

Sharon Craig

From: Nolan, Chris <Chris.Nolan@lancashire.gov.uk>
Sent: 29 June 2017 11:28
To: Stephen Kilmartin; planning
Cc: LHS Customer Service
Subject: D3.2017.0422 - Rear of 30 Beverley Drive Clitheroe BB7 1HY

Hi Stephen

With regard to the application D3.2017.0422 for the development of three dwellings at the rear of 30 Beverley Drive to be accessed by a new vehicle access from Primrose Road the speed survey has indicated 85 percentile speeds of 28.8mph for westbound traffic and 30.8mph eastbound traffic. It is these speeds that are used to indicate the safe sight lines that would be required for the new access. I would be looking for safe sight lines of 40m to the east of the centre line of the access point and 44m to the west of the centreline of the access point.

The present plans submitted indicate sightlines of 26.5m to the east and 32m to the west. These drawings do not indicate that the sight lines will be preserved as the present retaining walls are above 1m high and the plans also indicate that it is proposed to include some vegetation that may be allowed to grow to a height that would obscure the present inadequate provision. I would require that the developer produces drawings indicating sufficient sight lines to be able to meet the requirements as stated above. The sightlines would need to be preserved in perpetuity by being kept free of all buildings, structures or erections, whether above or below the surface of the land, excepting gates, fences or walls not exceeding a height of 1m. I would also need to be sure that any vegetation would not exceed 1m above the level of the carriageway of Primrose Road.

This information is in addition to my previous comments as the requirements could not be quantified at that time due a lack of data regarding the actual running speed of traffic on Primrose Road. I would still be looking for Information to indicate that the parking provision will be set to ensure that all vehicles can enter and leave the highway using forward gears. This is especially important because of the difficulties on Primrose Road.

I would also ask that development included A footway for the full frontage of the site to assist with pedestrian safety and sightlines for traffic entering and leaving the site.

In the light of the above concerns I would have to recommend that the application be refused on the grounds that the applicant has failed to demonstrate that the development can be safely accessed and that vehicles would be able to enter and leave in forward gear. Should your Council be minded to approve this application then I would request that the following conditions and notes are attached to any permissions.

Conditions

1. The layout of the development shall include provisions to enable all 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.
2. The proposed access from the site to new development shall be constructed to a (minimum) width of 4.5m and this width shall be maintained for full length of the shared drive. Reason: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users.

3. Notwithstanding the provisions of the Town and Country Planning (General Development Procedure) Order 1995 and the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority. Reason: to protect off-street parking provision in the future.
4. All garage facilities shall have facility of an electrical supply suitable for charging an electric motor vehicle. Reason: - in order to promote sustainable transport as a travel option and reduce thereby carbon emissions.
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed entrance from the continuation of the nearer edge of the carriageway of Primrose Road to points measured 40m in a easterly direction and 44m in a westerly direction along the nearer edge of the carriageway of Primrose Road, from the centre line of the shared drive (add 'and shall be constructed and maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority'). Reason: To ensure adequate visibility at the street junction or site access.
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. Reason: 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.
7. No part of the development hereby approved shall commence until a scheme for the retaining structure adjacent to the highway has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the retaining structure are acceptable before work commences on site.
8. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 7 has been constructed and completed in accordance with the scheme details. Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.
9. The level of the driveway at development shall be constructed 0.150m above the crown level of the carriageway of Primrose Road. Reason: To safeguard the future reconstruction of the highway.
10. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i. The parking of vehicles of site operatives and visitors
 - ii. The loading and unloading of plant and materials
 - iii. The storage of plant and materials used in constructing the development
 - iv. The erection and maintenance of security hoarding
 - v. Details of working hours
 - vi. HGV delivery times and routeing to / from the site
 - vii. Contact details for the site manager

11. 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.
12. 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 Primrose Road. A similar survey shall be carried out within six months of the completion of the development, and the developer shall make good any damage to Primrose Road to return it to the pre-construction situation. Reason; To maintain the construction of Primrose Road in the interest of highway safety.

Notes

1. This consent does not give approval to a connection being made to the County Council's highway drainage system.
2. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. 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 should be advised to contact the contact the Environment Directorate for further information by telephoning the Developer Support Section (Area South) on 0300 123 6780, or writing to Developer Support Section, Lancashire County Council, Environment Directorate, Cuerden Mill Depot, Cuerden Way, Cuerden, PR5 6BJ or email lhscustomerservice@lancashire.gov.uk.
3. In order to construct the external walls, the building construction work will extend into the highway and consequently this office should be notified of the proposed works before the development is commenced. Before commencing any construction work you must contact the Lancashire County Council, Street Works lhsstreetworks@lancashire.gov.uk or 01772 533433
4. Before proceeding with the scheme preparation the Developer should consult with the Environment Director for detailed requirements relating to land arrangements, design, assessment, construction and maintenance of all existing or new highway structures included in, or affected by, the proposed scheme. For this purpose the term highway structure shall include: -
 - i. any bridge or culvert having a span of 1.5 metres or greater, or having a waterway opening cross sectional area exceeding 2.2 square metres {Note: span refers to the distance between centre of supports and not the clear distance between supports},
 - ii. any retaining wall supporting the highway (including and supporting land which provides support to the highway),
 - iii. Any retaining wall supporting land or property alongside the highway.The term 'highway' shall include footpaths and bridleways

Chris Nolan
Development Support
Community Services
Lancashire County Council
Tel 01772 531141
www.lancashire.gov.uk

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