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Your ref:
Our ref: LHS/CS/3/2016/0146
Date: 17th May 2016

For the attention of Robert Major

Proposal:	Outline application with all matters reserved for residential development of 23 dwellings , with access, parking and associated landscaping following demolition of Nos.23 25 Old Row
Location:	Old Row Whalley Road Barrow BB7 9AZ
Grid Ref:	373855 - 438540

I refer to the above planning application and would like to thank you for the opportunity to provide comments to this proposal. For consistency I where possible I have also considered the site history of previous proposals on the site in whole or part. Lancashire County Council (LCC) as the Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. With this in mind, the present and proposed highway systems have been considered and areas of concern that potentially could cause problems for the public, cyclists, public transport, motorists and other vehicles in and around the area have been identified.

The Highway Development Control Section does have some concerns with this proposal of 23 dwellings. However, it is within the gift of the developer to overcome the local issues. These comments consider local access principles and some internal layout issues. Detail to be agreed at a later stage.

The proposed development is to provide 23 new dwelling on part the existing car parking area at the rear of 23 -25 Whalley Road and the undeveloped land to the west of the parking area. The site will be accessed via a modified existing access on to Whalley Road. Whalley Road is classified as the C549 and is categorised as a secondary access road with a speed limit of 30 mph fronting the site access.

A traffic study was carried out between the 30th September 2011 and the 6th October 2011 near Barrow Primary School. The traffic study indicates the daily traffic flow was 2780 north bound and 2840 south bound with a peak flow of 433 two-way vehicles between 8am and 9am and 501 two-way vehicles between 15:00 and 16:00. During the normal evening peak period between 17:00 and 18:00 the recoded two-way traffic movements was 490 vehicles. The traffic survey also indicates HGV movements account for 4% of the overall traffic movements. I must highlight that this traffic data is unsuitable to be used with any level of reliance as is greater than three years old, the data also excludes in the influence of committed development and traffic growth that will occur in the future. However, I must note that this proposal

does not require a transport assessment as is not a size that would justify one being produced. These comments only have regard to this proposal and not any supplementary proposals that build on this, a piece meal type approach to development is not in line with the NPPF and would not be supported by the county council.

The applicants Transport Statement estimates that the two-way traffic movements during the morning peak period is 15 additional vehicles and during at the normal evening period peak is 14 additional vehicles. This is in line with surveyed trip rates within Barrow as used in the Barrowlands appeal and also the larger 167 dwelling application (on this site) progressing through the appeal process (3/2014/0846).

The Highway Development Control Section is of the opinion that proposed development for 23 dwellings will only have limited impact on the local highway network in the immediate vicinity of the site.

The Lancashire County Councils five year data base for Personal Injury Accident (PIA)

was checked on the 22nd April 2016. The data based indicates there has not been any reported incidents within 100m of the existing site access.

The Highway Development Control Section is of the opinion that the highway network surrounding the site is considered to have a good accident record and indicates there is no underlying issue which the proposed development would exacerbate.

The traffic study which was carried out between the 30th September 2011 and the 6th October 2011 near Barrow Primary School indicates the 85th percentile speed is 34mph northbound and 33mph south bound. While the traffic study is approximately 150m south of the site access, the Highway Development Control Section is of the opinion speeds fronting the applicants' site are similar, due to a similar road alignment and wide carriageway.

Using the basic formula for calculating Stopping Sight Distances from Manual for Streets and the traffic speed survey information the sight lines to be at least 2.4 x 51m to be provided in a southern direction and the sight lines at least 2.4 x 49m to be provided in a northern direction. The calculations for the recommended sight lines are provided at the end of this report. For the larger site 2.4x60m is proposed in both directions this will overcome any uncertainty on the use of historic data. I am however concerned that parked cars in the vicinity of the junction will obscure visibility to the north.

In addition the applicant should provide further information to ensure that a solution is provided on the above and to ensure that the land required is fully within the applicants control and/or over the adopted highway. It is not clear from the applicant's application if they have rights to remove part of the stone wall on the south of the site and ownership of the wall should be proved, also the sight lines would be partly over third party land..

The Highway Development Control Section is of the opinion that a carriageway narrowing (junction buildout) of Whalley Road at the site access would be considered acceptable due to the width of Whalley Road. This would overcome the land issues as well as improving the issue of parked cars reducing achievable visibility. The applicant should provide accurate details of the recommended road narrowing, before determining the application. TRO's may need to be considered in the vicinity and provided as part of the S278 scheme.

The Highway Development Control Section is of the opinion that the geometry of the modified site access is to prescribed design standards and the modified site access works within the existing adopted highway to be done under a section 278 agreement with Lancashire County Council. Any scheme to be agreed with the highway authority and its principles be agreed prior to the application being determined.

