

Ribble Valley Borough Council  
Development Control

Tel 0300 123 6780  
Email [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)

Your ref 3/2019/1104  
Our ref 5<sup>th</sup> February 2020  
Date

Dear Sir / Madam

Application no: 3/2019/1104

Address: Land off Hawthorne Place, Clitheroe

Proposal: Proposed Residential Development 58 Residential Units

I have viewed the documents submitted with the application and visited the site on a number of occasions and observed traffic flows in the area.

Summary,

In December I made an initial appraisal of the application prior to the extended Christmas break (email dated 20<sup>th</sup> December 2019. To date I have not received a response to the issues raised.

Having reviewed the submitted information it is evident that there are some concerns in the area regarding the cumulative impact of the proposed development and the extant planning permission for the Waddow View development (275 residential units) located approximately 250 metres to the west along Waddington Road. In view of this , I would consider that the submitted planning statement has not fully considered the impact of the development on the adjacent road network and on this basis I would have to take a view without the submission of further supporting evidence the application should be refused at this time.

The proposal is for a residential development comprising of 58 residential dwellings on vacant land located off Hawthorne Place, Clitheroe. The site proposes a single point of access adjacent to 44/46 Hawthorne place to the west and an electric substation and children's play area to the east. This is also the location of an existing field access.

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**Phil Durnell**

Director of Highways and Transport

Lancashire County Council

Cuerden Mill • Cuerden Way • Bamber Bridge • Preston • PR5 6BS

There is a single point of access onto the wider road network via a priority junction onto Waddington Road. Hawthorne Place currently serves a residential development of approximately 55 properties.

## Transport Statement

### Personal Injury Accident.

The transport statement identifies the occurrence of 1 injury accident in the vicinity of the site (on Waddington Road near Brungerley Avenue). Since the report was compiled there has been a further injury collision reported involving a vehicle emerging onto Waddington Road from Eastham Place resulting in a slight injury. There are no collisions reported on Hawthorne Place or at its junction with Waddington Road.

### Proposed Access Arrangements

The applicant has identified that Waddington Road is subject to a 20mph speed limit and applied the speed limit appropriate visibility splays of 2.4 x 25m as advised in MfS. However to ensure that the proposed visibility splays are appropriate for this section of highway I would need to see appropriate evidence in the form of an 85%ile speed survey carried out over a period of 7 days.

### Car Parking

The applicant has indicated that the parking provision will be in accordance with the county council's Joint Lancashire Structure Plan 2005. Although this document is now out of date, it represents a suitable indication of the parking provision required for various development scenarios. It is unclear from the submitted documents whether or not the garages for mpart of the provision calculations or not. If they are then the should have a minimum internal dimension of 6m x 3m.

Driveway parking should be of sufficient length to accommodate the required parking scenario without any part of the vehicle overhanging the footway. Care will also need to be taken to ensure that the opening / closing of any garage door is not compromised by the parking.

### Servicing.

It is understood that the application is for full planning permission for the site and as such this will also include the proposed estate layout. Bearing this in mind it is not appropriate to defer the swept path analysis for refuse vehicle access. This information should be provided as a matter of course so that a full evaluation of the internal estate layout can be undertaken and an approved layout derived.

## Sustainable Transport

### Walking

As stated in the Transport Statement, the site is located within easy walking distance of the town centre facilities and as such it is within the recommended for most services required by households. However it is noted that the site is located on the outside of the road system around Clitheroe and as such residents will be required to cross busy roads to access these services. It is therefore recommended that the

various routes into the town centre be audited and improvements identified where necessary. The area of this review should be Waddington Road and routes along Railway View Road to the bus interchange and rail station as well as crossing opportunities to the town centre

#### Cycling.

The constrained layout of the town centre precludes the provision of dedicated cycle facilities however cycling will represent a viable alternative to the use of a vehicle when accessing local facilities. It is therefore suggested that the applicant provides suitable storage opportunities for each residential unit either within the garages provided (taking into account the required minimum dimension for garages previously mentioned) or within garden sheds / purpose build cycle shelters.

#### Public Transport

There is a limited service on Waddington Road with bus stops located within walking distance. Waddington Road is also served by a number of school services. The applicant has failed to identify the travel opportunities afforded by the proximity of the bus interchange (600m) but as mentioned previously there are certain areas of the pedestrian route to this facility that need attention.

#### Rail

The nearest rail station is located adjacent to the bus interchange and offers an alternative transport opportunity , but the same pedestrian constraints will also be applicable ( as identified above)and need to be addressed.

#### Electric vehicles.

An important element in the consideration of the sustainability of development is the promotion of electric vehicles and this initiative carries some weight in the NPPF document. In order to comply with the wider aims of the NPPF it will be necessary for each dwelling to have the facilities required to charge electric vehicles. Whilst the current uptake of this type of vehicle is low, it is required to future proof the dwellings in this respect and assist residents to consider the use and acquisition of electric vehicles in a more positive manner.

#### Trip Generation

The trip rates used in the transport statement are similar to those used in the Waddow View development and the differences are unlikely to amount to any significant influence in the level of traffic generated by the site. However the existing housing on Hawthorne Place could be used derive a representative trip rate and validate the assumed trip generation figures.

Of concern is the assumption that the low traffic generation figures anticipated by the development would have no impact on the wider highway network. This approach would not be acceptable. I would need the impact of the development traffic on the Railway View Road / Waddington Road junction. This would of course take into account the extant permissions granted in the area and the proposal to introduce a mini-roundabout at this location as a consequence of the off site highway works agreed for the Waddow View (2014/0597 ) development.

This will require modelling of the junction with the use of up - to date traffic survey data and trip generation and distribution derived from surveys at the Hawthorne Place / Waddington Road turning count as stated previously.

#### Proposed Layout

Whilst generally acceptable, with the caveat regarding the swept path analysis for refuse vehicles being provided, there are a number of issues that will need attention.

1 There is no turning head provided for the cul-de-sac serving properties 41 – 46

2 There is no turning head provided for the cul-de-sac serving properties 37 – 40

3 The layout shows 2 types of junction splays being provided , radius and angular. The preference is for the use of radiuses throughout the development

#### Conclusion.

Whilst basis of the development is generally acceptable, the highway authority is unable to support this application at the present time due to concerns that the impact of the development on the local road network, an in particular the Railway View Road and Waddington Road junction, has not been fully assessed and a sufficient level of evidence produced to support the applicants assumption that the proposed development will have no material impact.

I would be happy to attend a meeting with the applicant should they wish to have further discussions on the contents of this response

Yours faithfully

**Dave Bloomer**  
**Highways & Transport**  
**Lancashire County Council**