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Your ref: 3/2025/0997
Our ref: 3/2025/0997/HDC/KW
Date: 06 May 2026

Location: Land off Henthorn Road Clitheroe BB7 3BY
Proposal: Outline application for the erection of up to 115 dwellings, including affordable housing, with public open space, landscaping, sustainable urban drainage system (SuDS) and vehicular access. All matters reserved except for means of access.
Grid Ref: 372961 440676

Dear Kathryn Hughes

With regard to your consultation letter dated 24 March 2026, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Summary

No objections subject to conditions

Lancashire County Council acting as the Local Highway Authority (LHA) 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 or capacity 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 an application for the proposed outline application for the erection of up to 115 dwellings, including affordable housing, with public open space, landscaping, sustainable urban drainage system (SuDS) and vehicular access. All matters reserved except for means of access at Land off Henthorn Road, Clitheroe, BB7 3BY.

Site Description

The site forms two land parcels, one sited to the north of Henthorn Road, which comprises of 35 residential dwellings and the other site sits to the south of Henthorn Road which comprises of 80 residential dwellings.

The proposal is referenced as phase three within the Transport Assessment. Phase two, as described within the transport assessment, has since been built by Miller Homes.

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Phase two was initially refused under application 3/2018/0688 and the appeal was allowed under reference APP/T2350/W/19/3221189 for the erection of up to 110 dwellings. Phase two sits to the east of the proposed northern section of the development.

The proposed development site is not specifically listed as an allocated site in the currently adopted Ribble Valley Core Strategy 2008 – 2028 or the Housing and Economic Development.

Planning history

The LHA are aware of a recent planning application for the site, application reference 3/2019/0999, which was refused by the Local Planning Authority in September 2021.

Access Strategy

North of Henthorn Road

Vehicular access to land which sits to the north of Henthorn Road will be gained via the adjacent phase two development, taking access from Ingleton Crescent. The proposed access measures approximately 6m wide with 2m footways on either side, continuing the footway provisions from Ingleton Crescent. The access arrangements for the proposed development, which sits to the North of Henthorn Road, as noted within the plan titled proposed access arrangements, drawing number 1677/01, revision G, are acceptable. Please see the section below regarding alternative construction traffic access to the northern parcel directly from Henthorn Road.

A secondary emergency access arrangement is also provided within drawing number 1677/01, revision G, to provide access to the development which sits to the north of Henthorn Road, as well as serving as an emergency access to the Phase 2 development. The emergency access is 3.75m wide and controlled by knock-down bollards positioned on both sides. The amended drawing shows the access can achieve a visibility splay of 2.4m by 46m (based upon recorded speeds) in both directions.

Due to the total number of dwellings included within Phase 2 (110 dwellings) and the proposal for the North side of Henthorn Road (80 dwellings), the emergency access is considered necessary and acceptable in this case. The emergency access will also form a shared footway and cycle link providing direct access to Henthorn Road for pedestrians and cyclists. The principle of the proposed secondary emergency access is acceptable to the LHA, although further consideration can be provided at the reserved matters stage when reviewing the internal layout.

The LHA previously raised concerns over the lack of pedestrian provisions along Henthorn Road and requested that a 2m footway be extended further along the entire site frontage of the north side of Henthorn Road. The applicant has addressed this and the amendment drawing number 1677/01 Revision G now includes a footway on the north side of Henthorn Road measuring 2m wide. The Technical File Note 4A states that the applicant agrees to provide additional street lighting, extended along the length of the footway from its existing termination. The lighting design and details can be agreed at the detailed design stage and shall be to adoptable standards agreed upon as part of the Section 278 (S278) works with Lancashire County Council.

South of Henthorn Road

Drawing number 1677/01, Revision G also includes the access arrangements for the proposed development, which sits to the South of Henthorn Road. The proposed access measures 5.5m for 10m behind the carriageway edge, with 2m footway provision on either side.

Currently, there are no footway provisions on the South side of Henthorn Road that the proposed footway provision can be tied into. However, the footways around the access will be extended from the access along Henthorn Road to the left and to the right, where pedestrian crossing provisions are proposed. Pedestrian and cycle access into the South side of the site will be provided via the proposed vehicular access arrangements, as well as other traffic free routes into the site, as shown on the development framework plan, although these will be reviewed in more detail as part of the reserved matters layout review should the application gain planning approval.

The LHA understand that a traffic survey has been undertaken between the 5th to the 11th of November 2024. The recorded 7-day 85th percentile speeds were found to be 32.4 mph Northbound (to the left) and 32.5mph Southbound (to the right).

As such, the applicant has provided visibility splays at the southern site access with Henthorn Road of 2.4m by 46m in both directions. A slight amendment, to remove a 1m off set, has been made to the visibility splay in which the LHA find acceptable.

The data demonstrates that there is a lack of self-compliance of the speed limit on Henthorn Road and subsequently we would request that mitigation measures are provided to address these concerns. It is understood that the applicant has shown a traffic calming scheme as part of the site access layout. A robust traffic calming scheme including signing and road markings to reinforce the 20mph speed limit shall be undertaken as part of a technical detailed design under a Section 278 agreement.

It is understood that Henthorn Road is to be widened to 5.5m wide, which will support 2-way vehicle movement along its length. There are also existing field gate access points, which should be permanently closed should approval be granted.

Vehicle Tracking

An amended swept-path analysis, drawing 1677/SP/02/B has been reviewed, which addresses the previous concerns regarding the size of the refuse vehicle used in previous drawings. The applicant has provided swept path analysis for a range of vehicles which may need to access the site as shown on drawings 1677/SP/01/A, 1677/SP/02/B and 1677/SP/03/A.

Currently, the tracking diagrams demonstrate that vehicles are able to negotiate the junction and complete the required turning movements without overrunning footways or encroaching into opposing traffic lanes beyond what would normally be expected for vehicles of this size and the nature of the network.

Drainage

Currently, the section of Henthorn Road which sits between the proposed development sites does not feature any piped highway surface water drainage system and instead drains to the highway verges. As such, we request that a piped highway drainage system along Henthorn Road is provided, which should be drained to a suitable internal outfall

within the site, given that there are no provisions within the highway. This drainage then must be put forward for adoption by United Utilities under a Section 104 agreement under the Water Industry Act 1991. The applicant has advised they are willing to provide drainage along Henthorn Road and the precise details will be subject to and delivered as part of the S278 agreement.

LCWIP/Public Right of Way

The LHA are aware that the Public Rights of Ways networks surrounding the site are well used for recreational purposes. Public Right of Way FP0301017 runs around the perimeter of the site, which sits to the North of Henthorn Road, providing a connection to Edisford Road.

Footpath FP0301017 is recorded as running through the site to the South on Henthorn Road, connecting to Primrose Road. The Public Rights of Way Team welcomes the definitive line of the footpath to be retained through open space away from vehicular traffic, avoiding the use of estate roads in line with Defra Rights of Way circular (1/09).

To improve connectivity and mitigate against additional footfall following the increased number of dwellings, any new paths from the development and Public Right of Way must be a minimum 3m wide and appropriately paved. The detail of which is to be included within the S278 Agreement.

Previously, there has been a desire to provide cycle provision between Henthorn Road and Primrose. As such, each development that comes forward is expected to provide a minimum 3m wide surfaced path and an agreement from the developer to dedicate additional rights (cycle or bridleway). Further detailed design of the route can be discussed and reviewed at the reserved matters stage.

Henthorn Road and the footpaths surrounding the site are identified in the LCWIP (published March 2024) as a primary and secondary routes for walking and cycling. These routes must be protected to support highway safety and sustainable travel.

Sustainability

A recent appeal decision for an adjacent site, granted under APP/T2350/W/19/3221189, has provided some insight into the perceived accessibility of the site to the wider area in respect of sustainable modes of transport such as walking, cycling and public transport. The planning inspector was satisfied that the walking distances to the local convenience store, school and town centre were acceptable in the context of the site.

The closest bus stop to the site can be found on Blakewater Road, opposite Lune Road, which is approximately 450m from the centre of the Site. The service which runs from the bus stop, service C2, is a subsidised service and as such, developer contributions are required so that it remains viable for future residents.

The previous response requested that a contribution would be sought to maintain and improve the existing bus service, payable in instalments over a 5 year period commencing with the occupation of the 80th dwelling. However, the LHA would request that Section 106 contributions commence with the occupation of the 40th dwelling. The previous use of the wording pro rata was incorrect, and as such has been questioned by the developer; the figure requested was not based on a pro rata calculation. They represent an uplift from

the previously agreed £291,000 contribution, which was agreed under the previously refused application for phase 3, 3/2019/0999. Calculations have been based on bus operating costs, which have risen. On that basis, a contribution of £291,000 - £310,00 is requested as part of a Section 106 agreement with Lancashire County Council.

The centre of the site is slightly outside acceptable walking distances as detailed within the current guidance. However, the LHA have reviewed the position on the provision of the diverted bus service to the south of the site, and the LHA would not dispute the developer's position on this matter.

Travel Plan

The applicant has provided a framework for a travel plan. The LHA would request as that the financial contribution for Bus Service C2 be triggered upon occupation of the 40th dwelling. The framework also notes provisions of a new footway between phase two and phase three, which is considered necessary; however, this shall be extended across the full frontage of the North site to connect to Public Right of Way FP0301017.

The provisions of a new Zerba Crossing on Edisford Road in the vicinity of St. Paul's Street are considered necessary and have been previously requested by LHA. The LHA notes that the travel plan aims to reduce 10% of vehicle 2-way trips during peak hours to other modes. Subject to the matters detailed above the Travel Plan Framework is considered acceptable to be implemented in accordance with its timetable.

Due to the scale of the development, a Full Travel Plan (FTP) and its implementation will be appropriate for this development proposal. The LHA provide Travel Support to developers and a contribution of £6,000 is requested prior to first occupation. The FTP when submitted, will need to meet LCC's submission criteria and include:

- Contact details of a named Travel Plan Co-ordinator (TPC)
- Results from travel survey
- Details of existing cycling, pedestrian and public transport infrastructure
- Details of the provision of cycle parking
- Objectives
- SMART Targets for non-car modes of travel, considering baseline survey data
- Action plan of measures to be introduced, and appropriate funding

Details of arrangements for monitoring and review of the FTP for a period of at least 5 years

Transport Assessment

The applicant has provided a transport assessment (TA) as part of the proposal. The following comments are based on information provided within the Transport Assessment reference 1677/3/A, December 2025 as well as Technical File Note 4A.

It is understood that the TA has been created using guidance from the National Planning Policy Framework, December 2024, Planning Practice Guidance, March 2014, Ribble Valley BC Core Strategy 2008-2028, Lancashire County Council Local Transport Plan 2011-2021. To ensure a robust access future Transport Assessment must be provided to the LHA using the Decide and Provide guidance available online here:

<https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/>.

Trip Generation

The Local Highway Authority has reviewed the trip rate evidence presented in Section 8.7 of the Transport Assessment. The applicant has provided three sets of trip rate data, the more recent trip rates derived from AHA's 2024 ATC survey on Blakewater Road. The LHA agrees that the 2024 recorded trip rates are the most appropriate for forecasting the traffic associated with the proposed 115 dwelling development.

Using these rates, the development is forecast to generate approximately 86 two-way trips in the AM peak and 83 two-way trips in the PM peak. Accordingly, the LHA raises no objection to the trip rate methodology or the resulting trip generation figures.

Traffic Counts, Traffic Growth and Assessment Years

The TA details how the applicant expects the proposed development, should it gain approval, to be fully constructed and operational by year 2031. In line with the LHA's policy Assessment years should be based for 5 years after the development becomes operational as such for this case that is 2036.

The applicant has provided growth factors using TEMPRO which is a widely used to assess local growth factors. The growth factors detailed within the assessment estimate traffic flows from 2031 and 2036, from the 2024 count data.

Analysis of the traffic count data identifies the peak hours for traffic flows at the study junctions as the AM peak being 08:15 – 09:15, and the PM peak being 16:45 -17:45. It is understood that the count data was taken on 5 November 2024, which was used in the analysis of junctions 1 to 11, and a survey at Junction 12 was undertaken on 27 November 2024.

The applicant has updated their results to represent Passenger Car Units (PCU) rather than vehicle counts, which ensures that the analysis accurately reflects different vehicle types and their relative impact on capacity. It is understood that the modelling results requiring amendments to PCU output queues were for SJ7 & SJ8. The modelling results only showed minor changes in a few cases.

Junction Operational Assessments

The TA includes operational assessments of twelve junctions within the study area, covering both priority-controlled and mini-roundabout layouts. The assessments have been undertaken using JUNCTIONS 9 software PICADY and ARCADY, with results presented from the 2024 observed and years 2031 and 2036.

It is assumed that the development will be fully constructed and operational by year 2031. The applicant has provided an assessment for the following 5 years after development opening, which in this case is 2036. The applicant has also used TEMPRO to ensure the date includes local growth factors.

