

Simon Plowman

Proof of Evidence APP/T2350/W/19/3221189 Henthorn Road Clitheroe

Accessibility

My Role

During February 2019, I was instructed by the Planning Department of Ribble Valley Borough Council to review a decision by the Planning Committee to refuse planning permission for a proposed housing scheme at Henthorn Road Clitheroe.

At the conclusion of my review, I was then asked to confirm as to whether I could use my expertise as a Town Planning Consultant, to defend the Committee's decision before a Public Enquiry.

I have visited the site of the proposed development, considered the relationships to destinations and scrutinised the application documents.

I came to the considered view that I could defend the reasons for refusal.

I can confirm that I was not involved in the original application in any capacity.

Professional Experience

I have been in practice as a Town Planner for over 22 years, during which time I have been involved in a wide range of planning applications and appeals throughout England. I am acting currently for a diverse list of clients.

Qualifications:

Member of the Royal Town Planning Institute

Master of Arts: Urban Design

Bachelor of Town Planning

BA (Hons) Planning Studies

Career:

2007 to present: Director Plan:8 Town Planning Ltd

2001 to 2007: Principal Planning Officer and Consultant Salford City Council & Urban Vision LLP

1997 to 2001: Planning Officer The Royal Borough of Kensington and Chelsea

1997: Planning Consultant Strategic Planning Advice Ltd

1996 to 1997: Planning Officer Local Agenda 21 Transport Stockport Metropolitan Borough Council

1996: Assistant Transport Planner Stockport Metropolitan Borough Council

Executive Summary

My Evidence has been prepared to support the Council's reason for refusal. It should be read in conjunction with that of Rachel Horton Senior Planning Officer at Ribble Valley Borough Council, which considers the five year housing land supply.

The agreed Statement of Common Ground establishes the various walking distances from the Appeal Site to the nearest community facilities and employment uses. The distances are included with my proof. In addition my proof includes travel times to destinations beyond Clitheroe. The Local Highway Authority (LHA) at LCC raised no objections to the planning application, subject to securing a S106 Agreement for a financial contribution of £200,000 over five years and a number of standard highway-related planning conditions. It is Common Ground between the parties that there are no matters for dispute in relation to the vehicular site access arrangements.

In the context of my Evidence, the main area of disagreement relates squarely whether or not the development would comprise unsustainable development with future residents being car dependant.

In my evidence I compare and contrast various accessibility guidance documents from the Chartered Institute of Highways and Transport and National Travel Survey datasets and Census information. Taken together with the distance to destinations in Clitheroe and beyond and timings of public transport I conclude the site is not in an accessible location and future residents will be reliant on the car.

I assess the proposal against the development plan as a whole both with and without the benefit of a five year housing land supply. I conclude that with a five year supply of housing, bearing in mind the benefits of the scheme, that the proposed development will result in enduring harm. If the Inspector determined there was not a five year supply, as claimed by the appellant, I acknowledge that the position is finely balanced but conclude the long term harm of an unsustainable location would endure beyond the current local plan.

On the basis of my Evidence, I conclude that the Council's reason refusal is reasonable, and I therefore respectfully ask the Inspector that Appeal should be dismissed for this reason.

CHAPTER 1: INTRODUCTION

- 1.1 The Council issued the Decision Notice on 11th January 2019. Reason stated:

“The proposed development would result in an unsustainable form of development within the countryside. Due to the site's location, with a lack of cycling or suitable pedestrian access to the town centre, future residents will be wholly reliant on the car. As such the development is contrary to Key Statements DS2 and DMI2, as well as Policies DMG2 and DMG3, of the Ribble Valley Core Strategy and guidance contained within the National Planning Policy Framework.”

- 1.2 The recommendation from the Director of Economic Development and Planning was to approve development however the Local Planning Authority refused planning permission.

Scope of my Evidence

- 1.3 Statements of Common Ground (“SoCG”) have been prepared in respect of this appeal. Their purpose is to set out an agreed position with regard to the description of the appeal site; the application documentation; the site’s planning history; the background to the appeal scheme; the context; the agreed matters; and the matters that remain in issue. At the time of writing this proof of evidence, the SoCG had not been signed by the principal parties. The intention is however that the SoCG will be agreed and signed by 10th April 2019.
- 1.4 In this proof of evidence, I provide a brief overview of the appeal scheme; I also comment on the location of the appeal site. This proof focuses on accessibility and the overall planning balance. The Proof of Evidence prepared by Rachel Horton addresses housing land supply. Thereafter, I set out the main issues in this appeal before outlining the Planning Policy Framework with reference to the Development Plan, relevant Government Policy in the form of the National Planning Policy Framework (“the Framework”) and any other material considerations. I then consider each of the main issues. Finally, I will come to a considered judgment as to where the planning balance lies in this case before setting out my summary and conclusions.

Declaration

- 1.5 The evidence that I present at this Inquiry has been prepared and is given in accordance with the guidance of my professional institute. I confirm that the opinions are my true and professional opinions.

Main Issues

- 1.6 The main issues for consideration in this appeal are:
1. Whether the proposal accords with the development plan.

2. Whether there is a five year supply of Housing.
 3. Whether the appeal scheme amounts to sustainable development in accordance with the principles of the Framework.
- 1.7 The proof of Rachel Horton responds to Housing Land Supply whilst I will deal with accessibility and the planning balance.

Areas of Agreement

- 1.8 There are a number of areas of agreement relevant to my Proof of Evidence.
- 1.9 It is agreed by both parties that the walking distances from the Appeal Site to the nearest community facilities and employment uses are as identified within the table in Appendix 1 of the Accessibility SoCG.
- 1.10 It is agreed that the Local Highway Authority Lancashire County Council (LHA) raised no formal objections to the planning application, subject to securing a S106 Agreement obligation and a number of standard highway-related planning conditions being attached to any grant of planning permission. The Unilateral Undertaking tabled by the appellant includes for a financial contribution of £200,000.00 over a five year period; this was the figure requested by the LHA during the processing of the planning application.
- 1.11 It is agreed that the appellant has supplied a draft Travel Plan which has not been included within the Unilateral Undertaking. Instead the mechanism for monitoring would be through a planning condition.
- 1.12 It is Common Ground between the two parties that there are no matters for dispute in relation to the vehicular site access arrangements.

Areas of Disagreement

- 1.13 The main area of disagreement, relevant to my Proof of Evidence, is whether or not the development would benefit from suitable accessibility for future residents. My proof also provides concluding comments regarding planning balance.

Structure of this Evidence

- 1.14 The structure of my Evidence is as follows:-
- Chapter 2 sets out the planning policies that are relevant to refusal reason;
 - Chapter 3 includes a review of relevant guidance on site accessibility; focusing on pedestrians, cyclists and public transport users;
 - Chapter 4 provides a more general overview of the accessibility of the site by non-car modes of transport, both currently and into the future;

- Chapter 5 provides my overall summary and conclusions.
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CHAPTER 2 PLANNING POLICIES

- 2.1 The Council's development strategy and strategic principles as set out in policies DS2, DMI2 DMG2 and DMG3 of the Core Strategy are to prioritise re-investment in the urban fabric and to closely integrate land use and transport, taking a sustainable approach to the location and mix of new development.

The weight to be applied to Policies DS2, DMI2 DMG2 and DMG3.

- 2.2 In accordance with Paragraph 213 of the Framework, due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the Plan are to the policies in the Framework, the greater the weight that may be given).

- 2.3 Policy DS2 promotes the Council's presumption in favour of sustainable development which reflects Paragraph 11 of The Framework. Policy DMG2 explains that development:

"should consolidate, expand or round-off development so that it is closely related to the main built up areas, ensuring this is appropriate to the scale of, and in keeping with, the existing settlement" (10.5 Policy DMG2 page 88 Core Strategy)

"For the purposes of this policy the term settlement is defined in the glossary. Current settlement boundaries will be updated in subsequent DPDs".

- 2.4 The reason justification for policy DMG2 explains:

"This policy assists the interpretation of the development strategy and underpins the settlement hierarchy for the purposes of delivering sustainable development. In establishing broad constraints to development the Council will secure the overall vision of the Core Strategy." (RJ: DMG2)

- 2.5 Policy DMG2 is permissive for residential development on the edge of Clitheroe subject to development being sustainable. Sustainable development can be defined in many ways however in terms of the reason for refusal this relates to the specific aspects of the sites accessibility and over reliance on the private car of future occupiers.

- 2.6 Policy DMI2 confirms that new development should be located to minimise the need to travel:

"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." (Extract from policy DMI2, RVBC Core Strategy).

2.7 Policy DMG3 provides further requirement for sustainable development in relation to accessibility. This policy states considerable weight should be attached to the availability and adequacy of public transport and associated infrastructure to serve those moving to and from the appeal development. The criteria to be assessed include, inter alia:

- Criterion 2: the provision made for access to the development by pedestrian, cyclists and those with reduced mobility.
- Criterion 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.
- Criterion 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.
- Criterion 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.

2.8 The policy advises that all major proposals should offer opportunities for increased use of, or the improved provision of, bus and rail facilities.

2.9 The Framework sets out core planning principles of achieving sustainable development through three overarching objectives (economic, social and environmental objectives). The Framework confirms planning decisions:

“should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.” (Paragraph 9, NPPF, February 2019).

2.10 Paragraph 103 of the Framework seeks to ensure that developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (taking account of policies set out elsewhere in the Framework, particularly in rural areas).

2.11 I find the above policies should therefore be afforded full weight in accordance with paragraph 213 of the Framework.

CHAPTER 3: REVIEW OF RELEVANT GUIDANCE ON SITE ACCESSIBILITY; FOCUSING ON PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT USERS.

3.1 In this Chapter of my Evidence I will review relevant guidance on accessibility, focusing on pedestrians, cyclists and public transport users.

Guidance on Pedestrian Accessibility

CIHT Guidelines

3.2 The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 entitled 'Guidelines for Providing for Journeys on Foot'. Despite the time that has elapsed since its publication it is still widely used pre-eminent guidance document that is referenced when considering suitable walk distance thresholds for new residential development.

3.3 It was for this reason that the 1200m distance quoted in the accessibility SoCG sections 2.1.1 and 2.1.2 was used; the 1200m quoted is the preferred maximum walking distance for most journeys. The distances quoted are copied in appendix 1 of this proof. The CIHT document recommends walk-distance thresholds quoted in the document are reproduced in the table below:

	Town centres (m)	Commuting/school Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Suggested Acceptable Walking Distance (IHT, 2000, Table 3.2)

3.4 The CIHT guidance also states that:

“an average walking speed of approximately 1.4m/s can be assumed, which equates to approximately 400m in five minutes.”

Manual for Streets

3.5 'Manual for Streets' (MfS - DfT, 2007) refers to similar walk-distance thresholds to the CIHT guidance and introduces the concept of a walkable neighbourhood. Paragraph 4.1 within the document (pg. 45 of MfS, relevant extract on contained within Appendix SP1) states that:

3.6 “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which

residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.”

Planning for Walking

- 3.7 Both the abovementioned MfS and CIHT guidance documents have subsequently been supplemented by an additional document published in 2015 by the CIHT entitled ‘Planning for Walking’. Unlike the CIHT guidance from 2000, the document does not recommend any specific pedestrian walk-distance thresholds, other than to state that:

“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”

- 3.8 There are of course many in society who can not or find walking difficult as noted in Planning for Walking:

“Over the whole population, approximately 15% of people, most of them elderly, have an impairment that affects their mobility..... about half of people with mobility difficulties are able to get about on their own, provided all pavements and public transport vehicles are appropriately designed (General Household Survey 1998). Martin et al (1988) estimated that 6.2 million adults could not walk 400 yards without a rest, and 3.4 million could not walk 200 yards without stopping or severe discomfort.” (Section 2.4, Planning for Walking, CIHT, 2015).

- 3.9 On this basis it is appropriate to consider the attractiveness, perceived safety and stimulating nature of a walking route, possibility to break a journey, alongside the time taken or the distance travelled. Walking distance catchments should not be prescriptive, and provision of a ‘real choice’ in mode of travel is important.
- 3.10 Whether a route is ‘attractive’, ‘safe’ or ‘stimulating’ is by definition a subjective matter which will vary by degree from person to person. However, recorded travel habits presented in the Government’s annual National Travel Survey provide an empirical, statistical evidence base which can help inform appropriate catchment areas for travel behaviour, in aggregate. Furthermore Census data from 2011 shows modal splits for travel to work for existing residents of Clitheroe.
- 3.11 In addition to a stimulating environment the CIHT guidance advises an 800 metre or ten minute walk will be the limit for most people:

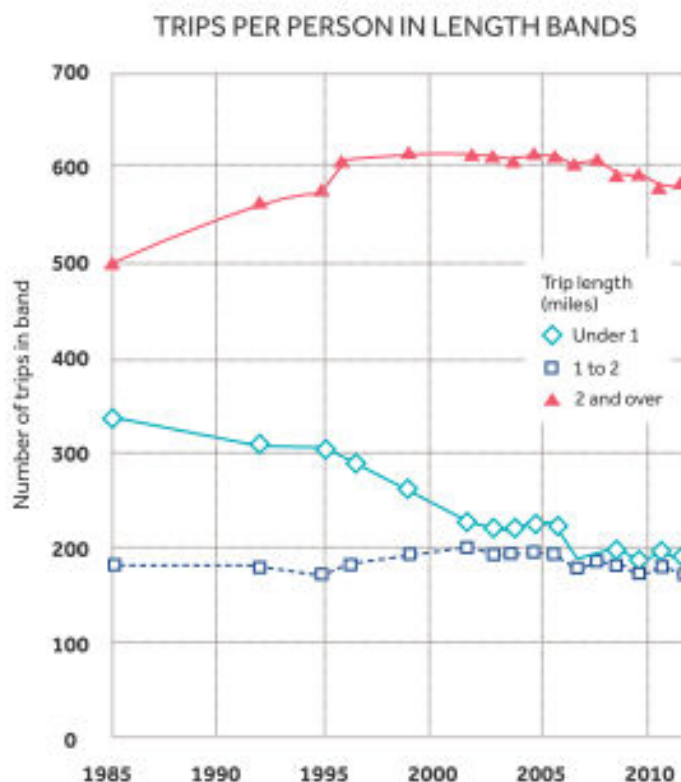
“Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of “walkable neighbourhoods”, with a typical catchment of around 800m, or a 10 minute walk” (CIHT, 2015, p.29).

- 3.12 In discussing walking trends and why people walk CIHT express that the number of walking trips is decreasing and the length of walking trips are becoming shorter:

“In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual) . In contrast, in 1972/73, 85 per cent of journeys shorter than 1 mile were made on foot. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS 2012), more than by bus; beyond 2 miles, trips on foot are few and are outnumbered by bus trips.” (Section 2.2 Planning For Walking, CIHT 2015).

- 3.13 The same section explains the main reason of decline of trips of less than 1 mile is down to destinations being further away than they were previously, this is displayed in the figure below and in the following text form section 2.2 of Planning for Walking.

Figure 2: Trend in the number of journeys of different lengths, Great Britain (National Travel Survey; DfT, annual)



“The main reason for the decline in pedestrian journeys is the fall in the total number of journeys shorter than 1 mile (Figure 2). It is not that people are less likely to make short journeys on foot, but rather that fewer of the journeys they make can be accomplished on foot. Another way of putting this is that the destinations people want to reach are now further apart.” (Section 2.2 Planning For Walking, CIHT 2015).

- 3.14 This effect, less people walking distances of less than 1 mile, can be attributed to housing being located beyond general walking distance of the destinations people would like to get to.

National Travel Survey: 2016 & Census 2011

- 3.15 The National Travel Survey is a household survey of personal travel by residents of England travelling within Great Britain, from data collected via interviews and a one-week travel diary. Statistics and analysis for ‘The National Travel Survey: 2016’ were published in July 2017.

- 3.16 The following key statistics from the survey analysis are considered to be relevant:-

- 243 – number of walking trips per person per year on average in 2016;
- 198 – number of miles (319km) travelled walking per person per year on average;
- 16 – number of minutes per walking trip on average;
- 25% – percentage of total trips are walking trips (second most common mode of travel after private vehicle); and
- 65% – percentage of people walk for 20 minutes or more at least once a week.

- 3.17 The 2011 Census shows that across the Ribble Valley area 10% of economically active people walked to work. The percentage figure for economically active people that walk to work in Urban areas of Ribble Valley is 16%. Drilling down further 19% of economically active people that walk to work in the super output area middle layer; which is land to the south of the town centre and including the appeal site (Extract plans are provided in Appendix 4 showing the data area for the Census Data for the super output area Super output area - middle layer; Super output area - lower layer; and output area in relation to the appeal site). Drilling down again the super output lower area, to the south of Clitheroe not bordering the town centre, the percentage of walking as modal share falls to 12%. Drilling down further the output area which includes the appeal site and some of the new estate to the west, include modal share of 12% for commuting on foot. The evidence shows that the further away from the town centre people live the less likely they are to walk as a method of commuting.

- 3.18 NPPF does not provide any specific guidance on walking distances, although walking is considered to be an important contributor to sustainability.

- 3.19 It is clear the findings of the 2016 National Travel Survey generally tally well with the CIHT research document ‘Providing for Journeys on Foot’, which recommends

comparable walking speeds and typical journey distances on foot (500m, 1,000m and 2,000m being termed 'Desirable', 'Acceptable' and 'Preferred Maximum' respectively for commuting and school trips). For general trips the bar is suggested as 400, 800 and 1200m. The edge of Clitheroe town centre is 1650metres away.

Guidance on Cycling Accessibility

Integrating Cycling into Development Proposals

- 3.20 Cycling has the greatest potential to replace short car journeys. Of course cycling depends on weather conditions and cycle parking facilities at the destination. Manual for streets notes that cycle lanes are not essential on lightly trafficked roads. The layout of the appeal proposal and individual dwellings could include suitable cycle facilities subject to the detailed design.

National Travel Survey: 2016 & Census Data

- 3.21 The following key statistics are available from the survey analysis in relation to cycling

15 – number of cycling trips per person per year on average in 2016;

53 – number of miles (85km) travelled cycling per person per year on average;

24 – number of minutes per cycling trip on average;

2% – percentage of total trips are cycling trips; and

14% – percentage of people use a bicycle at least once a week.

- 3.22 Using the above information, one can also derive the following:

3.533 – number of miles (5.686km) travelled per cycling trip on average; and

14.215kph – cycling speed on average.

- 3.23 I conclude from the information presented within the National Travel Survey analysis reports that the average cycling trip in England is approximately 5.7km, undertaken at an average cycling speed of approximately 14.2kph.

- 3.24 The Census data shows for the Ribble Valley both urban and overall 1% of commuting is undertaken by bicycle. The super out middle layer, lower layer and output area all have a 2% modal share of commuting by bicycle. Extract plans are provided in Appendix 4 showing the data area for the Census Data for the super output area Super output area - middle layer; Super output area - lower layer; and output area in relation to the appeal site.

Guidance on Bus Accessibility

Guidelines for Planning for Public Transport in Development

3.25 Guidance from the CIHT document 'Guidelines for Planning for Public Transport in Development' suggests that a bus stop should be located within 400m of a new development, albeit "direct and simple" routes are more important than walking distance for some people. A walk of 400m translates to five minutes for most people.

3.26 Planning for Public Transport in New Development (IHT, 1999, para 5.21) advises that:

"New developments should be located so that public transport trips involving a walking distance of less than 400m from the nearest bus stop or 800m from the nearest railway station";

3.27 IHT (1999) bases its recommended walking distance to a bus stop on DoE Circular 82/73. This circular advised that "Estates should be designed so that the walking distance along the footpath system to the bus stops should not be more than 400m from the furthest houses and work places that they serve" (DoE, 1973, para 4.3). The Circular provided no evidence to support its advice or to give any guidance on the walking distance to railway stations. Planning for Walking (CIHT 2015, p.30) advises that, "The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point, in town centres, 200m. People will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services".

National Travel Survey: 2016 and Census Data

3.28 Notwithstanding the above guidance documents, the relevant information for travel by bus statistics 'The National Travel Survey: 2016' is commented on below.

One can obtain the following key statistics from the survey analysis:-

52 – number of bus trips per person per year on average in 2016;

291 – number of miles (468km) travelled by bus per person per year on average;

36 – number of minutes per bus trip on average;

5% – percentage of total trips are bus trips; and

26% – percentage of people catch a bus at least once a week.

Using the above information, one can derive the following:

5.596 miles (9.006km) travelled per bus trip on average

3.29 One could infer from the information presented within the National Travel Survey analysis reports that the average bus trip in England is approximately 9km,

undertaken at an average journey time of approximately 36 minutes. A reasonable assessment would then be that journey times of between 20 and up to 40 minutes to be reflective of typical trips using public transport in England.

- 3.30 The Census data shows that in Ribble Valley area; the super out middle layer and the lower layer that 2% of people commute by bus. The figures for the output area, the smaller area closest to the appeal site, 3% of people commuted by bus in 2011. Extract plans are provided in Appendix 4 showing the data area for the Census Data for the super output area Super output area - middle layer; Super output area - lower layer; and output area in relation to the appeal site.

Bus Stop Suitability

- 3.31 The CIHT publication 'Buses in Urban Developments' includes information on the minimum expected standard of bus stops:

"Developments should be planned such that all bus stops are equipped with a shelter and seating. This will affect the space provided at the stop. The stop should also have an electrical supply available so that lighting and a display of real-time information can be provided." (Page 33, 'Buses in Urban Developments', CIHT, 2018),

- 3.32 The bus stop at Lune Close is a 'ghost stop' with no facilities at all. There is street lighting but not dedicated lighting for the stop. The bus stop provides none of the desirable attributes of a bus stop. CIHT advise that desirable attributes of bus stops are:

- High-visibility bus stop flag and pole, suitably illuminated, displaying route numbers of all services;
- Shelters and seating at all stops, with adequate dimensions for the expected level of demand;
- Comprehensive and consistent information display, including real-time information or details of how to access real-time information on mobile devices;
- Each stop individually identified by name;
- Cycle parking for 'cycle and ride' passengers where appropriate;
- Higher-quality footway and carriageway paving materials;
- Sufficient footway width to accommodate waiting passengers and passing pedestrians;
- Good drainage to avoid splashing; and
- Attractive and recognisable design.

- 3.33 The existing stop is within 400metres of the appeal site but provides none of the stated requirements for a bus stop. The above list is copied in Appendix 5 together with a photograph of the existing bus stop. I understood from the LHA, copy email Appendix 6, that there will be bus stop signage painted on the road, a bus stop post and flag. A date for the installation of the road painting, flag and pole to be installed is not yet fixed. When these facilities are installed the bus stop will still lack most of the desirable attributes of a bus stop according to the CIHT.

Accessibility Guidance and Recommendations Review Summary

- 3.34 Depending on the perceived quality and attractiveness of the route, people will typically walk for 10 minutes or up to 800metres. The acceptable range for walking is 800 metres and preferred maximum is 1200 metres or 15 minute walk. As noted in appendix 1 of the SoCG and appendix 1 of this proof several services are more than 800m away and many of the services in Clitheroe, including all facilities in the town centre and Railway Station, are more than 1200 metres away. Many of the services are over 1900 metres away. The town centre boundary is 1650m away.
- 3.35 The following Chapter of my evidence provides an assessment of the site location in the context of the CIHT guidance, Cycling Strategy for England guidance and typical public transport journey times and recommended bus stop locations (CIHT).

CHAPTER 4 Development Accessibility by Sustainable Modes of Travel

- 4.1 In light of the conclusions I have reached earlier following a review of relevant accessibility guidance and travel data, this Chapter presents a review of the accessibility of the site by following modes of travel:

Pedestrian Accessibility;

Accessibility by Cycle; and

Accessibility by Public Transport.

- 4.2 This includes a review of what existing local facilities and amenities are on offer.

Pedestrian Accessibility

- 4.3 The 800m 'acceptable' walk catchment includes the bus stop at Lune Road (325m) which does not have a sign, a timetable, a seat or shelter. An alternative bus stop is found at Garnett Road (755m) which has a sign but no seat or shelter. There are no other facilities within the acceptable 800m catchment of the site.
- 4.4 The 1200m preferred maximum catchment includes a Nursery School, Convenience store with ATM, playground, primary school and 2 Church's. In addition to the bus stops mentioned in the preceding paragraph there are no other facilities within the suggested maximum walking distance. There are no employment sites within 1200m of the site. All other facilities and services are beyond the 1200m preferred maximum walking distance. Acceptable walking distance for commuting is 1000m whilst maximum is 2000m. The railway station is 1985m away. Locally only 12% of economically active people walk to work. There is a gradual gradient up hill toward the town centre, the final section of which is steep in parts. For many people Clitheroe town centre is too far to walk.
- 4.5 The leisure centre at Low Moor is accessible on foot however this route is unlit and passing through areas without natural surveillance and high hedges in places. Whilst some prospective residents would undoubtedly opt to use it during dry, daylight hours for convenience or dog walks, it may deter many others due to its nature.

Accessibility by Cycle

- 4.6 The town centre of Clitheroe is 2000m from the appeal site and is within cycling distance. As with walking use of a bicycle as mode of transport is dependant upon weather and overall experience. Henthorn Road is at many times of the day lightly trafficked, there are no dedicated cycle lanes. There are limited covered and secure bicycle stands within Clitheroe town centre. At Clitheroe Railway Station there are a

total of 5 secure lockers for bicycles, currently there are over 14,500 people resident in Clitheroe. I enquired at the railway station if any lockers were available to use; I was advised by staff at the railway station that all five lockers were not available; Sheffield stands are available in the open air on the platform and in the open air outside the railway station. Clitheroe is within normal cycling range but facilities for secure storage of bicycles is limited. Locally only 3% of commuting journeys are made by bicycle.

Accessibility by Public Transport

- 4.7 The nearest bus stop is located approximately 325m from the appeal site. This stop solely serves the Number 2 bus, timetable and route provided in the SoCG. The stop has no timetable displayed, no stop signage, no seat and no shelter. Whilst the bus stop is within the 400m recommended for distance to a bus stop I have reservations as to the suitability of the stop due to the lack of facilities offered at the Henthorn Park Lune Road bus stop. Bus routes are considered effective when they are direct to the main destination. Bus stops should generally be located within 400 metres of a development site. The quality and attractiveness of waiting facilities and information at bus stops also play an important role in bus use. The local bus stop offers no information or protection from weather, it is not enticing for use and will likely lead to residents of the proposed development using the private car:

“The bus stop itself may be regarded as the calling card of the entire system. If it is missing, neglected, of poor quality or without the necessary information, people are more likely to choose an alternative mode” (Buses in Urban Developments, page 5).

- 4.8 Overall the CIHT document ‘Buses in Urban Development’ acknowledges the positive role good bus services can play in assisting modal change from cars:

“If urban developments are designed to promote the use of bus services, and this document for the first time provides the necessary guidance, then important challenges will be addressed. For instance, if we consider modal shift from cars, buses will play a central role in improving air quality and in meeting the longer-term objective of decarbonising the transport network. Bus travel also supports active travel, which in turn helps to demonstrate the contribution that transport can make towards improving personal and community health (Buses in Urban Developments, page 5).

- 4.9 I have reservations as to how useful the number 2 bus service would be in persuading people, who work within and outside of Clitheroe to use public transport to gain access to full time employment. I base my concerns on the figures identified in appendix 2 of this proof which show that for journeys from the first bus of the day at 07:27 from the Lune Road bus stop that journeys to the centre of Burnley, Preston, Bolton and Manchester are all in excess of 1 hour, some over 90 minutes,

and all end with an arrival time at the destination train station after 09:00. In addition if a resident of the appeal site was to rely on the No 2 bus to get back home from Clitheroe railway station they would have to board a train back before 17:00. The inflexibility of public transport options would mean that residents of the appeal site are more likely to use a car for least part of their journey as oppose to sustainable modes.

- 4.10 Information from the LHA shows that there are 36,00 passengers per year or 750 per week on the No. 2 bus route. There are 21 bus journeys per day or 126 journeys per week (Monday to Saturday) on the No.2 circular route. As such one can establish there has been an average of 5.9 people, on each running of the No.2 bus, although there is no data on where people board and how many stops they stayed on the bus; there is no available data about how many people board or alight the bus at the Lune Road stop. I would suggest there is modest take up of bus patronage.
- 4.11 There are email In addition it should be noted that the Number 2 bus does not operate on a Sunday limiting access to railway services and other facilities within the town for most. I find the location to be unsuitable for most to walk to services and activities. The location is served by a bus which I find that this is unsuitable for effective travel for all by public transport.

Future Accessibility by Public Transport

- 4.12 Whilst I am not aware of any firm proposals to enhance local bus service provision it is known that the appellant has offered a Unilateral Undertaking to provide £40,000 per annum for 5 years (£200K in total) toward the operation of the number 2 bus service.
- 4.13 As part of reviewing the current operation of the number 2 bus route the full cost of delivering a half hourly service is £80,000 per year. When existing developer funding runs out, the bus service would reduce to an hourly service from the current half hourly service (half hourly between 07:27 and 18:27 Monday to Saturday). In the event this appeal is allowed the submitted Unilateral Undertaking offering of £40,000 per annum would keep the status quo for bus operations (half hourly service) rather than improving the offer. The S106 offer would therefore not enhance the current half hourly service.
- 4.14 If this appeal is allowed and includes the contribution of £200,000 over five years it is likely that the service would return to an hourly service at the end of the five year funding period, resulting in a poorer service than exists now. I have expressed my concerns that the existing bus stop and timings of service does not offer a viable alternative to the use of the private car for access employment, services and leisure.

- 4.15 The travel plan is offered without being linked to the unilateral undertaking. Monitoring would have to be via a planning condition. The travel plans aims are “a residential TP target is set of: maximum AM peak hour 2-way vehicle trip rate of 0.527 vehicles/hour/dwelling.” Whilst methods are suggested for reviewing there is no consequence if the target is not reached. All that would happen is that the target would be reconsidered. Given my findings above I do not consider that the travel plan will enhance the accessibility of the proposal.
- 4.16 Overall, and in the context of conclusions I have reached earlier my Evidence following a review of accessibility guidance and travel data, the site is not considered to be reasonably accessible by multiple modes of sustainable transport, particularly walking and public transport. As such I would conclude alternatives to travel by private car are limited. I conclude the proposal is, given the requirements of up to date policy, in an inaccessible location.
- 4.17 Core strategy policy DMI2 explains that schemes offering opportunities for more sustainable means of transport and sustainable travel will be supported. The appeal proposal offers neither of those.
- 4.18 The site cannot be considered to be well served by public transport and travel by bus is not a realistic alternative to the private car for employment and other needs. The s106 offer cannot be considered to be any enhancement of bus services for the benefit of the site. Nor can it be considered sufficient to encourage greater use of the existing bus service for existing residents and significant modal shift, or to contribute to the viability of the existing bus services.

CHAPTER 6: SUMMARY AND CONCLUSIONS

Summary

- 6.1 My Evidence is provided in relation to an Appeal made against the recently refused planning application, reference number 3/2018/0688, which comprised an outline application for up to 110 no. dwellings with associated open space, landscaping, SuDS and means of access.
- 6.2 My Evidence has been prepared to support the Council's reason for refusal which relates to the unsustainable location and the future reliance on the private car by future occupiers. I address the overall planning merits of the Appeal scheme.
- 6.3 My evidence should be read in conjunction with that of Rachel Horton of RVBC who considers and addresses the issues of Housing Land Supply.
- 6.4 The agreed Statement of Common Ground establishes the various walking distances from the Appeal Site to the nearest community facilities and employment uses. The SoCG also establishes the commuting times to several nearby large towns and cities by means other than the private car; the time are generally over 1 hour each way. Commuting times by No.2 bus and train also limit available time at a workplace to less than normally expected for full time work. The site is too far, for most people, to walk to destinations without relying on the car.
- 6.5 The Local Highway Authority (LHA) opined that the site was at the extreme of sustainable accessibility. I conclude that the site is beyond this; it is not accessible and is contrary to the stated policies.
- 6.6 Policy DMI2 requires development to reduce travel by private car with good walking cycling and public transport links. The policy suggests that proposal will be approved where the can do so and by offering more and improved sustainable travel means. In this case the existing bus service will at best be maintained; there will be no more sustainable travel or any increase in sustainable travel.
- 6.7 With regard to the criteria in DMG3 I find that the appeal scheme fails to provide adequate public transport and infrastructure to serve the development.
- 6.8 The Framework sets out core planning principles of achieving sustainable development through three overarching objectives (economic, social and environmental objectives). The Framework confirms planning decisions:

"should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area." (Paragraph 9, NPPF, February 2019).

- 6.9 Whilst Paragraph 103 of the Framework seeks to ensure that developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (taking account of policies set out elsewhere in the Framework, particularly in rural areas).
- 6.10 It is clear from the assessment of local services and facilities that residents of the appeal scheme will need to look within and beyond Clitheroe for employment opportunities, community facilities and services, shopping opportunities and leisure and recreation provision. The availability of sustainable transport modes to these destinations must be considered in light of the policy aims of the framework, as well as those of Policy of the adopted Local Plan.
- 6.11 Ultimately, my view is that the appeal scheme does not comprise sustainable development as required under the Framework. I have come to this view on the basis that:
- a) The appeal site is not a sustainable location for development of the scale and nature proposed given the location of the site in relation services and facilities and employment opportunities that are available in the town;
 - b) There is very limited opportunity to access local services, facilities and employment opportunities beyond the town by sustainable modes of transport;
 - c) The appeal scheme does nothing to make the location or the development itself more sustainable;
 - d) I feel occupiers of the development would be reliant on the private car to access most destinations.
- 6.12 I will now turn to the planning balance and whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 6.13 I am mindful that the Inspector must consider the whole of the development plan when determining this appeal. To this end I am mindful of policy DS1 which requires the majority of new housing development to be located in a strategic site south of Clitheroe and also within in the principal settlements of Clitheroe, Longridge and Whalley. Although the appeal site is not within the settlement of Clitheroe I am mindful of policy DMG2 in relation to the location of housing. DMG2 states development in the Principal settlements (including Clitheroe) should consolidate, expand or round off development so it is closely related to the main built up areas. The appeal site is very close to the edge, being divided by a brook, of the south west built up boundary of Clitheroe. The appeal proposal could be considered to comply with DMG2 in this regard.

- 6.14 There are certainly benefits of the proposed housing, including affordable housing, and job creation during construction. Although there are benefits to the appeal scheme there are clear tensions between policies. I find that the development as proposed will be one where most residents will be car dependant. The harm, of unsustainable development resulting from car dependency, will be enduring. As such in my opinion the proposal does not satisfy all of the development plan. I consider the appeal scheme fails to accord with the provisions of the Development Plan and policies listed in the refusal in particular.
- 6.15 If the Inspector were to determine that the LPA could not demonstrate a five year supply the provisions within paragraph 11 of the Framework, would need to be considered. Paragraph 11 advises where relevant policies are out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. I accept there are benefits to the appeal scheme; the main benefit being the provision of up to 110 houses which would include up to 30% affordable homes. Other benefits include the economic output by future residents and construction jobs during the construction phase of development. These benefits are however more 'generic' benefits arising from the development of new housing anywhere in the District; they are not specific to the appeal site. I find that without a five year supply the case is finely balanced.
- 6.16 The appeal scheme would result in a high dependency on car travel due to its scale and its location which finds limited services and facilities within the walking distance of most people. The site also has limited accessibility by modes of travel other than the car. The appeal site is not a sustainable location for development of this scale, nor does the appeal scheme make the location or development more sustainable. This would be enduring harm, which would be significant in the face of the RVBC and Government's policy commitment to sustainable development. Therefore, and notwithstanding the position of the Inspector if he determined there was not a five year housing land, my view is that the presumption in favour of sustainable development does not apply in this case.
- 6.17 In my judgment the harm that I have identified, would significantly and demonstrably outweigh the benefits of providing new homes on the site when assessed against the Framework taken as a whole.

SUMMARY AND CONCLUSIONS

- 6.18 Section 38(6) of the Planning and Compulsory Purchase Act 2004, read with section 70(2) of the Town and Country Planning Act 1990, require planning applications and appeals to be determined in accordance with the policies of the Development Plan unless material considerations indicate otherwise.

- 6.19 The Framework confirms that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and that the Framework does not change the statutory status of the Development Plan as the starting point for decision-making.
- 6.20 National planning policy in the Framework encourages plan-led decision-making in the interests of coherent and properly targeted sustainable development and significant weight should be given to the general public interest in having plan-led planning decisions, even in cases where relevant policies are old.
- 6.21 I have identified some tension between the policies but determine that with a five year supply the planning balance is that the harm of a car dependant development is significant and does not consist of sustainable development. I find if there were less than a five year supply of housing that the harm identified, the unsustainable car dependant development, would be enduring lasting longer than the current development plan period. The LPA are consulting on housing allocations which would provide a five year supply beyond the current plan period. As such I find the benefits of the appeal scheme do not outweigh the harm identified.
- 6.22 The appeal scheme does not accord with the provisions of the Core Strategy and Framework particularly policies DS2, DMI2, DMG2 and DMG3. The Council's Core Strategy reflects policy within the Framework and should therefore be afforded full weight in accordance with paragraph 213 of the Framework.
- 6.23 Any benefits of additional housing are significantly and demonstrably outweighed by the harm which I have identified in this proof of evidence; locating significant development in a location which is not sustainable, nor made sustainable, such that the presumption in favour of development in the Framework does not apply in this case.
- 6.24 There is therefore no justification in this case to grant planning permission for development in breach of the development plan.

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Appendix 1 List of Amenities and facilities and the distance in metres from the appeal site

Amenity/facility	Location	Approx. distance m (to nearest 5m)
Nearest Bus Stop No timetable. No seat No shelter	Blakewater Road	325
Alternative Bus Stop	Garnett Road	755
Public Open Space	Henthorn Road	845
Nursery/pre-school	Bambinos Boutique Day-Care, Garnett Road	860
Convenience Store/ATM	McColls, Henthorn Road	895
Playground	Whipp Avenue	995
Place of Worship	St Pauls Church, Edisford Road	1170
Place of Worship	Clitheroe Community Church, Millthorne Avenue	1200
Public Open Space/Playground and Football pitches/Leisure Centre	Roefield Leisure, Edisford Road	1250
Convenience Store/ATM	Spar, Edisford Road	1250
Nursery/pre-school	Bright Futures, Richmond Terrace	1300
Public House	Kings Arms, Bawdlands	1335
Salon	Bawdlands	1365
Primary School	Edisford Primary School, Edisford Road	1015 (to entrance on Siddows Avenue)
Restaurant/Takeaway	Bawdlands	1410
Public House	Horseshoe, Bawdlands	1410
Primary School	St James, Greenacre Street	1645
Main Town Centre Boundary (edge)	Parsons Lane	1680

Supermarket	Booths, Station Road	1760
Main Town Centre	Boots, Castle Street	1850
Opticians	Bayfields, Castle Street	1860
Village Hall/Social Club	Pendle Club, Lowergate	1905
Supermarket	Sainsburys, Lowergate	1910
Dentist	Castle Dental Studio, Moor Lane	1930
Pharmacy	Lloyds, King Street	1940
Secondary School	Ribblesdale School, Queens Road	1960
Railway Station	Railway View Road	1985
Clitheroe Post Office	King Street	2000
Clitheroe Library	Church Street	2065
Clitheroe Health Centre	Railway View Avenue	2075
Council Office	Church Walk	2090
Sports Ground/Sports Club	Clitheroe Rugby Club, Copperfield Close	2200

Appendix 2 : Journey Times by Public Transport and Car to Employment Opportunities in Clitheroe

Employment opportunities within Clitheroe and the surrounding area. The following established employment sites are located within the vicinity of the appeal site:

- Salt Hill/Lincoln Way Industrial Estate (BB7 1QL)
 - (i) Cycle ride of 3135m (circa 15 minutes),
 - (ii) No 2 bus service and then a 1070m walk (circa 12-minute walk).
 - (iii) For a 09:00 start at Salt Hill/Lincoln Way Industrial Estate the journey by bus and foot is 39 minutes of which 12 minutes is by bus and 27 minutes is on foot OR 39 minutes involving the no. 2 bus then a change to the number 510 bus, a total of 17 minutes on buses and 15 minutes walking.
 - (iv) For a 07:00 start at Salt Hill/Lincoln Way Industrial Estate the journey by bus and foot is 47 minutes solely by foot
 - (v) A car journey time of 8 to 10 minutes for a 09:00 start.

- Pimlico Link Industrial Estate (post code BB7 4PZ)
 - (i) Cycle ride of 3635m (circa 15-20 minutes),
 - (ii) No 2 bus service. Change to No 3 service at Interchange. 210m walk from nearest bus stop for No 3 service.
 - (iii) For a 09:00 start at Pimlico Industrial Estate the journey by bus and foot is 43 minutes
 - (iv) For a 07:00 start at Pimlico Industrial Estate the journey by bus and foot is 43 minutes of which 2 minutes is by bus and 41 minutes is on foot
 - (v) A car journey time of 8 minutes for a 09:00 start.

- Twinbrook Business Park (BB7 1QX)
 - (i) Cycle ride of 3135m (circa 15 minutes),
 - (ii) No 2 bus service then a 1070m walk (circa 15-minute walk)

- (iii) For a 09:00 start at Twinbrook Business Park the journey by bus and foot is 24 minutes (12 minutes by bus and 12 minutes on foot)
 - (iv) For a 07:00 start at Twinbrook Business Park the journey by bus and foot is 32 minutes solely on foot
 - (v) A car journey time of 7 minutes for a 09:00 start.
- Primrose Works (post code BB7 1DR)
 - (i) Walk of 1735m (circa 20 minutes),
 - (ii) Cycle ride of 1735m (circa 5-minute cycle ride),
 - (iii) For a 09:00 start at Primrose Works the journey by bus and foot is 17 minutes of which 2 minutes is by bus and 15 minutes are on foot
 - (iv) For a 07:00 start at Primrose Works the journey by bus and foot is 18 minutes of which all 18 minutes is on foot
 - (v) A car journey time of 5 minutes for a 09:00 start.
- Holmes Mill (post code BB7 1EB)
 - (i) Walk of 1700m (just beyond a 20 minutes),
 - (ii) Cycle ride of 1700m (circa 5 minutes)
 - (iii) For a 09:00 start at Holmes Mill the journey by bus and foot is 19 minutes of which 9 minutes is by bus and 10 minutes is on foot
 - (iv) For a 07:00 start at Holmes Mill the journey by bus and foot is 20 minutes, all 20 minutes is by bus
 - (v) A car journey time of 4 minutes for a 09:00 start.
- Barrow Brook Business Park (post code BB7 9WF)
 - (i) Cycle ride of 5000m (circa 25 minutes),
 - (ii) No 2 bus service. Change to No 22 service at Sainsburys. 450m walk from nearest bus stop for No 22 service.

- (iii) For a 09:00 start at Barrow Brook Business Park the journey by bus and foot is 37 minutes of which 6 minutes is on foot
- (iv) For a 07:00 start at Barrow Brook Business Park the journey by bus and foot is 43 minutes with 24 of those minutes on foot
- (v) A car journey time of 9 to 16 minutes for a 09:00 start.

Appendix 3

Transport Links and Commuting Times to Destinations outside Clitheroe

The closest bus stop to the site is located on Blakewater Road, opposite Lune Road, approximately 325m from the centre of the site. The No 2 bus service functions as a town circular service via Low Moor. The route is shown on Figure 2. The bus service operates on a 30-minute frequency, Monday to Saturday from 07:27 to 18:27 with the last return from Clitheroe at 18:15. The No.2 bus timetable is included within the SoCG.

The closest bus stop to the site consists of a hail facility which enables passengers to hail the bus from the footpath but does not include a fixed bus stop, shelter or timetable on site.

The current service operates on a half hourly service which is subsidised by a Section 106 contribution but mainly funded by Lancashire County Council. This Section 106 funding ends in 2019 after which the service will return to an hourly service unless further S106 contributions are secured to continue to subsidise the service.

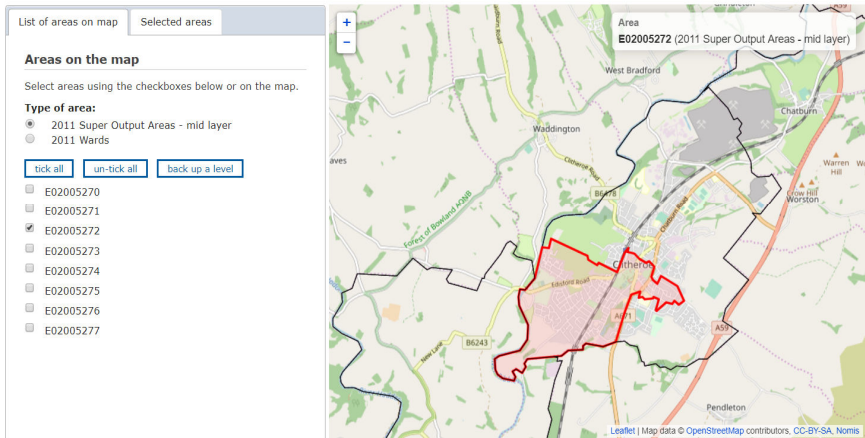
The No. 2 bus provides access to Clitheroe train station in approximately 12 minutes. Clitheroe train station offers hourly services to destinations including Blackburn, Bolton and Manchester. In order for commuters to access the surrounding towns and cities by the existing bus service the following times would be applicable:

Town/ City	Catch bus at Henthorn Park to Clitheroe	Journey time	Arrival in town/ city	Depart town/ city	Catch bus at Clitheroe to Henthorn Park
Blackburn	07:27	1 hour 8 minutes	08:47	17:10	18:16
Bolton	07:27	1 hour 23 minutes	09:16	17:00	18.16
Manchester	07:27	1 hour 47 minutes	09:36	16:41	18.16
Preston	07:27	1 hour 25 minutes	09:21	16:57	18.16
Burnley	07:27	1 hour 29 minutes	09:22	17:03	18:16

Appendix 4 Extract Plans showing the data area for the Census Data for the super output area Super output area - middle layer; Super output area - lower layer; and output area

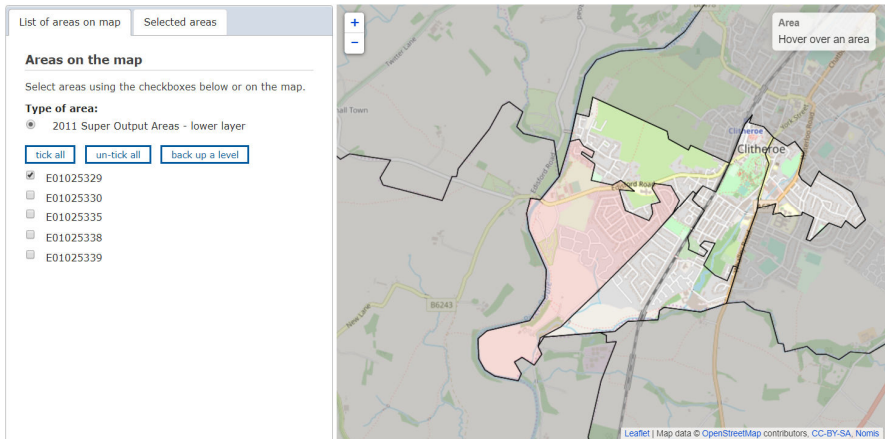
SUPER OUTPUT AREA MIDDLE LAYER SHOWN BELOW:

[Great Britain](#) > [North West](#) > [Ribble Valley](#)



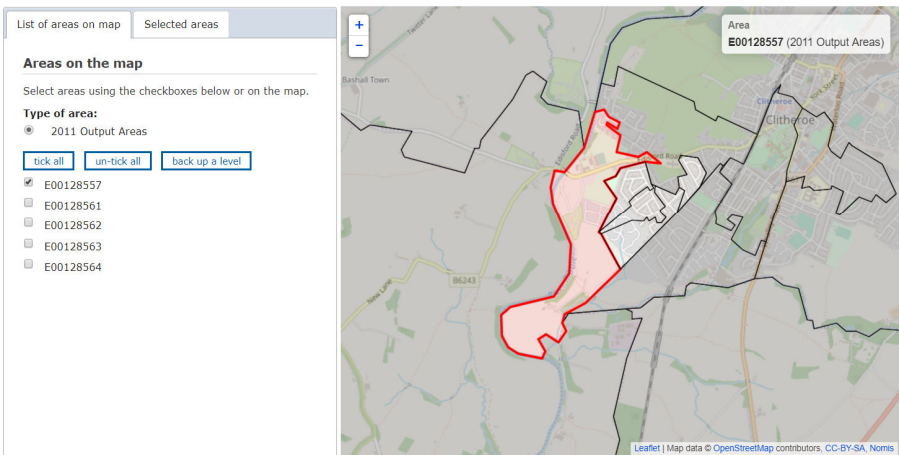
SUPER OUTPUT AREA LOWER LAYER SHOWN BELOW:

[Great Britain](#) > [North West](#) > [Ribble Valley](#) > [E02005272](#)



OUTPUT AREA LOWER LAYER SHOWN BELOW:

[Great Britain](#) > [North West](#) > [Ribble Valley](#) > [E02005272](#) > [E01025329](#)



Appendix 5 Good Attributes of a bus stop and the existing bus stop at Lune Road

Extract from Buses in Urban Developments, CIHT, January 2018. Extract below is from Section B.7.2 Design of the bus stop itself which provides a list explaining the desirable attributes of bus stops.

Desirable attributes of bus stops are summarised below:

- High-visibility bus stop flag and pole, suitably illuminated, displaying route numbers of all services;
- Shelters and seating at all stops, with adequate dimensions for the expected level of demand;
- Comprehensive and consistent information display, including real-time information or details of how to access real-time information on mobile devices;
- Each stop individually identified by name;
- Cycle parking for 'cycle and ride' passengers where appropriate;
- Higher-quality footway and carriageway paving materials;
- Sufficient footway width to accommodate waiting passengers and passing pedestrians;
- Good drainage to avoid splashing;
- Attractive and recognisable design.

The image below shows the bus stop at Lune Road/Blakewater Road – the bus stop is identified by the red dot. The appeal site is visible through the gap in the hedges to the right of the image.



Appendix 6 Email from LHA S38 bus stop sign flag and road markings

Simon Plowman

From: Nicola Hopkins <Nicola.Hopkins@ribblevalley.gov.uk>
Sent: 08 April 2019 15:16
To: Robert Major; Simon Plowman
Subject: FW: Henthorn Road

FYI

Nicola Hopkins | Director of Economic Development and Planning
Ribble Valley Borough Council, Council Offices, Church Walk, Clitheroe, Lancashire BB7 2RA
T: 01200 414532 | F: 01200 414432 | E: nicola.hopkins@ribblevalley.gov.uk | W: www.ribblevalley.gov.uk



**Ribble Valley
Borough Council**

www.ribblevalley.gov.uk

 @RibbleValleyBC

From: Bennett, Ray <Ray.Bennett@lancashire.gov.uk>
Sent: 08 April 2019 13:56
To: Nicola Hopkins <Nicola.Hopkins@ribblevalley.gov.uk>
Subject: RE: Henthorn Road

Hi Nicola,

It is intended there will be a bus stop post and flag to accompany the road markings.

Unfortunately we currently have no timescales for when the works will be implemented.

Kind regards,

Ray.

Ray Bennett,
Principal Officer,
Community Services,
Lancashire County Council,
0300 123 6780.
www.lancashire.gov.uk

From: Nicola Hopkins [<mailto:Nicola.Hopkins@ribblevalley.gov.uk>]
Sent: 08 April 2019 13:25
To: Bennett, Ray <Ray.Bennett@lancashire.gov.uk>
Cc: Bloomer, David <David.Bloomer@lancashire.gov.uk>; Simon Plowman <info@plan8townplanning.co.uk>; Robert

Major <Robert.Major@ribblevalley.gov.uk>

Subject: RE: Henthorn Road

Thanks for this Ray.

Will there be a bus stop (post) or will it purely be marked on the highway and does your S38 engineer know when the markings are going to be undertaken?

Thanks,

Nicola

Nicola Hopkins | Director of Economic Development and Planning

Ribble Valley Borough Council, Council Offices, Church Walk, Clitheroe, Lancashire BB7 2RA

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**Ribble Valley
Borough Council**

www.ribblevalley.gov.uk

 @RibbleValleyBC

From: Bennett, Ray <Ray.Bennett@lancashire.gov.uk>

Sent: 08 April 2019 11:28

To: Nicola Hopkins <Nicola.Hopkins@ribblevalley.gov.uk>

Cc: Bloomer, David <David.Bloomer@lancashire.gov.uk>

Subject: Henthorn Road

Hello Nicola,

The bus stop is actually to be delivered under the Section 38 Agreement for the Taylor Wimpey development site as per the attached drawing. It is a little difficult to spot but the bus stop is just slightly north of Lune Road.

The Section 38 has been signed and is dated 30/10/2018.

I hope that helps. If you need any further information please let me know.

Kind regards,

Ray.

Ray Bennett,
Principal Officer,
Community Services,
Lancashire County Council,
0300 123 6780.
www.lancashire.gov.uk

