

Ribble Valley Borough Council
Church Walk,
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BB7 2RA

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Your ref:
Our ref: LHS/CS/3/2015/0312
Date: 9th June 2016

For the attention of Stephen Kilmartin.

Proposal:	Proposed demolition of existing commercial property and the creation of 6 new dwellings with associated car parking.
Location:	Hargreaves and Coates Ltd Back St Pauls Street Clitheroe BB7 2LS
Grid Ref:	373134 - 441639

With regard to your email dated the 8th June 2016 and your letter dated the 23rd May 2016.

The site was visited on the 12th May 2015 at 10:00 and 7th June at 10:45.

The Highway Development Control Section does not have any objections in principle to the proposed 5 new dwellings with associated car parking, providing the applicant can provide an acceptable turning head and site access for twin axel refuse vehicles.

The proposed development is to provide 5 new dwellings on land which is current used to garage cars and the long term operation of Hargreaves and Coates transport and haulage business.

The planning application is for less than 50 new dwellings and as such the applicant does not need to provide a transport assessment or travel plan.

TRICS is the national standard system used to predict trip generation and analysis of various types of development. Using a typical TRICS report for a privately owned housing development, the development will generate an estimated 35 vehicular movements a day with an estimated peak flow of 3 vehicles between 17:00 and 18:00.

The Lancashire County Councils five year data base for Personal Injury Accident (PIA) was checked on the 14th May 2015 and the 10th June 2016. The data based indicates there has not been reported incidents along St Paul's Street or St Paul's Terrace.

It is understood a housing development has been approved on the land to the south of St Paul's Terrace, but highway access to this site is from the B6243 Edisford Road. As such no additional traffic would be expected on St Paul's Terrace in the future.

The Highway Development Control Section is of the opinion that the proposed development for five dwellings should have a negligible impact on highway capacity in the immediate vicinity of the site with a potential of removing some goods vehicle movements from the local network.

With regard to the access to the site the applicant is to prove the existing site access off St Paul's Terrace by swept path analysis for a twin axel refuse vehicles when cars are parked up to the site access. Based on observations on site, the Highway Development Control Section is of the opinion that the twin Axel Refuse vehicles will have a greater turning area than the existing vehicles using the site.

Within the site the applicant to prove the turning head by swept path analysis for a twin axel refuse vehicles. The Highway Development Control Section is of the opinion that the shown turning head is not sufficient for a twin axel refuse vehicle and there is no overhang for vehicles along the exiting back yard walls. Alternatively the turning head to be either a prescribed "Access Way" turning head from Lancashire County Council Residential Design Guide.

The Highway Development Control Section justification for requesting the site access and turning head to be proved by swept path analysis is to allow refuse vehicle and emergency vehicles to turn within the site for the following reasons: -

- The maximum distance a refuse vehicle should reverse is 12m, from Manual for streets and BS5930: 2005.
- Fire and rescue Services Section should not have to reverse more than 20m from the end of an access road. From Manual for streets and diagram 24 of Approved Document B (Fire Safety).

Additional considerations when locating the turning head are:-

- 25m is the maximum distance a two wheeled refuse container is to be transported to the refuse wagon. From Manual for streets and BS5930: 2005.
- A resident should not be required to carry the waste more than 30m to the refuse storage point. From Manual for streets and BS5930: 2005.
- A fire appliance needs to be able to approach to a point within 45m of a suitable entrance to any dwelling. From Manual for Streets and section 11.2 of Approved Document B (Fire Safety).

The applicant should provide accurate details of the required site access and turning head before determining the application and the turning head protected under condition, for perpetuity.

The turning area and associated off-site works will need to be constructed under a section 278 agreement of the 1980 Highways Act. 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 is advised to contact the Community Services before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for 278 agreement. The section 278 works will also require acceptable details for existing and new statutory undertakers equipment within the existing adopted highway; improvements to the

drainage and street lighting; improvements to the wearing course and improvements to the pedestrian access to the social club and public open space.

Further comments regarding the extent of the 278 work requirements will be provided when a revised turning head is provided and the site access is proved by swept path analysis.

Based on the car parking recommendations in the Joint Lancashire Structure Plan and the Ribble Valley Parking Standards, the Highway Development Control Section is of the opinion that the applicant has provided adequate off road parking provision for this type and size of development.

Based on the car parking recommendations in the Joint Lancashire Structure Plan and the Ribble Valley Parking Standards, the Highway Development Control Section is of the opinion that the applicant should provide secure covered facilities for a minimum of two secure cycle spaces for each two to three bedroom property, to support social inclusion and promote sustainable forms of transport. Cycle storage to be available for all properties, from the "Code for Sustainable Homes 2007". Cycle storage should not be through the dwelling of a terraced house, provide footway access to all rear gardens

The Highway Development Control Section provisionally recommends the following conditions as part of any formal planning decision:-

1. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.
2. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter. Reason: Vehicles reversing to and from the highway are a hazard to other road users, for residents and construction vehicles.
3. A car park and manoeuvring scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas.
4. The cycling facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the cycling facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.
5. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway

improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

6. Prior to the start of the development, a joint survey shall be carried out between the developer and the planning authority (in conjunction with the highway authority) to determine the condition of the back street and junctions with St Pauls Street and St Pauls Avenue .A similar survey shall be carried out every six months and the final inspection within one months of the completion of the last house, and the developer shall make good any damage to the back street and junctions with St Pauls Street and St Pauls Avenue to return it to the pre-construction situation as required. Reason; To maintain the construction of the back street and junctions with St Pauls Street and St Pauls Avenue in the interest of highway safety.
7. A Traffic Management Plan for the construction works, to be approved in writing by the planning department before any works begin on site and to include:-
 - The parking of vehicles of site operatives and visitors;
 - Loading and unloading of plant and materials used in the construction of the development;
 - Storage of such plant and materials;
 - Wheel washing facilities;
 - Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - Routes to be used by vehicles carrying plant and materials to and from the site;
 - Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.Reason: to protect existing road users.

If you have any questions please do not hesitate to contact me.

Yours sincerely

Stewart Gailey
Highway Development Control Engineer