The percentage distribution of traffic generated by the proposed residential development at the site detailed within TA study network is based on the distribution which has been previously agreed by the LHA for the adjacent development 3/2018/08688, which formed

the Phase 2 scheme. The LHA did raised concerns, which resulted in further data analysis to consider vehicles diverting away from the Henthorn Road / Thorn Street junction to avoid congestion and utilising the junctions of Lancaster Drive, Seedall Avenue and Faraday Avenue instead, which has been detailed within the TA under Technical Note 3.

The LHA consider the analysis approach used to produce the TA as detailed above acceptable.

TA details that traffic generated from the site may pass through twelve Junctions. The site is predicted to generate an increase in traffic by 30 vehicles or more at the following junctions; as such the LHA will review these junctions in turn below.

SJ1 - Lancaster Drive/Edisford Road

The junction analysis previously provided for SJ1 was formed as part of the assessment for the previously refused scheme for the site under application, 3/2019/0999. The LHA requested that the data be updated to be in line with the other analysis provided within the TA. The future years assessment concluded that the junction is predicted to operate with spare capacity and negligible queues. The PICADY modelling results demonstrate that the junction operates with spare capacity across all assessment years, with or without development. The 2024 count confirms queues consistently clearing within each 5-minute interval, and the ratio of flow to capacity (RFC) value is low. In 2031, both the base and development scenarios show only marginal increases in RFC and delay, with all movements continuing to operate well within capacity and queues remaining negligible. The 2036 forecasts follow the same pattern.

SJ2 - Seedall Avenue/Edisford Road, SJ3 - Faraday Avenue/Edisford Road, and SJ4 - Thorn Street/Bawdlands.

Whilst these junctions have been mentioned within the TA as possible routes to take should other junctions become problematic, they were not included as part of the % of distribution for the proposed development and as such, no further assessment or modelling has taken place. These junctions are not on the primary desire line and form minor residential side roads, this approach was deemed acceptable previously.

SJ5 - Henthorn Road / Bawdlands

The junction is forecast to operate close to, but still within, practical capacity in future scenarios. Development traffic increases the ratio of flow to capacity (RFC) values, but not to a level that would result in severe operational issues. The highest RFC remains below typical intervention thresholds; as such, the impact is acceptable.

SJ6 - Henthorn Road / Eshton Terrace / Thorn Street

The junction is forecast to experience higher utilisation due to its position on the desire line to the town centre. The junction currently has a constrained geometry, featuring narrow side roads which are bordered by residential frontage. These characteristics mean the junction is inherently sensitive to increases in turning movements.

The operation of the junction is further complicated by the combination of the periodic operation of the level crossing on Thorn Street and the parking that occurs on Henthorn Road outside the terraced properties (numbered 15 -31) both of which contribute to the delays at this junction.

The 2024 count shows that the junction is currently operating within practical capacity. For future scenarios development, traffic increases RFC values. The LHA, however note that the applicant has put forward a number of mitigation measures to assist in accommodating the development traffic on the network and for highway safety reasons.

Mitigation for this junction should include the following:

- Introducing keep clear markings to support turning
- Slightly realign the centreline marking on Henthorn Road
- Replacement of the existing road marking, including but not limited to the red texture covering the junction, replacement and extension of the existing yellow junction protection lines.
- Widening on the west side of Henthorn Road over a distance of about 25m.
- Introduce tactile paving at the existing dropped kerb crossing locations around the junction.

A mitigation improvement scheme has been included as part of the application and can be found within drawing 1677/12 Revision A. The scheme is subject to technical detail design at the Section 278 stage.

SJ7 - Station Road / Parson Lane

The modelling for this junction has been repeated to represent the output queues displayed as PCUs, as per the LHA's previous request. The junction is forecast to operate within practical capacity in all scenarios. Development traffic contributes only marginally to circulating flows, and the highest RFC values remain comfortably below capacity thresholds. The impact is acceptable.

SJ8 - Lowergate / Moor Lane / Woone Lane

The modelling for this junction has been repeated to represent the output queues displayed as PCUs, as per the LHA's previous request. The junction continues to operate within capacity in all assessment years. Development traffic results in minimal changes to RFC and queue lengths. No material operational issues are identified, and as such, the impact is acceptable.

SJ9 - Castle View / Parson Lane

The junction is forecast to operate well within capacity. Development traffic assignment to this location is low, resulting in negligible changes to RFC. The impact is acceptable.

SJ10 - Greenacre Street / Woone Lane / Eshton Terrace

The junction remains within practical capacity in all scenarios. Development traffic increases RFC values only marginally, with no significant effect on queue lengths. The impact is acceptable.

SJ11 - Whalley Road / Greenacre Street

The junction is forecast to operate within capacity, with development traffic contributing only minor increases in RFC. No operational concerns arise, and the impact is acceptable.

SJ12 - Primrose Road / A671 Whalley Road

The junction continues to operate within practical capacity in all scenarios. Development traffic assignment is minimal, resulting in negligible changes to RFC and queueing. The impact is acceptable.

Subject to mitigation, we anticipate that the development traffic can be accommodated on the network.

S106

Highway contributions are required to mitigate the impact of new developments by providing funding to services within Lancashire County Council. These measures have been detailed above; however, for ease of reference, contributions as part of 106 agreements are detailed below:

- Travel Support contribution of £6,000
- A contribution of £290,00 - 310,000 would be sought to enhance and maintain the existing bus service
- Contributions for Public Right of Way improvements are yet to be determined and will be addressed at the detailed design stage.

Highway Mitigation (S278)

Highway improvements are required to address highway safety concerns and the intensification of use should the application be granted approval. These measures have been detailed above; however, for ease of reference, mitigation measures are detailed below. The developer confirmed their support the implementation of the following measures:

Mitigation requested along Henthorn Road following the proposed intensification of use should the development be approved, includes but are not limited to the following:

- Localised widening of Henthorn Road to a minimum of 5.5m
- Provision of a 2m footway along the northern side of Henthorn Road for the full extent of Henthorn Road.
- Street lighting scheme along Henthorn Road.
- Provision of a 2m footway along the southern side of Henthorn Road for approximately 6m to the left and 8m to the right
- Pedestrian crossing facilities on both sides of Henthorn Road in line with inclusive mobility guidance
- A traffic calming scheme comprising of signing and road markings on Henthorn Road.
- Highway Drainage along Henthorn Road, which falls into an internal outfall within the wider site.
- Access arrangements for the Public Right of Way terminal points onto Henthorn Road

Mitigation requested along Edisford Road to support better pedestrian movement should the development be approved include but are not limited to the following:

- New Zebra Crossing

Mitigation requested following assessment of SJ6 Henthorn Road / Eshton Terrace / Thorn Street includes but is not limited to the following:

- Introducing keep clear markings to support turning

- Slightly realign the centreline marking on Henthorn Road
- Replacement of the existing road marking, including but not limited to the red texture covering the junction, replacement and extension of the existing yellow junction protection lines.
- Widening on the west side of Henthorn Road over a distance of about 25m.
- Introduce tactile paving at the existing dropped kerb crossing locations around the junction.

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. 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.

Construction Traffic Management

The North side of the development is currently proposed to be accessed from Ingleton Crescent, while this is acceptable for the proposed residential traffic once occupied, we recommend that construction traffic is taken directly from Henthorn Road. Any damage to the road surface of Waterfall Gardens or Ingleton Crescent, the Miller Homes site (phase 2), which has been recently completed, will need to be rectified by Miller Homes prior to its adoption by the Highway Authority. While the development site, which sits to the North of Henthorn Road, will ultimately be accessed through Ingleton Crescent, during construction, the developer is in support of all construction traffic to the north accessing the site via a temporary construction access from Henthorn Road. This will reduce conflict with residential traffic and on-street parking on Ingleton Crescent and eliminate the risk of any surface damage to the newly constructed estate road, which may occur during the construction phase of the development.

Internal Layout

It is recommended that, if planning permission is granted and the development progresses to the reserved matters stage, the applicant enters into pre-application discussions regarding the internal road layout, parking provision, electric vehicle charging points, and related matters. This will help ensure that the final layout meets the standards required for adoption and future maintenance by the LHA.

The Public Right of Way network need to be taken into consideration when the internal layouts are being planned. High connectivity for pedestrians to the network will be required. Footpath FP0301017 is recorded as running west to east through the proposed development, connecting Edisford Road to Primrose Road via Henthorn Road. To improve connectivity and mitigate against additional footfall, any new paths from the development and the Public Right of Way must be appropriately paved and a minimum 3m wide. Improvements and alterations are subject to a S278 Agreement.

