

Ribble Valley Borough Council  
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Your ref:  
Our ref: LHS/CS/3/2016/0577  
Date: 10<sup>th</sup> August 2016

For the attention of Adam Birkett.

<b>Proposal:</b>	Proposed demolition of 14No. garages and erection of 4No. 3 bedroom dwellings (one pair of semi-detached and two detached) and alterations / improvements to existing vehicular access.
<b>Location:</b>	Land off Ribblesdale View Chatburn Clitheroe
<b>Grid Ref:</b>	377025 - 444190

With regard to your letter dated the 5<sup>th</sup> July 2016 and our conversation on the 9<sup>th</sup> August 2016.

The Highway Development Control Section does not have any objections regarding the proposed 4 dwellings and are of the opinion that the proposed development should have a negligible impact on highway capacity in the immediate vicinity of the site.

The Highway Development Control Section is of the opinion the applicant should provide a 2m wide footpath for the full frontage of the site in the interest of highway safety for pedestrians and the protection of the sight lines from the new access point. The footpath works to be carried out under a section 278 agreement with Lancashire County Council. The footpath is also to continue a minimum of 2m past the relocated boundary wall.

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 a bin collection point is provided for plot 1 for the following reasons:-

- 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.

The Highway Development Control Section is of the opinion that the available sight lines from the site access are acceptable providing the footpath fronting the site is provided.



The new site access and 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](http://www.lancashire.gov.uk) and search for 278 agreement.

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 layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter. Reason: Vehicles reversing to and from the highway are a hazard to other road users, for residents and construction vehicles.
3. No part of the development shall be commenced until all planting on the highway frontage of the site to Ribblesdale View shall be reduced to and be permanently maintained henceforth at a height not greater than 1m above the crown level of the carriageway of Ribblesdale View The land between the existing stone wall and the back edge 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.
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. No part of the development shall be commenced until all the highway works within the adopted highway have been constructed in accordance with a scheme that shall be 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 Ribblesdale View. 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 Ribblesdale View.to return it to the pre-construction situation as required. Reason; To maintain the construction of Ribblesdale View in the interest of highway safety.

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

Yours sincerely

Stewart Gailey  
Highway Development Control Engineer