

From: TownPlanning LNW [REDACTED]
Sent: 09 April 2019 13:12
To: pmods22
Subject: Ribble Valley - Additional Housing Sites Network Rail response

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Ribble Valley - Additional Housing Sites

Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order).

Network Rail has the following comments to make.

The overall need is for 190 dwellings within the area.

(1)

MM4 South of Laycocks Farm, Langho – 10 dwellings

The proposal area is close to Langho Railway Station.

Consideration should be given in Transport Assessments to the potential for increased footfall at these stations as a result of proposals for residential development, employment areas (including cumulative impact). Location of the proposal, accessibility and density of the development, trip generation data should be considered in relation to the station. Where proposals are likely to increase footfall and the need for car parking at stations, the council should include developer contributions (either via CIL, S106) to provide funding for enhancements as part of planning applications.

(2)

The NPPF states;

Pg31. Considering Development Proposals

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

*b) safe and suitable access to the site can be achieved for all users; and
any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

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

110. Within this context, applications for development should:

c) create places that are safe, secure...which minimise the scope of conflicts between pedestrians, cyclists and vehicles...

"182. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use), in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."


In order to comply with the NPPF, assessment of the impact of development proposals upon level crossings should be included (e.g. MM4 South of Laycocks Farm, Langho – 10 dwellings may impact upon Langho Footpath Level Crossing)..

The council, developer(s) are advised that assessments should include consideration of:

- The individual and cumulative impacts of proposals.
- Increase in the volume and a change in the character of users, including vulnerable users (definition in Appendix 1).

As a publicly funded organisation, Network Rail is not funded to mitigate the impact of new development proposals on its infrastructure. Therefore, mitigation measures to prevent an increase in risk at the level crossings should be fully funded by the developer(s), including, where applicable, closure and diversion.

From


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