

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0556
Our ref D3.2021.0556
Date 5th May 2022

FAO Nicola Hopkins

Dear Sir/Madam

Application no: **3/2021/0556**

Address: **74 Higher Road Longridge PR3 3SY and land to the rear**

Proposal: **Application for reserved matters consent (appearance, scale, landscaping and layout) pursuant to outline planning consent (ref 3/2016/1082) for the demolition of 74 Higher Road and construction of up to 123 houses on land to the rear.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a re-consultation for a reserved matters application (appearance, landscaping, layout and scale) of approved outline application 3/2016/1082 for the erection of 123 dwellings at 74 Higher Road and the land to the rear, Longridge.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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The LHA previously responded to the application on 29th July 2021 and 17th March 2022, and on both occasions requested further amendments to be made to the internal layout.

Since then, the Agent has submitted further information in the guise of a Highway Technical Note provided by DTPC and DTPC drawing number J1401/ TRAFFIC CALMING/ Fig 2 titled "Proposed Site Layout Traffic Calming," among other information. These will all be reviewed below.

Site Access

The site access has been determined under planning application 3/2016/1082. Therefore, the LHA have no comments to make regarding the site access.

Internal Layout

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with Lancashire County Councils guidance (available at: <https://www.lancashire.gov.uk/media/81452/EstateRoads.pdf>)

The LHA have studied DTPC drawing number J1401/ TRAFFIC CALMING/ Fig 2 titled "Proposed Site Layout Traffic Calming," which details the site layout and deem the internal layout to be at an adoptable standard. The reasons will be analysed below:

Carriageway and Footway

The LHA have reviewed the drawing and are aware that the carriageway and footway width throughout the site complies with the LHAs minimum guidance.

The LHA have also reviewed the swept path analysis drawing showing a refuse vehicle using the internal road and the provided turning heads which is shown on DTPC J1401/TRACKING/ Fig3 titled "Proposed Site Layout Tracking". The LHA are satisfied that the internal road and the provided turning heads are useable for large vehicles and so have no further comments to make.

Speed Control Measures

The LHA have further reviewed DTPC drawing number J1401/TRAFFIC CALMING/ Fig2 titled "Proposed Site Layout Traffic Calming," and are satisfied that the traffic calming features provided complies with the LHAs guidance.

Visibility splays

The LHA have reviewed DTPC drawing number J1401/SIGHTLINE/Fig1 titled "Proposed Site Layout Sight Lines," and are aware that the majority of the sight lines provided comply with the LHAs guidance for a 20mph speed limit and can all be provided within the footpath width.

This is except for the eastern bend which shows the sight lines overlapping the gardens of Plots 104 and 32. Therefore, to ensure that visibility at this location is not obstructed, the LHA will condition that nothing is planted above 0.6m in the Plots gardens.

Topography of the site

The LHA have reviewed the Vehicular Restraint Assessment and the site sections demonstrating the level changes at the site and are satisfied that they comply with the LHAs guidance.

Parking

The LHA have reviewed DTPC drawing number J1401/ TRAFFIC CALMING/ Fig 2 titled "Proposed Site Layout Traffic Calming," and are satisfied that the parking arrangements complies with the LHAs guidance found in the Joint Lancashire Structure Plan.

The LHA will condition that electric vehicle charging points and a cycle storage facility are provided for each dwelling. This is to encourage sustainable transport.

The LHA have also reviewed MPSL drawing number 03 Rev B titled "Boundary Treatment Layout" and require the 1.1m high railing provided at Plots 1, 2, 5, 6, 7, 8, 9, 10, 22 and 23 is reduced in height to 0.9m. The height should be reduced where the railing is located within each Plots visibility splay.

Private Management Company

The LHA will condition that a private management company is established prior to first occupation of the site, to maintain the grass verges and tress provided at the back of the footway throughout the site given that the LHA will not adopt these.

The private management company will also need to maintain the footpath link between Plots 92-99; the "trim trail" located adjacent to Plot 31; the cycle link onto Tan Lane; the Play Area; and the footpath link to Hollin Hall Drive and the development associated under application reference 3/2015/0688 which was permitted for 195 dwellings, should these not be included in any Section 38 Agreement.

The LHA advise the Developer that the footpath link to Hollin Hall Drive will need to have bollards on the link to prevent vehicles from using it. Not only this but the hedge, which is shown on the drawing, is currently blocking the link to Hollin Hall Drive and the resulting development. Therefore, the hedge needs to be partially removed to allow for passage to and from the site.

Conditions

1. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority.

The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

REASON: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the users of the highway and the visual amenities of the locality.

2. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

REASON: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

3. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.6 metres located in the front gardens of Plots 104 and 32 which would obstruct the visibility splays provided on DTPC drawing number J1401/SIGHTLINE/Fig1. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

REASON: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

4. No development shall take place until details of a landscaping scheme for the site have been submitted to, and approved in writing by, the local planning authority in consultation with the highway authority.

REASON: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

5. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with DTPC drawing number J1401/ TRAFFIC CALMING/ Fig 2. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

6. Prior to the first occupation each dwelling shall have an electric vehicle charging point. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently.

REASON: In the interests of supporting sustainable travel.

7. No building or use hereby permitted shall be occupied or the use commenced until a cycle storage plan for the residential units has been submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

REASON: To allow for the effective use of the parking areas and to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Informative

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 38), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours faithfully

Ryan Derbyshire
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council