

Sharon Craig

From: Nolan, Chris <Chris.Nolan@lancashire.gov.uk>
Sent: 13 October 2017 10:17
To: Stephen Kilmartin; planning
Cc: LHS Customer Service
Subject: D3.2017.0937 - Land at the entrance to Whalley Industrial Park Clitheroe Road Barrow

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Stephen

Planning Application No: 3/2017/0937

Grid Ref: 373556 437624

Proposal: One new dwelling and associated works.

Location: Land at the entrance to Whalley Industrial Park Clitheroe Road Barrow BB7 9AQ

With regard to the above planning application for a 2 bedroom detached bungalow with detached double garage on Clitheroe Road, Barrow. This is a full application following the outline application 3/2016/0645 in light of the previous application having gained planning permission I would not be raising objection on highway grounds subject to the matters that were raised with regard to the earlier application being addressed.

The plans do indicate that on this occasion the proposed dwelling is a two bedroom unit and the plans indicate a double garage with further parking in front of the garage space. This would indicate sufficient parking to more than meet the parking standards though due to the limitations of the site some of the dimensions a very slightly less that we would be asking for. Our present standard for a double garage is that it should have internal dimensions 6m X 6m to accommodate bicycles as well as cars. The proposed size is close enough to be considered as adequate due to the restrictions of the site. There is also a problem with the apron in front of the garages. Normally I would be looking for this to be a full 6m front of the garage so that a car can pull clear of the foot way to stop prior to the garage doors being opened. Your plans indicate that this space will be only 5.5m. With an apron of 5.5m I would be requesting that the garage doors are of a roller shutter or similar type where the opening door stays within the confines of the garage so that the allowance for opening garage doors is not required.

When I undertook my site visit it was noted that the proposal presently has good sight lines that would meet the requirements set out when the outline planning permission was granted. There could be some difficulties with the sightlines to the south of the site and for this reason I would like to see plans indicating the sight lines are achievable without crossing third party land. This concern was highlighted at the time of the outline application and the requirement at that time requested sight lines as follows:

"The sight lines of 2.0 x 59m to be provided in both directions from the centre of the drive onto Clitheroe Road. The site line requirement is based on table 7.1 from Manual for Streets and the traffic speed survey information / classified speed of the road / estimated wet road 85th percentile speed of 37mph."

As was indicated in the highway comments at that time the "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 provide I would raise an objection to the development in the interest of highway safety.

The plans as presented with this application indicate that a footway built to adoptable standard will be provided connecting with the footway to the north of the site but only extending to the frontage of the proposed garages. In the interest of sustainability and continuity I would request that the footway is extended along the full frontage of the site where it meets with Clitheroe Road. This measure would also protect the sight lines required for exiting the site. The work to construct the footway along with the vehicle access crossings will need to be constructed under a Section 278 Agreement of the 1980 Highways Act and a section 38 agreement to ensure the footway is constructed to adoptable standards.

I would not raise objections to this development on highway grounds subject to the following notes and conditions being included in any permissions that your council is minded to grant.

Conditions.

1. The level of the driveway at Clitheroe Road, Barrow shall be constructed 0.150m above the crown level of the carriageway of Clitheroe Road, Barrow. Reason: To safeguard the future reconstruction of the highway.
2. 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 including the construction the footway 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.
3. No part of the development shall be commenced until the visibility splays measuring 2.0 metres by 59 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 Clitheroe 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.
4. 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.
5. No development shall take place, 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:
 - a) The parking of vehicles of site operatives and visitors
 - b) The loading and unloading of plant and materials
 - c) The storage of plant and materials used in constructing the development
 - d) The erection and maintenance of security hoarding
 - e) Details of working hours
 - f) Contact details for the site manager

Notes

1. 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
2. This consent does not give approval to a connection being made to the County Council's highway drainage system.
3. The land referred to in Condition 3 shall be the subject of a dedication agreement with the Highway Authority under the provision of Section 38 of the Highways Act or other appropriate agreement.

Regards
Chris

Chris Nolan
Development Support
Community Services
Lancashire County Council
Tel 01772 531141
Call Centre 0300 123 6780
www.lancashire.gov.uk

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