Contributions

Highway contributions are required to mitigate the transport impacts of new development and to support the Local Highway Authority in delivering necessary infrastructure and services. For this scheme, the identified Section 106 contributions include a £6,000 Travel

Support contribution, a £290,000 contribution towards maintaining the existing bus service, and contributions towards Public Right of Way improvements, with the latter to be confirmed at the detailed design stage.

Conditions and informative notes

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 the 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 because 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.

2. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety

3. Prior to commencement, details should be submitted of the construction site access, which shall be introduced for the construction phase and reinstated prior to first occupation. Construction vehicles shall access the site directly from Henthorn Road. From the avoidance of doubt no construction traffic shall access the site from Waterfall Gardens/Ingleton Crescent.

Reason: In the interest of highway safety.

4. 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 improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Highway improvement works include, but are not limited to:

Henthorn Road

- Localised widening of Henthorn Road to a minimum of 5.5m
- Provision of a 2m footway along the northern side of Henthorn Road for the full extent of Henthorn Road.
- Street lighting scheme along Henthorn Road.
- Provision of a 2m footway along the southern side of Henthorn Road for approximately 6m to the left and 8m to the right
- Pedestrian crossing facilities on both sides of Henthorn Road in line with inclusive mobility guidance
- A traffic calming scheme comprising of signing and road markings on Henthorn Road.
- Highway Drainage along Henthorn Road, which falls into an internal outfall within the wider site.
- Access arrangements for the Public Right of Way terminal points onto Henthorn Road

Edisford Road

- New Zebra Crossing

The junction of Henthorn Road / Eshton Terrace / Thorn Street

- Introducing keep clear markings to support turning
- Slightly realign the centreline marking on Henthorn Road
- Replacement of the existing road marking, including but not limited to the red texture covering the junction, replacement and extension of the existing yellow junction protection lines.
- Widening on the west side of Henthorn Road over a distance of about 25m.
- Introduce tactile paving at the existing dropped kerb crossing locations around the junction.

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.

5. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 4 has been constructed and completed in accordance with the scheme details.

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.

6. No part of the development hereby approved shall be occupied until visibility splays 2.4 metres back from the centre line of the access and extending 46m in both directions on the nearside carriageway edge have been provided at the access to

the Southern parcel and the emergency access onto Henthorn Road, as shown on the approved plans. 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 ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

7. The new estate road/access shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level 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

8. 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.

Reason: To ensure that the infrastructure is maintained in the future.

9. 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.

Reason: To ensure that the infrastructure is constructed to a suitable standard.

10. 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.

Reason: To ensure adequate parking provision is provided.

11. The development hereby permitted shall not be occupied or brought into use until car parking provisions as detailed within the Joint Lancashire Structure Plan have been provided in full and are available for use. The car parking and turning areas shall thereafter be kept available for the parking and manoeuvring of vehicles at all times.

Reason: To ensure the provision of adequate car parking on site and in the interests of highway safety.

12. Prior to first occupation cycle storage provisions for the residential units shall be 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 promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

13. Any garage(s) hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household(s) and shall not be used for any use that would preclude the ability of their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

Reason: To ensure that adequate parking provision is retained on site.

14. Prior to commencement of development, construction specification details for footpath FP0301017 and the connecting path shall be submitted to and approved in writing by Lancashire County Council's Public Rights of Way Team. The developer shall thereafter undertake the improvements in accordance with the approved specifications prior to occupancy of the first dwelling. The details shall include:

- 3m width, gradient of no steeper than 1:20 and surface of the public rights of way and connecting path.
- location and details of any proposed infrastructure across the right of way.
- drainage methods to prevent the discharge or of water on the right of way.
- any planting to boarder the right of way.
- methodology to keep the disturbance and or closure of the rights of way to a minimum.
- No part of the development (in so far as it affects the public rights of way) can lawfully commence until a temporary footpath closure has been granted.
- Pursuit of a legal order to upgrade the rights along the Public Right of Way to a cycleway or bridleway.

Reason: To protect the Public Right of Way

Informative notes:

- 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.
- The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on

PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

- This consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.
- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.
- Temporary access must be constructed under an appropriate legal agreement under the Highways Act 1980 (Vehicle crossings over footways and verges). Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact Lancashire County Council by telephoning 0300 123 6780 and asking to discuss provision of a temporary development access.
- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), 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 Control 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 sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

T: 0300 123 6780

W: <http://www.lancashire.gov.uk>