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Morning Rob

The proposal is outline for the development of land off Henthorn Road comprising of 110 residential dwellings.

The Transport Assessment (TA) accompanying the application identifies a number of junctions where the impact of the traffic generated by the proposal would require further consideration. . Henthorn Road is a cul de sac and all traffic to and from the development will be required to utilise Henthorn Road and exit onto the wider network via a number of streets all of which are residential in character. The impact of this traffic will be discussed further later in this email.

Site Access Arrangements , the site proposed is a 5.5m carriageway with 2m footways either side. The footway along the easterly side extends in a north easterly direction along Henthorn Road to its junction with Blakewater Road. There is a localised carriageway widening proposed between the site access and Blakewater Road to bring the carriageway width to 5.5m. Visibility splays proposed for the site access exceed those required by guidance within Manual for Streets for a 20mph speed limit and are based on the prevailing traffic speeds. On the basis of the submitted plans , the proposed access is acceptable in principle but would be subject to detailed design under a S278 agreement .

Site Accessibility

Walk. Continuous footways between the site and the wider highway network are achievable and footway improvements are proposed by the applicant. Although the following route option is not considered by the applicant, the red edge of the proposed site extends along Henthorne Road in a south westerly direction between the site access and a public right of way (FP 3-1-fp7). This would provide for an off road link and whilst being of a predominantly recreational nature it would enable pedestrian access to the leisure facilities at Edisford Bridge (approx. 1400m).

Using the existing highway network the TA refers to the National Travel Survey and details various statistics suggesting that walking is a viable option from the proposed site , however the statistics submitted do not differentiate between the various age groups or provide sufficient detail to make any plausible assumptions.. Bearing this in mind , the propensity to walk from the site is dictated by a number of factors such as age group, weather, purpose of trip, the need to combine trips to make better use of time. In terms of the facilities near to the site. The nearest convenience store is located on Henthorn Road approximately 900m from the centre of the site which falls outside the 800m "walkable neighbourhood" concept promoted by MfS 1 and 2 . Similarly access to the local primary school is quoted as 1km from the centre of the site. An argument is put forward that using the National Travel Survey statistics of 46% of 5 – 10 year olds walk to school and of these 80% do so for journeys under 1 mile. The conclusion being that " there is a reasonable expectation that most children at the application site will walk to school". Extrapolating these figures and no doubt assuming ideal walking conditions the percentage is

likely to be significantly less than " most children" . The figure is more likely to be in the region of 30%.

In considering secondary school, it is accepted that there is a greater propensity for older pupils to walk to school or utilise the school bus services which are accessible from the site. Two school bus services are available serving Bowland County High School and Ribblesdale County High School.

Cycling, there are no specific off road cycle routes available for the residents of the proposed site and as such whilst cycling to school may be feasible in distance terms , the traffic speed survey undertaken by the applicant (30 – 32mph) suggests that it may not be considered a viable option for children of primary school age

Public Transport,

Accessibility to public transport is good although this access is limited to a single circular service (No.2) to Clitheroe town centre .

The service, which is operated on behalf of Lancashire County Council i.e. it is a subsidised service.

Travel Plan

The applicant has submitted a travel plan with the aim of reducing traffic generate to / from the site . The target set is a reduction in the trip rate from the peak 2 way flow from 0.663 to 0.527 which represents a reduction in traffic from an evening peak hour flow of 73 vehicles to 58 vehicles. The terms and parameters of any travel plan for the site would be the subject of a planning condition if planning permission is ultimately granted

Trip Rates,

The TA details the anticipated trip rates for a development of this size and breaks it down to peak hour arrivals and departures. A review of these trip rates has been undertaken and the results obtained are comparable with the TA providing slightly more robust rates (i.e. the TA rates are slightly higher than those obtained in the review).

Traffic Impact

Using the traffic prediction figures derived from the TRICS database the applicant has distributed the generated traffic flows on to the network and identified 3 junctions requiring further analysis namely

- 1 Henthorn Road / Eshton Terrace
- 2 Woone Lane / Eshton Terrace
- 3 Whalley Road / Greenacre Street

Further modelling of these junctions for the current year , taking into account committed developments in the area and future growth in 2023 and 2028 shows that of the junctions identified above only junction 1 above (Henthorn Road / Eshton Terrace shows any sign of becoming stressed but to a level which would not be considered "severe" in respect of the NPPF

It is accepted that certain elements of the road network have localised issues notably Eshton Terrace / Henthorn Road and Whalley Road / Greenacre Street but it was evident during a number of visits to the site that these were effectively managed by the courteous nature of drivers which allowed traffic flows to be maintained through these junctions.

One issue that cannot be managed in this manner is the effect of the level crossing. Again during visits to the site the effects of a closed level crossing were observed and as expected traffic queues built up but not to an extent that they had a severe impact on the network and these queues cleared quickly once the crossing reopened

Summary

The proposed development is on the edge of the residential area and it is evident that following recent housing development along Henthorn Road that the perceived traffic levels have increased however the modelling submitted with the application has not shown that the impact of the existing and predicted traffic flows are such that it could be construed as being " severe " in respect of the NPPF and on this basis I am satisfied that the proposed development will not have a detrimental effect on the functioning of the highway network. However it should be noted that there exists areas where minor delays do occur but these are locally managed by highway users on a courtesy basis . There are no highway mitigation measures that can be employed to minimise the delays in these areas which will not result in a detrimental impact on the amenity levels currently enjoyed by local residents .

Notwithstanding the above, the proposed development lies at the extreme of acceptable walking distances for pedestrian trips to local amenities and in recognition of this it is requested that a S106 contribution of £40,000 per annum be made available to sustain and promote local public transport.

Should your council be minded to approve this application I would request that the following conditions be attached to any permission that may be granted

1. The new estate road/access between the site and Henthorn Road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site. Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
2. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.
3. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 2 has been constructed and completed in accordance with the scheme details. 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.
4. Prior to the first use of the development hereby permitted, a Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority. The Business Travel Plan shall be implemented within the timescale set out in the approved plan and will be audited and updated at intervals not greater than 18 months to ensure that the approved Plan is carried out. Reason: To promote and provide access to sustainable transport options.
5. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.
6. Prior to work commencing on site a construction management plan is produced for approval. This should highlight how deliveries during construction will be managed and where workers on the site will park during construction. Reason: to minimise the impact of construction on existing residents in the vicinity of the site.

Notes

1. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Environment Directorate for further information by telephoning the Developer Support Section (Area South) on 0300 123 6780, or writing to Developer Support Section, Lancashire County Council, Environment Directorate, Cuerden Mill Depot, Cuerden Way, Cuerden, PR5 6BJ or email lhscustomerservice@lancashire.gov.uk _
- 2 The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the expense of the client/developer

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