DTPC

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Jan 2020

Residential development at Highmoor Park Clitheroe

TRANSPORT ASSESSMENT

Residential development at Highmoor Park, Clitheroe

CONTROLLED DOCUMENT

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Residential development at Highmoor Park, Clitheroe

C O N T E N T S

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1. INTRODUCTION

DTPC has been appointed on behalf of VH Land Partnerships Ltd in support of a planning application or the residential development of approximately 5Ha of land which forms part of Highmoor Farm site, a greenfield plot SE of the town centre.

The proposal includes for the erection of 125 residential units with an improved access of Highmoor Park

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 planning application.

It deals solely with the proposals as provided.

The TA 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 CO_2 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

9 Promoting sustainable transport

The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

105. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport; and
d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

107. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use. Considering development proposals

Considering development proposals

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

110. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Ribble Valley Borough Council: Core Strategy 2008-2028

The Ribble Valley Borough Council (RVBC) Core Strategy was adopted on 14 December 2014. The Core Strategy is the central document to the Local Development Framework and establishes the vision, underlying objectives and key principles that the Council will follow to guide development in the Borough.

Although it is used to aid the assessment of planning applications its primary function is to set a more strategic level of planning policy for the area.

The Core Strategy sets out the Council's position with regard to transport in Key Statement DMI2. this states that: "KEY STATEMENT DMI2: TRANSPORT CONSIDERATIONS

New development should be located to minimise the need to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car. In general, schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported. Sites for potential future railway stations at Chatburn and Gisburn will be protected from inappropriate development.

Major applications should always be accompanied by a comprehensive travel plan."

The Council's position on transport is expanded further in Policy DMG3, which states: *"POLICY DMG3: TRANSPORT AND MOBILITY*

In making decisions on development proposals the local planning authority will, in addition to assessing proposals within the context of the development strategy, attach considerable weight to:

The availability and adequacy of public transport and associated infrastructure to serve those moving to and from the development –

1. The relationship of the site to the primary route network and the strategic road network.
2. The provision made for access to the development by pedestrian, cyclists and those with reduced mobility.
3. Proposals which promote development within existing developed areas or extensions to them at locations which are highly accessible by means other than the private car.
4. Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car.
5. Proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their vitality and viability.
6. Proposals which locate development 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.
7. 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.
8. All major proposals should offer opportunities for increased use of, or the improved provision of, bus and rail facilities. All development proposals will be required to provide adequate car parking and servicing space in line with currently approved standards. …"

Lancashire Local Transport Plan (Ltp) 2011-2021

Lancashire County Council (LCC) is the local highway authority and has responsibility for the development and delivery of the Local Transport Plan (LTP).

The underlying theme and objectives of the LTP are to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

Manual for Streets

Manual for Streets published in 2007 and the subsequent publication of Manual for Streets 2 -Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.

Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around; and
- Promote social interaction

Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to

encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

Summary

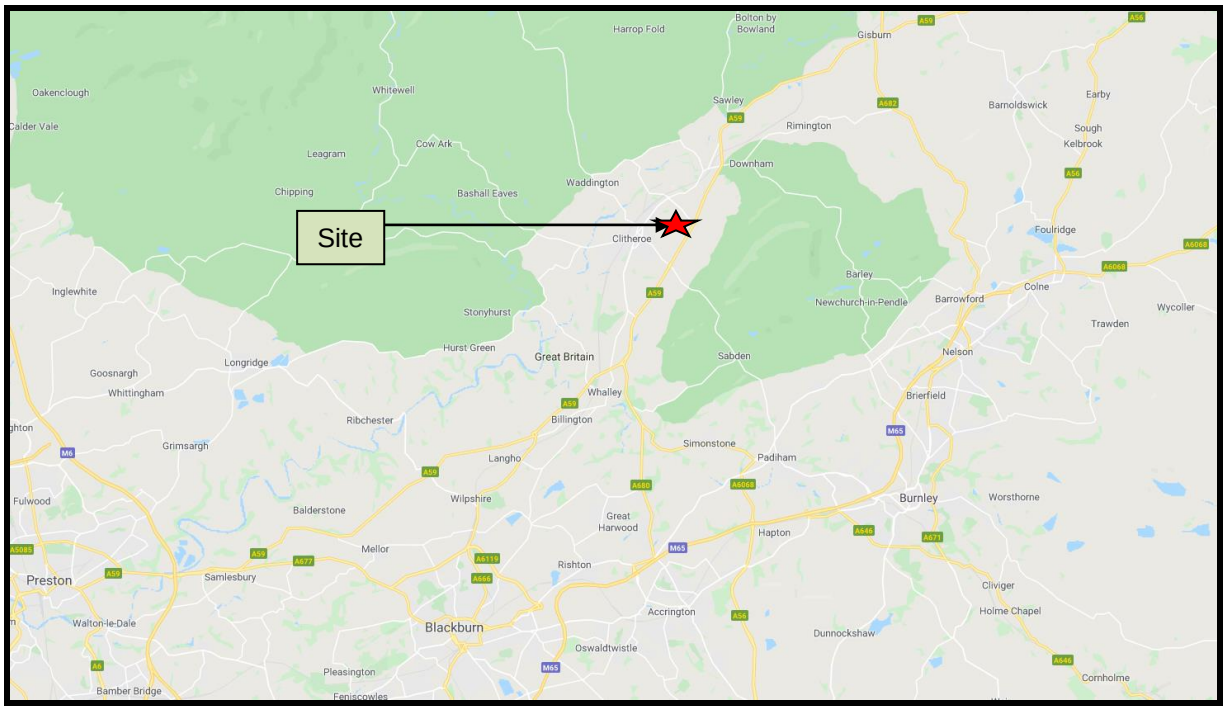
The overriding theme of national policy is that developments should be accessible by sustainable means of transport and accessible to all members of the local community relative to the location of the residential units.

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.

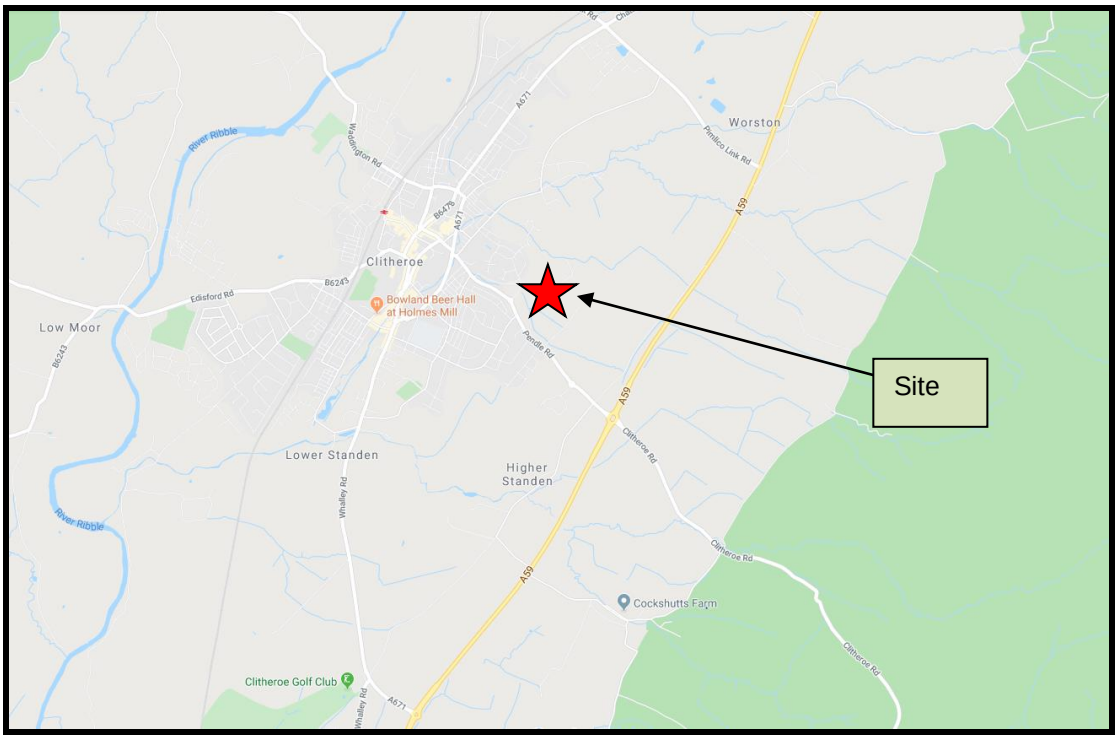
3. SITE DESCRIPTION

Site location context

The proposed development site is located to the south east of Clitheroe (approximately 1km from the town centre). The site is located off Highmoor Park which is SE of the town centre which connects to the A59 to the west via Pendle Road 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 have a 30mph speed limit.

Shawbridge Street is subject to a 30mph speed limit, is street lit and has footways on both sides. It meets the A671 at a mini roundabout junction. At the time of the site visit (around 11.00am on Tuesday 29 October 2019) traffic was busier at this location in part generated by the adjacent Lidl store but the mini roundabout coped well with the demand.

Pendle Road is street lit throughout its length. It is subject to a 30mph speed limit from its north western end up to a point just north west of the roundabout which gives access to the Taylor Wimpey Halfpenny Meadows development where the speed limit becomes 40mph through to the A59 roundabout.

It has footways on both sides from its north western end up to Goosebutts Lane. Between Goosebutts Lane and the Taylor Wimpey roundabout it only has a footway on its south western side. Between the Taylor Wimpey site and A59 roundabouts it has wide shared footway/cycleways on both sides of the carriageway

Highmoor Park is subject to a 20mph speed limit, is traffic calmed with speed humps, is street lit and has footways on both sides. It meets Pendle Road at a mini roundabout junction.

The crossroads south of Standen Road to the west is derestricted, is unlit and has no footways. It currently provides access for construction vehicles to the Taylor Wimpey development site. The road to the east is subject to a 40mph speed limit, it is unlit and has no footways.

The area has a typical traffic flow charateristic associated with an urban area i.e. distinct AM and PM flow periods. Photographic record of the area is set out below.

Approach from west and east to Shawbridge mini roundabout

View left and right from mini roundabout

View to and from the roundabout south along Pendle Road.

View along Pendle Road south and north to Highmoor Park junction

View to north and the 30mph change and south to the TW roundabout junction

View from TW site access Standen

View north to and south away from Standen

View to and away from A59 roundabout

View left and right to roundabout at Pendle Road route

Highmoor Park route

The route is traffic calmed with road humps.

View to and from mini roundabout junction

View left and right from site access location

View to site access from eastside

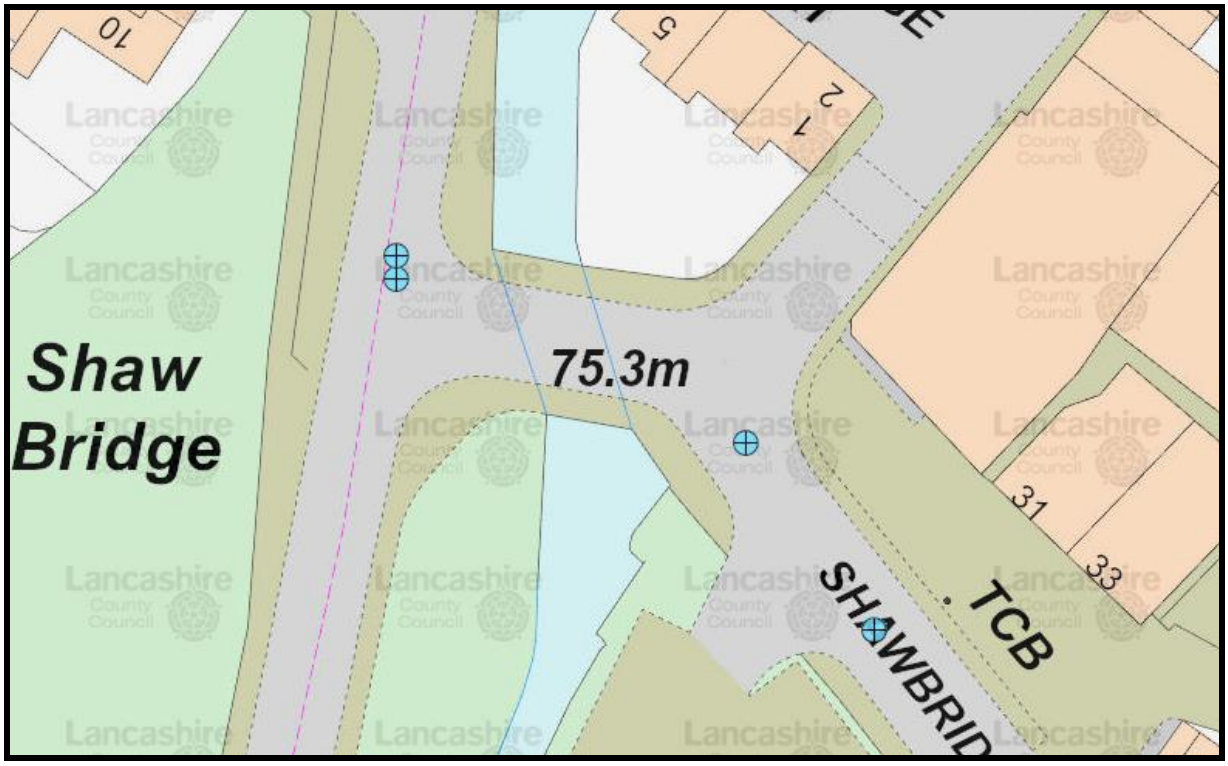
View along access track to and from road.

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 or the Pendle Road roundabout has had no accidents recorded.

The Shawbridge records are shown overleaf:



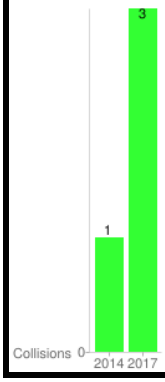
The record shows 4 records and details below.

Collision Summary

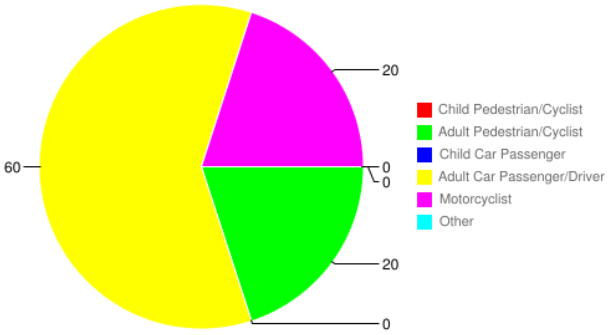
Collision Summary for Selected Map Area between 01/01/13 and 31/12/18

TOTAL COLLISIONS					4
TOTAL CASUALTIES					4
TOTAL SLIGHTLY INJURED	4	Adults	4	Children	0
TOTAL SERIOUSLY INJURED	0	Adults	0	Children	0
TOTAL FATALITIES	0	Adults	0	Children	0
TOTAL PEDESTRIANS INJURED	1	Adults	1	Children	0
TOTAL CYCLISTS INJURED	0	Adults	0	Children	0

Total Number Of Collisions By Year

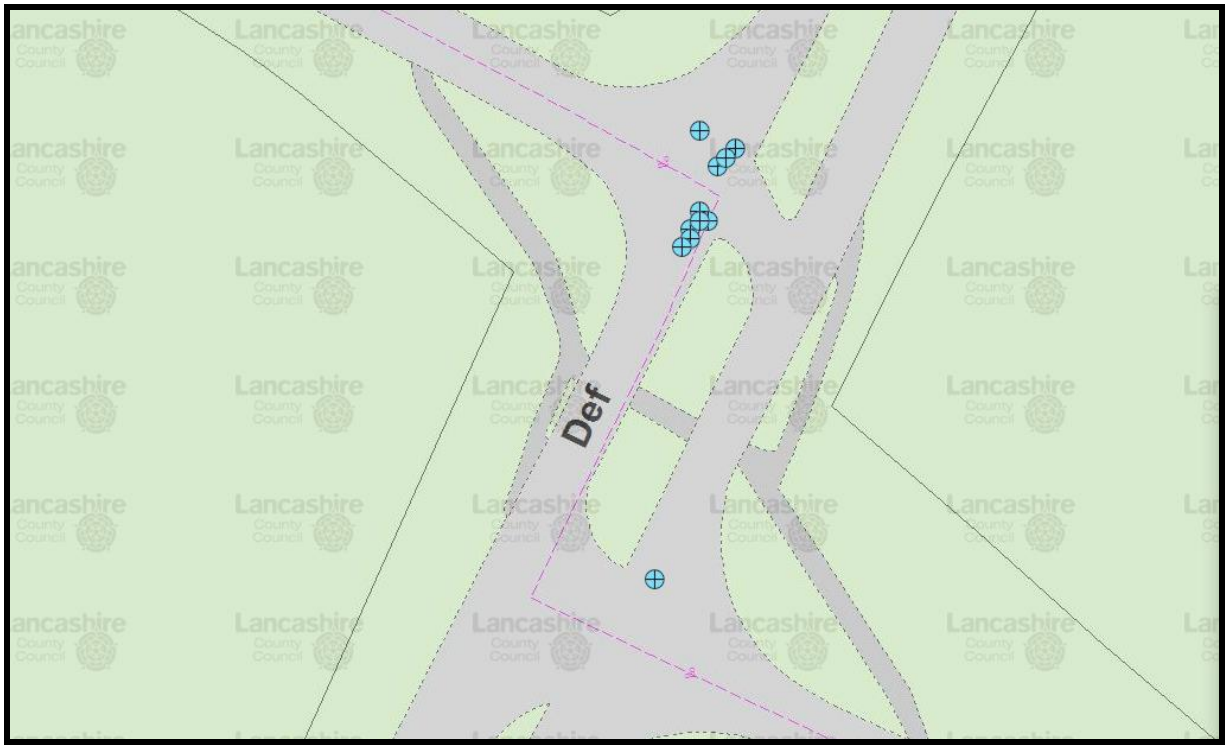


Casualty Type (as percentage of collisions within area on screen)



All were slight in nature and no records in 2018/2019.

The A59 roundabout is a recent change on the network and although the mapping shows a high number of accidents since the roundabout had been operational no accidents have occurred.



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 or wider network.

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

Traffic flows

Traffic surveys have been undertaken at the Shawbridge/Pendle Road, Highmoor Park/Pendle Road, TW Standen/Pendle Road and A59 Pendle Road roundabouts full details appendix A to form the basis of the assessments.

Summary

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

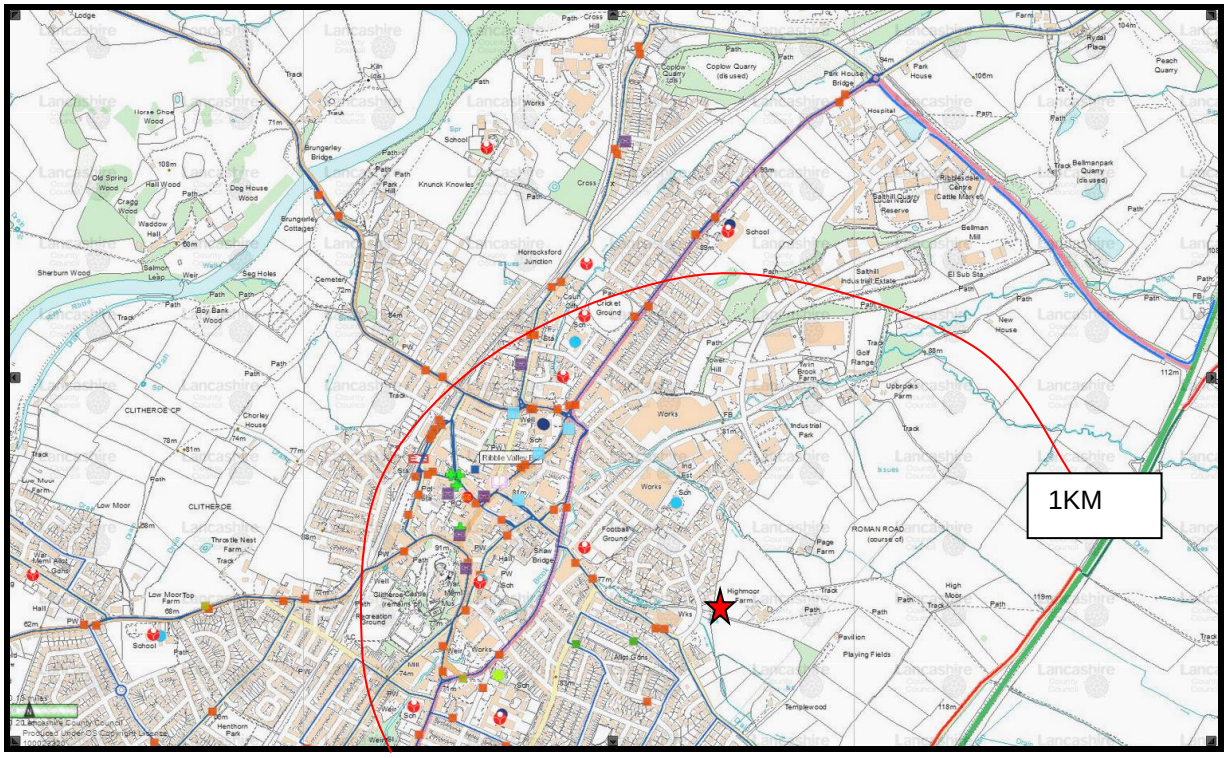
4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

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.

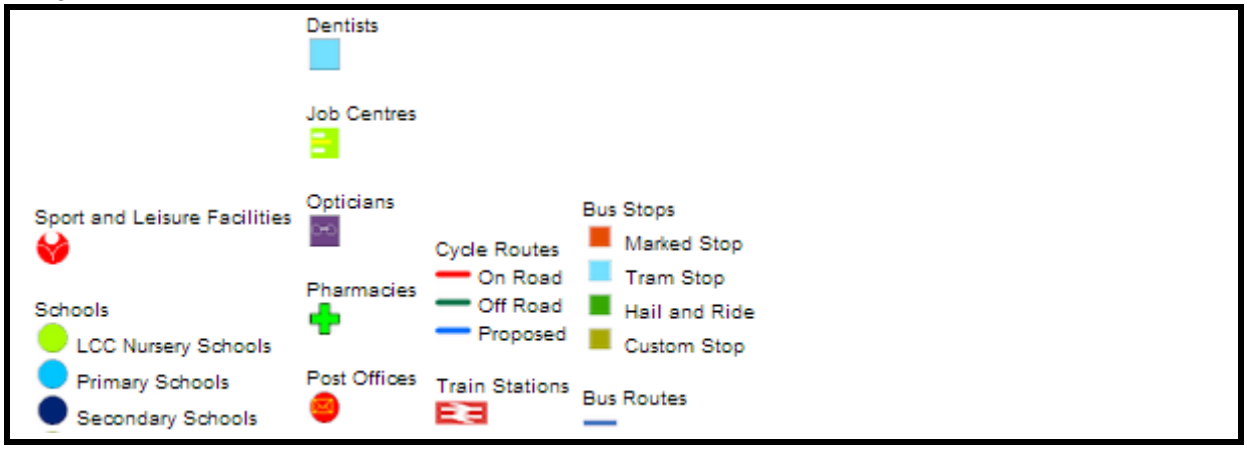
The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

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.

The residential design guide "Manual for Streets" (MfS) advises that "*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas…"* (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering "*the greatest potential to replace short car trips, particularly those under 2km*". The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the IHT document "Providing for Journeys on Foot"

The CIHT 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, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking. Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

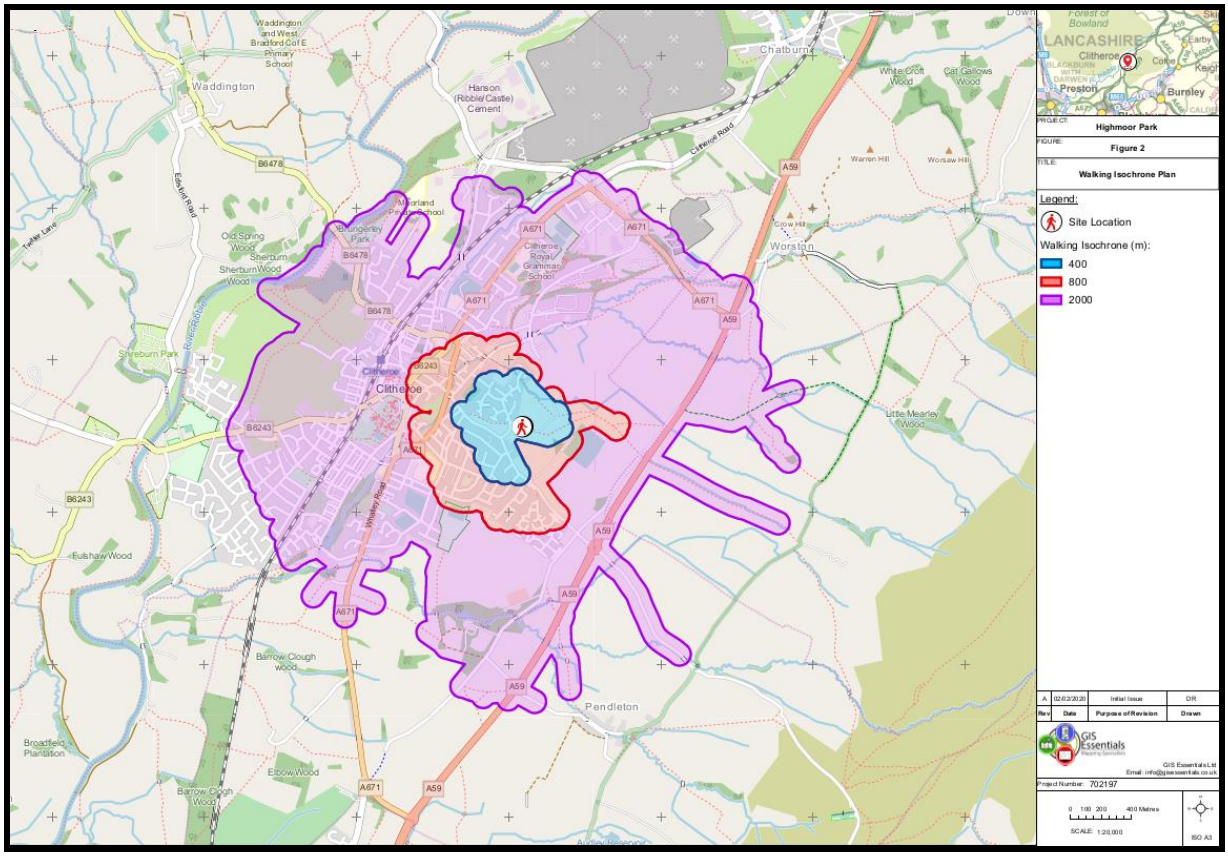
Acceptable walking distances are indicated in the table below.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	**Local Facilities ***	**District Facilities****	**Other**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

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

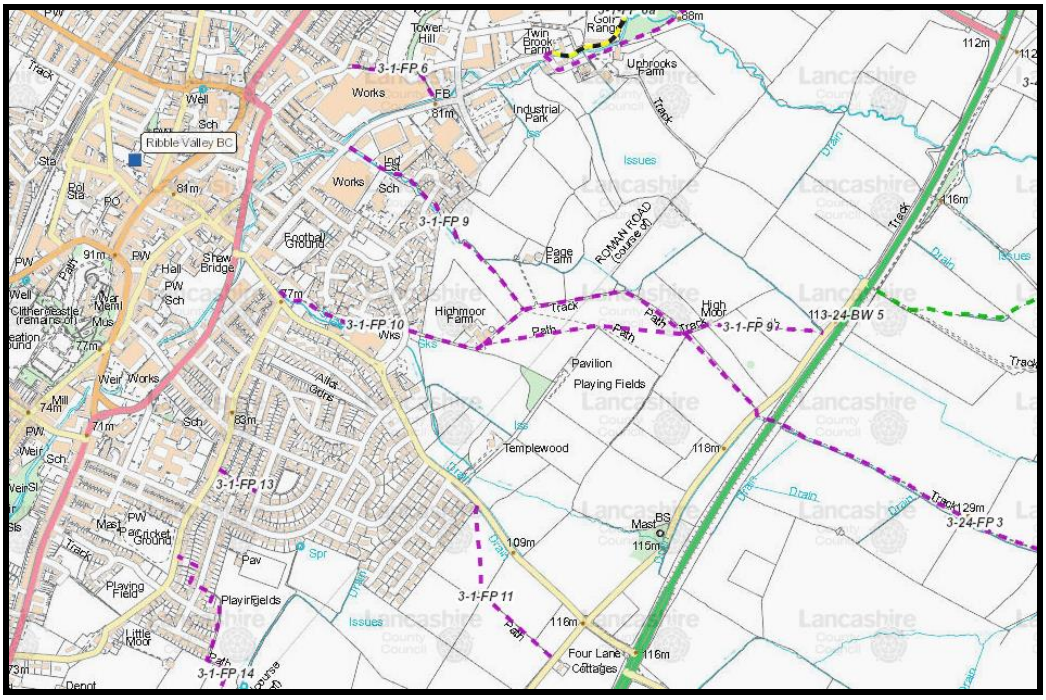
The pedestrian catchment area for the proposed development site extends to cover the existing local bus routes and services indicated inside the 400m desirable walk distance.

Importantly, the 2km distance covers education and shopping facilities locally and at 1KM the 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 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.



PROW linkages

For Primary school trips less than 1 mile (1,600m) 84% of trips made by primary school children are on foot. This would suggest that a primary school within 1,600m of the proposed development site would provide the opportunity for residents to walk to their local school.

For school trips greater than 1 mile (1,600m) but less than 2 miles (3,200m) 29% of trips made by primary school children are on foot and therefore walking could still be an option for future residents who attend these schools.

Clitheroe Brookside Primary School at 625m meets this guidance.

For home/secondary school trips of less than 1 mile (1,600m), the statistics show that 89% of trips made by secondary school children are on foot with 58% of trips made on foot for trips between 1 mile (1,600m) and 2 miles (3,200m). This would suggest that walking is a realistic mode of travel for secondary school trips up to 2 miles (3,200m).

Ribblesdale High School at 1.34km meets this guidance.

For Retail trips it is acknowledged that 23% of all shopping trips are made on foot. In addition 92% of all households live within 15 minutes of their nearest shop selling groceries by walking or using public transport. At a typical walking rate of 1.4m/s (IHT walking guidance) this equates to a distance of 1,260m.

Local store is some 725m from the site. Tesco's is some 990m from the site.

For other Local Amenities It is generally accepted walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

The town centre is some 1km from the site with a multi offer of facilities.

There are, therefore, opportunities for residents to access a wide range of shopping, employment, leisure, and service facilities on foot.

The 2km walk catchment extends to cover a substantial part of Clitheroe and some smaller surrounding settlements. There are, therefore, opportunities for residents to access a range of shopping, leisure, and service facilities on foot.

Clearly, there is also potential for walking to form part of a longer journey for workers via bus services.

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

Cycling

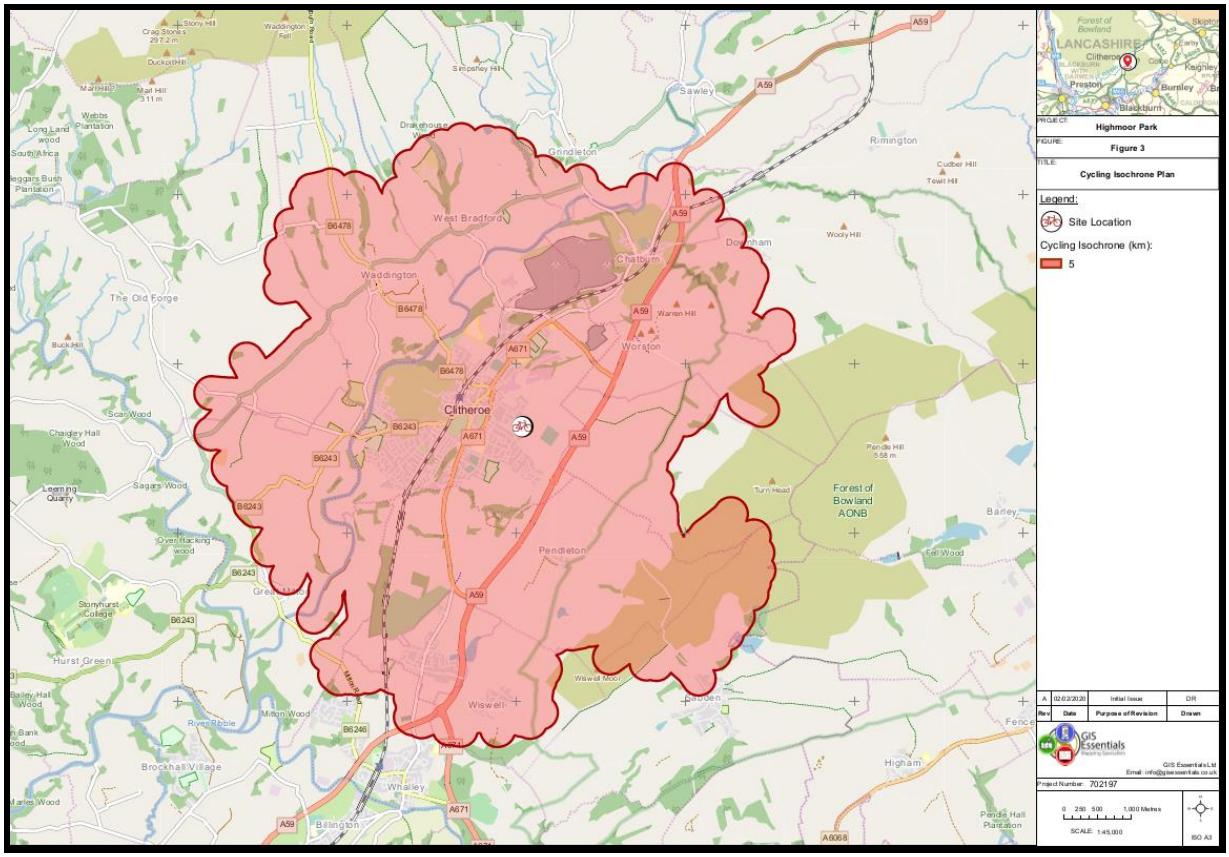
Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"
The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. 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 annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace.

An acceptable and comfortable distance for general cycling trips of all types is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km as the maximum a commuter would cycle to work there are employment destinations available from the site but it is our judgment that commuter trips of this length would only be undertaken by cyclists who are confident enough to mix with other road users. Using GIS Network Analyst software typical cycle times from the Site (with 16 mins approximating to around a 5km distance).

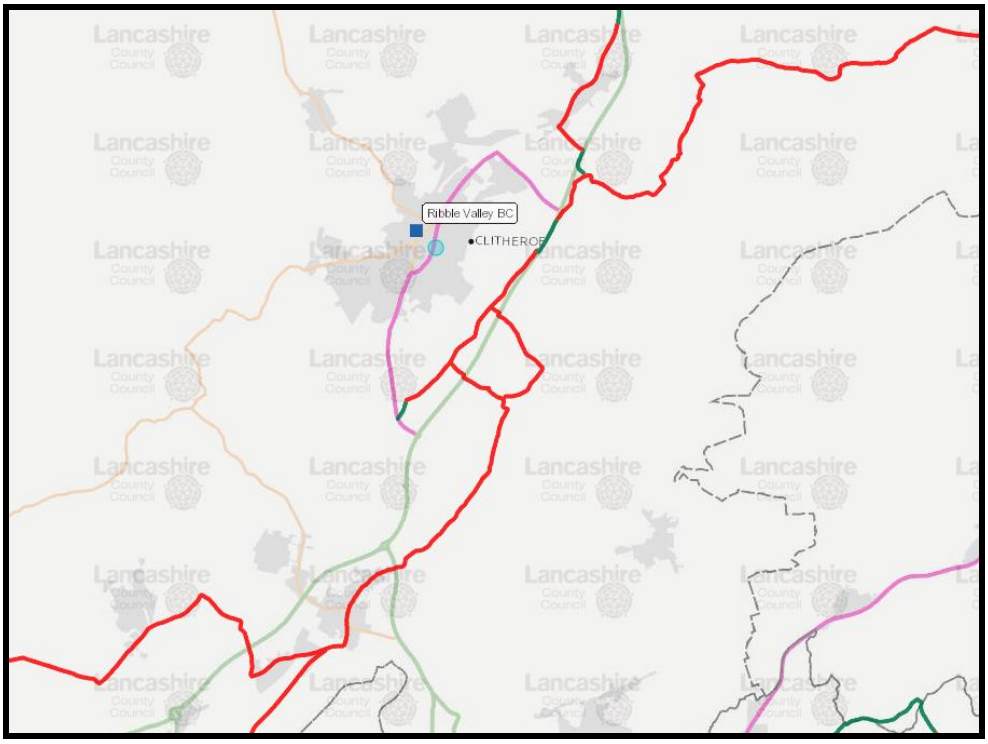
As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area.

The 5 km distance is indicated by the salmon area on the figure below.



Cycle Catchment

The plan shows the residential 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?

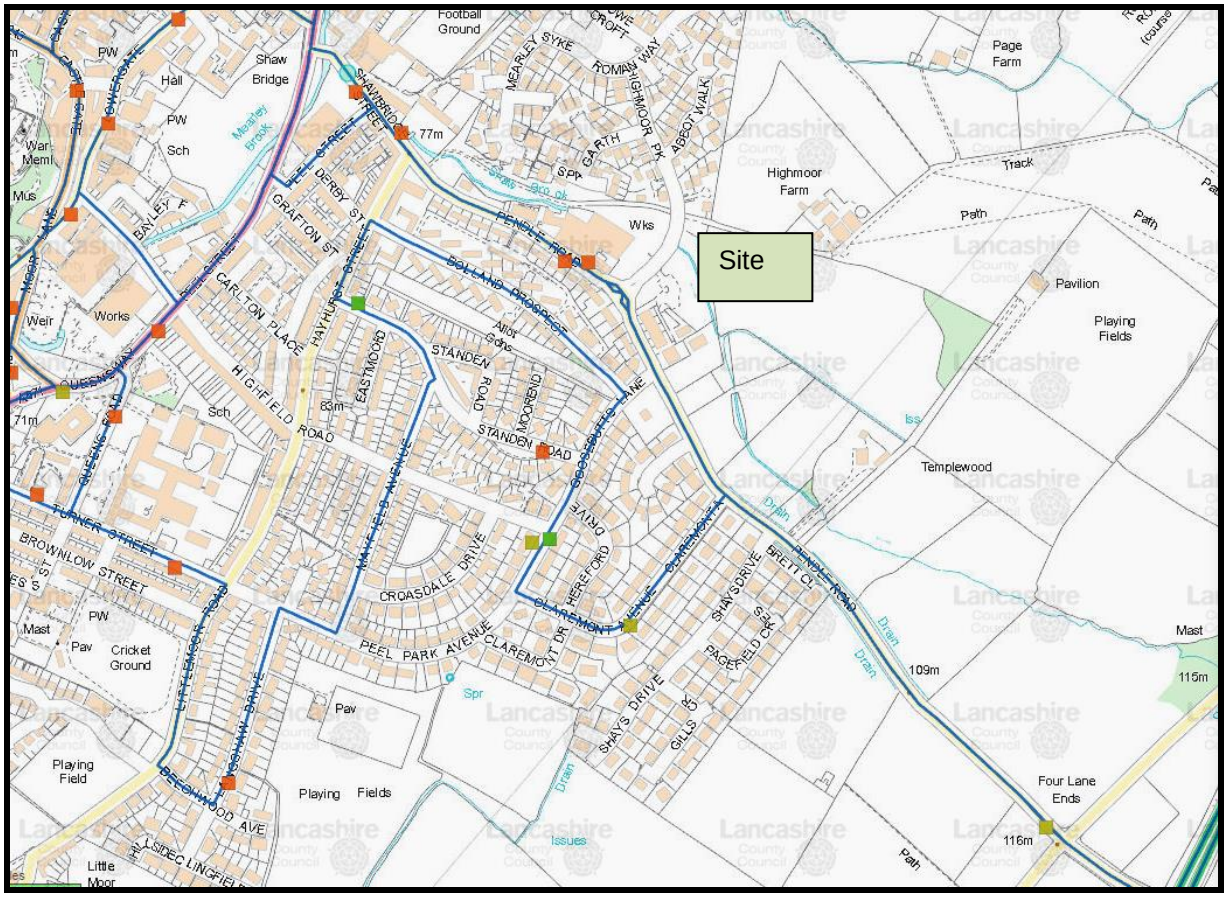
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

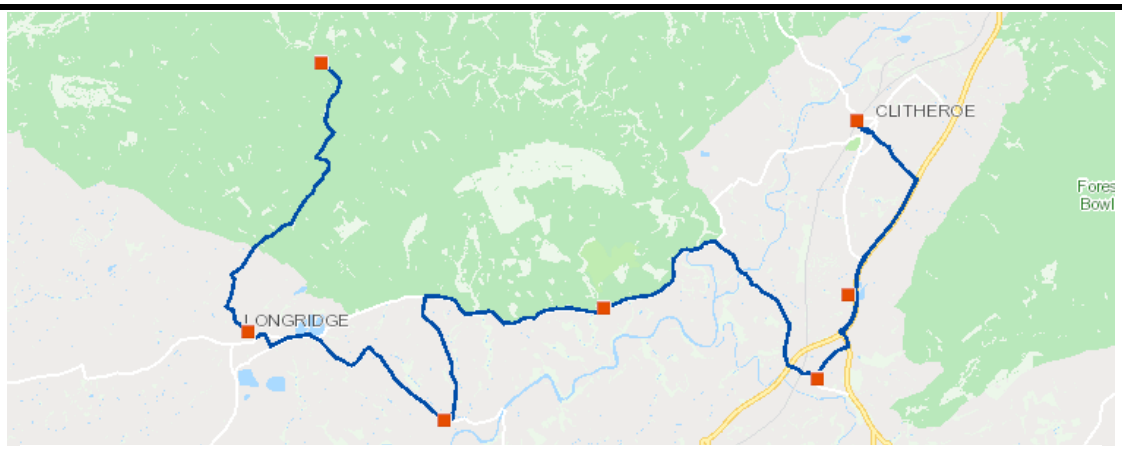
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The bus stops SW of the site are approx 390m away within the 400m desirable distance from guidance.

Bus stops towards and away from town north of Highmoor Park

Locally the site is connected to the town centre and thus the wider area.

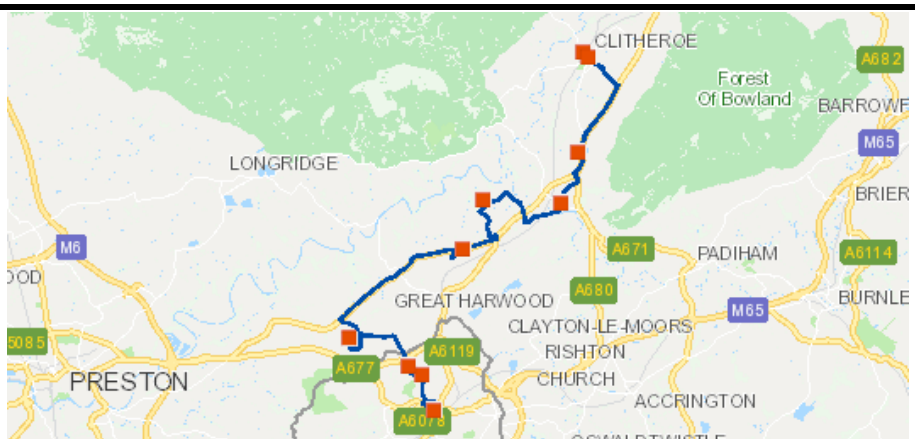




Monday to Friday

Operator	*PBLT*	*PBLT*	*PBLT*	*PBLT*	*PBLT*	*PBLT*	*PBLT*	*PBLT*
Notes	*$*	*$*	*$*	*$*	*$*	*$*	*$*	*$*
CHIPPING,Kirklands Estate (by)	07:23	09:33	11:33	13:33	15:33	16:43	18:23	19:53
LONGRIDGE,Post Office (o/s)	07:38	09:48	11:48	13:48	15:48	16:58	18:38	20:08
RIBCHESTER,Black Bull (opp)	07:46	09:56	11:56	13:56	15:56	17:06	18:46	----
HURST GREEN,Shireburn Arms (opp)	07:56	10:06	12:06	14:06	16:06	17:16	18:56	----
WHALLEY,Post Office (o/s)	08:08	10:18	12:18	14:18	16:18	17:28	19:08	----
BARROW,Business Village (by)	08:15	10:25	12:25	14:25	16:25	17:35	19:15	----
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	08:23	10:33	12:33	14:33	16:33	17:43	19:23	----

Operator	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT
Notes	$	$	$	$	$	$	$	$
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	06:18	08:28	10:28	12:28	14:28	15:38	17:18	18:48
BARROW,Business Village (by)	06:27	08:37	10:37	12:37	14:37	15:47	17:27	18:57
WHALLEY,Bus Station (Stand A)	06:34	08:44	10:44	12:44	14:44	15:54	17:34	19:04
HURST GREEN,Shireburn Arms (o/s)	06:48	08:58	10:58	12:58	14:58	16:08	17:48	19:18
RIBCHESTER,Black Bull (by)	06:58	09:08	11:08	13:08	15:08	16:18	17:58	19:28
LONGRIDGE,Post Office (opp)	07:06	09:16	11:16	13:16	15:16	16:26	18:06	19:36
CHIPPING,Kirklands Estate (by)	07:21	09:31	11:31	13:31	15:31	16:41	18:21	19:51



Monday to Friday | Saturday

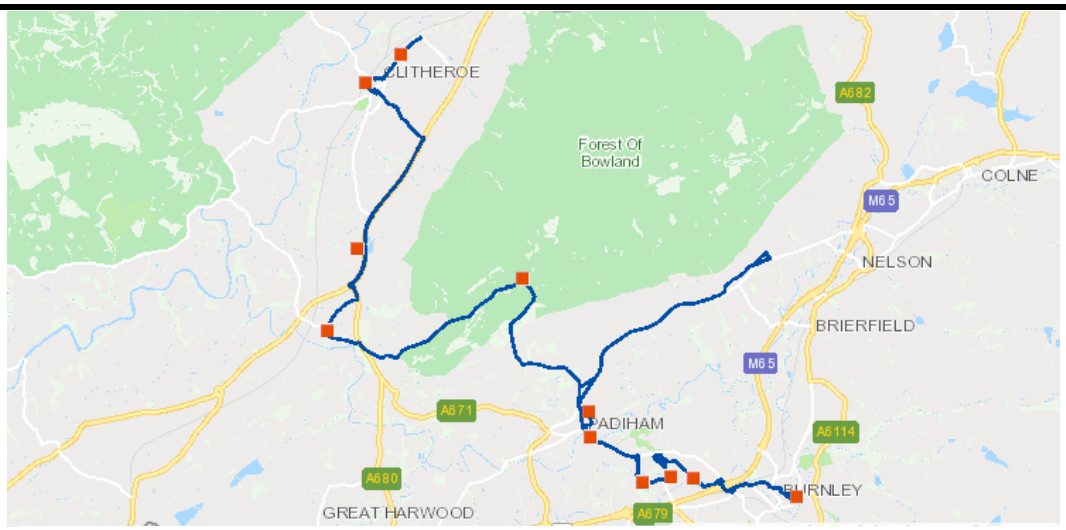
View route | Switch direction | Print timetable

Monday to Friday

Operator	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT
Notes	$	$	$	$	$	$	$	$
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	----	----	09:20	11:20	13:20	----	16:40	17:50
CLITHEROE TOWN CENTRE,Market Place (Stand A)	----	----	09:21	11:21	13:21	----	16:41	17:51
BARROW,Business Village (by)	----	----	09:28	11:28	13:28	----	16:48	17:58
WHALLEY,Bus Station (Stand A)	----	----	09:35	11:35	13:35	----	16:55	18:05
BROCKHALL VILLAGE,The Academy (by)	----	----	09:43	11:43	13:43	----	17:03	18:13
LANGHO,The Rydings (adj)	----	----	09:50	11:50	13:50	----	17:10	18:20
MELLOR,Millstone (opp)	06:54	07:56	10:01	12:01	14:01	15:46	17:21	18:31
LAMMACK,Hare and Hounds (adj)	07:01	08:04	10:08	12:08	14:08	15:53	17:28	18:38
BLACKBURN,St Marys College (adj)	07:04	08:08	10:11	12:11	14:11	15:56	17:31	18:41
BLACKBURN TOWN CENTRE,Arrival Stand (Stand 0)	07:13	08:18	10:20	12:20	14:20	16:05	17:40	18:50

Monday to Friday

Operator	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT
Notes	$	$	$	$	$	$	$	$
BLACKBURN TOWN CENTRE,Bus Station (Stand 1)	07:20	09:25	11:25	13:25	15:25	16:15	17:45	18:55
BLACKBURN,St Marys College (opp)	07:27	09:32	11:32	13:32	15:32	16:22	17:52	19:02
LAMMACK,Hare and Hounds (opp)	07:30	09:35	11:35	13:35	15:35	16:25	17:55	19:05
MELLOR,Millstone (opp)	07:40	09:45	11:45	13:45	15:45	16:35	18:05	19:15
LANGHO,Whitehalgh Lane (by)	07:51	09:56	11:56	13:56	----	16:46	18:16	19:26
BROCKHALL VILLAGE,The Academy (by)	07:57	10:02	12:02	14:02	----	16:52	18:22	19:32
WHALLEY,Post Office (o/s)	08:03	10:08	12:08	14:08	----	16:58	18:28	----
BARROW,Business Village (by)	08:10	10:15	12:15	14:15	----	17:05	18:35	----
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	08:20	10:23	12:23	14:23	----	17:13	18:43	----



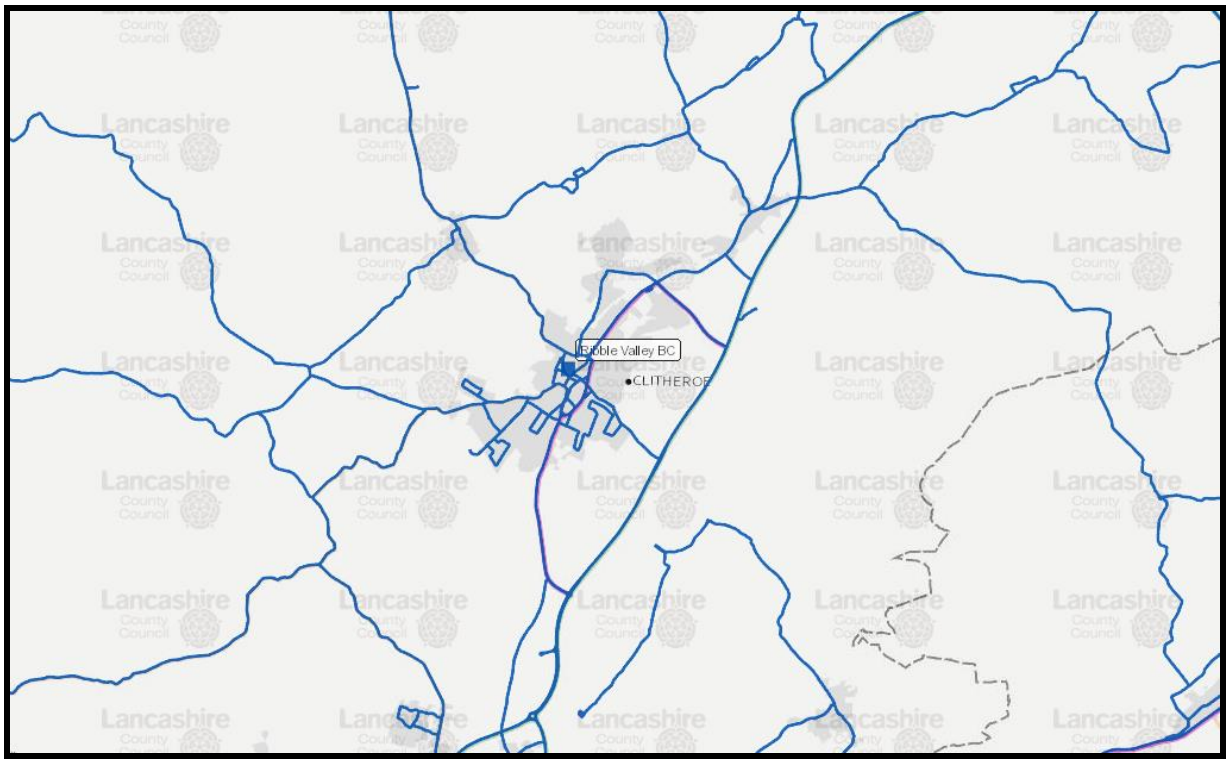
Monday to Friday

Operator	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL
Notes	$	$,SCH	$,NSCH	$	$	$	$	$	$
BURNLEY,Bus Station (Stand 9)	06:28	07:35	07:40	09:45	11:45	13:45	15:50	17:20	18:20
ROSE GROVE,Tedder Avenue (opp)	06:38	07:45	07:50	09:55	11:55	13:55	16:00	17:30	18:30
ROSE GROVE,Lane Ends Hotel (opp)	06:41	07:48	07:53	09:58	11:58	13:58	16:03	17:33	18:33
LOWERHOUSE,Mills (o/s)	06:44	07:51	07:56	10:01	12:01	14:01	16:06	17:36	18:36
PADIHAM,Town Hall (by)	06:49	07:56	08:01	10:06	12:06	14:06	16:11	17:41	18:41
PADIHAM,Town Hall (by)	06:50	07:57	08:02	10:07	12:07	14:07	16:12	17:42	18:42
PADIHAM,Hargrove Avenue (by)	06:53	08:00	08:05	10:10	12:10	14:10	16:15	17:45	18:45
SABDEN,Four Lane Ends (adj)	07:01	08:08	08:13	10:18	12:18	14:18	16:23	17:53	18:53
WHALLEY,Post Office (o/s)	07:08	08:16	08:20	10:25	12:25	14:25	16:30	18:00	19:00
BARROW,Business Village (by)	07:15	08:24	08:27	10:32	12:32	14:32	16:37	18:07	19:07
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	07:23	08:33	08:35	10:40	12:40	14:40	16:45	18:15	19:15
CHATBURN ROAD,Grammar School (o/s)	----	08:40	----	----	----	----	----	----	----

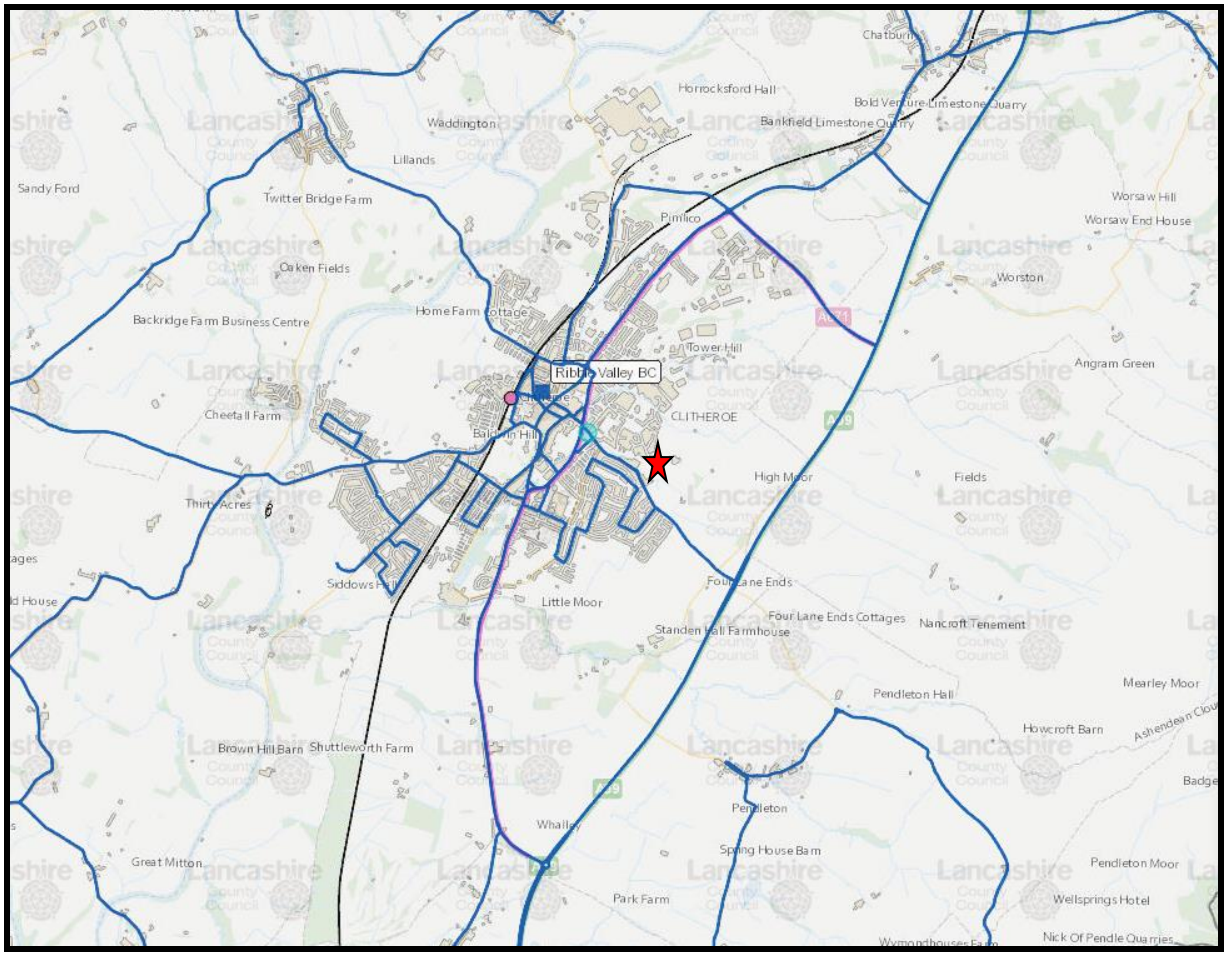
Monday to Friday

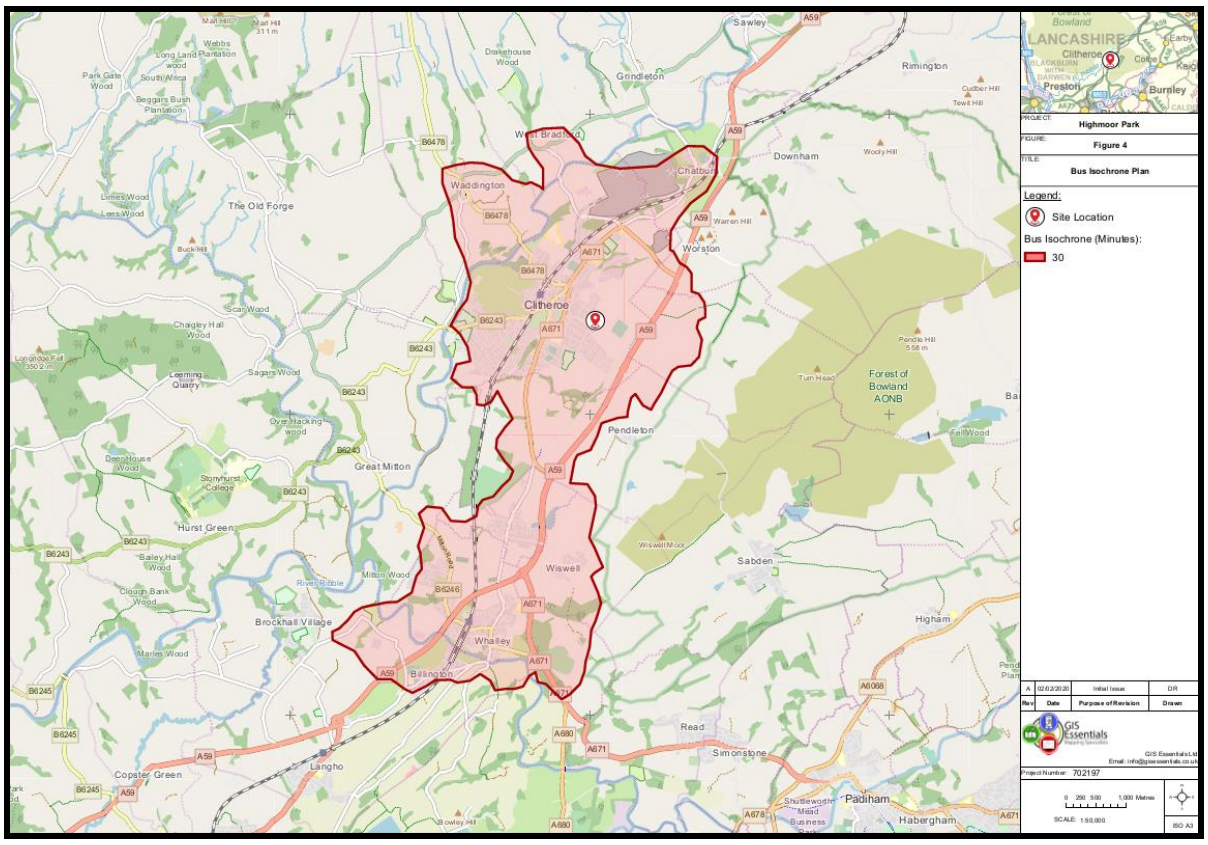
Operator	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL
Notes	$	$	$	$	$	$	$,SCH	$,NSCH	$,NSCH	$,SCH	$	$
Variations						NW	W	W				
CHATBURN ROAD,Grammar School (o/s)	----	----	----	----	----	----	14:43	----	----	15:58	----	----
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	06:38	07:27	08:43	10:43	12:43	14:48	14:48	14:48	16:03	16:03	17:18	18:18
CLITHEROE TOWN CENTRE,Market Place (Stand A)	06:39	07:28	08:44	10:44	12:44	14:49	14:49	14:49	16:04	16:04	17:19	18:19
BARROW,Business Village (by)	06:46	07:35	08:51	10:51	12:51	14:56	14:56	14:56	16:11	16:11	17:26	18:26
WHALLEY,Bus Station (Stand C)	06:53	07:43	08:58	10:58	12:58	15:03	15:03	15:03	16:18	16:18	17:33	18:33
SABDEN,Four Lane Ends (by)	07:01	07:51	09:06	11:06	13:06	15:11	15:11	15:11	16:26	16:26	17:41	18:41
FENCE,Village Store (by)	----	----	----	----	----	----	----	----	16:40	16:40	----	----
PADIHAM,Slade Lane (adj)	07:08	07:58	09:13	11:13	13:13	15:18	15:18	15:18	16:48	16:48	17:48	18:48
PADIHAM,Post Office (by)	07:11	08:01	09:16	11:16	13:16	15:21	15:21	15:21	16:51	16:51	17:51	18:51
LOWERHOUSE,Mills (by)	07:17	08:08	09:22	11:22	13:22	15:27	15:27	15:27	16:57	16:57	17:57	18:57
ROSE GROVE,Lane Ends Hotel (by)	07:20	08:12	09:25	11:25	13:25	15:30	15:30	15:30	17:00	17:00	18:00	19:00
ROSE GROVE,Tedder Avenue (by)	07:23	08:16	09:28	11:28	13:28	15:33	15:33	15:33	17:03	17:03	18:03	19:03
BURNLEY,Bus Station (Stand 9)	07:33	08:28	09:38	11:38	13:38	15:43	15:43	15:43	17:13	17:13	18:13	19:13

There are 3 routes that are available to the residents, thus the local and wider area needs is met.



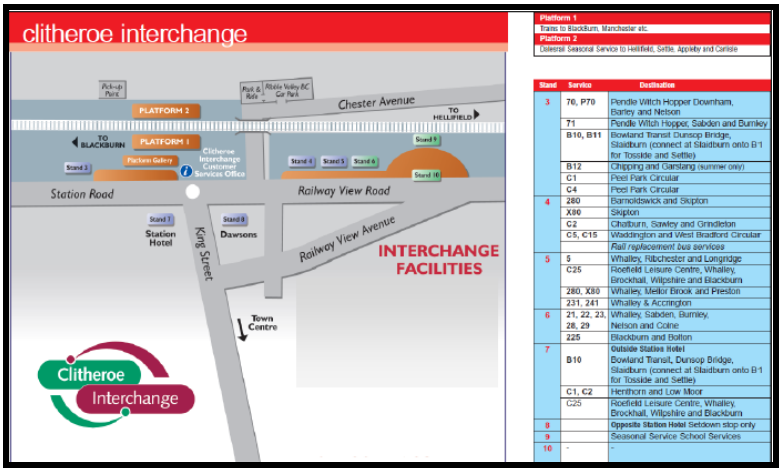
Bus routes and Local services


Ribble Valley BC
Clitheroe
Waddington
Lillands
Sandy Ford
Twitter Bridge Farm
Horrocksford Hall
Bankfield Limestone Quarry
Pimlico
Worsaw Hill
Worsaw End House
Worston
Oaken Fields
Backridge Farm Business Centre
Home Farm Cottage
Tower Hill
Angram Green
Cheetall Farm
CLITHEROE
Thirty Acres
High Moor
Fields
Siddows Hall
Four Lane Ends
Little Moor
Four Lane Ends Cottages
Nancroft Tenement
Standen Hall Farmhouse
Pendleton Hall
Mearley Moor
Howcroft Barn
Brown Hill Barn
Shuttleworth Farm
Pendleton
Whalley
Great Mitton
Spring House Barn
Pendleton Moor
Park Farm
Wellsprings Hotel
Nick Of Pendle Quarries

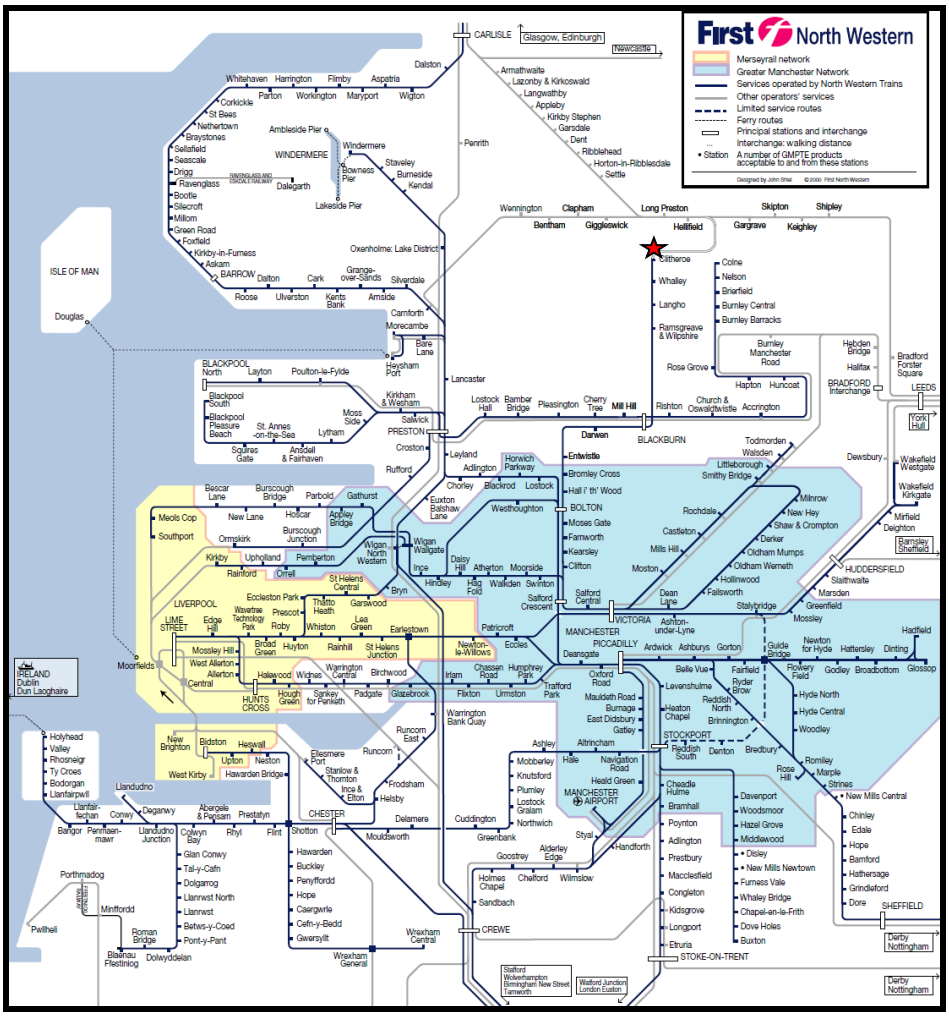

Highmoor Park
Figure 4
Bus Isochrone Plan
Legend:
Site Location
Bus Isochrone (Minutes):
30
Clitheroe
Waddington
Chatburn
Worston
Pendleton
Great Mitton
Wiswell
Whalley
Forest of Bowland AONB
Padiham
Habergham
Read
Simonstone
Sabden
Higham
Hurst Green
Brockhall Village
Langho
Copster Green
Rimington
Downham
Sawley
Grindleton

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 1.25km proximity of the site to the strategically important Clitheroe to Manchester Railway line, with its potential to support for residential development and regeneration, creates a Clitheroe Interchange.

As stated the site is approximately 1km walk (12 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, a new pattern of services is to provide step change access improvements in East Lancashire and Greater Manchester.

There is an hourly train service from Clitheroe to destinations including Blackburn, Bolton and Manchester. The journey times for services calling at Clitheroe Rail Station to a range of destinations are as follows;

DESTINATION	JOURNEY TIMES (mins)
Blackburn	22
Bolton	52
Salford Crescent	67
Manchester Victoria	76.

The above affords opportunity for residents of the Site to make journeys to work by bus and rail to destinations such as Blackburn and Bolton.

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

Summary

The site is thus well placed to provide alternative modes of travel other 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 include for the erection of around 125 residential units including a new access and associated hard and soft landscaping, rear private amenity space for each dwelling house and off-street parking provision.

Layout

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

The layout is in the form of a cul de sac to either side of the main access link with shared spaces and linking footpaths to ensure good external walking connections are provided.

The site will upgrade the track to a 6m road and 2m paths, the first section of Highmoor Park Road will be maintained at its starting width of 7.3m to the site access to future proof for bus access.

Access Strategy

The access strategy for the development provides the means to achieve the identified policy objectives by optimising the opportunity for access to/from the Site by non-car modes. This is in accordance with all local and national policies.

The accessibility of the Site for those travelling on foot and cycle is reviewed and takes account of the existing and proposed facilities. The current accessibility of the Site by public transport is outlined herein, together with the development proposals for public transport.

The proposed development takes account of the needs of the mobility impaired.

The Access Strategy for the development is cohesive, reflecting the need to appropriately consider and enable provision for the movement of people and goods. This is in accordance with the aims and spirit of NPPF. This includes considering, inter alia:

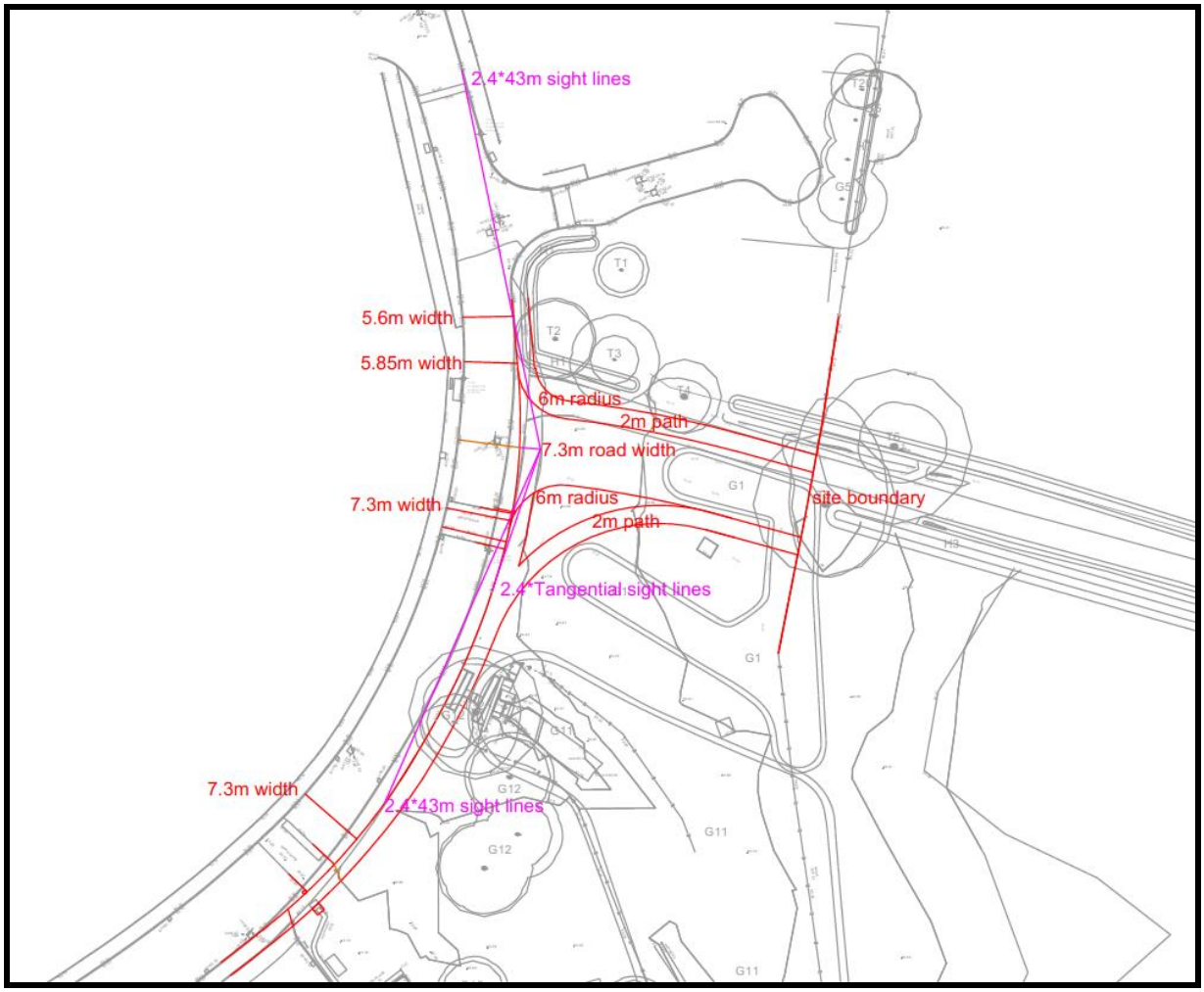
- Permeability of the Site from/connection to the surrounding locality, for all modes of transport, motorised and non-motorised,
- External linkage to the Site. The corresponding internal access/routing details are to be addressed in subsequent reserved matters application(s),
- Internal access arrangements, all to be the subject of reserved matters application(s), should minimise distance travelled by all modes (where appropriate),
- Emergency access requirements must be met.

The development proposals adopt an integrated approach to managing travel demand, offering safe and sustainable access for all by a choice of sustainable transport alternatives, between homes and employment and a range of services and facilities, such as retail, health, education, and leisure.

Access details

The site will keep the 7.3m width of Highmoor Park near the roundabout upto the access point, the internal route will be created by a simple T junction. As shown overleaf and in fig 1

2.4@43m sight lines can be achieved on either side in the adopted highway.



Servicing

A large refuse will be accommodated at the end turning head spaces.

The narrower routes will accommodate a smaller hgv/van delivery vehicle as well.

Car parking

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

6. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

Introduction

The proposed development is for up to 125 dwellings on land to the east of Highmoor Park, Clitheroe. To the south, located off Pendle Drive and accessed via Higher Standen Drive, is a committed development which comprises:

- 1040 dwellings
- 0.5ha for local retail, services and community facilities
- 2.25ha for employment
- 2.1ha for a primary school

To date only 110 dwellings have been built and occupied which are reflected in the traffic surveys undertaken in 2019.

The Standen Transport Assessment report incorporated a number of committed developments in the area however it did not account for the Chews Farm development which was approved at appeal. For the avoidance of doubt Scenario 3 of the Chews Farm development has been incorporated in the assessment.

As part of the Standen and Chews Farm developments a contribution is to be made to improve the operation and ability of traffic to travel in and around the A671 Waterloo Road / Shawbridge Street junction.

Traffic Junctions and Surveys

The following junctions have been surveyed and are contained in Appendix A:

- A671 Waterloo Road / Shawbridge Street mini roundabout
    - peak periods in PCUs 0800 to 0900hours and 1700 to 1800 hours
- Shawbridge Street / Taylor Street priority T junction
    - peak periods in PCUs 0800 to 0900hours and 1700 to 1800 hours
- Pendle Road /Highmoor Park mini roundabout junction
    - peak periods in PCUs 0800 to 0900hours and 1645 to 1745 hours
- Pendle Road / Higher Standen Drive roundabout junction
    - peak periods in PCUs 0800 to 0900hours and 1700 to 1800 hours
- A59 / Clitheroe Road / Pendle Road roundabout junction
    - peak periods in PCUs 0745 to 0845hours and 1630 to 1730 hours

It should be noted that the individual junction peaks have been combined in the base of any flow diagrams prepared.

An initial assessment of the likely development flows and a two way vehicle percentage impact at each junction has been undertaken. It is commonly considered that a 30 two way vehicle threshold negates the need to formally assess the impact of development traffic at a junction as the likely impact will not be materially noticed. On this basis only junctions where the two way development flows exceed 30 have been formally assessed.

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 states an assessment of the trips that will be generated by the development will be undertaken for the application year, i.e. 2019 and the future year of 2024. However, for consistency with the Standen assessment the network will be assessed in 2020 and 2030.

TEMPRO Growth Rates

In order to assess the capacity of the study network in the application and future years, as discussed previously, growth rates for the weekday AM and PM Peaks have been obtained from the TEMPRO V7.2 program. TEMPRO utilises National Trip End Model (NTEM) 7.2 dataset and National Trip Model (NTM) Annual Forecasts (AF) 15. The table below details the 2019 to 2020 and the 2019 to 2030 growth rates for the local area.

Area		Growth Figure Weekday Peak			
		2019 to 2020		2019 to 2030	
		AM	PM	AM	PM
County	Lancashire	1.013	1.012	1.108	1.104
Authority	Ribble Valley	1.011	1.011	1.088	1.085
E02005271	Ribble Valley 002	1.012	1.011	1.095	1.093
E02005272	Ribble Valley 003	1.013	1.012	1.101	1.096

Table 1: TEMPRO Growth Rates

The highest growth rates have been used to derive the future year base flows.

Development Trips

There are two sources of trip rates that have been assessed which comprise:

- Standen residential trip rates as defined in the assessment reports and
- Observed trips to and from Higher Standen Drive

Appendix B contains the relevant extract from the Standen Transport Assessment report. The table below details the above trip rates.

Peak Period	TRICS Residential Trip Rate Associated with Approved Development Off Higher Standen Drive With Travel Plan and Internalisation Factor			Observed Vehicle Movements to and From Higher Standen Drive			Observed Residential Trip Rate Based on 110 Occupied Dwellings.		
	Arr	Dep	Two Way	Arr	Dep	Two way	Arr	Dep	Two way
AM	0.131	0.400	0.531	15	36	51	0.136	0.323	0.459
PM	0.368	0.189	0.557	35	21	56	0.318	0.191	0.509

Table 2: Standen TA Trip Rates and Observed Trip Rates

As can be seen the observed trip rates are not dissimilar to that predicted however it should be noted that the observed vehicle movements accounts for a small modicum of construction traffic and does not benefit from the effectiveness of the Travel Plan or Internalisation effect. Given this it is considered that the observed trip rate will only reduce over time.

The above notwithstanding the observed trip rate will be used to assess the likely number of vehicle trips that will be generated by the proposed development which are summarised in the table below.

Peak Period	Proposed Development Trips Based on 125 Dwellings		
	Arr	Dep	Two Way
AM	17	40	57
PM	40	24	64

Table 3: Proposed Development Trips Based on Observed Trip Rates

Distribution

The approved Standen distribution has been used to assign the proposed development trips to the local highway network.

Traffic Flow Diagrams

The table below details how the traffic flow diagrams in Appendix C have been derived.

Figure Number	Title	Comment
1	2019 Survey Flows - PCUs	Taken from survey data. Each individual peak period, in PCUs, combined.
2	2020 Background Flows	Figure 1 growthed using TEMPRO growth rates
3	2030 Background Flows	
4	Figure 13 and 14 of Standen TA - 2030 Base Flows	Taken from Standen TA
5	Figure 25 and 26 of Standen TA - 2030 Assessment Flows	
6	Standen TA Development Flows	Figure 5 - Figure 6
7	Standen Residential Development Distribution	Taken from Standen TA
8	Total Standen Residential Traffic Assessed In Support of Approved Development	Residential element, i.e. 1040 dwellings, of Standen trips
9	Standen Approved Development Trips Minus Residential Element	Figure 6 - Figure 8
10	Standen Approved Development Trips Associated with 1040 Proposed Dwellings minus 110 Already Built / Occupied	Remainder of Standen residential development to be built and occupied as derived using current observed trip rates.
11	Scenario 3 Chews Farm Committed Development	As defined by approved at appeal application, assigned in line with Standen distribution.
12	2020 Base Flows	Figure 2 + Figure 9 + Figure 10 + Figure11
13	2030 Base Flows	Figure 3 + Figure 9 + Figure 10 + Figure11
14	Proposed Residential Development Distribution - Based on Approved Standen Development	Based on Standen distribution.
15	Proposed Development Flows	Proposed development trips assigned to highway network in accordance with Figure 15
16	2020 Base Flows Plus Development Flows	Figure 12 + Figure 15
17	2030 Base Flows Plus Development Flows	Figure 13 + Figure 15

Table 3: Schedule of Traffic Flow Diagrams

Two Way vehicle Trips and Percentage Impact Assessment

Figure 12 details the two way base flows at each junction and Figure 15 details the two development vehicle trips at each junction. The table below summarises the findings.

Junction	DTPC Figure 12 - Two Way Junction Base Flows in PCUs		DTPC Figure 15 - Two Way Junction Development Flows in PCUs		Percentage Impact	
	AM	PM	AM	PM	AM	PM
A671 Waterloo Road / Shawbridge Street mini roundabout	1801	1837	15	17	0.8%	0.9%
Shawbridge Street / Taylor Street priority T junction	1454	1468	23	25	1.6%	1.7%
Pendle Road /Highmoor Park mini roundabout junction	1312	1244	57	64	4.4%	5.1%
Pendle Road / Higher Standen Drive roundabout junction	1747	1557	34	38	2.0%	2.5%
A59 / Clitheroe Road / Pendle Road roundabout junction	1291	1121	34	38	2.7%	3.4%

Table 4: Summary of Two way Development Flows and Percentage Impact

It is considered that only the junctions to the south have two way development vehicle movements which exceed 30.

The junctions to the north are subject to general improvements, as defined by the highway authority, which will be funded by the Standen and Chews Farm development. Given this and the fact that the two way vehicle movements associated with the development will be less than 30 it is considered that there will not be a material or noticeable impact of development vehicles at these junction.

The above supports the view taken as part of the Standen application that the south of Clitheroe acts as a suburb for the major employment to the west in Preston/Blackburn areas via the A59

Given the above only the Pendle Road / Highmoor Park mini roundabout junction and the A59 / Clitheroe Road / Pendle Road roundabout junction have been assessed further below.

Junction Assessments

The Transport Research Laboratory modelling software Junctions 8 PICADY has been used to assess the impact of the Pendle Road / Highmoor Park mini roundabout junction and the A59 / Clitheroe Road / Pendle Road roundabout junction. Appendix D contains the model output.

The table below summarises the PICADY results for the Pendle Road / Highmoor Park mini roundabout junction.

Approach	A1 - 2020 Background Flows				A1 - 2030 Background Flows			
	AM		PM		AM		PM	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
Pendle Road north	4	0.8	6	0.87	11	0.95	5	0.85
Highmoor Park	0	0.27	0	0.14	0	0.16	0	0.32
Pendle Road south	3	0.74	2	0.66	2	0.72	4	0.79
Approach	**A1 - 2020 Background Plus Development Flows**				**A1 - 2030 Background Plus Development Flows**			
	AM		PM		AM		PM	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
Pendle Road north	4	0.82	8	0.91	14	0.96	7	0.89
Highmoor Park	1	0.38	0	0.21	0	0.28	1	0.38
Pendle Road south	3	0.77	2	0.7	3	0.74	5	0.83
Approach	**Difference**							
	AM		PM		AM		PM	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
Pendle Road north	0	0.02	2	0.04	2	0.01	2	0.04
Highmoor Park	0	0.11	0	0.07	0	0.12	0	0.06
Pendle Road south	0	0.03	0	0.04	0	0.02	1	0.04

Table 5: Pendle Road / Highmoor Park Mini Roundabout Junction ARCADY Summary

It is generally considered that a Ratio of Flow to Capacity Value (RFC) result of less than 0.85 is acceptable in demonstrating that the junction can operate without any difficulty. An RFC of less than 1 shows that the junction is operating within its ultimate capacity.

The junction operates without and with development traffic of less than 1. The increase in queuing due to the development traffic is 2 vehicles on the Pendle Road north arm.

With reference to the Government's National Planning Policy Framework document the proposed development will not have a severe impact and therefore should not be refused on highways and transportation grounds.

The table below summarises the PICADY results for the A59 / Clitheroe Road / Pendle Road roundabout junction. The geometric parameters of the roundabout have been taken from the Standen TA.

Approach	A1 - 2020 Background Flows				A1 - 2030 Background Flows			
	AM		PM		AM		PM	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
A59 north	1	0.5	1	0.45	1	0.51	1	0.53
Clitheroe Road	1	0.39	1	0.44	1	0.53	1	0.44
A59 south	1	0.6	1	0.58	2	0.62	2	0.67
Pendle Road	47	1.09	6	0.86	32	1.05	55	1.12
Approach	**A1 - 2020 Background Plus Development Flows**				**A1 - 2030 Background Plus Development Flows**			
	AM		PM		AM		PM	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
A59 north	1	0.5	1	0.46	1	0.51	1	0.53
Clitheroe Road	1	0.4	1	0.45	1	0.54	1	0.45
A59 south	2	0.6	1	0.59	2	0.62	2	0.68
Pendle Road	59	1.13	7	0.88	43	1.09	63	1.15

Approach	Difference							
	AM		PM		AM		PM	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
A59 north	0	0	0	0	0	0	0	0
Clitheroe Road	0	0	0	0	0	0	0	0
A59 south	0	0	0	0	0	0	0	0
Pendle Road	12	0	1	0	11	0	8	0

Table 6: Table 11: A59 / Clitheroe Road / Pendle Road Roundabout Junction ARCADY Summary

It is generally considered that a Ratio of Flow to Capacity Value (RFC) result of less than 0.85 is acceptable in demonstrating that the junction can operate without any difficulty. An RFC of less than 1 shows that the junction is operating within its ultimate capacity.

Only the Pendle Road approach operates with slight difficulty without and with development traffic.

The roundabout that was recently constructed was predicted to have the following capacity, see extract below.

Table 5.7: Junction Performance Summary (Highest RFC / Queue)

Junction	Assessment Scenario	2015				2030			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
A59 / Pendle Road / Clitheroe Road	Base	0.76	3	0.75	3	1.161	32	1.137	30
	Base + Development	0.77	3	0.58	1	0.94	11	0.73	3

Extract 1: Standen TA

In 2030 the roundabout that was considered to operate with an RFC of 0.94 and a queue of 11, however the DTPC assessment considers that the roundabout would operate with and RFC of 1.15 and a queue 63. The development will add approximately 12 queuing vehicles.

TEMPRO growth rates are essentially a tool used to predict housing growth in the area and therefore the likely percentage increase in vehicles. The Standen and the proposed development are for residential development so it is considered that these dwellings are the growth in vehicle traffic in the area and therefore there would be an element of double counting in this scenario. In addition, there is likely to be a reduction in traffic flows due to the effect that a Travel Plan and Internalisation will have.

Given this and with reference to the Government's National Planning Policy Framework document the proposed development will not have a severe impact and therefore should not be refused on highways and transportation grounds.

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 the increase in traffic 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.

7. 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)