

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

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Your ref:
Our ref: LHS/CS/3/2017/0184
Date: 15th May 2017

For the attention of Stephen Kilmartin.

| | |
|------------------|-----------------------------------------------|
| Proposal: | Erection of 10 dwellings and associated works |
| Location: | Wilkin Square Clitheroe |
| Grid Ref: | 374353 - 441579 |

With regard to your letter dated the 24th March 2017

The Highway Development Control Section is of the opinion that the current highway related proposals will have a detrimental impact on highway safety and amenity in the immediate vicinity of the site.

The Highway Development Control Section is of the opinion that the proposed development will affect highway safety due to the restricted sight lines from the parking bays onto Wilkin Square, the available manoeuvring space from the parking bays onto Wilkin Square and the restricted access for refuse and emergency vehicles.

The applicant is not proposing any provision for pedestrians fronting the site with limited exiting provision on the opposite side of the road as such Wilkin Square fronting the site would be a shared access road, where pedestrians and vehicles would share the road, as such the recommendations below relate to vehicle and pedestrian safety.

The sight lines of 2.0 x 11m to be provided in both directions from the centre of each parking bay. The site line requirement is, based on the basic formula for calculating Stopping Sight Distances (SSD) in 10.1 from Manual for Streets 2, the addition of 2.4m at an estimated speed of 10mph.

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 and is not affected by vehicles parked in the adjacent parking bays.

Where acceptable sight lines from the drives are not provided 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 minimum width for manoeuvring areas fronting in and out of the parking bays to be 6m wide and provide 500mm space between the manoeuvring area and all fences and walls etc., this is to allow overhanging of the manoeuvring area.

Where acceptable manoeuvring distance is not provide the Highway Development Control Section would raise an objection to the development in the interest of highway safety.

Prove the suitability of Wilkin Square by swept path analysis for a twin axel refuse vehicle to show the properties are serviceable for refuse collection and accessible by fire appliances. This requirement is to prevent the need for a refuse and/or emergency vehicles to reverse back onto Wilkin Bridge Road and to prove that existing parked car will not prevent access for emergency and refuse vehicles. The proposed development will also remove the available turning head within the existing car parking area.

The Highway Development Control Section is of the opinion that the proposed development will have an adverse effect on highway amenity in the immediate vicinity of the site, due to the removal of the available on-road car parking spaces for the Mosque and the displacement of available on-road parking fronting the site. From observations and discussions with our traffic section, on-road parking around the site and surrounding roads are at a premium and any increased demand for on-road parking would be difficult to absorb without causing additional loss of amenity and conflict for existing residents.

Based on the car parking recommendations in the Joint Lancashire Structure Plan the Highway Development Control Section is of the opinion that the applicant has not provided adequate off road parking for the proposed new dwellings, providing the car parking bays are communal and not allocated to any individual property.

Based on the car parking recommendations in the Joint Lancashire Structure Plan recommends a place of worship has an off road parking provision of 1 parking space per 10sqm of gross floor area. The Highway Development Control Section recommends the applicant provides a car parking assessment to demonstrate that the remaining car parking area is to an acceptable level for the mosque.

To aid social inclusion and the promotion of sustainable forms of transport the Highway Development Control Section recommends the applicant provides safe secure and coved storage for bicycles based on

1. A minimum of one secure cycle spaces for each one bedroom property
2. A minimum of two secure cycle spaces for each two to three bedroom property
3. An average of 1.5 secure cycle spaces per dwelling/bedroom for communal cycle storage areas

Where the applicant can address the sight line, manoeuvring and car parking issues
The Highway Development Control Section provisionally 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. **Reasons:** To prevent stones and mud being carried onto the public highway to the detriment of road safety.
2. The level of the new driveways shall be constructed 0.150m above the carriageway channel line of Wilkin Square. **Reasons:** 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 11metres in both directions to be provided, measured along the centre line of each parking bay to the continuation of the nearer edge of the existing carriageway of Wilkin Square, 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.
Reasons: 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 occupation of any dwelling and permanently maintained thereafter for communal use only and no spaces shall be reserved for individual dwellings. **Reasons:** To allow for the effective use of the parking areas.
5. The cycling facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the cycling facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. **Reasons:** To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.
6. No part of the development shall be commenced until the section 184 agreement under the Highways Act 1980 has been entered for the dropped crossing within the adopted highway. The dropped crossing to constructed in accordance with a scheme and time scale that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of a section 184 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 works are acceptable before work commences on site and to enable all construction and end user traffic to enter and leave the premises in a safe manner without causing a hazard to other road users or damage to the existing highway.

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 Wilkin Square. A similar survey shall be carried out every six months and the final inspection within one month of the completion of the last house, and the developer shall make good any damage to Wilkin Square to return it to the pre-construction situation as required. **Reasons:** To maintain the construction of Wilkin Square 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.**Reasons:** to protect existing road users.

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

Yours sincerely

Stewart Gailey
Highway Development Control