

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

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Your ref:
Our ref: LHS/CS/3/2015/0768
Date: 15th October 2015

For the attention of Adrian Dowd.

Proposal:	Demolition of an existing building and the erection of two detached dwellings and annex
Location:	9 Downham Road Chatburn Lancashire BB7 4AU
Grid Ref:	376966 - 444111

With regard to your letter dated the 22nd September 2015.

The site will be accessed via an existing access on to Downham Road. Downham Road is classified as C582 and is categorised as a Secondary distributor road with a speed limit of 30mph fronting the site access.

The Highway Development Control Section does not have any objections regarding the proposed two dwellings and associated annex and are of the opinion that the proposed development should have a negligible impact on highway safety and highway capacity in the immediate vicinity of the site.

Based on the Joint Lancashire Structure Plan 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.

The sight lines of 2.0 x 33m to be provided in both directions from the centre of the site access onto Downham Road. The site line requirement is based on table 7.1 from Manual for Streets and an estimated wet road 85th percentile speed of 25 mph.

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 ensuring the sight lines can secured under condition for perpetuity. The proposed new dwellings will generate more car movements and the new property owners would not be able to ensure the sight lines over third party land are maintained.

The granny annex shall only be used as part of the accommodation of the associated main dwelling and shall not be divided by way of sale or sub-letting to form separate residential accommodation and to be controlled under condition.

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

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

1. No part of the development shall be commenced until the visibility splays measuring 2.0 metres by 33 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 Downham 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.
2. 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.
3. Notwithstanding the provisions of the Town and Country Planning (General Development Procedure) Order 1995 and the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority.
4. The annex shall only be used as part of the accommodation of the existing dwelling and shall not be divided by way of sale or sub-letting to form separate residential accommodation. Reason: To avoid the creation of separate dwellings which may be substandard in terms of parking provision and/or vehicular manoeuvring area.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer