

Statement of Common Ground

Between South Ribble Borough Council and
Network Rail

In respect of Representations 45 to 51 (inclusive)

Representor Ref: 37

South Ribble Borough Council

**Site Allocations and Development Management
Policies DPD**

Statement of Common Ground

Between:

- 1) Network Rail
- 2) South Ribble Borough Council

Purpose of This Document

This statement has been produced to update the Inspector on the latest position between South Ribble Borough Council and Network Rail. It summarises the agreed position between the parties following dialogue and discussion of the matters included in Network Rail's submitted written representation following the consultation on the above document.

Background

Network Rail in their representation to the Site Allocations DPD raised a number of issues. These included concerns regarding the proposed residential development at Brindle Road, Bamber Bridge. This site has outline planning permission for 42 dwellings granted in Feb 2012. In particular concerns regarding the impact of additional traffic on the Hospital Inn level Crossing were raised, details of drainage, lighting, demolition, landscaping, piling, fencing.

In addition Network Rail made comments regarding the proposal to re open Midge Hall Railway station, a proposed allocation of land off Browndedge Road, Bamber Bridge, Pickerings Farm, Penwortham, Fishwick's Depot and Vernon Carus, Factory Lane, Penwortham.

Key matters

Policy D1

Site S - Brindle Road, Bamber Bridge

Outline planning permission was granted for the development of 42 homes at Brindle Road in Feb 12.

During the processing of the application considerable discussion took place with Lancashire County Council, the Highway Authority about the impact of any increase in traffic on the Hospital Crossing.

The following extract from the Committee report was forwarded to Network Rail for information.

Highway Issues

There have been a large number of objections to the proposal with the main issues being traffic congestion in the area, particularly at peak times and mainly caused by the railway crossing at the junction of Brindle Road/Bank Head Lane. This leads to standing traffic when the crossing is in operation. The general opinion is that the proposed development together with the six other estates recently built in area, have not resulted in any major improvements to roads in the area to accommodate increase in traffic generated by these developments.

The Transport Statement has provided base line data showing 546 vehicles pass the proposed site access in the morning peak period between 08:00 and 09:00 and 504 vehicles pass the proposed site access in the afternoon peak period between 16:45 and 17:45. County Highways comment that a traffic study carried out in 2006 by

Lancashire County Council indicated lower vehicle movements past the site and therefore they have no objections to the base line information provided.

The base line data also shows that queuing due to the barrier at the level crossing is typically between 75 to 200m in length and in a limited situation the queuing length is greater than 200m. The same base line data also indicates that there is minimal queuing by traffic when the traffic has cleared after the use of the barriers. County Highways have made various visits to the site and consider the base line information provided for queue lengths to be correct.

TRICS is the national standard system used to predict trip generation and analysis of various types of developments. Based on similar developments in South Ribble, County Highways agrees with the predicted vehicle movements in the applicants Transport Statement. Using the TRICS report, the new development will generate an estimated 34 additional vehicle movements during the morning rush hour and 36 additional vehicle movements during the evening rush hour. This equates to just over one additional car every two minutes.

It has been demonstrated in the Transport Statement and during various site visits by County Highways that the queuing at the Hospital Inn level crossing is due to the barrier being used and not the volume of traffic using the road. Therefore, the development should have a negligible impact on highway capacity in the immediate vicinity of the site, although the owners of the new properties may need to wait for queues to clear or gaps to appear in the queue before they can exit the new junction.

The submitted Transport Statement has provided an impact assessment based on predicted future growth of the highway network using TEMPRO software and National Transport Model (NTM) and the estimated number of vehicle movements generated by the new development using TRICS. County Highways agrees with the increase traffic volumes shown in Appendix H of the Transport Statement and is of the opinion that the development should have a negligible impact on highway capacity in the immediate vicinity of the site. The impact of the new development on the queuing length on Brindle Road will be about 15m or three additional cars at peak periods.

Objectors have raised the issue regarding the numerous collisions outside the Hospital Inn due to bad bend in road. The Lancashire County Councils five year data base for injury related vehicular accidents indicates there has not been any reported incidents near the access to the new development. The five year data base does, however, indicate that there has been three injury related incidents at the Hospital Inn Level crossing but these were attributed to driver error or road conditions rather than highway capacity or layout.

Objectors have commented that there are inadequate footpaths in area of the development site. The application proposes to widen the footpath on the southern side of Brindle Road to 1.8m and this is considered acceptable by County Highways.

Objectors also raise the point that the area is unsafe for cyclists. To support sustainable transport, a £10,000 contribution is required by County Highway to go towards the implementation of a proposed cycle link on Brindle Road and Bank Head Lane, together with monies to upgrade the bus stops outside the Hospital Inn to quality bus stops, estimated costs £10,000 each to implement and £1,000 commuted sum for future maintenance per bus stop.

The prospective developer for the site, Miller Homes, has had some preliminary discussion with Network Rail. These have covered the issues of fencing, encroachment, use of vibro-impact machinery, scaffolding, drainage, lighting, excavation and earthworks, landscaping, and noise. A Reserved Matters application has not been received at the time of this Statement being agreed.

On the basis of the above information Network Rail have reviewed their comments. They have indicated that in light of the statement and information provided by the Council and their discussions with Miller Homes, that the points raised have been considered, although it appears that there will be no change to the priorities at the road junction and the developer expects the increase in road traffic to be minimal. Provided that the information supplied is correct, Network Rail do not wish to make any further objection.

If there are any deviations from the original proposals Network Rail would like to be consulted again. The Borough Council undertakes to ensure that Network Rail is consulted on any reserved matters planning application.

Network Rail would also like the situation monitored in terms of traffic at Hospital level crossing when the proposal is completed for any discrepancy in volume of traffic between the actual level and the levels sighted in the report below. The Borough Council undertakes to liaise with the Highway Authority on this matter.

Policy C1 – Pickerings Farm

The Borough Council has noted the comments raised. It is agreed that further consultation with Network Rail is required and that a developer will need to secure any necessary agreements with Network Rail.

Policy C2 Moss Side Test Track

Reference to Midge Hall Railway Station

The Borough Council has noted the comments raised. It is agreed that close liaison and consultation with Network Rail is required in order to explore this proposal further.

Policy D1

Site T - Land off Browndge Road, Bamber Bridge

The Borough Council is aware that this site is in operational use by Network Rail.

Network Rail have commented that at this moment in time there is interest in the Browndge Road, Bamber Bridge, from freight companies; however, there has also been interest from some residential developers.

Both parties agree that the allocation should remain.

It is further agreed that minor amendments to the justification text to this allocation para 7.53 be made as follows.

Whilst the site is currently in operational use with freight companies expressing operational interest, should such interest not be pursued, there is potential for the site to be utilised for residential development. Planning permission does not currently exist for the residential development of the site but it could accommodate

approximately 60 dwellings. Any residential layout will have to take account of the proximity of the railway on the southern boundary of the site.

Site AA - Fishwick's Depot, Hewitt Street, Leyland

The Borough Council has noted the comments raised. It is agreed that the matter raised, a financial contribution from a developer towards the enhancement of facilities at Leyland Station, should be considered as part of the determination of any future planning application, upon which Network Rail would be further consulted.

Site H - Vernon Carus and Land, Factory Lane, Penwortham.

The Borough Council has noted the comments raised. It is agreed that the matter raised, bridge strike mitigation measures, should be considered as part of the determination of any planning application.

Date

Signed

**Helen Hockenhull Planning Manager
On behalf of South Ribble Borough Council**

Signed

**Diane Clark
On behalf of Network Rail**