



DTPC

Report No. J266/TS
July 2017

Residential development at Chatburn Road, Clitheroe

TRANSPORT STATEMENT



Residential development at Chatburn Road, Clitheroe

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J266/TS	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	July 2017

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

Residential development at Chatburn Road, Clitheroe

CONTENTS

	Page
1. INTRODUCTION.....	1
2. NATIONAL AND LOCAL POLICY GUIDANCE.....	2
National Policy	2
Future of Transport 2004	2
National Planning Policy Framework	2
Ribble Valley Local Plan and Core Strategy Consultation Transport Criteria.....	4
Summary	5
3. SITE DESCRIPTION.....	6
Site location context	6
Local Highway Provision	7
Safety review along frontage.....	8
Volumes	10
Speeds	12
Summary	13
4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE.....	14
Facilities	14
Walking and cycling	15
Travel by public transport.....	17
Rail	21
Summary	22
5. THE DEVELOPMENT PROPOSALS AND LAYOUT	23
Development Proposals	23
Layout.....	23
Access.....	23
Car parking.....	25
Trip generation and impacts.....	25
Impact during Construction	26
6. SUMMARY	27

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 28 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.

The report is based on scoping discussions with LCC.

The report shows 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.

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.***

Ribble Valley Local Plan and Core Strategy Consultation Transport Criteria

The Ribble Valley Plan Sets out detailed policies and specific proposals for the development and use of land in the area. The current Local Plans was adopted by the Council in 1998 and is currently undergoing review.

A number of policies have been “saved” under the Local Development Framework. Policy T1 ‘Development Proposals’ in the Local Plan has the same criteria as the “Key Statement DMG3” Transport and Mobility in Appendix 4 of the Core Strategy Consultation document. It states that the local planning authority will attach considerable weight to these criteria when making decisions on the development proposals.

The eight points of the criteria are set out below.

1: The availability and adequacy of public transport to serve those moving to and from the development.

2: The relationship of the site to primary route network:

3: The provision made for access to the development by pedestrian, cyclist and those with reduced mobility.

4: Proposals which promote development with the existing developed areas at locations which are highly accessible by means other than the private car.

5: Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car.

6: Proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their visibility.

7: Proposals which locate developments in areas which maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly.

8: Proposals which limit parking provision for developments and other on or off street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives.

The Ribble Valley Core Strategy Consultation Document and the Local Plan both state that the local planning authority will attach considerable weight to these criteria when making decisions on development proposals.

Subsequent chapters of this report describe the development proposals and surrounding existing facilities such as pedestrian footways, public transport services, cycle ways etc and sets out the development proposals comply with the guidelines and policies detailed above.

Summary

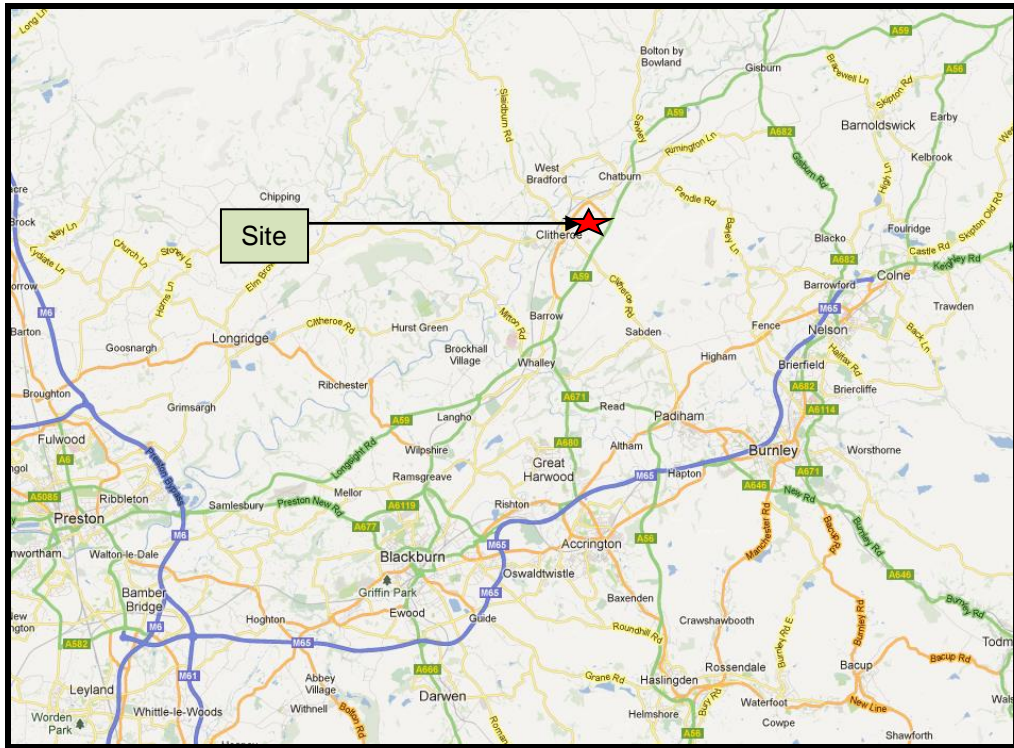
The overriding theme of national policy is that developments should be accessible by sustainable means of transport and accessible to all members of the local community relative to the location of the residential units.

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.

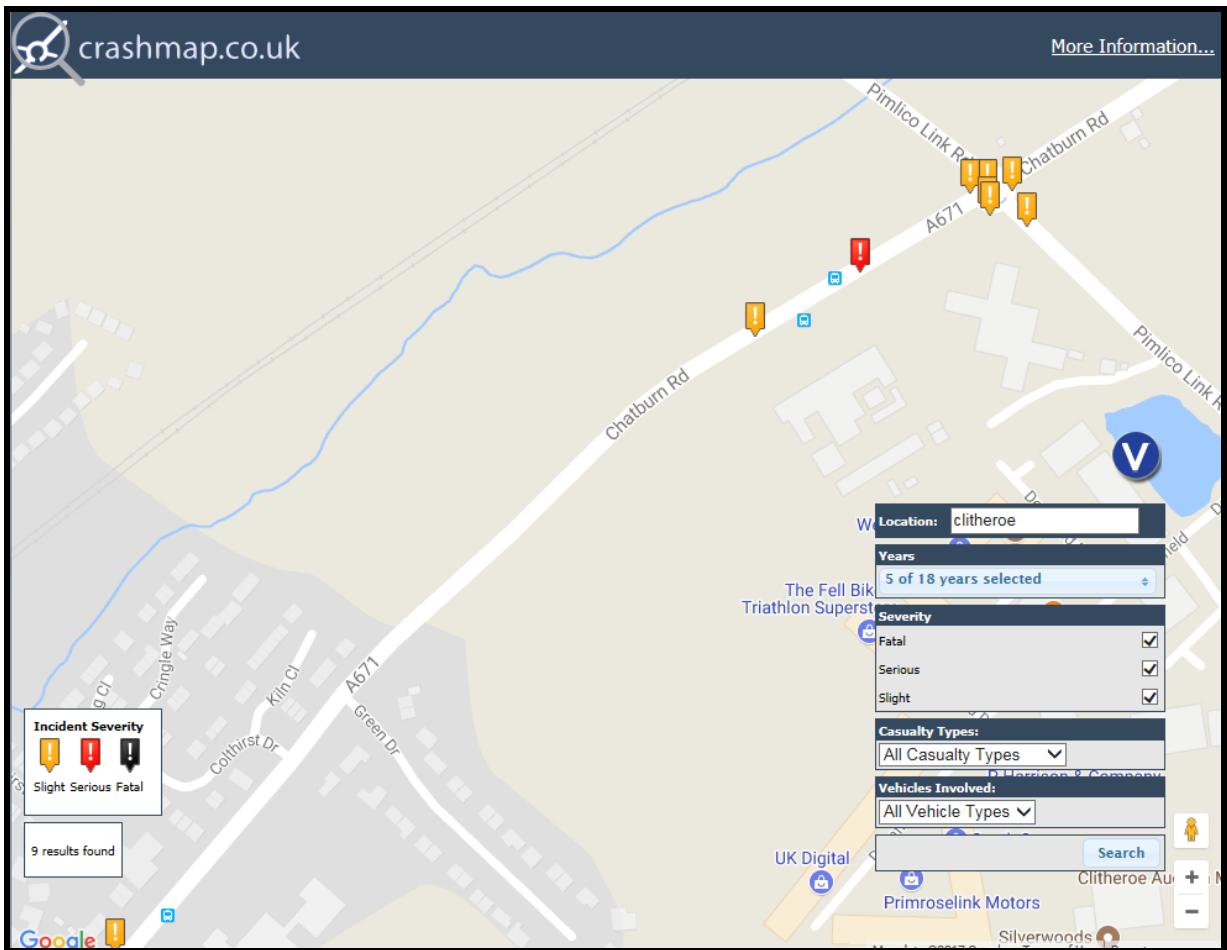
The results show that over the past 5 years the area along the site frontage has had no accidents recorded.

To the NE of the site has had 2 recorded events including one serious in 2014 i.e. less than 1 per year.

Records of this level would not normally raise a major concern, in this case the two relate to the hospital and school area respectively.

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 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.



Crash Date:		Friday, September 30, 2011	Time of Crash:		3:00:00 PM	Crash Reference:		2355220	
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	5				
Highway Authority:	Lancashire County	OS Grid Reference:	375050	442730					
Local Authority:	Ribble Valley Borough								
Road Number:	A671	Road Type:	Single carriageway						
Weather Description:	Fine without high winds								
Road Surface Description:	Dry								
Speed Limit:	30	Junction Control:	Give way or uncontrolled						
Light Conditions:	Daylight (up to 2010: with street lights present)								
Carriageway Hazards:	None								
Junction Detail:	Other junction								
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres								
Vehicles involved									
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre				
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend				
2	Bus or coach (17 or more passenger seats)	4	Male	25 - 39	Vehicle proceeding normally along the carriageway, not on a bend				

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


Volumes

Automatic Classified Counts, Clitheroe

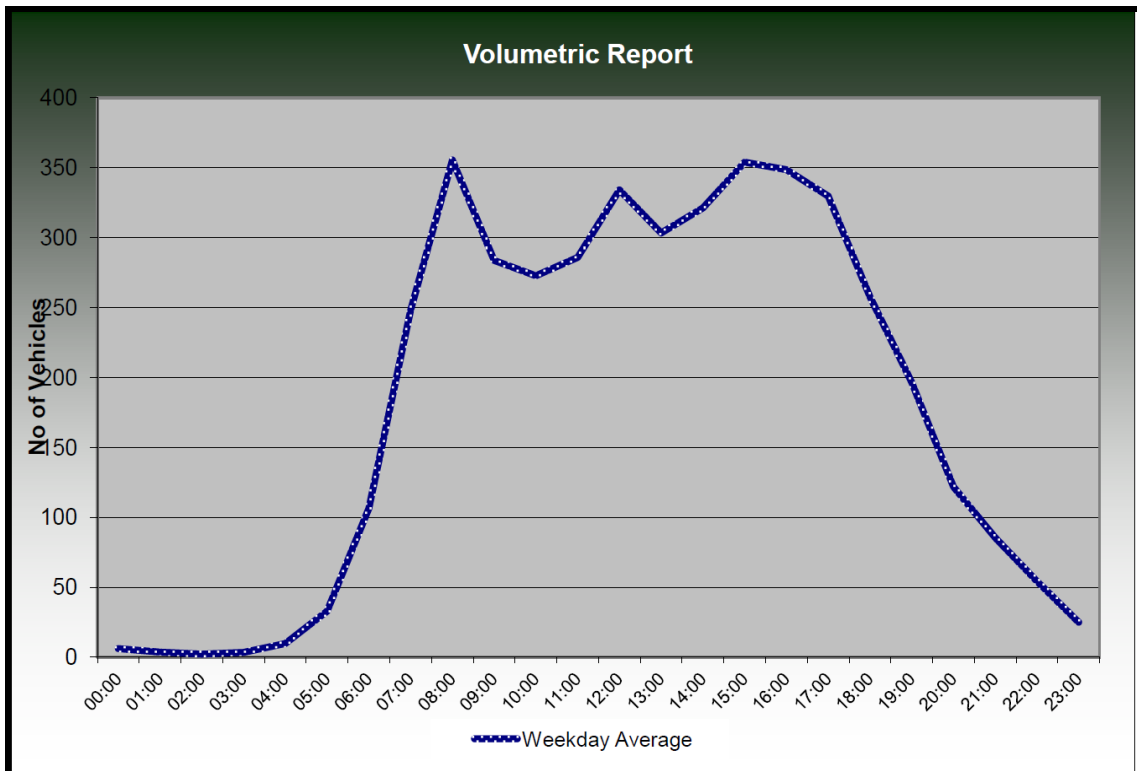
DATE: 24/04/2013 TO 30/04/2013

LOCATION: A671 CHATBURN ROAD

Direction : NORTHBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Wednesday 24/04/2013	Thursday 25/04/2013	Friday 26/04/2013	Saturday 27/04/2013	Sunday 28/04/2013	Monday 29/04/2013	Tuesday 30/04/2013			
0:00 - 1:00	7	6	11	23	35	4	3	6	13	
1:00 - 2:00	2	2	9	14	31	4	1	4	9	
2:00 - 3:00	4	3	4	7	27	0	0	2	6	
3:00 - 4:00	4	4	2	8	5	3	4	3	4	
4:00 - 5:00	9	9	10	6	5	12	9	10	9	
5:00 - 6:00	27	32	27	20	13	37	42	33	28	
6:00 - 7:00	114	112	99	44	37	98	109	106	88	
7:00 - 8:00	243	250	227	86	32	257	264	248	194	
8:00 - 9:00	370	359	378	186	67	334	337	356	290	
9:00 - 10:00	263	280	288	264	118	274	314	284	257	
10:00 - 11:00	278	272	277	294	224	277	260	273	269	
11:00 - 12:00	292	268	310	351	246	255	304	286	289	
12:00 - 13:00	346	323	332	349	242	314	356	334	323	
13:00 - 14:00	314	296	296	287	204	288	323	303	287	
14:00 - 15:00	312	313	369	303	213	300	312	321	303	
15:00 - 16:00	344	355	409	278	230	324	338	354	325	
16:00 - 17:00	347	315	383	240	172	335	363	349	308	
17:00 - 18:00	332	305	347	223	112	320	345	330	283	
18:00 - 19:00	251	276	276	194	113	247	239	258	228	
19:00 - 20:00	197	212	205	165	93	179	190	197	177	
20:00 - 21:00	119	120	145	110	79	108	117	122	114	
21:00 - 22:00	81	92	80	62	45	98	76	85	76	
22:00 - 23:00	56	69	51	57	26	45	50	54	51	
23:00 - 0:00	20	27	46	51	10	16	16	25	27	
7-19	3692	3612	3892	3055	1973	3525	3755	3695	3358	
6-22	4203	4148	4421	3436	2227	4008	4247	4205	3813	
6-24	4279	4244	4518	3544	2263	4069	4313	4285	3890	
0-24	4332	4300	4581	3622	2379	4129	4372	#DIV/0!	3959	



The above flows are away from town across the site frontage.

Automatic Classified Counts, Clitheroe

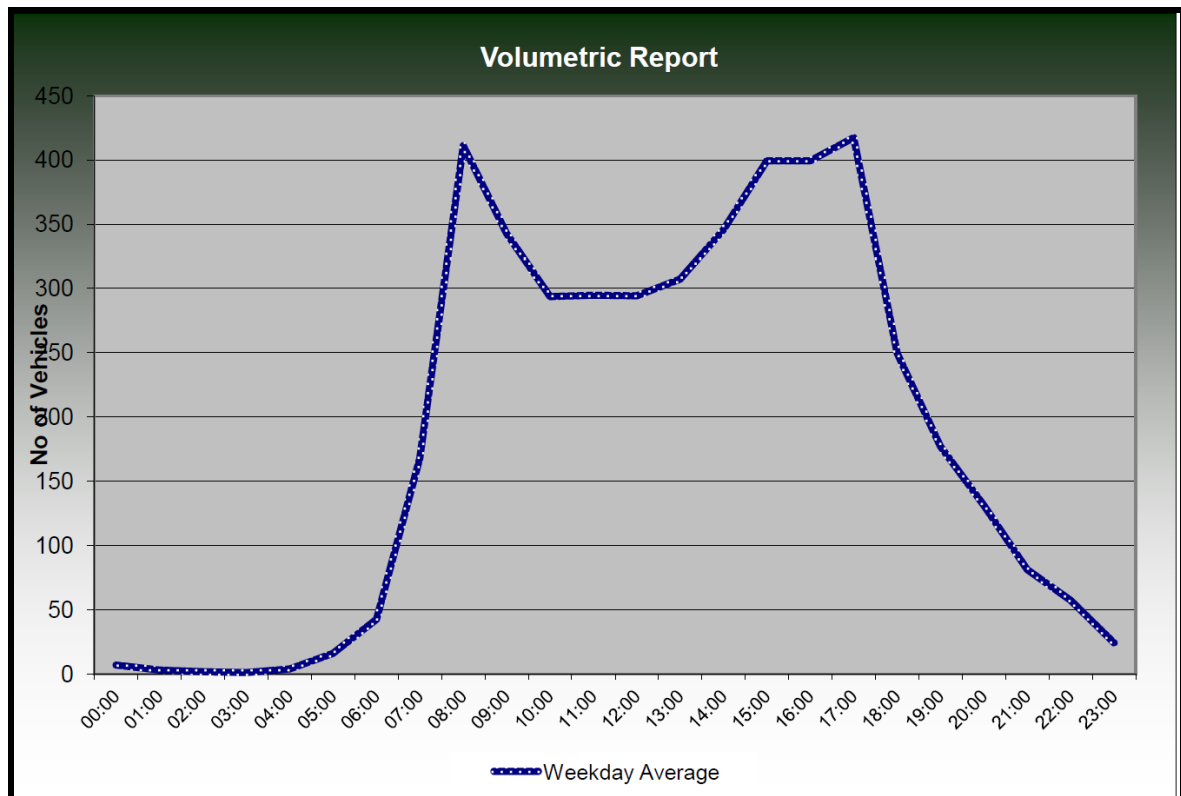
DATE: 24/04/2013 TO 30/04/2013

LOCATION: A671 CHATBURN ROAD

Direction : SOUTHBOUND



TIME PERIOD	VEHICLE VOLUMES								
	Wednesday 24/04/2013	Thursday 25/04/2013	Friday 26/04/2013	Saturday 27/04/2013	Sunday 28/04/2013	Monday 29/04/2013	Tuesday 30/04/2013	Weekday Average	Week Average
0:00 - 1:00	7	6	13	38	45	4	4	7	17
1:00 - 2:00	2	3	5	8	18	1	4	3	6
2:00 - 3:00	1	1	2	8	23	3	1	2	6
3:00 - 4:00	2	1	1	8	9	1	0	1	3
4:00 - 5:00	5	5	2	3	3	5	2	4	4
5:00 - 6:00	12	16	14	6	7	14	24	16	13
6:00 - 7:00	36	40	44	21	11	42	50	42	35
7:00 - 8:00	166	167	179	85	18	157	170	168	135
8:00 - 9:00	428	425	392	197	45	390	421	411	328
9:00 - 10:00	342	351	340	276	146	309	372	343	305
10:00 - 11:00	305	305	277	370	207	276	305	294	292
11:00 - 12:00	298	298	308	342	253	271	299	295	296
12:00 - 13:00	284	261	315	353	238	318	293	294	295
13:00 - 14:00	301	297	360	281	248	276	302	307	295
14:00 - 15:00	350	363	388	291	250	284	344	346	324
15:00 - 16:00	389	351	483	298	240	367	407	399	362
16:00 - 17:00	398	370	406	270	203	413	410	399	353
17:00 - 18:00	402	453	437	236	137	418	377	417	351
18:00 - 19:00	268	240	231	174	100	226	283	250	217
19:00 - 20:00	181	193	149	154	104	188	174	177	163
20:00 - 21:00	119	129	136	104	89	156	115	131	121
21:00 - 22:00	80	86	92	76	52	72	76	81	76
22:00 - 23:00	57	62	65	63	29	48	54	57	54
23:00 - 0:00	19	23	38	56	10	23	18	24	27
7-19	3931	3881	4116	3173	2085	3705	3983	3923	3553
6-22	4347	4329	4537	3528	2341	4163	4398	4355	3949
6-24	4423	4414	4640	3647	2380	4234	4470	4436	4030
0-24	4452	4446	4677	3718	2485	4262	4505	#DIV/0!	4078



The flows above are towards the centre.

Overall the flows are higher inbound to the centre especially in the peak periods.

Speeds

TIME PERIOD	85TH PERCENTILE						
	Wednesday 24/04/2013	Thursday 25/04/2013	Friday 26/04/2013	Saturday 27/04/2013	Sunday 28/04/2013	Monday 29/04/2013	Tuesday 30/04/2013
0:00 - 1:00	50.6	60.0	54.9	50.0	53.3	42.4	52.4
1:00 - 2:00	60.5	41.2	47.1	53.3	53.5	52.1	41.0
2:00 - 3:00	43.2	51.9	54.0	51.5	54.3	-	-
3:00 - 4:00	52.4	44.4	46.7	49.6	51.4	47.6	43.8
4:00 - 5:00	50.1	45.9	45.6	46.6	49.2	47.6	43.7
5:00 - 6:00	50.8	45.9	46.8	45.6	50.4	46.2	49.3
6:00 - 7:00	46.3	45.5	46.0	49.1	50.3	44.8	45.4
7:00 - 8:00	43.6	43.8	43.7	47.1	45.6	42.6	43.5
8:00 - 9:00	40.5	39.4	39.5	42.1	44.9	40.1	39.4
9:00 - 10:00	39.6	39.6	39.5	41.4	40.8	39.4	39.7
10:00 - 11:00	39.4	40.0	40.0	40.8	42.0	38.8	39.8
11:00 - 12:00	38.9	39.6	39.7	39.8	40.7	39.8	38.7
12:00 - 13:00	39.1	39.0	39.8	40.4	40.0	39.5	38.6
13:00 - 14:00	39.7	39.7	40.4	40.1	41.1	39.4	39.2
14:00 - 15:00	39.0	39.2	39.5	40.8	41.1	38.7	39.2
15:00 - 16:00	38.4	38.5	38.0	40.5	40.7	38.2	37.8
16:00 - 17:00	39.0	38.7	40.6	40.3	44.0	40.2	39.5
17:00 - 18:00	42.1	42.1	41.6	42.6	43.0	41.9	41.2
18:00 - 19:00	41.9	41.7	41.4	42.8	44.1	42.0	41.9
19:00 - 20:00	41.5	41.5	42.0	44.6	46.7	41.7	44.0
20:00 - 21:00	44.0	43.9	42.6	44.1	45.8	44.4	44.3
21:00 - 22:00	43.6	43.6	43.4	46.6	46.8	43.9	45.1
22:00 - 23:00	44.7	44.1	45.5	46.0	47.5	47.2	44.7
23:00 - 0:00	45.2	42.6	45.3	46.3	46.0	49.1	45.1
10-12	39.2	39.8	39.8	40.2	41.3	39.3	39.2
14-16	38.8	39.1	39.1	40.6	41.0	38.6	38.6
0-24	40.9	40.9	41.0	42.1	43.4	40.9	40.9
7 DAY AVERAGE SPEED		36.2					
7 DAY AVERAGE 85th PERCENTILE		41.3					

North bound the speed is slightly higher than the posted limit of 40 mph.

TIME PERIOD	85TH PERCENTILE						
	Wednesday 24/04/2013	Thursday 25/04/2013	Friday 26/04/2013	Saturday 27/04/2013	Sunday 28/04/2013	Monday 29/04/2013	Tuesday 30/04/2013
0:00 - 1:00	46.7	53.9	48.4	42.8	47.3	41.6	40.3
1:00 - 2:00	41.4	48.7	45.9	44.9	47.5	45.0	38.9
2:00 - 3:00	38.0	41.0	41.4	46.7	49.8	39.2	39.0
3:00 - 4:00	52.1	35.0	35.0	40.5	51.2	41.0	-
4:00 - 5:00	44.5	53.6	54.5	49.0	59.6	42.7	37.8
5:00 - 6:00	47.6	44.6	45.7	39.3	42.0	40.5	45.7
6:00 - 7:00	41.2	43.8	43.5	46.9	50.7	41.3	40.8
7:00 - 8:00	41.2	39.4	39.6	42.7	40.0	39.2	38.7
8:00 - 9:00	36.7	37.3	37.4	39.7	43.2	36.0	37.2
9:00 - 10:00	37.2	36.8	36.6	39.0	39.3	36.3	37.3
10:00 - 11:00	37.7	37.4	37.3	38.6	38.8	36.4	37.6
11:00 - 12:00	36.1	37.7	37.6	38.6	37.8	37.0	37.9
12:00 - 13:00	36.9	37.2	38.0	38.3	38.0	36.9	38.6
13:00 - 14:00	36.6	36.7	37.2	38.7	38.2	37.1	38.0
14:00 - 15:00	36.4	36.2	37.0	39.2	38.8	37.4	36.5
15:00 - 16:00	36.3	36.2	35.0	38.6	38.6	36.1	35.1
16:00 - 17:00	37.6	37.8	38.3	39.3	39.9	37.3	37.3
17:00 - 18:00	39.3	39.1	38.8	41.4	40.4	39.6	38.9
18:00 - 19:00	41.3	41.8	41.3	41.8	40.5	40.6	39.6
19:00 - 20:00	40.5	39.5	40.1	41.7	41.0	42.2	42.2
20:00 - 21:00	41.1	40.3	39.8	43.9	40.0	41.8	41.1
21:00 - 22:00	42.1	42.1	42.3	43.4	42.8	39.8	45.4
22:00 - 23:00	41.8	42.4	44.6	43.1	46.7	43.0	43.8
23:00 - 0:00	46.3	44.8	40.6	43.8	45.4	42.6	42.1
10-12	37.0	37.6	37.4	38.6	38.3	36.7	37.8
14-16	36.7	36.4	36.4	39.0	38.7	37.0	36.2
0-24	38.4	38.4	38.4	40.1	40.1	38.3	38.5
7 DAY AVERAGE SPEED		34.0					
7 DAY AVERAGE 85th PERCENTILE		38.8					

Southbound towards the speed limit change the speeds are slightly less than the speed limit; the design of the sight lines would be based on the speed limits

Summary

The local network is urban in nature, has few recorded accidents but none in the area of the site access and speeds observed around the posted limit. There are no link capacity issues.

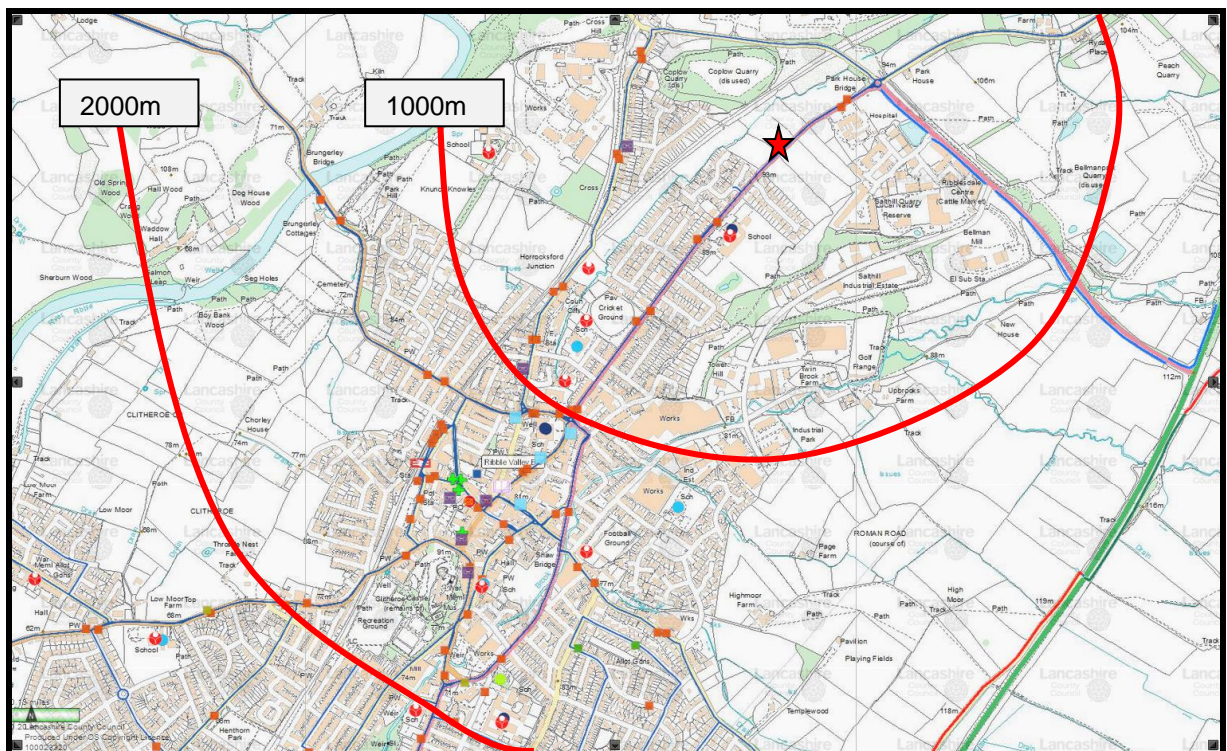
4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

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.

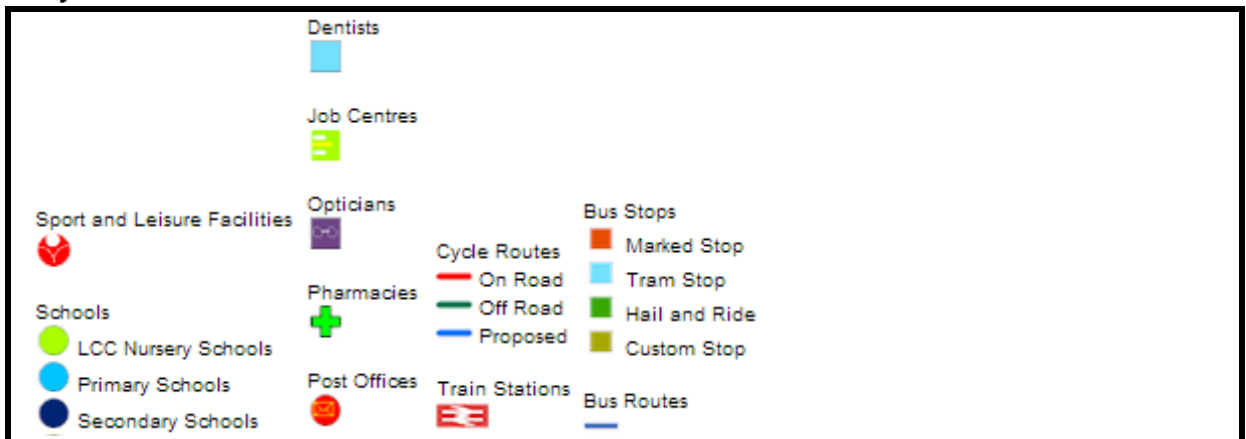
The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

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

Facilities



Key



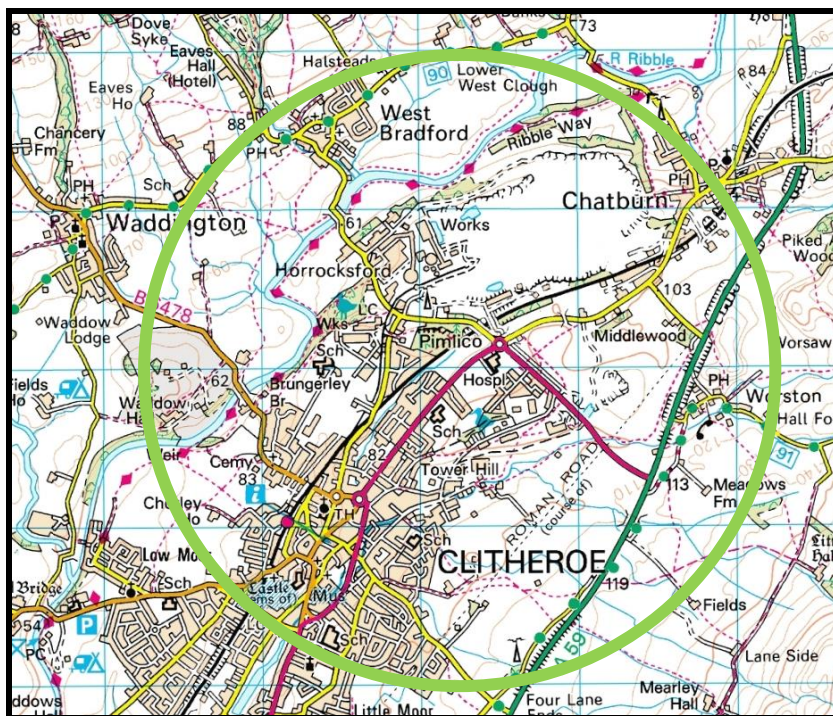
Walking and cycling

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.

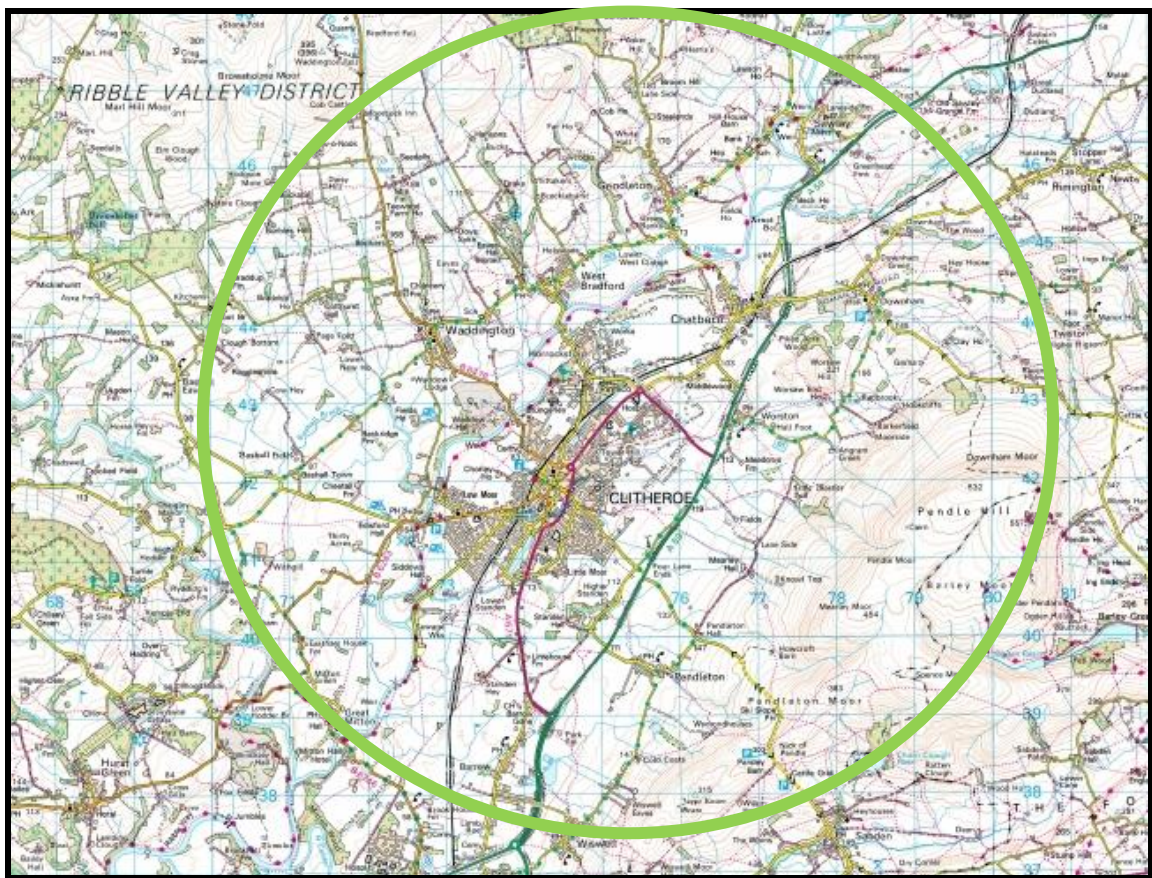
The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB). Importantly, the 2km walk catchment also extends to cover the full town centre. There are, therefore, opportunities for travel on foot.

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)

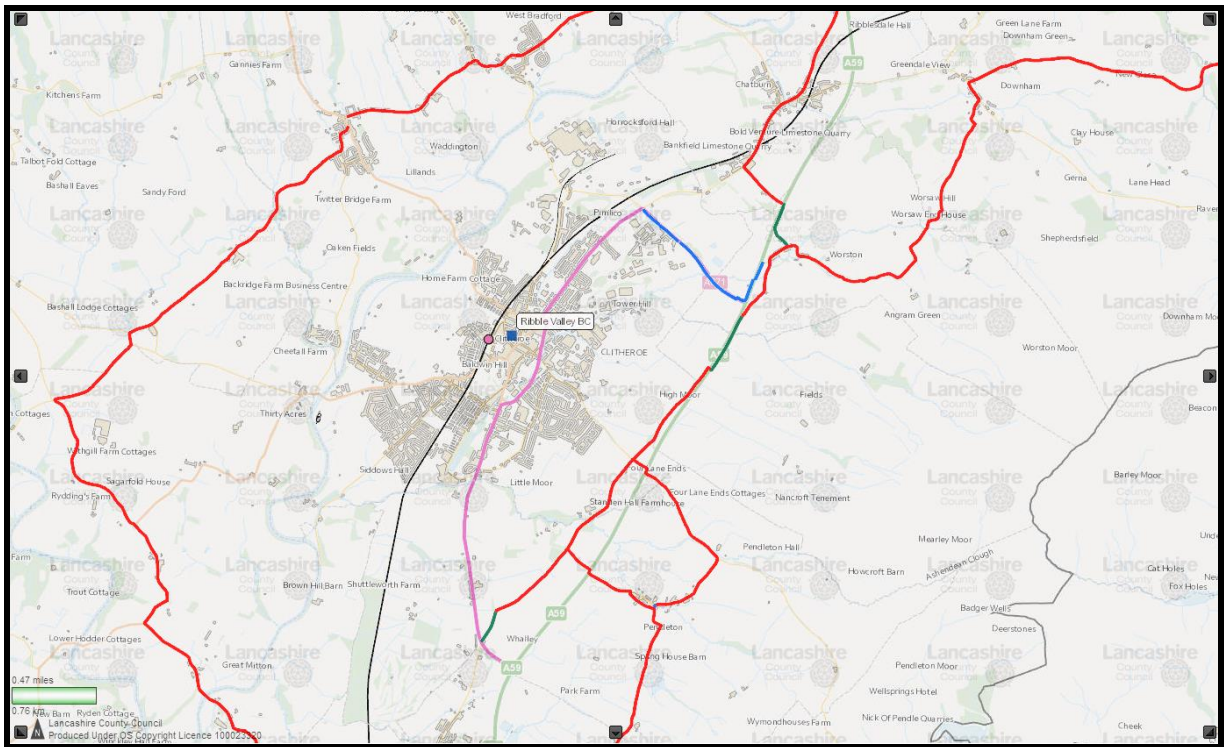
The National Travel Survey NTS (undertaken by the Dft) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used.

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?

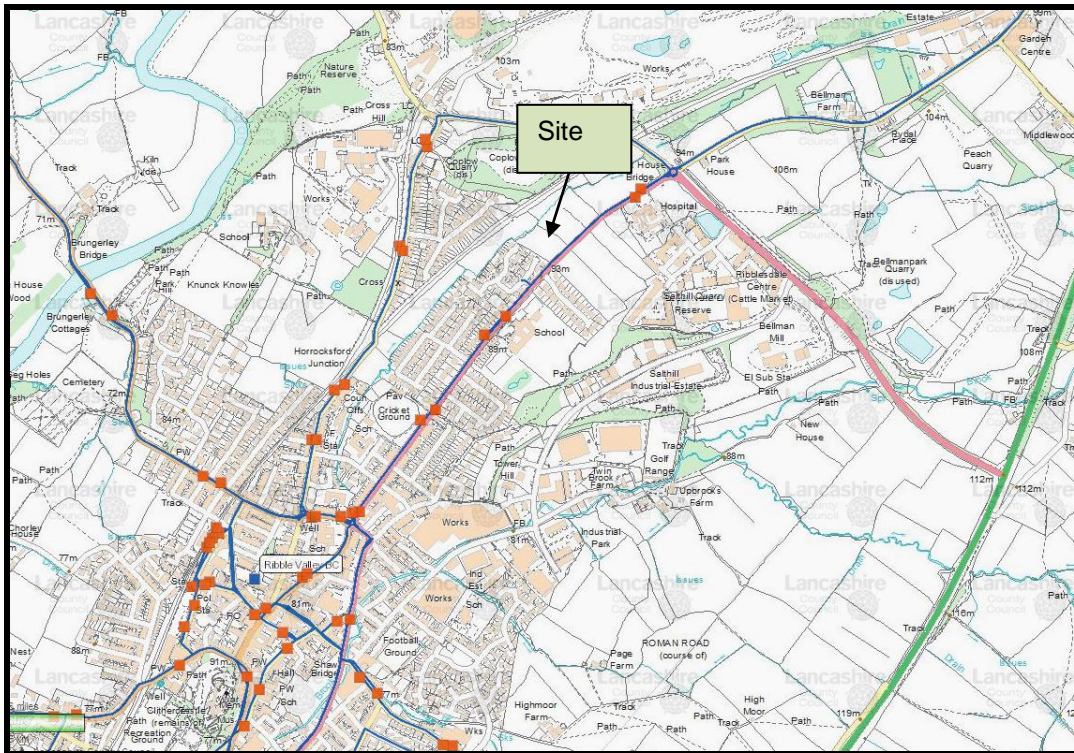
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?” (para 4.18).

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



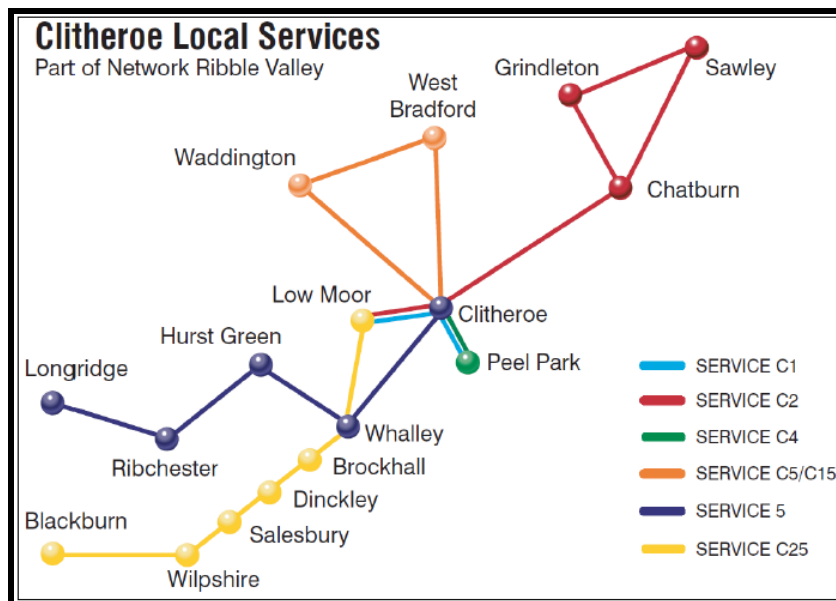
Bus stops towards and away from town

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.