To overcome the issue of vehicles travelling at speeds that are greater than the limit of the road which will impact on safety at the new junction, the S278 works to include gateway features to the north yet to be agreed, could be similar/inline to those as recently discussed on the 3rd May with regard to the 3/2014/0846 appeal.

To support sustainable transport and improve social inclusion, the Highway Development Control Section recommends the upgrade the two bus stops adjacent to the site to be quality bus stops. The bus stop upgrade works area also to be done under a section 278 agreement with Lancashire County Council. The applicant should provide a plan showing the works required to improve the bus stops, before determining the application, to ensure local residents are aware of the improvements.

The new site access and all 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.

From or mapping system "Mapzone", the proposed development will have direct access along definitive footpath 3-47-FP 1 is to the north of the site boundary. The Lancashire County Councils Public Rights of Way Section to be consulted regarding required works to this route and connections from the site.

The site accessibility score for this residential development is 21 out of a possible 48, therefore the site is at the lowest end of medium accessibility score.

To support sustainable transport and improve social inclusion within the vicinity of the site, in addition to the bus stop improvements the Highway Development Control Section recommends section 106 highway contribution of £10,000 for improvement to the public right of way 3-4-FP 1 to the north of the site.

No consideration has been given to the impacts of this proposal on the wider environment such as Whalley or at key junctions to the north, it does not mean that there will be no impact of concern to the county council. A pragmatic approach has been taken having regard to the significance of the issue and the NPPF.

The Highway Development Control Section recommends the local planning authority attaches a condition requiring an agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes

The Highway Development Control Section has made the following provisional comments regarding the internal layout of the site and the applicant is advised to consider these comments as part of any reserved matters planning application:-

1. The internal spine road is to be designed as a 20mph road with better use of horizontal deflection, rather than vertical deflection. Typically the speed reducing features to be at a maximum of 75m centres.
2. The Joint Lancashire Structure Plan and the Ribble Valley Parking Standards recommends the following individual parking provision: -
 - One-bedroom properties to have 100% parking.
 - Two to three bedroom properties to have 200% parking.
 - Four to five bedroom properties to have 300% parking.
3. It is recommended that all private drives fronting garages to be a minimum of 6m long and this must not include any of the required 2m wide service verge. The drive length can be reduced to 5.5m if roller shutters are fitted and conditioned as part of the planning decision. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm).
4. The minimum internal single garage size to be 6x3m and this includes integral garages.

The Joint Lancashire Structure Plan "Car Parking Standards" page 5 recommends the minimum internal dimension for all single garages to be a minimum of 6x3m and page 17 clause F.4.3 states "Individual garages, of minimum dimensions of 6 x 3m, count as one parking space. The Joint Lancashire Structure Plan "SPG access and parking" page 29 also states for residential parking "A garage is counted as one parking space. Where constructed garages should have minimum dimensions of 6 x 3 metres". The Highway Development Control Section is therefore of the opinion that where garages are smaller than the recommended minimum internal dimension of 6 x 3m they should not be counted as a parking space and the applicant should provide an additional parking space for each garage affected.

Clause 8.3.41 on page 109 from Manual for Streets also recognises the many authorities now recommend a minimum garage size of 6 x 3m.

5. The sight lines of 2.4 x 25m to be provided in both directions from the centre of the car parking access onto the new spine road. The site line requirement is based on table 7.1 from Manual for Streets and an estimated wet road 85th percentile speed of 20 mph.
6. The private drives to have a minimum width of 3.2m where they are used for vehicular access and pedestrian access to the property. From Approved Document M (Access to and use of buildings). Clause 6.15-b and 6.17-a require flights with unobstructed widths of at least 900mm.
7. To support sustainable transport and improve social inclusion, the site to have a 2m wide footpath connection with definitive footpath 3-47-FP to the north of the site.
8. To support sustainable transport and improve social inclusion the site to have 2m wide footpath connections to the two play area to the south of the site

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 new estate road for the residential/commercial 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.
3. No part of the development shall be commenced until the visibility splays are agreed with the Local Planning Authority in consultation with the local highway 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.
4. 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.

5. 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.

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. 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 Whalley Road. 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 Whalley Road to return it to the pre-construction situation as required. Reason; To maintain the construction Whalley Road in the interest of highway safety.

8. 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:-

- Timing of delivery of all off site highway works;
- 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.

9. No development shall be commenced until an Estate Street Phasing and Completion Plan has been submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed. The Estate Street Phasing and Completion Plan shall set out dates for entering of the section 38 agreement of the Highways Act 1980 or the establishment of a private management and Maintenance Company.
Reason: -To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential financial security and highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.
10. No development shall be commenced until the estate street fronting the property has been completed in accordance with the Estate Street Development Plan.
Reasons: - To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policies X, Y and Z of the Development Plan.
11. 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 such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established]. Reason: -To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential financial security and highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.
12. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority. Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway in accordance with Policies [X, Y and Z] of the Development Plan.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer