

**APPEAL BY THE HUNTROYDE ESTATE/ CLITHEROE AUCTION MART CO LTD/
MR J TAYLOR; MS SARAH HOWARD and MS SAMANTHA HOWARD.**

**PROPOSED RESIDENTIAL AND NURSERY DEVELOPMENT LAND OFF
WADDINGTON ROAD, CLITHEROE**

**PROOF OF EVIDENCE OF MR ALAN DAVIES ON HIGHWAY AND
TRANSPORTATION MATTERS**

PI Reference: APP/T2350/A/13/2194601

LPA Reference: 3/2012/0913

Refused: 15 February 2013

July 2013

**PROPOSED RESIDENTIAL DEVELOPMENT
WADDOW VIEW, LAND OFF MILTON AVENUE,
CLITHEROE**

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1. QUALIFICATIONS

- 1.1.1 My name is Alan Davies I am the owner and Principal Director of Development Transport Planning Consultancy (DTPC) with responsibility for development planning and infrastructure projects, in particular with regard to transportation, highways, traffic and parking issues, providing advice on schemes at all stages from identification of concepts through to constraints and feasibility appraisals, detailed design and implementation.
- 1.1.2 I have over 35 years experience in my field of expertise and have held senior positions in Local Government where I was responsible for network management, traffic and road safety. In private practice I was a Regional and Board Director for WSP Development Ltd responsible for Development Planning and infrastructure projects and at Gifford LLP I was responsible for similar areas of work with the addition of the Environmental team along with strategic management of the business respectively.
- 1.1.3 I hold a Master of Science Degree in Transport Planning and Engineering from Salford University. I am a Chartered Transport Planner, being a Member of the Chartered Institute of Logistics Transport, Member of the Institution of Highways and Transportation and Member of the Association of Projects Management.
- 1.1.4 I have carried out transport and infrastructure strategies for major residential and mixed-use developments, ranging from greenfield sites to urban extensions and town centre regeneration schemes. Particular projects include Leighton West Crewe, Warmingham Lane Middlewich, Curwen Road Workington, Hugh Baird Knowsley amongst many others.
- 1.1.5 I am thoroughly familiar with the site and surrounding areas for the purpose of preparation of this Proof of Evidence.
- 1.1.6 The evidence that I have prepared and provided for this appeal, is true and has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions. I understand that my duty is to assist the inquiry irrespective of by whom I am instructed.

2. BACKGROUND AND SCOPE OF EVIDENCE

2.1 Background

- 2.1.1 DTPC were instructed on behalf of the Huntroyde Estate; Clitheroe Auction Mart Co. Ltd.; Mr. J Taylor; Ms. Sarah Howard and Ms. Samantha Howard in 2011 to advise on the transport and highways aspects of a planning application for a residential development off Waddington Road in Clitheroe as well as to discuss and hopefully agree technical highway matters with Lancashire County Council, the local highway authority.
- 2.1.2 This followed the support provided for the 50 unit residential development accessed of Milton Avenue south of the appeal site which was refused on highway safety grounds despite no formal objection from the Highway Authority but subsequently successfully appealed and the view taken by the Planning Authority being concluded to have little weight.
- 2.1.3 An outline planning application for a larger scale development, with all matters reserved except for access, was submitted to Ribble Valley Council, application reference 3/2012/0913.
- 2.1.4 The planning application involved the development of the site for up to 345 residential dwellings and a Nursery with vehicular access off Waddington Road and Back Commons leading to The Bawdlands in Clitheroe.
- 2.1.5 In support of this application a Transport Assessment (Core Document 1), Framework Travel Plan (Core Document 2) and Addendum TA (Core Document 3) was submitted for LCC to review.
- 2.1.6 Detailed discussions were undertaken with Lancashire County Council which concluded that there was no objection in principle to the application subject to the agreed mitigation and contributions being conditioned to further enhance the safe access and sustainability of the site.
- 2.1.7 The application was recommended for approval by Officers subject to the negotiation of a Section 106 Agreement and a range of conditions.
- 2.1.8 The application was refused based on perceived adverse visual impacts and prematurity. It was subsequently appealed.
- 2.1.9 During the appeal process RVBC considered matters further and determined that they would not contest the appeal on any grounds.
- 2.1.10 Whilst highway and transportation issues were not specifically referenced in the reason for refusal this evidence will consider these elements to assist the Inspector focussing on the third party issues submitted.
- 2.1.11 A SOCG (Core Document 4) has been signed with LCC as highway authority with agreed mitigation and conditions to form the basis of the planning conditions and bi lateral agreement. These are set out below.

1. The description of the site and surrounding highway network, including the existing level of accessibility by non-car modes of transport;

2. The relevant policy context;
3. Collision records;
4. The committed development in the study area
5. Assessment of existing traffic conditions including vehicle movements
6. The principles of site access points;
7. The trip generating potential of the proposed development;
8. The distribution of generated trips to the local highway network;
9. The locations of potentially adverse traffic impact on the local road network;
10. The general approach to mitigating against such impact and the feasibility of appropriate measures;
11. The extent of necessary accessing/enabling works to be delivered in the existing public highway by way of a Section 278 agreement (Highways Act 1980) between the developer and LCC.

Mitigation

- 2.1.12 Site access/Waddington Road – a ghost island right turn with refuges is agreed as the appropriate access layout shown on SOCG Fig 1
- 2.1.13 Waddington Road/Railway View – a mini roundabout is agreed as the appropriate access layout shown on SOCG Fig 2
- 2.1.14 Castle View/Kirkmoor Road – advance signage scheme is agreed as appropriate shown on SOCG Fig 3
- 2.1.15 Castle View/Bawdlands - a give priority over northbound traffic is agreed as the appropriate access layout shown on SOCG Fig 4
- 2.1.16 Waddington Road from site access to Railway View mitigation is to be in the form of road markings, signage, parking bays and zebra crossing (subject to satisfactory completion of consultation process with frontagers) to facilitate access to the town centre by pedestrians; SOCG Fig 5
- 2.1.17 Construction of a cycle route through Corbridge Court to facilitate access to the town centre and railway station by cyclists SOCG Fig 6
- 2.1.18 Environmental improvements to Back King Street to facilitate access to the town centre and market area by pedestrians

Travel plan

- 2.1.19 An interim travel plan to be submitted prior to occupation to include:

A time-frame for the development of the Full Travel Plan. (Including dates for the residents survey and submission of the full travel plan to the planning authority).

Travel Plan Co-ordinator appointed and LCC's Travel Plan Advisers informed of contact details – at least 1 month prior to 1st occupation of business and/or residential.

Welcome Packs prepared and issued – prior to occupation – for residents and staff.

1st Travel Survey undertaken;

1 - Business – should be within 3 months of occupation, and then re-surveyed annually with the residential plan.

2 – Residential - once the development reaches 100 houses occupied.

Full Travel Plan produced - including updated SMART targets based on survey data and a detailed action plan of measures to be introduced – to be submitted to the Planning Authority within 3 months of the residential travel survey

Annual monitoring and review of travel plan for 5 years after the first report submitted.

Before occupation of the first dwelling, the developer will pay £12,000 to the County Council for support in delivering a successful Travel Plan. This support will include such elements as:

- Ongoing advice, guidance and support with travel Plan development and implementation over the life of the Plan including feedback on all documentation;
- Monitoring of the Travel Plan over its life;
- Provision of leaflets and cycle/walking/public transport maps and other content for a welcome pack;
- Assistance with travel survey design;
- Support meetings on site as needed;
- Accessibility mapping;
- Journey plotting or personal journey planning;
- Publicity and promotion of measures and initiatives.

Where the developer's consultants provide these elements in full or in part, the County Council's involvements can be minimised and any unused funds will be returned to the developer on successful completion of the Travel plan period

Improved cycle and pedestrian links to town centre

- 2.1.20 The developer will contribute a sum of £10,000 to improved cycle and pedestrian links between the development and Clitheroe town centre. This will deliver improved street lighting, surfacing and associated safety measures along Back King Street which is currently used as an informal vehicular short-cut by local drivers as well as providing access to rear parking for business premises fronting King Street.

Traffic regulation orders

- 2.1.21 A sum of £6000 towards the highways related projects including improved cycle and pedestrian linkages to the town centre to be funded in terms of a S106 agreement. This also to cover the costs of no waiting restrictions, extension of the 20 mph zone, 20mph order for the internal routes and TRO to promote the zebra crossings. See table below for the agreed areas of support:

Area	Description
Waddington Road	Extend the 20 mph zone order, zebra crossing and no waiting at any time to radii of Chester Road and Park Avenue
Railway View	Change working day to no waiting at any time and corner protection no waiting at any time to Waddington road junction
Bawdlands/Castle View junction	New parking restrictions (no waiting at any time) at this junction and at De Lacy Street junction with Castle View
Back Commons from site access to Kirkmoor Road	New parking restrictions (no waiting at any time, with working day restrictions on easterly side)
Corbridge Court	New cycle lane
Castle View/Kirkmoor area	Investigation into residents' preferences for permit parking restrictions and implementation if appropriate

Bus Service improvements contribution

- 2.1.22 A further contribution of £110,000 per year for five years is to be provided for an amended bus route (final route to be agreed with bus operators) through the site. Any fare revenue arising from this service will be retained by the operator to reinvest into keeping the service operational beyond 3 years. The improved bus service provision increases the frequency to half hourly from hourly of the bus services serving Clitheroe on the development of the Property.
- 2.1.23 It is agreed that no more than 50% of new dwellings shall be occupied before this Bus Service Improvements Contribution has been paid to the Council.

Bus stops

- 2.1.24 The development will provide 2 bus stops to the standards required by the Disability Discrimination Act as part of the detailed approval stage within the internal layout prior to the commencement of the bus service.

Cycle lockers

- 2.1.25 It is agreed that the developer will make a contribution of £10,000 in respect of provision for a secure cycle storage facility at Clitheroe railway station.

2.2 Scope of Evidence.

- 2.2.1 Chapter 3 will set out a brief outline of the scheme setting (full details in CD1).
- 2.2.2 Chapter 4 will set out the robustness of the assessment (Full details CD1 and 3).
- 2.2.3 Chapter 5 will provide detailed responses to the third party concerns submitted to the appeal process.
- 2.2.4 Chapter 6 will set out the conclusions to my evidence and will clearly show that the site has little or no impact on the network and provides a safe and sustainable location for residential development.

3. OUTLINE OF THE SETTING AND SUPPORT UNDERTAKEN

3.1 Policy

- 3.1.1 The overriding theme of national policy is approval other than if the **residual impacts are deemed severe (NPPF Para 32)**.
- 3.1.2 The development must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of deliverables.
- 3.1.3 My evidence shows 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.
- 3.1.4 Furthermore there are:
- 3.1.5 Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and agreed parking provision all ensure that this development is highly sustainable, as required in local and national policy.
- 3.1.6 **The assessment shows that the scheme clearly does not give rise to any issues that can be deemed severe and from a transport point of view should be approved.**

3.2 Existing network review

- 3.2.1 The assessment of the existing situation showed that the local network functions well within any capacity constraints, no inherent safety issues are present, indeed the area has a low accident record of less than 1 per year.
- 3.2.2 Parking does occur as would be expected for an area with terraced properties but observations show that on a random inspection basis there are gaps along the road to allow passing of vehicles or even accommodate additional parking as needed.
- 3.2.3 The only areas of concern are the abuse of the parking near junctions as set out in the highway code and the higher speeds recorded for a new 20 mph route although they are less than 30mph which for an urban area is still more than acceptable.

3.3 Sustainability

- 3.3.1 The site is well located in relation to a wide range of local facilities including the Town Centre itself for the walking mode.
- 3.3.2 The site has easy access to the local network which is a 20mph area and thus safer for cyclist to use, the site has the ability to connect to the two wider cycle routes for work or leisure uses.

3.3.3 The site has easy walking and cycling access to bus services that connect it the wider area and another employment and leisure opportunities.

3.3.4 It is also in easy walk and cycle mode of the rail station and thus the much wider employment area of Preston, Blackburn and Burnley are accessible.

3.3.5 **In summary, therefore, the application site can be considered as being highly accessible by public transport, walking and cycling in accordance with planning policy guidance.**

3.4 Assessment Summary

3.4.1 The network has been robustly assessed with and without the development and has been shown to operate with spare capacity at all junctions assessed across the network with the mitigation proposed.

3.4.2 Private house ownership has the potential for reduced car dependency if walking and public transport modes are accessible from day one.

3.5 Mitigation

3.5.1 The capacity assessments show that the site accesses have no capacity issues and the location is highly sustainable it is proposed to provide some mitigation measures which will enhance the local area and assist existing residents in the area to travel by car and non car modes.

3.5.2 The wider network assessment shows some need for minor scale improvements to accommodate the development flows but these are also able to accommodate the existing committed and approved schemes that have not considered or offered any mitigation for their impacts.

3.6 Congestion

3.6.1 The mitigation either provides a status quo or reduces the queues on the local network thus it is considered that there are no congestion issues on the local network

3.7 Safety

3.7.1 The local network has no trends or local safety concerns that would require mitigation as part of a local safety scheme.

3.7.2 The new 20 mph change has improved the safety aspects of the local network and will be extended to the benefit of the wider area.

3.7.3 The flows from the new development can be accommodated on the network.

3.7.4 There are pedestrian routes to the town centre that are along routes with low flows and have good crossing provision

3.7.5 The area locally has low speeds that are conducive to cycle uses.

3.7.6 There are no impacts that would give rise to safety concerns.

4. ROBUSTNESS OF THE ASSESSMENT

4.1 Basis of the Assessment.

4.1.1 The trip rates in Table 1 have been accepted by the Local Planning and Highway Authorities as being representative and accepted at the Milton Avenue inquiry as being representative for the basis of assessments, these have been used to define the Milton Avenue, Waddow View and the Union Street development trips.

Peak Period	Arr	Dep	Total
AM	0.14 (0.173)	0.445 (0.331)	0.585 (0.504)
PM	0.437 (0.363)	0.226 (0.261)	0.663 (0.624)

Table 1: Agreed Trip Rates

4.1.2 As a secondary check on the trip rates the Castle View 24/7 automatic traffic counter survey has been used to derive the figures in red i.e. number of units using the Castle View access divided by the trips in out in the peak period over the 5 day average count.

4.1.3 These clearly show that the agreed rates are higher than the locally derived trip rates and thus the reviewed based on the higher trip rates can be considered robust.

4.1.4 The rates used are based on privately occupied residential properties.

4.1.5 The proposed development also includes a Nursery. The TRICs database has been interrogated to obtain representative Nursery trip rates (CD 1 Appendix D).

4.1.6 Given the access strategy highlighted at the beginning of the chapter, the number of trips to and from each access is detailed in Table 2 below.

Development	Access	Trips			
		AM Peak		PM Peak	
		Arr	Dep	Arr	Dep
125 Residential Dwellings	Castle View	18	56	55	28
220 Residential Dwellings	Waddington Road	31	98	96	50
50 Place Nursery	Waddington Road	14	12	11	12

Table 2: Development Trips

4.1.7 The site is agreed to deliver 30% affordable units i.e. 103 units. Residential units trip rates have been derived from the TRICs data base as it has been observed from the surveys that the residents of the affordable units have a lower level of trips by car.

4.1.8 This is further supported by the recent release of the Department of Transport National Travel Survey 2011 release based on the latest survey data. Reference to the Travel by Income group section provided in full overleaf shows the greater use of none car modes by lower income groups in 5% terms.

Travel by income group
Average distance travelled by mode and household income: Great Britain, 2011
 (NTS web table NTS0705)

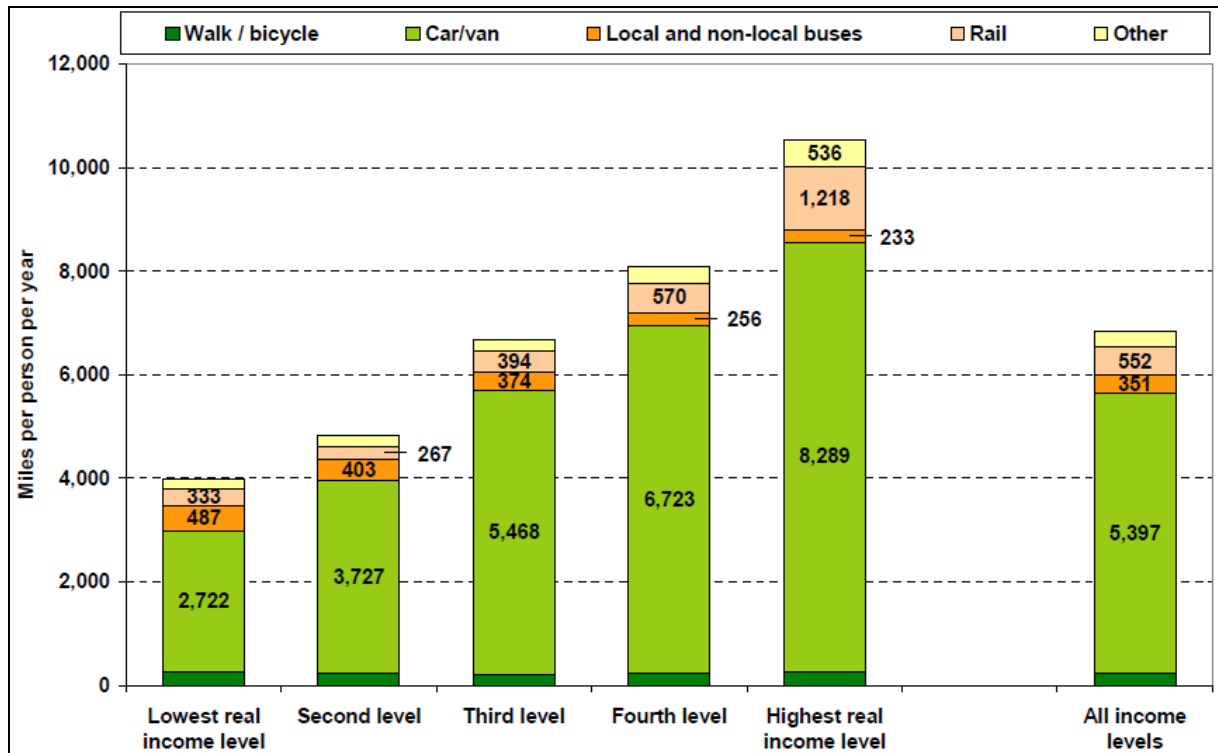


Table 3: Travel by Income group

- 4.1.9 Car travel accounts for the greatest proportion of trips and distance travelled in every income quintile group. Households with the lowest income have the smallest proportions, 48% of trips and 69% of distance, whilst the second highest quintile has the largest proportions, 71% of trips and 83% of distance. Households in the highest income quintile travel just over 3 times further by car than the lowest income quintile.
- 4.1.10 Use of public transport is also related to income. From the lowest to highest income quintile, the average number of trips by bus decreases (100 bus trips per person per year in the lowest income quintile compared with 32 bus trips in the highest).
- 4.1.11 However, rail use is highest in the top income quintile with just over 3 times more rail trips and 3 and half more rail miles than the lowest quintile.
- 4.1.12 This is partly because commuters to London in the highest income band account for a considerable proportion of rail travel.
- 4.1.13 Reference to the TRICs database for affordable residential units as a simple review using all surveyed sites outside of London shows the following:

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
08:00 - 09:00	10	90	0.135	10	90	0.235	10	90	0.370
17:00 - 18:00	10	90	0.269	10	90	0.193	10	90	0.462

4.1.14 Reference to the agreed trip rates for the scheme shows that the rented trip rate in red is noticeably lower than the trip rate used.

Peak Period	Two way Total
AM	0.585 (0.370)
PM	0.663 (0.462)

Table 4: Development trips private and rented

4.1.15 This would reduce the two way trips AM trips by 22 or 11% in total and the PM trips by 21 or 9% in total.

4.1.16 In addition to the above the trips could be further reduced by reference to the location i.e. bus and rail interchange within easy walking distance and the town centre.

4.1.17 It is therefore concluded that the detailed junction assessments are robust and as agreed with the highway authority can be relied on to show how the network functions and the potential changes that may arise from the development.

5. THIRD PARTY ISSUES

- 5.1.1 A review of the third party submissions has been undertaken for highway and engineering issues raised, these are set out in the following table with the issues raised abstracted and my response for ease of reference.

AJ Poulson & SJ Poulson(Mrs)
 Commons House Back
 Commons Clitheroe
 BB7 2DX

Walking and access to town

It has been suggested that developments near town will encourage people to walk, this is realistically unlikely- carrying goods, the weather, convenience all mean that in 2012 the majority of residents do not walk even 100 metres.

Demographics

Realistically, any residents are going to be new to the area and are highly unlikely to have employment in the town; this would make Clitheroe a dormitory town and would also massively increase traffic as individuals leave and return to the locality for work.

Traffic congestion to the North West of Clitheroe-Large Scale

In recent times, the North West of Clitheroe has had ad-hoc developments without any increase in infrastructure. There are bottle neck points around Greenacre Garage Booths' entrance, Clitheroe Grammar Sixth Form. ~In our opinion, there should be no further development on this side of town without a substantial infrastructure improvement to facilitate access around the town to the A59. It is pretty much at breaking point at certain times; there are already plans to further degrade the situation with new housing on Littlemoore/Lowmoor and Henthorne Road. Personally, we don't think those projects should have been given the go-ahead, never mind any consideration for further development on this side of town.

Traffic Management- Local level

Many individuals will cite vehicular access as an issue and we strongly endorse this, the cleverly timed photographs presented the applicants show relatively few vehicles and we suspect these were taken during the day in a normal working week as, quite obviously, evening and weekends are the times when most vehicles are present. Perhaps these pictures show a different story? We think so.

Add

Various pictures supplied showing farm vehicles and refuse vehicles in the local area causing traffic to be held up by them.

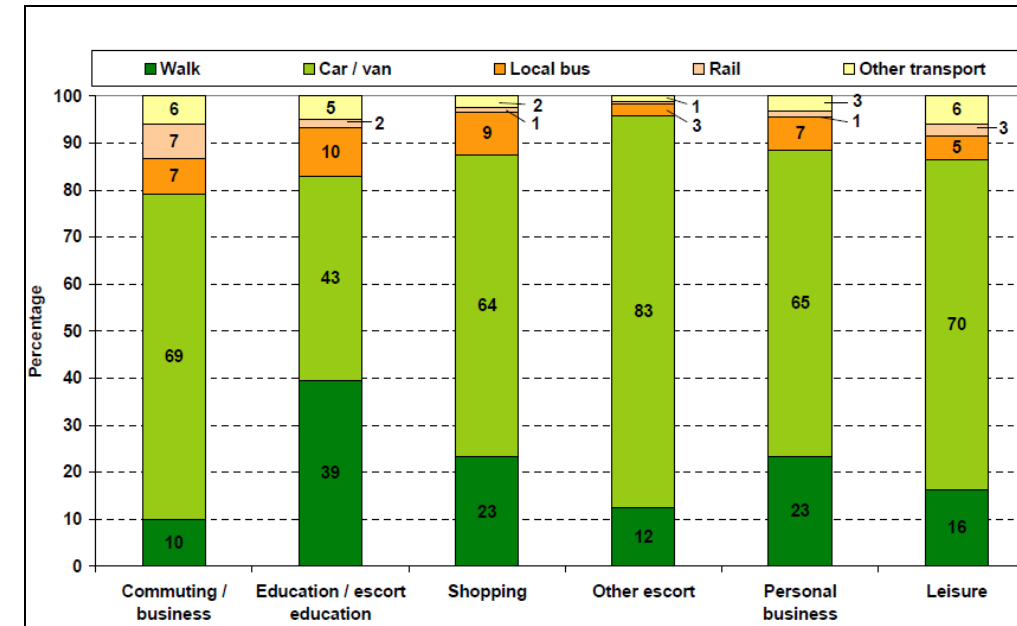
Highways

Highways analysis says that simply imposing parking restrictions would enhance access, but the current incumbents owe it to existing resident that their own needs are met should any further development be made. Imposing restrictions extremely negative to existing residents and we object in the strongest possible form.

Technical Considerations-Drainage

From work carried out on our property, we understand that United Utilities will only allow foul water into the sewer system, which says that surface water must be managed elsewhere and it is not obvious how this will be handled. Additionally we question whether the existing sewer infrastructure is adequate and, due to levels, even accessible. Furthermore, any details we have seen appear to take no account of the current sewer route by displaying properties as "build over", which we believe will be unacceptable.

The walking assertion is not borne out by surveys, the National Travel Survey 2011 trips by main mode and purpose shows that walk has between 10 and 39 5 of the trips by use, Walking accounted for 23% of shopping trips, 23% of personal business trips, and 16% of leisure trips.



Reference to the local census data travel to work data shown below has the local area with 10.63% walking to work, clearly this supports the NTS outcomes.

	Ribble Valley Non-Metropolitan District	
		%
Work Mainly at or From Home	2282	7.95
Train	354	1.23
Bus, Minibus or Coach	603	2.10
Taxi	51	0.18
Motorcycle, Scooter or Moped	167	0.58
Driving a Car or Van	20320	70.77
Passenger in a Car or Van	1338	4.66
Bicycle	389	1.35
On Foot	3053	10.63
Other Method of Travel to Work	156	0.54
	28713	100.00

The location of the development close to the bus and rail stations provides a high level of opportunity for the use of these modes, the trip review has not taken the location or the affordable units into account and can reasonably be said to be robust and shows the network with some minor modifications can accommodate the trips derived.

The observations taken were across the working day and the evening periods where most vehicles would be parked locally, these have been set out in the TA CD1 and agreed as representative by the highway authority. The location of the side roads, existing parking restrictions etc provide gaps that allow cars to pass in a similar manner to that set out in MFS guidance. This methodology was used for the Milton Avenue appeal and accepted as a reliable record.

The pictures submitted show observed situations where a tractor or large vehicle passes along the street with a slow queue behind it, this is the normal situation for most residential streets either existing or proposed and a short term in nature and the network quickly settles back to

		<p>the normal operation.</p> <p>The potential parking restrictions are limited in nature and reflect the Highway code guidance of not parking adjacent to the junction area and nothing more.</p> <p>The foul and surface water needs have been fully investigated and agreed with the EA and UU that they can be delivered with no disadvantage to the existing network.</p>
<p>Also supplied from Commons House Back Commons Clitheroe BB72DX By Samantha Poulson Mrs</p>	<p>My Second point is that of traffic, or which I am certain you will have heard much. The access road to the proposed development is narrow and filled with traffic at all times of the day. The junction at the end of Castle View is extremely busy and it can take many minutes to exit on to a narrow, weight restricted railway bridge. These days all houses have more than one car. When the houses in Castle View and surrounding streets were built no-one ever gave it a thought to any of the residents owning a car, let alone two or three and, consequently, there are very few garages. Parking is a premium, with both sides of the street filled with residents 'cars at tall times for the day. In addition we are quite close to the town and very close to Clitheroe Castle; we have to cope with visitors' vehicles, too. When I pointed out the potential chaos caused by a further 300-odd vehicles using the road and junction, the Highways Expert employed by the developers told me at the public meeting they held "that's not my problem"</p> <p>Amongst other ideas put forward, there has been a proposal that existing residents purchase a parking permit, which I feel is hardly going to be accepted with any degree of pleasure. Parking permits are normally issued in areas where there are large public amenities, such as a hospital, or football ground. We are simply talking about a large housing development here, to which the vast majority of existing residents are highly opposed and will effectively; have to pay a tax to facilitate it! Indeed I believe that some residents are already looking into the possibility of legal action, should this go ahead.</p> <p>When the traffic counter was installed on Castle View, it was placed a little way down the road, which meant that the three streets at the top end of the road nearest the junction with the main road were excluded from the count.. How can this be fair, or give a true reading?</p> <p>The Appeal will be heard in August and, should you decide to come and view the area for yourself , I suspect you will come during the summer holiday - a time when our early morning rush hour will be much quieter. Again, how can this give a true example of what it is actually like?</p> <p>Clitheroe holds many events and festivals during the year and often the town centre is closed to vehicles. This means that the traffic on the road over the Bawdlands Bridge at the end of Castle View is often at a complete standstill. How can extra 300-odd vehicles possibly help matters?</p>	<p>The route has been reviewed with LCC and as set out above the streets function in a similar manner to the MFS guidance with narrow areas and passing bays, it is not proposed that the whole site will access the area by the Back Commons route, indeed the trips for this area are significantly below the suggested 300 cars.</p> <p>Non residents have been observed to park in the area often of the rail station use, as they either do not wish to pay the car park fee or not wish to drive across town. Clearly tourists may also do this hence the proposal to provide a funded residential parking scheme, this is not to be imposed on the residents but be the subject of extensive consultations. Only if there is support by the residents in accordance with LCC policy will it be implemented.</p> <p>The parking levels are however limited in numbers and do not create a material impact locally or safety issue.</p> <p>The traffic counter was placed along the road n the only area where it would not be affected by parked cars. The flows were assessed for the number of houses that were accessed past the location to derive an actual trips rate, these were then used to adjust the totals to reflect the houses that did not pass by the counter to give a full picture of the area as set out in CD1. The flows used are therefore representative.</p> <p>As with most local towns there are events that attract visitors in greater numbers, these are however infrequent and the impacts short lived and should not be taken into account as representing the day to day network.</p>
<p>Elizabeth Dean Peter Foley Laura Dean Waddow Lodge Clitheroe Road Waddington Clitheroe Lancashire BB7 3HQ</p>	<p>Over the last year there have been several occasions when Bradford Bridge at West Bradford has been closed for lengthy periods due to vehicle damage to the parapets by HGV's. As a direct result the flow of traffic along the B6478 through Waddington has been much increased, this route being the official diversion. This has caused congestion in the village, both at the chicane by the Waddington Social Club and at the two junctions near to the Waddington Arms, Post Office and St. Helens Old Church with buses lorries and cars all trying to avoid the legally, on road parked cars in the village, at the properties where no garage/driveway space exists</p> <p>Therefore this fully illustrates the fact that if this proposed development were to be permitted then many residents of Waddow View would choose to avoid congestion in Clitheroe town centre and opt instead to exit the town via Waddington and the two narrow lanes which go westwards, i.e. Edisford Road and Twitter Lane, both of which are already busy and traffic en-route would cause constant congestion at the village junctions.</p>	<p>The bridge impacts are part of the normal network operation and if they occur the diversion used would expect higher flows and additional delays, this however may be frustrating to some but forms part of the normal highway network. The junction assessments show limited delay on the network and observations show queues that last for a few minutes but quickly dissipate, the network does not suffer from prolonged delays that would be deemed congestion.</p> <p>It is considered unlikely that diversionary routes will be used, especially as the local access into the town centre is to be improved further reducing delay.</p>

<p>Elizabeth Dean Peter Foley Waddow Lodge Clitheroe Road Waddington Clitheroe Lancashire BB7 3HQ</p>	<p>This level of expansion is unsustainable because the infrastructure of the town cannot withstand it. In respect of the above application, we live on the outskirts of Waddington and use the B6478 form most of our visits into to town and beyond. This road is already busy with both quarry traffic another goods vehicles accessing businesses within Bowland and the Hodder Valley area. To install a roundabout near the lodge to the existing cemetery on Waddington Road would not be a wise move, due to poor sight lines on the curve of the road, as well as adding to the already overburdened junction under the railway bridge. Heavily laden goods vehicles that have exited the quarry would be forced to break and then start the climb of the hill into Clitheroe in low gear, thus adding pollution. Likewise the other proposed exit from the development would be via Kirkmoor Road, already overcrowded with parked vehicles , then egressing onto a bad junction at the Bawdlands railway bridge, where e the extra traffic would have to either go via the railway crossing or around Clitheroe town centre via the railway station. In addition where are these extra cars going to park when people wish to visit the shops and businesses within Clitheroe, as there is no extra provision made for parking within the town centre? People are not going to cycle or walk due to poor weather.</p>	<p>The design of the new site access accords with guidance and the sight lines are in excess of the requirement for the observed speeds. The turning vehicles are accommodated by a right turn facility that would ensure that the through movements are not affected to any noticeable level, the slow HGV scenario set out would in all likelihood not occur. The junction assessment has been reviewed by LCC and considered acceptable to accommodate the robust level of flows set out. The walk/cycle comments are answered above and are not founded on facts.</p>
<p>Mrs S Wilson 36 Park Avenue Clitheroe Lancashire BB7 2HW</p>	<p>The traffic problem in the area of Waddington Road/ Chester Avenue/Milton Avenue and surrounding area's are already at gridlock. The children's play area in the area is already compromised with cars, vans using the road nearby. I have seen in the last few years many near misses with children crossing the roads in the area proposed. The entrance to the proposed site is on a very bad bend.</p>	<p>As stated the area is not grid locked nor does it suffer from a level of delay that would be deemed congested. Access to the play area is from the side street which does have some parked vehicles but does have a footpath for safe access. The site access layout has ben answered above.</p>
<p>Mr S I Barnes 37 Buccleuch Avenue Clitheroe Lancs BB7 2DZ</p>	<p>Roads which floods all the time at Waddington Road Railway Bridge. The Car parks overflowing and the railway station no parking the streets are full of cars</p>	<p>As submitted to the previous appeal Ref: APP/T2350/A/12/2181354 Land off Milton Avenue, Clitheroe and the planning authority the local flooding at the rail bridge has largely been alleviated by sewer repairs and maintenance by LCC to a level where they feel it is not an issue. The footpath route to the north of the bus station has not flooded and allows movements to take place when high levels of rainfall occurred in the past. The car parks have not been observed as being full across the day, on street parking does occur but not a level where amenity or safety issues arise where todote intervention is required.</p>
<p>Dr. J.D. Royle Chorley House Back Commons Clitheroe BB7 2DX</p>	<p>Parking Scheme Mr Alan Knox has pointed out that one of the developer's proposals concerned the imposition of a Resident's Parking Scheme on Castle View/ Kirkmoor Road. I am advised that such schemes are usually developed for the benefit of the residents and at their behest. In this case, the residents allotted parking space would be greatly reduced and would be of such detriment to them that very few would welcome such a scheme. I am further advised that where an attempt has been made elsewhere to impose such a scheme, it has been over ruled by the Courts.</p>	<p>As stated above the residents parking scheme is subject to significant consultation and will not be imposed if the residents do not wish it.</p>
<p>Mrs B.A. Kay 29 Buccleuch Ave. Clitheroe BB7 2DZ</p>	<p>Access The proposed site would be difficult to access during rainy periods as there is often severe flooding under Waddington Bridge and the road closes, which means traffic would have to be diverted round the country lanes, when existing traffic already creates problems without any more traffic.</p>	<p>The flooding under bridge has been largely removed following recent maintenance and no issues have been recorded recently.</p>

<p>Mrs C. James Online version No address supplied</p> <p>On behalf of The Guide Association</p>	<p>Waddington Road is already a busy thoroughfare route to the country lanes of Waddington, Slaidburn.</p>	<p>A general comment not supported by the assessments carried out.</p>
<p>Ian Woolstencroft Town Clerk Planning Inspectorate, Room 3/18A Temple Quay House. 2 The Square, Bristol. BS1 6PN</p>	<p>In addition to the Town Council note that Lancashire County Council has removed their objection but is concerned about what the County have outstanding issues. The Town Council have concerns if a Section 278 Agreement between the Developer and the Highways authority were to contain the provision of a residents parking scheme for the residents of Kirkmoor Road and Castle View or the traffic signals at the junction of Bawdlands and Castle View.</p> <p>The reasons for this are as follows:- Residents Parking Scheme. The Town Council is of the opinion that most residents' parking schemes are introduced when residents struggle to park in the vicinity of their home due to a variety of reasons be it the presence of a hospital, a football ground or such other reasons for a lot of temporary visitors to a come to an area. Therefore the Town Council would be concerned if this was now used to effectively reduce the number of parking spaces in the area, while at the same time residents would have to pay for a permit. Effectively residents who seem totally opposed to the development would have to pay a tax to have the development inflicted upon them.</p> <p>Traffic Signals The Town Council supports the view taken previously by the County Surveyor that traffic signals at this junction would improve highway safety. However, as there have only been two minor collisions recorded in the last five years the Town Council do not believe highway safety is an issue. They believe the issue here will be highway congestion and that traffic signals will add to the problem. Furthermore, the Town Council reiterate their original objection that as the junction is on top of a bridge there is no possible engineering solution to this problem nor has any been suggested as yet.</p>	<p>See above for the residents parking scheme reply.</p> <p>Following further investigation the traffic signals are no longer proposed, the junction has been reviewed and considered acceptable in its current form.</p>
<p>Mr Stephen Reece On Line Version No address supplied</p>	<p>Access The access and egress to the development is proposed to be onto Waddington Road on an existing bend in the road where there are already a number of access points, an allotment, Vale View Cottage, Cemetery Lodge, the Cemetery and the proposed new entrance/exit to the cemetery. The existing access points are already considered to be unsafe (due to the speed of the passing traffic) as shown by the slow signs painted on the road and the occasional use of the 30mph flashing warning sign. The addition of a further access point would only exasperate the situation, let alone one that is to cater for the amount of vehicles entering and leaving the site.</p> <p>Vehicle Increases The additional vehicular activity from circa 500 plus vehicles will cause congestion and have a dramatic effect on the highway safety on Waddington Road. The road already has to endure the traffic to the Knuck Knowles development along with Moorlands School, which is not assisted by the parking of vehicles on Waddington Road.</p> <p>There will also be an impact on the junction at the railway bridge together with Chatburn Road roundabout at peak times as the majority of the new residents would work out of town thereby travelling through the junction and the roundabout onto the inner bypass at peak times, again jeopardising highway safety.</p>	<p>See above for the review of the site access which accords with design guidance. The 20mph zone will be extended pass the site frontage thus reducing speed further assisting the cemetery and allotment users.</p> <p>The suggestion that 500 vehicles are on the network at the same time is not borne out by surveys or databases, it is clearly over stated.</p> <p>The assessment has not highlighted any residual delay or safety issues as alluded to.</p>

