

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2022/1158
Our ref: D3.2022.1158
Date: 23rd November 2023

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/1158**

Address: **Land South of Accrington Road Whalley**

Proposal: **Erection of 17 dwellings and 57 apartments with associated access, roads, car parking, landscaping and infrastructure, including a public car park to serve Whalley town centre**

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 the erection of 17 dwellings and 57 apartments with associated roads, car parking, landscaping and infrastructure, including a public car park to serve Whalley town centre at the land to the south of Accrington Road, Whalley.

The LHA previously responded to the application on 2nd June 2023, requesting further information regarding the off-site highway works and the internal layout. Since then, the Agent has submitted Doyle Transport drawing number P434/15/002- Plan 1 Rev A titled "Site Access and Highway Mitigation Proposals in Support of Residential Development-



With Swept Paths." This drawing along with all the other supporting information will be reviewed below.

The LHA are aware of the most relevant planning history associated with the site, with it being listed below:

3/2021/1277- Erection of 23 dwellings and 81 apartments, of which 49 are for people aged over 55, with associated roads, car parking, landscaping and infrastructure, accessed from Accrington Road. Refused 12/05/2022.

3/2018/1100- Construction of part of the vehicular access to the site from Accrington Road. Permitted 17/12/2018.

3/2016/0344-Application for approval of reserved matters of layout, scale, appearance and landscaping and the additional reserved matters required by Conditions 2 and 8 following outline planning permission 3/2012/0179 for a residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments. Permitted 10/03/ 2017.

3/2012/0179- Outline application for a residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments. Permitted 25/06/2013.

Site Access for Proposed 17 dwellings and 57 apartments

The site is accessed directly off Accrington Road which is a B classified road. The speed limit of Accrington Road is 30mph between King Street's mini roundabout junction and the site entrance, while immediately to the east of the access the speed limit increases to 60mph.

The LHA have reviewed Doyle Transport drawing number P434/15/002- Plan 1 Rev A titled "Site Access and Highway Mitigation Proposals in Support of Residential Development- With Swept Paths," and are aware that the access has already been approved under application reference 3/2012/0179 to serve 37 bungalows and 40 apartments. Part of the access has already been constructed under application reference 3/2018/1100, as seen on site.

In any case, the LHA have reviewed the drawing and are satisfied that the access width complies with the LHAs guidance for the scale of development. The LHA also welcome the site providing 2m wide footways either side of the site access. The footway to the west of the access will connect to the proposed Public Car Park, while the footway to the east will be provided for a total distance of 44m before terminating.

The LHA did previously request that a 2m wide footway to the east of the residential junction should be provided along the full site frontage to enable facilities and infrastructure such as kerb build outs and new bus stops to be provided along its length. The footway would have also connected to Public Footpath 3-45-FP27 as it reaches Accrington Road.

Despite this, the LHA are satisfied that the proposed 2m wide footway which terminates 44m from the site access, can provide the required infrastructure and facilities safely without the need for it to be extended for the full duration of the site's frontage, as shown

on Doyle Transport drawing number P434/15/002- Plan 1 Rev A. The LHA will discuss these off-site highway works in more detail in the following sections.

Doyle Transport drawing number P434/15/002- Plan 1 Rev A has shown that the residential junction can provide visibility splays of 2.4m x 70m in both directions. The LHA accepted these visibility splays as part of application reference 3/2012/0179 which was for a similar scale of development and so accept the use of these splays to support the application.

Site Access and Internal Layout for Proposed Public Car Park

The proposed junction serving the Public Car Park will be located to the west of the residential junction, approximately 38m away.

The LHA have reviewed Doyle Transport drawing number P434/15/002- Plan 1 Rev A titled "Site Access and Highway Mitigation Proposals in Support of Residential Development- With Swept Paths," and are aware that the access will be a minimum of 6m wide with a 4m corner radii and 2m wide footways will be provided on both sides of the access along the site frontage. This complies with the LHAs guidance and so the LHA have no further comments to make regarding the site access.

The Public Car Park will provide 23 car parking spaces, with 4 being accessible and 3 providing electric vehicle charging points, which the LHA welcome. The LHA will condition that details are submitted detailing who will maintain the area.

Highway Safety

There have been 6 recorded Personal Injury Collisions (PICs) within 300m of the application site along Accrington Road in the last five years. The LHA have reviewed each case and are aware that 4 of the accidents were classed as serious, while the other was classed as slight.

While there are no patterns associated with the PICs along Accrington Road, apart from 2 associated with the use of junctions, there are no pre-existing highway safety concerns within the vicinity of the site.

Off-Site Highway Improvements

The Agent has submitted Doyle Transport drawing number P434/15/002- Plan 1 Rev A titled "Site Access and Highway Mitigation Proposals in Support of Residential Development- With Swept Paths," which details the proposed off-site highway works associated with the site. These works include:

- Uncontrolled pedestrian crossing to the west of the Public Car Park junction which will connect to the existing dropped kerb provided where the existing eastbound bus stop is located.
- Uncontrolled pedestrian crossing to the west of the residential junction, and another located on the opposite side of the carriageway on the footway to the east of Sydney Avenue.

- Kerb build out to the east of Sydney Avenue and an uncontrolled pedestrian crossing opposite on the proposed eastbound footway.
- Kerb build out located where Public Footpath 3-45-FP27 meets Accrington Road and another kerb build out opposite, provided on the existing footway.
- Relocation of the existing eastbound bus stop to the proposed kerb build out to the east of Sydney Avenue.
- Creation of a new westbound bus stop to the east of the residential junction.
- Review of the speed limit along Accrington Road, from the mini-roundabout junction between King Street/ Accrington Road to the signalised junction between A4671/ B6246/ Spring Wood Picnic Area.
- Pursue Traffic Regulation Orders along the full site frontage; junction between Accrington Road/ Sydney Avenue and to the kerb build out to the east of the junction.
- Tactile paving provided at both proposed junctions.
- Street Lighting Assessment for the full length of Accrington Road.

These works aim to improve pedestrian connectivity to and from the site; enhance the use of Public Rights of Way and improve connectivity to public transport services. The LHA welcome these improvements and they will be secured under a Section 278 agreement.

As part of the Section 278 process some alterations to the off-site highway works may need to be made following Road Safety Audits and following more technical details being submitted as part of the process.

Currently, the LHA are satisfied with the scheme but will request as part of the Section 278 agreement that the eastbound bus stop is relocated to the kerb build out, opposite the proposed footway. The LHA request this because it will allow buses to wait in the carriageway as customers are embarking on and off the service. At the proposed current location, as shown on Doyle Transport drawing number P434/15/002- Plan 1 Rev A, buses will need to stop alongside the existing footway as customers are embarking on and off the service. However, there is some carriageway space for other road users to pass the bus as customers are embarking on and off. The difficulty then is the bus trying to re-enter the traffic along Accrington Road. Therefore, for efficiency and to prevent any conflicts when the bus is entering back into traffic, the relocation of the eastbound bus stop to the kerb build out will be requested. The kerb build out will then need to be extended further following the dual use, but this can be agreed during the Section 278 process.

It is worth noting as part of the Section 278 process, a public consultation will be conducted for the proposed relocation of the speed limit along Accrington Road and for the Traffic Regulation Orders.

Trip Generation

The LHA have undertaken a TRICs assessment for the residential element of the proposal. A TRICs assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

The LHA have had to conduct two TRICs assessments given the nature of the proposed residential development with the dwellings providing a different trip rate to the



apartments. Therefore, Table 1 will show the trip rates for the dwellings, while Table 2 will show the trip rates for the apartments and Table 3 will show the total trip rate for the proposed residential development.

| Land Use: Dwelling | Weekday AM Peak (0800-0900) | | | Weekday PM Peak (1700-1800) | | |
|------------------------------|-----------------------------|------------|---------|-----------------------------|------------|---------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Trip rate per Unit | 0.145 | 0.372 | 0.517 | 0.338 | 0.161 | 0.499 |
| Total Trip Generation | 2 | 6 | 9 | 6 | 3 | 8 |

Table 1: Expected Trip Rates for the proposed 17 dwellings.

| Land Use: Apartment/ Flat | Weekday AM Peak (0800-0900) | | | Weekday PM Peak (1700-1800) | | |
|---------------------------------|-----------------------------|------------|---------|-----------------------------|------------|---------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Trip rate per Unit | 0.058 | 0.200 | 0.258 | 0.219 | 0.113 | 0.332 |
| Total Trip Generation | 3 | 11 | 15 | 12 | 6 | 19 |

Table 2: Expected Trip Rates for the proposed 57 apartments.

| Land Use: 57 Apartments and 17 Dwellings | Weekday AM Peak (0800-0900) | | | Weekday PM Peak (1700-1800) | | |
|--|-----------------------------|------------|---------|-----------------------------|------------|---------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Total Trip Generation | 5 | 17 | 24 | 18 | 9 | 27 |

Table 3: Expected Trip Rates for the proposed 57 apartments and 17 dwellings.

As shown in the tables above, the proposed residential development is expected to generate 24 AM two-way and 27 PM two-way trips per day. The LHA deem that this is unlikely to have a considerable impact on capacity along the existing highway network and given that the scale of development is less than the extant use of the site, the LHA have no further comments to make.

Off-Site Junction Capacity

Usually for the scale of development, the LHA would request that modelling of key junctions which the development would impact upon, would be submitted to support the application.

However, given that the site already has extant planning permission and this was not requested to support application reference 3/2012/0179, it would be unreasonable to request it as part of this application.



Internal Layout of the Residential Development

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 the LHAs guidance.

The Agent has stipulated that the site will remain private which the LHA have no objection to. The LHA have still reviewed Doyle Transport drawing number P434/15/002- Plan 1 Rev A titled "Site Access and Highway Mitigation Proposals in Support of Residential Development- With Swept Paths," to ensure that the internal layout is safe and suitable for the development.

Internal Carriageway

For the LHA to adopt an internal layout serving a residential development, the internal carriageway needs to be a minimum of 5.5m wide with 2m wide footways either side. However, the internal layout when serving 17 dwellings will be 5.2m wide with 1.8m footways either side. The LHA have no objection to this with the internal layout remaining private.

The Agent has submitted a swept path drawing of a refuse vehicle using the internal carriageway and provided turning area and have no comments to make given that the site will remain private.

The LHA also have no comments to make regarding the internal carriageway which will serve the two apartment blocks at the site.

Parking for 17 dwellings

While the site does not fully comply with the LHAs parking guidance as defined within the Joint Lancashire Structure due to the shortfall of one car parking space at Plots 5 and 70, the LHA will accept the shortfall with this being minimal.

The LHA will condition that each Plot has access to an electric vehicle charging point and cycle storage.

Parking for Apartments 10-58

The LHA have reviewed Doyle Transport drawing number P434/15/002- Plan 1 Rev A and note that the parking area for the 48 units will provide 64 car parking spaces. While this does not comply with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan, which requires the area to provide 80 car parking spaces given the number of bedrooms, the LHA will accept the shortfall. This is because each Plot will have access to a minimum of one car parking space.

The LHA welcome that the parking area will provide a minimum of 6 electric vehicle charging points but will condition that a further 6 spaces are designated as accessible. The LHA will also condition that cycle storage facilities are provided for the Apartment block and the facility should have space for a minimum of one cycle space per apartment.



Parking for Apartments 59-66

The LHA have reviewed Doyle Transport drawing number P434/15/002- Plan 1 Rev A and are aware that the shared parking area complies with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan, with a minimum of one car parking space being provided for each apartment.

The LHA will condition that a minimum of one car parking space has access to an electric vehicle charging point and a cycle storage facility is provided for the Apartment block. The cycle storage facility should have adequate space to provide a minimum of one cycle space per apartment.

Internal Pedestrian Links

The LHA welcome the provision of two internal pedestrian links which will link to Public Footpath 3-45-FP27 to the east and to the south of the site. These internal links will need to be constructed to an adoptable standard and will need to be lit.

Sustainable Transport

The LHA welcome the submission of a framework Travel Plan, which has been submitted. The LHA will require a contribution of £6,000 to enable Lancashire County Council's Travel Planning Team to provide a range of services as outlined below, associated with the developments Travel Plan.

Section 106 contributions will primarily be used to enable the Sustainable Travel team to:

- Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
- Oversee the progression from Framework to Full Travel Plan in line with agreed timescales.
- Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.
- Support the development and implementation of the Travel Plan.
- Develop and provide online, resident mode of travel surveys and collation of returns for baseline and subsequent monitoring purposes.
- Attend meetings with developer/occupier/co-ordinator as necessary.
- Provide access to leaflets, publicity, maps and information – provision of bespoke literature and large quantities may be subject to additional charges.
- Conduct a basic site audit.
- Provide localised maps and plans, GIS mapping of staff postcodes or other origin and destination data, accessibility plot of public transport, walking and cycling routes/thresholds to site.
- Advise and offer appropriate support with implementation or suitability of specific elements or measures.
- Assist with the development of sustainable travel directions for web pages and other appropriate content.
- Help stage promotional events and activities including Walk to Work Week, Bike Week, car free days or measured mile walks etc



In any case, the LHA are aware that the site is in a sustainable location, approximately 130m from Whalley Town Centre where key local amenities such as supermarkets and shops to name a few, are found.

As shown on submitted Doyle Transport drawing number P434/15/002- Plan 1 Rev A titled "Site Access and Highway Mitigation Proposals in Support of Residential Development- With Swept Paths," off-site highway improvements will be made to Accrington Road to improve pedestrian connectivity to and from the site. A new westbound bus stop will be provided to serve the site to the east of the residential junction and the eastbound bus stop will also be relocated to the east. These new bus stops will be DDA compliant and will comply with Lancashire County Councils specification which the LHA welcome.

Conclusion

The LHA have no objection to the proposal and reiterate that the following highway mitigation are implemented to make the proposal acceptable. These works should all be undertaken under a Section 278 agreement:

- Uncontrolled pedestrian crossing to the west of the Public Car Park junction which will connect to the existing dropped kerb provided where the existing eastbound bus stop is located.
- Uncontrolled pedestrian crossing to the west of the residential junction, and another located on the opposite side of the carriageway on the footway to the east of Sydney Avenue.
- Kerb build out to the east of Sydney Avenue and an uncontrolled pedestrian crossing opposite on the proposed eastbound footway.
- Kerb build out located where Public Footpath 3-45-FP27 meets Accrington Road and another kerb build out opposite, provided on the existing footway.
- Relocation of the existing eastbound bus stop to the proposed kerb build out to the east of Sydney Avenue.
- Creation of a new westbound bus stop to the east of the residential junction.
- Review of the speed limit along Accrington Road, from the mini-roundabout junction between King Street/ Accrington Road to the signalised junction between A4671/ B6246/ Spring Wood Picnic Area.
- Pursue Traffic Regulation Orders along the full site frontage; junction between Accrington Road/ Sydney Avenue and to the kerb build out to the east of the junction.
- Tactile paving provided at both proposed junctions.
- Street Lighting Assessment for the full length of Accrington Road.

The LHA will also request contributions of £6,000 to review and provide Travel Plan advice for the development. This will be secured under a Section 106 agreement.

Conditions

1. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS)



has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.

- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway and verge.

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 mitigation which shall include and not be limited to:

- Uncontrolled pedestrian crossing to the west of the Public Car Park junction which will connect to the existing dropped kerb provided where the existing eastbound bus stop is located.
- Uncontrolled pedestrian crossing to the west of the residential junction, and another located on the opposite side of the carriageway on the footway to the east of Sydney Avenue.
- Kerb build out to the east of Sydney Avenue and an uncontrolled pedestrian crossing opposite on the proposed eastbound footway.
- Kerb build out located where Public Footpath 3-45-FP27 meets Accrington Road and another kerb build out opposite, provided on the existing footway.
- Relocation of the existing eastbound bus stop to the proposed kerb build out to the east of Sydney Avenue.
- Creation of a new westbound bus stop to the east of the residential junction.
- Review of the speed limit along Accrington Road, from the mini-roundabout junction between King Street/ Accrington Road to the signalised junction between A4671/ B6246/ Spring Wood Picnic Area.
- Pursue Traffic Regulation Orders along the full site frontage; junction between Accrington Road/ Sydney Avenue and to the kerb build out to the east of the junction.
- Tactile paving provided at both proposed junctions.
- Street Lighting Assessment for the full length of Accrington Road.

Details of these works needs to submitted, and approved by, the Local Planning Authority in consultation with the Highway Authority. The full works can be completed prior to first occupation of the site.

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.

3. The new estate road shall be constructed to at least base course level between Accrington Road and the construction site compound area, in accordance with the Construction Management Plan (to be submitted) before any development takes place within the site.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.



4.No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development, including written confirmation that it will not be offered to the highway authority for adoption, have been submitted to and approved by the local planning authority. The streets shall be maintained in accordance with the approved management and maintenance details thereafter.

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

Note: It is recommended that to discharge the condition the local planning authority should seek to require a copy of the completed details of a private management and maintenance company confirming funding, management and maintenance regimes.

5. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 70 metres have been provided at both site accesses. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

6. 45° visibility splays shall be provided between the highway boundary and points on either side of both accesses measured 3m back from the nearside edge of the footway. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

REASON: To protect pedestrians passing the drive and ensure adequate inter-visibility between drivers and pedestrian traffic, in the interests of highway safety.

7.The development hereby permitted shall not be occupied until such time as the off-road internal pedestrian links Public Footpath 3-45-FP27 have been built to an adoptable standard.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) and prevent water discharging into the highway in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

8.The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Doyle Transport drawing number P434/15/002- Plan 1 Rev A. 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).

9. Prior to occupation of Plots 10-58, a minimum of 6 accessible spaces should be provided in the shared car parking area.

REASON: To ensure the provision and availability of adequate accessible parking and to allow for the effective use of the parking areas.

10. All garage facilities/ private driveways shall include provision of an electrical supply suitable for charging an electric motor vehicle.

REASON: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

11. 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.

12. No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the Local Planning Authority.

REASON: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

Informatives

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278 and 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.

Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Yours faithfully

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

