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Your ref
Our ref TL /3/2012/1101
Date 28th February 2013

FAO Colin Sharpe

Dear Sirs

Planning application no: 3/2012/1101

Proposal: Demolition of existing dwelling and redevelopment of the site for residential use including 16 homes.

Location: The Whins, Whins Lane, Read BB12 7QY.

Please note the following comments.

1. Estate Road

1.1 The estate road width is 5.5m from the access on to Whins Lane to the second bend in the road. From about half way around this second bend, the carriageway reduces from 5.5m to 4.5m. It would be preferable to reduce the width of the carriageway on a straight length of road rather than on a fairly severe bend. Where ever the width reduction occurs, the transition should be carefully designed so that it is obvious where the reduction in carriageway width occurs. Also there should be a feature in the carriageway alerting drivers to the reduction in width. This could be a change in surfacing texture / colour or a rumble strip (although rumble strips tend to result in complaints from nearby residents because of the noise they make).

1.2 As suggested above, the bend in the estate road at plot 7 is severe, and I would ask that a greater radius along the carriageway centre line is used – say a 20m radius. The severity of the curve does present issues for forward visibility along this road. Assuming a 20 mph speed limit here, a forward visibility of 25m is desirable (see Manual for Streets section 7.8). The building proposed and the garden on plot 6 restricts this forward visibility,

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and the layout should be altered here. Among other issues, the reduction in width of the carriageway is partially obscured from view.

1.3 It is not clear what the developer's intentions are as far as the extent of the future adopted highway is concerned. It appears that the adopted highway is proposed to end at plot 8, after which the road would be unadopted. A shared carriageway as shown beyond plot 8 is acceptable and this would be acceptable for adoption on condition that 1.8m wide service strips are provided on both sides of the carriageway. If the shared carriageway section of road is not adopted, then a turning head will be required at the end of the adopted section of road near to plot 8.

2. Parking.

The on-site (within curtilage) parking required was discussed at the pre-application stage. The requirements are: 2 – 3 bedroom dwellings, two parking spaces; 4 bedroom and in excess of 4 bedroom dwellings, three parking spaces. Garages should be 3m by 6m to count as a parking space unless appropriate provision is made elsewhere on the property to store bicycles.

Plots 5, 7 – 10, 12 and 13 appear to be short of one parking space, making a deficiency of 7 parking spaces across the whole development. Due to the location of this development on a narrow country lane, and due to the limited available space on the estate road for parking, I would ask that additional parking spaces are provided on the seven plots mentioned.

3. Improvements on Whins Lane.

3.1 A strip of land along the northern edge of the development site is shown as a new footway along the Whins Lane carriageway. This strip of land will have to be incorporated into the adopted highway. The footway construction should be a minimum of 1.8m wide and will include the provision of street lighting. The new footway should extend along the carriageway to FP14 at Haugh Head farm. These works should be carried out under a S278 agreement.

3.2 The 30mph speed limit zone should be extended to the east along Whins Lane at least beyond the Woodfields development. This will help to limit the visibility splays at the site access to 2.4m by 43m, which is achievable. This measure will depend on the TRO being accepted by the local residents and Parish Council. This work and administrative costs would be included in the S278 agreement.

4. S278 Agreement.

As discussed above, the developer would have to enter into a S278 agreement with LCC. The agreement would include the following works in the adopted highway:

- Footway construction, including street lighting, along Whins Lane.
- An extension to the 30 mph speed limit zone along Whins Lane to the east.

5. S106 Agreement.

The accessibility score is less than 9, and in terms of the LCC Planning Obligations paper, a maximum of £48 000 could be requested for the improvement of highways and transport related infrastructure. No specific highways related improvements have been identified for

inclusion in a S106 agreement. The works requested in the highway are to be carried out under a S278 agreement.

6. Conclusion.

I do not have objections to the principle of this development on this site. However, I would recommend that this application is refused as submitted, because of the inadequate design of the estate road and parking, which will adversely affect highway safety.

7. Conditions

Please add the following conditions and notes to any planning permission you may decide to grant.

Condition 1.

The new estate road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site. Reason: To ensure that satisfactory access is provided to the site before construction work commences.

Condition 2.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device.

The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed estate road from the continuation of the nearer edge of the carriageway of Whins Lane to points measured 43m in each direction along the nearer edge of the carriageway of Whins Lane, from the centre line of the access, and shall be constructed and maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority. Reason: To ensure adequate visibility at the street junction or site access.

Condition 3.

Before the construction work commences facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site. Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

Condition 4.

No part of the development shall be commenced until all the highway works to facilitate construction traffic access have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

Condition 5.

No part of the development hereby approved shall be occupied or opened for trading until all the off-site highway works have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: In order that the traffic generated by the development does

not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

Condition 6.

Notwithstanding the submitted plans, all garage doors shall be located at least 5.5m back from the highway boundary at all times and the garages and driveways shall thereafter be kept clear and used only for the parking of private motor vehicles and bicycles. Reason: to ensure satisfactory off street parking arrangements are preserved at all times.

Note A.

The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Ribble Valley District Highways Office, LCC Highways Area East, Riddings Lane, Whalley BB7 9RW (Tel: 08450 530011) in the first instance to ascertain the details of such an agreement and the information to be provided.

Note B.

Before construction work commences, the developer should contact Eddie Mills, Ribble Valley District Highways Office, LCC Highways Area East, Riddings Lane, Whalley BB7 9RW (tel. 08450 530011) and quote the planning application number, in order to discuss and agree the access for construction traffic and times of working.

Note C

This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 the County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works and therefore before any access works can start you must contact the Ribble Valley District Highways Office, Lancashire County Council, Riddings Lane, Whalley BB7 9RW (tel. 0845 0530011) and quote the planning application number.

Yours faithfully

Trevor Lewis
Traffic and Development Engineer