<p>R. M. Parkinson [BSC FRICS] and E. A. Parkinson [JP DL] On behalf of themselves- Beechcroft and other residents of Back Commons: Five Fells and Albion House - Mr and Mrs R Hailwood, Eastwood - Mr and Mrs R H Parker The Bungalow - Mr and Mrs R Buller Selbourne House and Bungalow - Mrs L Hardwick Common House - Mr and Mrs J Poulson Chorley House and Cottage - Dr and Mrs J Royle.</p>	<p>Highway Safety/Traffic Issues The Planning Officer's recommendation to the Planning Committee meeting on 14th February 2013 was for refusal on three grounds including one of Highway Safety/Traffic issues. This had been based on a letter dated 22nd January from the LCC[Martin Nugent] in which it was stated that the developer had not met with LCC to discuss their concerns and accordingly recommending refusal. At the Committee meeting on 14th February the Councillors were informed that LCC [Trevor Lewis - only very recently having taken over from Martin Nugent] had that day withdrawn its objection on Highway Safety/Traffic issues and accordingly the Committee was advised that it was no longer appropriate to include this as a ground of refusal. No details were provided as regards the reasons for the withdrawing of the objection immediately prior to the meeting nor how the concerns there were would be addressed. The residents of the Back Commons fully support the two grounds that the RVBC Planning Committee refused the application but consider that there remain unresolved Highway safety/Traffic Issues which the Inspector should ensure are carefully and vigorously scrutinised at the inquiry. There is also the concern that the works to overcome the highways impediments are such that they could adversely affect the character of that part of Clitheroe, particularly the properties served by Castle View and Bawdlands, to its detriment and the perceived benefit of any need for housing by the developer would not outweigh the harm caused by such works. The unresolved issues include:- The traffic lights by the Castle View/Bawdlands junction, parking permits [for which there will be local opposition and the possibility of legal challenge] on Castle View and Kirkmoor Road, details as regards the access from Kirkmoor Road onto the development site and concerns over traffic flows through Clitheroe with in particular that at the Shawbridge mini roundabout. It transpires that the traffic count on Castle View was conducted part way along that road thus excluding perhaps 20% of the traffic including that generated from Delacy Street, Montague Street and Baldwin Road. Bawdlands Bridge was we understand altered some years ago to restrict the passage of two HGV's at the same time because of weight limit concerns. It is not clear how traffic lights can be safely implemented at this junction taking the weight limit concerns and pedestrians into account and without compounding with is already a regular bottleneck. This will be exacerbated when other developments come on stream to the west of Clitheroe. The town centre is closed for events on several occasions during the year, including the recent May Day Bank Holiday weekend, with a diversion system in place which completely gridlocks Parson Lane and Edisford Road and would also be further exacerbated with any additional traffic to and from the west of the town.</p>	<p>The lack of a meeting was due to LCC not having sufficient time to accommodate the request to meet made prior to the submission itself, subsequently meetings did take place with both Mr Nugent and Mr Lewis both experience highway engineers.</p> <p>The committee report set out the mitigation measures felt needed and a letter was formally submitted to the planning authority setting out the agreements reached.</p> <p>The resident may consider there are unresolved issues but the highway authority had none.</p> <p>The parking permits and traffic signals have been answered above as has the traffic count survey, it should also be noted that the junction assessment did not use the ATC adjusted link count but a peak hour fully classified survey for the peak hour flows thus there is no ambiguity of the flows used..</p>
<p>Mr and Mrs Hutchinson 1 Holme Hill Clitheroe BB7 2NF 2 letters on 2 different dates</p>	<p>Road Congestion and Road Safety I would also add that knowing the area of the proposed site that I feel that the disruption to the residents should this go ahead would be significant not least with the additional traffic on Waddington Road and the roads off it. (30th April 2012) The building of additional homes on this site is unwelcome, unnecessary and would lead to a significant congestion off Waddington Road and Castle View. (4th Nov 12)</p>	<p>As stated above the network is not considered to be congested with or without the development.</p>

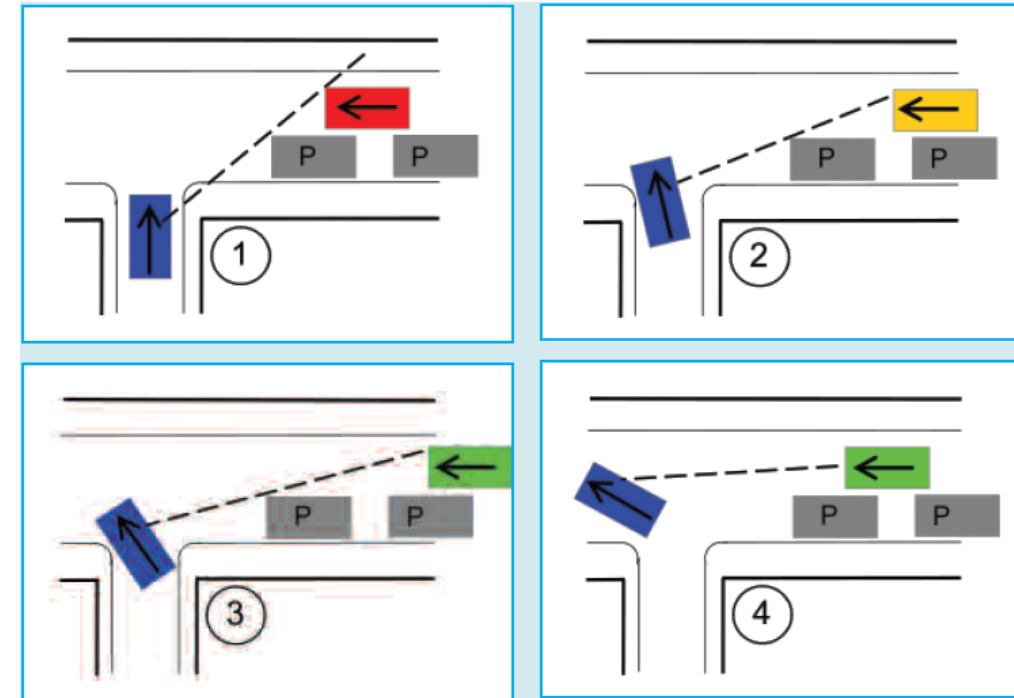
<p>Lesley Ireton 26 Montague Street Clitheroe</p>	<p>Traffic Concerns More houses create more traffic problems which this area of Clitheroe would not be able to accommodate. Waddington Road bridge is enough of a problem now and I feel more traffic would be very dangerous indeed and an accident waiting to happen.</p> <p>Flooding Waddington Road has a tendency to flood after heavy rain and has done as far as I can remember, this problem has never been sorted and you can only fear the escalating future mayhem with so many more houses to add to the problems of the drainage system. The flooding will be more severe and also creating future with traffic problems when this arises as it so often does.</p> <p>People who use the train service and town are now parking in Waddington Road area of town and making it a problem for residents living here and which affects the quality of life as well as safety. If even more houses are built this would be a bigger problem.</p>	<p>General comment and answered above.</p> <p>Flooding answered above</p>
<p>Mrs P. Parrott 37 Bright Street Clitheroe BB7 1NW Country side officer Clitheroe Group Ramblers Association.</p>	<p>We think it would cause some congestion of traffic entering and leaving the site in the vicinity of Waddington Road, and alter the character of the area.</p>	<p>General comment answered above</p>
<p>Mrs S. Long On Line Version No address supplied</p>	<p>The data used by the Highways department to withdraw their objections to this development at the last minute is questionable. This area is bounded on both sides by the constraints of the railway line and extra traffic flow at either end of the development would cause a "bottle neck". There is at present problems at both the Bawdlands Bridge junction at one side and the Waddington Road / Railway View Junction at the other. The main access for this proposed site along Castle View runs in front of properties specifically built and lived in by elderly and disabled residents. An increase in traffic is not fair or reasonable for them to have to negotiate. Traffic is standing both end of this development during peak times. On Saturday mornings the traffic can back up from the zebra crossing on Station Road, back along Parson Land to the junction of Castle View and Bawdlands. Any restrictions of parking on the main routes suggested for this development would force residents to use the side streets which in turn will cause a problem with people already resident here.</p>	<p>The assessment presented was submitted well in advance of the meeting and the delay in replying was in part due to work pressure and change of personnel where a thorough briefing was required to enable the final agreement to be reached and issued, it was a considered decision by experienced engineers.</p>
<p>Mr SE Marginson Buccleuch Ave Clitheroe BB7 2DZ</p>	<p>The road which the traffic would come onto flood under the railway bridge. No improvement to the road network streets that are full of parked cars when people are home from work Kirkmoor Rd would be impassable for two way traffic.</p>	<p>See above for flood reply</p> <p>The cars park on street now and the area operates and is not impassable.</p>
<p>Mr John Whittaker On line Version No address supplied</p>	<p>There are 3 entrances (plot, applicant, cemetery) onto land would this appeal be agreed within 50 meter of each other Eddisford Road is over used and very narrow in sections around junction of Kirkmoor This even with improvements would be congested New route would be a rat run to avoid town centre traffic Kirkmoor has narrow sections that would allow at least two lanes of traffic (not suitable) Junction on Waddington Road is very poor and accident prone of a large scale.</p>	<p>Site access answered above</p> <p>The site is does not have a through route for cars so short cutting would not occur.</p> <p>The network assessment has taken the narrow sections into account and the safety record does not support the statement made.</p>

<p>Mrs Rachael Lofthouse On behalf of Mr and Mrs Lofthouse and Mr and Mrs Arkwright ON line version No address supplied</p>	<p>Many home owners own at least one vehicle or will have visitors arriving by car. The proposed development of over 300 dwellings will have a devastating impact on already busy highways in this area.</p> <p>Access to the proposed development via Castle View and Kirkmoor Road will be extremely challenging. Both roads are heavily congested with parked cars and traffic accessing homes in this area. There is poor visibility at the Castle View/Bawdlands junction. The road narrows over the bridge causing a bottle neck effect that restricts the flow of traffic. An increase in vehicles from the proposed development would exacerbate the problem.</p> <p>The increase in volume of traffic along Waddington Road and the surrounding area would have serious safety implications. Waddington Road is already congested with traffic which makes access to and from the neighbouring streets very difficult. At peak times in particular, the traffic is backed up from the junction at Waddington Road as far as Milton Avenue. The situation is compounded by at the Eastham Street Crossroad, with cars accessing Moorland School and nursery</p> <p>Waddington Road Bridge is liable to flooding creating problems gaining access to Waddington and neighbouring villages. The problem this creates will be exacerbated by an increase in traffic generation. It also jeopardises access for emergency service vehicles. There is no alternative access to the Waddington Road area for the Fire Brigade in particular, due to the low bridge at the only access point.</p>	<p>General comment not supported by the assessment.</p> <p>Other areas raised answered above.</p>
<p>Mrs S L Embery ON Line comment 4 Barker Terrace Waddington Road Clitheroe Lancashire BB7 2HT</p>	<p>Location</p> <p>From the original proposal the access points for the development would be split between Waddington Road, and Kirkmoor Road leading to Castle View. Approximately 170 houses using each access point. My concern with the Kirkmoor Road and Castle View area is that this is a residential area with mainly terraced housing, meaning on street parking for residents. Any restriction imposed on these roads would leave residents with no reasonable parking options as both Kirkmoor road routinely have traffic parked on both sides of the road, a large increase in volume of traffic would quickly lead to congestion. At least 340 already have to use Castle View to access and leave this part of town. No other route onto the main road is available. Castle View meets the main road, Bawdlands, this is a narrow junction with limited visibility to the left due to a sharp turn onto the railway bridge. Bawdlands is a busy area of town as traffic coming into Clitheroe town centre will use this route. The traffic from 270 and 70 new homes already approved will use this route to access parts of the town centre adding further congestion to this route. The problem will not be as pronounced with the Wadding Road access but this is also a busy route into town, being used by residents and outlying villages to access Clitheroe and the A59.</p> <p>There has been significant increase in the volume of traffic through Clitheroe over the last 10 years and certain residential areas are already very busy. This is becoming a main route in and out of town for anyone living in the area to the West of this road. This is a residential area of terraced housing so on street parking is available for the residents. The recent approval for 70 homes and the 270 homes shown on the map will increase this further as both developments are so placed as to require vehicles to use Eshton Terrace as a way in and out of town. No other reasonable route is available. This road also has a level crossing for a rail line used frequently by freight and passenger trains so is in use at least once an hour throughout the day adding further to the build up of traffic.</p>	<p>The split between the access points is not 170 each but 125 for Kirkmoor.</p> <p>The approved developments have been taken into account in the assessment and the outcomes show the network has residual capacity which will be improved with the mitigation set out.</p> <p>Easton road and the adjacent network have been assessed as part of the wider network and the mitigation provided by other approved development is sufficient to cater for the low level of flows from the site that would use this area.</p> <p>Background traffic increases in the past 10 years are taken into account using up to date surveys, future growth has also been assessed despite lower levels of growth in recent years.</p>

J Smithson
55 Waddington
Road
Clitheroe
Lancs
BB7 2HN

I object to the above development on Waddington Rd, is a very busy road especially in the school run am and pm. The avenues off Waddington Rd i.e. CHESTER, COWPER, MILTON, HAWTHORNE PLACE AND PARK AVENUE are heavily uses by drivers parking nose to tail right up to the junction of Waddington Rd also Waddington Road is used in the same way!! Coming out of any of those avenues onto Waddington Road is very hazardous as you cannot see through parked vehicles! The above roads cannot be swept or drain cleaned out correctly because of all the parked vehicles!!
God help anyone needing an emergency vehicle, FIRE, AMBULANCE, POLICE as they would really struggle to get through due to BOTH SIDES of the road and avenues being full of parked vehicles.

The side roads accommodate local residents cars as does the parking on Waddington road itself, it is not proposed to use these routes for the proposed development trips, the parking adjacent to the junctions has been reviewed as part of the Milton Avenue approved application using MFS para 10.7, this methodology was agreed with the inspector.



At urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic, and vice-versa.

In the images above, the blue car moves forward slowly until it can see far enough past the parked vehicles to see that the gap to the next oncoming vehicle is long enough for it to pull out. Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out.

The emergency services have been consulted as part of the application and no objections raised.

6. CONCLUSIONS

6.1.1 My evidence has considered proposals for a residential development off Waddington Road and Castle View in Clitheroe.

6.1.2 The following conclusions have been drawn with regard to the proposed development:

- The proposed development would be accessed by a safe and efficient vehicular access arrangement;
- The proposed development complies with local and national planning policy;
- The pedestrian facilities would enable safe pedestrian movement between the development site and the wide range of local services located within Clitheroe Town centre;
- The site benefits from being located in close proximity to the local bus stops, and the main bus and rail interchange which provides services that are ideally placed to cater for the needs of the development's residents and visitors;
- The traffic impact assessment indicated that the proposed development would have a minor impact on the local highway network that can be mitigated by the proposed junction improvements;
- The traffic generated by the proposed development can be adequately accommodated on the remainder of the local highway network.

6.1.3 In conclusion, there are no highway or transportation reasons why the proposals should not receive planning permission.

6.1.4 As such, I respectfully request that this appeal is allowed

Figures

