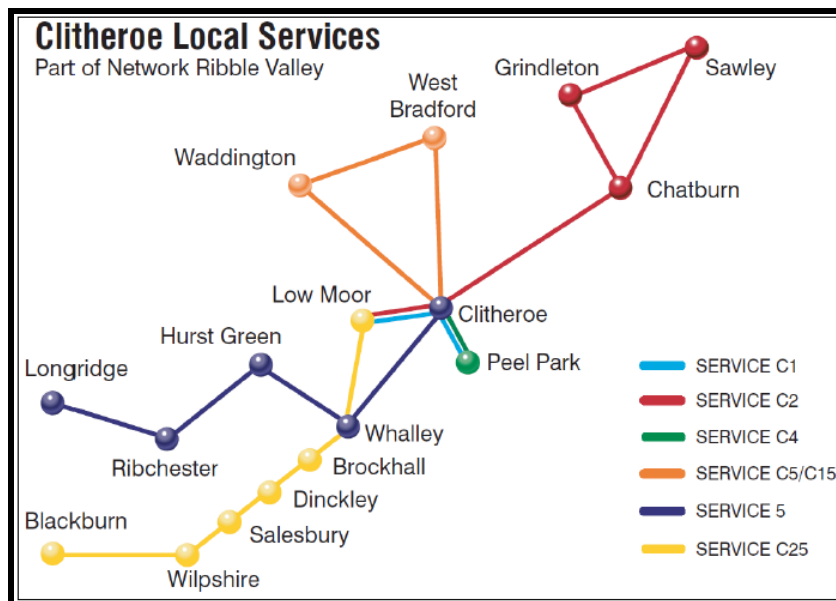
Bus stops towards and away from town

Locally the site is connected to the town centre and thus the wider area, to the east the site connects to Skipton and Burnley areas.

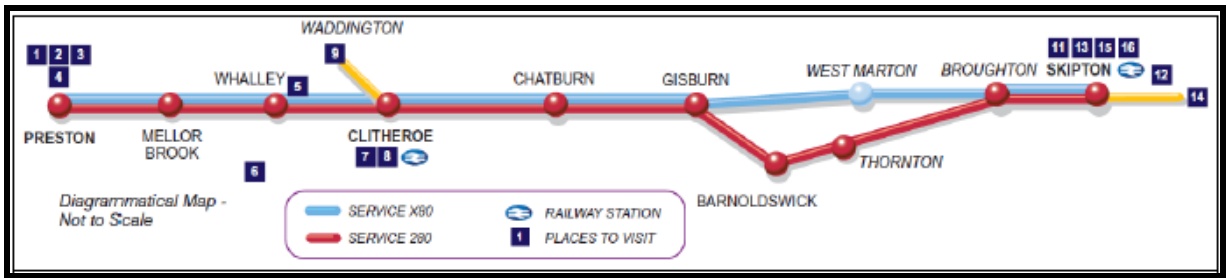


Departures from: CLITHEROE, Hospital	
2	SAWLEY - GRINDLETON - CHATBURN - CLITHEROE - LOW MOOR
Mondays to Fridays 0814\$ 0924\$ 1004\$ 1124\$ 1224\$ 1324\$ 1424\$ 1524\$ 1624\$ 1724\$ 1829\$(1) Saturdays 0814\$ 0924\$ 1024\$ 1124\$ 1224\$ 1324\$ 1424\$ 1524\$ 1624\$ 1724\$ 1829\$(1) No Sunday Service <small>Notes:</small> 1-Operated on behalf of Lancashire County Council, 10-Terrace at CLITHEROE, West Peak Stand A.	
7B	CLITHEROE - CHATBURN - BARLEY - BARROWFORD - NELSON via Waddington - West Bradford - Grindleton - Downham - Newchurch - Black
Mondays to Fridays 1650\$(2), 1750\$(2), 2050THF \$(2), 2250THF \$(2) Saturdays 1650\$(2), 1750\$(2), 2050\$(2), 2250\$(2) No Sunday Service <small>Notes:</small> 3-Operated on behalf of Lancashire County Council, 20-Terrace at CLITHEROE, Stand 1, THF-Thurston and Pitsley Org.	
180	SKIPTON - BARNOLDSWICK - CLITHEROE (- PRESTON) via Gisburn - Thornton
Mondays to Fridays 0646P 0724P 0949P 1148P 1354P 1615P 1818P 1935\$ Saturdays 0648P 0733P 0935P 1148P 1356P 1610P 1814P 1932\$ No Sunday Service <small>Notes:</small> 3-Operated on behalf of Lancashire County Council, 19-Centreway through to Preston on service 285.	
280	CLITHEROE - PRESTON via Chatburn - Whalley - Medock Brook
Sundays 1004\$ No Monday to Friday or Saturday Service <small>Notes:</small> 3-Operated on behalf of Lancashire County Council.	
X80	SKIPTON - GISBURN - CLITHEROE (- PRESTON) via West Marton - Gisburn
Mondays to Fridays 1048P 1305P 1501P 1712P Saturdays 1038P 1258P 1504P 1706P Sundays 1104P 1304P 1504P 1704P <small>Notes:</small> 19-Centreway through to Preston on service 285.	

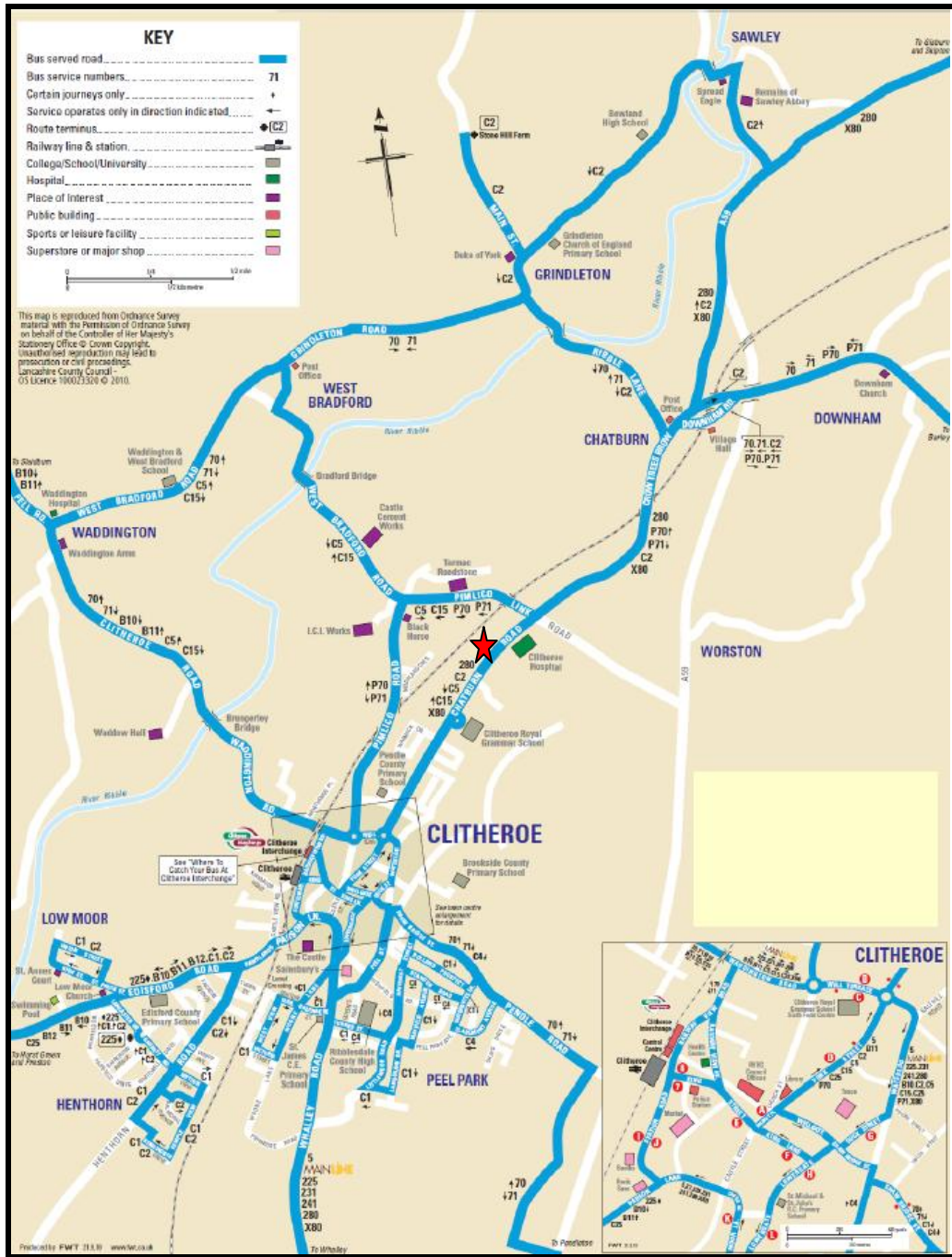
There are 5 routes that are available to the residents and staff, thus the local and wider area needs is met.



Local services



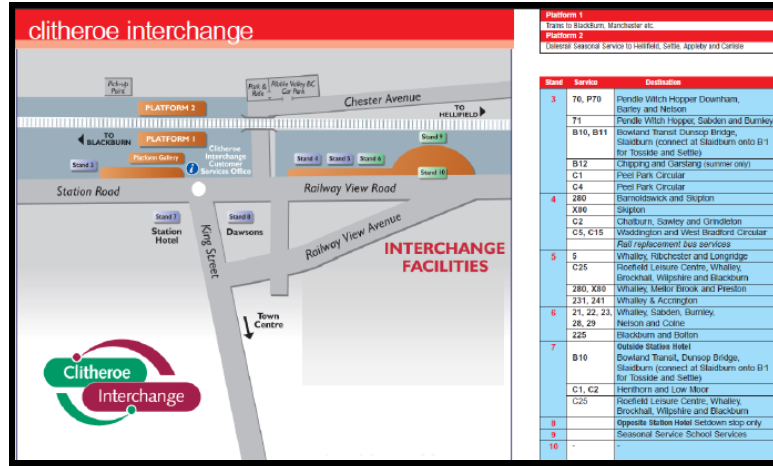
East west connections



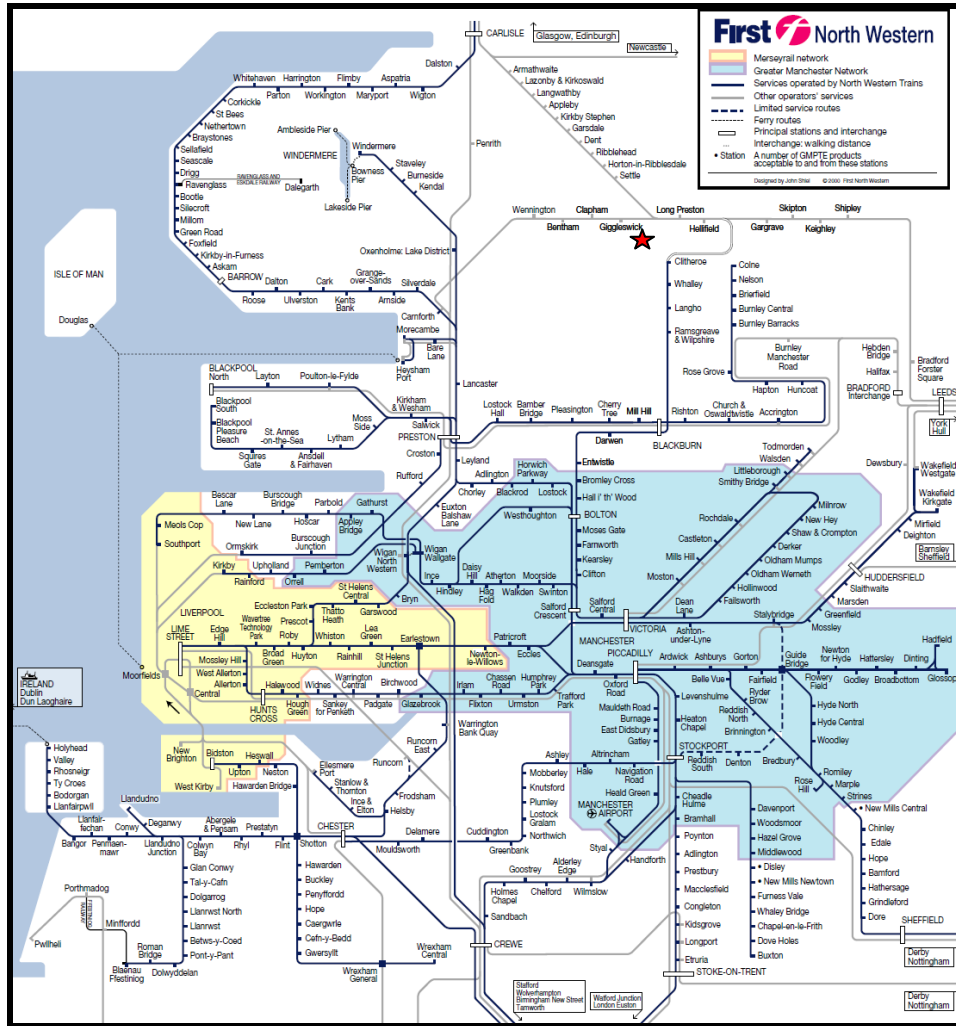
Bus routes

Rail

The town has a rail station which provides reasonable connections to the local towns and to the wider NW area.



Interchange details



NW rail map

The close proximity of the site to the strategically important Clitheroe to Manchester Railway line, its potential for residential development and regeneration, and to help establish a coherent station development zone next to the Clitheroe Interchange.

The site is approximately 1.5km walk (18 minutes) or a short bus/cycle ride to the rail station.

This railway line is the subject of a major investment package tied into a wider economic regeneration strategy for East Lancashire and Greater Manchester as well as parts of West Yorkshire.

A number of enhancements and proposals are proposed for the line that are intended to generate a number of potential impacts with the primary benefits being:

- Improved access to jobs and learning opportunities for local people;
- Employer access to a wider talent pool;
- Tourism uplift; and
- Inward investment.

As part of the strategic Northern Hub rail strategy and initiative it is hoped that the service frequency on this line will be increased in line with the introduction of new rolling stock and other improvements.

Also as part of the proposal to reopen the Todmorden Curve, for which funding has been approved, a new pattern of services is proposed to provide step change access improvements in East Lancashire and Greater Manchester.

The proposed application site is therefore considered as being highly accessible by rail.

Summary

The site is thus well placed to provide alternative modes of travel than the car for both local trip needs and wide trips via bus or train.

5. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

The proposals includes for the erection of 30 residential units including a new access and associated hard and soft landscaping, rear private amenity space for each dwelling house and a 200% off-street parking provision.

Layout

The site layout is illustrated on below (see architect drawing for full details) and included in the figures section.

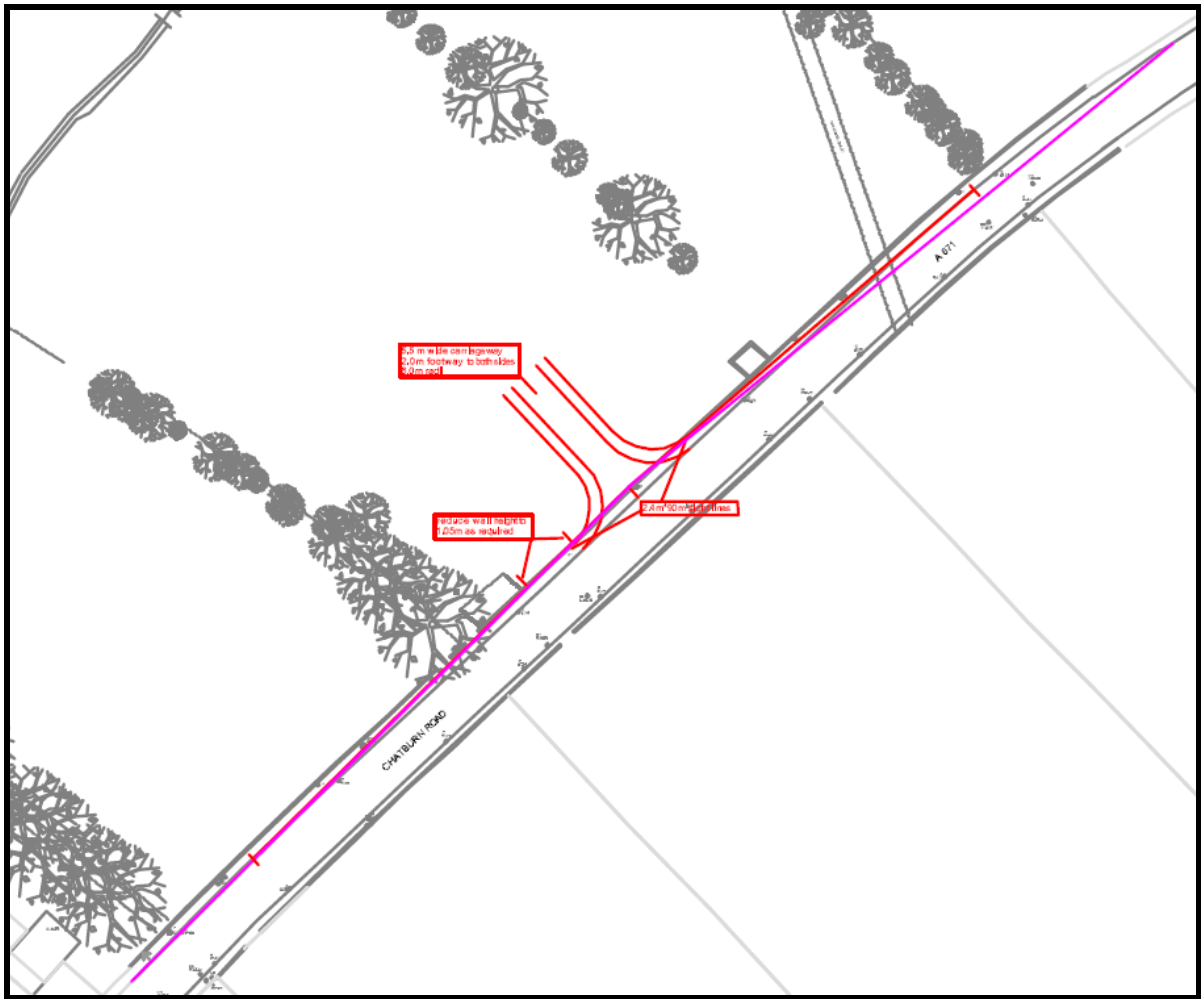


The layout is in the form of a cul de sac with footpaths to ensure good external walking connections are provided.

Access

The site will utilise the previously approved access layout to minimise the effect of the internal levels on the new layout. The sight lines based on a 40mph speed limit would be 120m based on DMRB.

The plan overleaf shows that the sight lines to the left are 88m where it becomes tangential and 90m to the right where it also becomes tangential, 120 m are shown for completeness.



The access would be 5.5 m wide and 6m radii minimum with 2m footpaths.



Car parking

Parking for the residential units will accord with the council's current guidance.

Trip generation and impacts

As indicated the site has a fallback with approved trip levels.

Peak Period	Arr	Dep	Tot
AM	7	15	22
PM	17	11	28

From the survey the link has 767 two way trips in the AM and 747 in the PM.

The new trips equate to approx 5% new trips on the link. It was agreed the link has no capacity issues.

The new proposal for 30 units using the agreed trip rates would derive the following trips using the rates set out.

Peak Period	Arr	Dep	Tot
AM	0.14	0.445	0.585
PM	0.437	0.226	0.663

These equate to trips for 30 units of:

Peak Period	Arr	Dep	Tot
AM	4	13	17
PM	13	7	20

The new application would derive a nett reduction in trips 5 two in the AM and 8 two in the PM

Assuming the trips are all new as a worst case:

Notwithstanding the above the Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed. At paragraph 4.92 GTA states that

"...the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism...."

The above notwithstanding GTA does suggest that threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be required. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network.

The likely number of trips that will be generated by the residential uses based on the above 20 two way trips in the peak i.e. lower than the 30 two way vehicle trips threshold, as defined in the GTA, in either of the weekday traditional peak hours.

In addition the councils threshold for residential schemes is for 50 units and above.

Given this it is concluded that the need for the development to be assessed in terms of its impact on the capacity and delay of the network is not required.

Impact during Construction

The delivery of materials to and from the site will form a large component of the traffic generated by the construction process. A routeing strategy will be developed closer to the time of construction, based upon the principle of using appropriate major roads.

Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area. This daily programme will seek to ensure that the timing of the arrival and departure of construction vehicles is managed so as to try and minimise the number of vehicles on the immediate local highway

The exact routes used by construction traffic will depend upon the sourcing of materials and the destination of any spoil removed from the site. These details will be agreed between the contractor and the Council prior to commencement of the works and signed where appropriate.

These can be detailed and agreed as part of the Construction Management plan.

During construction, the site will be secured so that it will only be accessible to construction workers and vehicles. This will be the case both when there is activity on-site, and also when the site is unmanned. Access to the site will be gated and controlled to ensure the potential for vandalism is minimised. All vehicles waiting to enter the site will be provided with sufficient stacking space to wait off the highway to minimise disruption to traffic.

6. SUMMARY

The scheme accords with local and national policy to work towards reducing trips whilst acknowledging the sites urban location.

The layout accords with good practice.

The site is a sustainable location for development.

Traffic flows have previously been assessed for up to date levels, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise.

As such the scheme would have little or no impact on the local network

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view, the residual impacts are not considered severe as per policy but low level/minor in nature.

Figures
(Note for full site plan refer to Architects layout)

House type Schedule				
Ref	House type	Description	Sq Ft (Excluding Garage)	Number
Bov	Bowlit	4 Bed detached house	1053	5
Enn	Ennerdale	4 Bed detached house	1521	2
Gas	Gasmere	4 Bed detached house	1404	3
Grz	Grasdale	2 Bed semi detached bungalow	712	4
Kirk	Kirkstone	4 Bed detached house	1404	2
Low	Lowther	3 Bed semi detached house	768	2
Roh	Rothay	2 Bed semi detached house	663	3
Thri	Thrimston	4 Bed detached house	1363	4
Was	Wastdale	4 Bed detached house	1327	5
			Total	30

Gross Site Area 1.857 Ha



REV	DATE	DESCRIPTION
H	19/02/18	Amendments to road way at LPA request.
G	31/01/18	Plot 17 house type amended
F	25/01/18	Full site replan following in house discussion and LPA requirements.
E	15/08/17	Turning head adjacent to plot 12 scale red and repositioned
D	20/06/17	Replan. Additional plots added.
C	30/05/17	Contour labelling corrected
B	24/05/17	Site easement to rear of plots 12-18 plots 1-11 repositioned to accommodate new road position. Plots 17-20 amended.
A	22/05/17	6m easement shown between Ulswater Gasworks plots 12 & 13. Was date plot 14 repositioned to accommodate.



Hebble Brook, The Sand, Forest of
Combe, L39 7PS
Tel: 01753 88 888. Oakmere@bt.com

