

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

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Your ref:
Our ref: LHS/CS/3/2016/0880
Date: 12th October 2016

For the attention of Rebecca Halliwell.

Proposal:	Prior notification of proposed change of use from barn to dwelling house and associated operational development (Part B).
Location:	Barn Kiln Lane Paythorne BB7 4JD
Grid Ref:	383104 - 451579

With regard to your letter dated the 29th September 2016

The Highway Development Control Section does not have any objections in principle to the proposed change of use from barn to dwelling house and associated operational development, providing the applicant can provide the sight lines recommended below.

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 site will be accessed via an existing on to Kiln Lane. Kiln Lane is an unclassified road and is categorised as a local access road with a speed limit of 60 mph fronting the site access.

The sight lines of 2.0 x 114m to be provided in both directions from the centre of the site access onto Kiln Lane. The site line requirement is, based on the basic formula for calculating Stopping Sight Distances (SSD) in table 10.1 from Manual for Streets 2, the addition of 2.4m and an estimated speed 85th percentile speed of 50 mph.

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 fully within the applicants control and/or over the adopted highway.

From observations on site and the information provided on the applicant's site location plan the sight line requirement may not be achievable to the north, due to third party land ownership. The recommended sight lines may require the height of the stone wall fronting Kiln Lane to be lowered and the removal of some planting fronting the stone wall.

The required sight line requirement may be reduced if the applicant can provide an acceptable traffic study, which indicates the 85th 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 85th 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.

The proposed new dwellings will generate more car movements and the drivers will not have the same sight lines over the hedges and fences as the existing farming and commercial vehicles using the site. Where acceptable sight lines at the junction are not provided, the Highway Development Control Section would raise an objection to the development in the interest of highway safety.

Where acceptable sight lines can be provided, the Highway Development Control Section recommends the following conditions as part of the formal planning decision:

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1. Before the access is used for vehicular purposes, any gateposts erected at the access shall be relocated 5m behind the back edge of the verge. The gates shall open away from the highway. Reason: To permit vehicles to pull clear of the carriageway when entering and exiting the site.
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 the visibility splays measuring 2.0 metres by 114 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 Kiln Lane, 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.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer