

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

Phone: 0300 123 6780  
Email: lhscustomerservice@lancashire.gov.uk  
Your ref:  
Our ref: LHS/CS/3/2016/0645  
Date: 27<sup>th</sup> July 2016

For the attention of Robert Major.

<b>Proposal:</b>	One new residential dwelling.
<b>Location:</b>	Whalley Industrial Park Clitheroe Road Whalley BB7 9AH
<b>Grid Ref:</b>	373594 - 437618

With regard to your letter dated the 13<sup>th</sup> July 2016.

The Highway Development Control Section does not have any objections in principle to the proposed dwelling, providing the applicant can provide acceptable sight lines in both directions.

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 not provided adequate off road parking provision for this type and size of development. Four to five bedroom properties to have 300% parking.

The sight lines of 2.0 x 59m to be provided in both directions from the centre of the drive onto Clitheroe Road. The site line requirement is based on table 7.1 from Manual for Streets and the traffic speed survey information / classified speed of the road / estimated wet road 85<sup>th</sup> percentile speed of 37mph.

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 applicants control and/or over the adopted highway and to fully show all works which would be required to provide the sight lines. 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.

From observations on site and the information provided on the applicant's site location plan the sight line requirement is fully achievable over the applicants land and the existing adopted highway although the sight line to the south is to be included within the red site boundary for this application

The required sight line requirement may be reduced if the applicant can provide an acceptable traffic study, which indicates the 85<sup>th</sup> 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 85<sup>th</sup> 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 provide the Highway Development Control Section would raise an objection to the development in the interest of highway safety

The Highway Development Control Section is of the opinion that the footpath should be continued from the southern boundary of the site to the entrance to Whalley Industrial Estate to promote social inclusion and sustainable forms of transport. The footpath would also protect he sight lines from the new drive.

The Highway Development Control Section is of the opinion that the continuation of the footpath and the dropped kerbs for the drive 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 level of the new driveway shall be constructed 0.150m above the carriageway channel line of Clitheroe Road \*. Reason: To safeguard the future reconstruction of the highway.
3. No part of the development shall be commenced until the visibility splays measuring 2.0 metres by 59 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. 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. 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. The car parking area for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least sub base before any development takes place within the site. Reason: To ensure that provision is made for the storage of materials and contracting staff.
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 occupation of the dwelling, 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

