

THE CASE FOR CLITHEROE TOWN COUNCIL

The material points are:

Introduction

112. Clitheroe Town Council objects to the appeal proposals on the grounds that it would be out-with the Clitheroe settlement boundary as defined by saved LP Policy G5 and precedes the emerging CS and the work being undertaken by the Council on its Development Land Document (DPD). The appeal site is a windfall site and was not considered in the Strategic Housing Land Availability Assessment (SHLAA) consultation stage of the draft CS, which is currently in preparation.
113. A key feature of the draft CS is the strategic site at Standen, on the fringes of Clitheroe, for 1034 dwellings, which would reduce the need for additional new houses in the Town to considerably less than the 345 planned on the appeal site. With the Standen site, the Council has well in excess of a 5-year supply of land for Clitheroe. As such, allowing this scheme to progress would be premature and prejudice the adoption and building out of the Standen key site.
114. On visual amenity grounds, due to its scale and location, outside the settlement boundary of Clitheroe, it would be detrimental to the visual amenities of the area. It would, thereby, adversely change the character of this stretch of open countryside, so important to the Town's wellbeing.
115. Finally, for traffic and highway safety reasons the Town Council maintains its concerns, despite the withdrawal of the LHA objection. The position of LCC and the do-nothing scenario proposed not improve traffic congestion or address the highway safety concerns. In particular, the proposed development would result in a significant increase in traffic to and from the access points on Waddington Road and Castle View onto the wider network throughout the day. The submitted Transport Assessment is defective, and changes proposed at the junctions are inadequate. This would impact on pedestrian movement at the immediate junctions as well as further afield in the Town Centre.
116. The increase in vehicle movement along Castle View/Kirkmoor Road, which support terraced properties on both sides, is unsustainable. Parked vehicles on both sides of the roads reduce traffic movement to one-way, even without the proposal. Albeit some of the daytime parking problem is caused by commuters and other visitors to the Town Centre, the suggestion that a resident's parking scheme should be introduced does not find favour. If overnight parking space was reduced and residents had to pay for the privilege, it would leave the residents, who are totally opposed to the appeal scheme, facing a 'tax' to have the development they do not want inflicted upon them.
117. With only two recorded minor accidents in the last 5-years at the junction of Castle View with Bawdlands, it is not only safety, but congestion that is the issue. Even so, the Town Council does not see traffic signals as a solution, but considers they would add to the congestion problem. With the junction being on top of the railway bridge, there is not a satisfactory engineering solution to the problem. Consequently the appeal should be dismissed.