

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

Phone: 0300 123 6780
Email: lhscustomerservice@lancashire.gov.uk
Your ref:
Our ref: LHS/CS/3/2016/0076
Date: 3rd February 2016

For the attention of Colin Sharpe.

Proposal:	Reserved matters for the erection of two residential dwellings following demolition of the existing abattoir to include appearance, layout and scale following outline planning permission 3/2012/0477.
Location:	The Abattoir Clerk Hill Road Whalley Lancashire BB7 9DR
Grid Ref:	375632 - 437048

With regard to your letter dated the 26th January 2016.

The Highway Development Control Section does not have any objections in principle to the proposed two dwellings, providing the sightlines from the drives are provided as recommended.

Based on the car parking recommendations in the Joint Lancashire Structure Plan and 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.

From or mapping system "Mapzone", the proposed development will have direct access along Bridleway 3-37-BW21 and as such pedestrian and horse movements are expected regularly and as such adequate sight lines should be provided from the new drives onto Clerk Hill Road.

Clerk Hill Road is a private road and is not subject to any future adoption agreement. The applicant should check with their solicitor that they have rights over this road to access the site.

The sight lines of 2.0 x 17m to be provided in both directions from the centre of the new site accesses onto Clerk Hill Road. The site line requirement is based on table 7.1 from Manual for Streets and an estimated wet road 85th percentile speed of 15 mph.

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 applicant's control. 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.

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.

Where acceptable sight lines at the junction are not provided, the Highway Development Control Section would raise an objection to the development in the interest of highway safety for vehicles, horse riders and pedestrians.

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 highway frontage of the site to Clerk Hill Road shall be reduced to and be permanently maintained henceforth at a height not greater than 1m above the crown level of the carriageway of Clerk Hill Road. The land within 2m of the back edge of the channel line of the carriageway 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.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer