

**STATEMENT OF COMMON GROUND
ON HIGHWAY AND TRANSPORT ISSUES**

**IN RELATION TO LAND OFF WADDINGTON ROAD, CLITHEROE,
LANCASHIRE BB7 2DE FOR THE HUNTROYDE ESTATE/CLITHEROE
AUCTION MART CO LTD/MR J TAYLOR; MS SARAH HOWARD & MS
SAMANTHA HOWARD**

**PINS Reference: APP/T2350/A/13/2194601
LPA Reference: 3/2012/0913**

July 2013

CONTENTS	PAGE No.
1. INTRODUCTION.....	3
2. PLANNING CONTEXT	5
3. EXISTING CONDITIONS	8
4. PROPOSED DEVELOPMENT	10
5. AGREED MITIGATION	12
6. AGREED AREAS	15
7. AGREEMENT OF STATEMENT OF COMMON GROUND.....	17

Figures

1. INTRODUCTION

- 1.1 This Statement of Common Ground on Highway and Transport Issues has been prepared jointly by transport consultancy DTPC (on behalf of the Huntroyde Estate; Clitheroe Auction Mart Co. Ltd.; Mr. J Taylor; Ms. Sarah Howard & Ms. Samantha Howard) and Lancashire County Council (LCC) as local Highway Authority.
- 1.2 The Statement sets out the agreed highway and transport issues relating to an appeal against refusal of planning permission by Ribble Valley Borough Council (RVBC) (the local Planning Authority) for residential development and a crèche on land off Waddington Road, Clitheroe.
- 1.3 The application for planning permission (RVBC ref. 3/2012/0913) was accompanied by a Transport Assessment, Frame work Travel Plan and subsequently an addendum TA
- 1.4 This information was carefully assessed by LCC's area highways officer and further discussions were held with the applicants' transport consultant DTPC on a number of issues relating to the highway and transport impacts of the proposed development.
- 1.5 RVBC considered this application in its Planning Committee meeting on 14 February 2013. It took into account the detailed appraisal by LCC of the potential highways and transport-related implications of the proposed development, and noted the final comment by LCC's officer that "...given the apparent deficiencies in the information to allow us to reach an informed conclusion on highway impacts and potential detriment associated with this application, I would be in a position to support a recommendation of refusal of this application on highway safety grounds."
- 1.6 Between the time of this statement being given and the date of the Committee meeting at which this application was considered, the developer had provided sufficient additional clarification and details to allow this objection to be withdrawn.
- 1.7 RVBC determined to refuse planning permission on various grounds but not including highway-related matters.

1.8 This Statement of Common Ground identifies those highway and transport matters that are agreed between the parties to the Inquiry:

- The description of the site and surrounding highway network, including the existing level of accessibility by non-car modes of transport;
- The relevant policy context;
- Collision records;
- The committed development in the study area;
- Assessment of existing traffic conditions including vehicle movements The principles of site access points;
- The trip generating potential of the proposed development;
- The distribution of generated trips to the local highway network;
- The locations of potentially adverse traffic impact on the local road network;
- The general approach to mitigating against such impact and the feasibility of appropriate measures;
- 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.

2. PLANNING CONTEXT

- 2.1 The development site is located within the local Planning Authority area of Ribble Valley Borough Council and local Highway Authority area of Lancashire County Council. There are a number of planning policies that are agreed relevant to the decision-making process for this site.
- 2.2 The National Planning Policy Framework (NPPF) was published in March 2012 by the Department for Communities and Local Government, replacing numerous planning policy statements (PPS) and guidance notes (PPG). The overall intention of the NPPF is 2...achieving sustainable development” and it is applied to all aspects of planning, including transport.
- 2.3 The Ribble Valley Local Plan (RVLP) was adopted in 1998. Some policies in the Local Plan were saved in September 2007 as part of the replacement Local Development Framework process. Of the transport section in the RVLP, four policies were saved and still apply. Of these, two are directly applicable to this proposed development and are:
- 2.3.1 Policy T1 – In making decisions on development proposals the local planning authority will attach considerable weight to:
- The availability and adequacy of public transport to serve those moving to and from the development;
 - The relationship of the site to the primary route network;
 - The provision made for access to the development by pedestrians, cyclists and those with reduced mobility;
 - Proposals which promote development within existing developed areas at locations which are highly accessible by means other than the private car;
 - Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car;
 - Proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their viability and vitality;

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

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.