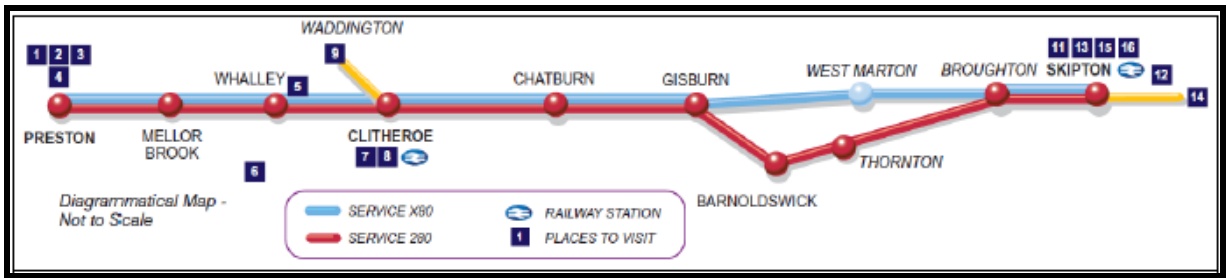


Departures from: CLITHEROE, Hospital	
2	SAWLEY - GRINDLETON - CHATBURN - CLITHEROE - LOW MOOR
Mondays to Fridays 0814S 0924S 1004S 1124S 1224S 1324S 1424S 1524S 1624S 1724S 1829S(1) Saturdays 0814S 0924S 1024S 1124S 1224S 1324S 1424S 1524S 1624S 1724S 1829S(1) No Sunday Service <small>Notes:</small> 1-Operated on behalf of Lancashire County Council. 10-Terrace at CLITHEROE, West Peak Stand A.	
7B	CLITHEROE - CHATBURN - BARLEY - BARROWFORD - NELSON <small>via Waddington - West Bradford - Grindleton - Downham - Newchurch - Blunk</small>
Mondays to Fridays 1650S(2) 1750S(2) 2050THF S(2) 2250THF S(2) Saturdays 1650S(2) 1750S(2) 2050S(2) 2250S(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) <small>via Gisburn - Thornton</small>
Mondays to Fridays 0646P 0724P 0949P 1148P 1354P 1615P 1818P 1935S Saturdays 0648P 0733P 0935P 1148P 1356P 1610P 1814P 1932S No Sunday Service <small>Notes:</small> 5-Operated on behalf of Lancashire County Council. 19-Continues through to Preston as service 285.	
280	CLITHEROE - PRESTON <small>via Chatburn - Whalley - Medga Brook</small>
Sundays 1004S No Monday to Friday or Saturday Service <small>Notes:</small> 1-Operated on behalf of Lancashire County Council.	
X80	SKIPTON - GISBURN - CLITHEROE (- PRESTON) <small>via West Marton - Gisburn</small>
Mondays to Fridays 1048P 1305P 1501P 1712P Saturdays 1038P 1258P 1504P 1706P Sundays 1104P 1304P 1504P 1704P <small>Notes:</small> 19-Continues through to Preston as service 285.	

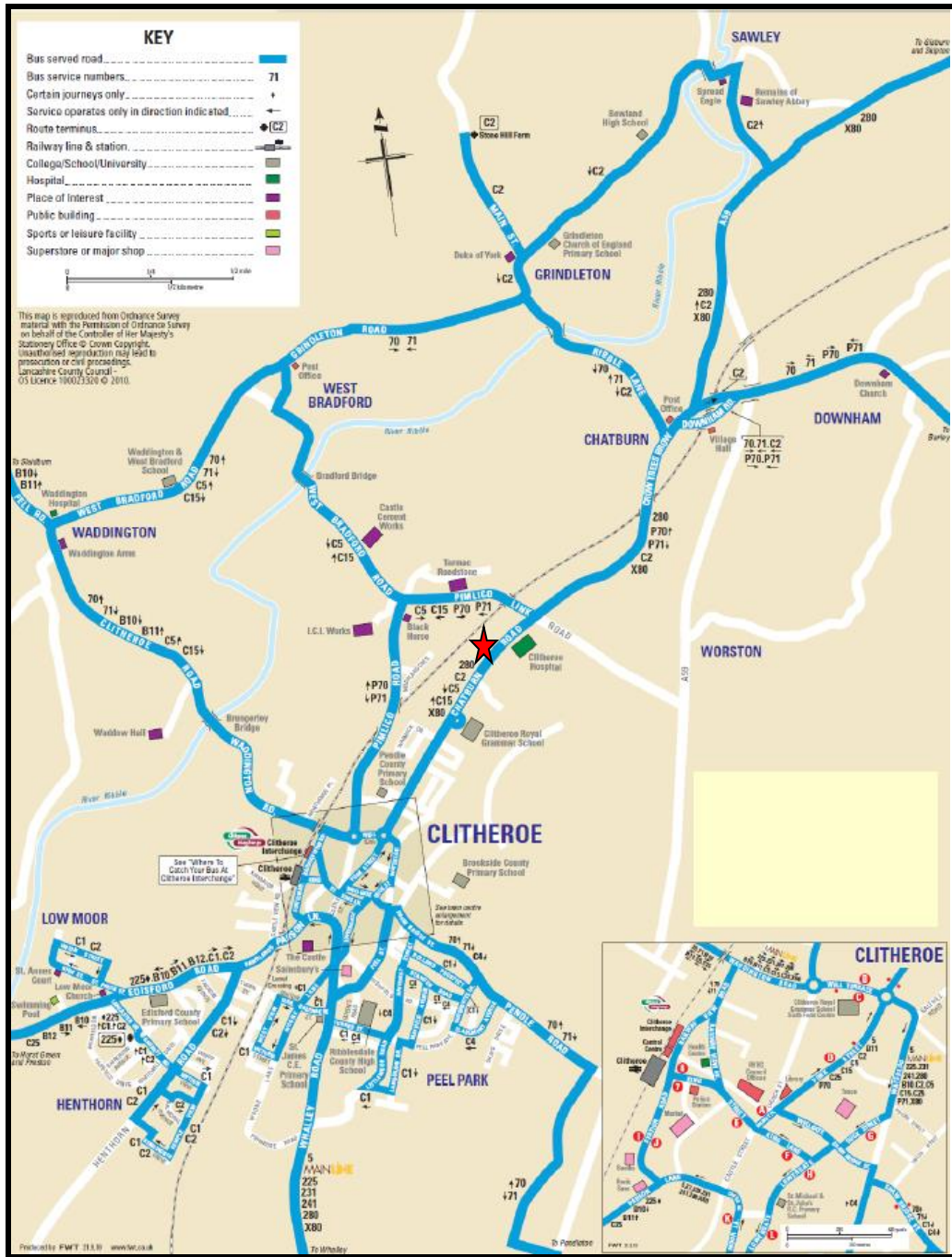
There are 5 routes that are available to the residents and staff, thus the local and wider area needs is met.



Local services



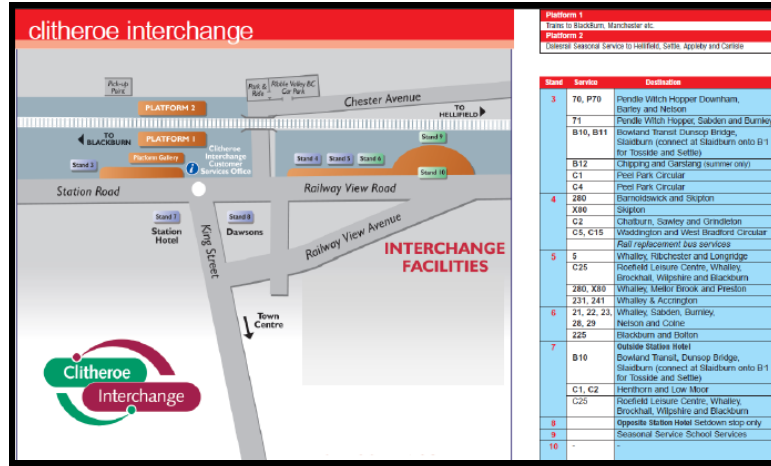
East west connections



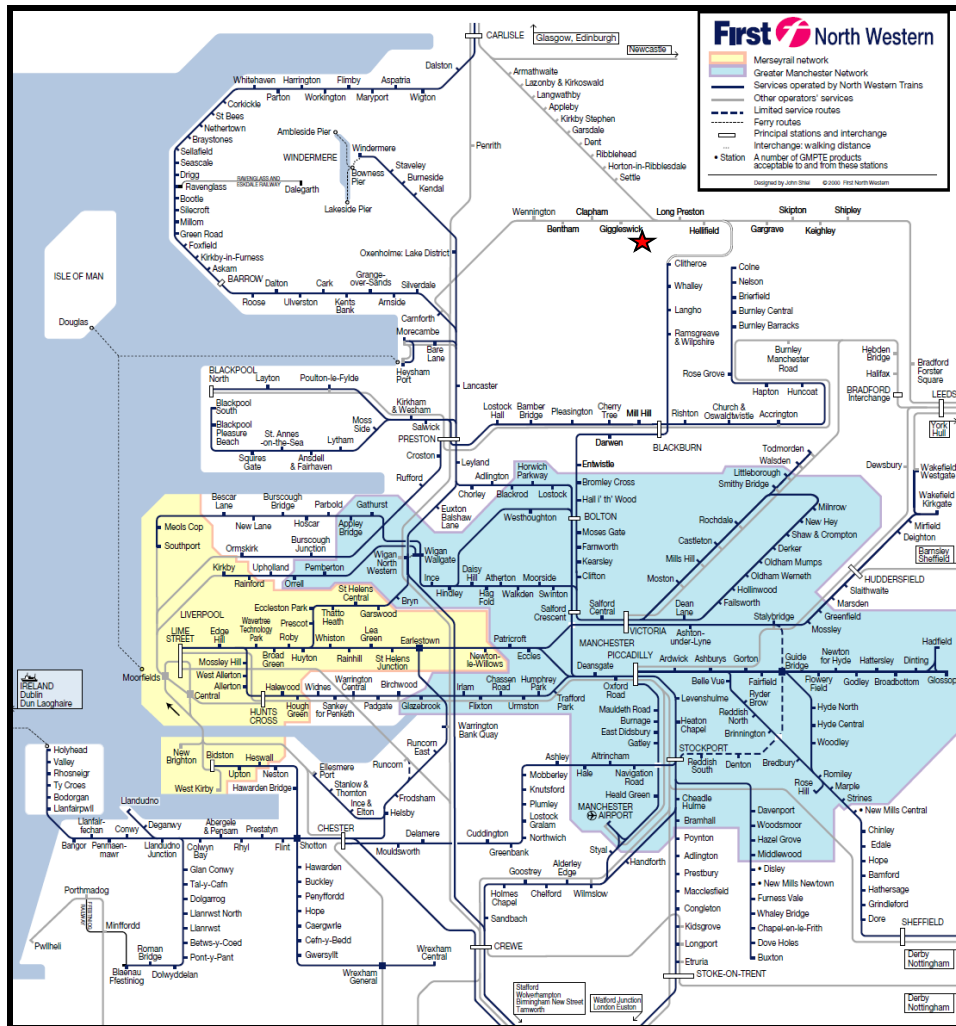
Bus routes

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 28 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.

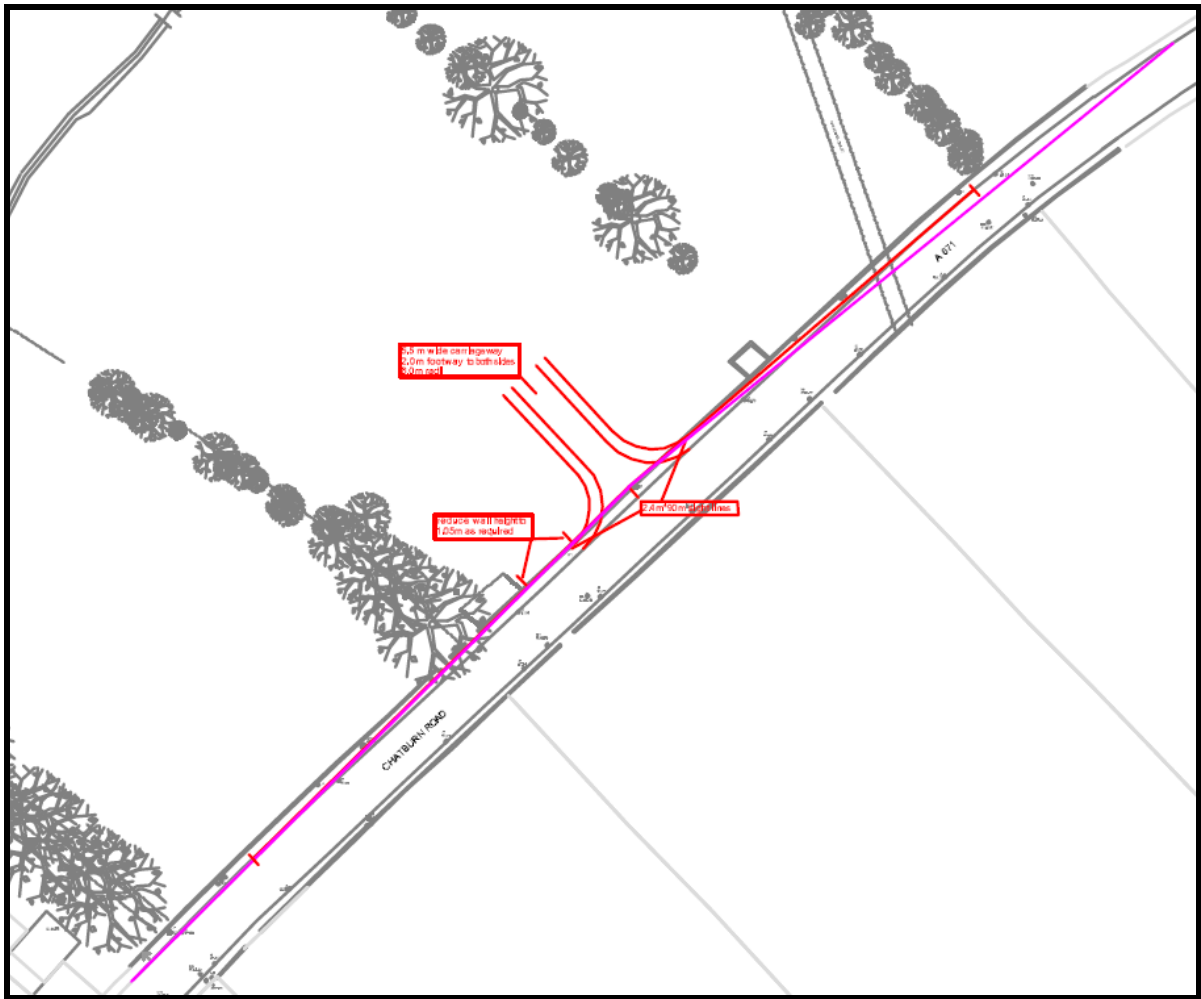


The layout is in the form of a cul de sac with footpaths to ensure good external walking connections are provided.

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 28 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 28 units of:

Peak Period	Arr	Dep	Tot
AM	4	13	17
PM	12	6	18

The new application would derive a nett reduction in trips 5 two in the AM and 10 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 18 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 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)

SCHEDULE OF ACCOMMODATION

HOUSING

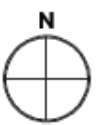
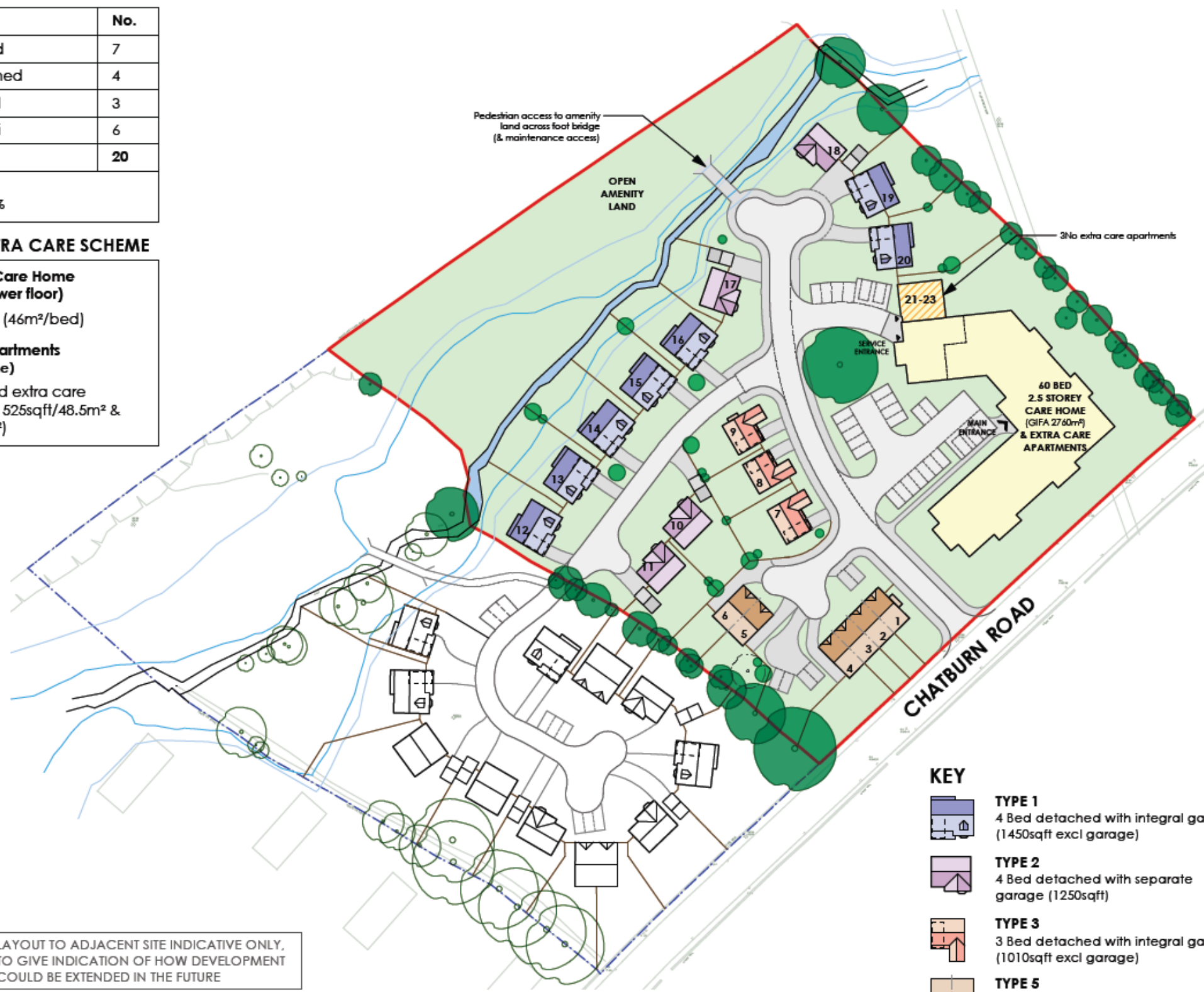
TYPE	No.
1 Large Detached	7
2 Medium Detached	4
3 Small Detached	3
4 Affordable Semi	6
TOTAL UNITS	20

NOTES:
 • 6 No affordable = 30%

CARE HOME & EXTRA CARE SCHEME

- 60 Bed 2.5 Storey Care Home (with services at lower floor)
 Total GIA = 2760m² (46m²/bed)
- 3 No Extra Care Apartments (linked to care home)
 Mixture of 1 & 2 bed extra care apartments (1 bed 525sqft/48.5m² & 2 bed 690sqft/64m²)

LAYOUT TO ADJACENT SITE INDICATIVE ONLY, TO GIVE INDICATION OF HOW DEVELOPMENT COULD BE EXTENDED IN THE FUTURE



- NOTES**
- The drawing is copyright of Condy Lofthouse Architects (CL) and no part may be reproduced in any way without their specific permission.
 - All dimensions are to be checked on site. Deviate from the drawing work to signed dimensions only. Any queries please contact the architect.
 - This drawing has been prepared based upon a digital survey undertaken by CL, on 08/08/2013.
- MATERIALS PROHIBITED**
- Materials prohibited from use, except where used in accordance with 'good practice' in the selection of construction materials (2007)
- High-strength steel in load bearing structures.
 - Non-wood based lead in permanent cladding or in structural elements.
 - Colours or finishes used on outdoor facing concrete for use in reinforced concrete.
 - Aggregates for use in reinforced concrete which do not comply with British standard specifications as per the date of specification of the materials.
 - Colours or finishes used on site.
 - Alumina or alumina based products including anodising.
 - Lead or any materials containing lead which may be ingested, inhaled or absorbed.
 - Any non-ferrous lead or materials which may be hazardous with reference to the health safety & safety evaluation of the date of specification of the materials.
 - Materials which are generally composed of mineral fibres other than rock or natural occurring which have a diameter of 3 microns or less and a length of 200 microns or less, or which contain any fibres not listed or otherwise classified to ensure that the respiratory protection.

PRELIMINARY
 21.10.2013

PLANNING APPLICATION

REVISION	DETAILS	DATE	BY
○	Preliminary		
●	For Approval		
○	Tender		
○	Construction		

CLIENT
 Oakmere Homes

PROJECT
 Proposed Development,
 Chatburn Road,
 Clitheroe

DRAWING TITLE
 Site Plan - Indicative Layout

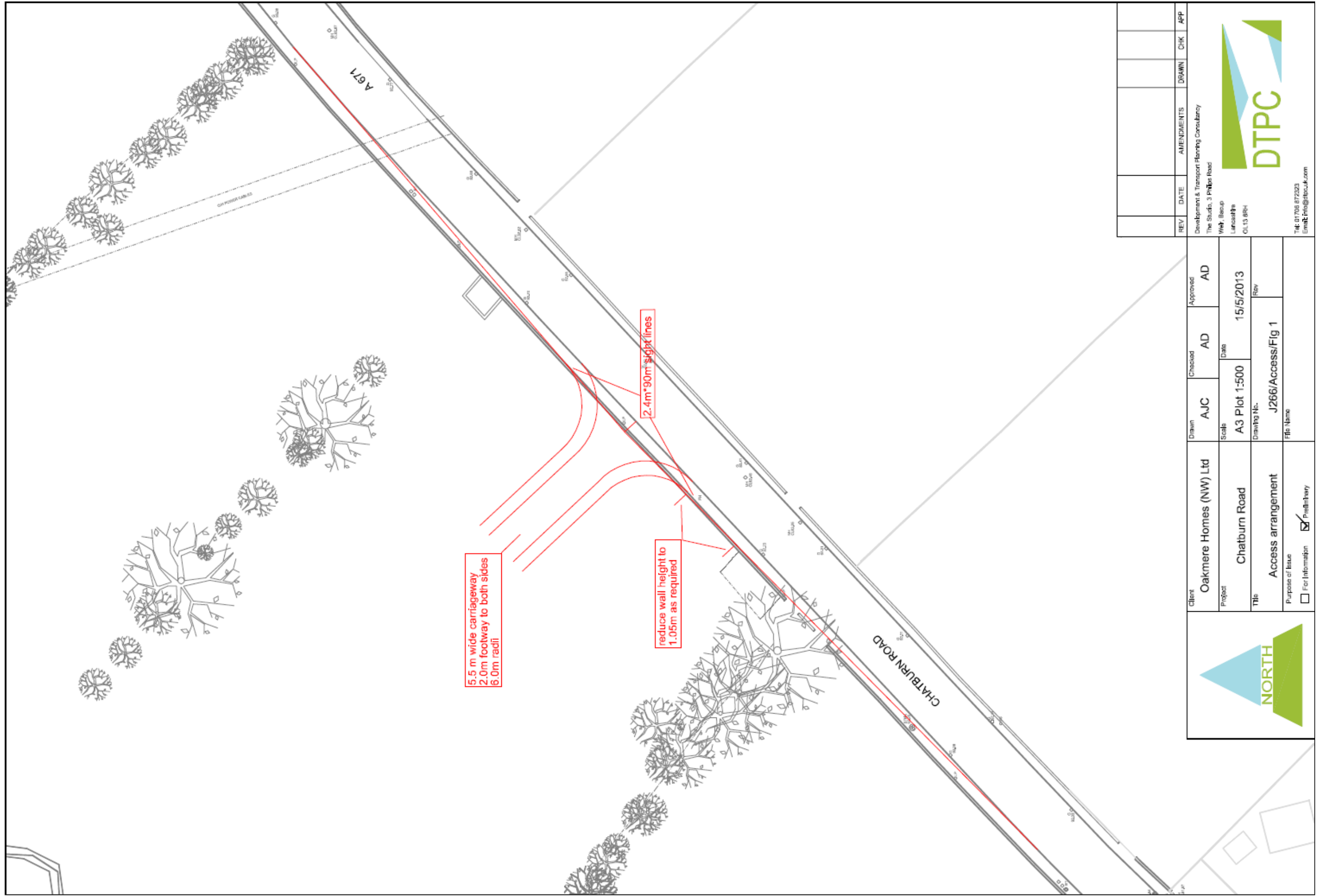
SCALE **drawn by** **DATE**
 1:1000@A3 CS 14.10.2013

DRAWING NO. **revision**
 13-037-110 ○

- KEY**
- TYPE 1**
 4 Bed detached with integral garage (1450sqft excl garage)
 - TYPE 2**
 4 Bed detached with separate garage (1250sqft)
 - TYPE 3**
 3 Bed detached with integral garage (1010sqft excl garage)
 - TYPE 5**
 3 Bed semi-detached affordable (925sqft/86m²)
 - RIVER**
 Flood Zone 2
 Flood Zone 3



T: 0151 207 4371 • F: 0151 207 7087



Client	Oakmere Homes (NW) Ltd			Approved	AD
Project	Chatburn Road			Date	15/5/2013
Title	Access arrangement			Drawing No.	J266/Access/Fig 1
Purpose of Issue	<input type="checkbox"/> For Information <input checked="" type="checkbox"/> Preliminary			Rev	
Drawn	AJC	Checked	AD	Approved	AD
Scale	A3 Plot 1:500	Date	15/5/2013	Rev	
Drawing No.	J266/Access/Fig 1			File Name	

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

Development & Transport Planning Consultancy
The Studio, 3 Philip Road
Wor. Bescap
Lancashire
OL13 8PH

DTPC

Tel: 01706 872023
Email: info@dtpc.co.uk

