

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

Phone: 0300 123 6780
Email: lhscustomerservice@lancashire.gov.uk
Your ref:
Our ref: LHS/CS/3/2016/0990
Date: 20th December 2016

For the attention of Robert Major.

Proposal:	Outline application for the erection of 18 dwellings (all matters reserved except for access).
Location:	Land to the North of Ribblesdale View Chatburn BB7 4BB
Grid Ref:	377132 - 444248

With regard to your letter dated the 25th November 2016

The site was visited on the 19th December 2016 at 10:00

The Highway Development Control Section understands the current planning application is concerned with the principle and access to the site only and as such only provisional highway comments have been made regarding the internal layout of the site.

The Highway Development Control Section does not have any objections regarding the proposed 18 dwellings and is of the opinion that the proposed development should have a negligible impact on highway safety and highway capacity in the immediate vicinity of the site.

The existing use of the site is undeveloped land served from an existing access road onto Ribblesdale View, Ribblesdale View is an unclassified road and is categorised as a Local Access Road with a speed limit of 20mph passing the private access road.

The existing access road is a private road and is not subject to any future adoption agreement. The applicant should check with their solicitor that they have rights over this road to access the site and have rights to make changes to the layout. The private access road also provides access to 25 and 27 Ribblesdale View

The planning application is for less than 50 new dwellings and as such the applicant does not need to provide a transport assessment, a transport statement 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 150 two-way vehicular movements a day with an estimated peak flow of 14 two-way vehicular movements between 17:00 and 18:00.

The Highway Development Control Section is of the opinion that the development 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 20th December 2016. The data based indicates there has not been any reported incidents near the access to the new development. The five year data base for Personal Injury Accident (PIA), also shows there has not been any incidents at the junctions with Downham Lane or Sawley Road :-

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.

Based on the site visit, the Highway Development Control Section is of the opinion that the available sight lines from the private access road onto Ribblesdale View is acceptable, due to the gradient of the hill and the on road car parking.

The Highway Development Control Section is of the opinion that proposed site access layout is acceptable based on the site visit and the swept path analysis details provided by the applicant.

The Highway Development Control Section is of the opinion that the proposed development should have a negligible impact on safety in the immediate vicinity of the site.

From or mapping system "Mapzone", the proposed development does not affect any public rights of way.

The new site access 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 and search for 278 agreement.

The Highway Development Control Section has made the following provisional comments regarding the internal layout of the site and the applicant is advised to consider these comments as part of any reserved matters planning application:-

1. The minimum internal single garage size to be 6x3m and this includes integral garages.
2. The Joint Lancashire Structure recommends the following individual parking provision: -
 - One-bedroom properties to have 100% parking.
 - Two to three bedroom properties to have 200% parking.
 - Four to five bedroom properties to have 300% parking.
3. 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).

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.

4. The Highway Development Control Section recommends the local planning authority attaches conditions requiring the applicant to provides 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.
5. The car parking off the first cul-de-sac will not be considered for adoption and should have 6m manoeuvring space and ensure vehicles do not need to overhang the opposite footpath at the detriment to pedestrian safety.

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 any future reserved matters 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 highway adoptable layout can be found on the Lancashire County Council Residential Road Design Guide and the construction of the highway to be to the Lancashire County Council Specification for Estate Roads 2011 edition:-

1. The new carriageway from the access to 25 Ribblesdale View to vary in width between 4.1 and 6m to allow passing and additional occasional parking a minor percentage of the road to be 4.1m wide. From Lancashire County Council Residential Design Guide.
2. The turning head to be provided as detailed above.
3. 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.
4. The internal road to be designed to ensure that the vehicle speeds are kept below 20mph.
5. The existing access to be brought up to an acceptable construction and layout
6. The car parking off the first cul-de-sac will not be considered for adoption.

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. 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.
4. 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.

5. 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 within six 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. Reason; To maintain the construction of Ribblesdale View in the interest of highway safety.
6. 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.
7. 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.
8. 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.

9. 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].
10. 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.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer