

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

Phone: 0300 123 6780  
Email: lhscustomerservice@lancashire.gov.uk  
Your ref:  
Our ref: LHS/CS/3/2016/1185  
Date: 16<sup>th</sup> February 2017

For the attention of Robert Major.

<b>Proposal:</b>	Outline planning application with all matters reserved except access, for demolition of existing structures and construction of up to 50 dwellings (Class C3) with associated parking and landscaping.
<b>Location:</b>	Former Clitheroe Hospital Chatburn Road Clitheroe BB7 4JX
<b>Grid Ref:</b>	375444 - 443028

With regard to your letter dated the 9<sup>th</sup> January 2017.

The Highway Development Control Section does not have any objections in principle to the proposed 50 dwellings, providing the applicant can prove the sight lines to the west, provide acceptable walking facilities fronting the site and improve highway safety as detailed in the report

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, and the end of this report.

The planning application is for less than 50 new dwellings and as such the applicant does not need to provide a transport assessment or Travel Plan. The applicants Consultants "WYG Transport" have provided a Transport Statement dated December 2016.

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

The existing use of the site was part of the hospital and is currently on a short term lease to "guardians of the building", as such traffic generation from the site is minimal and both of the existing vehicle accesses from the site onto Chatburn Road have been barriered off.

The applicant is proposing to access the new housing development from a new site access near the western boundary with Chatburn Road. Chatburn Road. Chatburn Road is classified as the A671 road and is categorised as a Main distributor road with a speed limit of 40mph fronting the site access.

The "WYG Transport" Transport Statement has very similar observed vehicle movements and speeds as a traffic study carried out by Lancashire County Council in December 2011. The "WYG Transport" Transport Statement does not consider the future traffic growth of planning applications 3/2012/0981 23 dwellings and 60 bed care home or application 3/2015/0159 for 21 new industrial units.

TRICS is the national standard system used to predict trip generation and analysis of various types of development and the "WYG Transport" Transport Statement has provided an acceptable TRICS report in Appendix E. Using the "WYG Transport" Transport Statement TRICS report for a privately owned housing development, the development will generate an estimated 230 vehicular movements a day with an estimated peak flow of 29 vehicles during the morning peak period (8.00 to 9.00 am) and the 20 vehicles during evening peak period for Chatburn Road (15:00 and 16:00 pm).

The "WYG Transport" Transport Statement has different peak periods for the evening peak period but this would not affect their overall assessment, as their assessment has been made on the peak period for traffic generation from and to the development.

TEMPRO is a nationally recognised adjustment which is used to reflect annual growth in vehicle movements over five years from the expected completion date of the development. This adjustment is then used to ensure that various junction capacities can be assessed for the immediate impact of the development and the annual growth in vehicle movements for a five year period. The Highway Development Control Section agrees with the TEMPRO report in Appendix D from the "WYG Transport" Transport Statement.

PICADY is a nationally recognised calculation for assessing the capacity and operation of simple junctions. Appendix G of the "WYG Transport" Transport Statement successfully demonstrates that the new site access off Chatburn Road will all work within acceptable limits.

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 even though the "WYG Transport" Transport Statement did not consider the future traffic growth of planning applications 3/2012/0981 and 3/2015/0159.

The Lancashire County Councils five year data base for Personal Injury Accident (PIA)

was checked on the 20<sup>th</sup> February 2017. The data based indicates there has been one reported incidents fronting the site on Chatburn Road. The reports incidents the collision was speed related. Whilst any accident is regrettable, the highway network fronting the site is considered to have a good accident record and indicates there is no underlying issue which the proposed development would exacerbate.

The five year data base for Personal Injury Accident (PIA), shows there has been 7 incidents at the roundabout with Pimlico Link Road. The incidents reports indicate (1) speed at the roundabout, (2) car and moped, (3) car not stopping at giveaway line, (4)

distraction, (5) driver not seeing cyclist, (6) cyclist and car (7) at temporary lights and as such should not be considered as part of the roundabout assessment.

The Highway Development Control Section is of the opinion that the current roundabout has a poor accident record for cyclists and motorbikes and there is an underlying issue regarding highway safety which the proposed development would exacerbate.

As part of planning application 3/2013/0981 similar observations and recommendations for alterations to the roundabout were recommended. A diagrammatic scheme was shown in the DTPC Transport Statement dated May 2013. The Highway Development Control Section is of the opinion that a similar scheme is to be provided in the interest of highway safety and to improve the sustainability of the development by reducing the likelihood of collisions for vulnerable sustainable transport users. The roundabout improvements to be carried out as part of the off-site section 278 works.

In the interest of highway safety and to standardise speed control in a built up environment it is recommended that the speed limit along Chatburn Road fronting the site is reviewed with a possible extension of the 30mph speed limit. The recommended reviewed with a possible extension of the 30mph speed limit to be carried out as part of the off-site section 278 works.

Using table 7.1 from Manual for Streets and the 85<sup>th</sup> percentile speed survey information from the Lancashire County Council traffic count in December 2001 of 37mph, the sight lines of 2.4 x 59m to be provided in a north eastern direction directions.

Using the basic formula for calculating Stopping Sight Distances (SSD) based on the figures in table 10.1 from Manual for Streets 2, the addition of 2.4m and the 85<sup>th</sup> percentile speed survey information from the Lancashire County Council traffic count in December 2001 of 40mph, the sight lines of 2.4 x 102m in south westerly direction.

The applicant should provide accurate details of the required sight line requirement, before determining the application as the sight lines shown on drawing A094939-P002 rev A "Proposed Access Arrangements". The calculation to determine the recommended sight line distance is attached at the end of this report.

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 is widened to 2.0m for the full frontage of the site with Chatburn Road to aid social inclusion and the promotion of sustainable forms of transport. The current footpath width is approximately 1.4m wide which prevents pedestrians passing wheel chair and prams without walking on a road where average speeds are above 30mph. The footpath widening to be carried out as part of the off-site section 278 works.

The Highway Development Control Section is of the opinion that the geometry of proposed site access is to prescribed design standards for this size of housing development. As part of the site access works the two existing vehicular access points are to be removed and reinstated as footpath. The new site access to be part of the section 278 site access works and the removal of the existing junctions to be part of the off-site section 278 works.

The proposed site access and off-site works would 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 is of the opinion that the proposed development should have a negligible impact on highway safety and sustainable forms of transport in the immediate vicinity of the site, providing the recommended roundabout changes are provided, the change of speed limit is implemented/investigated, the footpath is widened and the recommended sight lines are provided.

Where acceptable sight lines at the junction with Chatburn Road 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 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 any development commences 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 the visibility splays measuring 2.4 metres by 59 metres in a north easterly direction 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 Chatburn 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.
5. No part of the development shall be commenced the visibility splays measuring 2.4 metres by 102 metres in a south westerly direction road from the continuation of the nearer edge of the existing carriageway of Chatburn 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.
6. 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.
7. The two existing access shall be physically and permanently closed and the existing footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads, concurrent with the formation of the new access. Reason: To limit the number of access points and to maintain the proper construction of the highway.
8. 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 Chatburn Road 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 Chatburn Road to return it to the pre-construction situation as required. Reason; To maintain the construction of Chatburn Road in the interest of highway safety.

9. 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.

Yours sincerely

Stewart Gailey  
Highway Development Control Engineer

<b>Desirable Stopping Sight Distances (SSD) calculation</b>			<b>40 mph</b>
Speed (v)	40 mph	64 km/h	17.77778 m/s (v)
t	=		2 seconds
d	=	0.25 g =	2.4525 m/s <sup>2</sup>
SSD	=	vt + v <sup>2</sup> /2d	
	=	35.55556 + 316.0494	/ 4.905
	=	35.55556 + 64.43412	
	=	100	m
Bonnet length	=	2.4	m
Y distance	=	<b><u>102</u></b>	<b><u>m</u></b>