

Ribble Valley Borough Council
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Clitheroe,
BB7 2RA

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Your ref: 3/2015/0381
Our ref: LHS/CS/3/2015/0381
Date: 21st July 2015

For the attention of Claire Booth.

Proposal:	Construction of an agricultural access track on land adjacent to Chadswell Hall to include the creation of a new access onto the public highway.
Location:	Chadswell Hall Chipping Road Chaigley Clitheroe BB7 3LT
Grid Ref:	367876 - 442199

With regard to your letter dated the Claire Booth.

The site was visited on the 14th July 2015 at 12:25

The Highway Development Control Section understands the proposed new access is to help with the operations of the farm and additional vehicle movements to Chadswell Hall and the farm are not expected as part of this planning application

The Highway Development Control Section does not have any objections in principle to the proposed new access, providing the applicant can provide acceptable sight lines in both directions. Where the sight lines cannot be achieved as detailed below the Highway Development Control Section would raise an objection in the interest of highway safety.

The new site access is onto Chipping Road, Chipping road is classified as the C354 and is categorised as a Secondary Distributor road with a speed limit of 60mph fronting the proposed new site access.

From or mapping system "Mapzone", the proposed development will not affect any public rights of way.

The sight lines of 2.4 x 114m to be provided in both directions from the centre of the new site access onto Chipping Lane. The site line requirement is, based on the basic formula (absolute minimum) for calculating Stopping Sight Distances (SSD) in table 10.1 from Manual for Streets 2, the addition of 2.4m an estimated 85th percentile speed of 50 mph. The "Y" distance can be 750mm from the near side carriageway channel line.

Phil Barrett
Director of Community Services
Cuerden Way • Bamber Bridge • Preston • PR5 6BS

The applicant should provide accurate details of the required sight line requirement, before determining the application, ensuring the entire sight line requirement is fully over land within the applicants control and/or over the adopted highway and to fully show all works which would be required to provide the sight lines. The sight line recommendations will require walls, fences, trees, hedges, shrubs, ground growth, structures etc. to have a maximum height of 1.0m above the height at the centre line of the adjacent carriageway.

From observations on site and the information provided on the applicant's site location plan the sight line requirement is fully achievable over the applicants land and the existing adopted highway. The main issue is removal of the hedge, relocation of the fence and possible impact on the trees to the west of the site access for approximately 70 to 80m east of the new access.

The required sight line requirement may be reduced if the applicant can provide an acceptable traffic study, which indicates the 85th percentile traffic speeds are less than detailed above. The traffic study would need to be carried out over a full week by an approved specialist showing the 85th percentile wet road traffic speeds in both directions the numbers of vehicles, types of vehicles and the speed of vehicles passing the proposed new access.

The sight line calculation is at the end of this report.

All works within the adopted highway to be carried out under a section 184 agreement with Lancashire County Council.

The Highway Development Control Section recommends the following conditions as part of the 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 level of the new driveway shall be constructed 0.150m above the carriageway channel line of Chipping Road. Reason: To safeguard the future reconstruction of the highway.
3. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials. Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.
4. No part of the construction shall begin until the visibility splays measuring 2.4 metres by 114 metres in both directions to be provided, measured along the centre line of the proposed new road from the continuation of the nearer edge of the existing carriageway of Chipping Road, to the satisfaction of the Local Planning Authority. The land within these splays shall be maintained thereafter, free from obstructions such as walls, fences, trees, hedges, shrubs, ground

growth or other structures within the splays in excess of 1.0 metre in height above the height at the centre line of the adjacent carriageway.

Reason: To ensure adequate visibility at the street junction or site access in the interest of highway safety in accordance with Quality of Development Policy and Transport Policy in the Local Plan.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer

Absolute Stopping Sight Distances (SSD) calculation			50 mph
Speed (v)	50 mph	80 km/h	22.22222 m/s (v)
t	=		2 seconds
d	=	0.375 g =	3.67875 m/s ²
SSD	=	vt + v ² /2d	
	=	44.44444 + 493.8272 /	7.3575
	=	44.44444 + 67.11888	
	=	112 m	
Bonnet length	=	2.4 m	
Y distance	=	<u>114 m</u>	