

Development Control
Ribbles Valley Borough Council

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Your ref: 22.0568
Our ref: D3.22.0568
Date: 23rd September 2022

App no: 22.0568

Address: Land to rear of Malt Kiln House Malt Kiln Brow Chipping

Proposal: Four new, two-storey residential dwellings

The amended plans have been reviewed, including Hodson Homes 'Proposed site plan' MKB/P01 Rev C, 'Proposed site sections' x 2 drawings MKB/P02 Rev B, 'Drainage strategy Rev A and 'Traffic Management Plan' MKB/P03 Rev B. Newly submitted plans include Hodson Homes 'S278 Highway works – General arrangement MKB/P07 and 'Swept path analysis MKB/P06.

History

Application reference 2014/0183 was approved at appeal in outline for 4 x detached dwellings on land known as parcel 4 with access on Malt Kiln Brow. Reserved matters application reference 2019/0132 was approved and subsequent condition discharges.

Construction traffic

A drawing is submitted titled 'Traffic Management Plan' which shows a compound, storage area and wheel wash on site. Access for construction vehicles is shown entering from Malt Kiln Brow (previously approved access), and exiting onto Fish House Lane, opposite Mills Way via a new access. The amended drawing includes a contractor car parking area as requested and this drawing is now acceptable.

It is noted that the new access on Fish House Lane is proposed as the permanent access to serve the development and the access on Malt Kiln Brow will be closed following construction and reinstated to verge.

Further information is requested below to demonstrate the suitability of the new access for both construction and development traffic.

Site access

Phil Durnell

Director of Highways and Transport
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The proposed new access on Fish House Lane requires additional information to determine its suitability including visibility splays and approval in principle to culvert the watercourse from the Lancashire County Council Flood Risk Team.

Fish House Lane is subject to a national speed limit at this location and visibility splays of X2.4m by Y215m are required. However, it is likely that vehicles will be travelling lower than the speed limit owing to the layout of the highway in the vicinity of the site. The visibility splays at the junction of Mills Way (opposite the proposed site access) are provided at X2.4m by Y43m which is considered suitable for a 30mph speed limit and should be reflected at this access. The amended site plan shows the splays on Fish House Lane which are achievable over land controlled by the applicant and/or the adopted highway. The splays are acceptable.

The amended plans include a carriageway width of 5m with a 2m footway on both sides around the radii and onto Fish House Lane to allow pedestrians to cross onto the opposite footway at the junction of Mills Way. Mills Way provides a link for pedestrians to the village centre, park and school to avoid Fish House and Church Raiké which lack separate footways. A swept path analysis is provided for a 7.9m long fire tender to enter the site access, turn and exit in forward gear onto Fish House Lane. This is acceptable.

It is noted that the refuse vehicle will need to stop on Fish House Lane to collect waste and there is an additional area of hardstanding provided adjacent to the site access to allow residents to store their receptacles on refuse collection days.

There are some benefits to highway safety for the use of this access rather than the previously approved access on Malt Kiln Brow because it precludes the use of the junction of Church Raiké and Malt Kiln Brow which has poor visibility due to the acute angle of the junction.

Internal layout

The internal road layout and associated infrastructure including surface water drainage and street lighting should be provided to adoptable standards and details should be submitted by condition, should the application be approved. Due to the development size being below 6 dwellings, the infrastructure will not be adopted by Lancashire County Council and will be privately maintained and details of a private management company will be requested to be submitted by condition.

Parking

The proposed 5 bedroom dwellings will require 3 off-street car parking spaces, a secure cycle store and electric vehicle charging point.

Plots 1 and 4 have detached double garages, measuring internally 6.428m square which is suitable for 2 vehicles and cycles.

Plots 2 and 3 have integral single garages, measuring 3m x 6m which is suitable for 1 vehicle and cycles.

All plots also have external driveway parking and are considered to be in accordance with the parking standards. Electric vehicle charging points are requested.

Conclusion

The previously requested amendments have been included and there is no objection to the proposal subject to the following conditions.

There is an outstanding matter of the culverting of the watercourse and the developer should note that any planning permission does not entitle the culverting of a watercourse or any ground works adjacent to the watercourse without consent from LCC Flood Risk Team. The developer must make direct contact with the team as they will not review or comment as part of the planning process due to the development being below 10 dwellings.

1. The Construction Traffic Management drawing MKB/P03 Rev B shall be adhered to throughout the construction phase.
2. Upon completion of the construction phase, the vehicle access and haul road from Malt Kiln Brow shall be removed and reinstated to its former condition.
3. Prior to commencement a scheme for the site access including culverting of the watercourse, retaining wall technical approval and vehicle restraint system shall be submitted to and approved by the Local Planning Authority. The works shall be implemented prior to the first use of the site unless otherwise agreed in writing.
4. 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 2.4 m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Fish House Lane to points measured 43m in both directions to the nearer edge of the carriageway of Fish House Lane, from the centre line of the access, 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.
5. Within 3 months of commencement details of the proposed arrangements for future management and maintenance of the estate road within the development shall be 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 with the Highway Authority or a private management and maintenance company has been established.

6. Within 3 months of commencement full engineering, drainage, street lighting and constructional details to adoptable standards (LCC specification) of the internal estate roads 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.
7. The internal estate roads shall be constructed in accordance with the approved engineering details and to at least base course level prior to first occupation of any dwelling, unless otherwise agreed in writing with the Local Planning Authority.
8. Prior to the occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied.
9. 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.

Notes

The grant of planning permission will require the applicant to enter into a S278 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 Lancashire County Council for further information by emailing the Highway Development Control Section at developeras@lancashire.gov.uk .

Kelly Holt
Highway Development Control Engineer
Highways and Transport
Lancashire County Council
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