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Your ref:
Our ref: LHS/CS/3/2016/0344
Date: 25th May 2016

For the attention of Stephen Kilmartin.

Proposal:	Application for approval of reserved matters of layout, scale, appearance and landscaping and the additional reserved matters required by Conditions 2 and 8 following outline planning permission 3/2012/0179 for a residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments.
Location:	Land at Accrington Road Whalley Lancashire
Grid Ref:	373589 - 436016

With regard to your letter dated the 22nd April 2016

The Highway Development Control Section understands the current planning application is concerned with the site access and the internal layout of the site only and impact on the surrounding highway infrastructure was approved by planning application 3/2012/0179.

The Highway Development Control Section recommends the local planning authority attaches conditions requiring the applicant to provide details of the proposed arrangements for future management and maintenance of the proposed streets within the development and to include dates for the phasing of entering either a section 38 agreement of the Highways Act 1980 or the establishment of a private management and Maintenance Company.

The Highway Development Control Section has made the following comments regarding the internal highway layout of the site:-

1. The 40 one bed apartments should have one car parking space for each apartment based on the car parking recommendations in the Joint Lancashire Structure Plan and the Ribble Valley Parking Standards
2. Based on the car parking recommendations in the Joint Lancashire Structure Plan and the Ribble Valley Parking Standards, the Highway Development Control Section is of the opinion that the applicant has provided adequate off road parking provision for the remaining development.
3. A turning head is required near the apartments to allow refuse vehicle and emergency vehicles to turn within the site for the following reasons: -
 - The maximum distance a refuse vehicle should reverse is 12m, from Manual for streets and BS5930: 2005.

- Fire and rescue Services Section should not have to reverse more than 20m from the end of an access road. From Manual for streets and diagram 24 of Approved Document B (Fire Safety).

Additional considerations when locating the turning head are:-

- 25m is the maximum distance a two wheeled refuse container is to be transported to the refuse wagon. From Manual for streets and BS5930: 2005.
- 10m is the recommended distance a four wheeled refuse container is to be transported to the refuse wagon. From Manual for streets and BS5930: 2005.
- 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.
- A fire appliance needs to be able to approach to a point within 45m of a suitable entrance to any dwelling. From Manual for Streets and section 11.2 of Approved Document B (Fire Safety).

The turning head to be either a prescribed "Access Way" turning head from Lancashire County Council Residential Design Guide or the applicant to prove the turning head layout by swept path analysis for a twin axel refuse vehicle.

The applicant should provide accurate details of the required turning head before determining the application and the turning head protected under condition, for perpetuity.

4. The 25 car parking spaces for Whalley will not be considered for highway adoption by the Lancashire County Council Highways department and the future maintenance and ownership should be agreed between the applicant and the district council.
5. The Highway Development Control Section recommends the off road routes through the site should be 3.5m wide cycle lane to support social inclusion, connectivity through the site and the promotion of social inclusion.
6. The access road fronting plots 28 to 30 is not adoptable.
7. The access road fronting plots 12 to 14 is not adoptable

The following comments are regarding the future highway adoption under a section 38 agreement with Lancashire County Council and the applicant is advised to consider these comments as part of this planning application, where they wish to offer the road for adoption. Where the recommendations below are not implemented the highways may not be suitable for adoption. Further guidelines regarding acceptable prescribed highway adoptable layouts can be found on the Lancashire County Council Residential Road Design Guide and the Lancashire County Council Specification for Estate Roads 2011 edition. Some minor variations to these documents may be considered on a case by case basis but the emphasis will be on highway safety and maintenance.

1. Where serving less than 20 properties, the new shared surface carriageway to vary in width between 4.1 and 6m to allow future maintenance of drainage and statutory undertakers equipment additional passing places for larger vehicles and additional occasional on road visitor parking. A minor percentage of the road to be 4.1m wide. The carriageway widths shown on figure 7.1 from Manual for Streets are not necessarily recommendations and the Lancashire County Council Residential Road Design Guide considers highway safety the future maintenance of drainage and statutory undertaker's equipment.

2. Where serving less than 30 properties the new shared surface carriageway to vary in width between 4.5 and 6m to allow future maintenance of drainage and statutory undertakers equipment additional passing places for larger vehicles and additional occasional on road visitor parking. A minor percentage of the road to be 4.5m wide. A constant carriageway width of 4.5m can be provide if a 2.0m wide footpath is provided on at least one side of the carriageway and the required service verge on the opposite side can be provided. The carriageway widths shown on figure 7.1 from Manual for Streets are not necessarily recommendations and the Lancashire County Council Residential Road Design Guide considers highway safety the future maintenance of drainage and statutory undertaker's equipment.
3. A 2m wide service verge and/or footpath is required on both sides of the new carriageway. A 2m wide service verge and/or footpath is required for locating statutory undertakes equipment and should be provided where buildings front onto the road. The minimum width of the opposite service verge, where properties do not front the carriageway, can be reduced to 0.5m providing there is no street lighting. If street lighting is required on the narrow service verge the minimum verge width is 800mm is required. Please note - the car parking spaces must not be over the service verge area and sight lines from private drives over the narrow service verge to be considered, based on the guide lines from Manual for Streets and an estimated 85th percentile speed of 20mph.
4. A turning head is required to allow refuse vehicle and emergency vehicles to turn within the site for the following reasons: -
 - The maximum distance a refuse vehicle should reverse is 12m, from Manual for streets and BS5930: 2005.
 - Fire and rescue Services Section should not have to reverse more than 20m from the end of an access road. From Manual for streets and diagram 24 of Approved Document B (Fire Safety).
 Additional considerations when locating the turning head are:-
 - 25m is the maximum distance a two wheeled refuse container is to be transported to the refuse wagon. From Manual for streets and BS5930: 2005.
 - 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.
 - A fire appliance needs to be able to approach to a point within 45m of a suitable entrance to any dwelling. From Manual for Streets and section 11.2 of Approved Document B (Fire Safety).
 Prove the turning head layout by swept path analysis for a twin axel refuse vehicle or alternatively provide a prescribed "Access Way" turning head from Lancashire County Council Residential Design Guide.

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 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. 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.
 4. 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.
 5. 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.
 6. 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 Accrington Road 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 Accrington Road to return it to the pre-construction situation. Reason; To maintain the construction of Accrington Road in the interest of highway safety.
 7. 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.

8. 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 and/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.
9. 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.
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 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].
11. 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.

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

1. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer