

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

Phone: 0300 123 6780
Email: lhscustomerservice@lancashire.gov.uk
Your ref:
Our ref: LHS/CS/3/2016/3/2016/1147
Date: 26th January 2017

For the attention of Robert Major.

Proposal:	Change of use of agricultural building to B1 use.
Location:	Backridge Farm Twitter Lane Waddington Clitheroe BB7 3LQ
Grid Ref:	371854 - 442648

With regard to your letter dated the 22nd December 2016

The site was visited on the 18th January 2016 at 12:45.

The Highway Development Control Section does not have any objections in principle to the proposed change of use of agricultural building to B1 use, providing the sight lines at the sight access can be improved.

Based on the car parking recommendations in the Joint Lancashire Structure Plan and the Highway Development Control Section is of the opinion that the applicant has provided adequate off road parking provision for the overall development on the site.

The site will be accessed via two existing accesses on to Twitter Lane. Twitter Lane is classified as the C571 road and is categorised as a secondary access road with a speed limit of 60mph fronting the site access.

The Highway Development Control Section is of the opinion that the proposed development will increase car movements to and from the site 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. From observations on site most of the vehicles visiting the site are cars and the sight lines from both junctions are severely below the recommendations in Manual for Streets.

The Highway Development Control Section recommends the sight lines of 2.4 x 43m to be provided in both directions from the centre of the new site both accesses onto the site onto Twitter Lane. The site line requirement is based on table 7.1 from Manual for Streets and an estimated wet road 85th percentile speed of 30mph.

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. From observation

on site the sight line splays will require planting behind the stone wall to be reduced in height and the timber fence to be reduced in height. All features within the recommended sight lines to have a maximum height of 1.0m above the height at the centre line of the adjacent carriageway.

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.

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.

The details of the sight line requirement to be within the red line for the development.

The Highway Development Control Section recommends the following condition as part of the formal planning decision: -

1. Before the development hereby permitted becomes operative, the visibility splays measuring 2.4 metres by 43 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 Twitter 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.

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

Yours sincerely

Stewart Gailey
Highway Development Control Engineer