

Ribble Valley Borough Council
Housing & Development Control

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 3/2023/0153
Our ref: D3.2023.0153
Date: 14th July 2023

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2023/0153**

Address: **Old Row Whalley Road Barrow BB7 9AZ**

Proposal: **Proposed erection of a 66 bed care home (use class C2) for elderly people with associated parking, access, landscaping and associated ground works, alongside the erection of 3 dwellings following the demolition of nos. 23-25 Old Row.**

Following on from our latest comments dated 9th May 2023, we would make the following additional comments.

Lancashire County Council, acting as the Highway Authority have received additional information regarding speed compliance on Whalley Road. We have received some speed data which has been collected on Whalley Road approximately 80m south of the site access using a speed indicator device (SPID) between 07.02.23 and 20.03.23 which recorded south bound traffic at 85thile speeds of 31.6mph.

Additional data was collected at column 143 for northbound traffic and column 144 for southbound traffic on Whalley approximately 700m south of the site access which records 85thile speeds of 30.9mph and 33.2mph respectively.

The data shows that the 85thile speeds are higher than the speed limit on the most constrained sections of Whalley Road and we have reports from local and county councillors that speed compliance on Whalley Road to the north of the school is poor due to the change in street scene and lack of active property frontage and on-street parking. We do not dispute these reports.

Therefore, should this application be approved, we would like to request additional measures to mitigate the impact of the development traffic to protect vulnerable road users, pedestrians and cyclists, through a scheme of traffic calming measures including an enhanced gateway treatment on Whalley Road at the 30/40mph speed limit change to the north of the site and school, including a carriageway width restriction, enhanced

Lancashire County Council

Phil Durnell

Director of Highways and Transport

PO Box 100, County Hall, Preston, PR1 0LD



signage and road markings. We are satisfied that a scheme can be conditioned which meets the objectives as highlighted rather than being detailed now. If this does not accord with your views or that of the applicant, we would be happy to progress that detail with the applicant and their transport consultant in advance of any planning permission.

We have received photographs showing heavy on-street parking in the vicinity of the site access and we would seek a review of the traffic regulation orders in the vicinity of the site access on Whalley Road to ensure that a safe and suitable access can be provided for all users.

We request these measures in addition to the previously requested measures for a kerbed build-out adjacent to number 1 Cockerill Terrace with associated dropped crossings with tactile paving on both sides of Whalley Road. This will allow pedestrians to more easily cross Whalley Road to access the northbound bus stop.

All the mitigation measures will be delivered under a S278 agreement with Lancashire County Council.

Conclusion

All the conditions requested previously remain the same, except condition 3 which has been updated to reflect the additional off-site highway works requested.

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 permitted shall be occupied until such time as the access arrangements shown on LNT Construction drawing number BB7- 9AZ-A-09 have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

3. 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:

- A kerb buildout provided adjacent to number 1 Cockerill Terrace and then a dropped crossing is provided directly across the adopted carriageway.
- A scheme of traffic calming measures including an enhanced gateway treatment at the 30/40mph speed limit to the north of the site and school, including a carriageway width restriction, enhanced signage and road markings.
- Review of traffic regulation orders on Whalley Road in the vicinity of the site access.

Details of these works needs to submitted, and approved by, the Local Planning Authority in consultation with the Highway Authority. The 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.



4. No part of the development hereby approved shall be occupied or opened for trading until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

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.

5. 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.

6. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with LNT Construction drawing number BB7- 9AZ-A-09. 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).

7. No building or use hereby permitted shall be occupied or the use commenced until the motorcycle parking provision shown on the approved plans has been completed. The area shall thereafter be kept free of obstruction and available for the parking of motorcycles only at all times.

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

8. No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed. The area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

REASON: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

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.

REAOSN: In the interests of supporting sustainable travel.

10.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.

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 developer@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

Kelly Holt
Highway Development Control
Highways and Transport
Lancashire County Council