- 2.4 Policy T7 – All development proposals will be required to provide adequate car parking and servicing space.
- 2.5 Lancashire County Council's Local Transport Plan (LTP3) is a 10-year overarching strategy document covering the period 2011 – 2021, supported by a series of three-year rolling implementation plans and outline revenue spend, the capital programme and the delivery of schemes. The Implementation Plan identifies a number of priorities of which the top three are economic growth, child safety and maintenance of LCC's transport assets. It includes a commitment to introduce 20mph speed limits in all residential areas and outside all schools during the lifetime of the Implementation Plan. It also includes a commitment that LCC will provide support to the Community Rail Partnership Programme and in particular the Clitheroe Line, promoting sustainable travel in the Ribble Valley.
- 2.6 The Planning Obligations in Lancashire paper dated September 2008 (Appendix B) puts forward principles, methods and good practice with the aim of developing a consistent and robust approach to planning obligations across Lancashire. It is based upon extensive research undertaken by a working group from the Lancashire Planning Officers' Society (LPOS). The group consisted of representatives from Lancashire County Council, Blackburn with Darwen Borough Council, Blackpool Borough Council, Chorley Borough Council, Hyndburn Borough Council and Preston City Council. It is agreed that this document shall form the basis on which the developer's contribution to transport improvements shall be considered.

2.7 It is also agreed that whilst there are no committed developments in Clitheroe that should be considered in relation to the reserved matters of access to this site. However the route choices from the Castle View access will interact with traffic generated from approved developments on Henthorn Road (RVBC ref. 3/2010/0719), Woone Lane (RVBC ref. 3/2011/1064) and Primrose Road (RVBC ref. 3/2008/0526).

3. EXISTING CONDITIONS

- 3.1 This section considers the existing context of the site with respect to neighbouring land use, the local highway network and access to sustainable travel modes.
- 3.2 Clitheroe lies along the A59 corridor linking Preston to Skipton and beyond. The development site is around 400m to the north of the town centre, bounded by existing residential development.
- 3.3 The proposed development is for a total of 220 new houses and a 50-place day nursery accessed from a new junction to Waddington Road, and a further 125 houses accessed from Castle View which leads to Kirkmoor Road.
- 3.4 The area of influence of the proposed development on the local highway network has been agreed.
- 3.5 Waddington Road has a 20 mph speed limit on its approach to the town centre, which extends into the side road network to include Milton Avenue, - a similar 20mph speed limit is in effect along the Kirkmoor/Castleview route
- 3.6 There have been a small number of collisions resulting in personal injury in the last three years, dispersed over the study area. They have not given rise to any site-specific or area-wide highway safety measures. It is agreed that the proposed development will not give rise to safety concerns on the local network.
- 3.7 As is typical in such areas, many residents park on the local streets. Where there is a history of pressure for parking space within the study area, there are various waiting restrictions in place to provide protection at junctions for visibility and for vehicles passing each other. There are other lengths of road where pressure is less severe, resulting in gaps in overnight parking. It is agreed that the developer's parking studies provide a reasonable representation of parking conditions.
- 3.8 With the town centre of Clitheroe around a 5 minute walk from the proposed development, it is agreed that walking provides access to a good range of local services and attractions.

- 3.9 It is further agreed that there is a good range of local services and facilities accessible by bicycle from the proposed development.
- 3.10 The roads around the proposed development are reasonably well-served with buses, and there is a railway station/interchange in Clitheroe town centre. It is agreed that these provide a sound basis for new residents to use public transport for their local and regional journeys.
- 3.11 On the basis of the range of facilities and services conveniently available to the site by non-car travel modes, it is agreed that the site is accessible in accordance with policy

4. PROPOSED DEVELOPMENT

- 4.1 As already described, the proposed development is for a total of 220 houses and a 50-place day nursery accessed from a new junction to Waddington Road, and a further 125 houses accessed from Castle View
- 4.2 Trip generation rates in the developer's Transport Assessment (TA) have been used for other Clitheroe planning applications and have been presented in evidence to recent planning appeals. From the rates provided, an estimate of peak hour movements is made to and from the points of vehicular access and also on key points in the local highway network within the study area. The trip generation rates are agreed
- 4.3 The submitted TA indicates how trips generated by the development will be assigned to the accesses points to/from the development, and this approach is agreed.
- 4.4 These trips are then expected to be distributed to the local highway network in proportion to the relative attractions of Clitheroe town centre and well-established routes to nearby principal routes such as the A671 and A59. This distribution impacts on existing traffic particularly at junctions in the peak hours. These points of interest are considered in greater detail.
- 4.5 The approach taken to produce baseline traffic and parking surveys is agreed.
- 4.6 The developer's projections of junction impact have been agreed as reasonable.
- 4.7 The key junctions studied in detail are set out below.

Site access/Waddington Road

The developer has demonstrated that all land required for construction of this site access junction lie within his control. The assessments of the proposed site access junction confirm that there should be no capacity problems arising from the proposed junction.

It is possible that the detailed design process might result in minor amendments to the layout but these would be contained within the land available and the existing public highway.

Waddington Road/Railway View

The development is acknowledged to have an impact at this junction. A mini-roundabout junction treatment would in principle accommodate the changed demand for turning movements here as a consequence of the development.

Again it remains possible that the detailed design process might result in minor amendments to the layout but these would be contained within the existing public highway.

Castle View/Kirkmoor Road no comment needed

Castle View/Bawdlands

There is a geometric capacity problem with this junction due to the acute left turn from Castle View to Parson Lane (and the acute right turn from Parson Lane to Castle View). Left turning vehicles do sometimes cross the centre line and approaching traffic slows or stops to permit this manoeuvre, resulting at times in tail backs in all 3 directions. The existing situation operates safely and slowly.

Additional vehicles generated by the development will inevitably increase the delay at this junction but there is no reason to think it will operate any less safely.

Following further review, it is acknowledged that whilst introduction of traffic signal control at this location would have the positive impact of ensuring safe access for these turning movements, it would have the down-side of requiring considerable lengths of additional 'no waiting at any time' restrictions on Castle View which is a predominantly residential road, as well as on Bawdlands/Parson Lane which is a through-route with minimal frontage residential development to be affected by additional waiting restrictions.

A new signal installation would also increase delay at the junction at all times of the day and night whereas the adverse impact arising from the development is likely to be only at peak travel times.

Furthermore it would be likely to introduce a risk of rear shunt-type collisions where there is currently little such risk.

Taking all factors into account, it is now agreed that there is no overall benefit from the introduction of traffic signal control at this junction as a consequence of this development and it is no longer required.

Shawbridge Street/Waterloo Road

Following further reviews of the impact of the development, it is now agreed that the impact of additional traffic generated by this development at Shawbridge Street/Waterloo Road is not expected to be sufficiently significant to justify the addition of further measures here

5. AGREED MITIGATION

Mitigation

Site access/Waddington Road – a ghost island right turn with refuges is agreed as the appropriate access layout shown on SOCG Fig 1

Waddington Road/Railway View– a mini roundabout is agreed as the appropriate access layout shown on SOCG Fig 2

Castle View/Kirkmoor Road –advance signage scheme is agreed as appropriate shown on SOCG Fig 3

Castle View/Bawdlands a give priority over northbound traffic is agreed as the appropriate access layout shown on SOCG Fig 4

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

Construction of a cycle route through Corbridge Court to facilitate access to the town centre and railway station by cyclists SOCG Fig 6

Environmental improvements to Back King Street to facilitate access to the town centre and market area by pedestrians

Shawbridge Street/Waterloo Road – no mitigation required.

The highway improvement works identified above will be delivered through an appropriate legal agreement (Section 278 Highways Act) and detailed design approval process.

Travel plan

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 resident's survey and submission of the full travel plan to the planning authority) to include the following:

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

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

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

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.

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

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

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.

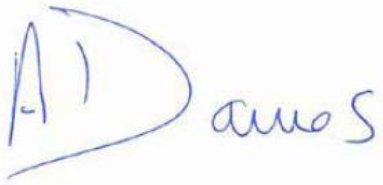
6. AGREED AREAS

- 6.1 The description of the site and surrounding highway network, including the existing level of accessibility by non-car modes of transport
- 6.2 The relevant policy context;
- 6.3 The committed development in the study area;
- 6.4 Assessment of existing traffic conditions including vehicle movements and collision records;
- 6.5 The trip generating potential of the proposed development;
- 6.6 The distribution of generated trips to the local highway network;
- 6.7 The locations of potentially adverse traffic impact on the local road network;
- 6.8 The approach to mitigating against such impact.
- 6.9 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 to include:
 - Provision of new site accesses to Waddington Road and to Kirkmoor Road;
 - Provision of a zebra crossing (subject to satisfactory completion of consultation process with frontagers) to facilitate access to the town centre by pedestrians;
 - Construction of a cycle route through Corbridge Court to facilitate access to the town centre and railway station by cyclists;
 - Provision of a mini-roundabout at the junction of Waddington Road with Railway View Road.
- 6.10 Requirements of an appropriate Full Travel Plan and the financial contribution to be provided through a Section 106 agreement for the County Council's services in respect of delivering the Travel Plan.

- 6.11 Other elements of the Section 106 agreement to include environmental improvements to Back King Street to facilitate access to the town centre and market area by pedestrians, contributions towards the TROs identified as helpful to the development, the bus service improvement contribution, provision of bus stops and contribution of cycle lockers at the railway station.

7. AGREEMENT OF STATEMENT OF COMMON GROUND

The content of this Statement of Common Ground on highways and transport issues is confirmed as a true record of the agreements reached to date between the applicants and Lancashire County Council, as highway authority, in connection with the planning application (LPA reference 3/2012/0913) submitted by the Huntroyde Estate; Clitheroe Auction Mart Co. Ltd.; Mr. J Taylor; Ms. Sarah Howard & Ms. Samantha Howard) and Lancashire County, as signed on their behalf below.



.....
Alan Davies
Director
DTPC
On behalf of the Applicants



.....
Rachel Crompton
Developer Support Manager
For Lancashire County Council

.....8/7/2013.....
Date