

Ribble Valley Borough Council
Church Walk,
Clitheroe,
BB7 2RA

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Your ref:
Our ref: LHS/CS/3/2015/0649
Date: 1st October 2015

For the attention of Stephen Kilmartin.

Proposal:	Erection of ten dwellings with creation of new access to Woone Lane
Location:	Land adj 97 Woone Lane Clitheroe BB7 1BJ
Grid Ref:	373961 - 441141

With regard to your letter dated the 24th August 2015

The Highway Development Control Section understands this application is a reduction of the original 32 approved plots on this site as part of planning application 3/2011/1064.

The Highway Development Control Section does not have any objections in principle to the proposed reduced housing scheme, providing the applicant can address the recommendations within this report, regarding sight lines, pedestrian facilities, refuse collection and the site access.

1. Prove the site access with Woone Lane by swept path analysis on to the car parking area for a twin axel refuse vehicles or provide a prescribed access with a 5.5m wide road for a minimum of 10m into the site and provided 6m radius on both sides of the access. This will also allow access for fire appliances
2. The sight lines of 2.4 x 43m to be provided in both directions from the centre of the new site access onto Woone Lane. This requirement was previously shown on the approved drawings for planning application 3/2011/1064
 - 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 splays 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 providing the stone wall fronting the site is removed.
 - 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 30mph. The traffic study would need to be carried out over a full week by an approved specialist showing the 85th percentile wet

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- road traffic speeds in both directions the numbers of vehicles, types of vehicles and the speed of vehicles passing the proposed new access.
3. The applicant to provide a continuous 2m wide footpath for the full frontage of the site to support social inclusion and the promotion of sustainable forms of transport of any further development of the land to the south west of the site. This requirement was previously shown on the approved drawings for planning application 3/2011/1064.
 4. The refuse collection point is to be off the adoptable footpath to reduce the impact of pedestrians passing the site, in the future and the obstruction of the sight lines from the new site access. The refuse collection point should also be relocated as 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.

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 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.
3. The new estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road. Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
4. No part of the development shall be commenced until the visibility splays measuring 2.4 metres by 43 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 Woone Lane, 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.
5. The car parking and manoeuvring scheme to be 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.

6. 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.
7. No part of the development hereby approved shall commence until a scheme for the structure over the highway has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the structure over the highway are acceptable before work commences on site.
8. 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 Woone Lane A similar survey shall be carried out within six months of the completion of the last house, and the developer shall make good any damage to Woone Lane within two months to return it to the pre-construction situation. Reason; To maintain the construction of Woone Lane in the interest of highway safety.
9. 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.
10. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. [The streets shall thereafter be maintained in accordance with the approved management and maintenance details until a private management and Maintenance Company has been established].

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

1. The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the expense of the client/developer.
2. The highway is not to an adoptable layout and will remain private. With regard to condition 10 it is advised the carriageway construction is based on the Lancashire

County Council Specification for estate roads 2011 edition. Further information and advice can be found at www.lancashire.gov.uk and search for "construction of estate roads".

3. The applicant is advised that the new site access and 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 Environment Directorate before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for "278 agreement".
4. It is assumed that Lancashire County Councils Highways Maintenance will be consulted regarding the approval of street works details.
5. This consent does not give approval to a connection being made to the County Council's highway drainage system.
6. The applicant is advised that to discharge condition 10 that the local planning authority requires a copy of a completed agreement a Private Management and Maintenance Company confirming funding, management and maintenance regimes
7. Before proceeding with the scheme preparation the Developer should consult with the Environment Director for detailed requirements relating to land arrangements, design, assessment, construction and maintenance of all existing or new highway structures included in, or affected by, the proposed scheme. For this purpose the term highway structure shall include: -
 - any bridge or culvert having a span of 1.5 metres or greater, or having a waterway opening cross sectional area exceeding 2.2 square metres {Note: span refers to the distance between centre of supports and not the clear distance between supports},
 - any retaining wall supporting the highway (including and supporting land which provides support to the highway),
 - Any retaining wall supporting land or property alongside the highway.
 - The term 'highway' shall include footpaths and bridleways

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer