

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

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Your ref:
Our ref: LHS/CS/3/2016/0374
Date: 9th June 2016

For the attention of Adam Birkett

Proposal:	Erection of 9 dwellings and associated works
Location:	Land to the East of Clitheroe Road Barrow BB7 9BN
Grid Ref:	

The Highway Development Control Section does not have any objections in principle to the proposed 9 dwellings, providing the applicant can prove the site access by swept path analysis for twin axel refuse vehicles. Where an acceptable site access could not be agreed the Highway Development Control Section would object the development on highway safety grounds.

The Highway Development Control Section understands the site currently has planning approval for 9 dwellings with access off the private road to the south of the site, planning application 3/2013/0511. This application is to provide 9 dwellings with a new access off Clitheroe Road.

Clitheroe Road is classified as the C549 and is categorised as a secondary distributor road with a speed limit of 40 mph fronting the site access.

The planning application is for less than 50 new dwellings and as such the applicant does not need to provide a transport assessment or a travel plan.

TRICS is the national standard system used to predict trip generation and analysis of various types of development. Using a typical TRICS report for a privately owned housing development, the development will generate an estimated 60 vehicular movements a day with an estimated peak flow of 6 vehicles between 17:00 and 18:00.

The Highway Development Control Section is of the opinion that proposed 9 new dwellings should have a negligible impact on highway capacity in the immediate vicinity of the site.

The Lancashire County Councils five year data base for Personal Injury Accident (PIA) was checked on the 8th June 2016. The data based indicates there has not been any reported incidents near the access to the new development. The incidents includes

The five year data base for Personal Injury Accident (PIA), shows there has been one injury caused by black ice and a rear end shut at the access to the industrial estate.

Whilst any accident is regrettable, 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 Highway Development Control Section is of the opinion that the shown sight lines of 2.4x60m are acceptable in this location due to the width of Clitheroe Road (approx. 8.35m) and the achievable sight lines to the north are greater than show.

The Highway Development Control Section is of the opinion that the applicant should prove the site access with Clitheroe Road for a twin axel refuse vehicle when a car is in the opposite lane of the access. Alternatively provide a prescribed access with a 5.5m wide road for a minimum of 10m into the site with 6m radius on both sides of the access

The Highway Development Control Section fully supports the proposal to provide a 2m wide footpath along the full frontage of the site with Clitheroe Road, to support sustainable forms of transport and the promotion of social inclusion.

The new site access and off-site works (2m wide footpath, along the frontage of Clitheroe Road) 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.

The Highway Development Control Section is of the opinion that the proposed development should have a negligible impact on highway safety in the immediate vicinity of the site providing the applicant can prove the site access by swept path analysis for twin axel refuse vehicles.

The Highway Development Control Section is of the opinion that the internal highway is not to and acceptable adoptable layout but the shown internal layout is safe for all road users with adequate facilities to ensure refuse and emergency vehicles can enter and exit the site in a forward gear.

Where the applicant would wish to offer the road for adoption they are advised to consider the following provision section 38 (highway adoption) comments:-

1. A service verge is required on both sides of the new carriageway. A 2m wide service verge is required for locating statutory undertakes equipment and should be provided where buildings front onto the road. The minimum width of the remaining service verge can be reduced to 0.5m providing no street lighting. If street lighting is required on the narrow service verge the minimum width is 800mm. From Lancashire County Council Residential Design Guide. Please note - the car parking spaces must not be over the service verge area.

2. All trees should be removed from the service verge, as they are not permitted within the adoptable highway. From Lancashire County Council Residential Design Guide. The trees would only be permitted within the adoptable highway if a section 96 agreement of the 1980 Highways Act is entered with the district authority. The principle of the agreement would need to be agreed fully with the district authority before the section 38 agreement is entered.

From or mapping system "Mapzone", the proposed development does directly affect Public Rights of Way 3-45-FP17. I have forwarded details of this planning application to Lancashire County Councils Public Rights of Way Section and asked them to contact you directly regarding any comments they may like to make, due to the proximity of the site boundary with the Public Rights of Way 3-45-FP17.

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 this type and size of development.

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. No part of the development shall be commenced until the visibility splays measuring 2.4 metres by 60 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 Clitheroe 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.
4. 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.

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.
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 Clitheroe 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 Clitheroe Road to return it to the pre-construction situation as required. Reason; To maintain the construction of Clitheroe 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:-
 - 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.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer

