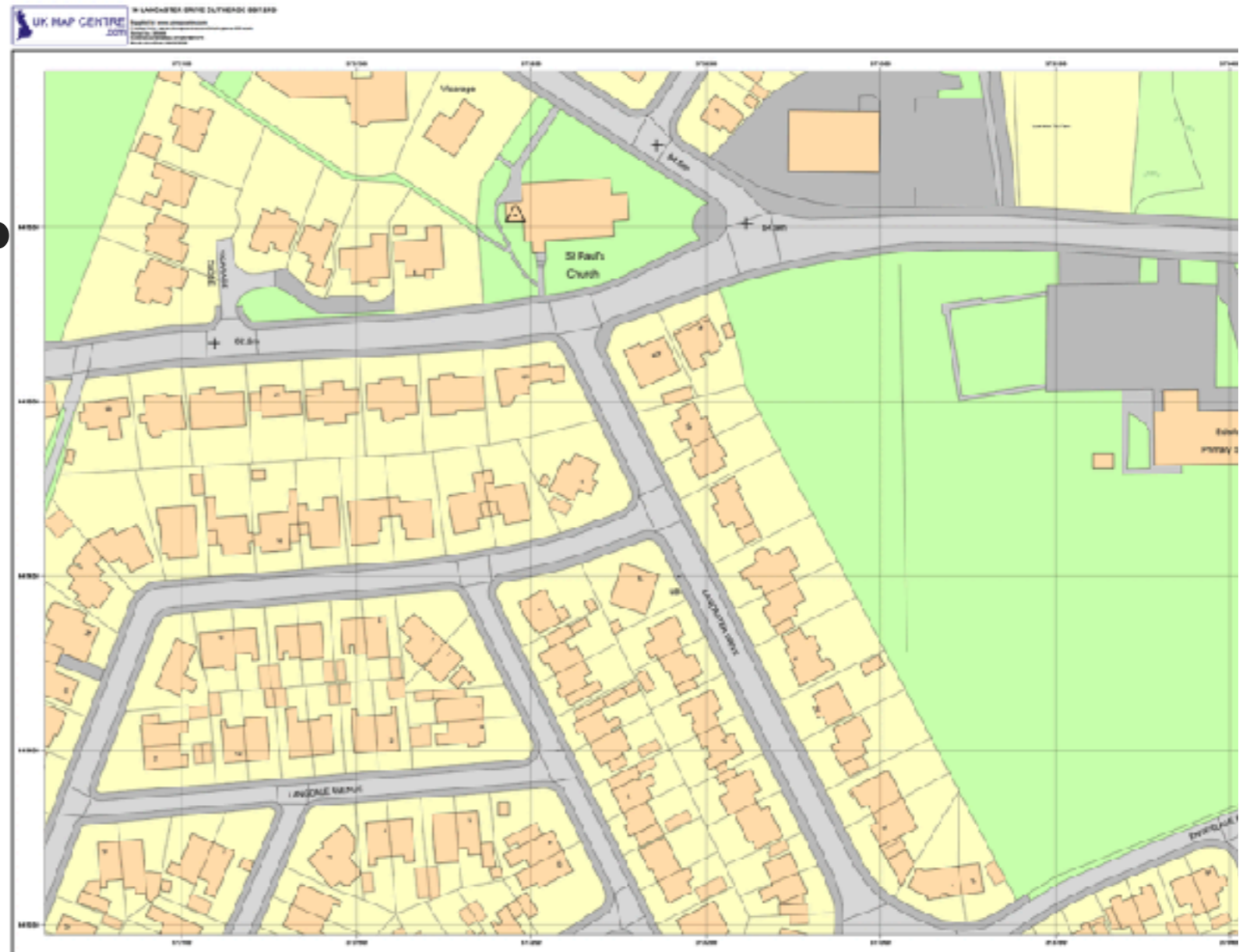


14 Lancaster Drive



Site Description and Context

14 Lancaster Drive is centrally located within a quiet residential street forming part of the Fairfield Estate. Lancaster Drive operates as an established egress route to the wider estate, with primary access obtained from the B6243 Eddisford Road, an arterial route within the local highway network. A secondary point of access to the estate is available via Henthorn Road, thereby ensuring adequate connectivity and network resilience.

The property benefits from a central position within the street, affording good fields of view in both directions along Lancaster Drive. This arrangement supports safe ingress and egress movements, with visibility aligning with the general requirements set out within Manual for Streets in relation to stopping sight distances and driver inter visibility.

The site shares its rear boundary with Eddisford Primary School and is situated approximately three-quarters of a mile from Clitheroe Town Centre, thereby providing convenient access to key local services and amenities.

Access to the site is currently facilitated by two dropped kerbs serving independent driveways. Vehicular ingress and egress necessitate the crossing of the adjoining footway; however, this arrangement is consistent with surrounding residential properties and, when combined with the good available sight lines, does not give rise to any undue highway safety concerns.

The property also fronts an established bus route, offering direct, sustainable, and frequent connections to and from Clitheroe Town Centre. This provision ensures that the site is well served by public transport, thereby reducing reliance on private vehicles and supporting sustainable travel objectives in accordance with both the *National Planning Policy Framework (NPPF)* and relevant local transport policies.



Proposed Development Details

Proposed Development

The proposed development comprises of the redevelopment of an existing residential property. This application is submitted as a householder application and relates solely to a single residential dwelling.

The scheme includes the removal of the existing roof structure and the construction of a new roof, together with the addition of new single-storey and two-storey extensions at various points of intersection within the existing building footprint. Full details of design and layout are contained within the accompanying drawings and should be read alongside the pre-application advice previously obtained.

Access Arrangements

In respect of access, both during and following the proposed works, no alterations are considered necessary. The existing access arrangements are sufficient to accommodate the construction activity, ongoing site management, and the limited increase in footfall associated with the property's redevelopment.

Importantly, the proposal does not require:

- The introduction of any additional dropped kerbs.
- The formation of any new vehicular access points onto the public highway.

The existing driveways and established entrance points will continue to operate effectively and safely, as illustrated within the accompanying plans in the application.

Outside Subject Property looking North



Outside Subject Property looking South



Junction Opposite Subject Property



Trip Generation and Impact

The proposed development has been designed to minimise construction traffic generation and associated impacts on the local highway network. A phased programme of works will be adopted, ensuring that contractor numbers on site are controlled and kept at a manageable level throughout the construction period.

Contractors with whom the applicant has an established working relationship will be engaged. These parties are known to employ vehicle-sharing arrangements, which will further reduce the volume of traffic associated with site operations.

It is projected that no more than **two light goods vehicles (LGVs)** will be present on site at any one time, comprising one standard panel van and one crew cab vehicle. Together, these will accommodate a maximum of **eight personnel**. Vehicle arrivals and departures will typically occur outside of peak school operating periods, with movements concentrated around **07:30 and 16:00 hours**, thereby reducing potential conflicts with school-related traffic.

Over the course of a standard six-day working week, construction activity is expected to generate a maximum of **18 two-way vehicle trips**. An additional allowance of **up to three weekly trips to local building merchants within Clitheroe** has been included in this estimate.

Within the immediate vicinity of the site, there are two local junctions that provide access to the wider network. All contractors will be briefed on safe access and egress procedures, and site inductions will include explicit instructions to exercise caution at these locations in order to minimise any risk to highway safety.

Servicing and delivery activity will occur in addition to the baseline traffic levels set out above. Deliveries will be carefully managed and scheduled to avoid peak traffic periods. The development does not anticipate accommodating vehicles larger than an **8-wheel rigid goods vehicle (HGV)** which will assist in maintaining traffic flow and preserving visibility along Lancaster Drive. All loading and unloading operations will be undertaken in accordance with established best practice guidelines.

In terms of highway safety measures, it is proposed that the **roadside boundary vegetation** will be actively managed throughout the construction period. Maintaining the shrubbery at an appropriate height will improve visibility splays at the site access, enhancing safety for both construction traffic and the general public.

Servicing & Delivery activities

1. Vehicle Types

Servicing and delivery operations will be limited in scale and restricted to vehicles appropriate for the size and nature of the site. The following vehicle types are anticipated:

- **Light Goods Vehicles (LGVs) / Vans** – for day-to-day contractor supplies and small-scale deliveries.
- **Rigid Goods Vehicles (up to 8-wheel capacity)** – for bulk material deliveries (e.g. aggregates, timber, or equipment).
- **No articulated lorries or abnormal load vehicles** are expected, ensuring that servicing demands remain compatible with the capacity and geometry of the local road network.

This limitation will safeguard visibility and reduce the risk of conflict with other road users on Lancaster Drive.

2. Scheduling and Frequency

Delivery activity will be carefully managed to reduce its impact on the surrounding highway network. Key measures include:

- Deliveries scheduled **outside of peak periods** (i.e. avoiding 08:00–09:00 and 15:00–16:00), particularly to prevent conflict with school-related traffic.
- Frequency expected to be **low**, with the majority of deliveries arising from local merchants within Clitheroe, thereby reducing trip length and associated emissions.
- An estimated allowance of **three additional trips per week** for merchant supplies, in addition to baseline construction vehicle movements.

3. Routing Strategy

Where practicable, deliveries will be routed via the most direct connections to the local road network, limiting travel through sensitive residential areas. Contractors and suppliers will be instructed to adhere to designated routes and to avoid unnecessary diversions through local streets.

4. Access Management

Safe and suitable access arrangements will be maintained throughout the construction phase:

- All contractors and delivery drivers will receive an **induction briefing**, including guidance on local junction safety and access/egress procedures.
- Deliveries will be managed under supervision, with unloading/loading operations carried out in accordance with **construction logistics best practice guidance**.
- On-site arrangements will ensure that vehicles can load/unload without impeding traffic flows on Lancaster Drive.
- Roadside **boundary vegetation will be actively maintained** to preserve visibility splays and safeguard highway safety.

5. Compliance with NPPF

The proposed servicing and delivery strategy is consistent with the requirements of the **National Planning Policy Framework (NPPF, 2023)**, particularly Section 9: *Promoting Sustainable Transport*. In line with this guidance, the development will:

- Ensure **safe and suitable site access** for all users;
- Minimise conflict between vehicles, pedestrians, and other road users;
- Support the **efficient delivery of goods** and enable access by service and emergency vehicles;
- Reduce unnecessary vehicle mileage by sourcing materials locally.

6. Summary

Through the restriction of vehicle sizes, careful scheduling of deliveries, the promotion of safe access management, and compliance with established best practice, the proposed development will ensure that servicing and delivery activity is undertaken in a safe, efficient, and sustainable manner. The strategy will minimise disruption to the local highway network and aligns fully with both national policy objectives and good construction practice.

Unloading Procedure

1. General Principles

Unloading operations will, on occasion, require the use of a **rigid goods vehicle (up to 8-wheel capacity)** stationed on the public highway adjacent to the site. Deliveries of this nature will involve the use of a **HIAB crane** for the safe lifting of heavy or bulk materials across the site boundary, including movements across the footpath threshold.

All such activities will be undertaken with the utmost regard to **highway safety**, **pedestrian protection**, and **minimisation of disruption** to local traffic flows.

2. Scheduling and Notification

- Deliveries requiring crane operations will be **pre-scheduled** to avoid conflict with peak hours (08:00–09:00 and 15:00–16:00) and school operating times.
- Advance notification will be provided to contractors, delivery drivers, and, where necessary, local residents, to ensure awareness of timing and duration.
- Where appropriate, temporary signage will be placed in advance of the operation to alert approaching road users to potential obstruction or road barriers.

3. Traffic and Pedestrian Management

- A **bank sman (traffic marshal)** will be present throughout the unloading procedure to coordinate vehicle movements and supervise crane operation.
- Temporary **pedestrian diversions** will be established where the footpath is obstructed, using barriers to safely guide pedestrians around the lifting zone.
- The carriageway will remain passable to vehicles, with traffic marshals managing short-term restrictions where required. Deliveries will be sequenced to minimise dwell time on the highway.

4. Crane Operation and Safety

- The HIAB crane will be operated exclusively by a certified and competent operator, in compliance with **Lifting Operations and Lifting Equipment Regulations (LOLER 1998)** and **Provision and Use of Work Equipment Regulations (PUWER 1998)**.

- Lifting zones will be cordoned off using temporary barriers, preventing unauthorised access during operation.
- Materials will be lifted directly from the delivery vehicle into the designated on-site storage area, minimising the need for manual handling and reducing risk of obstruction on the footpath.

5. Protection of the Footpath

- Where crane operations cross the footpath threshold, temporary **protective matting or plating** will be installed to prevent damage to the surface.
- Pedestrian movements will be redirected until the lifting activity is complete and the footpath is clear of obstructions.
- The footpath will be reinstated to a safe, unobstructed condition immediately after unloading.

6. Community Considerations

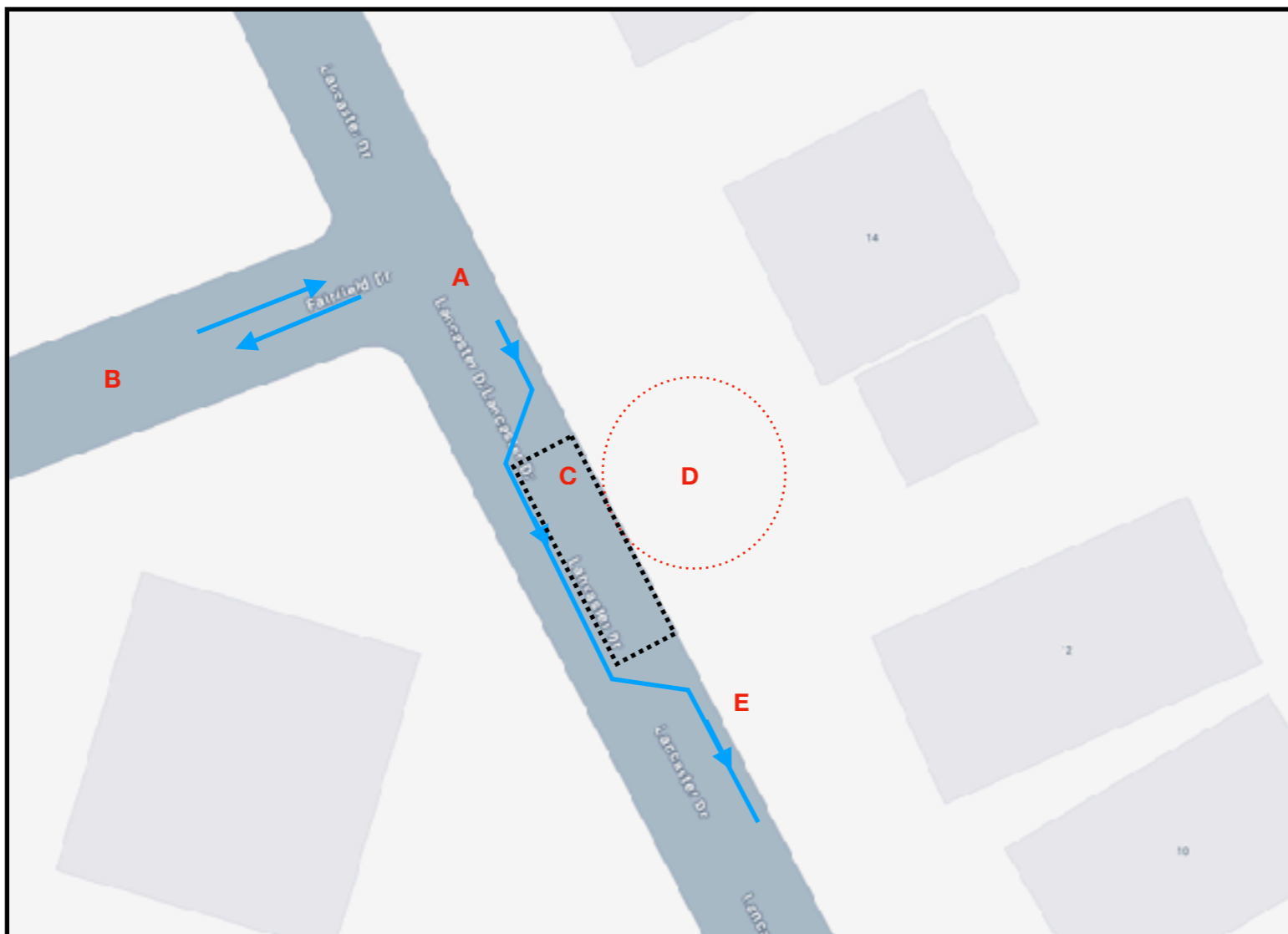
The unloading procedure will be conducted in line with **Considerate Constructor Scheme principles**, ensuring minimal inconvenience to neighbours and local road users. Noise and disruption will be kept to the lowest practicable levels, and all operatives will be briefed on maintaining courteous and safe behaviour during such activities.

7. Compliance with Policy

This unloading strategy reflects the principles set out within the **National Planning Policy Framework (NPPF, 2023)**, specifically Section 9 (*Promoting Sustainable Transport*), by:

- Ensuring safe and suitable access for all users during construction activities;
- Minimising conflict between vehicles, pedestrians, and other highway users;
- Supporting the efficient delivery of goods while protecting pedestrian and highway safety.

Unloading Diagram



Label	Identification	Hazard	Mitigation
A	Lancaster Drive, Flowing Traffic	Traffic Manoeuvring Around Stationary HGV	Vehicle Hazards / Beacon Lights / Large Obvious Vehicle
B	Fairfield Drive Junction	Emerging Traffic / Distorted Visibility	Make Drivers Aware Of Emerging Vehicles, Possibly Provide Traffic Marshal If Required On Prolonged Deliveries
C	Approximate HGV Delivery Location Shown in Black Box	Driver Entering / Leaving Vehicle Into Flowing Traffic / Obscured Vehicular View	Provide Traffic Marshal If Required, Ensure Sufficient Distance From Fairfield Junction
D	Approximate HIAB Unloading Reach	Potential For General Public To Walk Underneath	Temporarily Close Footpath With Obvious Signage / Barriers
E	Anticipated Footfall	Potential Disruption For Passing General Public	Redirect Footfall At A Safe Distance From Vehicle

Sustainable Transport

The application site is well supported by sustainable transport infrastructure, benefitting from an established bus service and a network of continuous footpaths within the local area. These facilities provide realistic alternatives to private vehicle use and enhance accessibility for the workforce.

Whilst it is acknowledged that contractor travel during winter months will predominantly be undertaken by LGV, opportunities for alternative modes of transport have not been excluded. In more favourable weather conditions, walking and cycling represent practical and sustainable options, particularly given the availability of local suppliers and services within Clitheroe. Temporary provision will be made on site for the secure storage of bicycles, thereby supporting contractors who may choose to travel by cycle.

In addition, the applicant will encourage the adoption of **car-sharing practices**, which are already a standard approach amongst the preferred contractors engaged for the project. This strategy is expected to reduce the overall number of vehicular trips generated, minimising potential traffic impacts on the surrounding network.

These measures align with the overarching objectives of the **National Planning Policy Framework (NPPF, 2023)**, specifically Section 9: *Promoting Sustainable Transport*, which seeks to ensure that developments:

- Give priority to pedestrian and cycle movements, and access to high quality public transport;
- Actively promote sustainable transport solutions to limit the need for new car journeys; and
- Reduce the environmental impacts of traffic, including emissions and congestion.

By actively promoting sustainable travel choices, facilitating vehicle-sharing arrangements, and integrating with existing public transport infrastructure, the proposed development is consistent with the NPPF's requirements and contributes positively to the delivery of sustainable construction practices.

Construction Parking & Site Management

1. Parking Capacity

The site is capable of accommodating up to **four van parking spaces** at any one time during the construction phase. Provision will be made as follows:

- **Two spaces on the existing driveways**, allowing direct access from Lancaster Drive.
- **One internal space within the garage**, suitable for a light commercial vehicle or contractor van.
- **One temporary space on the front lawn**, which will be reinstated to its original landscaped condition following completion of the works.

This arrangement ensures sufficient capacity to accommodate the projected peak contractor demand, while avoiding reliance on on-street parking within the local area.

2. Allocation and Use

Parking spaces will be allocated on a priority basis to vans transporting multiple contractors and essential equipment. Vehicle-sharing will be strongly encouraged, consistent with the project's sustainable travel strategy, to maximise the efficiency of the available parking provision.

The property will remain uninhabited throughout the construction programme, meaning no additional parking demand will be generated by the owners during this period.

3. Temporary Arrangements

The temporary use of the front lawn for parking will be carefully managed to ensure safe access and egress. Measures will be taken to protect the ground surface during use, with reinstatement and landscaping works to be undertaken once construction is complete.

This approach avoids overspill onto the public highway, ensuring that construction parking demand is contained within the site boundary.

4. Community and Neighbour Considerations

The applicant is committed to operating as a **considerate contractor**. Parking arrangements will be managed in a way that minimises disruption to neighbouring residents and maintains safe pedestrian and vehicle movement along Lancaster Drive.

In particular:

- On-street parking by contractors will be prohibited, except in exceptional circumstances where prior agreement is reached.
- Site inductions will include instructions on considerate driving and parking behaviour.
- Noise and disturbance will be actively managed in accordance with best practice guidance.

5. Benchmarking and Best Practice

When compared to other similar residential construction projects, the proposed strategy offers a **proactive and controlled approach** to parking management. By containing all contractor parking on-site, promoting vehicle-sharing, and ensuring temporary measures are reinstated post-construction, the development sets a positive precedent for safe and responsible construction management.

This approach accords with the principles of the **National Planning Policy Framework (NPPF, 2023)**, which encourages developments to provide safe, suitable, and efficient access arrangements while mitigating any adverse impacts on the local transport network.

Conclusion

Summary of key findings

The proposed redevelopment at 14 Lancaster Drive has been thoroughly assessed in the context of transport and highway considerations. The site benefits from an established and well-connected access arrangement, with visibility and ingress/egress movements consistent with the requirements of the *Manual for Streets*. The development does not necessitate the formation of any new vehicular access points or dropped kerbs, with the existing driveways providing safe and sufficient provision both during construction and once the property is occupied.

A comprehensive programme of construction traffic management has been prepared, ensuring that vehicle trips associated with the works are both limited in scale and carefully scheduled to avoid peak school and commuter periods. The restriction of vehicle sizes to light goods vehicles and rigid goods vehicles up to 8-wheel capacity ensures compatibility with the surrounding residential network, while measures such as contractor car-sharing, delivery scheduling, active vegetation management, and supervised unloading operations further minimise the potential for disruption. These arrangements demonstrate a proactive approach to safety and best practice in construction logistics.

The scheme also incorporates a clear emphasis on sustainable travel in line with the objectives of the *National Planning Policy Framework (NPPF, 2023)*. The site is well served by public transport and local pedestrian/cycle connections, with additional temporary provision for secure cycle storage to encourage active travel among contractors. Vehicle-sharing practices and local material sourcing further reduce unnecessary trips, emissions, and congestion. On-site parking provision is sufficient to accommodate construction demand without reliance on on-street parking, with temporary arrangements reinstated upon completion, ensuring no lasting impact on local residents or the public realm.

Taken together, the proposed development demonstrates full compliance with both national and local transport policies by ensuring safe and suitable access for all users, minimising conflicts between vehicles and pedestrians, supporting the efficient movement of goods and services, and actively promoting sustainable travel choices. The transport and highways implications of the scheme have been robustly addressed, and it is therefore concluded that the proposal is acceptable in transport terms and should not be regarded as a constraint to the granting of planning permission.