PROJECT TITLE
CHATBURN ROAD
CLITHEROE

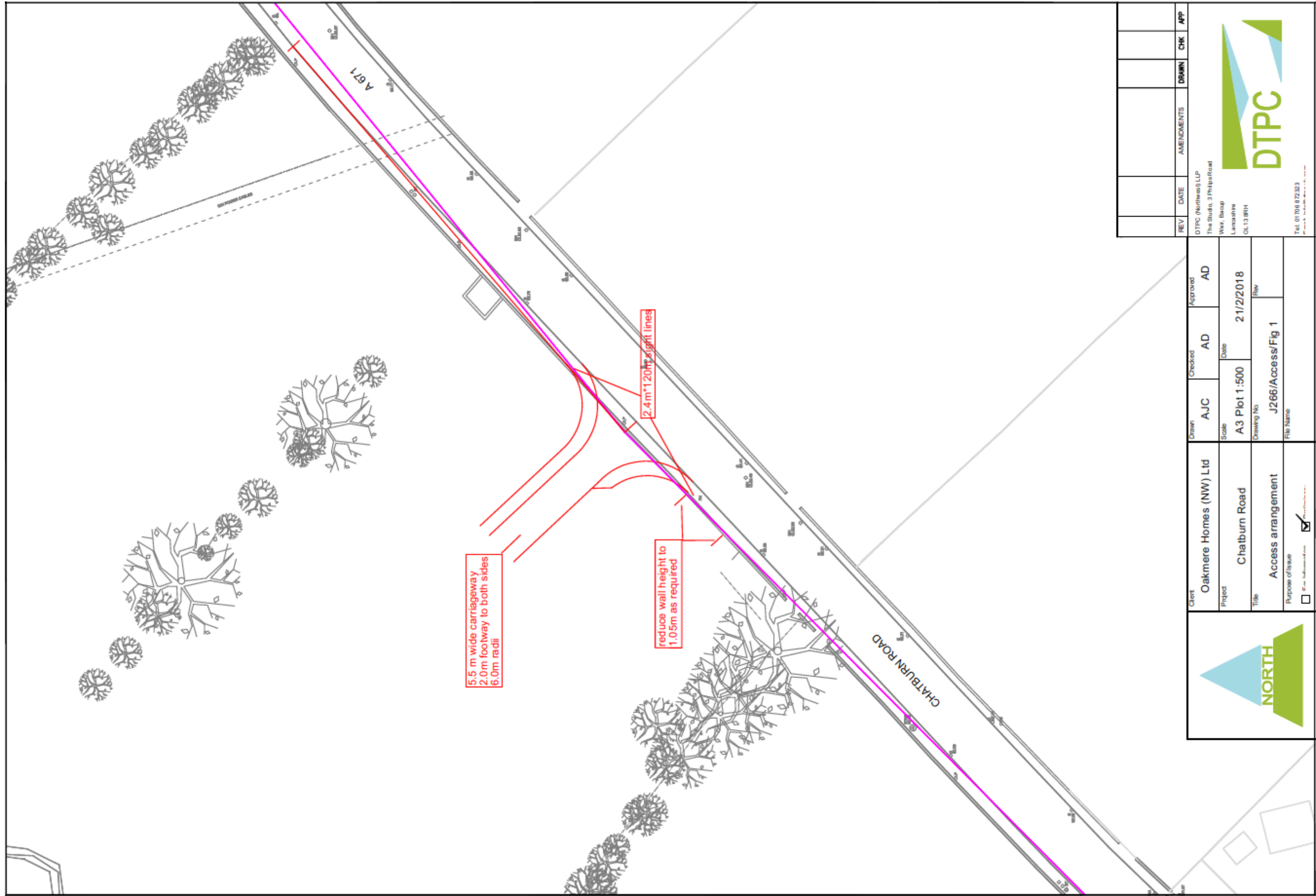
DRAWING TITLE
Site Layout

DRAWING NUMBER
016P/01


DATE
05/17

REVISION
H

SCALE
1:500 @ A2



REV	DATE	AMENDMENTS	DRAWN	CHK	APP



 DTPC (Northwest) LLP
 The Studio, 3 Priests Road
 Work, Basing
 Lymington
 OL13 9SH
 Tel: 01706 872323

Client	Oakmere Homes (NW) Ltd	Drawn	AJC	Checked	AD	Approved	AD
Project	Chatburn Road	Scale	A3 Plot 1 :500	Date	21/2/2018	File Name	J266/Access/Fig 1
Title	Access arrangement	Drawing No	J266/Access/Fig 1	Rev	Rev		
Purpose of Issue	<input type="checkbox"/> For Information Only <input checked="" type="checkbox"/> For Approval						



